Airworthiness Directive Schedule

Aeroplanes
Beagle B.121 Series 2 (Pup)
30 June 2011

Notes
1. This AD schedule is applicable to Beagle B.121 Series 2 Pup aircraft manufactured by Beagle Aircraft Limited under UK CAA TC No. BA1.
2. The date above indicates the amendment date of this schedule.
3. New or amended ADs are shown with an asterisk *

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DCA/BEAGLE121/2 Rudder Control Torque Tube Assemblies - Modification
  Applicability: All B121 Aircraft up to and including S/N 092
  Requirement: Beagle SB B121/8
  Compliance: By 31 August 1969

DCA/BEAGLE121/3 Main Wheel Hubs AH 52595 - Modification
  Applicability: All B121 aircraft
  Requirement: Beagle SB B121/6
  Compliance: By 31 August 1969

DCA/BEAGLE121/5A Fuel Tanks - Inspection
  Applicability: All B121 aircraft
  Requirement: Beagle SB B121/22
  Compliance: Daily
  Effective Date: 31 August 1969

DCA/BEAGLE121/7 Nose Wheel Assemblies AH 52594 - Modification
  Applicability: All B121 aircraft
  Requirement: Beagle SB B121/19
  Compliance: By 30 April 1970

DCA/BEAGLE121/8 Engine Bearers - Modification
  Applicability: All B121 series 2 and 3 prior to S/N B121/107
  Requirement: Beagle SB B121/11
  Compliance: As soon as aircraft reach 300 hours TIS
  Effective Date: 31 March 1970

DCA/BEAGLE121/9 Fuel Tank Non Return Valves - Inspection
  Applicability: As detailed
  Requirement: Beagle SB B121/21
  Compliance: By 31 March 1970

DCA/BEAGLE121/10A Flying Controls - Modification
  Applicability: All B121 aircraft no incorporating Mod BE 414
  Requirement: Scottish Aviation SB B121/72
  Compliance: By 31 October 1977
  Effective Date: DCA/BEAGLE 121/10 - 30 November 1970
              DCA/BEAGLE 121/10A - 31 August 1977
* DCA/BEAGLE121/11  Cancelled – Purpose fulfilled  
Effective Date: 30 June 2011

DCA/BEAGLE121/12  Internal Door Lock Handle - Modification  
Applicability: All B121 aircraft  
Requirement: Beagle SB B121/23  
Compliance: Next routine inspection  
Effective Date: 31 October 1971

DCA/BEAGLE121/14A  Cancelled – Superseded by DCA/BEAGLE 121/34  
Effective Date: 1 December 2005

DCA/BEAGLE121/15  Engine Installation - Inspection  
Applicability: All B121 aircraft  
Requirement: Scottish Aviation SB B121/30  
Compliance: As detailed  
Effective Date: 31 October 1971

DCA/BEAGLE121/16  Mainplanes - Fitting Assembly Plate Lower Attachment - Inspection  
Applicability: All B121 series 1 aircraft  
Requirement: Scottish Aviation SB B121/39 Issue 2  
Compliance: Initial inspection prior to the accumulation of 2200 hours TIS, subsequent inspections as detailed  
Effective Date: 31 January 1974

DCA/BEAGLE121/17  Flap Actuating Lever Assemblies - Inspection  
Applicability: All B121 series 1, 2, and 3 aircraft  
Requirement: Scottish Aviation SB B121/61 Issue 3  
Compliance: At intervals not exceeding 400 hours TIS  
Effective Date: 31 January 1977

DCA/BEAGLE121/18A  Fuselage/Mainplane Attachments - Inspection  
Applicability: All B121 series 2 and 3  
Requirement: Accomplish inspections detailed in British Aerospace SB B121/76  
Compliance: Initial inspection and subsequent frequency to be as specified in SB B121/76 according to role factor allocated by British Aerospace  
Effective Date: DCA/BEAGLE 121/18 - 30 July 1976  
DCA/BEAGLE 121/18A - 15 September 1978
DCA/BEAGLE121/19  Nose Wheel Steering Head - Modification
Applicability: All B121 series not incorporating steering assy P/N BE 45.10337
Requirement: Mod BE 314 (Scottish Aviation SB B121/69 refers)
Compliance: By 31 December 1976
Effective Date: 30 September 1976

