



LAA TYPE ACCEPTANCE DATA SHEET  
TADS 870  
BULLDOG 120/121 and 120/1210

|            |                               |                |    |
|------------|-------------------------------|----------------|----|
| Issue 1    | Initial issue                 | Dated 8/4/14   | FD |
| Revision A | Para 2.3.2 – FWR-1 Supplement | Dated 02/07/18 | JP |

This TADS is intended as a summary of available information about the type and must be used during the overhaul, operation and permit revalidation phases to help owners and inspectors. Although it is hoped that this document is as complete as possible, other sources may contain more up to date information, e.g. the de Havilland Support (DHSL) website.

Section 1 contains general information about the type.

Section 2 contains information about the type that is **MANDATORY** and must be complied with. The annual Permit to Fly renewal (revalidation) process requires a Declaration by the inspector and owner that the Requirements of Section 2 have been complied with.

Section 3 contains advisory information that owners and inspectors should review to help them maintain the aircraft in an airworthy condition. If due consideration and circumstances suggest that compliance with the requirements in this section can safely be deferred, is not required or not applicable, then this is a permitted judgement call. This section also provides a useful repository for advisory information gathered through defect reports and experience.

## Section 1 - Introduction

### 1.1 UK contact

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Website: [www.dhsupport.com](http://www.dhsupport.com)

### 1.2 Description

The Bulldog 120/121 and 120/1210 are two (optionally, three) seat, low-wing aircraft of riveted aluminium structure, developed from the civil Beagle Pup by Beagle initially and later, after Beagle was wound up, by Scottish Aviation, who put it into production. Scottish Aviation were later absorbed into British Aerospace, latterly BAe Systems. The 1210 model differs from the 121 in having hard points for under-wing weaponry.

The aircraft is fitted with a Lycoming IO-360 engine and Hartzell constant speed propeller.

De Havilland Support rescinded the Bulldog's type certificate in April 2012 and subsequently the CAA approved LAA's application to take over the airworthiness administration of those Bulldogs whose owners choose to transfer from a CofA to an LAA administered Permit to Fly.

De Havilland Support provide the drawings and manuals for the airframe, a compilation of all current service bulletins applicable to the type, a technical support function and a Continued Airworthiness Service (CAS) option which provides subscribing individuals or groups with an update service for all technical and regulatory issues and copies of any new or amended service bulletins.



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## Section 2 – Mandatory information for Owners, Operators and Inspectors

At all times, responsibility for the maintenance and airworthiness of an aircraft rests with the owner. Condition No 3 of a Permit to Fly requires that: *“the aircraft shall be maintained in an airworthy condition”*.

The Permit to Fly Operating Limitations document for a Bulldog requires that: *“the aircraft must be maintained in accordance with the requirements of LAA Type Acceptance Data Sheet 870”* (this document). Specifically, Section 2 of this TADS describes those requirements. Declaration of compliance with this TADS means also that the relevant TADS concerning the engine, propeller and equipment fitted have also been consulted and the mandatory requirements described therein have been satisfied. The TADS number, along with the latest issue number must be quoted on applications to revalidate the Permit to Fly.

### 2.1 Lifed Items

Service bulletin BDG 100/170 specifies a 5000 hour retirement lives of the airframe, based on a fatigue analysis, with the option of an extended life if fitted with a fatigue meter, based on accumulated fatigue index (FI) or by carrying out an extensive wing root mod BH193. This lifing requirement is made ‘legally’ mandatory by AD 003-2-96. For the avoidance of doubt, operation on an LAA Permit to Fly affords no alleviation with respect to retirement lives.

The seat belts and control stick grips are also subject to mandatory life limitations.

The above components whose life is specified by mandatory Airworthiness Directives must be changed when due. Other lifed items specified only by service bulletin but not mandated by ADs are advisory in strictly legal terms. The owner is responsible for deciding whether to implement these advisory life limits.

See Service Letter BDG/1/2004 at current issue for information on the control and management of aircraft fatigue life.

