REMOS G3 / 600 Model Guide

The REMOS G3 / 600 is a single-engine piston light aircraft built by Remos. The supplied documents are maintenance and service papers, not a flight manual. They cover a Rotax 912-series engine, a recovery parachute system, and mandatory service bulletins. No weights or performance figures are available, so ask the seller for the flight manual.

KEY TAKEAWAYS

- Service interval: first inspection at 25 h, then every 100 h. Mostly AVGAS 100LL use cuts the oil change interval to 50 h.
- Check that SB-005 (nose gear dip tube) and SB-013 (battery) have been done and logged.
- Rotax 912 carburetor float weight checks are required every 25 operating hours or 60 days (TM-027).
- Touch down on the main wheels first. Landing nose-first can damage or collapse the nose gear.

MAINTENANCE AND SERVICE

The checklist (Rev. 08) sets a first inspection at 25 h, then every 100 h. If the aircraft mostly burns AVGAS 100LL, the oil change falls due every 50 h. Any time the engine runs counts as operating time. The checklist also covers the recovery system: it lists the next parachute repack date and the scheduled rocket exchange date.

MANDATORY BULLETINS TO VERIFY

SB-005 applies to aircraft up to S/N 372 (G-3, G-3/600, GX). It covers the bent nose gear dip tube, with a preflight check of about 1 inch of suspension travel. SB-013 applies to aircraft up to S/N 419. It covers battery choice: lead or LiFePO4 only, a 25A charge fuse, and a minimum of 6Ah with full avionics. TM-027 covers the Rotax carburetor floats.

WHAT TO INSPECT WHEN BUYING

Look for a bent nose gear tube. Confirm the battery type and size, voltage regulator and charge fuse against SB-013. Check the logbook for the TM-027 float checks, with engine and carburetor serial numbers recorded. Check the recovery system dates, the ELT, the pitch servo slide protection (Safety Alert SA-004), the main gear bolts and bushings, and that the equipment matches the equipment list.

SAFETY NOTES

- Operating with a bent nose gear dip tube may collapse the nose gear during taxi, take-off or landing (SB-005).
- Never install Li-Ion, LiPo, NiCd or NiMH batteries. Only lead or LiFePO4 types are allowed (SB-013).
- Rough running, fuel smell or fuel leakage at the carburetor must be investigated before the next flight (TM-027).

AI-aggregated guide for the REMOS G3 / 600 · sources: Service and Maintenance Checklist Rev. 08 (#101537) · Service Bulletin SB-013-aircraft-battery (#101404) · Inspection and Replacement of the Nose Landing Gear Dip Tube (#101405) · TM-027-ROTAX-Vergaserschwimmer (#101406) · generated 2026-10-20 · Reference only, not for flight. Check the original documents before relying on this guide.