



## Notification

### How to Tie Down Correctly

**RECOMMENDED**

#### **Symbols:**

Please pay attention to the following symbols throughout this document emphasizing particular information.

- ▲ **WARNING:** Identifies an instruction, which if not followed, may cause serious injury or even death.
- **CAUTION:** Denotes an instruction which if not followed, may severely damage the aircraft or could lead to suspension of warranty.
- ◆ **NOTE:** Information useful for better handling.

### **1. General**

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Compliance: immediately

Release Number: NOT-005-tie-down-correctly

Superseded notice: none

Models affected: G3, GX

Affected S/N: all

Reason: advice to tie down correctly



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### 2. Information

The REMOS aircraft are certified in the Light Sport Aircraft category. By this, these aircraft are very light compared to conventional aircraft. It is required to tie-down the aircraft if it left on the airfield unattended to prevent it from being damaged by high winds. The REMOS aircraft are designed to be tied-down on several points. The G3 provides three tie downs the GX four of them. This document shall give advice how to use them correctly.

#### 2.1 Wing Tie Down

The G3 does not provide any special rings to tie down. The upper attachment of the strut to the wing is designed to be strong enough to take up all loads when tying down. Wrap a rope around the upper attachment of the wing strut.

In case of the GX a special tie down ring is installed at the strut. Later versions of the GX are equipped with a thread in the outer portion of the wing, rings are provided to be screwed into these threads. Apply a rope to the upper end of the struts or to the rings. You may even use a chain when using the rings.

Apply the lower end to a fixation point on the ground. Use tires filled with concrete, rings in the apron or at least solid anchors. Take care for correct angles of the ropes or chains. They shall point vertically downward from the wing to the ground, an angle of not more than 20deg outward is recommended. Never tolerate the strings to point inward. Make sure the rope is straight, tight and without slack.

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### 2.2 Propeller Tie Down

Wrap a rope around the propeller spacer, just in the gap between cowling and spinner. Apply the lower end to a fixation point on the ground. Use tires filled with concrete, rings in the apron or at least solid anchors. Take care for correct angles of the ropes or chains. They shall point vertically downward from the nose to the ground; an angle forward of not more than 20deg is recommended. Never wrap the rope around the propeller spinner in order to avoid damages and scratches.

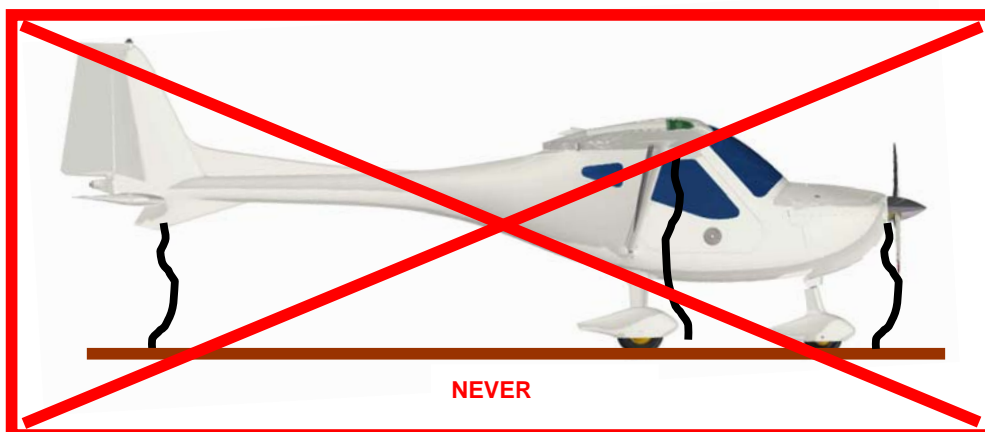
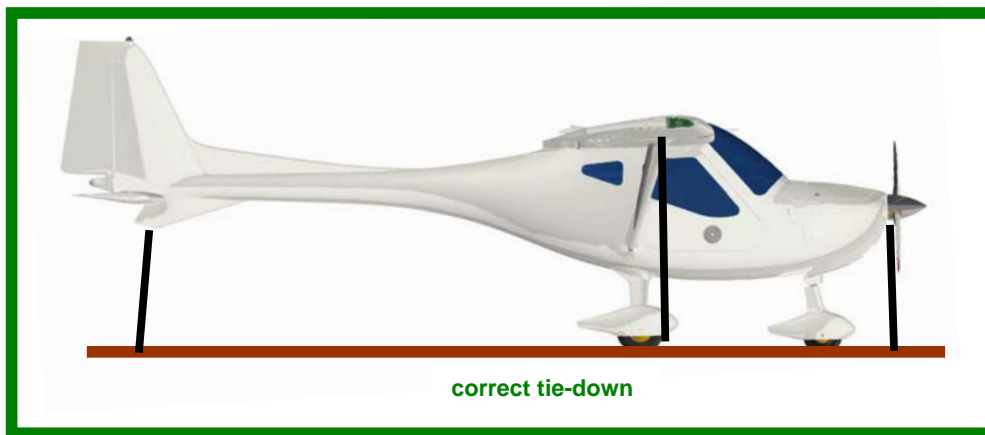


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### 2.3 Tail Tie Down

The GX is equipped with a tie-down point in the tail skid. Apply the upper end of a rope to that tie-down and the lower end to a fixation point on the ground. Use tires filled with concrete, rings in the apron or at least solid anchors. Take care for correct angles of the ropes or chains. They shall point vertically downward from the tail to the ground, an angle backward of not more than 20deg is recommended.

The G3 does not provide a tie-down ring on the tail. Wrap a rope around the rear fuselage and pull it tight, so it cannot slide forward in gusty winds.



**REMOS wishes you safe and fun flights!  
Always check your aircraft before you fly!**