Owners are required to send LAA annually details of flight hours and for aircraft with more than 5000 flight hours, Fatigue Index (FI) number and evidence that the fatigue meter is not overdue for overhaul/re-calibration. This information must be sent to LAA along with the annual Permit to Fly renewal package.

### 2.2 Maintenance Schedule

The aircraft must be maintained in accordance with one of the following maintenance schedules: either:

1. The CAA’s Light Aircraft Maintenance Schedule, [CAP 411](#)

or

2. Technical leaflet [TL2.19](#) and associated Generic LAA Maintenance Schedules (tri-annual, annual and 50 hr checks) as downloaded from the [‘maintenance’](#) page of the LAA website.



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Notes:

- a. If maintained to the CAA Light Aircraft Maintenance Schedule, the alleviations specified in LAA [TL2.25](#), 'Alleviations to LAMS Schedule available to aircraft operating on an LAA Permit to Fly' are acceptable.
- b. An Annual Check must be carried out coincident with renewal (revalidation) of the Permit to Fly.
- c. Whether maintained to the LAMS Schedule or the LAA Generic Maintenance Schedule, the schedule should be customized to include any relevant special requirements provided in the Bulldog Aircraft Servicing Manual BDG-SM/2-TP-6/7, including applicable ASM supplements and Service Bulletins, as below. **Those marked \*\* are legally mandatory.**

For Series 120, Model 121 (ex-RAF T Mk 1): SB BDG/121/2 gives authority for the use of RAF Air Publications (AP101B-3801 Series) when maintaining this model of Bulldog only. Additional requirements below still apply however.

**Airframe - CAA ADs and DHSL Service Bulletins**

| <i>Reference</i> | <i>Description</i>  | <i>Periodicity</i>          |
|------------------|---|-----------------------------|
| BDG/100/92 **    | Fuselage/Mainplane – Cracking at or near bolt holes of mainplane to fuselage lower joint plate assemblies | each 200 hrs after 2200 hrs |
| BDG/100/103 **   | Wings – Inspection of undercarriage lugs – Port and Starboard – Main spar centre section                  | each 800 hrs after 2000 hrs |
| BDG/100/123 **   | Engine mounting cracking  | see SB for periodicity      |
| BDG/100/127 **   | Fuselage – Cracking of angle diaphragm and flange at tailplane spar attachment                            | each 200 hrs after 3000 hrs |
| BDG/100/156 **   | Flight controls – Inspection and replacement of handgrips fitting to control columns                      | 5 or 10 years               |
| BDG/100/167 **   | Landing gear – Brake system – Foot brake controls – To inspect the brake torque-tube assemblies           | each 600 hrs after 3300 hrs |
| BDG/100/170 **   | Notification of life limitation of aircraft – until close to limit  | Annually                    |
| BDG/100/172 **   | ATA 32 – Main landing gear radius arms – NDT inspections  | 300 or 600 hrs              |
| BDG/100/96 **    | Bendix Fuel Injector System with Bellows type body seal   | as Lycoming SB 428          |
| BDG/100/143 **   | Flight controls – Pilot's rudder torque tubes – Failure at lever hub weld.                                | each 50 hrs after 2000      |
| BDG/100/25       | Mainplane attachments to the stub root wings - attachment bolts loose                                     | 100 hrs                     |
| BDG/100/36       | Mainplane attachment to stub root wing attachment bolts - inspection                                      | 100 hrs                     |
| BDG/100/48       | Engine mounting – inspection for chafing by CSU control cable   | 50 hrs                      |
| BDG/100/59       | Fuel cock control – chafing by rudder cable   | 100 hrs                     |
| BDG/100/60       | Deterioration of oil separator to engine sump hose  | 50 hrs                      |
| BDG/100/88       | Firewall reinforcement channels – cracking  | 50/100 hrs                  |
| BDG/100/131      | Fuselage – cracks, buckling and loose bolts at frame 82   | 400 hrs                     |
| BDG/100/157      | Hartzell propeller, cracking of front half of hub assembly  | 50 hrs                      |



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BDG/100/162 Flight Controls – Corrosion of elevator torque tubes 36 months

