



# Colemll

## 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

## “Great Climb” And “Great Speed” Impress Cessna 310R Bearcat Pilot

Dear Reader,

Many times when persons associated with general aviation think of Colemill Enterprises they think of us as the world's largest aircraft modification company which, of course, Colemill is.

But what is often overlooked is that in addition to our performance and safety enhancing modifications for airplanes such as Navajos, Chieftains, Barons, Bonanzas, and Cessna 310s, Colemill also offers a full line of services to the general aviation community.

These services include things such as routine maintenance, annual or 100 hour inspections, and avionics.

In this issue we are including a brief story about our state-of-the-art avionics shop and the highly skilled technicians who serve our customers there.

So please continue to think of Colemill as a world leader for high quality modifications. But please don't forget that we also provide a full range of services to general aviation - just as we've been doing since Colemill was founded in 1944.

Sincerely,

*E.W. Colbert*

Ernest W. Colbert  
President, Colemill  
Enterprises, Inc.



*Colemll offers four modifications for the Cessna 310: the Bearcat for R models, the Executive 600 and Executive II for I through Q models, and the Bearcat II for turbocharged P, Q and R models.*

**John Lemelle of Houma, Louisiana, flies a Cessna 310R for an oil field construction company. Recently when the airplane's engines were nearing their run-out times, he talked with mechanics about the options available to him. He also talked with some pilots who flew airplanes that had received Colemill modifications. After considering all the facts, he decided to have Colemill's Bearcat conversion performed on the aircraft.**

**“For the money spent, why not increase the horsepower? The conversion gave me 30 more horsepower for pretty much the same amount of money that it would take to just replace or overhaul the old engines. And we thought it was a good deal to have new engines,” Lemelle said.**

**After comparing the airplane's performance before and after the modification, Lemelle is convinced he made the right choice. The speed and rate of climb were both enhanced nicely by the conversion, Lemelle reported.**

**“The main thing I've noticed is the increased rate of climb,” he said. “Before the conversion, I would get about 600 to 700 feet per minute at 120 knots. Since the conversion, I can do 1,500 feet easily. I get great speed too. I use 185 knots for flight planning at about 10,000 to 11,000 feet. Before I flight planned for 174. So it's about 11 knots faster now.” Lemelle said he has also noticed that the conversion has reduced the amount of runway needed for takeoffs.**

**“I've definitely noticed an**

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## **“Cool Looks”, “Amazing Climb”, And “Outstanding Single Engine Performance” Of President II Impress Baron Owner**



*Colemill's President II conversion with optional “Zip-Tip” winglets gives Baron 55 A and B models great improvements in performance and safety. The winglets are available for all Barons, Navajo and Cheiftons regardless of whether a complete modification is performed.*

Craig Arcuri, the owner of a computer company in Santa Barbara, California, has a 55 model Baron that he flies for his company's business. He said when his engines were approaching TBO he considered two options: rebuilding the old engines or having Colemill's President II modification performed. He elected to go with the Colemill modification and says that was a great decision. In addition to having the conversion performed, Arcuri also decided to have the optional “Zip-Tip” winglets installed on the airplane.

“The airplane really looks cool with the winglets and three blade props. I like the way it looks and it gets lots of second looks at airports,” he said. In addition to the great looks, the winglets also increase lift, enhance stability, and allow approaches to be flown slower.

But the main thing Arcuri likes about his President II is the much enhanced performance and the additional safety that goes along with it - especially the ability to get to altitude more quickly.

“The first extremely obvious thing after the

modification was the climb rate is just astounding. I used to see 1,100 to 1,200 feet per minute climb at sea level in Santa Barbara. Now I'm seeing 2,300 to 2,400 - on a cold morning 2,500 - at the same speed I was previously seeing 1,200. It just gets to altitude a lot faster. And my theory is the more distance I can put between me and the ground, the better,” he said.

The extra power and lift of the President II also are extremely helpful in dealing with soft field and short field operations Arcuri pointed out.

