



Colemill

COMMENTARY

S E R V I N G A V I A T I O N S I N C E 1 9 4 4

Bonanza Owner “Really Pleased” With Starfire Improvements

Dear Reader,

I wanted to pass on some information that I think will be of interest to the Navajo and Baron owners who receive the Colemill Commentary.

Since the 1970s, Colemill has offered its “Zip-Tip” winglets as part of the Panther Navajo and Foxstar Baron conversions.

A bit more recently, we received STCs which permit us to install the winglets on all Barons and Navajos even if the customer is not in the market for a complete modification at the time.

The winglets give the airplanes a distinctive new appearance and offer many other advantages as well.

The Navajo winglets have built in landing lights.

All the winglets provide extra lift allowing shorter takeoff runs and slower approach speeds. They increase the rate of climb and add a few knots of cruise speed. They also give the airplanes increased stability, especially in rough air.

So if you own or fly any Navajo or Baron but aren't in the market for a complete modification right now, you might want to consider the addition of the winglets to your airplane.

Sincerely,

E.W. Bolbert

Ernest W. Colbert
President, Colemill
Enterprises, Inc.



Chip Johnson says the Starfire's four blade “Q-Tip” propeller makes his Bonanza much smoother.

Many people consider the Beechcraft Bonanza one of the finest single engine airplanes ever built and think it would be very difficult to improve upon it. They should talk with Chip Johnson, a car dealer in Brunswick, Georgia, who recently had Colemill's Starfire modification performed on his A-36 Bonanza.

The conversion includes installation of a 300 h.p. Continental IO-550 engine, a four blade “Q-Tip” propeller, and a Shadin Digiflow fuel computer. All of these components work together to make the Starfire a much improved airplane, Johnson says.

“I thought the conversion wouldn't make the airplane a lot different but

it did. It turns it into a better airplane. I like it. It's a whole lot smoother and a lot quieter. It has better climb and accelerates better,” Johnson said.

“Since the conversion, I've put over 50 hours on the airplane and I've been pleased, really pleased, with it.” “It's a different airplane with that four blade prop on it. It's a whole lot smoother. The fuel computer is very accurate. If it tells you you've used 18 gallons, when you top it off it takes 18 gallons,” he added.

Johnson said in addition to being very pleased with the Starfire modification, he was also happy with the service and the quality of the workmanship at Colemill.

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Texas Judge Likes Looks And Quiet, Smooth Ride Of Panther III



Texas Judge Michael Petty said he likes both the looks and performance of his Chieftain following Colemill's Panther III modification.

Colemill's Panther III modification is designed especially for Chieftain owners who want to keep their original engines but enjoy the other benefits of Colemill's Panther conversions such as the "Zip-Tip" winglets with landing lights, the four blade "Q-Tip" propellers, and a Shadin Digiflow fuel computer.

One recent Panther III modification was performed for Judge Michael Petty of Dallas County, Texas, and his wife, Pam. The judge said he was looking for improvements that would make their Chieftain safer and more comfortable and decided to have the Panther III modification performed.

Judge Petty said there are many things he likes about the conversion. But, he said, the thing he likes the most was what he called the "ramp appeal" - the Panther's great, distinctive new appearance.

"The airplane just looks bigger. It looks like a big time airplane. We have received those kind of comments from folks who had flown in it before," Judge Petty said. "They say it looks more like an airliner. It doesn't look as much like an owner operated airplane now. It looks like what you would expect a commercial airliner to look like. We've really gotten a lot of joy out of that."

But, as much as Judge Petty and his wife like the Panther's looks, they like many other things too.

"We are getting pretty close to the same true airspeed by running the propellers at 2,100 rpm as we used to get out of the airplane at 2,300 or 2,400 and that means we are getting some fuel economy," he said. And the Judge added that he is also very pleased with the quieter, smoother ride the Panther

III conversion provides.

"There is a significant difference in the noise. It's not just a quantitative difference but a qualitative difference. It's just a different pitch. It's not that real low frequency rumbling roar that we were used to with the three blade props. It's not only quieter but it's a different kind of noise that is not nearly as offensive. We recently flew on a trip with four passengers and all four commented on how it's just conversationally quieter in the back," Judge Petty said.

