



# 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

## Former Airline Pilot Likes Panther's Improvements

Dear Reader,

From time to time, I hear from some of you telling me how much you enjoy receiving the Colemill Commentary and reading its pilot reports and other news about things happening here at Colemill Enterprises.

In fact, this year marks the 25th anniversary of us producing this newsletter. And I wanted to use that occasion to thank you for the interest you have expressed in the publication.

I also would like to thank the Colemill customers who have taken the time to share their thoughts about our modifications and other services with the people who produce the newsletter.

And finally I would like to thank the people who work very diligently to get the Colemill Commentary out to you on a timely basis three times a year - the writer and executive editor, Gil Cawood; the graphic designer, Bill Dick; and Marshall and Bruce Printing all here in Colemill's hometown of Nashville..

Sincerely,

*E.W. Colbert*

Ernest W. Colbert  
President, Colemill  
Enterprises, Inc.



*Colemill offers three modifications for Piper Navajos and Chieftains. All provide nice improvements compared to the stock airplanes.*

As a young pilot, Danny Daniels of Asheville, North Carolina, logged approximately 2,000 hours flying Piper Navajos prior to joining US Airways where he logged another 15,000 hours before retiring recently.

Now he is back where he started - flying a Chieftain for a road building company. But, Daniels says, this airplane is much improved over the ones he flew years ago. It has the Colemill Panther II modification.

The Panther II is one of three conversions Colemill offers for Navajos and Chieftains. Among other improvements, the modification includes Lycoming TIO-540-J2B 350 horsepower engines, optional "Zip-Tip" winglets with

built in landing lights, new four blade "Q-Tip" propellers, new governors with a synchrophaser, and a Shadin Digiflow fuel computer.

Daniels says the Panther II offers many nice advantages over the stock airplanes.

"It's much smoother - less vibration than the ones with the three blade props. We really like that a lot," he said. The veteran pilot said he also likes the way the airplane looks with the "Zip-Tip" winglets and the lights that are built into them.

"It looks pretty. And I really like the recognition lights. Actually, they are more than recognition lights, they're landing lights. They light

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# Repeat Customer Says He's "Treated Like A King" At Colemill



*Gene Chaney says Colemill's excellent customer service keeps him coming back. This is his fifth Foxstar conversion.*

Over the years, Colemill has had many repeat customers - persons who have one modification performed and then return for others.

Probably topping that list is Gene Chaney, a business owner in Kansas City. He has had four Colemill Panther modifications and recently had his fifth Foxstar Baron conversion performed.

Why does he keep coming back?

"I'm a very pleased customer. I'm treated like a king," Chaney said.

Chaney recently bought a 1993 Baron 58 which had been owned previously by a Beechcraft executive in Wichita.

"About eight months before I bought it, the people at Beechcraft put two factory new engines on it and they had only about 100 hours on them. But I wanted the rest of the Foxstar package on the airplane. So, I brought it to Colemill for the rest of the Foxstar conversion - the winglets, the Shadin fuel computer, the nacelle fronts, and the four blade props," Chaney said.

So, why did he want the Foxstar treatment given to an already nice airplane? There were several reasons, he said.

"I like the looks of the Foxstar conversion. Whenever I get a Baron, I get the conversion done. The Foxstar modification with the winglets

and the looks just sort of overshadows everything else on the field. Another reason I like the Foxstar is the four blade props are so quiet. I own a steel company and I've had serious ear damage from working 41 years in a warehouse where steel is fabricated. The original three blade props are absolutely deafening. They are so obnoxiously loud. But the Foxstar's four blade props are very quiet and smooth.

"I also like the extra lift and stability the Foxstar's winglets provide. The airplanes are very, very stable in turns with those winglets on there. When I was flying this plane before the conversion, I didn't like the way it would come into a pattern. If I had to make a tight turn or follow someone, I just had an uneasiness without the winglets. Since I've had them on there, it just handles like the difference between a 1971 Ford Country Squire wagon and a new Corvette," Chaney said.

He added that he also appreciates the outstanding service that he always gets at Colemill.

"I asked them to put a little hole in my panel for an engine analyzer and they did that for me. I know that it took time and that they had to pay a man to do it. But they didn't charge me for it. It's just little things like that that keep me coming back to Colemill," Chaney said.



If you would like to fly with all the advantages of a Colemill Panther conversion but don't have a Navajo or Chieftain to bring to Colemill for the modification, that's no problem.

Colemill usually has a nice supply of airplanes in inventory that we've found, refurbished, and modified.

Among those currently in stock is a 1981 Chieftain / 2007 Panther. This is a very nice airplane with new paint and interior, a Garmin 430 GPS/COM, a KFC 200 autopilot, crew and cargo doors, and all new tinted side windows.

This aircraft has a gross weight of 7,245 pounds, 6,800 total time on the airframe, and just a few test flight hours on the conversion.

For more information on this airplane or others currently in inventory, please call Trey Tucker at 615-226-4256.

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

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up the runway at night a lot better," Daniels noted.

"And something else I really like a lot is the Shadin fuel computer. It's accurate to within less than a gallon. When it tells me I have 42 gallons left, and I top it off completely and do the math, I'm within a gallon of that. It's just very nice to know the exact amount of fuel," he said.

In addition to the advantages Daniels mentioned, the four blade props and winglets also contribute to a more comfortable ride. The props result in a much quieter cabin and the winglets provide additional lift and enhance stability.

All the components working together do, indeed, make Colemill's three Panther modifications a great improvement over stock Navajos and Chieftains.

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

## 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



## Oregon Businessman Calls President II Baron “Amazing”

Mike Reese in Portland, Oregon, recently brought his B 55 Baron to Colemill for the President II modification. This was his second Colemill conversion, so he had an idea what to expect in terms of increased performance. But he still said he is very impressed with the performance and other improvements.

“It’s amazing. It’s a good 15 to 20 knots faster. Before the modification, I flight planned for 190. Now I flight plan for 205. The airspeed is right up there into the yellow. And I don’t run it that hard. I only run about 23 and a quarter and about 22 inches,” Reese said.

In addition to the improved speed, Reese said he was also happy with the enhanced rate of climb and the smoothness of the airplane following the conversion.

“The rate of climb has increased about 500 feet per minute. I cruise climb usually. I don’t



*The President II modification is available for 55A and B model Barons. The conversion greatly improves the performance of these airplanes.*

climb it up to the wall. I normally climb out at about 140 to 150 indicated and it works out really well. The props stay synched a lot better than they did before. It’s very, very smooth. It is much smoother than the 470s that were on the airplane prior to the modification,” he said.

The President II is one of three modifications Colemill offers for Barons. The conversion includes

300 horsepower Continental IO-550 engines, new three blade propellers, new governors, and a Shadin Digiflow fuel computer. Optional “Zip-Tip” winglets are available for aircraft owners who want even more increased performance and stability. The modification is for all 55 A and B model Barons.

Colemill’s other Baron conversions include the President 600, also for 55 A and B models, and the Foxstar for all 58 models and the C, D, and E models of the 55.