



Press Release

Pasewalk, March 28th, 2017

REMOS Delivers First Production Line GXiS

The German based aircraft manufacturer, REMOS AG, has delivered the first production line copy of a GXiS that conforms to German Ultralight standards. The aircraft, registered as D-MIDA, expands the fleet of a flight school operation known as UTC, based in Schoenberg (EDPK), Bavaria.

Werner Frister, owner of the UTC flight school, considers the GXiS a significant upgrade to the existing REMOS fleet in his school and said: "The GXiS, with the fuel injected Rotax 912 iS Sport engine, an advanced avionics suite and the SMARTstart System, is ideal for familiarizing students with the latest technologies. Basic training is still being done with a carbureted version. Later, students can graduate to the fuel-injected engine and advanced avionics." The students and the flight school profit from the efficient engine which consumes about 10 percent less fuel than the carbureted version of the engine.

D-MIDA is registered in the ultralight category and is the first serial production GXiS. The aircraft is equipped with instruments by Dynon and Flymap. The aircraft also features SMARTstart on board, a system that makes it possible to start the engine by simply pushing a button on the panel.

The prototype of the GXiS was first flown in May, 2016, and the new model is expected to meet European and U.S. LSA standards in the near future.

German Rotax distributor, Franz Aircraft Engines GmbH based in Schechen, Bavaria, has supported the integration of the 912 iS Sport into the REMOS GXiS. The owners of the company, Aida and Eduard Franz, along with their colleague, Arno Schroeder, visited the REMOS factory in Pasewalk for the hand-over to UTC. The team at Franz Aircraft Engines GmbH plans to rent the GXiS for some extended flights over the Alps.

Background information

REMOS AG is a German-based light aircraft manufacturer. The company produces the two seater REMOS GX. The latest version is the REMOS GXiS, powered by the Rotax 912 iS Sport with electronic fuel injection. More than 100 LSA are flying all over the U.S., about 450 worldwide. About 50 people work for REMOS.

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Photo captions:

REMOS AG has delivered the first production line GXiS to UTC Flight school. From left to right: Christian Majunke (Chief Technical Officer), Werner Frister, Aida Franz, Eduard Franz and Arno Schroeder.

REMOS GXiS D-MIDA with the scheme by UTC.

The cockpit is equipped with avionics by Dynon and Flymap.



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