

COLEMILL

COMMENTARY

SERVING AVIATION SINCE 1944

Dear Reader,

I wanted to take this opportunity to introduce you to the newest member of the Colemill family.

I recently appointed Billy Minkoff to be Colemill's General Manager. (See picture on page 2.) In this position, Billy will work closely with me in overseeing all of Colemill's operations.

Billy comes to us following a distinguished military and airline flying career. As a former U.S. Navy aviator, he flew 2,000 hours, and, as an attack pilot, logged some 300 carrier landings while winning the A7E "Top Gun" award of excellence as an attack pilot.

Following his Navy tour, Billy joined Delta Air Lines. He recently retired after accumulating an additional 16,000 hours of flying time and serving as a Captain and Check Pilot on Boeing 767s. During his time with Delta, he also flew DC8s, DC9s, MD88s, L1011s, 727s, and 757s. He also served as a base safety chairman, an aircraft accident investigator, and a member of the critical incident response team.

Billy holds a BS degree from Rutgers and an MBA from Vanderbilt University. He is married with five children.

I feel confident all Colemill customers will enjoy getting to know and working with Billy.

Sincerely,
E.W. Colbert

Ernest W. Colbert
President,
Colemill Enterprises, Inc.

Kansas City Steel Company Owner Says Colemill Conversions Are "Incredible".



Over the years Gene Chaney in Kansas City has owned four Colemill Panther Navajos and four Foxstar Barons - including the two pictured here. He says - among other things - he likes the great looks and the quiet, smooth ride the modifications give the airplanes.

Gene Chaney is a man who knows Colemill Panther Navajo and Foxstar Baron conversions well. Over the years he has owned eight of them - four of each kind. He currently has one of each.

He flies the airplanes both for pleasure and for business trips for his company. He normally uses the Foxstar Baron for shorter trips and the Panther Navajo for the longer cross countries.

Chaney said he likes both the Panther and the Foxstar for a number of reasons - not the least of which is their great looks.

"I think the conversions just totally improve the looks. It brings them up to look like a 2000 plane. It puts them right in there with the newer style planes - the four blade props, the

winglets, and the other features. It turns a great plane into an absolutely gorgeous plane," Chaney said.

He also noted that he likes the quiet, smooth, stable ride he gets in both the Panther and Foxstar.

"I own a steel company and working in a steel warehouse for the last 39 years, my ears are so sensitive to noise that I could not even fly in a three blade prop Baron or Navajo because of that horrible, horrible drone from the three blade props. They are just very noisy. But the four blade 'Q-Tips' are just incredibly smooth and incredibly quiet. The winglets make both planes so incredibly stable on approaches and in tight turns. They just really improve the stability of the planes," he said.

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Colemill President Ernest Colbert (left) welcomes Billy Minkoff as Colemill's new General Manager.

Continued from page one. "Kansas City Steel Company"

In addition to the quiet, smooth rides pilots find in Colemill's Foxstar and Panther modifications, there is also enhanced performance. The conversions include the installation of new engines that are more powerful than the ones that came on stock Navajos and older Barons. The Panther conversion includes 350 h.p. Lycoming TIO-540-J2B engines. The Foxstar modification gets Continental IO-550 300 h.p. engines. Both conversions also include the installation of a Shadin Digiflow fuel computer which Chaney called, "A tremendous piece of equipment" that gives pilots highly precise information concerning fuel flow, time, and distance.

Chaney said on all of his Panther Navajos and Foxstar Barons he noticed significant increases in both rate of climb and cruise speeds following

the modifications.

The Missouri businessman said he has also been extremely impressed over the years with the service he gets from Colemill.

"Anytime I have a problem - morning, noon, or night - I can call Colemill service and they always have time for me. Douglas Colbert is extremely knowledgeable concerning Navajos and Barons. He has more than 35 years experience working on them," Chaney said.

He also noted that he has been very impressed with the value of Colemill modifications and how they retain that value.

"Colemill has great taste. They only do the conversions on the best planes. The modifications just turn a great plane into a fantastic plane," he said.



