



# 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

## Colemill Now Offers Counter Rotating Panther Conversions For All Navajos And Chieftains

Dear Reader,

If you are one of the many pilots or airplane owners who has been considering having a Colemill modification performed on your Navajo, Chieftain, Baron, Bonanza, or Cessna 310, I would like to offer a thought for your consideration.

The next time you are flying through or near the Nashville area, stop by and visit us here at Colemill's home - Cornelia Fort Airpark (M88).

We would be more than happy to give you a tour of our facilities, answer any questions you have, and - if you wish - schedule your airplane for a performance and safety enhancing Colemill conversion.

You might even want to plan to spend a few days in Music City. Each year Nashville is one of the country's top destinations for tourists. There is an almost limitless list of things to see and do here. And much to the surprise of many people, not all of them are related to the booming country music industry.

I and all the other people here at Colemill would be pleased to give you a "down home" welcome to Nashville.

Sincerely,  
*E.W. Colbert*

Ernest W. Colbert  
President, Colemill  
Enterprises, Inc.



*Colemill now offers its popular Panther modifications with either standard rotating or counter rotating engines.*

Colemill has been performing its performance and safety enhancing Panther modifications for more than 30 years. But, until now, all these conversions were done with standard rotating engines. Now - for customers who want them - Colemill offers the modification with counter rotating engines.

One of the first customers to have the counter rotating modification performed was Peter Ogren, the president of Hayes Engineering, Inc., in Wakefield, Massachusetts, who says he is "delighted" with the airplane's performance since the Panther conversion. "I routinely flight plan for an additional 10 knots of airspeed, and for short trips fly at 65% power, consuming approximately the same amount of fuel as the old 310

horsepower engines," Ogren said.

"With the addition of the four blade props and counter rotating engines, the plane is not only powerful but quiet and smooth," he added.

Ogren said he is also very impressed by his Panther's increased safety margins and climb performance.

"Lightly loaded, the PA 310 Panther conversion can hold altitude with full flap and gear extended. And it has substantially improved climb performance when cleaned up. In short, the plane flies almost like a turbo prop," he said.

The Colemill Panther conversion includes the installation of 350 horsepower Lycoming TIO-540-J2B engines with dual independent magnetos for

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# Winglets On Airplanes Do Much More Than Save Fuel



*Colemills "Zip-Tip" winglets - with all the advantages they offer - are available for all Navajos and Barons regardless of whether a complete modification is performed.*

You might have noticed that there have been several stories in the news recently about the things airlines are doing to conserve fuel as the cost keeps climbing.

Several major airlines - including Southwest, Continental, KLM, and American - have begun retrofitting their airplanes with winglets to improve the fuel economy.

The winglets reduce induced drag and thereby improve the aerodynamics. And this has many other advantages in addition to saving fuel.

Colemill has been installing winglets on Barons and Navajos for more than three decades as part of the Foxstar and Panther conversions. More recently, additional STCs have been obtained to allow Colemill to install the winglets on all Navajos and Barons regardless of whether a full modification is performed.

The Colemill "Zip-Tip" winglets for Navajos and Barons provide improvements in several phases of flight. Since the winglets increase lift, they make takeoff runs shorter; improve the rate of climb; and reduce the stall speed to allow

approaches to be flown slower thus shortening the landing roll.

The winglets also improve flight stability and add a few knots to cruise speed. The Navajo winglets include built-in landing lights which can be used for recognition purposes when the landing gear is retracted.

Scott Gross of Glen Allen, Virginia, recently had the winglets installed on the pressurized Baron he flies. He said they are a great addition to the airplane.

"The P-Baron is heavier than the standard 58. The winglets make it more stable on landings. It doesn't feel quite as heavy at lower speeds. I definitely get better climb performance. Right at gross weight, I've taken it up to 21,000 feet and have never had less than 800 feet per minute up to that altitude. And the winglets have also improved the single engine performance. I'm very happy with it," Gross said.

In addition to all the performance advantages the winglets provide, there's one other thing many pilots mention - the distinctive, modern appearance the winglets give to the airplanes.

# Repeat Sales Customer Likes The “Refreshing Experience” Of Buying Airplanes From Colemill

Flightworks is an aircraft charter service based in the Atlanta area. Recently, when the firm wanted to enlarge its fleet, it contacted Colemill to find out whether there was an airplane in inventory that would meet its needs.

Among airplanes available was a Chieftain that had already been given the Colemill Panther modification. Flightworks decided that was the airplane it wanted. But it wanted some additional work done to decrease the airplane's empty weight to give it more load carrying ability. Colemill, of course, was happy to make those additional changes to ensure that the customer received the airplane exactly the way it was wanted.

Flightworks' president and chief operating officer, James Lara, said he was very pleased with the transaction.

“This was my second experience dealing with Colemill,” he said. “The price was fair. They did the work well. We haven't had anything go wrong with the airplane that Colemill did. We're using it in commercial service and it's doing a good job for us. The performance is good.”

In addition to liking the airplane, Lara said dealing with Colemill during the transaction was also a pleasant experience.

“They are straight up people. The process went smoothly. All parties came to the table and executed what they committed to do. That's a refreshing experience in the aircraft business,” he said.

Although Colemill is best known as the world's largest aircraft modification company, don't forget it is also a great place to buy an aircraft as well. When you are in the market for a dependable pre-owned aircraft, contact Colemill sales to find out what is currently in inventory.



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.

Additional information concerning Colemill modifications and services can be found on our website, [www.colemill.com](http://www.colemill.com). “Visit us there”.

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



## **Substantial Tax Savings Could Be Available For Those Who Buy Or Modify Aircraft Before The End Of The Year**

There has been a lot of news media coverage recently about the so-called "rebate" checks that are being sent to taxpayers as part of the Economic Stimulus Act of 2008.

But virtually no coverage has been given to a section of this act that could provide substantial financial benefits to companies that purchase, refurbish, or modify aircraft by the end of 2008.

Part of the act makes changes to section 179 of the Internal Revenue Code. These changes mean that investment tax credit allowed can now be claimed by taxpayers in amounts up to \$250,000 per year. In addition, bonus depreciation allowances are also available.

Colemill suggests that you consult with your tax advisor to determine whether these considerations would be advantageous to your company in having a Colemill modification performed.

But remember, you must act before the end of the year.

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increased power and safety; four blade "Q-Tip" propellers for a quieter and smoother ride; and optional "Zip-Tip" winglets for improved aerodynamics, increased lift, better climb, faster cruise speeds, reduced stall speed, and improved flight stability.

The Panther modification also includes many other nice features such as a Shadin Digiflow

fuel computer, new governors with a synchrophaser, and redesigned nacelles for improved engine cooling.

If you fly a Navajo or Chieftain there is no better time than now to contact Colemill to learn more about the advantages of flying with a Panther modification - with either standard rotating or counter rotating engines. The choice is yours.