DCA/BEAGLE121/20  Rudder Pedal Anchorages - Inspection and Rework
Applicability: All B121 aircraft
Requirement: Scottish Aviation SB B121/73
Compliance: Within the next 100 hours TIS, but not later than 31 December 1977
Effective Date: 31 August 1977

DCA/BEAGLE121/21  Throttle Cable Assembly - Inspection and Replacement
Applicability: All B121 series 2 and 3 with throttle cable assemblies P/N BE 47.20017 or P/N BE 47.30019/1.
Requirement: Scottish Aviation SB B121/74 paragraphs 3.1 and 3.2
Note: Scottish Aviation Limited Mandatory Service Bulletin B121/74 dated 2 September 1977 introduces modifications BE.424 and BE.425.
Compliance: Inspect within the next 10 hours TIS. Replace before further flight if interference exists between cable rod fork end and cabin control lever, otherwise by 31 December 1977.
Effective Date: 31 October 1977

DCA/BEAGLE121/22  Wing Spars - Modification
Applicability: All B121 not incorporating Mod BE 214
Requirement: Modify per British Aerospace (Scottish Division) SB B121/79
Compliance: At 2000 hours TIS, or by 31 July 1979 whichever is the later
Effective Date: 13 July 1979

DCA/BEAGLE121/23  Engine Mount - Inspection
Applicability: All B121 series 1 and 2
Requirement: Inspect per British Aerospace (Scottish Division) SB B121/81
Compliance: At 1000 hours TIS and thereafter at intervals not exceeding 50 hours TIS
Effective Date: 31 August 1979
DCA/BEAGLE121/24  Rear Fuselage Structure - Inspection
Applicability: All model B121 series 1, 2 and 3
Requirement: Inspect per British Aerospace (Scottish Division) SB B121/86
Compliance: At 2500 hours TTIS, or within next 50 hours TIS, whichever is the later and thereafter at intervals not exceeding 50 hours TIS
Effective Date: 14 September 1984

DCA/BEAGLE121/25  Control Rod End Fittings - Inspection
Applicability: All B121 aircraft
Requirement: To preclude failure of flight control system, inspect flying controls per British Aerospace SB B121/91.
Where locking is found to be incorrect rectify per SB B121/91 before further flight
Compliance: Within the next 100 hours TIS unless already accomplished
Effective Date: 30 March 1990

DCA/BEAGLE121/26  Rudder Control - Inspection
Applicability: All B121 aircraft
Requirement: To prevent elevator and rudder control restriction or jamming, inspect per British Aerospace Alert SB B121/94. If bolt P/N A102/5E securing rudder control tube to the lever assembly is found incorrectly fitted, rectify per SB B121/94 before further flight
Compliance: On each removal/replacement of the affected bolt
Effective Date: 30 March 1990

DCA/BEAGLE121/27B  Control Column Handgrip - Replacement
Applicability: All B121 aircraft
Requirement: To preclude failure of control column handgrips, replace both handgrips per SB B121/95 Rev 4.
Compliance: Initial replacement by 31 May 1997 unless already accomplished, and thereafter at intervals not to exceed:-
  5 years if the aircraft is not covered and the handgrips are not covered when not in use.
  10 years if the aircraft is kept covered, or the handgrips are always covered when not in use.
Effective Date: DCA/BEAGLE 121/27A - 23 November 1990
                          DCA/BEAGLE 121/27B - 20 December 1996
**DCA/BEAGLE121/28A Elevator Torque Tube – Inspection and Rework**

**Applicability:** All model B121 series 1, 2 and 3 aircraft.

**Note:** DCA/BEAGLE121/28A revised to introduce Jetstream Aircraft SB B121/28 revision 2 dated 10 December 1996. This SB introduces an inspection hole which allows for improved inspection instructions, a non-destructive test method and includes instructions for the removal and replacement of the elevator torque tubes.

