

# Guide to a Successful Holiday!



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## **INTRODUCTION**

Dear Flyer

Thank you for booking your flying holiday with xTc Paragliding. This document contains much of the information you need to prepare and confirm your trip. To get the most from the week please read this document and ensure you have complied with the booking conditions and made your payment.

I have titled the various sections below so you can skip sections which you may be familiar with. **PLEASE BROWSE THROUGH THE "IN BRIEF" SECTION** at the very least!

### **NOTICE**

This document is for guidance and information only. It does not form a part of the contract or Terms & Conditions. Every trip is different as we are so weather dependent, amongst other reasons, so your trip may not include all aspects listed in this document, similarly you may have extra elements. Life is an adventure and so is your trip!

## IN BRIEF

If you skip the rest of the document, please read this section at least!

- **Payment** MUST be received at least **30 days** before your arrival date. If it is not, we will charge the trip in Euros at the clearing banks' tourist rate. That is typically E 1.2 = £ 1 meaning your trip could be around £25 more expensive.

Easy payment can be made by either bank transfer or credit card through Paypal. Contact us for details!

NOTE⊗(On most trips I will take £'s as cash, so you can avoid the extra cost listed above and still pay on arrival)

- **Cancellation**, particularly late cancellation, costs us money. We pay for hotels and other items weeks in advance of your trip. Don't be surprised if we send you a bill after you have cancelled, even if you haven't made the deposit yet. Our cancellation policy is printed in full on our website. In brief though;

More than 56 days	- Deposit (or £200 if greater)
56-15 days	- 50% (or deposit if greater)
14-0 days	- 100%

- **Additional Costs**; the trip does not include ski-lift/gondola passes and often site fees are also excluded. There may also be additional charges for fuel or trains if unplanned trips are needed to flying locations not normally envisaged or for non flying activities. We do try to minimise all of these of course!

Food and drink is not included, except breakfast on stated trips.

Flights are not included

- **Time Keeping**; Yes, I know you are on holiday. Unfortunately some of the days depend on strict timekeeping in the mornings. We would ask that you are not late for the briefings. Your 5 minute delay can cost the group an hour at launch because of a missed train or gondola.
- **Guiding**; This is a guided flying paragliding trip. We are here for you to learn and enjoy yourself, but you are already qualified to make your own decisions when you attend and we expect you to continue to make good decisions whilst you are here. We will do everything in our power to ensure you both progress and stay safe, but the final responsibility rests with YOU.

So now that's the important stuff out of the way, please find the info you may wish to know on the following pages.

## TRIP DESCRIPTION

The trips vary in size according to the destination and time of year. Typically you can expect around 6 to 12 people involved in each weekly trip; It is possible the group could be larger, but this is usually in the instance of a club booking and the size has been pre-agreed with everybody. Some peak season trips could be larger if a number of non-flyers accompany their partners on the trip. This should not impact the flying in any way.

In the summer we offer two options of accommodation and location. Many will want to be based in the popular resort of Bohinj. It offers a comfortable 2\*/3\* hotel just 100m from the Bohinj Lake. Within a few hundred meters there are restaurants, bars and a few shops. This option is particularly recommended for club bookings, non-flyers and those keen to explore the night life.

For those that prefer something a little more peaceful, surrounded by the natural beauty of the mountains, we have our own house, an extended hunting lodge near the beautiful Bohinj Valley in the heart of the mountains in Slovenia. Bohinj lake is around 20 mins drive from the house, but it has a bar and restaurant just 5 minutes away.

With some groups they may have elected to stay in the Bohinj village itself in the Rozic or similar hotel. This gives the convenience of the bars etc, although many may prefer the seclusion and beauty of the hunting lodge in the mountains.

We will spend about half the week flying around the lake. It has three launch points on opposite sides, all finishing at the same landing field. On the other days we will venture further afield to different sites within the mountain range, usually within a one hour drive. These will probably include Tolmin and Gerlitzten. (See elsewhere in the document for a more detailed description of the flying sites we are likely to use).



**View of Bohinj Lake  
from lower launch  
'Vogar'**

In the winter we are based at the town Nova Gorica. This gives us access to the vineyard areas of Slovenia where it remains above freezing throughout the winter and thermic throughout the year. We use a good standard 3\* hotel, however night life is a little poor in the town, not being a tourist region.

