



Notification

Update of Airspeed Indicator and POH

RECOMMENDED

Symbols:

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

- ▲ **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 to implement the change more easily.

1. General

Issued by: REMOS AG Flugzeugbau Franzfelde 31 D-17309 Pasewalk
Web: www.remos.com - Telephone: +49-3973-225519-0

Release date: 1. May 2015

Date of effect: 1. May 2015

Compliance: no compliance required, but recommended on own discretion

Release Number: NOT-014-ASI update

Superseded notice: none

Models affected: GX, certified as LSA

Affected S/N: all aircraft from SN251 through SN428



Notification

Reason: The revised certification standard claims for higher accuracy of the airspeed indicator than before. This notification allows retrofitting of aircraft to the actual standard of a production aircraft with an accuracy of the airspeed indicator within +/-1kIAS.

Subject:

- installation of static port compensation sheets
- new markings on airspeed indicator
- revised pilot operating handbook according to NOT-016

Time required:

• installation of static port compensation sheets	30 minutes
• new marking on airspeed indicator	30 minutes
• personification of new POH	10 minutes

2. Material Information

Tools needed:

- cleaning tools for fuselage and airspeed indicator

Parts needed:

- 2 ea. static port compensation sheets
- adhesive for compensation sheets
- set of ASI markings (optional)
57mm airspeed indicator (optional)
80mm airspeed indicator (optional)
- POH for EXPLORER/AVIATOR series 104177
POH for TRAVELLER/VOYAGER/CRUIZER series 104177
POH for GXeLITE 104175
POH for GXNXT 104176
POH for GXnXES 104178

3. Instructions

3.1 Installation of static port compensation sheets:

- clean the area at least 2 inches (50mm) around both static ports
- apply some adhesive, e.g. Henkel TEROSON MS9380 or equivalent on the backside of the sheets
- stick the sheets behind the static ports so that the round cutout matches with the static port
- achieve a gluing gap between fuselage and compensation sheet of not more than 0.5mm
- the rear protruding part of the sheet shall be vertical with the aircraft standing level on its wheels

Notification

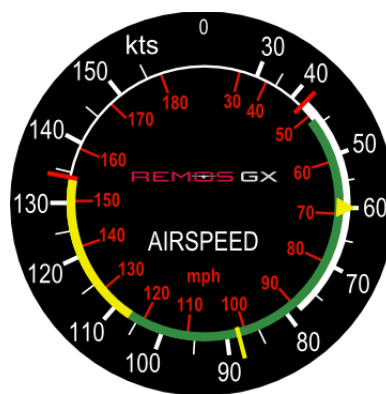
3.2 Installation of airspeed indicator markings:

There are three possibilities for changing the markings of the airspeed indicator:

- placing new markings with a permanent marker (not recommended)
- placing marking stripes on the glass of the airspeed indicator
- install a new airspeed indicator acc. to maintenance manual

The markings on the airspeed indicator must comply with section 2 of the pilot operating handbook. Markings in knots indicated (KIAS) are mandatory, markings in mph indicated are optional.

marking	IAS
Red Line, low	42 kts 48 mph
White Arc	42...78 kts 48...90 mph
Yellow Line	88 kts 101 mph
Green Arc	44...107 kts 51...123 mph
Yellow Arc	107...134 kts 123...155 mph
Red Line, high	134 kts 155 mph
Yellow Triangle	60 kts 69 mph



3.2 Personification of POH:

Update the POH acc. to NOT-015. Enter the aircraft's individual data on the following pages:

- Front cover: registration number (callsign), serial number
- Page 6-5 empty weight, payload, c.g. date of weighing, date of equipment list, sign

■ **CAUTION:** Familiarize yourself and any pilot in command on your aircraft with the new airspeeds. This affects the reference airspeeds and all indicated airspeeds.

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