

Remos GX

Preflight (Inside cockpit)

Ignition: Off
 Master- Instruments: On
 Pitch-roll trim: Check
 Flaps: Test
 Exterior lights: Check
 Fuel Quantity : Check gauges
 Fuel Pump: Check On – Then Off
 Master: Off
 Fuel Selector: On
 Stick: Free and Correct
 Rudder: Free and Correct
 Aileron Connect: Check
 Documents: Airworthiness, Registration,
 Flight Manual, W&B, LSA Waiver
 Circuit Breakers: Check

Exterior

Fuel Sump: Drain sample
 Engine Oil: Check, burp tank
 Engine Coolant: Check
 Engine Mount: Secure
 Hoses & Connections: Check
 Cowling: Closed & Secure
 Propeller: Check
 Nose Gear & Wheel/Tire: Check
 Main Gear & Wheels/Tires: Check
 Left Wing & Aileron: Check
 Right Wing & Aileron: Check
 Wing Bolts & Struts: Check
 Pitot Tube: Check
 Static Ports: Check
 Fuel Level: Visual check
 Empennage: Check – Secure

Engine Start

Seat Belts: On Secure
 Doors: Closed – Locked
 Brakes: On
 Throttle: Idle
 Choke: Full On
 Master Switch: On
 Fuel Pump: On
 Ignition Switch: Clear, Start
 Choke: Off
 Engine Instruments: Check
 Throttle – 2,500 max rpm
 Fuel Pump: Off
 Avionics Switch: On
 Instruments: Check

Hot Engine Start – No Choke

Taxi

Transponder: On
 Circuit Breakers: Check
 Radio Call
 Control Stick: Wind Correction
 Brakes: Test
 Oil Temp: 120^o Min for Take-off
 RPM: as needed 1,500 min

Engine Run-Up

Brakes: Secure On
 Throttle 4,000 rpm
 Ignition Left – Right: 300rpm Max
 120 Differential
 Carb Heat: Check
 Engine Instruments: Green
 Oil Pressure – Temperature
 CHT – Temperature
 Throttle: Idle

Before Take Off

Seat Belts: Secure
 Doors: Closed – Locked
 Trim: Check Neutral
 Flaps: 0^o – 15^o
 Fuel Pump: On
 Transponder: On Alt
 Radio Call

Take Off

Full Power
 4,900 min rpm on Take-Off
 Maintain Runway Center-line
 Rotate 35 mph
 Lift Off 50 mph
 Climb 85 mph
 200' Flaps: Up
 800' Fuel Pump: Off

Cruise

Power setting: 5,400 Max
 Engine gauges: in Green
 Oil temp control: Open – Cooler
 Recommended Power settings for Cruise
 4,800 to 5,000

Descent and Landing

Fuel Pump: On
 Down Wind 4,000 rpm 90 mph
 Abeam Numbers 3,000 – 3,500 rpm
 White Arc Flaps 15^o Pitch 80 mph
 Final Full Flaps 75 mph

GO AROUND

Throttle: Full in
 Establish 75 mph Climb
 Positive Rate of Climb
 Flaps Up
 Climb 85 mph

Shut Down

Avionics: Off
 Instruments Switch: Off
 Lights: Off
 Ignition: Off
 Master: Off

Securing the plane

Verify Ignition both OFF
 Verify Master OFF
 Chocks
 Tie-down
 Secure airplane

Engine Failure

Best glide speed 75 mph
 Choose Landing Site
 Check: Fuel quantity
 Check: Ignition switches
 Check: Fuel Selector
 Check: Throttle, Mixture

Engine Fire

Fuel Cutoff: Off
 Master Switch: OFF
 Ignition Switches: both OFF

V Speeds

V_{SO} 44 mph (134 kts)

V_{S1} 51 mph (44 kts)

V_X 75 mph (65 kts)

V_Y 85 mph (73 kts)

V_A 108 mph (94 kts)

V_{fe} 80 mph (70 kts)

V_{no} 123 mph (107 kts)

V_{ne} 155 mph (134 kts)

V_H 137 mph (119 kts)

Best glide 75 mph (65 kts)

Max Crosswind 15 kts

5,400 rpm – 6.1 gph – 137 mph – 3:31

5,100 rpm – 5.3 gph – 130 mph – 4:02

4,800 rpm – 4.6 gph – 120 mph – 4:37

4,600 rpm – 3.6 gph – 115 mph – 6:00

4,400 rpm – 3.0 gph – 105 mph – 7:02

4,200 rpm – 2.5 gph – 99 mph – 8:31

4,000 rpm – 2.3 gph – 93 mph – 9:31

Take-off roll Flaps 15^o 510'

Take-off distance 50' obstacle Flaps 15^o 730'

Landing roll Flaps 40^o 270'

Landing distance 50' obstacle Flaps 40^o 760'

Maximum climb rate 1,050 ft/min

Maximum bank angle 60^o

Coolant: Dex-Cool 50/50

Oil: Shell Sport 4

Fuel: Auto Premium max 10% Ethanol