

# Airworthiness Directive Schedule

## Aeroplanes

### Beagle B.121 Series 2 (Pup)

30 June 2011

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- 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SB B121/23**Compliance:** Next routine inspection**Effective Date:** 31 October 1971**DCA/BEAGLE121/14A Cancelled – Superseded by DCA/BEAGLE 121/34****Effective Date:** 1 December 2005**DCA/BEAGLE121/15 Engine Installation - Inspection****Applicability:** All B121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