



Service Bulletin

Handbook Corrections

MANDATORY

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

| | |
|---------------------------|--|
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| <u>Release date:</u> | June 1 st 2011 |
| <u>Date of effect:</u> | immediately |
| <u>Compliance:</u> | before next take-off |
| <u>Release Number:</u> | SB-006-handbook-corrections |
| <u>Superseded notice:</u> | none |
| <u>Models affected:</u> | GX |
| <u>Affected S/N:</u> | 255 ff |
| <u>Reason:</u> | incorrect performance values mentioned in the pilot operating handbook (POH) |



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Subject: • correct handbook according to this service bulletin, or
 • obtain a new revision of the POH (recommended)

Time required: • for correction app. 30 min

2. Material Information

Tools needed: • none

Parts needed: • this SB, or
 • new revision of POH

3. Handbook Corrections

Take-Off and Landing Distances

| Take-Off | | Woodcomp or Tonini | Sensenich or Neuform |
|------------------------------------|---------|--------------------|----------------------|
| Take-off roll distance (Flaps 0°) | ft m | n/a | 495ft 151m |
| Take-off air distance (Flaps 0°) | ft m | n/a | 226ft 69m |
| Take-off distance (Flaps 0°) | ft m | n/a | 721ft 220m |
| Take-off roll distance (Flaps 15°) | ft m | 580ft 177m | 525ft 160m |
| Take-off air distance (Flaps 15°) | ft m | 325ft 99m | 200ft 61m |
| Take-off distance (Flaps 15°) | ft m | 905ft 265m | 725ft 215m |

| Landing | | all propellers |
|-----------------------------------|---------|----------------|
| Landing roll distance (Flaps 40°) | ft m | 341ft 104m |
| Landing air distance (Flaps 40°) | ft m | 335 102m |
| Landing distance (Flaps 40°) | ft m | 676ft 206m |

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| NOTE | Take-off/landing conditions have been determined at ISA standard conditions at mean sea level and over a virtual 50ft obstacle. |
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| | |
|-------------|--|
| NOTE | Short field procedures apply. Diverting from the short field procedures defined in section 4 will lead to significant longer take-off and landing distances. |
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Performance data apply under ISA conditions on a dry, hard runway surface. Various circumstances have an effect on take-off and landing performance. According to ICAO-circular 601AN/55/2, it is recommended to use following add-ons on roll- and air distances:

| add-ons on take-off roll distance | |
|---|-------------------|
| for dry grass | + 20% |
| for wet grass | + 30% |
| for soft surface | + 50% |
| per 2 knots tailwind component | + 10% |
| per 10 knots headwind component | - 10% |
| for high temperatures above standard | + 10% per 10°C |
| for altitude above sea level (density altitude) | + 5% per 1,000 ft |

| add-ons on take-off air distance | |
|---|-------------------|
| for dirty wings/raindrops | + 15% |
| per 2 knots tailwind component | + 10% |
| per 10 knots headwind component | - 10% |
| for high temperatures above standard | + 10% per 10°C |
| for altitude above sea level (density altitude) | + 5% per 1,000 ft |

Rate of Climb

| Propeller | | Woodcomp or Tonini | Sensenich | Neuform |
|------------------------------|-----|-----------------------|-----------|---------|
| best angle of climb | mph | 56 | 56 | 56 |
| airspeed V_x | kts | 49 | 49 | 49 |
| best rate of climb | mph | 75 | 75 | 75 |
| airspeed V_y | kts | 65 | 65 | 65 |
| best rate of climb at MSL | fpm | 600 | 710 | 710 |

climb is flown with flaps retracted, see section 4



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Cruise Speed, RPM, Fuel Consumption, Range

Rotax 912 UL-S, 100 hp engine, Woodcomp or Tonini Fixed Pitch Prop

| Engine Speed rpm | Fuel Consumption gph | True Airspeed 3,000 ft, mph / kts | Maximum Endurance hr | Maximum Range NM |
|---------------------|-------------------------|--------------------------------------|-------------------------|---------------------|
| 5,400 | 6.7 | 113 / 98 | 3.2 | 311 |
| 5,200 | 6.0 | 109 / 95 | 3.5 | 332 |
| 5,000 | 5.4 | 104 / 91 | 3.9 | 353 |
| 4,800 | 4.9 | 100 / 87 | 4.3 | 375 |
| 4,600 | 4.4 | 95 / 83 | 4.8 | 401 |
| 4,400 | 3.9 | 91 / 79 | 5.4 | 425 |
| 4,200 | 3.5 | 86 / 75 | 6.0 | 446 |

Rotax 912 UL-S, 100 hp engine, Sensenich Ground Adjustable Prop

| Engine Speed rpm | Fuel Consumption gph | True Airspeed 3,000 ft, mph / kts | Maximum Endurance hr | Maximum Range NM |
|---------------------|-------------------------|--------------------------------------|-------------------------|---------------------|
| 5,400 | 6.7 | 130 / 113 | 3.2 | 362 |
| 5,200 | 6.0 | 123 / 107 | 3.5 | 375 |
| 5,000 | 5.4 | 117 / 102 | 3.9 | 398 |
| 4,800 | 4.9 | 111 / 97 | 4.3 | 417 |
| 4,600 | 4.4 | 105 / 91 | 4.8 | 437 |
| 4,400 | 3.9 | 98 / 85 | 5.4 | 459 |
| 4,200 | 3.5 | 92 / 80 | 6.0 | 480 |

Rotax 912 UL-S, 100 hp engine, Neuform Ground Adjustable Prop

| Engine Speed rpm | Fuel Consumption gph | True Airspeed 3,000 ft, mph / kts | Maximum Endurance hr | Maximum Range NM |
|---------------------|-------------------------|--------------------------------------|-------------------------|---------------------|
| 5,400 | 6.7 | 130 / 113 | 3.2 | 362 |
| 5,200 | 6.0 | 123 / 107 | 3.5 | 375 |
| 5,000 | 5.4 | 117 / 102 | 3.9 | 398 |
| 4,800 | 4.9 | 111 / 97 | 4.3 | 417 |
| 4,600 | 4.4 | 105 / 91 | 4.8 | 437 |
| 4,400 | 3.9 | 98 / 85 | 5.4 | 459 |
| 4,200 | 3.5 | 92 / 80 | 6.0 | 480 |

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Reference Airspeeds

| speed | | IAS | description |
|-----------|---------------------------------------|----------------------|---|
| V_{NE} | Never exceed speed | 155 mph (134 kts) | Airspeed which may never be exceeded |
| V_{NO} | Maximum speed in turbulence | 123 mph (107 kts) | Airspeed which shall not be exceeded in gusty weather conditions |
| V_A | Maneuvering speed | 108 mph (94 kts) | Maximum airspeed for all permissible maneuvers |
| V_{FE} | Speed range flaps fully extended | 81 mph (70 kts) | Airspeed which may never be exceeded in flaps down configuration |
| V_{APP} | Approach airspeed | 75 mph (65 kts) | Recommended airspeed for approach with full payload |
| V_X | Airspeed for best angle of climb | 56 mph (49 kts) | Airspeed for the greatest altitude gain in the shortest horizontal distance |
| V_Y | Airspeed for best rate of climb | 75 mph (65 kts) | Airspeed for the greatest altitude gain in the shortest time |
| V_{S1} | Minimum airspeed flaps retracted (0°) | 51 mph (44 kts) | Minimum permissible airspeed in flaps up configuration |
| V_{S0} | Minimum airspeed flaps extended (40°) | 44 mph (38 kts) | Minimum permissible airspeed in flaps down configuration |

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