The focus is on the sites Lijak and Kovk, two sites at opposite ends of a 20km mountain ridge run. We will also look at options for flying at Tolmin (one of the best XC sites in Europe), Italy and Croatia, depending on the weather.

Every day is first and foremost about flying. That's why you are coming isn't it? We will do our best to get you somewhere to fly, even if the weather isn't cooperating. Of course, you are free to take a day off from flying to explore the region and its surrounding beauty.

It's hard to say what airtime you will get out of the week. In general terms most groups seem to achieve an average of 10 hours in a week and the majority in each group will achieve a 20km XC. This however is affected by many factors including preparation, experience, weather and just blind luck. To get the most from your week we recommend you **practice your forward launches** before coming. These are paramount for a successful week in any mountain range. We will not take you to the best sites until the whole group are confident launchers with this technique so gain yourself an extra day at a big XC site by practising **before** you come!

The typical pilot on one of these trips will have between 10 hours and 200 hours' airtime with most having about 10 to 100 hours. Most pilots will not have achieved greater than a 15km XC. We will always tailor our week to the group's capabilities and we will do our best to get the most out of the week for you, so don't feel your experience level is not suited. We can even split into two groups if conditions and pilots' experience dictate. Please however try to ensure you book a week targeted at your experience level. If it is your first visit to Slovenia and you have no experience of mountain flying choose a week in Late July or August. If you are experienced in the mountains or have been before then any week will suit. We occasionally run an advanced week. These are recommended for those comfortable in thermals and with more than 50 hours' airtime.



When the weather really is against us and we have exhausted all flying options then we will look for alternative activities. Here are a number of alternatives that may be available to you:

- Microlight flying (on our own xTc microlight) (75-100 euros)
- Rafting or kayaking (around 20 euros)
- Mountain biking (bikes are for hire)
- Go-karting
- Rock climbing (there is a school / centre at the lake) (20 euros+)
- Visit the Postojna Caves (15 euros)
- Visit to Lake Bled, a large tourist area
- Visit the centre of Ljubljana, the capital of Slovenia
- Visit the BTC centre, one of the biggest shopping centres in Europe
- horseriding

In fact this is just a small selection of things you can do. Slovenia is all about sports and every imaginable sport takes place somewhere in the country.

I would like to take this opportunity to remind you that this is an organised trip so although there will be opportunities for you to do your own thing, there will be times when group co-operation is required and we would ask that you make this as easy as possible. It is your holiday but we must consider group safety above all else.

## GUIDES

Your guides for the trips are some or all of the following;

### **BRETT JANAWAY**

Lead guide. Brett has been flying in Slovenia for over five years. He has around 1500 hours flying experience and holds 3 British FAI records for XC (202km+). He was Team Captain and Silver medal winner for the British team at the World Championships (Accuracy) held in Slovenia in 2002 & 2003 and three times UK National Champion. Brett is a qualified First Aider. He will be the main point of contact for flying related matters, weather information, site briefings, thermalling advice, SIV manoeuvres and introduction to ACRO manoeuvres.



### **MIKE AGNEW**

Mike is now on his fourth season with xTc and has worked in Slovenia, Italy and Spain on our trips. He is a full time paraglider guide and instructor. He has a personal best in excess of 100km (in Slovenia). He will lead groups as required and has a great calm about him on the launch point making him an excellent point of contact for those of a nervous disposition. Like all out guides, he is first aid qualified.

### **TOBY COLOMBE**

Toby has visited Slovenia a several times as well as other Alpine countries around Europe (20 at the last count). He is also the proprietor of Passion Paragliding, our partners for our Moroccan holidays in the autumn. Well-travelled and very experienced, he will be on hand for general advice, both at launch and landing. He will lead groups as required; he is also a current First Aider. His relaxed approach will be of great benefit to the group. If you want to go XC, follow Toby. He's usually the first to sniff out a good route.



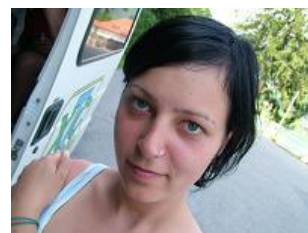
### **THE BRUCE**

Bruce is here as a driver, entertainer, BHPA coach, would-be Slovene speaker and top guy. He will not be involved in the fly-guiding aspect so much, save to fly himself. He will help where he can, but flying questions should generally be directed to either Mike, Toby or Brett.



