



Dalia Bureker (Bullet is the co-pilot)

Dalia is currently on the DVPA Board of Directors and serves as the Secretary and Activities Chair. She has been an association member since 1987. She brings valuable skills and awareness of benefits and importance of serving the DVT pilot community. She trained at DVT and has private and instrument ratings. She and husband, "Bob", own a Cherokee hangared at DVT. Dalia has extensive background in large community property management that includes marketing, accounting and preventive maintenance.



Chuck Crinnian

Chuck Crinnian began his flight career at age 15 and has been involved in aviation in various capacities for the last 40 years. Currently he is an Aviation Medical Examiner and Lead Neurohospitalist for Scottsdale Healthcare. Prior to changing careers to medicine, he was a professional pilot in the corporate area and was a founding flight instructor at Embry Riddle in Prescott Az. His last position was that of Chief Check Pilot for Flight Standards at ERAU. He flies a Mooney 231 and has been based at Deer Valley for the last 3 1/2 years. Chuck is also a FFAST Team representative.

Chuck was appointed to the Board of DVPA in mid term, July 2009 and held the Vice President position. He has been active in the group's activities and planning committees. He strongly desires to continue his service to our aviation community and strive to mold a strong, vibrant, and outstanding pilot group at Deer Valley Airport.



Tod Dickey

Age 53, married, 2 children.

Pilot Time - 6100 hours

Ratings – ATP Airplane Single and Multi Engine Land and Sea
Flight Instructor - Single and Multi Engine + Instrument
Ground Instructor – Advanced + Instrument

Aircraft Owner – Grumman Widgeon (2nd Widgeon)

Deer Valley Tennant since 2000

DVPA member since?

Part time 135 captain in Beechjet based at Scottsdale

Education – Arizona State - B.S. Aeronautics, Masters in Business Administration

Employment – 30 years in family steel roof and flooring business.

Currently involved with Pinal Energy ethanol plant in Maricopa, AZ.

Formerly active in formulating SDL Airport and Airpark Regulations (they could have been a lot worse)

Currently working with City of Phoenix Aviation Department and Luke AFB on land use issues on property owned near Luke.

Learned to fly in 1978 through Grasshoppers Flying Club (Air Research) at PHX.

Vice President of Grasshoppers for several years.



John Ferry

Hello, my name is John Ferry. I am fifty years old and a resident of Arizona since 1992. I was born and raised in a small town in Northwestern Pennsylvania sixty miles North of Pittsburgh. I have always wanted to fly since I can remember.

I received my Bachelor's degree in Mathematics in 1982, and began my flight training two weeks after getting my first job. After taking some time off to save some much needed money, I resumed my training and received my license in 1984. I subsequently moved to the Philadelphia area where I received my IFR training and certification. At that time, I bought my first airplane a Cessna 150. I subsequently sold and purchased a Cherokee 180 and moved to Arizona. I am now the co-owner of a Bonanza F33 based here at Deer Valley.

I currently work in the medical field as a practice administrator for a urology group based in Phoenix and Scottsdale. I enjoy computers and computer programming and returned to school in 2008 working towards my Master's degree in Accountancy. I complete my coursework this February and plan to sit for the CPA exams in 2010. My future plans include pursuing either an Executive Law degree or possibly a PhD in Business Administration.



David Harsay

- Grew up in Lee's Summit, Missouri (1980's)
- Civil Air Patrol cadet during High School
- EAA Member since 1984
- Attended the Coast Guard Academy's project AIM in 1985
- Spent a lot of time in a Luscombe 8E flying around Missouri and Iowa
- First solo in 1989, Cessna 150, at North Air in Prescott
- AOPA Member since 1989
- BS degree in Aeronautical Studies, Embry –Riddle, Prescott 1991
- FAA A&P License in 1993, at Cochise College. While attending A&P School:
 - Mechanic for the flight school's Cessna 182's, Piper Warrior II's, and Baron
 - On weekends, contract work on 737's and 727 C and D checks
- Learjet Customer Service mechanic 1993-1995
- KC Aviation / Gulfstream 1995-2000
- Bombardier new aircraft deliveries 2001-2003
 - Learjet 31 and 60 models
 - Challenger 604
 - Global Express
- ARINC Aircraft Services, Scottsdale 2006-2007
- Cutter Aviation, PHX 2008 until present, Aircraft Technical Services
- Starting to fly again, training program in Cutter Aviation's Archer



