

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

Number SA153SO

This certificate issued to RAYJAY Parts LLC
10 Harbor Island Drive
Key Largo, Florida 33037

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

Original Product-Type Certificate Number: 3A16
Make : Beech
Model : 95, B95, B95A, D95A, and E95

Description of Type Design Change: Installation of Turbocharged Lycoming O-360-A1A, IO-360-B1A, or IO-360-B1B engines in accordance with Riley Turbo 600 installation drawing, dated August 30, 1965 and FAA Sealed Roto-Master (formerly Riley/Rajay) Drawing List No. R0015 Rev. H, dated January 4, 1985, or later FAA Approved sealed revision.

Limitations and Conditions: This approval should not be extended to other aircraft of this model on which other previously approved 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 affect 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. See attached STC SA153SO Addendum which is a portion of this Supplemental Type Certificate.

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: July 28, 1965

Date reissued : July 15, 1968; Jan. 14, Feb. 10, 1982;
Oct. 30, 1987; Sept. 22, 1995;
Jan. 16, 2004; July 3, 2006

Date of issuance : September 9, 1965

Date amended : Nov. 8, 1965; Dec.13, 1965;
Jan. 12, 1967; Sept. 17, 1968;
Feb. 28, 1969; Feb. 14, 1985



By direction of the Administrator

(Signature)
Melvin D. Taylor, Manager
Atlanta Aircraft Certification Office

(Title)
Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

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Supplemental Type Certificate

(Continuation Sheet)

Number SA153SO

February 14, 1985

Supplemental Type Certificate Addendum No. SA153SO

The conditions and limitations of Type Certificate Data Sheet No. 3A16 apply except where superseded by the following:

This data sheet, which is part of Supplemental Type Certificate No. SA153SO, prescribes conditions and limitations under which the product for which the STC was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Models 95, B95, B95A, D95A, E95 (Normal Category) As Modified By STC No. SA153SO

Engines: Lycoming O-360-A1A (Models 95 and B95), IO-360-B1A (Models 95 and B95 and B95A) and IO-360-B1B (Models B95A, D95A and E95) modified to incorporate turbochargers. Turbochargers must be incorporated on O-360-A1A and O-360-B1A engines in accordance with Supplemental Type Certificate No. SE154SO and on IO-360-B1A or IO-360-B1B in accordance with STC No. SE32WE. Refer to applicable FAA Approved Roto-Master (Rajay) airplane flight manual supplement for engine limits.

The following FAA Approved Roto-Master (formerly Riley/Rajay) Airplane Flight Manual Supplements are required:

1. Models 95 and B95 with O-360-A1A engines -- supplement dated July 27, 1966 and revised February 14, 1985.
2. Model 95, B95, B95A, D95A, and E95 with IO-360-B1A or -B1B engines -- supplement, dated January 12, 1967, revised September 17, 1968, and revised February 14, 1985.

Limitation of Applicability The approval of this change in type design applies to the Basic Beech 95 series aircraft noted above. This approval should not be extended to other aircraft of these models on which other modifications are incorporated unless it is determined that the interrelationship between this change and any previously approved modification will introduce no adverse effect on the airworthiness of these aircraft.