



Gillespie Pilots Association Meeting Minutes

P.O. Box 711591
Santee, CA 92072-1591
October 1, 2022
Membership Meeting

GPA President Captain Denis Breslin welcomed everyone and called the meeting to order at 0903 hours. The meeting is open to all GPA members and those who are signing up at the present meeting. (There were approximately 50 in attendance)

GPA President Breslin presented the meeting agenda and welcomed the guest speaker from SoCal TRACON, Conway Mitchell.

Gillespie Pilots Association Website <https://www.gillespiepilotsassociation.org>;

- **GPA membership dues** – still only \$20 for the whole year!
- Check out the GPA on **Facebook**.
- **Socialflight.com** – What’s happening in Aviation – GPA meetings are listed under ‘Events’
- List of **2022 GPA Board** members.
- **Classic Aircraft Display** from 0900-1000 on the Admin and East transient ramps.
- **GPA Webcam:** The webcam is up and running again. Here is the link: [GPA Webcam](#)

I GPA Nominations/Elections: The GPA’s Board of Directors serve for one year and each November an election is held for the following year. Steve Geary head’s up the Nominating Committee and is accepting names for those who wish to serve on the Board for 2023. Most of the current members have agreed to stay, if elected, but Treasure Doug Ferry as well as Board Members Steve Geary and Chris Van Stelle are looking to step down at the end of the year. If you would like to serve, please reach out to Steve Geary, or any of the Board Members, to ensure you are part of the election at the November 5th meeting.

II Gas Prices: Fuel prices continue to be high with SAN the highest at \$9.36 and SDM the least expensive at \$5.25 per gallon. SEE is in the middle of the pack with prices between 6.89 and \$6.99. As prices increase, the 10 Gallons of gas offered by Golden State in the monthly raffle is also appreciated and becoming a better deal each month.....

III Controversy: In what feels to be an ever-polarizing society, the Aviation community is not exempt. A great division still exists..... Nose Wheel vs Tail Wheel

<https://m.youtube.com/watch?v=Fk4p0zY2RHc>

IV Gillespie Field Development Council (GFDC): The GFDC is the body to take issues affecting Gillespie Field before the County Board of Supervisors and is often the venue where possible changes that affect SEE are discussed before being implemented. Their work has a direct impact on the airport’s operations and their 5-member Board consists of two current GPA members, Phyllis Trombi and Barry Bardack, who updated the GPA.



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In their last meeting on Sept. 21st, they introduced the new **County Director of Airports, Jamie Abbott**. Mr. Abbott brings with him a lot of experience, most recently from the Chicago area, and will fill a vacancy the area has needed.

The **KSEE Runway Safety Action Team (RSAT)** is tasked with tracking, reporting, and making recommendations on runway safety issues at SEE. As has been discussed over the last year, Vehicle Pedestrian Deviations (**VDPs**) have been of significant concern, so much so, the FAA mandated specific plans be developed to address the issue. The SEE Driver Training Program was the result of the desire to reduce the VDPs seen at the airport. Since its inception, over 800 have gone through the training and it has had a noticeable impact. The impact was so good, the FAA was “amazed” and asked about the program. Airport Manager, Cathe Johnson attributed it to the cooperation of the SEE users and operators.

Also discussed were the proposed plans for the service road connecting the west transient ramp with the area near the Gillespie Café/Tower. The stakeholders adjacent the proposed road have some concerns about the project with those issues are being discussed with the engineers designing the plans. The plans have already been approved and funded through a grant, so changes at this point can be difficult. Once a final resolution is decided, a meeting will be held with the affected stakeholders.

Only a few members attended the last GFDC meeting, but their next meeting will be Wednesday November 16th, 2022, at 6:00 located in the El Cajon Council Chambers at 200 Civic Center Way, El Cajon. All GPA members are **highly encouraged** to attend the GFDC meetings and be involved in both group’s work.

V Conway Mitchell (SoCal TRACON): Conway Mitchell started on the east coast, then worked in the Bakersfield area, before settling down at the SoCal TRACON where he is specifically assigned the San Diego area. The SoCal TRACON is the busiest ATC facility in the world with 2.25 million operations in 2019, covering 18,000 sq. miles of airspace, with 46 public airports, 28 different control towers, including 2 class “Bravo” and 4 class “Charlie”. The area also includes some of the busiest parachute “drop-zones” in the world with between 120,000 and 150,000 jumpers per year.

After explaining just how busy the TRACON is, Conway explained the areas of responsibility and some of the specific requirements controllers adhere to. IFR traffic must be separated by 1,000’ vertically and 3 miles laterally. Understanding that and looking at the proximity of the different San Diego area airports, as well as their final approach courses, one can see the challenges ATC has with keeping everyone separated and safe.

The attached Power-Point pdf slides show all the issues discussed, but based on questions asked the following were of primary focus:

- If you wish to fly multiple approaches in IMC/on an IFR flight plan, expect to land at each airport and receive a new clearance. Approaches while VFR will have much more latitude and may receive multiples without needing to land.
- Most “published missed” conflict with other operations in the area and may not be available.



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- Avoid flying around or joining a final approach to any towered airport without talking to ATC. Some high-speed aircraft may be on an extended approach and without radio contact, ATC may need to vector them around or require a different approach.
- Contact ATC at least 10 miles out if you're going to request a "Bravo" clearance. This gives them time to work you in, and contrary to some opinions, ATC sometimes prefers to have VFR go through the Bravo.
- If possible, get "Flight Following" while still on the ground (Twr/Grnd-Ctl/Cl-Del)
- CFI(I)'s with students, especially when it's busy, ensure the student answers up on the radio quickly with the correct information. Be prepared to help them if necessary.

Rob Reddeg is the Safety Lead and is available to answer questions. His contact info is Rob.reddeg@natca, but if you have specific questions for **Conway Mitchell**, who specifically works San Diego, feel free to reach out to him at: cway1982@gmail.com

VI Allen Airways Fly-In: GPA's Bill and Claudia Allen had their annual Stearman Fly-In in May 2022. It was a great event with multiple Stearman's flying in from around the country, to include some rare and classic models. See the attached Power-Point for a photo montage.

VII Raffle Results: The raffle winners for the 10-gal of gas from Golden State and the 1-hour of training in the Redbird Simulator were:

Golden State 10-gal of gas: John Costigan

Redbird Simulator: Bob Antebi

The meeting was adjourned at 1054 by GPA President Breslin.

The next GPA meeting is scheduled for 9:00 AM Saturday, **November 5, 2022**, at the Airport Administration Building.

Respectfully submitted,
J. Wes Morris, GPA Secretary