**Engine – FAA and EASA ADs and Lycoming SBs**

| <i>Reference</i> | <i>Description</i>      | <i>Periodicity</i>     |
|------------------|-------------------------|------------------------|
| 2009.02.03 **    | Loose fuel servo plug   | 50 hour check          |
| 2011.26.04 **    | Fuel injector lines     | 100 hours              |
| 84.13.05 **      | Magnaflux prop flange   | 100 hours              |
| 2006.20.09 **    | Crankshaft change       | at 12 years in service |
| EASA 05-0023 **  | Exhaust valve and guide | refer SB 388           |
| GR 24            | Overhaul period         | refer GR24             |

**Propeller**

| <i>Reference</i> | <i>Description</i>  | <i>Periodicity</i> |
|------------------|---|--------------------|
| 2001-23-08 **    | Eddy current NDT prop hub<br>(HC-C2YK-4/C7666A-2 prop only) | 150 hours          |
| GR 17            | Overhaul period 6 years                                     | 6 years – see GR17 |

2.3 Permit renewal procedure

The Bulldog aircraft has been determined as a complex type primarily because the airframe includes a number of lifed items which are subject to individual life limits; specific information about components affected by a fatigue/limited life can be gained from current issue of BDG/100/170 and BDG/100/156. For this, and other reasons, the annual renewal process differs slightly from applications involving simpler types; the following applies:

2.3.1 Inspector Qualification

Only LAA inspectors specifically authorised by LAA for Bulldog certifications are approved to certify inspection of Bulldog aircraft. Bulldog-approved inspectors have the Bulldog specifically listed as part of the scope of their LAA inspector approval. A list of inspectors eligible to inspect Bulldogs is included in the permit renewal section of the LAA website.

2.3.2 FWR-1 Application for Renewal

In addition to the FWR/1 form, an [LAA/FWR-1-Supp/Bulldog](#) form will need to be sent to LAA Engineering on application; this form requires some additional information pertinent to the type, including, if the aircraft has more than 5000 airframe hours, a copy of the most recent FI statement, evidence of fatigue meter overhaul/calibration and life of harness and control stick grips.

2.4 ADs - Per CAP 747 Mandatory Requirements for Airworthiness

Airworthiness Directives (ADs) must be complied with. Bulldog ADs are published by the CAA in Section 2 of [CAP 747](#), Mandatory Requirements for Airworthiness.

See also [CAA website](#) for details of any new ADs awaiting incorporation into CAP 747.

**For 'Brit mod' cross-references to services bulletins carried out while in RAF service, see listing available from LAA separately**

| <b>CAA AD No</b> | <b>Mod / SB No</b> | <b>Description</b>   | <b>Applicability/Requirement</b>   |
|------------------|--------------------|--|--|
| 004-07-81        | BDG/100/103        | Wings – Inspection of undercarriage lugs – Port and Starboard – Main spar centre section.                  | Applicable to all Series 100 and 120 aircraft. Compliance required as detailed in Service Bulletin, involving inspections at 800 hour intervals after 2000 hours.  |
| 006-07-84        | BDG/100/127        | Fuselage – Cracking of angle diaphragm and flange at tailplane spar attachment.                            | Applicable to all Series 100 and 120 aircraft. Compliance required as detailed in Service Bulletin involving inspections at 200 hour intervals after 3000 hours.   |
| 028-04-90        | BDG/100/156        | Flight controls – Inspection and replacement of handgrips fitting to control columns.                      | Applicable to all Series 100 and 120 aircraft. Compliance required as detailed in Service Bulletin. Handgrips to be replaced at five or ten year intervals depending on whether covered while not in use   |
| 004-10-95        | BDG/100/167        | Landing gear – Brake system – Foot brake controls – To inspect the brake torque-tube assemblies.           | Applicable to all Series 100 and 120 aircraft. Compliance required as detailed in Service Bulletin, inspecting at 600 hour intervals commencing when torque tube assemblies have been in service 3300 hours.   |
| 002-08-96        | BDG/100/92         | Fuselage/Mainplane – Cracking at or near bolt holes of mainplane to fuselage lower joint plate assemblies. | Applicable to all Bulldog aircraft without modification no BH193 embodied. Compliance required as detailed in SB, involving repetitive inspections at 200 hour intervals for aircraft with more than 2200 hours. Aircraft on which Bulldog modification no BH193 (SB BDG-100-166, CAA AD 004-07-2001 refer) has been embodied no longer have to comply with the mandatory inspections called for by SB BDG/100/92. |
| 003-08-96        | BDG/100/123        | Engine mounting cracking.  | Applicable to all Series 100 and 120 aircraft. Compliance required as detailed in Service Bulletin.  |