Jerry Kapp

Aviation:

Like many other stories you hear, I fell in love with aviation at an early age. I grew up in a small town in Pennsylvania, which did not offer many opportunities in the way of aviation. In 1978, I joined the US. Navy, mainly because of an S-3 crew I had met at an air show. I knew I could get my chance to fly even if it was only as an air crewmen. I did get that chance in H-53 helicopters. I took my first flying lesson at 19 and soon soloed and just as quickly ran out of money. It was nearly 20 years of trying to fit flying back into my life before I began flying sailplanes in 1999. I earned my sailplane certificate 90 days after my first lesson. While flying sailplanes is both rewarding and challenging I began to once again lean back towards the powered flight side. Soon I was back in the left seat with my focus on finishing my private pilot's license. My dream of being a powered pilot was finally realized in September of 2005 and soon was in the market for an airplane. As luck would have it, the plane that I did some training in became available. I am now the proud owner of a 1985 Maule MX7 235.

Business:

My business career started with a paint and body repair shop at the tender age of 21. I soon grew tired of the constant fumes and the working conditions. Not wanting to give up, I kept the business going long enough to get out of debt. I then closed the business, vowing never to paint another car. The one positive side of the painting business was that I discovered computers. Realizing early that I had a talent for computers, I started taking classes and soon began pursuing a computer science degree. After a few years, I felt that I was spinning my wheels in school learning outdated technology, so I struck out on my own. That was 15 years ago when I started my computer business and have not looked back.

Personal:

I have been married for nearly 20 years to my wife 'Diane' who also enjoys flying and often accompanies me transporting blood for Flights for Life. I have been a member of Flights for Life for nearly 4 years and currently serve as a board member. I also had the opportunity to develop a new scheduling system for FFL, which is now on-line and in real time. This has been a very rewarding experience for me and has put me in contact with many wonderful people at FFL. I joined Toastmasters International in 2002 and was active in the club holding several positions including 2 terms as president and achieved the level of Distinguished Toastmaster. I also belong to another pilot organization called Pilots and Paws. This organization flies animals from high kill areas to other locations where they have a better chance at adoption. Pilots and Paws are not currently active on the west coast, but I would like to try to get more attention in Arizona.



Jim Russell

Since becoming active in DVPA, I have provided effort with issues such as Southside Ramp Reconstruction, SASO's Standards, and Hanger Inspections. I am thrilled to have been elected to the board of Deer Valley Pilots Association, and I look forward to continuing to represent my fellow tenants in a proactive manner. I do believe we will be confronting serious and challenging issues in the future.

I earned my pilots certificate in Illinois in 1994.

I earned the instrument rating a year later. I vowed I would never let my instrument rating lapse due to currency. So far I've been successful in that regard. I have accumulated about 1300 hours since then. I earned FAA wings Phase X. My wife Nancy, who is also a pilot, and I have enjoyed owning a PA28-181 Archer. "Archie" lives on the north side in hanger 50-05. Nancy and I travel frequently with two bicycles in the back of 2954N and have bicycled much of the west coast and other areas. Nancy is also an avid photographer.



Bill Woods

I've been an Arizona resident since 1973. I earned my pilot's license in 1984 at the old Glendale airport where one had to watch for trucks traveling on Grand Ave. while on short final in order to land.

In 1986 I decided I wanted to be in an equity position in an airplane and I purchased a quarter partnership of a Cherokee 180 that was based at Deer Valley in a covered tie-down. While in the Cherokee partnership my wife and I enjoyed a lot of \$100 hamburgers around Arizona and I remained in the partnership for 12 years.

In the late 90s my wife and I attended several fly-outs with friends who were Bonanza owners. After consistently being the last ones to arrive for our hundred dollar hamburgers we decided to upgrade to a Bonanza and in 1999 we purchased an "N" model Bonanza which we still own and have hangared on the north side.

Flying and aviation related activities are my passion and I spend a great deal of my spare time in my hangar maintaining the Bonanza. It's the great stress reliever in my life and my family and I fly 50 to 100 hours each year. In my real life I am a residential mortgage broker, a career I entered in 1979.

I am extremely proud to be based at Deer Valley, one of America's premier general aviation airports, and I feel a debt of gratitude to this facility. I would appreciate the opportunity participate in some small way in the overall operation and management of the facility by serving on and being a member of the Deer Valley Pilot's Association Board of Directors in 2010.