### **NINA MAVSAR**

Nina is a local girl. She is new to paragliding but is learning fast. She's adventurous having been a rock climber, swimming life guard and skier amongst other sports. She is keen to become a full guide in the future and for now is a great asset with lots of local knowledge. At the very least she can translate the menu for you!



## GUIDING/COACHING/INSTRUCTION

Just a brief paragraph to explain the differences between the above;

**Guiding:** Where the pilot is taken to a site suitable for the day's conditions and pilot activity. Advice is given about expectations for the day and possibly retrieves options are discussed

**Coaching:** The *Coach* can give advice to the pilot on aspects of their flying. The pilot benefits from the coach's experience and wisdom. The pilot however remains in charge of his own actions. A coach will only advise post BHPA CP pilots.

**Instruction:** An *instructor* teaches flying to all levels of pilot. He will give detailed instructions to be carried out, and assumes a greater responsibility for the welfare of his students.

The trips offered by xTc Paragliding include *Guiding* and *Coaching*, **but not Instruction**. Making your own decisions is essential for this to work. We offer guidance whenever we can but the final decisions are yours. We will always encourage you to push yourself that little bit further but all times it is the pilot's own responsibility for his welfare, his decisions to launch, fly and land. We will try to keep everyone safe throughout and our experience in the area will go a long way towards this, but if you feel you are getting out of your depth, call a halt and seek advice from one of our guides before choosing to continue. Our guides will usually remain on hand throughout the day.

## THE FLYING SITES

### **BOHINJ (summer base)**

Pronounced 'Bo Hin' ( 'o', as in 'cot' )

Bohinj has three launch sites. Details of below.

#### **Vogel**

TTB height;	1,140m (3,800ft)
ASL height;	1,665m (5,500ft)
Walk to launch;	100 meters
Launch;	Grassy, sloped, typical alpine, easy
HG launch;	Not suited
Landing;	Large, grassy. easy
Site Fees;	INCLUDED AS PART OF TRIP PRICE
Access to launch;	Gondola & chairlift. 10 euros per trip



#### **Vogar**

TTB height;	425m (1,400ft)
ASL height;	950m (3,150ft)
Walk to launch;	1km walk, gently downhill
Launch;	Grassy, steep sloped, alpine typical, moderate
HG launch;	Not suited
Landing;	Large, grassy, easy
Site Fees;	INCLUDED AS PART OF TRIP PRICE
Access to launch;	Minibus, no charge

### **Studor**

TTB height;	475m (1,600ft)
ASL height;	1,000m (3,300ft)
Walk to launch;	12 min hard uphill walk
Launch;	Grassy, VERY steep sloped, typical alpine, difficult
HG launch;	Not suited
Landing;	Large, grassy, easy
Site Fees;	INCLUDED AS PART OF TRIP PRICE
Access to launch;	Minibus, no charge



Flying around the lake is magical and is surely one of the nicest flying areas in Slovenia. It offers three launch points, all sharing the same landing field.

The Vogel launch site faces NE and because of this is generally only used in the mornings, then flying across to the southern facing slopes on the far side of the lake. Vogar is used in the afternoons, accessing the same south facing ridge. Studor is only for the fit and adventurous.

We often set a 20km three turn point task on these sites in order that you may have your Pilot 20km Out & Return task signed off.

Bohinj is the home of xTc. Your trip will be based in the region, which enjoys stunning views, sports of all types and, of course, paragliding!

## **GERLITZEN**

Pronounced 'Ger lit zen'

TTB height;	1410m (4,850ft)
ASL height;	1911m (6,400ft)
Walk to launch;	50 meters
Launch;	Grassy, sloped, English type launch, easy
HG launch;	Grass, sloped
Landing;	Large, grassy, easy
Site Fees;	None
Access to launch;	Gondola and chairlift, 10 Euros per trip

Gerlitzten is in Austria and is approximately 1 hour's drive from our base. We usually spend just one day here during the week, towards its end. Gerlitzten offers a 1400m ttb, with easy, grassy take offs into air typically filled with large easy thermals. It is also a lakeside location and is often visited by some of the top Acro pilots from the region to practise their manoeuvres. The landing field is about 5 km from take off.

The ridge is particularly suited to hang-gliders having an adapted gondola as well as access by road to the launch.