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| CAA AD No   | Mod / SB No            | Description  | Applicability/Requirement  |
|-------------|------------------------|--|--|
| 003-12-96   | BDG/100/170            | Notification of life limitation of aircraft.   | Applicable to all Series 100 and 120 aircraft. Compliance required as detailed in Service Bulletin. Maximum airframe life is 5000 flying hours unless mod BH.193 is incorporated or a fatigue meter is used to justify a longer life. The life limitation before embodiment of mod BH.193 when using a fatigue meter is 114.00 FI (fatigue index). See also Service Letter BDG/1/2004. |
| G-2008-0004 | BDG/100/172            | ATA 32 – Main landing gear radius arms – NDT inspections   | Applicable to all Bulldog aircraft which have accumulated 5000 flying hours or more. Compliance required as detailed in SB at 300 hours or 600 hour intervals depending on paved or other type of runways used.  |
| 004-07-2001 | BDG/100/166            | Wings – Introduction of strengthening to the centre section of the main spar.                        | Applicable to all Bulldog aircraft with the exception of constructors number BH/120/201. Compliance required as detailed in SB.  |
|             |                        |  | ALL OF THE AD's SHOWN BELOW ARE THOUGHT TO HAVE BEEN 'MODDED OUT' OF ex-RAF BULLDOGS BEFORE RELEASE ONTO THE CIVIL MARKET BUT MAY BE APPLICABLE TO BULLDOGS FROM OTHER SOURCES   |
| 2365 PRE 80 | MOD BH72<br>BDG/100/27 | Equipment/Furnishings - Modification No. BH72 to pilot's and co-pilot's seat back locating plungers. | Mandatory one-off action applicable to Series 100 Models 101 and 104. Should have been accomplished by 30 <sup>th</sup> April 1974.  |
| 2366 PRE 80 | BDG/100/96             | Engine fuel and control. Bendix Fuel Injector System with Bellows type body seal.                    | Applicable to all Series 100 and 200 aircraft. Compliance required as detailed in Avco Lycoming Service Bulletin No 428.   |
| 006-01-85   | BDG/100/143            | Flight controls – Pilot's rudder torque tubes – Failure at lever hub weld.                           | Applicable to all Series 100 and 120 aircraft pre-mod BH185 or pre-mod T Mk 1 mod No 240. Compliance required as detailed in Service Bulletin, involving inspections at 50 hour intervals after 2000 hours.  |



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| CAA AD No   | Mod / SB No | Description  | Applicability/Requirement  |
|-------------|-------------|--|--|
| 009-04-87   | BDG/100/153 | Flight controls - Control rod end fittings – Security of attachment.     | Applicable to all Series 100 and 120 aircraft. One off action required as detailed in Service Bulletin.  |
| 002-11-91   | BDG/100/162 | Flight Controls – Corrosion of elevator torque tubes.                    | Applicable to all Series 100 and 120 aircraft. Compliance required as detailed in Service Bulletin, consisting of one-off action plus recurring inspections at 36 month intervals.                       |
| 001-08-96   | BDG/100/28  | Canopy jettison cable assembly – removal of remote lever (Pre Mod BH 76) | Mandatory one-off action applicable to all Series 100 and 120 aircraft. Compliance required as detailed in Service Bulletin.   |
| 002-06-2001 | BDG/121/1   | Conversion of Bulldog T Mk I aircraft to civil aircraft Model 121.       | One-off actions applicable to Bulldog T Mk 1 aircraft constructors numbers 199 to 223, 230 to 238, 240 to 249, 253 to 277, 285 to 297, 303 to 337 and 341 to 363. Compliance required as detailed in SB. |

