

ILMAILUHALLITUS
NATIONAL BOARD OF AVIATION

PL 50
SF-01531 VANTAA
FINLAND
Puhelin/Telephone 90-82 921
international +358 0 82 921
Telex 121247 AVIA SF

ILMAILUHALLITUKSEN TIEDOTUKSIA
INFORMATION FROM THE NATIONAL BOARD OF AVIATION

MUUTOSMÄÄRÄYS
AIRWORTHINESS
DIRECTIVE

M 1538/88

7.7.1988



M-määräyksen noudattaminen on ilma-aluksen jatkuvan lentokelpoisuuden edellytyksenä. Määräyksen mukaisen toimenpiteen saa tehdä ja kuitata, ellei määräyksessä toisin mainita, ilmailuvälinekorjaamo tai lupakirjamekaanikko kelpuutuksensa mukaisesti, purjelentokoneiden ja harrasteilma-alusten osalta huollosta vastaava henkilö. Tehty toimenpide on merkittävä ilma-aluksen teknilliseen päiväkirjaan tai purjelentokoneen matkapäiväkirjaan.

1538 British Aerospace. Ohjainjärjestelmän tarkastus ja korjaus


Koskee: Kaikkia Beagle B.121 Pub lentokoneita

Viite: CAA telex 5.7.1988

Voimaantulo: 15.7.1988

Toimenpiteet: Tarkasta ja tee tarpeelliset korjaukset koneen ohjausjärjestelmään ennen seuraavaa lentoa British Aerospace Service Bulletinin No B.121/94 (liittinä) mukaisesti.

Toimistopäällikkö


Kim Salonen

PjH/AKo

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BRITISH AEROSPACE
AIRCRAFT DIVISION

ALERT SERVICE BULLETIN CAA MANDATORY

BEAGLE B121 PUP AIRCRAFT

BULLETIN NO: B121/94

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DATE: June 1988

SUBJECT: BEAGLE B121 AIRCRAFT
RUDDER CONTROLS - INCORRECT ASSEMBLY,

1. Aircraft Affected:

All models.

Unit/Part Affected:

Tube assy rudder control	BE-45-10043/5
Bolt hex head (1/4in. UNF)	A102/5E

2. Reason:

Whilst complying with Service Bulletin B121-91 (Flying Controls - Control Rod End Fittings - Security of Attachment), the bolt securing the rudder control tube to the lever assembly in the rear fuselage was found on one aircraft to be incorrectly fitted.

Certain combinations of rudder and elevator control settings resulted in a fouling of this bolt with the elevator control tube. This condition causes interference between the elevator and rudder controls which may restrict or jam control movement.

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3. Action:

- 3.1. Remove access panel number 27 on the right side of the rear fuselage.
- 3.2. Observe subject bolt (Service Manual Chapter 5, Figure 5) which secures lever assembly (Item 7) to adjustable control tube (Item 6). The bolt is correctly installed when the head is toward the aircraft centre line and the nut is outboard.
- 3.3. If bolt is correctly fitted, refit panel.
- 3.4. If bolt is incorrectly fitted, reposition bolt and refit packing washers nut and split pin.
- 3.5. Check the circuit rigging i.a.w. Aircraft Servicing Manual, Chapter 19 or 20.
- 3.6. Carry out a Duplicate Inspection of the system disturbed in accordance with local regulations.

4. Compliance:

4.1 Compliance with this Alert Service Bulletin has been classed as MANDATORY by the United Kingdom Civil Aviation Authority for aircraft in the UK register and is to be carried out:

- (a) Before next flight, and
- (b) On each removal/replacement of the affected bolt.

Aircraft located where maintenance facilities are unavailable may be ferried to the nearest place where appropriate facilities exist. Aerobatics and the carriage of passengers are prohibited during the ferry flight.

Record compliance with this Service Bulletin B121/94 in the aircraft log book when satisfactorily completed.

5. Embodiment:

- | | |
|--|---------------|
| a) De-panel, inspect and re-panel | 0.30 manhours |
| b) Re-position rudder control tube bolt) | |
| c) Adjust, rig and lock rudder/nosewheel) | As necessary |
| steering system) | |

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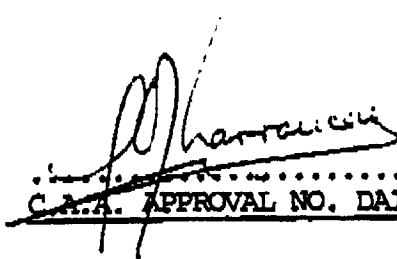
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6. Publications:

Operators of B121 Aircraft are advised that the content of this Alert Service Bulletin can be used with current manuals.

7. Parts Required

Nil.



TECHNICAL DIRECTOR

C.A.A. APPROVAL NO. DAI/1743/44