

PILOT TONY GRAY

Tony has been plane mad since he was young, model aircraft as a kid a string of Ultralights the Chinook, over 300 hours in a J3 Kitten homebuilt, then in 1997 he bought the Skyfox. "I've bought the taildragger as a VH registered machine in Queensland transferred it to ultralight," said Tony. "I've since taken the Fox interstate four times including Narromine last Easter, Flinders Island all over the place."

"My son Anthony got interested in flying and he got his PPL and bought a Tobago VH-XYG. I thought now is the time to get my PPL. Got my GFPT with the Aero Club then because the Tobago is up north finished up my PPL with the Launie Club." Tony



A. As a boy couldn't get enough of flying. Locking the wings on his Skyfox

said.

Tony enjoys the freedom of owning his own aircraft. He has a 300 metre airstrip and hangar in the back paddock, couldn't be more convenient for trips to Maria Island, Flying Teapot or down to Bruny to see his model aircraft mate.

"If it hasn't got an engine in it I'm not that interested, put it to you that way.

Back in the 1940's my grandfather used to build Derwent Marine engines, single cylinder using TModel Ford piston. I make quite a lot of parts, I have a level 2 licenece so I can do 100 hours.

The workshop is a good 2 hours of looking at old cars, engines, model planes, a unique showcase of model aircraft engines, Tony always seems to have something on the go.

Tony's wife Elaine laughs as she admits "I'm really only a passenger when we go flying!" "Bothwell was my first flight, then Flinders. When I first started flying we used to have a piece of cardboard covering the bottom half window of my door because I was



Elaine said "if we hit a bump he apologises "

scared of heights! They wrote Elaine's window on it, anyway after about the third time flying I didn't need it anymore I just enjoy the window seat now".

Tony's been flying for around 750 hours, the majority of those in the Skyfox. He is following a passion that started with a model plane as a kid and has never lost his enthusiasm for Aviation.

CAPE YORK ADVENTURE

continued Peter d'Plesse

On the way back, it was rather daunting for Gail to realise I was serious when I proposed a non-stop drive from Townsville to Brisbane, 16 hours solid. The starter motor had collapsed and fixing it away from Brisbane would have meant days of delays.

We had committed ourselves to picking up a plan-



A good stretch up on the Cape



Gun turret of the Beaufort

other seven year old from Brisbane airport to complete the journey home with us. We learned that it is possible to stop for fuel, pay for it, go to the toilet and buy something to eat within five minutes. That's all the idling time we could risk as the electric fans had taken a hit up on the Cape and the car would overheat.



Starboard undercarriage of the Beaufort. It crashed after the port undercarriage collapsed on touchdown.

We made Cape York and met our commitment. We camped one night next to another young Tasmanian named Anthony. He was riding a push bike from Southport, at the bottom of Tasmania, to Cape York. He had heard of Andrew and was also testing himself by setting a goal and going for it.

In our journey we learned a lot about ourselves, Australia and the people in it. Like Andrew and Anthony, we enjoyed setting our goal and all the adventures and misadventures in achieving it.