He noted that he is also happy with the increased stability the "Zip-Tip" winglets provide and cited a recent example.

"We've noticed a difference in handling," he said. "The plane just handles better. We got into some thunder boomers on our way back to Dallas recently. We dodged pretty close to the edges of them just trying to work our way into the airport. The plane handled well. It's a little bit smoother in the ride. I know it's more agile in the ailerons," he said.

The reduced vibration provided by the four blade "Q-Tip" propellers is something else that was very noticeable following the conversion, Petty said.

"When we had the three blade props on the airplane, we had them balanced on a fairly regular basis. However in flight, if you looked at the nose of the spinner, you could see that it was kind of arcing around. But once we went to these four blade props, the spinners look like they are just stuck in space," he said.

In summing up how he feels about his Panther III conversion, Judge Petty said, "We are really happy with it. The thing we wanted to work on most was the absolute safety and comfort of ourselves and our passengers. The conversion has been a real major step in obtaining that. We are really pleased with it. It's everything we thought it would be. And, if we had another Navajo, we would do it again. Not only are we happy with the product, we are happy with the folks at Colemill who did it."

Colemill also offers two other modifications for Navajos and Chieftains which provide those same advantages and more. They are the original Panther conversion for Navajos and the Panther II for Chieftains.

In addition to the components included in the Panther III, these modifications also include the installation of Lycoming TIO-540-J2B 350 h.p. engines and new governors with a synchrophaser.

The engines have dual, independent magnetos for increased reliability and safety. On the Navajo, the increase in horse power is evident from the moment the throttles are advanced to begin the takeoff run. After rotation, the increased climb rate is readily noticeable also. At cruise, there is a significant improvement in airspeed and the service ceiling is higher.

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"Usually when you pick an airplane up at a shop, in my experience, you've always got something that you have to go back for. With this airplane I haven't had anything at all. I haven't found anything with this airplane that I would complain about. I'm pleased with the airplane and the service. I brag about it all the time," Johnson said.

The Colemill Starfire conversion is available for all 1964 or newer Bonanzas. The modification increases the power and gives the airplane a quiet, vibration free ride. The advantages include a shorter takeoff run, increased climb, faster cruise speeds, a higher service ceiling and increased ground clearance.

If you are a Bonanza pilot, now is an excellent time to consider having the Starfire modification performed - especially if your engine is nearing TBO.

Give Colemill a call to get all the facts about this outstanding conversion or to schedule your Bonanza for the Starfire treatment. We will be happy to answer all your questions.



| 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 1979 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".



New Jersey Physician Impressed With President II's Performance

Dr. Saul Bresalier of Cherry Hill, New Jersey, recently had Colemill's President II modification performed on his B-55 Baron. Following the conversion, the doctor said he had noticed "increased performance all around."

"It has a shorter takeoff distance and the initial climb is faster. I used to get 1,800 feet per minute initial climb on an average day. Now, I can do at least 2,500 and in the colder weather - in February - I was actually able to get 3,000 but that's not a fully loaded airplane." he said.

Dr. Bresalier said he has also found the Shadin Digiflow fuel computer that is part of the President II conversion very helpful.

"The Shadin is very helpful," he said. "It's very important with an airplane if you guzzle gas. On initial



The President II is one of three modifications Colemill offers for Barons. If you fly any Baron - other than a pressurized one - Colemill has a performance and safety enhancing modification for it.

climb, that thing is burning at a rate of 50 gallons per hour. The Shadin reminds you to pull back the power and lean it up and get those numbers down to 30."

In addition to the highly accurate fuel computer, each Colemill President II conversion includes Continental IO-550 300 h.p. engines, new three blade propellers, and governors. The modification is available for all 55 A and B model Barons and is one of three

Baron conversions offered by Colemill. The others are the President 600, also for 55 A and B models, and the Foxstar for 55 C, D, and E models and all 58 models. All three modifications provide increased performance and safety. So, if you fly a Baron, other than a pressurized one, Colemill has a modification to give you many nice improvements.