2.5 Mandatory Permit Directives (CAP 661)

|             |                     |  |
|-------------|---------------------|--|
| MPD 1995-01 | Compliance with ADs | Continued compliance with all ADs and other mandatory requirements applicable when aircraft was on C of A. |
|-------------|---------------------|--|

MPD 1995-001 is issued to make ADs mandatory for aircraft formerly eligible for a C of A but now issued with a Permit to Fly. There are currently no other MPDs published which apply specifically to the Bulldog aircraft or to equipment likely to be fitted to Bulldog aircraft. MPDs can be found in CAA [CAP 661](#).

Also check the LAA website for MPDs that are non-type specific ([TL2.22](#)).

2.6 Generic Requirements (GR) CAP 747 and Civil Aircraft Airworthiness Information and Procedures (CAAIP) CAP 562

Airframe

| Item                                | Description                               | Requirement  |
|-------------------------------------|---|--|
| <a href="#">GR13</a><br>(Was AN 61) | Fire resistant furnishings                | See GR for guidance  |
| <a href="#">CAP 562</a>             | CO contamination                          | See CAP 562 Leaflet B-190 for guidance (Replaces AN 40)            |
| <a href="#">CAP 562</a>             | Metal structures and corrosion/protection | See CAP 562 Leaflets 51-50 and 51-60 for guidance (Replaces AN 73) |



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Propeller

|   |                         |   |
|---|-------------------------|---|
| <a href="#">CAP 562</a><br>leaflet 61-10<br>(was AN4) | Eligible propeller type | If engine/propeller combination is not on Exemplar AAN, check CAP 562 leaflet 61-10 for listing or record individual approval |
|---|-------------------------|---|

2.7 Flight Manual

A copy of the appropriate Aeroplane Flight Manual should be available to the owner, who should have the flight manual reference SH 3.3, and this (and the Operating Manual part) should be amended to Amendment No 8 dated 7 October 2003, and in Section 6, "Supplements", Supplement No 11 incorporated (Information Associated with Bulldog Model 121, with Omnibus Modification BH194 Incorporated, Operating on the United Kingdom Civil Register) dated 9 May 2001. In Section 11, "Supplements" (to the Operating Manual) there should be Operating Manual Supplement No 5 (Use and Operation of Special Feature Equipment in the Bulldog Model 121 Aircraft) dated 31 March 2001. Missing parts of the AFM can be sourced from de Havilland Support at Duxford.

Where information contained with the Flight Manual conflicts with that on the Operating Limitations document, then the Operating Limitations take precedence.

2.8 Maintenance Manual

A copy of the appropriate Maintenance Manual should be available to the owner, this is Aircraft Servicing Manual ref BDG-SM/2-TP-6/7.

For engine, propeller and equipment refer to manufacturers' maintenance instructions.

2.9 Additional Placards

The Permit to Fly Operating Limitations document requires placards or instrument markings to be installed in accordance with the information shown thereon. The ANO also requires that an Occupant Warning placard be installed in full view of all occupants. Suitable placards are available from LAA HQ. The wording for the occupant warning placard is as follows:

"Occupant Warning - This Aircraft has not been Certificated to an International Requirement"

In addition, placards must be fitted restricting the aircraft to flight by day and under VFR only.

A fireproof identification plate must be fitted to the fuselage, engraved or stamped with the aircraft's registration letters.





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**Section 3 – Advice to owners, operators and inspectors**

**3.1 General**

The Bulldog is a relatively maintenance-intensive aircraft compared to most others on the LAA fleet, by virtue of its age and the number of mandatory special inspection items associated with it.

The annual check needed at transfer to an LAA Permit to Fly and at each subsequent permit renewal is essentially the same as would be required under the LAMS scheme, including any special recurring inspections for the type as specified in the Airworthiness Directives and Service Bulletins, such as the NDT checking of undercarriage radius arm castings at intervals according to Service Bulletin BDG/100/172 (and AD G-2008-0004).