## **TOLMIN**

Pronounced 'Toll meen'

TTB height;	900m (3,000ft)
ASL height;	1080m (3,600ft)
Walk to launch;	Nil
Launch;	Grassy, sloped, typical alpine, easy
HG launch;	Grass, sloped
Landing;	Large, grassy, easy
Site Fees;	



**Due to strange club politics at this site we cannot commit to paying this site fee for you as it has varied too much recently. Currently it is 5 Euros per day.**

Access to launch; Flying Taxi, 10 euros per person

Tolmin is an amazing XC site. It is just south of the main Julian Alps mountain range. From here you can fly 100 kms+ straight out into Italy (200kms O/R). That said, it is a very easy XC site offering many landing options and with no major dangers.

Typically we would arrive in the morning, leave the minibus at the landing field and get the Parataxi to launch. We would then spend a couple of hours at the launch area looking at the map, setting a goal for the day and generally discussing XC techniques. We will usually look to launch between 12 and 1 pm, when the thermals are working at their best. We normally only expect to do one flight per day here.



**GOZD**

Pronounced 'Goz d'

TTB height;	500m (1,600ft)
ASL height;	1000m (3,300ft)
Walk to launch;	150 meters
Launch;	Grassy, sloped, typical alpine, easy
HG launch;	Grass, sloped
Landing;	Large, grassy, easy
Site Fees;	INCLUDED AS PART OF TRIP PRICE
Access to launch;	Minibus, no charge



Gozd is a great site for practising those alpine launches at the start of the week. As you become more comfortable with the site you can explore its house thermals to get you up onto the main ridge behind. From here you can then explore an easy 20km XC to the east.

**LJAK**

Pronounced 'Lee yak'

TTB height;	550m (1,800ft)
ASL height;	650m (2,150ft)
Walk to launch;	50m or 700 m downhill
Launch grassy;	Sloped, typical alpine, easy
HG launch;	Grass, sloped
Landing;	Large, grassy, easy
Site Fees;	INCLUDED AS PART OF TRIP PRICE
Access to launch;	Minibus, no charge

Lijak is an easy site offering a shallow grassy take off. The area offers great XC potential, being the start of a 20 km ridge offering easy 40km out and return flights, entirely in thermic air. Although we are often able to drop you just yards away from the launch, site rules dictate that some of the time there is a longer walk downhill from the official drop point. The flight out is a simple 4:1 glide, 2kms from launch to landing. The landing area is an easy glide and easy approach with short cut grass and a windsock. XCs of 40 km are not unusual. The site is a great site for pilots, but with nothing to offer the non flyers.

The site at the times we use it is usually flyable from 10am to 7pm with the best of the thermic air 12 to 6 pm. The lift is entirely from thermic air and the site looks SSW with huge rock expanses facing the sun. The landing field is about 10 minutes from our winter base at Nova Gorica. The site is flyable about 280 to 300 days a year typically.

**KOVK**

Pronounced 'Coke'

TTB height;	840m (2,800ft)
ASL height;	920m (3,100ft)
Walk to launch;	50m
Launch;	Grassy, sloped, typical alpine, easy
HG launch;	Grass slope or HG Ramp
Landing;	Large, grassy, easy
Site Fees;	INCLUDED AS PART OF TRIP PRICE
Access to launch;	Minibus, no charge

Kovk is an easy site offering a shallow grassy take off resembling a typical UK launch site. The area offers the best XC potential, being at the other end of the Lijak 20km ridge so offering an easy 40km out and return flight. In the mornings and evenings it is good for dynamic lift. During the day it offers entirely thermic air. In addition XCs can be made across the valley or over the back, giving many options.

We deliver you just 50 yards from the launch. The flight out is a simple, 3.5:1 glide, 3kms from launch to landing. The landing approach is easy, with short cut grass and a windsock in the field. XCs of 50 to 100 km are not unusual. The site is a great site for pilots, but with little to offer the non flyers.

The site (at the times we use it) is usually flyable from 9 am to 7pm with the best of the thermic air being from 1 to 7 pm. The lift is entirely from thermic. The site faces SW with huge rock expanses facing the sun. The landing field is about 25 minutes from our winter base at Nova Gorica. The site can be typically be flown about 150 days a year.

