



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 Modification “A Good Way To Go” Says Tennessee Pilot

Dear Reader,

I wanted to use this opportunity to remind you that time is rapidly running out to take advantage of the substantial tax savings available to companies that buy, modify, or refurbish aircraft prior to the end of 2008.

These savings were made possible by the Economic Stimulus Act which became law earlier this year. But the savings expire after December 31.

There is a link on the Colemill Web site to an excellent article on this topic published by Plane & Pilot magazine.

I highly recommend that you check with your professional tax advisor to find out how these savings would apply to you.

Sincerely,

E.W. Colbert

Ernest W. Colbert
President, Colemill
Enterprises, Inc.



Rick Jefferies says he has noticed great improvements in both speed and climb since his airplane received a Panther modification.

Rick Jefferies flies a Navajo 325 for C&S Sales and Rentals, a portable building company based in Cottage Grove, Tennessee.

Recently he brought the airplane to Colemill to have a Panther modification performed on it. That decision, he says, was a good one because the airplane flies, performs, and looks better with the conversion.

“I would recommend the modification to anyone. I would tell them it would be a good way to go. It does improve the airplane as opposed to just replacing or overhauling the old engines,” Jefferies said.

He said he has noticed improvements in both speed and climb since the modification was performed. “It’s faster in cruise - probably somewhere between five and ten knots. And I would say we are probably getting 300 to 500 feet per minute better climb depending on the temperature and how heavily it’s loaded. I get to cruise altitude faster,” he said.

Jefferies mentioned that he also likes other Panther improvements such as the nice appearance and the quieter, smoother cabin. He said passengers have commented about the airplane’s

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smoother ride and reduced vibration since the modification. And, he said, the four blade props and winglets give the Panther a distinctive new appearance.

The Colemill Panther modification includes installation of 350 horsepower Lycoming TIO-540-J2B engines. These are the engines with dual, independent magnetos which provide additional reliability and, of course, more power compared to the stock engines. The conversion also includes

the four blade "Q-Tip" props for a quiet, smooth ride and additional ground clearance. The optional "Zip-Tip" winglets add even more lift and stability and their built in landing lights allow lights to be used with the gear up to improve in flight recognition. Each Panther also comes with a highly accurate Shadin Digiflow fuel computer, redesigned nacelles for improved cooling, and many other nice features.



Colemill offers three different versions of the Panther conversion.

Regional Commuter Airline "Very Pleased" With Panther Performance And Colemill Service

Robbie Rupard operates Wings Air, a regional commuter airline based in Lawrenceville, Georgia. He says he is "very pleased" with the Colemill Panther conversions he flies and with the service he gets at Colemill.

"A Panther conversion is the only thing we'll fly. We have a fleet of 10 aircraft right now with plans to double that over the next 18 months. We have been very pleased with the performance and comfort level that comes with the Panther because of the quieter props. They give us a little better climb performance - especially down low. The winglets look good and they seem to give better cruise performance at a lower power setting. And I know the aircraft we fly with the winglets are much more stable," Rupard said.

In addition to liking the performance and comfort levels of the Panther modifications, Rupard said he is equally well pleased with the service he gets from Colemill.

"We are also really happy with what comes out of Colemill's shop. I have yet to have a problem with anything that came from that shop. They do a great job. They are very professional people. And they are very good after the sale in terms of providing technical support. We have to go through aging aircraft inspections and a bunch of other stuff. So, we need a lot more data than a lot of other people and they're good at getting us what we need," he said.

Rupard added that he has also been impressed with the quick service he has come to expect from Colemill.

"I have always had a high regard for the people at Colemill. Trey Tucker (Colemill's Director of Marketing) does a great job. He bends over backward to get us the things we need and provide us service when we need it. Usually when I call needing something, I need it fast - sometimes unreasonably fast - and they do a good job of meeting my needs," he said.

Repeat Customer Calls Colemill's Work "Outstanding"



In addition to performing the well known Colemill conversions, the Colemill shop also handles all types of aircraft maintenance including 100 hour and annual inspections.

Over the years Colemill has earned the business of many repeat customers. These include customers for modifications, routine maintenance, and avionics.

Included in that group is Joe Rutherford who runs Central Missouri Aviation, an aircraft services company in Columbia, Missouri.

Recently a Navajo he cares for needed new engines. Rutherford had it flown to Colemill to get the work done.

Why come to Nashville for new engines? When asked that question, Rutherford answered this way:

"I had dealt with Colemill in the past doing conversions on a couple of Navajos and engine changes. They were competitive in price and their work was outstanding. The business I've done with Colemill over the past 10 years has been very favorable. Also, they had the proper credentials (STC) to allow me to take that airplane from the J2BD engines to the J2B engines to eliminate the single drive dual mags. I wanted to get rid of those D series engines. And with Colemill's STC, I was able to do that. That was worth something right there."

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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)	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. "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 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



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Colemll's avionics shop recently installed this Garmin G600 retrofit flight display for a customer. The left side of the unit replaces the old "six pack" of "steam gauges" while the right side is a multi-function display of maps, charts, and other useful information. In addition to Garmin, Colemll is also a factory authorized dealer for S-Tec, L3 Communications, Bendix-King, Honeywell, Century Flight Systems, Sandel, and Avidine avionics products.

Rutherford noted that he was also pleased with the turnaround time and the overall service he received at Colemll.

"They did what they said they would do. The turnaround time was good and we got what we asked for. I would recommend Colemll to other people for service or modifications," he said.

While many people think of Colemll only as a modification company, the reality is that Colemll provides a full range of services to general aviation. The company's many years of experience is a plus for customers who need any kind of mechanical or avionics work done. This is especially true for people who fly the types of airplanes Colemll modifies such as Navajos, Barons, Bonanzas, and the Cessna 310. The Colemll people are so familiar with these airplanes that most problems can be identified and fixed with a minimum of downtime.

So, whether you are in the market for a modification or just routine service - such as annual inspections - please keep Colemll in mind for all your aviation needs.