Any spare parts fitted must be in accordance with the parts manual and fit for purpose. While there is no requirement for a 'form one' to accompany a spare part for a Permit aircraft, the inspector must be satisfied that it is the correct part and in good order, i.e. within manufacturer's limits and not worn out, time expired or bogus.

Unlike many other vintage aircraft types operating on Permits to Fly, the Bulldog is a fully documented type and De Havilland Support can provide full drawing back-up, manuals, etc. On the plus side, this means that everything about the design is fully defined down to the last split pin and washer, and maintaining the aircraft to this standard should guarantee that the aircraft continues to perform exactly as it should. On the down side, for those with a yen to 'do their own thing' with their own custom tweaks and improvements, with a fully defined type like a Bulldog any changes to the design standard, however small, have to be requested as modifications and only embodied if approved by LAA HQ. This is a different situation from most other LAA types where the design drawings are no longer available, or only in a very basic form. With those ill-defined types, owners and their LAA inspectors are left partly to their own devices to keep their machines airworthy by following 'standard aviation practice' rather than conforming to drawings and manuals.

As an example of the LAA mod requirements, changing the type of tyres, seat harnesses, propeller model, instrument panel, pitot tube, control stick grips, pushrod rod-ends etc etc would require a modification being applied for from LAA Engineering and the alternative parts only fitted if the modification has been approved for use on this individual aircraft by LAA HQ. Just because one Bulldog might be seen with a particular 'mod' in place doesn't mean that others can automatically assume this is an approved alternative and follow suit. For full details of the LAA procedures for mods and repairs, mod application forms etc, refer to '[mods and repairs](#)' section of the LAA website - or call LAA HQ.

Due to the additional complexities associated with the Bulldog, Bulldog aircraft maintenance (including transfers) may be dealt with only by inspectors with a specific approval to inspect this type. The LAA website provides a list of LAA inspectors approved for inspection of Bulldog aircraft, in the permit renewal section.

**3.2 Standard Options**

The standard engine is a Lycoming IO-360-A1B6D or O-360-A1B6D with Hartzell HC-C2YK-4F/FC7666 A-2 or HC-C2YK-4BF/FC7666 A-2 propeller.



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3.3 Manufacturer's Information (including Service Bulletins, Service Letters, etc)

Manufacturer's information takes the form of Service Bulletins and Service Letters, (SBs and SLs, originally published by Scottish Aviation, subsequently by BAe and latterly by DHSL). In the absence of any over-riding LAA classification, inspections and modifications published in the SBs should be satisfied according to the recommendations therein. It is the owner's responsibility to be aware of and supply such information to their Inspector.

The indicated compliance level shown below is as recommended by DHSL.

The LAA considers it mandatory that owners and maintainers have access to, and review Bulldog SBs. Regarding compliance, SBs not mandated by ADs are advisory in strictly legal terms; however, owners, who are ultimately responsible for deciding whether to implement an SB, should note that their duty of care might well be tested if they elected to ignore such advice and this were to result in an accident or injury.

SBs are listed below as a quick reference guide/checklist but the ultimate source is the information provided by DHSL via the DHSL Continued Airworthiness Service.

Service Bulletins Not Mandated by AD Action:

