CIVIL AVIATION AUTHORITY
UNITED KINGDOM

BA1 Issue 8 November 2002 BEAGLE B.121 SERIES 1 SERIES 2 SERIES 3

TYPE CERTIFICATE DATA SHEET No. BA1

This data sheet is a part of CAA Type Certificate No. BA1 and gives the basis upon which the Certificate was issued, together with other information to define the product.

Type Design Organisation	De Havilland Support Limited Building 213 Duxford Airfield Cambridgeshire CB2 4QR
Type to which the Certificate relates	Beagle B.121
Approved variants	Series 1 (28 March 1968) Series 2 (7 August 1968) Series 3 (24 February 1969)

CERTIFICATION BASIS

The following requirements were the basis of certification of the type design.

BCAR Section K issue 2 dated 21 March 1967 and ARB Blue Papers 373, 376 and 426.

Non compliance with the following requirements were accepted:

All variants	K2-4, 3.1 (en route climb speed)
Series 2 and 3	K2-9, 2.1.3

For eligibility for FAA Type Certificate the type design of the Series 1 (with mod.BE.138), the Series 2 (with mod.BE.139) and the Series 3 (with mod.BE.332) also complies with following:

FAR Part 23 effective February 1, 1965 including amendments 23-1 through 23-6.

FLIGHT MANUAL

The limitations, recommended procedures and information required are contained in the following ARB approved Flight Manuals:

UK	Series 1	Doc. No. BS 3/1 approved 1 February 1968.
	Series 2	Doc. No. BS 3/2 approved 15 July 1968
	Series 3	Doc. No. BS 3/3 approved 15 January 1969
USA	Series 1	Doc. No. BS 3/5 approved 6 September 1968
	Series 2	Doc. No. BS 3/6 approved 6 September 1968
	Series 3	Doc. No. BS 3/8 approved 16 October 1969

AIRWORTHINESS CATEGORY

UK All Variants		Transport category (Passenger)
USA	Series 1	Normal category and Utility category
	Series 2	Normal category (max. weight = 1925 lb)
		Utility category (max. weight = 1750 lb)
	Series 3	Normal category (max. weight = 1950 lb)
		Utility category (max. weight = 1750 lb)

PERFORMANCE GROUP (UK)

Group D

MINIMUM CREW

One pilot

MAXIMUM NUMBER OF OCCUPANTS

Series 1	2 including 1 pilot
Series 2 and 3	4 including 1 pilot

Note: The above number is the maximum for the model and is limited by the capacity of the fuselage.

POWER PLANT

Series 1	One Continental 0-200A engine fitted with a McCauley 1A105 SCM7053 propeller.
Series 2	One Lycoming 0-320-A2B engine fitted with a Sensenich M74-DMS-0-60 or 74DM6S5-0-60 propeller.
Series 3	One Lycoming 0-320-D2C engine fitted with a Sensenich M74-DMS-0-62 or 74DM6S5-0-62 propeller.

FUEL CAPACITY

Fuel is contained in two wing tanks (one on each side). The capacity of each tank is as follows:-

Series 1 and 2		Series 3 or Series 2 with mod.BE13
Usable	11.875 Imp. gal	17.5 Imp. gal
Unusable	0.125 Imp. gal	0.5 Imp. gal
Total capacity 2 x 12 = 24 Imp. gal		2 x 18 = 36 Imp. gal

OIL CAPACITY

Engine oil capacity

Series 1	10 Imp. Pints
Series 2 and 3	13 Imp. Pints

MAXIMUM WEIGHTS

Series 1	Maximum take-off and landing weight 1600 lb (726 kg)
Series 2	Maximum take-off and landing weight 1925 lb (873 kg)
	Maximum for aerobatics (and USA Utility category) 1750 lb (794 kg)
Series 3	Maximum take-off and landing weight 1950 lb (885 kg)
	Maximum for aerobatic 1750 lb (794 kg)

MAXIMUM TYRE PRESSURES

Number of wheels	Three; single nosewheel; two single mainwheel units.

MAXIMUM TYRE PRESSURES (Cont'd)

Maximum tyre pressures	Nosewheel	Series 1	29 lb/in^2
		Series 2 and 3	35 lb/in^2
	Mainwheels	Series 1	29 lb/in^2
		Series 2 and 3	35 lb/in^2

STALL WARNING

Natural warning is provided in flaps up configuration. With flaps extended beyond 5°, artificial (aural) warning is provided by a safe Flight Stall Warning device the components of which are

Lift detector	type 164 (on port mainplane)
Horn	FSIC-53514-102

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