

Bowling David

From: Christoph Wannenmacher [REDACTED]
Sent: Tuesday, February 26, 2019 8:39 AM
To: Bowling David
Subject: Re: Fwd: Assistance with a Schempp-Hirth Ventus 3F Accident in New Mexico

Dear Mr. Bowling,

i will send the preliminary flight manual and the preliminary maintenance manual via WeTransfer to you. The size of the respective PDF-files is to big to send them directly per E-Mail.
You will receive an E-Mail from WeTransfer with a link to page where you can download the PDF-files.

Before you'll download the PDF-files i have to explain you some details regarding the manuals:

The Ventus-3F is still in the certification process at EASA. Therefore we don't have the final manuals yet. The Ventus-3F is delivered with preliminary Flight and Maintenance Manuals.

These preliminary manuals consist of two separate manuals.

Because the Ventus-3F is, apart from the engine system, the same as the Ventus-3T, the first part of the Flight and the Maintenance Manual are the respective Manuals of the certified Ventus-3T.

These manuals also apply to the Ventus-3F regarding the flight behaviour, the operational limitations, the weighing datat etc. but not regarding the engine system.

Regarding the engine system, the certified Discus-2c FES is the same as the Ventus-3F. Therefore we included also the Manuals of the Discus-2C FES for all topics regarding the FES-System.

In the Discus-2C FES Flight Manual at page 7.12.3 you will find a diagram with the installation of the FES-System.

Hopefully this will help you.

Do you have any pictures of the wrecked glider? Maybe i can help you with these pictures to reconstruct the FES-installation....

Do you have any further information regarding this accident? Is there any indication, that the FES-system did fail?

Best regards,

Christoph Wannenmacher

Am 25.02.2019 um 19:08 schrieb Bowling David:

Dear Mr. Wannenmacher,

Thank you for your quick response. I appreciate you sending me the flight manual. That may answer a lot of my questions. My intent is to revisit the glider wreckage and try to run the FES electric motor. When the glider was recovered the cables that most likely provided electrical power and control to the motor were cut. What could help me is a diagram or description of which cable is which that we could put a power source to the motor to power it.

Thank you for you r assistance with this.

My best regards,

David Bowling

From: Christoph Wannenmacher [REDACTED]
Sent: Friday, February 22, 2019 12:26 AM
To: Bowling David [REDACTED]
Cc: Heinz [REDACTED]
Subject: Re: Fwd: Assistance with a Schempp-Hirth Ventus 3F Accident in New Mexico

Dear Mr. Bowling,

my name is Christoph Wannenmacher and i'm the Head of design at Schempp-Hirth Flugzeugbau GmbH. Our US-dealer, Heinz Weissenbühler, has forwarded your E-Mail to me.

If you have any questions regarding the FES-System, feel free to contact me directly. In the mean time i will prepare the preliminary flight manual and send it to you within the next days.

Best regards,

Christoph Wannenmacher

Am 21.02.2019 um 21:26 schrieb Heinz:

Sent from my iPhone

Begin forwarded message:

From: Bowling David [REDACTED]
Date: February 21, 2019 at 2:51:10 PM EST
To: [REDACTED]
Subject: Assistance with a Schempp-Hirth Ventus 3F Accident in New Mexico

Good afternoon,

My name is David Bowling. I am an Air Safety Investigator for the National Transportation Safety Board. I was given your company's information through the SSA. I am investigating the crash of a Ventus 3F near Moriarty, New Mexico, that occurred on July 10, 2018. The glider had an electric FS motor with folding propeller blades that I was told could assist in sustaining flight. I need some help understanding the motor, specifically some specifications as to horsepower generated and identifying cables into/from the engine for providing power, and on/off and/or controlling speed. I am hoping to run the engine to confirm it's operation.

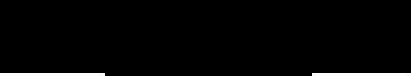
I have contacted the BFU of Germany and tried to contact the company to assist with this, but to no avail. I was hoping, since you are a distributor, that you might be able, or know folks who own similar aircraft, who might assist me in this investigation.

Please feel free to contact me.

Thank you in advance and my best regards,

David Bowling

Dr. David Bowling
Regional Chief
National Transportation Safety Board
Office of Aviation Safety, Central Region



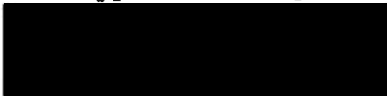
Phone:



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Christoph Wannenmacher
Schempp-Hirth Flugzeugbau GmbH



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Christoph Wannenmacher
Schempp-Hirth Flugzeugbau GmbH