***Other flying sites***

We may also visit some other regions during your week's stay. Croatia or Italy, perhaps. Croatia offers some stunning XC flying whilst Italy also gives us access to some excellent cross country sites. We cannot guarantee these trips and only one will be possible each week, if at all. We usually consider them only if the weather is unkind at our regular sites.

## AGENDA

Three or four days flying at the lake region **Bohinj**  
A day or two's trip to **Tolmin** for open XC  
A day trip to **Gerlitz** for some high, long flights

6 days' flying at **Lijak & Kovk**, with a day in **Italy, Austria or Croatia**.

We may change the venues and / or the order we visit if we feel we can benefit the group because of experience level, weather, or other factors.

## AIRPORT INFORMATION

There are a choice of airport options. Please confirm with xTc before booking your flights as there must be sufficient numbers intending going to an airport before we will commit to a pickup!

**NOTE:** CHECK BEFORE BOOKING FLIGHTS. WE OFTEN HAVE JUST ONE AIRPORT SELECTED FOR TRIPS FROM WHERE WE WILL COLLECT PILOTS FOR A TRIP. Other airports are for you to make your own way from.

**Ljubljana** from **Stansted**. Easyjet. Transfer time **60** minutes to base.  
**Klagenfurt** from **Stansted**. Ryanair. Transfer time **90** minutes to base.  
**Trieste** from **Stansted**. Ryanair. Transfer time **90** minutes to base.  
**Trieste** from **Birmingham**. Ryanair. Transfer time **90** minutes to base.  
**Venice** from **various** UK options. Transfer time **3 hours** to base \*\*

**Trieste** from **Stansted**. Ryanair. Transfer time **15** minutes to base.

\*\* The **Venice** option will best suit pilots living in the north of the UK. There must be at least 4 of you travelling there for us to send a vehicle to collect you. In addition this option will attract an additional charge of **£25** per person (return). In the event there are insufficient pilots you may either pay a higher transfer fee OR make your own way to Slovenia where we can arrange to collect you at a convenient place. There are trains from Venice to Gorizia on a regular basis, which puts you 90 mins from our base.

### **Departure Airport**

Leaving from;  
**Easyjet Stansted** airport, London.

They leave, typically, in the afternoons and you should be looking to arrive at the airport at least 2 hours before your flight. Do check your particular booking as Easyjet do vary their departure schedule from time to time.

Luggage at Stansted with Ryanair is limited to 15 kg main & 10 kg hand. You may also use the option of paying for "**sports kit**", and then the weight is unlimited (well, 32kg anyway). This is **£40** each way and paid before check-in, but make it clear to them or they will charge per kilo. You may get away with being a kilo or two overweight, but that's up to you whether to take the risk.

Parking at the long stay at Stansted is usually about £7.00 per day, if not booked in advance.

### **Arrival Airport**

Arriving at **Ljubljana Airport** (Brnik) in Slovenia.

The flight is about 2 hours. Bear in mind Slovenia is 1 hour ahead of the UK. We will be travelling from the airport to our base by minibus. Transfer time is about 1 hour. There will almost certainly be other pilots arriving on the same flight, so look for paraglider bags on the carousel. xTc will be waiting to meet you after you come through customs. Look for the xTc Logo. In exceptional circumstances we may be late. If you cannot see us we will not be far away so enjoy the sun outside and keep an eye out for us.

The minibuses we use are 8 / 9 seaters and fairly comfortable. They will be used throughout the week for getting to and from launch and for general running about.

### **Arrival at Base**

On arrival at our lodge in the late afternoon we will have a briefing and then chill out for the remainder of the day. The briefing will be fairly detailed and will cover the activities of the whole week.

### **Departure**

Planes depart at around 20 mins later than your arrival time so we must be at the airport about 2 hours prior to that. This usually means we can have a morning flight before returning home.

Although the travel weight limits are the same, they are (usually) much more relaxed on the return flight. Don't get too complacent; you may be caught out.

### **Departure Airport**

Leaving from Stansted airport, London.

In the winter we use Ryanair flying into Italy. You should be looking to arrive at the airport at least 2 hours before your flight.

Luggage at Stansted with Ryanair is limited to 15 kg main & 10 kg hand. You may also use the option of paying for "**sports kit**", and then the weight is unlimited (well, 32kg anyway). This is **£20** each way and paid before check-in, but make it clear to them or they will charge per kilo. You may get away with being a kilo or two overweight, but that's up to you whether to take the risk.

