

COLEMILL

COMMENTARY

SERVING AVIATION SINCE 1944

Colemill's Panther Is "More Than I Expected" Highly Experienced Pilot Says

Dear Reader,

As you will see by reading the pilot reports in this issue of the Colemill Commentary, different pilots have different reasons for getting Colemill conversions performed on their airplanes.

Some do it for the increased safety. Others do it for the dramatic improvements in performance. And some do it for the great appearance of our Panther and Foxstar modifications.

But no matter what the reason, all pilots find that a Colemill conversion is a nice improvement to their stock airplane.

And, should they ever decide to sell the aircraft, the Colemill modifications dramatically increase the resale value.

If you have been considering getting a Colemill conversion performed for one of these reasons - or other reasons - there's no better time than now to give us a call for more information or to schedule your airplane for a modification.

We will be happy to answer all your questions and get you ready to fly with all the advantages of a Colemill conversion.

Sincerely,

E.W. Colbert

Ernest W. Colbert
President,
Colemill Enterprises, Inc.



John Baugh says his Navajo performs much better, is much more stable, quieter, and smoother since he had Colemill's Panther conversion performed on it.

John Baugh of Lebanon, Tennessee, is a man who knows a lot about airplanes and flying.

He has flown many years for both business and pleasure, has performed in air shows, and served for several years as Chairman of the Tennessee Aeronautics Commission.

Recently, he had Colemill's Panther modification performed on his Navajo.

"I just can't say enough good things about the conversion," Baugh said.

"I really got the conversion for the single engine performance because I knew the original Navajo would not meet the specifications I wanted," he said.

But, Baugh said, after he had the conversion performed, he immediately noticed other significant enhancements.

"It's more than I expected. The

climb is fantastic - two thousand feet per minute up to whatever I need. Before it was about six hundred to seven hundred. The climb was more flat than anything else. My true air speed now is pretty much a constant 228 miles per hour. Before it would be around 205 or 210. And I'm not pushing it any harder," Baugh said.

"The immediate thing I noticed after the conversion was the increased stability - with the extended wing and winglets on it. It's extremely stable. When I'm on instruments and making a turn, before the modification I would look away and look back, and I would have more bank or less bank than I wanted. But when I set the bank on this Panther, it stays there. That's a big plus when flying on instruments."

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Colemill's Foxstar Modification Offers Many Advantages - Even for Newer Barons



Colemill's Foxstar modification is a great addition to Barons. Not only does it give the airplanes improved performance and handling characteristics, but the "Zip-Tip" winglets and four blade "Q-Tip" props give the airplanes a great new appearance.

Ken Hovermale lives in Maine and has a 1990 Baron that he uses to fly to his vacation home in Florida.

Although this Baron came from the factory with 300 h.p. engines, Hovermale says the Foxstar modification was a nice improvement on the original airplane.

The airplane, he said, is just more relaxing to fly with the Foxstar conversion.

"The cabin is about fifty percent quieter. There's a lot less vibration. You can tune any vibration right out. It's a much more comfortable plane to fly on long trips. You feel a lot better when you get out of the airplane," he said.

The quiet, smooth ride on the Foxstar is a result of the four blade "Q-Tip" propellers Colemill installs as part of the Foxstar package.

Improved stability and increased lift are a result of the Foxstar's "Zip-Tip" winglets.

"They lower the stall speed so you can land ten knots slower over the fence," Hovermale said.

And the dramatic new appearance of the Foxstar doesn't go unnoticed either.

"The line guys come up and say, "Oh, gosh, that's a gorgeous plane," he said.

Although the Foxstar modification provides nice improvements for newer Barons, the enhancements for older Barons are even more dramatic.

The addition of the Continental IO-550 300 h.p. engines provides much improved performance in both speed and rate of climb.

The Shadin Digiflow fuel computer installed in all Foxstars reduces pilot workload by providing highly accurate information concerning fuel flow, distance, and time.

The Foxstar modification by Colemill is, indeed, a nice addition to any Baron - whether new or old.

The conversion is available for all 58 model Barons and the C, D, and E models of the 55.

Colemill also offers two modifications for the A and B models of the 55 - the President 600 and President II.



Baugh said he also likes the Shadin Digiflow fuel computer that is part of the Panther modification.

"The fuel computer is the best thing I've ever seen. You can tell all the time where you stand as far as making the destination is concerned."

Baugh noted that the Panther - with its four blade "Q-Tip" props - is much quieter than the unmodified Navajo.

"I've also noticed the quietness in the cockpit since the modification. You wouldn't even need a headset if it weren't for keeping up with air traffic control. And the people in the back don't have to wear anything," he said.

In addition to the "Zip-Tip" winglets, four blade props, and the fuel computer, each Colemill Panther modification also includes the highly reliable Lycoming 350 h.p. TIO-540-J2B engines with dual, independent magnetos. The conversion also includes new governors with a synchrophaser and redesigned nacelles for better cooling.

As John Baugh put it, "If I had to rate the Panther conversion, I would give it a ten. And I would also give the people at Colemill a ten."

