



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

Panther II Pilot Likes Increased Climb And Decreased Noise

Dear Reader,

We at Colemill always strive to make the process of dealing with us as trouble-free as possible.

We know your time is valuable. And to help you save a bit of it we recently installed a series of direct dial telephone numbers so you won't have to spend time on hold waiting to be connected to the department you are calling.

For your convenience, I am listing below the direct numbers for our most frequently called departments.

All begin with area code 615.

Accounting	690-6228
Avionics	690-6248
Charter	690-6222
Maintenance	690-6242
Parts	690-6240
Sales	690-6211

And, of course, you can always get us at our main number (615) 226-4256 where your call will be answered by a real person who will be more than happy to assist you in any way possible.

Sincerely,

Ernest W. Colbert
President,
Colemill Enterprises, Inc.



Pilots who fly Colemill's Panther modifications report shorter takeoff runs, improved climb, and faster cruise speeds following the conversion.

A Colemill Panther II modification was recently performed on a Chieftain that Jay Franzmeier of Waterloo, Iowa, flies for his company.

Franzmeier said he noticed the improvements very quickly following the modification.

"The noise reduction is probably the biggest improvement on the airplane. There's a big difference in the noise level," he said.

He added that improved climb and speed were also readily noticeable following the conversion.

"It climbs considerably faster. A few weeks ago I departed out of here with seven people at maximum gross weight and was still able to maintain a

thousand feet per minute. Before the modification, I probably would have had about six hundred or seven hundred feet per minute. On another flight, I was climbing out with just me on board and half tanks of fuel. At 130 knots I was getting almost two thousand feet per minute.

"At higher altitudes - above ten thousand feet - I have noticeable improvement in the true airspeed. At fifteen thousand feet and seventy five percent power, I'm truing out at 209 knots. Before the modification, I couldn't get over 200," Franzmeier said. The decreased noise and improved performance are characteristic of all Colemill Panther modifications. Other common traits of these conversions

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Wisconsin Pilot “Really Happy” With Panther III Modification

Although Chieftains came from the factory with 350 h.p. engines, Colemill’s Panther III conversion still provides nice improvements in these airplanes without increasing the horsepower, according to pilots who fly them.

One such pilot is Kelly Mueller who flies for Great Lakes Aerial Survey in Sheboygan Falls, Wisconsin. His company flies aerial mapping missions all over the United States.

The Panther III modification includes - among other things - Colemill’s “Zip-Tip” winglets with built-in landing lights, four blade “Q-Tip” propellers, redesigned nacelles, a synchrophaser, and a Shadin Digiflow fuel computer.

“We are really happy with the modification,” Mueller said. “The climb is quite a bit better. We operate at full gross. I’ve been up to about 18,000 feet with it. It climbs about 200 feet per minute better up above 10,000 feet than it did before. And up at 18,000 we are getting four or five more knots airspeed than we did previously. It gets off the ground quite a bit quicker than it did before. It accelerates quite a bit quicker down the runway.”

In addition to the enhanced performance, Mueller said there are also other improvements in the Panther III that he likes.

“It’s really nice having the synchrophaser,” he said. “It keeps it synched up really well. It’s really quiet too. I was really surprised at how much quieter it is with those four blade props on it.”

Mueller added that he also likes the increased lift and stability provided by the winglets.

“The controls feel a lot more responsive at slower speeds than they did before. I used to come in at about 100 miles per hour and then start bleeding speed off on short final. Now I feel pretty comfortable coming in at 90 miles per hour.”

The improved cooling is another feature of the Panther III Mueller found to be nice.

“We are running cylinder head temperatures about 30 degrees cooler,” he said. “We are able to close the cowl flaps on climbs. I’ll sometimes leave them about half open if it’s warm weather. But I can leave them closed and do a nice cruise climb. We are really happy with it.”

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include improved flight stability, shorter takeoff and landing rolls, higher service ceilings, improved cooling, and additional ground clearance.

Each Panther conversion also includes a Shadin Digiflow fuel computer to reduce pilot workload by providing highly accurate answers to all fuel and time questions. “It’s nice to have an accurate fuel computer,” Franzmeier said. “This Shadin that came with the modification is

very accurate.” Each Panther II modification also includes 350 h.p. Lycoming TIO-540-J2B engines, four blade “Q-Tip” propellers, optional “Zip-Tip” winglets with built in landing lights, new governors with a synchrophaser, and redesigned nacelles. All these components work together to make the Chieftain a much improved airplane that has enhanced performance coupled with additional comfort for the crew and passengers.

North Carolina Accountant Loves Bearcat's Improved Performance



Colemill offers four modifications for the Cessna 310 - the Executive 600 and Executive II for I through G models, the Bearcat for R Models, and Bearcat II for Turbocharged P, Q and R models.

Dick Fox is an accountant based in Fayetteville, North Carolina, who uses his Cessna 310R for business travel.

Recently he had Colemill's Bearcat modification performed on the airplane and says he has seen dramatic improvements in performance following the conversion.

"There's a drastic change," he said. "There's a difference in speed. There's no question about it. It's showing about 12 knots more indicated airspeed than it did previously. I've also noticed a significant increase in acceleration. We feel the acceleration much more than we did with the other engines. It comes off the ground a lot quicker. There's also a drastic improvement in the rate of climb.

"We love the airplane. We have absolutely no complaints at all about it," Fox added.

Fox said he was also very impressed with the service he received at Colemill.

"I can't say enough good things about Colemill's service. I had never been through an engine change before and I was dreading it. I'd heard so many horror stories about shops where it's one thing or another and it's nickel and dime. It can just drive you nuts. But anything that Colemill said was going to be done was done. Anything extra or any questions I had were addressed. I'm a bean counter by trade and when I picked up the airplane and the bill, there was not a single thing

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



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



In The Market For A High Quality Aircraft? Check Out Colemill Sales

When most persons associated with general aviation think of Colemill, they think of the world's largest aircraft modification company - which, of course, Colemill is.

But what many people don't know is that Colemill is an excellent place to buy a high quality, pre-owned aircraft.

A good example of airplanes passing through Colemill's inventory is this pristine Piper Navajo with a Colemill Panther modification.

This 1980 model aircraft has only 2,420 hours



on the airframe, only a few hours of flight testing time since its Panther modification, all new paint and interior, original logs, and no damage history. Although this airplane was sold just before this issue went to press, it is just one example of the type of high quality aircraft Colemill offers in its sales department. If you

are in the market for a good, dependable airplane, just give Colemill a call at (615) 226-4256 or check the Colemill Website at www.colemill.com to find out what's currently in inventory.

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on the bill that I did not know about or that had not been adjusted out. I had no complaints. There were no surprises.

"The people at Colemill could not have been more helpful. I just can't say enough good things about them. If I had to recommend anyone for an engine change - even if it was just a change and not a modification - I would tell them that they should at least talk with the people at Colemill. And if anyone was considering having the Bearcat conversion performed, I would certainly recommend it," Fox said.

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

The Bearcat is one of four modifications Colemill offers for the Cessna 310 line. The others are the Executive 600 and the Executive II for I through Q models and the Bearcat II for turbocharged P, Q, and R models.