United States of America
Department of Transportation
Federal Aviation Administration

Supplemental Type Certificate
Number SA2657WE

This certificate issued to: TALCO Aviation Corp. dba RAJAY Turbo Products
210 Kestrel Dr., Hangar D-10
Spring Branch, TX 78070

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 23 *of the* Federal Aviation *Regulations with amendments 23-1 through 23-6 thereto.*

Original Product – Type Certificate Number:
A17CE

Make: Evangel - Air
Model: 4500-300, 4500-300 Series II

Description of Type Design Change:
Installation of turbocharged Lycoming IO-540-K1B5 engines in accordance with FAA sealed Roto-Master (Rajay) Drawing List No. RJ4500, or later FAA Approved revision.

Limitations and Conditions:
This approval should not be extended to other aircraft of this model on which other previously approve modifications are incorporated unless it is determined by the installer that the interrelationship between this change and any of those other previously approved modifications will produce no adverse effect upon the airworthiness of that airplane. If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission. The limitations and conditions of Data Sheet A17CE apply except as outlined on page 3 of this STC.

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

Date of Application: January 11, 1972

Date Reissued: February 10, 1982; September 22, 1995; October 30, 1987
December 19, 2003; July 3, 2006; March 16, 2007;
March 5, 2018

Date of Issuance: March 8, 1973

Date Amended: March 21, 1985

By Direction of the Administrator

Signature _____

Title: Christina M. Underwood
Manager, Atlanta ACO Branch

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

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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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Limitations and Conditions:

The following limitations must be observed in the operation of this airplane.

Engines: Two Roto-Master (Rajay) Turbocharged Lycoming Model IO-540-K1B5

Engines Limits: Normal – Continuous – Full Throttle – 2700 RPM
Turbocharged – Continuous – Full Throttle – 2700 RPM

Use wide open throttle for turbocharged operation except as noted in Normal Operating Procedures.

Airspeed Limits – Reduce V_{NE} 5 mph per 1000 feet above 17,500 ft.

Maximum operating altitude – 25,000 feet.

Maximum Weight and C.G. Limits
Maximum Weight - 5700 Lbs.
C.G. Range - 102.7 to 107.9 at 5700 Lbs.
99.5 to 107.9 at 4150 Lbs. And below

Straight line variation between these points.

Note: It is the responsibility of the operator to determine the airplane is properly loaded.

Placards – In clean view of the pilot.

FOR EMERGENCY DESCENT – IDLE POWER, GEAR UP, IAS 200MPH REDUCE V_{NE}
5 MPH PER 1000 FEET ABOVE 17,500 FEET.

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