

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

E-54
Revision 3
WARNER ENGINE COMPANY

WARNER SCARAB Jr.
SERIES 40 and 50

September 27, 2000

TYPE CERTIFICATE DATA SHEET NO. E-54

Engine of models described herein conforming with this data sheet (which is a part of type certificate No. E-54) and other approved data on file with the Federal Aviation Administration, meet the minimum standards for use in certificated aircraft in accordance with pertinent aircraft data sheets and applicable portions of the Federal Aviation Regulations provided they are installed, operated and maintained as prescribed by the approved manufacturer's manuals and other approved instructions.

Type Certificate Holder Warner Engine Company, LLC.
P.O. Box 9
Palmer Lake, Colorado 80133

Type Certificate Holder Record: George Olson Company transferred TC E-54 to Warner Engine Company ,LLC
on September 27, 2000.

Models - Super Scarab	40 & 50
Type	5 RA
Rating, standard atmosphere	
Max. continuous hp., r.p.m., at sea level pressure altitude	90-2050
Takeoff hp., 5 min., r.p.m., full throttle, at sea level pressure altitude	90-2050
Fuel (min. grade aviation gasoline)	54
Bore and stroke, in.	4.25 x 4.25
Displacement, cu. in.	301
Compression ratio	5.2:1
Weight (dry), lbs.	237 Less generator, starter and exhaust stacks
Propeller shaft, SAE No.	1 Taper
Carburetor	Holley 429 with 1-7/16 in. venturi
Ignition, dual	Scintilla PN5-D,SB5R, or Boach JF-5ARS-20 magnetos
Spark plugs	Champion No. 13, C-26, -S, C-27, C27S, M-4, -S; BG-5B2, 317-S, AC-N; Simmonds-Benton 3B5

Certification Basis Type Certificate No. 54

NOTES:

NOTE 1. Maximum permissible cylinder head, barrel and oil inlet temperatures 525 degrees F., 300 degrees F., and 200 degrees F., respectively.

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NOTE 2: Serial number suffix "E" should be added to the engine nameplate when austenitic type exhaust valves are installed. Serial number Suffix "A" should be added to the engine nameplate when 3/8 in. cylinder base studs and O type cylinder base oil seals have been incorporated.

NOTE 3: The approval for Series 40 expired 7/10/41 and for Series 50 9/7/50. No engines of these models manufactured after this date are eligible for use in certificated aircraft.

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