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CONTENT

SECTION 1: Aircraft Design Definition

1.I. General

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| 1. EASA Specific Airworthiness Specification: | EASA.SAS.A.052 |
| 2. Type: | F20 Pegaso |
| 3. Airworthiness Category: | Normal |
| 4. Manufacturer: | General Avia |

1.II. Certification Basis

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| 1. Certification Basis: | FAR 23 Amdt. 12 |
| 2. Special Conditions: | None |
| 3. Exemptions: | None |
| 4. Equivalent Safety Findings: | None |

1.III. Technical Characteristics and Operational Limitations

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| Engine: | Two Continental IO-520-F or Two Continental IO-520-K |
| Engine Limits: | 2850 rpm (300HP) takeoff maximum 5 minutes
2700 rpm (285HP) maximum continuous |
| Propeller: | Two Hartzell hub HC-C2YF-2CDF with blades C 8475-6
Spinner: Two Hartzell 836-30
Regulator: Two Woodward 210675 |
| Propeller Limits: | Diameter: 78 in (no additional reduction is allowed)
Angle of attack @ R=763 mm (30 in): minimum pitch 13°40'
feathering 80°30' |
| Fuel: | 100/130 minimum grade Avgas |
| Fuel Capacity: | Total 500l (132,1 USG).
Total usable in four wing tanks 490l (129,4 USG):
2x120l (2x31,7 USG) in the main tanks
2x125l (2x33 USG) in the wing tips
(see Note 1) |
| Oil Capacity: | Total 22,6l (24 US Qts): 11,3l (12US Qts) for each engine
Usable: 5,6l (6 US Qts) for each engine
(see Note 1) |
| Airspeed Limits: | Refer to AFM |

Maximum Weight: 2170 Kg (4784 lb)

C.G. Range: Refer to AFM

Empty Weight C.G. Range: Refer to AFM

Minimum Crew: 1 Pilot

Number of Seats: Six

Maximum Baggage Weight: Refer to AFM

Control Surface Movements:

Flaps			Down	$48^{\circ} \pm 2^{\circ}$
Aileron	Up	$24^{\circ} \pm 2^{\circ}$	Down	$14^{\circ} \pm 2^{\circ}$
Elevator	Up	$26^{\circ} \pm 2$	Down	$14^{\circ} \pm 2^{\circ}$
Elevator trim tab	Up	$20^{\circ} \pm 1^{\circ}$	Down	$23^{\circ} \pm 1^{\circ}$
Rudder	Right	$30^{\circ} \pm 2^{\circ}$	Left	$30^{\circ} \pm 2^{\circ}$
Rudder trim	Right	$20^{\circ} \pm 1^{\circ}$	Left	$20^{\circ} \pm 1^{\circ}$

Equipment: All equipment required by the certification basis must be installed on the aircraft in order to obtain the Restricted CofA. In addition the following must be installed:
Stall warning Safe Flight 164F

Note 1: At the time of issuance of the Restricted CofA, each aircraft must be provided with a weight and balance sheet including all the installed equipment and, when necessary the loading instructions.

In the empty weight and associated C.G. position the following must be included:

Unusable Fuel: 5,4Kg (12lbs) at 2,920m (115 in) and 1,6Kg (3,4lbs) at 3,020m (118,9in)

Unusable oil: 0,9Kg (2lbs) at 1,860m (73,2in)

Note 2: All markings and placards quoted in the AFM must be installed in the appropriate positions.

1.IV. Operating and Service Instructions

Flight Manual F. 20 "Pegaso" approved by RAI on November 19th 1974 and subsequent approved revisions.

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SECTION 2: Airworthiness Directives

PA 79-168 – Modification General Avia 01/79 – Main Fuel Tanks Valve – Applicable to F20 “Pegaso” S/N 001 and 002- Compliance required not later than 30 September 1979.

SECTION 3: Occurrence Reporting

The Specific Airworthiness Specification may be used as a basis for the issue of a Restricted Certificate of Airworthiness in accordance with 21A.173(b)(2) under the following conditions:

- a) The holder of a Restricted Certificate of Airworthiness based on this Specific Airworthiness Specification shall report to the State of Registry all information related to occurrences associated with the operation of the aircraft which affects or could affect the safety of operation¹.
- b) Such reports shall be despatched within 72 hours of the time when the occurrence was identified unless exceptional circumstances prevent this.
- c) The State of Registry shall forward the information received under (a) to the Agency when it relates to failures, malfunctions, defects or other occurrences which cause or might cause adverse effects on the continuing airworthiness of the aircraft.

SECTION 4: Other Limitations

This aircraft is limited to non-commercial operations.

SECTION 5: Change Record

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| Issue 1 | dated 22 August 2007 referring to RAI TCDS |
| Issue 2 | dated 9 February 2009, full SAS, including revision to record 1985 ENAC approval of the engine Continental IO-520-K as alternate of the engine IO-520-F. |

¹ AMC 20-8 contains guidance describing the occurrences which are to be reported