**Requirement:** To detect corrosion of elevator torque tubes accomplish the following:

1. Inspect per part 1 of Jetstream Aircraft SB B121/28 revision 2. If any defects are found repair per the SB before further flight.

2. Inspect per part 2 of SB B121/28. If any defects are found repair per the instructions in SB B121/28 before further flight.

**Compliance:**

1. Initial Inspection: Within 36 months from previous compliance with SB B121/28 or within next 10 hours TIS, whichever is the later.

2. Repeat Inspection: Within 36 months from compliance with part 1, and thereafter at intervals not to exceed 36 months.

**Effective Date:**

DCA/BEAGLE121/28 - 28 February 1992
DCA/BEAGLE121/28A - 30 June 2011

**DCA/BEAGLE121/29 Mainspar Attachment Fitting - Inspection**

**Applicability** Model B121 series 2 and 3.

**Requirement:** To prevent fatigue failure of mainspar attachment fittings inspect per Jetstream Aircraft Ltd, SB 121/100. If cracks are found, repair per manufacturer’s instructions before further flight.

(CAA UK AD 007-01-95 refers)

**Compliance:** As detailed in B121/100.

**Effective Date:** 4 August 1995

**DCA/BEAGLE121/30 Service Life - Limitation**

**Applicability** All B121 models

**Requirement:** Calculate fatigue hours and continue to monitor hours per Jetstream Aircraft Ltd, SB B121/101. Aircraft that exceed 17900 fatigue hours must be grounded before further flight.

(UK AD 014-03-95 refers)

**Compliance:** Within next 10 hours TIS.

**Effective Date:** 4 August 1995
DCA/BEAGLE121/31  Brake Torque Tube Assemblies - Inspection

Applicability: All B121 models

Requirement: To prevent brake failure inspect per Jetstream Aircraft Ltd SB B121/103. If cracks are found repair per SB B121/103.

(UK CAA AD 003-10-95 refers)

Compliance: At 3000 hours TTIS (brake torque-tube assembly) or within next 300 hours TIS, whichever is the later, and thereafter at intervals not to exceed 600 hours TIS.

Effective Date: 16 February 1996

DCA/BEAGLE121/32A  Wing Spar - Inspection

Applicability: All B121 models

Requirement: To ensure continued airworthiness, accomplish the following:-

Inspect wing spar doubler at the MLG attachment points per British Aerospace Beagle Pup SB B121/105. Any defects found must be rectified per SB B121/105 before further flight.

(CAA UK AD 005-01-98 refers)

Compliance: At 2000 hours TTIS or within next 50 hours TIS whichever is the later, and thereafter at intervals not to exceed 800 hours TIS.

Effective Date: DCA/BEAGLE 121/32 - 4 July 1997
DCA/BEAGLE 121/32A - 13 March 1998

DCA/BEAGLE121/33  Wing to Fuselage Main Spar Attachment Fittings - Modification

Applicability: All B121 models

Requirement: To prevent loss of torque on the nuts at the wing to fuselage main spar attachment fittings, install replacement nuts per British Aerospace Beagle Pup SB B121/106.

(CAA UK AD 006-01-98 refers)

Compliance: Within next 100 hours TIS.

Effective Date: 13 March 1998

DCA/BEAGLE121/34  Rudder Torque Tube – Inspection and Replacement

Applicability: All model B121 aircraft.

Requirement: To prevent failure of the rudder torque tube assembly which may result in the loss of directional control through both the rudder and nose wheel steering, inspect the rudder torque tube assemblies, per the de Havilland Support Ltd Service Bulletin B121/65, issue 2 or later approved revision. Replace cracked rudder torque tube assemblies, prior to further flight.

(G-2005-0030 refers)

Note: From the effective date of this AD only install rudder torque assemblies which have been inspected per SB B121/65, issue 2 or later approved revision.

Compliance: Within 100 hours TIS since the last inspection performed per AD DCA/BEAGLE 121/14A (SB B121/65 Issue 1) and thereafter at intervals not to exceed 100 hours TIS.

Effective Date: 1 December 2005