



United States of America  
Department of Transportation  
Federal Aviation Administration

# Supplemental Type Certificate

Number: SE14WE

This certificate issued to: TALCO Aviation  
3015 E. New York St, STE A2-270  
Aurora, IL 60504

Certifies that the change in the type design for the following product with the limitations and conditions therefore as specified hereon meets the airworthiness requirements of Part 13 of the Civil Air Regulations.

Original Product           1E12  
Type Certificate Number:

Make: Lycoming

Model: IO-320-A1A, B1A, B1B, C1A, LIO-320-B1A, C1A

Description of Type Design Change:

Installation of one Rajay Turbocharger P/N RJ 0325, RJ 0326, RJ 0326-1 or RJ 0326-2 on Lycoming Engine Models IO-320-A1A, B1A, B1B, and C1A in accordance with Rajay Drawing RJ 0699 or LIO-320-B1A and C1A in accordance with Rajay Drawing RJ 0699.

Limitations and Conditions:

(See continuation sheet 3 of 3)

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of Application: April 21, 1964

Date Reissued:

1/14/69, 2/10/82, 10/30/87, 9/22/95, 9/29/03, 6/26/06, 3/16/07, 3/12/18, 2/2/2021; 8/31/2023

Date of Issuance: September 16, 1964

Date Amended:

By Direction of the Administrator

Signature:

for Paul (Vu) Nguyen  
Manager, Central Certification Branch  
Compliance & Airworthiness Division

Title: Aircraft Certification Service

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. This certificate may be transferred or made available to third persons by licensing agreements in accordance with 14 CFR 21.47. Possession of this Supplemental Type Certificate (STC) document by persons other than the STC holder does not constitute rights to the design data nor to alter an aircraft, aircraft engine, or propeller. The STC's supporting documentation (drawings, instructions, specifications, flight manual supplements, etc.) is the property of the STC holder. An STC holder who allows a person to use the STC to alter an aircraft, aircraft engine, or propeller must provide that person with written permission acceptable to the FAA. (Ref. 14 CFR 21.120).



United States of America  
Department of Transportation  
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**Supplemental Type Certificate**

Number: SE14WE

**INSTRUCTIONS:** The transfer endorsement below may be used to notify the appropriate FAA Aircraft Certification Office of the transfer of this Supplemental Type Certificate. The FAA will reissue the certificate in the name of the transferee and forward it to him.

**Transfer Endorsement**

Transfer the ownership of Supplemental Type Certificate Number: \_\_\_\_\_

**To** (Name and address of transferee):

**From** (Name and address of grantor):

**Extent of Authority** (if licensing agreement):

**Date of transfer:**

**Signature of grantor:** \_\_\_\_\_

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United States of America  
Department of Transportation  
Federal Aviation Administration  
*Supplemental Type Certificate*

(Continuation Sheet)

Number: SE14WE

Date of Issuance: September 16, 1964

Date of Reissuance: August 31, 2023

Limitations and Conditions (continued):

This approval covers engine/turbocharger compatibility only. The installer must determine whether this design change is compatible with previously approved modifications. If the holder agrees to permit another person to use this certificate to alter a product, the holder must give the other person written evidence of that permission.

ENGINE OPERATING LIMITATIONS:

Where applicable, the following engine limitations supersede those specified on Engine Type Certificate Data Sheet 1E12:

Engine Speed (Turbocharged)

Takeoff 2700 RPM (5 minutes)

Max. Cont. 2600 RPM

Manifold Pressure (Turbocharged)

Takeoff 29.5" HgA (5 minutes)

Max. Cont. 28.0" HgA

Fuel Minimum grade Aviation gasoline 100/130 Octane

Engine and Turbocharger Operation:

Do not operate the turbocharger unless the throttle is wide open. When increasing power, fully open the throttle, then slowly close the wastegate until desired manifold pressure is obtained. When decreasing power, fully open wastegate, then close the throttle.

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Any alteration of this certificate and/or the Type Certificate Data Sheet is punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. This certificate may be transferred or made available to third persons by licensing agreements in accordance with Title 14 of the Code of Federal Regulations, part 21, section 21.47 (14 CFR 21.47). A transfer must be endorsed as provided on the reverse hereof. A Type Certificate holder who allows a person to use the Type Certificate to manufacture a new aircraft, aircraft engine, or propeller must provide that person with a written licensing agreement acceptable to the FAA. (Ref. 14 CFR 21.55).

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United States of America  
Department of Transportation  
Federal Aviation Administration

# Supplemental Type Certificate

Number: SA787WE

This certificate issued to: TALCO Aviation  
3015 E. New York St, STE A2-270  
Aurora, IL 60504

Certifies that the change in the type design for the following product with the limitations and conditions therefore as specified hereon meets the airworthiness requirements of Part 3 of the Civil Air Regulations.

Original Product **A2SW**  
Type Certificate Number:

Make: Piper

Model: PA-30 and PA-39

*Description of Type Design Change:*

Installation of turbosupercharged Lycoming io-320-B1A, IO-320-C1A, LIO-320-B1A or LIO-320-C1A engines in accordance with FAA sealed drawing list No. RJ0600.

*Limitations and Conditions:*

(See continuation sheet 3 of 3)

*This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.*

January 14, 1969; February 10, 1982; October 30, 1987; September 22, 1995; September 29, 2003; June 26, 2006; March 16, 2007; March 5, 2018; February 2, 2021; August 31, 20223

Date of Application: **April 24, 1964** Date Reissued:

Date of Issuance: **September 16, 1964** Date Amended: **June 7, 1965; February 6, 1970; March 10, 1970**

*By Direction of the Administrator*

*Signature:*

for Paul (Vu) Nguyen  
Manager, Central Certification Branch  
Compliance & Airworthiness Division

*Title:* Aircraft Certification Service

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**Supplemental Type Certificate**

Number: SA787WE

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**Transfer Endorsement**

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**To** (Name and address of transferee):

**From** (Name and address of grantor):

**Extent of Authority** (if licensing agreement):

**Date of transfer:**

**Signature of grantor:** \_\_\_\_\_

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United States of America  
Department of Transportation  
Federal Aviation Administration  
*Supplemental Type Certificate*

*(Continuation Sheet)*

Number: SA787WE

Date of Issuance: September 16, 1964

Date Amended: March 10, 1970

Date of Reissuance: August 31, 2023

Limitations and Conditions (continued):

The installer must determine whether this design change is compatible with previously approved modifications. If the holder agrees to permit another person to use this certificate to alter a product, the holder must give the other person written evidence of that permission.

1. Engines must be modified to incorporate turbosuperchargers in accordance the Supplemental Type Certificate No. SE14WE.
2. Engine applicability:  
Model PA-30: IO-320-B1A or IO-320-C1A  
Model PA-39 and PA-30 modified to incorporate Piper Kit No. 760368:  
IO-320-B1A or IO-320-C1A in left nacelle and LIO-320-B1A or LIO-320-C1A in right nacelle.
3. FAA approved Rajay Airplane Flight Manual Supplement dated September 16, 1964 is required with this modification. AFM Supplement Revisions dated June 7, 1965 and February 6, 1970 are required respectively for IO-320-C1A engines in PA-30 and for models incorporating LIO-320-B1A or -C1A engines in right nacelle.
4. Limitations of Applicability: The approval of this change in type design applies to the basic Piper Models PA-30 and PA-39.

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