“I fly the airplane to Mexico once a month to some pretty short strips for a Baron. And what used to be - I wouldn't say hair raising - but takeoffs where you really had to mind your Ps and Qs and do really good soft field technique are now easy. With the power it has now, it makes those takeoffs a non-event,” Arcuri noted.

Something else the California pilot has noticed since the President II modification is the much improved single engine performance. He said he took the airplane to an old Air Force base that has

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been converted into a non-towered private field to check out single engine operations. He pulled the power on one engine and feathered the prop and began flying simulated ILS approaches and go arounds with the landing gear down and approach flaps - first at 1,000 feet AGL and then going lower a couple of hundred of feet at a time all the way down to 50 feet AGL. The airplane had extra weight on board and nearly full fuel tanks and was close to gross weight.

“It was absolutely a non-event,” Arcuri said. “The airplane just climbs so uneventfully there’s no doubt in my mind that the airplane at gross is no longer a light twin that wouldn’t be able to do a go around on one engine. It easily does a go around on one engine.

“Arcuri said he has also tested the single engine performance at altitude. He cited an example when he was flying back to southern California from San Francisco.

“I had full fuel and was at about 4,700 pounds - the gross is 5,100. At 11,500 feet, I shut the left engine down and feathered the prop. I then climbed to 13,000 feet and flew it there for about 20 minutes on one engine. That is absolutely impressive. And that’s important to me because I fly over the Sierras a lot,” Arcuri said. “The single engine climb

performance in an emergency situation is just amazing. And the fact that I can go from 6,000 feet to 13,000 feet on one engine is huge because of all the mountains we have out here.

“Arcuri said the increased speed of the President II is a nice benefit of the modification also. “It’s about 18 to 20 knots faster now. I used to cruise at 185. Now I cruise at about 205,” he said.

The President II is one of three modifications Colemill offeres for Barons. The conversion includes Continental IO-550 300 horsepower engines, new three blade props, governors, a Shadin Digiflow fuel computer, and the great looking winglets for customers who want them. The modification is available for all Baron 55 A and B models.

The other Colemill Baron conversions are the President 600, also for 55 A and B models and the Foxstar for Baron 58 models and the C, D, and E models of the 55.

**Additional information concerning Colemill modifications and services can be found on our website, [www.colemill.com](http://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 models)	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](mailto:ewc@colemill.com) [trey@colemill.com](mailto: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



# Colemill Offers Full Service Avionics Work And Equipment

If your aircraft is in need of avionics work or a complete avionics upgrade, Colemill is an ideal place to bring it.

We have a state-of-the-art avionics shop and highly trained and skilled avionics technicians to meet all your needs.

Colemill is an authorized FAA repair station for avionics and an authorized dealer for well respected avionics brands such as Garmin, S-Tec, L3 Communications, Bendix-King, Honeywell, Century Flight Systems, Sandel, and Avidyne. We service and install items such as auto



*Colemill's state-of-the-art avionics shop offers a full line of avionics and repair.*

pilots, nav-coms, GPS-coms, HSIs, and HSI-flight directors. So whether you need repair work or a completely new panel installed, Colemill can handle it. You will find the prices are very competitive, the service friendly and competent, and the turn-around time short.

If you have any questions concerning Colemill's avionics services, just give us a call. Marketing Director Trey Tucker or avionics technicians Jerry Scott and David Halterman will be happy to give you the complete story on Colemill's avionics services.

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increase in power on takeoffs," he said. "Depending on how I have it loaded, I'm off in 2,000 feet easily. That's probably at least a ten percent reduction in the takeoff run."

The Colemill Bearcat modification includes 300 horsepower Continental IO-550 engines, a Shadin Digiflow fuel computer, and for customers who want them, new propellers and governors.

The Bearcat conversion is especially

engineered for the Cessna 310R. But for other 310 owners, Colemill offers great modifications also. There are the Executive 600 and Executive II conversions for I through Q models. Both of these provide very noticeable improvements in performance. And for owners of turbocharged P, Q, and R models, there is the Bearcat II conversion which eliminates the exhaust system problems associated with some of these airplanes.