

Discover new flight horizons

Never before has flying been easier, more fun and safer than with the REMOS GX. That is the verdict of experienced professional civilian and military pilots who have flown the new REMOS.





UP, UP AND AWAY

Take a seat in the cockpit – there's plenty of room: the cabin is 6.7" wider than in a Cessna 150/152, and even 4" wider than the popular Cessna 172. Functionality and sporty aesthetics dominate the cockpit design; intelligent solutions for details, and precise workmanship, offer a foretaste of its extraordinary flight performance and enormous safety reserves.

Taxiing to takeoff – child's play: the steerable nose-wheel holds the aircraft precisely on the centerline, and there is more than enough room on a 50 foot wide taxiway for a 180° turn.

SHORT TAKE OFF

The takeoff is a joy even for old hands and communicates a real "jet feeling". The Remos GX accelerates from a standstill like a jet and starts climbing after less than 300 feet ground roll.

GREAT CLIMB

The Remos GX very quickly reaches climbing speeds of 80 to 90 mph. The climb rate is more than 30% higher than that of conventional light singles.

EFFICIENT CRUISING

The transition from climb to cruising is a delight as the Remos GX rapidly accelerates to an easy cruise speed of 120+ mph. Even at top speed, the aircraft can be cleanly trimmed for flight, and can be flown hands-off with no vibration to interfere with your flying pleasure – clear proof of aerodynamic mastery.



AN EXTRAORDINARY POINT OF VIEW

The seating position gives you full forward visibility over the cowling to the landscape – an above-the-ordinary view in this class of aircraft. This is pleasing to the eye, as well as enhancing safety.

The seats are ergonomically formed, made out of carbon fiber. Integrated lumbar supports and a high-quality micro-fiber textile cover contribute to very great comfort. And you don't have to clamber through a cramped, narrow cabin door to get to that seat. The door width measures a huge 42.5" with a roomy cockpit width of 46.8" and enough room for your luggage. The door locking mechanism is easy to operate, guarantees maximum safety and closes with 100% tightness.

NICE TO HAVE

You can quickly get your bearings on the new "IFR-style" instrument panel. Additional components can be easily retrofitted thanks to modular construction with many upgrades already included in the standard basic equipment package: Cabin heating and ventilation system, electric flaps, ACL, radio antenna, automatic circuit breakers, LED instrument lights and many other technical niceties such as the electric trim system and an oil temperature regulator control. You have the aircraft directly and precisely in the palm of your hand, and it reacts instantly to your control movements.

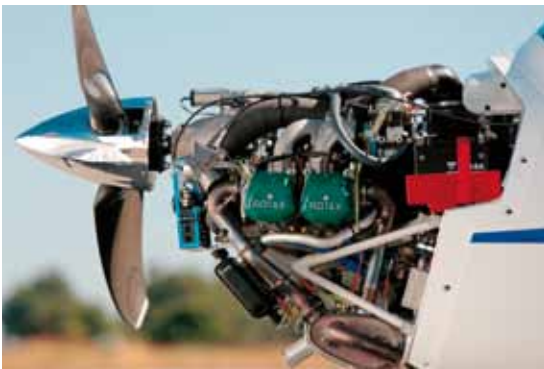
Space, comfort & precise control

With a full tank the REMOS GX can stay airborne for up to six hours. A full day in the REMOS GX literally flies by; this is largely attributable to the excellent cockpit configuration.



Fly ahead of a new class of aircraft

The key material in the design of a top-class light sport aircraft is carbon fiber. It weighs thirty percent less than fiberglass and has double the rigidity. However, these advanced properties do come with a material cost that is eight times higher than that of fiberglass.





SUPERIOR ENGINEERING – HIGH-END PRODUCTION

Its high cost is the reason why carbon fiber is normally only used when the design requires high strength but light weight, such as in Formula 1 racing, yacht construction, aerospace designs and in the construction of the new high-capacity Airbus and the new Boeing 787, which has been called the "Dreamliner" because of its futuristic concept. At REMOS, the dream has already come true. REMOS procures its carbon fiber material from the same manufacturer that supplies Airbus Industries. Yet, achieving great structural strength and rigidity is not just a matter of the basic material, but also calls for top design and manufacturing know-how so that the material's benefits really come to the fore as they do in the REMOS GX series.

A typical example of the excellent workmanship is the perfect connection of the cockpit windshield to the fuselage and the new full-carbon-fiber wing system, which combines aerodynamic efficiency, low weight and highest rigidity for an almost unlimited lifetime.

LIGHT, BUT STRONG

A peek behind the scenes will give you a clear view of the intelligent engineering, meticulous workmanship and the highest level of component design in the REMOS GX. Almost all mechanical components have been developed in-house and manufactured by leading-edge CNC processes. One significant example of this is the landing gear with specially-designed and remarkably sturdy aluminum wheels, which are virtually unbreakable. The stress resistance of the REMOS brake unit is double that of a standard system despite its lower weight. Yet another example of the uncompromising safety consciousness at REMOS is the development and installation of an absolutely reliable fuel distribution system.