Parking at the long stay is cheapest and is usually £7.00 per day, if not booked in advance.

### **Arrival Airport**

You arrive at Trieste Airport in Italy.

The flight is about 2 hours, but Slovenia & Italy are one hour ahead of the UK. We will be travelling from the airport to Slovenia after you arrive by minibus. There will almost certainly be other pilots arriving on the same flight, so look for paragliders on the carousel. xTc will be ready to meet you after you come through customs. Look for the xTc Logo. In exceptional circumstances we may be late. If you cannot see us we will not be far away so enjoy the sun outside and keep an eye out for us.

The minibuses we use are 8 / 9 seaters and fairly comfortable. They will be used throughout the week for getting to and from launch and for general running about. It is about a 20 minute drive from Trieste airport to base.

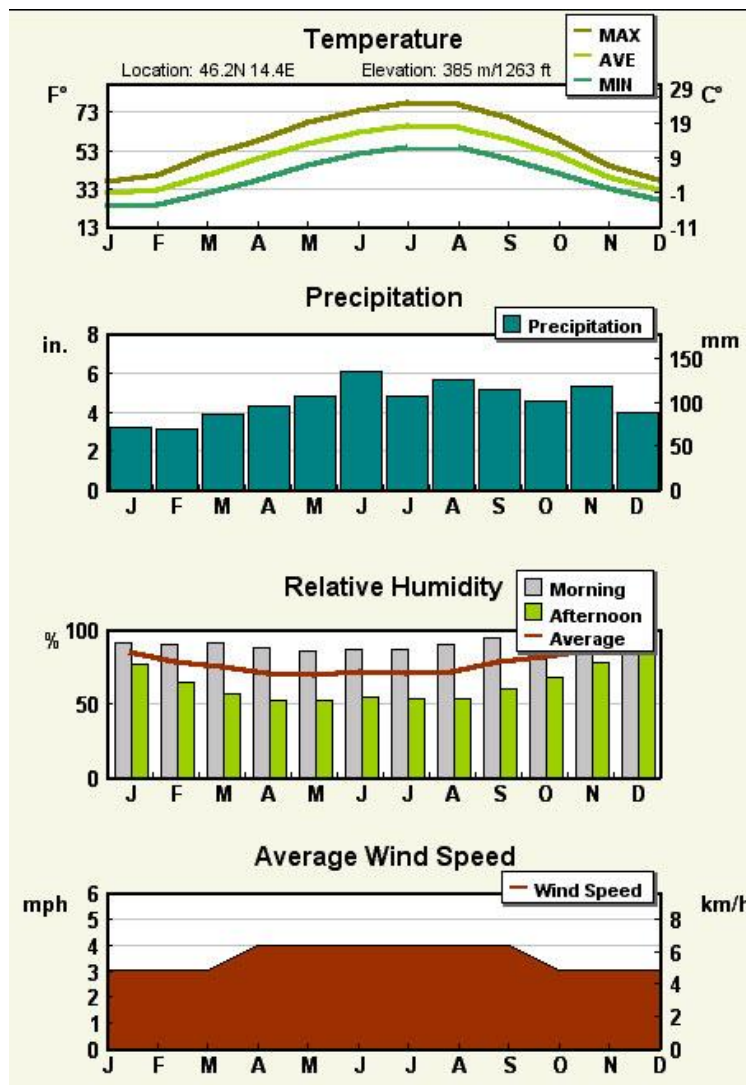
## **ACCOMMODATION**

The rooms are generally twin rooms for two persons sharing and have been costed as such. **In the event you require a single room, there will be an additional charge of \*£25/£50 per week.** Where two persons are sharing, you will be partnered wherever possible with somebody you know, possibly even the wife. The rooms in Slovenia are generally of a good standard, usually including ensuite. \*£25 at our base, £50 at hotels




Breakfast usually consists of bread, jams, meats, yoghurts etc. Tea and coffee is often not of a type you will be accustomed to in hotels so be prepared and take a few tea bags or your favourite coffee if you are an addict. Fortunately we are a bit more prepared at our new base.

