



ANTI-BOUNCE & RECOVERY-CHECKLIST



SECTOR 1: THE APPROACH (Energy- & Stability)



- ☐ **Speed Control:** Maintain the exact approach speed (Aquila A 210 = 60 kts) per manual. Too fast means excessive energy in the wings => very long floating (gliding) and unstable runway alignment.
- ☐ **Gut Feeling Veto:** If workload on final approach is too high, speed is too fast, or stabilization is lacking, don't hesitate a millisecond: listen to your gut and immediately initiate a Go-Around!



SECTOR 2: THE ROUND-OUT (The Critical 30 Centimeters)



- ☐ **Fine Control Inputs:** Avoid jerky movements on the control column. Soft, continuous nose-up elevator input to hold the nose in the landing attitude (Pitch).
- ☐ **Recognize Ballooning:** If the aircraft comes back up due to excessive pull or speed (Balloon Effect): Do not force a landing - **IMMEDIATE GO-AROUND!**



The control column remains AFT: Never, under absolutely any circumstances, push the control column forward over the runway (Never forward!) to force descent. This inevitably leads to **Wheelbarrowing** and shreds the nose gear.

- ☐ **Bleeding Off in Ground Effect:** Let the machine enter the stall (Stallspeed) 30 cm above the ground. Keep it flying until it lands itself, while the control column smoothly travels to the back stop.



SECTOR 3: THE EMERGENCY ACTION (The Bounce-Automatism)

- ☐ **First Hard Impact (Bounce):** If the landing gear hurls the energy back like a catapult and the machine bounces up uncontrollably, there is only one, single, hardwired muscle reaction:

1. POWER: Throttle quickly and fully forward to the stop (Full Power!)

2. ATTITUDE: Bring nose to the safe climb attitude.

3. DISREGARD: Forget the landing, abort the attempt.



The Golden Rule: With **EVERY Bounce** and **EVERY Ballooning**, go-around unconditionally and without discussion!



Important Note: This checklist is based on my experience in General Aviation (specifically single-engine piston aircraft like the Aquila A210). The physics and emergency procedures for larger jets or turboprops are completely different – so please use this checklist exclusively for light sport aviation.

Disclaimer: This document is intended solely as a guide for light aircraft (General Aviation) and never replaces the official Pilot's Operating Handbook (POH) of the respective aircraft type. The procedures are not transferable to commercial airliners, jets, or heavy turboprops. Use at your own risk.