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| **Commodore Aviation** |
| The only fleet operator of the Aero 45 series in Australia was Commodore Aviation Pty Ltd based at Port Lincoln SA. This charter company operated an Aero 45 and two Aero 145s over the remarkably long period from 1962 to 1985.  The type proved to be successful for Commodore's inital main work, fish-spotting to support the Port Lincoln tuna fishing boat fleet. The cabin's expansive clear windows gave excellent viewing to the observers.  The scope of Commodore Aviation's work expanded with a contract to support remote light houses along the SA coastline and islands, including Neptune islands, Althorpe islands and Wedge Island from Port Lincoln.  Scheduled runs carried personnel and supplies to minimal airstrips at the lighthouses. |

Discussions with Czech aircraft dealers Dulmison in Sydney resulted in the purchase of a new Super Aero 145, using the Seabee as part trade-in. VH-WWC was delivered from Sydney to Port Lincoln by John Doudy in December 1962, after being assembled at Bankstown.  Pleased with the aircraft, Commodore then acquired Aero 45 VH-WWH in 1964 and 145 VH-DUH in 1966.  A Beech G35 Bonanza VH-WWK was also used in the 1960s. When John Doudy was killed in a non-aviation some years later, Ron Fuller took over the company as Managing Director.  
  
    Significant expansion of Commodore Aviation's business occurred in 1979 when Commodore Airlines was established to operate Reg. 203 supplemental airline services between Adelaide and Port Lincoln, Whyalla, Kingscote, Mt Gambier and Broken Hill with Cessna twins and later GAF Nomad 24 and Bandeirantes.  Commodore Aviation and Commodore Airlines were later taken over by a business headed by Captain Rex Senior, who had flown Qantas Catalinas on the wartime Indian Ocean crossings - *Secret Order of the Double Sunrise*.   
     A new commuter airline State Air was created in 1986 using the Commodore infrastructure and route approvals.