

# COLEMILL

## COMMENTARY

SERVING AVIATION SINCE 1944

### Highly Experienced Aviator “Very Impressed” With Colemill Service



*Colemill offers three modifications for the Cessna 310. They are the Bearcat for the 310R and the Executive 600 and Executive II for I through Q models.*

Dear Reader,

I would like to take this opportunity to introduce you to the newest member of the Colemill management team. He is Trey Tucker who I recently appointed to the position of Director of Sales and Marketing for Colemill. (See picture on page 3).

Although new to this position, Trey is certainly not new to Colemill. He did some of his flight training here years ago and has worked for Colemill as a charter pilot.

Trey is very knowledgeable of all issues related to general aviation and is a very pleasant person with whom to work.

If you have any questions concerning modifications, maintenance, or any of the many other services Colemill offers, please feel free to contact him. He, as all others here at Colemill, will be happy to answer any questions you have and assist you in any way possible.

Sincerely,

Ernest W. Colbert  
President,  
Colemill Enterprises, Inc.

**John Preiss of Florida has spent his entire life around aviation and knows a lot about it. As a boy, he grew up at an FBO owned by his father. He went on to become a pilot, a mechanic, and a flight instructor. He owned a flight school and currently owns an aircraft leasing business, Preiss Enterprises, Inc. He is also a captain for Southwest Airlines.**

**Recently when he bought a Cessna 310R for his leasing business, he brought it to Colemill for the performance enhancing Bearcat modification. Preiss said that was a very pleasant experience.**

**“I am very satisfied with the work Colemill did. I think they are accurate on the time frame. I was impressed with how quickly they got the engines changed out and set up. They were very easy to**

**work with. They are all very professional. They even did some things they didn’t charge me for. It is a great operation. Having been in the business before, I think they do a very, very good job. I am very impressed with them,”** Preiss said.

**In terms of the Bearcat conversion, Preiss said he is pleased with it also. Although he has not flown it much since the modification, he said he has noticed some improvements in the performance.**

**“The airplane does perform quite a bit better,” he said. “It accelerates quicker to airspeed. I’m getting probably 10 to 12 knots more out of it. And it seems to climb ten to maybe twenty percent quicker at the lower altitudes.**

*Continued on page three.*



# California Pilot Says Panther Improvements Are Noticeable Immediately



*There are three versions of the Colemill Panther modification. The original Panther is for the Navajo. The Panther II is for early Chieftains and the Panther III is for later model Chieftains.*

Byron Parson, CEO and a pilot for First Responder E.M.S. in Chico, California, recently brought one of the company's Navajos to Colemill for a Panther modification. When he picked the airplane up to take it back to the west coast, he said he noticed the improvements the conversion provides immediately.

"When we flew it back out here to California, we noticed there was much improved climb performance. Before the modification, the climb was decent. We would get a thousand or eleven hundred feet per minute. With the conversion, fifteen hundred feet per minute was real doable. It has a much higher rate of climb. And it just leaps off the runway now. You get to your rotation speed much quicker using a shorter amount of runway," he said.

What else did he notice on his long cross country trip home? He mentioned speed, quietness, and the advantages of the Panther's Shadin Digiflow fuel computer.

"We ran it conservatively coming back but we noticed an increase in airspeed and we were actually burning less fuel. The fuel computer was a great addition. It tells you exactly what you are burning. We burned less fuel at a lower percentage power setting and actually had increases in the airspeed. We also noticed the noise level was greatly reduced. It's just a

much more pleasant airplane to ride in now. It's very smooth and quiet," Parson said.

After getting back to his home base in California, Parson and other pilots began practicing handling emergency situations in the Panther. He noticed big improvements there also.

"We have been practicing single engine situations in it. It has better climb on a single engine - better performance all the way around. On a hot day with the old engines, sometimes we were lucky to get a hundred or two hundred feet per minute. With the new engines, we can maintain a nice, healthy climb on a single engine without necessarily having to firewall the thing," he said.

Parson noted he also likes the improved landing performance provided by the Panther's "Zip-Tip" winglets.

"The landing performance is greatly improved with the winglets. You can land in a much shorter distance with lower airspeed now," he said.

The Colemill Panther modification includes installation of Lycoming 350 h.p. TIO-540-J2B engines, four blade "Q-Tip" propellers, "Zip-Tip" winglets with built in landing lights, redesigned nacelles for better cooling, and the Shadin Digiflow fuel computer.

All these components work together to



make the Panther a much improved airplane compared to a stock Navajo. Shorter takeoff runs, better climb, increased speed, improved stability, higher service ceilings, a much quieter cabin, and shorter landing rolls are just some of the advantages the Panther conversion offers.

In addition to being pleased with his Panther, Parson said he was also very pleased with Colemill's service.

"Everyone there was very helpful. They went out of their way to put out a good product. I was very pleased with everyone at Colemill and am extremely pleased by the way they got right on my airplane and got it out in a timely fashion," Parson said.

*Continued from page one. "Highly Experienced Aviator"*

But those are just estimates. Everything is working well. The airplane was set up very well. Everything is just as Colemill said it would be. I'm very happy with it."

The Colemill Bearcat modification was designed especially for the Cessna 310R. The modification includes 300 h.p. Continental IO-550 engines, a Shadin Digiflow fuel computer, and for customers who want them, new propellers and governors.

The Bearcat is one of three conversions Colemill offers for the Cessna 310. The others are the Executive 600 and the Executive II - both for 310 I through Q models.



*Trey Tucker was appointed recently to the position of Director of Sales and Marketing for Colemill Enterprises.*

## 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 or Trey Tucker (615) 226-4256 FAX (615) 226-4702 ewc@colemill.com trey@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](http://www.colemill.com). "Visit us there".**



# Bonanza Pilot Says Colemill's Starfire Modification Is "The Only Way To Go"

Mike Sanders is president and CEO of S&S Plastics - a company that owns two manufacturing plants located about 200 miles apart in Indiana. To travel between the sites, he flies his V35B Bonanza.

Recently, Sanders had Colemill's Starfire modification performed on the airplane. He says he is very impressed with the improvements. "It's wonderful. It's the only way to go. There is no comparison between the Starfire and the factory Bonanza. I think the IO-520 is a weak engine and this IO-550 is a strong engine. It turned out to be a really nice airplane with that 550," he said. The engine's low oil consumption also impressed him - he said after the initial break in period the engine has been using less than a quart of oil between 25 hour oil changes. Sanders noted that he is pleased with both the improved speed and climb of the Bonanza following the conversion.

"We see this thing climb at 1,500 feet per minute on a 70 or 80 degree day, which is probably 200 to 300



*The Colemill Starfire Bonanza modification is available for all 1964 or newer Bonanzas.*

feet better than it was before. And it's a 200 miles per hour plus airplane now."

The Starfire's quiet, smooth ride also impressed Sanders.

"It is as smooth as they get. And it's very quiet - probably the quietest propeller driven airplane I've ever been in," he said.

The Colemill Starfire conversion is available for all 1964 and newer Bonanzas. The modification includes the Continental IO-550 300 h.p. engine, the four blade "Q-Tip" propeller which contributes to the quiet, smooth ride, and a Shadin Digiflow fuel computer. In addition to being really happy with his Starfire, Sanders said he was equally impressed with the service at Colemill.

"The service was excellent. The turnaround was excellent considering the amount of work that was done. We did a lot more than just an engine and propeller installation. They did an auto pilot, a new yoke, and a Garmin 430 installation. They did it all at the same time which shortened the downtime," he said.