Colemill's President II Baron "Exceeded My Expectations" California Pilot Says

Dick James of Carmichael, California, recently had Colemill's President II modification performed on his B-55 Baron. He says the conversion exceeded his expectations in both increased speed and rate of climb.

"The performance with the new engines has greatly exceeded my expectations," James said. "Not only is my true airspeed about 25 knots faster, but the rate of climb and the much higher altitude capability with outstanding performance was much more than I expected."

As examples of the increased performance he sees in the Baron following the modification, James cited two recent flights he made in the airplane - one flight lightly loaded and another at near maximum gross.

"Something I think is very significant is how well the Baron now performs up to 18,000 feet. Recently I had to get around some weather and - while I was by myself and not very heavy - I was still getting almost a thousand feet per minute climb as I was passing through 17,000 feet. My indicated airspeed was 110 knots. At 17,500 feet, my true airspeed was close to 200 knots. This ability has certainly enhanced the desirability to fly at the higher levels on a more regular basis as it is now quite easy to get to the higher altitudes. On another flight I had a full load taking off from Sacramento - which is at sea level. My climb to 11,500 feet took only nine minutes," James said.

In addition to the much improved performance James has seen from his President II modification, he said he was equally impressed with the service Colemill provided.

"I especially liked the way Colemill sent me pictures almost every day showing the progress of the removal of the old engines, cleaning up the engine area, and installing the new engines," James said.

The President II modification is available for 55 model A and B Barons. The conversion includes Continental IO-550 300 h.p. engines, new three blade propellers, governors, and a Shadin Digiflow fuel computer. Optional "Zip-Tip" winglets are also available for installation on the President II.

It is one of three conversions Colemill offers for Barons. The other two are the President 600 - also for 55 A and B models - and the Foxstar for All 58 Barons and the C, D, and E models of the 55.



Dick James says he has noticed significant increases in both speed and climb since he had Colemill's President II modification performed on his B-55 Baron.

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 Ernest Colbert at (615) 226-4256 FAX (615) 226-4702 ewc@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 615-226-4256

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



Missouri Pilot Says Starfire Conversion Made His Bonanza “A Different Airplane”

Roy Miller of Moberly, Missouri, recently had Colemill's Starfire modification performed on his V-35 Bonanza.

“I really like it. The modification definitely made a different airplane out of it,” Miller said.

Miller said he especially likes the increased speed and climb and the quieter, smoother cockpit.

“I've picked up ten knots and there's a huge difference in the sound level. I recently made a trip that was pretty much IMC all the way. It was just nice to have something that ran that smoothly. I just felt confident in it. I really like it a lot. It was so quiet that when I was flying the ILS and had the RPMs down, the sound was almost like it wasn't even running. It's just really quiet. It's amazing,” he said.

“The rate of climb is better. There is definitely an increase. I like to fly in the 7,000 to 10,000 foot range. On one trip I was picking up a little ice and was



Colemill's Starfire Bonanza modification is available for all 1964 and newer Bonanzas. Pilots report much improved performance and a quieter, smoother ride following the conversion.

climbing up to 11,000 and was still getting a good rate of climb at 11,000. Up there at altitude was where I had an appreciation for still being able to get some decent climb out of it. In the past, it was hard to get it to go any higher.”

Miller said he also likes the Shadin Digiflow fuel computer that is included in all Starfire modifications.

“I wouldn't have thought about the Shadin having that much importance before. But after using it, it was like, ‘Wow, this really helps a lot.’ It makes it easier to manage the fuel flow.

It's really a nice feature,” Miller said.

“Getting the Starfire conversion was like getting a new airplane. I'm really pleased with everything,” he said.

Colemill's Starfire modification is available for all 1964 and newer Bonanzas. The conversion includes a 300 h.p. Continental IO-550 300 h.p. engine, a four blade “Q-Tip” propeller, and a Shadin Digiflow fuel computer. And - as with all Colemill conversions - it includes all new accessory parts to assure many hours of trouble free flying.