Aircraft Sales Companies Recognize the Value of Colemill Products

Colemill modifications not only enhance the safety, performance, and comfort of the converted airplane - they also enhance the value.

That fact is not lost on many aircraft sales companies which buy Colemill modifications for resale.

One such company is Brian King Aircraft Sales at Livermore Municipal Airport in Livermore, California.

Brian King, the firm's owner, says, "There's no doubt that people place value on the Colemill conversions. I don't get any negatives on these mods."

King said he has a high comfort level when buying aircraft from Colemill to sell to his customers.

"One thing of note is the trust factor with Colemill. The people there do everything we want. Everything is out in the open. The aircraft are delivered ready to go. I don't have to go back and forth from here to Nashville to baby-sit the jobs," King said.

King added that his company places a strong emphasis on making sure it offers high quality aircraft to its customers. Colemill, he said, assists in that effort.

"For me the biggest thing is I know when Colemill buys airplanes to modify, it doesn't buy junk. When I get aircraft from Colemill, I know I got something that was good to start with. Then the value is enhanced by the Colemill conversions," he said.

King said he also appreciates the professionalism of the Colemill staff.

"I enjoy being able to work with the professionals at Colemill. That professionalism equates to the ease of transitioning the aircraft to the new owners."

Colemill Modifications

| Airplane Type | Modification Available |
|--|------------------------|
| PIPER NAVAJO (C model and 325) | PANTHER |
| PIPER CHIEFTAIN | PANTHER II |
| PIPER CHIEFTAIN | PANTHER III |
| BEECHCRAFT BONANZA (1964 and later) | STARFIRE |
| BEECHCRAFT BARON (All 58 models and C, D, and E models of the 55) | FOXSTAR |
| BEECHCRAFT BARON (55 A and B models) | PRESIDENT 600 |
| BEECHCRAFT BARON (55 A and B models) | PRESIDENT II |
| CESSNA 310 (I through Q models) | EXECUTIVE 600 |
| CESSNA 310 (I through Q models) | EXECUTIVE II |
| CESSNA 310 (R model) | BEARCAT |
| CESSNA T-310 (P, Q, and R) | BEARCAT II |



Testing and Warranty Information

All Colemill modifications have undergone complete flight testing. They are fully STCed by the Federal Aviation Administration. They come with a complete warranty from Colemill and the manufacturers of the component parts.

In addition to the standard parts which are included in each Colemill conversion, all modifications also have all new or factory remanufactured accessory parts such as starters, mags, alternators, vacuum pumps, Lord mounts, hoses and belts.

This kind of care by Colemill helps ensure that people who fly or own our modifications will get many hours of trouble-free service from their airplanes.

For information concerning any of the aviation services offered by Colemill Enterprises, please contact "Bill" Colbert or Ralph Peeler at (615) 226-4256 FAX (615) 226-4702 peeler@colemill.com

AIRPLANES WANTED

Colemill is looking for 1977 or newer Navajos and Chieftains to buy. If you have one you would like to sell, call us at 615-226-



Colemill Winglets

Give Tennessee Pilot Unexpected Results

Terry Mullins of Oak Ridge, Tennessee, recently had Colemill's "Zip-Tip" winglets installed on his Navajo. And he's glad he did.

"I actually got the winglets for the looks. I thought they would make the airplane look a lot better. But after I had them on, I found several other benefits. The extra landing lights and the extra strobes have been invaluable to me," Mullins said.

He then cited a recent example of the benefits of the additional lights.

"I just got back from Florida. And there was so much traffic in the Orlando area. Before I had the winglets, the airplane only had lights on the landing gear. So if the gear wasn't down, I had no landing lights. But when I get into traffic now - with the winglets on it - I can flip my lights on and I'm more visible. That's a big plus. Those extra landing lights and strobes really light that plane up," he said.

Mullins said he also likes the increased performance the winglets provide. The rate of climb and the cruise speed have both increased some, he said.

"I seem to have better climb - a few hundred feet per minute at the same power settings. If I'm at ten



Colemill offers its "Zip-Tip" winglets as a free-standing item for all Navajos, Chieftains, and Barons. The Navajo and Chieftain winglets include built in landing lights and the Baron winglets can be teamed up with auxiliary fuel tanks for increased range.

thousand feet and am cleared up to twelve thousand, it seems like it is a couple of hundred feet per minute faster. And I get three or four knots more speed at cruise. It used to be around 185. Now it's around 188 or 189 - somewhere in that range."

Mullins said he also considers the winglets a great value.

"For the money, the winglets are probably the best investment I've made on the airplane as far as performance enhancement is concerned - things that just make my life easier," he said.

Colemill offers the winglets as a free-standing item for all Navajos, Chieftains, and Barons. The Navajo and Chieftain winglets come with the extra lighting that Terry Mullins likes so much. The Baron winglets can be paired up with auxiliary fuel tanks for increased range.

Additional information concerning Colemill modifications and services can be found on our website, www.colemill.com. "Visit us there".