

Subject: Front Electric Sustainer Wiring – Inspection / Modification**Ref. Publications:**

Schempp-Hirth Technical Note (TN) 627-8 original issue dated 01 January 2024.

Schempp-Hirth TN 825-59 original issue dated 01 January 2024.

Schempp-Hirth TN 863-26 original issue dated 01 January 2024.

Applicability:

Discus-2cFES powered sailplanes;

Ventus-2cFES powered sailplanes;

Ventus-2c modified with FES in accordance with flight conditions EASA 60037733; and

Ventus-3F powered sailplanes.

Description:

Occurrences were reported of brass screws fixing cable to a shunt between the negative pole of the Front Electric Sustainer (FES) battery and the controller (see Figure 1) that have torn off, possibly due to excessive tightening torque used in maintenance.

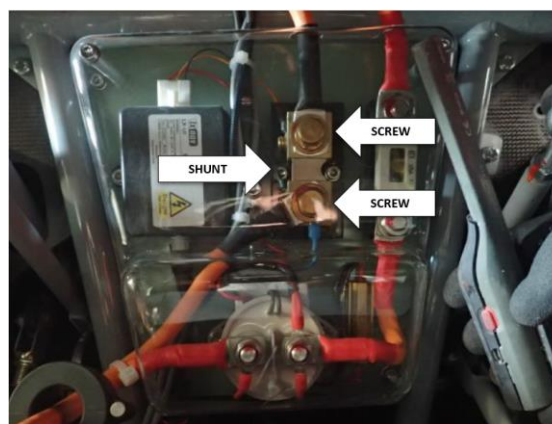


Figure 1 - Affected Screws Location

This condition, if not detected and corrected, could lead to FES loss in flight.

The FES, however, is an auxiliary, not a critical system.

Therefore, at this time, the safety concern described in this SIB is not considered to be an unsafe condition that would warrant Airworthiness Directive (AD) action under Commission Regulation (EU) [748/2012](#), Part 21.A.3B.

This is information only. Recommendations are not mandatory.

Recommendation(s):

Operators of powered sailplanes listed in applicability of this SIB are recommended to:

- Inspect if FES wiring is assembled with the affected brass screw(s) (see Figure 1).
- If, during the above inspection, any brass screw(s) is found installed, replace that screw with a steel one, in accordance with applicable Schempp-Hirth TN.

Contact(s):

For further information contact the EASA Safety Information Section, Certification Directorate.

E-mail: ADs@easa.europa.eu.

For any question concerning the technical content of the requirements in this SIB, please contact:
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