



Press Release

Pasewalk, July 13th, 2016

REMOSS GXiS comes to EAA AirVenture 2016!

There's a new LSA on the market! German-based aircraft manufacturer REMOS will showcase its brand new GXiS at the EAA AirVenture in Oshkosh (July, 25th to 31st) for the first time in the United States. The new aircraft is powered by the fuel-injected Rotax 912 iS Sport and contains many unique features which enhance safety and bring even more fun into flying.

In April, the REMOS GXiS had its world premiere at AERO, Friedrichshafen, Germany. A few weeks later, by the end of May, the aircraft took off for its maiden flight. Now the GXiS is turning into short final for the world's largest fly-in: the EAA AirVenture in Oshkosh!

What makes this aircraft so special? It's much more than just the installation of a new engine. "Our approach is to make flying as easy as driving a car", says CTO Christian Majunke. "We want to provide our customers an easy to fly aircraft, completely made in Germany, fulfilling the highest industry standards."

The core of the GXiS is the fuel injected Rotax 912 iS Sport (74 kW/100 hp). But the installation of this new engine was just the beginning of a development, which ended up with the re-invention of the well-proven REMOS. Here's a list of the most important changes:

- new engine
- new cowling
- new propeller
- SMARTstart
- new throttle and brake unit
- new avionics

The Rotax 912 iS Sport makes the GXiS more efficient and even safer than any REMOS before. Carburetor icing and other problems are a thing of the past now. Thanks to several electric backup systems the engine is extremely reliable.

The engineering team also designed a new cowling in order to give the GXiS a distinctive new look. The aircraft now looks a little more aggressive than before, while the cooling efficiency is excellent. A longer spinner, a stainless steel exhaust and a new propeller underline the new look. At AirVenture 2016 the GXiS will be shown with a constant speed propeller by MT Propeller, Germany. The serial compliant LSA for the U.S. will be delivered with a well aligned fixed propeller by DUC Hélices. The MT-Propeller will be available, too, but without the constant speed functionality.

One of the GXiS' coolest features is the computerized start-up system called SMARTstart – it brings more comfort, more fun and more safety into flying. Starting-up an aircraft engine has never been so easy before: Have a seat, buckle-up and press the big button. That's smart, isn't it? Here's a check list:



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- put in the key and turn it into first notch
- avionics come up and you can set it up
- turn the key to the second notch
- the external lights come up
- push the Engine Start button
- taxi to the runway and hit the engine test button
- all tests are done automatically, you just need to monitor the EMS

REMO also simplified the throttle and brakes. The new REMOS jet throttle works like the throttle unit on an airliner: push it forward to increase power, pull it backward to decrease power. Pull it even more backward to apply the wheel brakes. At this point you can also set the parking brake. Flight schools might love this feature: From now on it's almost impossible to taxi against the brakes.

To make the GXiS complete, REMOS installed a new avionics suite. In the top version, the panel is equipped with two 10" SkyView screens by Dynon with touch functionality, a Garmin GTN750, integrated XPDR, integrated audio panel, and integrated NAV/COM. For those who don't need all that stuff: a single 7" screen and a separate radio will be available as well.

Every REMOS fulfills the 2020 mandate regarding ADS-B today! ADS-B out is standard. As an option, REMOS offers ADS-B in to provide traffic and weather information to the pilot.

The REMOS GXiS, and also the well-known REMOS GXnXES, are displayed at booth 331/332. To learn more about the GXiS, visit the REMOS press conference on Monday, July 25th, 10:45 a.m. at the press headquarter. You are also invited to our forum on Friday, July 29th, 4 p.m. at stage 6.

Photo Caption

REMO is introducing their new model, the GXiS, to North America during EAA's AirVenture.

Background information

REMO AG is a German-based aircraft manufacturer, founded in the mid 1990s. More than 100 LSAs are flying all over the U.S., about 450 worldwide. In 2014 the company had to file for insolvency and withdrew from the U.S. market for a while. With a new investor on board, REMOS re-established production of aircraft by the end of 2014. In 2015, REMOS was back at Oshkosh and other airshows worldwide. Today, about 50 people work for REMOS. Their goal is no less than "striving for perfection".



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