



# REMOS GX

**REMOS**  
AIRCRAFT  
the sky is your freeway



# Discover new flight horizons

Never before has flying been easier, more fun and safer than with the REMOS GX. That is the verdict of experienced professional civilian and military pilots who have flown the new REMOS.



## UP, UP AND AWAY

Take a seat in the cockpit and make yourself comfortable – there is plenty of room: the cabin is 6.7” wider than a Cessna 150/152, and still 4” wider than the popular Cessna 172. Functionality and sporty aesthetics dominate the cockpit design; intelligent solutions for details and precise workmanship offer a foretaste of its extraordinary flight performance and enormous safety reserves.

Taxiing to take-off – child’s play: the steerable nose-wheel holds the aircraft precisely on the centerline and there is more than enough room on a 50 ft wide taxiway for a 180° turn.

## SHORT TAKE-OFF

The take-off is a joy even for old hands and communicates a real jet-like feeling: the REMOS GX accelerates like a jet and starts climbing after less than 500 ft ground roll.

## EFFICIENT CRUISING

The transition from climb to cruise is a delight as the REMOS GX rapidly accelerates to an easy cruise speed of 100+ kts. Even at top speed, the aircraft can easily be trimmed for level flight, and can be flown hands-off with no vibrations to interfere with your flying pleasure – clear proof of an aerodynamic masterpiece.

## GREAT AGILITY

The controls of the REMOS GX are very responsive, leading to great agility and maneuverability. Still it can be easily controlled at all times and thus is both simple and great fun to fly, for novices and old-timers alike.





## Space, comfort and precise handling

With full fuel (22 US gal.) the REMOS GX can remain airborne for more than 6 hours. A full day in the REMOS GX literally flies by, which is not least thanks to the excellent cockpit and cabin configuration.

### AN EXTRAORDINARY POINT OF VIEW

The seating position gives you full forward visibility over the cowling to the landscape – an above-the-ordinary view in this class of aircraft. This is pleasing to the eye, as well as enhancing safety.

The seats are adjustable, ergonomically formed and made out of carbon fiber composite. Integrated lumbar supports and high-quality seat upholstery contribute to the great comfort and pleasure of flying a REMOS GX. And you do not have to climb through a cramped and narrow cabin door to get to the seat. The door width measures a huge 42.5" with a spacious cockpit of 46.8" and enough room for luggage. The door locking mechanism is easy to operate and guarantees maximum safety.

### GOODIES INCLUDED

You can quickly get your bearing on the new compact-style instrument panel.

Additional components can be easily retrofitted thanks to a modular design, with many upgrades already included in the standard basic equipment package: Cabin heating and ventilation system, electric flaps, navigation and position lights, radio antenna, automatic circuit breakers, LED instrument panel lights and many other technical features such as the electric trim system integrated into the "jet-stick".

Directly and precisely the aircraft lies in your hands and responds instantly to any control input.

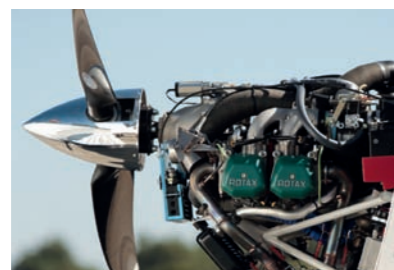






## Fly Ahead of a New Class of Aircraft

The key material in the design of a top-class light sport aircraft is carbon fiber. Durable and rugged, it weighs thirty percent less than fiber glass and has two times the rigidity. The structural integrity of the REMOS' Kevlar cabin is just superb.



### SUPERIOR ENGINEERING – HIGH-END PRODUCTION

A costly and time consuming manufacturing process and the amount of know-how required is the reason why carbon fiber is only used where the design calls for materials of extremely high strength at light weight. Just like in the Boeing 787, which has been called the „Dreamliner“ because of its game-changing technology concept, the REMOS GX is manufactured almost exclusively from carbon fiber composites. The carbon fibers stem from the same manufacturer that supplies the airliner industry.

But making the material benefits come to shine as much as they do in the REMOS GX is not only a matter of the basic material, but also calls for smart design and great proficiency by the manufacturing team.

Characteristic of the superior craftsmanship at REMOS are the minimal clearances between components and the remarkable surface finish of the entire aircraft.

### LIGHT, BUT STRONG

A peek behind the scenes will give you a clear view on the intelligent engineering, meticulous workmanship and the highest level of component design of the REMOS GX. Almost all mechanical components have been developed in-house. Most metal components are CNC machined from highest grade steel and aluminum alloys and all aluminum parts are anodized for maximum service life.

One outstanding example is the landing gear with specially designed and remarkably sturdy wheels, spring struts and central strut bracket.





### SAFETY FIRST

The incomparable flight characteristics and the stable flight attitude in virtually every situation represent a fundamental safety advantage of the REMOS GX. The aircraft reacts to stronger turbulence with a gentle rolling motion around the longitudinal axis. There are no quirks and surprises in the way a REMOS GX flies.