**Airframe Service Bulletins not mandated by AD action**

| <b>Service Bulletin Number</b> | <b>Issue</b> | <b>Description</b>   | <b>Applicability/Requirement</b>  |
|--------------------------------|--------------|--|---|
| BDG/100/4                      | Iss 1        | Flap valve attachment – air conditioning system                        | Recommended one-off action  |
| BDG/100/5                      | Iss 1        | Engine control cable - inspection                                      | Recommended one-off action  |
| BDG/100/25                     | Iss 1        | Mainplane attachments to the stub root wings- attachment bolts loose   | Recommended repetitive inspection at 100 hr intervals                   |
| BDG/100/31                     | Iss 1        | Control column and torque tubes – loose attachment bolts               | Recommended one off action  |
| BDG/100/34                     | Iss 1        | Rudder torque tube split bearings – securing bolts torque loading      | Recommended one-off action – not applicable if mod BH.145 incorporated. |
| BDG/100/35                     | Iss 1        | Stall warning horn diaphragm – loss of adjustment                      | Recommended one-off action – not applicable to model 101                |
| BDG/100/36                     | Iss 1        | Mainplane attachment to stub root wing – attachment bolts - inspection | Recommended repetitive inspection at 100 hr intervals                   |
| BDG/100/39                     | Iss 1        | Fuel tanks – internal inspection for contamination / loose labels      | Recommended one-off action  |
| BDG/100/41                     | Iss 1        | Fuel tank vent pipes – chafed due to displacement of grommets          | Recommended one-off action  |



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|--------------------------------|--------------|---|--|
| BDG/100/48                     | Iss 1        | Engine mounting – inspection for chafing by CSU control cable                                 | Recommended inspections at 50 hour intervals - not applicable if mod BH.69 incorporated  |
| BDG/100/49                     | Iss 1        | Inspection of CSU control cable support bracket   | Recommended one-off action - not applicable if mod BH.121 incorporated   |
| BDG/100/53                     | Iss 1        | Rudder torque tube split bearings – non conformance with specification                        | Recommended one-off action   |
| BDG/100/58                     | Iss 1        | Fuel tank contents transmitters – punctured float   | Recommended if fuel gauge problems occur - not applicable if mod BH.148 incorporated   |
| BDG/100/59                     | Iss 1        | Fuel cock control – chafing by rudder cable   | Recommended inspections at 100 hour intervals - not applicable if mod BH.104 incorporated. Applicable to 102, 103, 123 models only |
| BDG/100/60                     | Iss 1        | Deterioration of oil separator to engine sump hose  | Recommended inspections at 50 hour intervals   |
| BDG/100/63                     | Iss 1        | Magneto switch cable – breaking at magneto connection   | Recommended one-off action - not applicable if mod BH.109 incorporated   |
| BDG/100/66                     | Iss 1        | Bendix fuel injector – possible inadvertent interchange of washers at mixture and idle valves | Recommended one-off action   |
| BDG/100/68                     | Iss 1        | Chafing of front centre engine baffle   | Recommended one-off action - not applicable if mod BH.130 incorporated, or to con. numbers after BH.120/391                        |
| BDG/100/69                     | Iss 1        | Battery tray structure – missing rivets   | Recommended one-off action, not applicable to model 101  |
| BDG/100/70                     | Iss 2        | Varley battery – cracking of vent stoppers  | Recommended at each battery service, if Varley 24.19/25C type battery fitted.  |
| BDG/100/71                     | Iss 1        | Elevator control cable lower aft - chafing  | Recommended one-off action - not applicable if mod BH.132 incorporated, or to con. numbers after BH.120/420                        |
| BDG/100/72                     | Iss 2        | Actions in the event of reported engine overspeed   | Recommended one-off action if overspeed reported   |
| BDG/100/76                     | Iss 1        | Replacement of throttle cable   | Recommended one-off action<br>Applicable to series 100 only.   |



