



Press release

Pasewalk, April 13th, 2016

Now available with Rotax 912 iS Sport and first class avionics

REMOSS GXiS: More Than Just a New Engine

REMOSS AG is presenting the next generation of its high-wing composite aircraft REMOS GX at AERO Friedrichshafen (April 20th to 23rd, 2016). The aircraft's redesigned cowling gives a foretaste of what is to be found underneath – the Rotax 912 iS Sport with electronic fuel injection. The new model named REMOS GXiS also offers state-of-the-art avionics by Dynon and other leading manufacturers. With this new version, REMOS is heading towards the European LSA with EASA certification. It will also be available as an ultralight aircraft at its home market in Europe. Another innovation is SMARTstart, a system that simplifies the engine start-up procedure.

The REMOS GXiS is a milestone in the development of the aircraft, which is manufactured in Pasewalk, Mecklenburg-Western Pomerania, Germany. The reliable and well-known airframe remains the same, while the engineers completely reinvented the technical basis. This model shall be certified as the European LSA.

The most significant technical innovation of the GXiS is the integration of the Rotax 912 iS Sport. Thanks to its electronic fuel injection, this engine is more efficient and has more torque than the equally strong carburetor version (74 kW/100 hp). Potential issues like carburetor icing are a thing of the past.

The aircraft comes with well aligned propellers. The German-based company MT-Propeller from Straubing delivers a 3-blade-propeller which was designed especially for light aircraft like the GXiS. It is available in both ground adjustable and constant speed version. Another fine option especially for the ultralight version is the well-proven NEUFORM propeller which can be found in other REMOS aircraft.

At first glance, one may see the new air intake in the redesigned cowling of the GXiS. This is just one part of the completely optimized cooling system. There are also many invisible modifications on the fuel system and on the electric system on board. In fact, the entire firewall-forward section of the aircraft has been redesigned. This was necessary to implement the Rotax 912 iS Sport.

The result of this development is an extraordinary user-friendly and safe aircraft. For instance, the REMOS engineers made the start-up procedure as easy as it is in your car. Almost all system checks, for which the pilot had to take care before, are done automatically now. This system is called SMARTstart.

From a pilot's point of view, the heart especially of the LSA version is the premium avionics suite. Each side of the panel features a touch sensitive 10-inch-screen combined EFIS/EMS Dynon SV-D1000T/B. The center stack is dominated by the Garmin GTN 750, an all in one WAAS GPS/NAV/COM navigation system and control panel for radio, audio panel and transponder.

Further enhancing safety, the REMOS GXiS comes with the collision avoidance system TRX-1500 by Air Avionics. It receives ADS-B-signals, deals with FLARM and shows the surrounding traffic on the EFIS. The transponder installed in the GXiS sends ADS-B-signals itself. Like all REMOS aircraft, the GXiS is equipped with a ballistic parachute made by the US-manufacturer BRS.

With this equipment on board, the GXiS marks the new standard for the upcoming European Light Sport Aircraft with 600 kg (1320 lbs) MTOW. The aircraft shown at AERO will also be used for remaining flight-testing required for EASA certification. It had its first engine run on April 7th, and the maiden flight will be carried out very soon.

The new REMOS GXiS will also be offered as an ultralight aircraft. Customers may choose between several more compact avionic options. The standard ultralight version will come with the well-proven fixed-pitch 3-blade-propeller by NEUFORM.

Facts and Figures

Performance

	GXiS (Ultralight)	GXiS (LSA)
cruise speed at 5000 1/min		189 km/h / 102 KTAS
take-off roll distance	88 m	187 m
take-off distance	130 m	322 m
landing distance	185 m	233 m
maneuvering load factors		+4,0 g / -2,0 g
range		975 km / 526 NM
endurance at 4200 1/min		6,5 h
fuel consumption at 4200 1/min		12,1 l/h

Dimensions

wing span	9,32 m
length	6,60 m
height	2,28 m
wing area	10,97 m ²
cockpit width	1,19 m

Speeds

stall speed flaps (V _{SO})	65 km/h / 35 KIAS	77 km/h / 42 KIAS
best climb (V _Y)	111 km/h / 60 KIAS	
maneuvering speed (V _A)	174 km/h / 94 KIAS	
normal operating speed (V _{NO})	198 km/h / 107 KIAS	
max. horizontal speed (V _H)	204 km/h / 110 KIAS	
never exceed speed (V _{NE})	249 km/h / 134 KIAS	

Weights

max. take-off weight	472,5 kg	600 kg
total fuel capacity		84 l / 60kg

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