COMING SOON

Remos G-3/600

Bassenge, Belgium



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#180	#151	Remos AG	Aircraft

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DESCRIPTION

When the light-sport aviation framework took shape in the mid-2000s, European light aircraft manufacturers scrambled to adapt their lightweight airframes to international LSA standards and revised European micro-light weight limits. Among the German entrants to carve out a serious presence in this category was the Remos G-3, later evolved into the G-3/600 to take full advantage of the 600 kg maximum takeoff weight allowance. What distinguished the design from many contemporary composite rivals was not simply its aerodynamic efficiency or gentle stall manners, but a practical wing-folding system that allowed owners to store the aircraft in tight hangar spaces or transport it on a custom trailer without requiring special tooling or a team of technicians.

Developed by Remos Aircraft in Pasewalk, Germany, as an advancement of the earlier Mirage series, the G-3/600 was engineered to deliver modern performance from modest powerplant output. By pairing a carbon-fibre and Kevlar composite airframe with the proven Rotax 912 engine series, the design achieved a favorable useful load while retaining tight structural tolerances. Designed to meet both European LTF-UL standards and ASTM Light Sport criteria, the G-3/600 earned a reputation across flight schools and private syndicates as a capable, low-friction cross-country cruiser that balanced docility in the circuit with responsive handling en route.

Quick facts

What makes the Remos G-3/600 stand out in the air?

In the air, the Remos G-3/600 demonstrates the classic advantages of modern composite design: clean lines, minimal drag, and light, direct control forces. The high-wing geometry and deep side windows offer exceptional visibility, making navigation and circuit patterns straightforward. Differential ailerons and well-harmonized elevator control give the aircraft a agile feel without being twitchy, accommodating both low-time recreational flyers and experienced pilots transitioning from heavier certified aircraft.

Slow-flight handling is notably forgiving. Stalls occur predictably at low airspeeds with clear aerodynamic buffeting, and recovery requires minimal altitude loss. Short-field performance is equally respectable, aided by effective mechanical flaps that allow steep descent angles on final approach without building excess speed. The fixed tricycle landing gear, equipped with flexible composite main gear legs, absorbs less-than-perfect landings with grace, reinforcing the aircraft's suitability for grass strips and flight training environments alike.

Powerplant, systems and technical highlights

- Powerplant efficiency: Powered by the liquid/air-cooled Rotax 912 ULS producing 100 hp, operating economically on unleaded automotive gasoline or AVGAS.
- Folding wing mechanism: Integrated manual wing-hinge system enables a single operator to fold the wings back alongside the fuselage for towing or compact storage.
- Composite structure: Lightweight carbon-fibre and Kevlar-reinforced matrix construction providing high strength, smooth skin surfaces, and immunity to airframe corrosion.
- Panoramic flight deck: Large wrap-around windscreen and clear doors provide an unobstructed field of view in turn and during descent.
- Accessible mechanics: High-opening engine cowl panels offer convenient access to oil, coolant, and electrical connections during pre-flight checks.

How it compares

Comparison based on typical manufacturer data for Rotax 912 ULS-powered Remos G-3/600 and Flight Design CTLS airframes. Performance figures vary depending on installed propeller, equipment payload, and density altitude.

Honest ownership note: Owning a lightweight composite aircraft requires maintenance practices that differ from conventional aluminum airframes. While the Rotax 912 series is globally supported, keeping the dual-carburetor setup balanced requires regular pneumatic sync inspections to minimize engine vibration. Potential buyers should ensure pre-purchase inspections pay close attention to composite hinge attachment points, wing folding locking pin sockets, and landing gear mount structures for stress cracks or wear. While routine service parts are readily sourced, specialized airframe components may require importation from European distributors. Partnering with a mechanic trained on Rotax powerplants and light-sport composite structures is key to smooth ownership.

Exterior and cabin

Exterior

- Sleek cantilever high-wing profile with smooth composite skin contours and minimal exposed fasteners.
- Rugged fixed tricycle landing gear featuring composite main gear legs and streamlined wheel fairings.
- Dual hinged cabin doors opening upward for comfortable cabin entry and exit.
- Folding wing pin retention hardware accessible along the upper fuselage roots.

Cabin and cockpit

- Side-by-side seating layout with central control console housing throttle and trim adjustments.
- Dual control sticks and dual rudder pedals for symmetric pilot and co-pilot operation.
- Aft baggage compartment located directly behind the seatbacks for light cross-country luggage.
- Intuitive instrument panel layout accommodating traditional analog flight gauges alongside engine management displays.

Who is the Remos G-3/600 for?

- Recreational pilots seeking an economical, fuel-efficient aircraft for local touring and weekend trips.
- Flight schools and flying clubs looking for an approachable LSA trainer with forgiving handling qualities.
- Owners with limited hangar access who benefit from the space-saving folding wing system.

The Remos G-3/600 remains one of the most practical and well-rounded entries in the light-sport aircraft category. By combining modern composite construction with docile flight characteristics and the unmatched convenience of folding wings, it offers an engaging balance of efficiency, visibility, and everyday usability for the private aviator.

SPECIFICATIONS

General Information

Model	**Remos G-3/600**

Engine & Power Systems

Engine Type	**Rotax 912 ULS**
Propeller Type	**3-blade ground-adjustable composite propeller**

Avionics & Equipment

Avionics	**Standard VFR flight instruments with glass engine monitoring display**

PHOTOGRAPHS

2 of 3 photographs reproduced here. The complete gallery is on the listing page.

EXTERIOR



INTERIOR


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