

# **BITTERWASSER LODGE AND FLYING CENTER**



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## **INFORMATIONS AND REGULATIONS FOR PILOTS**

### **General**

#### **Welcome to Bitterwasser!**

You will find extraordinary flying conditions here; however, flying in Namibia is considerably different to what you're probably used to. This document intends to introduce you to the procedures and specialties of Bitterwasser Flying Centre and to make your stay as good and safe as possible.

#### **Formalities – before the very first flight**

All pilots intending to fly as pilot in command or to fly as passenger or second pilot must be member of the Bitterwasser International Flying Club (BIFC). You must therefore sign a membership statement (which includes a waiver) before entering any aircraft of BIFC.

The BIFC membership does not include any insurance. For damages happening during ground or flight operations, the responsibility solely lies with the pilot or person involved. BIFC declines any liability in such a case.

For your flights in Bitterwasser, we require you to have a minimal amount of flight experience, which is:

- 100 hours after first license grant
- Actual flight experience 20 hours within the last 12 months.

Special rules apply for single engine aeroplanes and pilots.

Before the first flight you're commanding, you will get a short briefing introducing you to some of the specialties in BiWa (you'll find most of them in this paper). You are then required to sign a declaration that you are fully familiar with the procedures, your licences are valid for the intended use and are fully fit for flight.

Bitterwasser flight operations will check your licence and logbook; however, the responsibility to fly within the licence restrictions and privileges lies with the pilot at all times.

Pilots new to BiWa must pass a flight check with an instructor or an accordingly qualified pilot before you may fly your glider. Generally, we expect the pilot to safely operate the aeroplane within its limits and according to the rules and regulations; we furthermore expect good airmanship.

If you're flying an aeroplane which is registered in Namibia, you need to have a Namibian license or a validation of your license. The request for this validation must arrive in due time in Bitterwasser (7 weeks before first flight)! We'll help you to get your validation.

Currently, you must pass a flight check and a radio procedures examination before the authorities actually issue your validation.

Should you intend to fly an aeroplane not registered in Namibia, you need an overflight permission for it; our manager will get this paper for you.

If you charter an aeroplane from Bitterwasser, you find more details at the end of this document.

#### **General aspects of flying in Bitterwasser and Namibia**

In the documents you'll receive upon arrival in Bitterwasser, you will find this paper, the mentioned forms to be signed as well as a chart of the aerodrome and some helpful frequencies. We'll be glad to sell maps of different qualities.

Bitterwasser Flying Centre (FYBJ, S 23° 51' 53", E 017° 59' 48", VAR 14°W) is located at an altitude of 1267m/M (4140ft) and is open all year round from sunrise to sunset. We have our own frequency (123.60 MHz, BIWACO) which is to be used within 10NM around the pan. You will find more details about radio communication throughout this paper.

**Bitterwasser flight operations is responsible for safe operations around the aerodrome. The instructions of the representatives of BIWACO must be closely followed. Pilots endangering others may be grounded.**

We do not fly under the influence of alcohol or drugs. Irrespective of the regulations from the issuing country of your licence, we require the pilots flying in Bitterwasser to be virtually sober and to stop drinking alcohol at least 8 hours before flight. Pilots feeling unfit to fly for any reason must refrain from flying.

Temperatures over 30°C are very common in Bitterwasser. The performance of your engine is, by this altitude and temperatures, greatly reduced and you'll need much more runway for take-off than you're used to!

FAI and record flights must be witnessed by a Namibian sports witness.

For prolonged flights over distances, please keep in mind that you're flying over desert and sparsely populated regions and you might have to stay overnight after a forced or precautionary landing off civilization. For such flights, you should carry at least the following equipment: At least 2l of water, a torch, an aluminium foil blanket (you might use it also for protection of the flight deck), 3 signalling devices, plaster and signalling mirror and some warmer clothes. An assembled kit (without clothes and water!) can be borrowed at the flight office. Don't forget your personal documents, a phone card and a bit of local money. GSM phones are useless on ground in most locations.

NEVER EVER fly without a good sun protection on your skin and specially on your head!

### **Ground operations**

Cars are available (sometimes even with driver) to transport crew and gliders at the hangar nearby the flight office. Those vehicles must be parked at the hangar when not in use and from 22:00 and 07:30! It is not allowed to park the cars at the bungalows for the night or even within the pan after the takeoff! Unnecessary rides through the pan are not allowed, specially when towing a glider (you're driving on the runway).

Gliders may be parked within the palms alley, facing inward, at the outward side of runway 11/29, facing northeast (or, if you have the chance, you'll park your glider in front of the bungalow, facing southwest), or in the hangars, if you own or rent such a space. If all parking positions are taken, contact the flight office.

At the parking spots, you'll find tie-down points and water connections (no drinking water!)

Parkings for single engine aircraft will be assigned by BIWACO.

It is not allowed to move engine aircraft within the palms alley under their own power.

### **Before the first flight of the day**

A briefing will be held every morning at 09:00am. It is mandatory for pilots intending to fly that very day.