Even in the remote case of an unrecoverable flight attitude, for example after a mid-air collision, a ballistic parachute system is available to enable your safe descent.

The certified carbon structure of the REMOS GX has been designed with crashworthiness in mind and the Kevlar fiber reinforced cabin interior minimizes the risk of injury for the occupants in case of an accident.

### FOREVER YOUNG – DURABLE, RUGGED AND BUILT TO LAST

No structural incident has been recorded in any REMOS aircraft sold to date. The reliability and resilience of the REMOS GX is legendary and has been testified by many satisfied long time customers. The toughest test for reliability and longevity is flight training operations. Even after more than 3,000 flying hours and over 20,000 landings, the structural integrity of the fuselage, wings, empennage rudder and landing gear of a REMOS is virtually the same as in a factory-new aircraft.



### ECONOMICAL

REMOS understands the value in lowering total cost of ownership. It is hard to find variable costs lower than 3.5 gallons per hour in economical flight and no more than half a quart of oil per 100 flight hours. With low overall maintenance and repair expenses, the REMOS GX has one of the lowest operating costs in the industry.

Add in certification for MOGAS and E10 fuel with our proprietary folding wing technology, allowing storage off-site or trailering, and you will begin to see how the savings add up.





### GERMAN WORKMANSHIP FROM A BRAND-NEW FACTORY

Only a one-hour drive north of Berlin you find the REMOS manufacturing plant in the City of Pasewalk, near the Baltic coast. Advanced manufacturing technology, excellent working conditions and a highly motivated staff guarantee state-of-the-art manufacturing quality and the application of the most stringent quality standards.

You can be sure of superb efficiency and outstanding work results from our crew, in the tradition of a long line of superior German airplanes.

The plant facility includes a paved 3,000 ft runway - visit us with your "old" airplane and you are sure to leave us with a brand-new REMOS GX.



### A LEGACY OF GERMAN WORKMANSHIP

The success story of REMOS started in the early 1990's with experimental ultra light aircraft. In 1997 the prototype of the REMOS G-3 series first took flight, thus marking the launch of a new class of light aircraft design. In 2008 REMOS received the certification of the actual series of aircraft - the REMOS GX. Sophisticated aerodynamics, high-tech materials, advanced production technologies and uncompromising quality reaffirm "Made in Germany".

REMOS' engineering and design experts continue to develop new and innovative models. The REMOS GXnXES and the lighter, more economical GXeLITE are prime examples of why we remain a leader in light sport aircraft manufacturing. REMOS is a global company with operations, aircraft, dealers, service and support throughout the world.

# Facts and Figures

## PERFORMANCE

cruise speed	100 kts @ 5,000 rpm
stall speed	44 kts flaps 0 38 kts flaps 40
take-off roll distance	525 ft
take-off distance	725 ft
landing roll distance	341 ft
landing distance	676 ft
maneuvering load factors	+ 4.0 g / - 2.0 g
max. range	480 nm
max. endurance	6.0 hours @ 4,200 rpm
fuel consumption	3.5 gallons @ 4,200 rpm
powerplant	ROTAX 912ULS-2, 100 hp

## VSPEEDS

$V_S$ stall speed, flaps up	44 kts
$V_{SO}$ stall speed, flaps 40°	38 kts
$V_X$ speed for best angle of climb	49 kts
$V_Y$ speed for best rate of climb	65 kts
$V_A$ maneuvering speed	94 kts
$V_{NO}$ normal operating speed	107 kts
$V_H$ max. speed in level flight	119 kts
$V_{NE}$ never exceed speed	134 kts

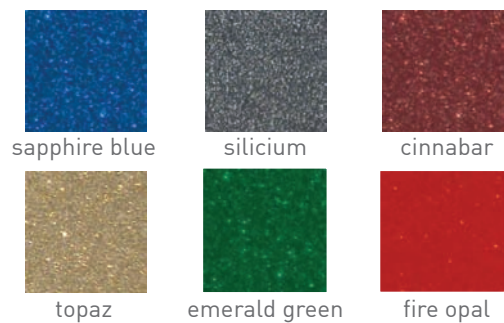
## DIMENSIONS

wingspan	30' 6"
overall length	21' 3"
height	7' 5"
wing area	118 ft <sup>2</sup>
cockpit width	46.8"
main gear stance	6' 9"
useable fuel capacity	21 US gallons (126 lbs)
total fuel capacity	22 US gallons (132 lbs)

## WEIGHT

empty weight (typically equipped GXeLITE)	663 lbs
maximum take-off weight	1,320 lbs
useful load	657 lbs
useable fuel capacity	21 US gallons (126 lbs)
total fuel capacity	22 US gallons (132 lbs)

## EXTERIOR COLOR CHOICES



## INTERIOR COLOR CHOICES



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