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|--------------------------------|--------------|---|--|
| BDG/100/77                     | Iss 1        | Elevator trim tab hinge pin missing   | Recommended one-off action<br>Not applicable to con. numbers after BH.120/391  |
| BDG/100/78                     | Iss 1        | Pitot static pipe - chafing   | Recommended one-off action.<br>Not applicable to con. numbers after BH.120/391   |
| BDG/100/79                     | Iss 1        | Fuel pipe – fuel compartment to front bulkhead – chafing.                   | Recommended one-off action - not applicable if mod BH.141 incorporated or to con. numbers after BH.120/391   |
| BDG/100/81                     | Iss 1        | Propeller – introduction of revised fine pitch stop with increased diameter | Recommended one-off action at prop overhaul - not applicable if mod BH.140 incorporated  |
| BDG/100/83                     | Iss 1        | Rigid brake pipes on radius arms – chafing in p-clips                       | Recommended one-off action - not applicable if mod BH.146 incorporated   |
| BDG/100/84                     | Iss 1        | CSU control cable – chafing on fairlead                                     | Recommended one-off action - not applicable if mod BH.146 incorporated   |
| BDG/100/85                     | Iss 1        | Pipeline from stbd brake master cylinder – chafing by air and fuel hoses    | Recommended one-off action   |
| BDG/100/86                     | Iss 1        | Nosewheel steering retaining plate - cracking                               | Recommended one-off action – or if cracks found  |
| BDG/100/88                     | Iss 1        | Firewall reinforcement channels – cracking.                                 | Repetitive crack inspection /growth monitoring at 50 or 100 intervals depending whether cracks exist (50 hrs) or not (100 hrs). Not applicable to con. Numbers after BH.120/391. |
| BDG/100/91                     | Iss 1        | Cabin lower forward trim panels - distortion                                | Recommended one-off action<br>Not applicable to con. numbers after BH.120/405  |
| BDG/100/94                     | Iss 1        | Air conditioning duct reinforcement   | Recommended on-off action  |
| BDG/100/95                     | Iss 1        | Brake master cylinder mounting bracket on firewall - cracking               |  |
| BDG/100/131                    | Rev.0        | Fuselage – cracks, buckling and loose bolts at frame 82                     | Repetitive inspections at 400 hour intervals   |
| BDG/100/145                    | Rev.0        | Engine controls –inspection and rework of control cables                    | Recommended one-off action   |
| BDG/100/157                    | Rev.2        | Hartzell propeller – cracking of front half of hub assembly                 | Repetitive inspections at 50 hour intervals  |



**LAA TYPE ACCEPTANCE DATA SHEET**  
**TADS 870**  
**BULLDOG 120/121 and 120/1210**

| <b>Service Bulletin Number</b> | <b>Issue</b> | <b>Description</b>  | <b>Applicability/Requirement</b>   |
|--------------------------------|--------------|---|--|
| BDG/100/158                    | Rev.0        | Inspection of rear fuselage for signs of battery acid spillage and resulting corrosion                      | Corrective actions if corrosion problems occur due to battery installation |
| BDG/100/159                    | Rev.0        | Notification of Lycoming SB 369H – actions following overspeed  | Actions if engine overspeed occurs   |
| BDG/100/160                    | Rev.0        | Notification of Lycoming SB 488 – fracture of prop governor oil pipe  | Recommended one-off action   |
| BDG/100/164                    | Rev.1        | Fuel system – to prevent possible disruption of fuel supply – per FAA AD 93-11-11                           | Recommended one-off action – replacement component                         |
| BDG/100/168                    | Rev.0        | Powerplant - to inspect the high pressure fuel pump for possible manufacturing defect – per FAA AD 96-23-03 | Recommended one-off action – replacement component                         |
| BDG/100/173                    | Rev.0        | Rudder controls – incorrect assembly  | Recommended one off action or if bolt is replaced                          |
| BDG/100/174                    | Rev.0        | Main landing gear radius arms - corrosion   | Corrective actions if corrosion problems of this type occur                |

For Series 100 Model 101, Series 100 Model 102, Series 100 Model 103, Series 120 Model 121 and Series 120 Model 124 refer to additional Service Bulletins listed in the annexes to Service Bulletin BDG/100/00 revision 5.

### 3.4 Special Inspection Points

See section 3.3. The Bulldog Service Bulletins provide details of many special inspection points applicable to the type, derived from many years of experience with it in service.

### 3.5 Special Test Flying Issues

In the event that the aircraft fails to achieve the scheduled rate of climb performance, likely causes are reduced engine performance through age (beware particularly of worn cam lobes), and propeller blades that have been dressed down close to or beyond permitted Hartzell blade profile limits specified in the Hartzell operating manual.

----- END -----

Please report any errors or omissions to LAA Engineering: [engineering@laa.uk.com](mailto:engineering@laa.uk.com)