

CAFÉ AND AIRSTRIP

The Lonely Planet Guide says “The nicest Café in the area is this cheery welcoming place just 3kms south of Bridport”. The Flying Teapot Café.

Wendy and Roger McLennan run a 350 acre Beef breeding Stud, Café and Airstrip. They started the Café venture after Roger learnt to fly, they originally had a 300m strip and Ultralight pilots were always coming in for a cup of tea. Wendy, who had 26 years with the public service, had recently re-skilled as a chef and was looking to do something

again, so in 2003 she started the Café.

In 1988 Roger & Wendy met when working in Antarctica, “We really got together a couple of years later in Canberra when I managed to drag Wendy away from the Capital to live at Bridport.” Roger said. They have four children from previous marriages and nine grandkids.

The Café caters for tour groups, local functions, and tourist traffic. The farm runs 120 breeding cows, the runway is fenced but it is an operational farm.

“We built the runway East West into the prevailing wind, I got a road grader in for a couple of days, leveled it off with a camber for drainage. My next door neighbour, who built the strip on Preservation Island, brought his roller over and compacted it and sowed it down to grass. I keep it well maintained but it is closed during a couple of the wetter months in Winter.” said Roger.



Roger & Norm Eastern end 850m strip



Wendy preparing for a Café function

“It’s great when our road customers are sitting having lunch and the planes are landing and taking off. It really does add an extra dimension.” said Wendy.

ISLANDER TOURISM

Martin Scott, from Par Avion, has been flying for over ten years now. He is endorsed to fly several different types of singles and twins. Martin’s career really revolves around tourism transport. He flies the Day in the Wilderness Tour, changes hats to skipper the boat and for many Northern summers he would drive tourist buses in Europe.

“I just love the social interaction, meeting people from all over the world.” said Martin.

“Flying the Islander is bit like a C206 on steroids, great short field capability, handles well and is simple to fly.”

An English design concept from the 1960’s the Islander (still in production today) is a simple short field light commuter. Powered by 2 300HP Lycoming engines, it burns 120 LPH, stall at 40kts,



STOL Capability 10 people & gear.



A baby only 7000 TT on the clock

cruise is 125-130kts and typical landing speed is 55-56 kts.

VH-OBL started its working life in the

“They really went to town it’s an A-One Aircraft.”

Middle East, it sat around un-used for a few years, hence the relative low hours for a 1986 model. Bought into Australia OBL found work in Queensland, over to New Zealand’s Milford Sound and then to Tasmania.

“Gary and the workshop team went to town on OBL with an extensive refurbishment, new interior, new panels,



Martin, shares a joke with tourists new seats and a re-spray, it’s an A-One aircraft now.” said Martin.

Martin said “VH-OBL has been incredibly popular for carting equipment, Seats removed it has a cavernous interior with over a thousand kilo pay load,



does the job of two C206.”