Safety first

The incomparable flight characteristics and the stable flight attitude in virtually every situation represent a fundamental safety advantage of the REMOS GX. The REMOS GX reacts to turbulence with a gentle rolling motion around the longitudinal axis. Even abrupt application of rudder in a stall situation doesn't cause tipping – there is virtually no normal flight error the REMOS does not forgive.

The structural integrity of the REMOS carbon fiber cabin is several times better than that of a metal cabin. The REMOS carbon construction is officially certified by LTF-UL 2003, one of the most stringent construction regulations in the world.

FOREVER YOUNG – DURABLE, RUGGED AND BUILT TO LAST

The long history of REMOS aircraft makes its reliability and strength an acknowledged industry leader. There has been no recorded structural incident in any of the aircraft sold to date. The toughest test for reliability and value retention is flight training operations. Even after more than 3,000 flying hours and over 20,000 landings, the structural integrity of the fuselage, the wings, empennage, rudder and landing gear is virtually the same as in a new plane.



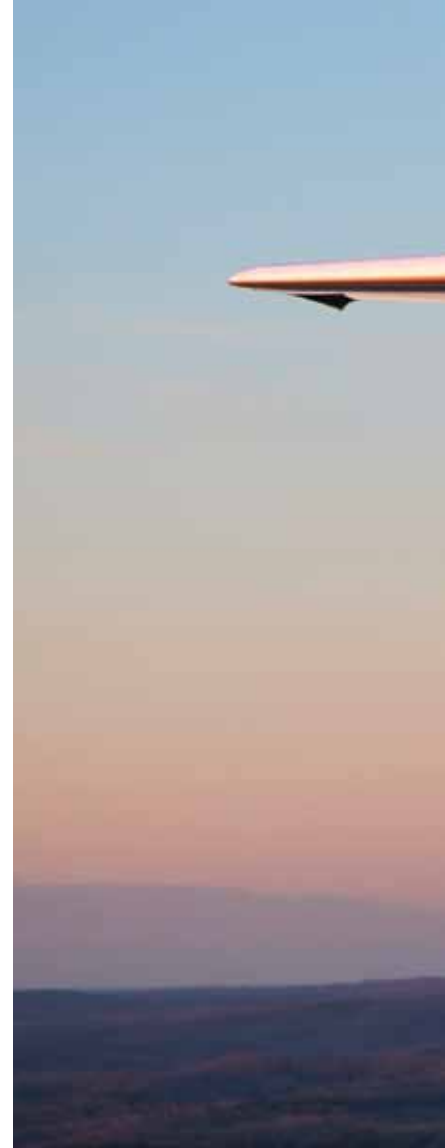


Slender operating costs & high value retention

Beside the high value retention, low operating costs are a further financial advantage. Fuel consumption can be as low as about 2.3 gph and the REMOS GX can use premium auto fuel instead of aviation fuel, for further operating cost reductions.

FLY WITH AUTO FUEL AND SAVE PARKING FEES

Oil consumption typically is just 0.2 quarts in 100 flying hours, and with low overall maintenance and repair expenses, the REMOS GX has one of the lowest operating costs in the industry. And if you want to save on parking costs at the airfield – just put the plane in your garage – or on a trailer.



German workmanship from a brand-new factory

Only a one-hour drive from Berlin is the new REMOS manufacturing plant at the city of Pasewalk, near the Baltic coast. Advanced manufacturing technology, excellent working conditions and a highly motivated work force guarantee state-of-the-art manufacturing quality and the application of the most stringent test standards. You can be sure of superb efficiency and outstanding work results from our crew, in the tradition of a long line of superior German airplanes. The plant facility includes a paved 3,000 foot take-off and landing runway. Visit us with your "old" plane, and you're sure to leave with a new one!

MODERN MANAGEMENT

The introduction of "Light Sport Aircraft" (LSA) in the United States, and the recent LSA certification of the GX have opened enormous opportunities for REMOS in world markets.

Along with a substantial raise of the business capital, REMOS has significantly enhanced its senior management and its general work force. The production of the REMOS GX is to be taken up step by step, from presently 50 airplanes a year up to 100, and then to 200 airplanes annually. The introduction of efficient modern structures in process management and organization are providing the basis for growth and a great future of the company.





Down to earth - up in the sky

The success story of Remos started in the early 1990`s with experimental ultra-light aircrafts. In 1997, the prototype of the REMOS G-3 series first took off, marking the launch of a new class of light aircraft construction. In the following time, 15 to 20 aircraft a year leave the final assembly place, an old farmyard north of Munich. Since the company grew up, it moved to a new built factory north of Berlin in 2006, where the REMOS GX is completely manufactured.



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