The „Startlist“ which is usually found at the flight office, must be completed as clearly and as readable as possible, indicating your intended flight route. Should you not know the task by then, you may transmit it to BIWACO on the radio after departure. Please keep in mind that this is a safety feature: We'll need to know where to search for you should you not be back by sunset!

### **Take-off and departure from Bitterwasser**

A general take-off direction will be decided upon at the briefing. It may, however, change according to the wind conditions in the pan.

Your take-off is to be reported on 123.60 MHz before you depart; you must wait for confirmation. You must make a radio check with the tow aeroplane.

Please keep in mind that to the south east, the pan has a considerably shorter take-off distance due to the banana-shaped peninsula.

After take-off, fly a left turn and follow the border of the pan to climb; this gives you maximum safety, should your engine fail. If you lift off from runway 09 HANGAR, turn left after takeoff and join the left hand climbing circle around the pan.

**Within 10km, we require to fly the thermals with left turns only.**

Motor glider pilots, think of having your towing licence valid and having sufficient training, should your engine not be available for technical reasons!

## **Inflight**

Within or 10NM of the pan, you must have 123.60 MHz on your radio ready and you are to watch that frequency.

Outside this range, three frequencies are to be used for gliding purposes:

- Within the Gliding Zone, use 123.40 MHz, which is an air-to-air frequency used by all aeroplanes in the area.
- Outside the gliding Zone, or when contacting WDH, 124.70 MHz, Windhoek Information, must be tuned in. This frequency, however, is a normal ATC frequency which implies that you will have to use the English standard phraseology.
- For landings on unmanned fields and for flights below 1500ft (500m), you should use the low-level frequency 124.80 MHz.

Keep in mind that special rules apply for the Windhoek CTA/TMA; see the respective chapter.

Make a blind position report every half hour on your working frequency, stating your position in relation to Bitterwasser or any other known point, the altitude and the course you're flying. Calls or position reports of other aeroplanes in the region or nearby must be acknowledged accordingly.

## **Approach to and landing in Bitterwasser**

When reaching the range of 10 NM returning to BiWa, change to 123.60 MHz and make a full position report, stating your position (see above), course and intentions.

Plan your approach in such a way that you're able to fly over the pan at a safe altitude in order to check conditions on ground. You may choose your landing direction according to the prevailing situation.

To avoid confusion, the double runways 09/27 are called „09/27 HANGAR“ and „09/27 PAN“ respectively.

Generally, left hand circuits are flown. Upon entering the downwind, state your callsign, the landing direction and "gear down and locked" on the radio. Do not hesitate to make further reports for safety reasons.

Caution: The pan is unusable after or during rain – in this case, use 09/27 HANGAR or 11/29 (called HOSKIA).

**Approaches and landings at night are dangerous and forbidden by law.** Because Bitterwasser is relatively close to the equator, **Night = Sunset + 15'**, not Sunset + 30' as is the case in Europe.

## **Landing on unmanned airfields and forced or precautionary landings**

Should you plan to land on an unmanned airfield, use 124.80 MHz and make standard reports.

Should you be forced to make a landing abroad, transmit your position as soon as possible – also after landing – using the following procedures in order of priority:

1. Transmit on 123.40 MHz to other glider pilots and request them to relay your position to BIWACO;
2. Transmit on 124.70 MHz (Windhoek Information) and try to reach airliners or other aeroplanes and request them to relay your position to Windhoek and thereafter to BIWACO;
3. Use the TIBA frequency 126.90 MHz and keep in mind that you probably must tell the airliners exactly in what situation you are and what relay they must make on which frequency;
4. Or, if all above fails, use 121.50 MHz (emergency frequency).

## **After the last flight of the day**

After your last landing, please complete and/or verify the Startlist and note your completed task (e.g. 1000km FAI, 1250km OLC, ...).

## **Radio discipline – rules within Windhoek TMA/CTA**

Whenever possible, use the English standard phraseology on the radio. Radio communication is a safety feature, which everybody must be able to benefit from. As an exception, you may use another language – better say it in another language than not to say anything!

Special rules and procedures apply for the Windhoek TMA/CTA. You'll find the respective information in your documentation; you must be familiar with these procedures before flying in that direction.

Entry into TMA/CTA Windhoek without establishing positive radio contact is dangerous and can lead to the cancellation of your licence.

Always use common sense on the radio. Keep messages as short and as precise as possible in order to allow clear and doubt-free communication. Listen when others need help! Please be specially alert to other calls when flying in and around the Bitterwasser pan.

### **Services provided**

- Batteries may be charged in the old and the new hangar and at the palm alley.
- Oxygen is available in the old hangar. Place empty bottles, clearly marked with your name and call sign into the rack near the hangar entry, and you'll find them refilled the next morning.
- Fuel is available in different qualities, also mixed 1:50 for two-stroke engines. Just place your clearly marked can (name and call sign) near the fueling station and pick it up filled the next morning.
- Our well-equipped, well-qualified mechanics gladly repair your equipment (not free of charge, however).

### **Chartering Bitterwasser Aeroplanes**

When you charter an Bitterwasser aeroplane, a handover form and a contract has to be signed and the aeroplane will be carefully handed over to you.