



# 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

## Panther III Pilot Says Modification Is “Perfect”

Dear Reader,

We are always pleased to send you a copy of the *Colemll Commentary* each time a new edition is published. However, in this issue, we are offering you a new way to receive our *Commentary*. All that is necessary is to go to our Web site, [www.colemll.com](http://www.colemll.com), and sign up. You will then receive all future issues of the *Colemll Commentary* by e-mail. I want to give you my personal assurance that your e-mail address will be held in strict confidence by Colemill and will not be shared with anyone.

Please remember, Colemill is a full service FBO that not only does our “World Famous Conversions” but also conducts routine maintenance, annual inspections, and avionics updates. I will be looking forward to seeing you at Colemill soon.

Sincerely,

*E.W. Colbert*

Ernest W. Colbert  
President, Colemill  
Enterprises, Inc.



*Alex Salazar called the Panther III modification “a perfect add on” to his Chieftain.*

**Alex Salazar with Atlantic Aviation Group in Miami recently had Colemill’s Panther III modification performed on a Chieftain he flies.**

**“It’s just a perfect add-on to the Chieftain,” he said. “It’s a wonderful conversion.”**

**The Panther III is a Colemill modification engineered especially for Chieftains that came from the factory with 350 horsepower engines. The conversion includes - among other things - four blade “Q-Tip” propellers with new governors and a synchrophaser, “Zip-Tip” winglets with**

**landing lights, and a Shadin Digiflow fuel computer.**

**The new props give the Panther III a quieter, smoother ride and the winglets provide additional lift for better climb and add a bit of extra speed to cruise performance. And, of course, the modification gives the Chieftain a great new, modern looking appearance.**

**Salazar said he likes all of those improvements.**

**“There’s a noticeable difference in performance. The noise levels have come down quite a bit. It is definitely much quieter. Those winglets made it**

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# Arkansas Pilot Keeps Returning To Colemill For Service

Jim Bolte is a professional pilot based in Rogers, Arkansas. For the past 20 years, he has logged 5,000 hours flying a short body Navajo with a Colemill Panther modification for three different owners of the airplane.

Why does he bring the airplane to Colemill for service? That's simple, Bolte says. "If you need anything done to a Navajo, Colemill's people know that airplane inside out. We do some in-house maintenance. But anything big goes right over to Colemill for them to do."

Bolte's most recent trip to Colemill was to the avionics shop for a panel upgrade.

"It was basically a re-work of the whole panel," he said. "We brought it up to a 2009 year instead of 1965. We had a Garmin 530 put in it and a Garmin audio panel. I was extremely happy with the work done by the guys in the Colemill avionics shop." Bolte said his experience with the avionics installation at Colemill is



*Jim Bolte says the Colemill avionics department brought his Navajo's panel from 1965 to 2009.*

similar to other experiences he's had in the past when Colemill has done work on the airplane.

"I've been flying this airplane a long time. You fly into some shops and have some work done, then you have to do several test flights. But at Colemill, I have not had any problems with work completed there," Bolte said.

His experience with the avionics upgrade followed that pattern, Bolte said.

"I'm very happy with it. Everything is working great," he noted.

Colemill's avionics shop is a factory authorized dealer for virtually all major brands of avionics products. And the Colemill avionics service technicians are highly trained and have many years of experience repairing and replacing panel components. So, whether you just need some work done or want a complete avionics upgrade, there's no better place to bring your aircraft than the Colemill avionics shop.



*Marty Harrison brings 24 years of experience in avionics to his new position as manager of Colemill's avionics department.*

## Marty Harrison Named Colemill Avionics Manager

Colemill Enterprises is pleased to announce an addition to its management staff.

Marty Harrison was recently named manager of the Colemill avionics department. Marty comes to Colemill with 24 years experience in avionics - most recently 15 years with Stevens Aviation.

In announcing this staff addition, Colemill president Ernest W. Colbert said, "We are extremely pleased to welcome Marty to the Colemill family. I am confident his extensive experience in avionics will prove very beneficial to all Colemill Avionics customers."

# Tennessee Dentist Appreciates Colemill's Wide Range Of Services

Some aircraft owners come to Colemill for performance and safety enhancing modifications. Others come for routine maintenance. Still others come for avionics repair or installation. Many have discovered that Colemill is a great place to bring an aircraft for virtually any kind of service - and even have more than one service performed on the same visit.

One such person is Dr. Floyd Taylor, a dentist from Madison, Tennessee. He had heard about the advantages of having Colemill's "Zip-Tip" winglets installed on Barons. So, he brought his 58 model in to have the winglets put on it.

The winglets give Barons additional lift which improves climb performance and allows approaches to be flown slower. They also improve flight stability and add a bit of extra speed in cruise. Another advantage is that the winglets give the Barons a distinctive new appearance.

Dr. Taylor said - after flying his Baron with the winglets on it - he is very happy he decided to add the winglets.

"I'm totally satisfied with it. I totally approve of it. You get better climb out with it. It's more stable. It's a ten on a scale of one to ten," he said.

Dr. Taylor decided to have his annual inspection performed at the same time his Baron was in the shop getting its winglets. That, also, was a good decision, he said.

"I am absolutely happy with both the work and the service I received at Colemill," Dr. Taylor said. "I had a little oil leak prior to the annual. I'd find a little spot here - a little spot there - on the hangar floor. But after the annual at Colemill, all of that stopped. There's no leaking anymore. The annual was fantastic. I absolutely like Colemill's service. I'm totally satisfied." Dr. Taylor learned what hundreds of other Colemill customers have learned over the decades - Colemill is an excellent place to bring an aircraft for any kind of service. Since his home is in Tennessee, he didn't have to come too far to take advantage of the treatment Colemill's customers and their aircraft receive. But many other Colemill customers come from distant points - flying several hours - to get to Colemill just to get that same kind of service.

This is especially true for persons who fly Navajos,

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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 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](http://www.colemill.com). "Visit us there".



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more stable. It's just great. Everybody is just amazed at how different it looks. And the new Shadin computer works great. It's awfully good. It's just awesome," Salazar said.

Asked if he would recommend the Panther III conversion to other Chieftain owners, Salazar replied, "I would strongly recommend the modification to any Chieftain owner. Don't even think about it. Just do it."

As pleased as he is with his Panther III conversion, Salazar said he was equally pleased with the quality of service he received at Colemill.

"Those folks at Colemill are just great," he said, "They said they would do the work in a certain amount of time and they did it. And they did some extra items that we requested."

The Panther III is one of three modifications Colemill offers for Navajos and Chieftains. In addition to all the great features Salazar likes about his Panther III, the original Panther and the Panther II conversions feature the installation of 350 horsepower Lycoming TIO-540-J2B engines for extra power and reliability.

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Chieftains, Barons, Bonanzas, and Cessna 310s. Since Colemill performs modifications on all these airplanes, the service technicians in the Colemill shops know these airplanes extremely well. That often can translate into less downtime and fewer

hours in the shop while a problem is diagnosed and repaired. But no matter what kind of aircraft you fly, Colemill is an excellent place to bring it for service - any kind of service.

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