## CLIMATE INFORMATION

Unfortunately all these sites are on planet earth, so weather cannot be guaranteed! Being an Alpine environment you can expect, typically, **two wet days** in the summer months and the rest to be pretty good flying days. May to October is an excellent time to visit, as it is the warmest, with an average temperature of 70 F, 21 C, but often peaking up to 30 C in the afternoons. A sweater may be needed in the evenings or for trekking in the mountains, even in the summer. Any time from April to October is fine touring weather but keep in mind that July and August can be crowded – many Europeans take their month-long vacations at that time. The average temperature drops to 32 F, 0 C in winter, and it can get very cold and snowy in the Alpine areas. It may also be very damp and windy along the coast.



NOVA GORICA 45 90 N, 13 63 E, 183 feet (56 meters) above sea level.

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
 Avg. Temperature	3	4	7	11	17	20	21	22	17	13	7	3
 Avg. Max Temperature	7	10	13	17	22	26	27	28	23	18	12	7
 Avg. Min Temperature	0	0	2	6	11	14	15	16	11	8	3	0

Temperatures are shown on the graph for various time of the year. These are statistical data and it could well be as much as 10 degrees above the max temps shown. Add in wind chill, just as in the UK. Regardless of the sunny weather during the day, it will be cooler in the evenings so bring shorts for the day if it is summer and long sleeves for the evenings. It is not unusual in alpine regions to have hot blazing sun in the day, rain and thunder in the late afternoon and cool, clear air in the evenings.

The data shows the average rainfall is roughly twice that of the UK. However the UK tends to have long periods of drizzle. An Alpine region would typically receive heavy but short rainfall, often associated with a storm late in the day or at night.

## AREA INFORMATION

**Bohinj Lake** is in the National Park of Slovenia. It is set up for tourism, but has few tourists from outside of Slovenia, they preferring the built up area of Lake Bled, 30 km away. It has gravel beaches all round, populated with a comfortable number of bars and restaurants. The landing area is 100 m from the water with an extremely easy approach onto short cut grass with windsocks after just a 1 km glide (lower launch) or 4 km glide (upper launch). It is the 'slope soaring' region of Slovenia, with a 6 km rock ridge working entirely on thermic lift. XCs are possible none the less and we often set a 20 km 3 turn point task for the more experienced flyers. For the upper launch, the cable car costs 10 Euro per trip. We tend to do between 3 and 6 trips during the week.

**Gerlitz** region offers big air in a semi-tourist area of Austria. The access to launch is via cable car and costs about 10 Euro per trip. Three flights are possible in the day although two are more common, or one good long flight if you are happy to ride the thermals. Views from the 1911m launch are stunning, and even better when you get another 200m above launch.

**Gozd** is situated away from towns and villages. It offers good reliable flying but little in the way of attractions for the tourist. The landing area is about 2 km from launch on an easy glide with easy approaches, short cut grass and a windsock on display. XCs of 100 km are possible. The site is a great for pilots, but with little to offer the non-flyers. You will be transported by minibus to launch as many times as needed during the day, all-inclusive.

**Tolmin** is situated close to the town of Tolmin, but again offers little for the non flyer except stunning views and pleasant views of the gliders dotted over the landscape. XCs of up to 230 km out and 460 km out and return are possible and it is not unusual for most in our groups to achieve 20 to 60 km XCs on their first attempts. Take off is easy and landing options are abundant. Transport to launch is usually by taxi at 8 euros. Usually only one trip is required per day.

## **Southern Trips**

The flying sites we use in the South are situated away from local towns and villages. It offers good reliable flying but little for the tourist. Nova Gorica is the casino capital of Slovenia, attracting gamblers from over the border in Italy. There is little tourism in the area, tourists prefer the north of Slovenia, 100 km away. There are a number of comfortable bars and restaurants nearby we can visit.

## **PARTNERS and NON FLYERS**

We welcome partners and non-flyers on these trips but please however bear the following points in mind

- This is a paragliding holiday. We must therefore consider what is best for the pilots to be able to fly, even if this inconveniences the non-flyers.
- We occasionally abandon vehicles in remote areas for extended periods.
- It is not unusual for all of our guides to fly with the group, which may leave non flyers alone on a mountainside for a few hours.
- So listen to the objectives for the day and if they are not suited to your partner accompanying us please don't bring them with us. There are many activities they could do around the town and surrounding areas. Do not expect your guides to give up their own flying for the convenience of your partner so you may fly if the events were predictable in advance. Most of the guides are unpaid and their only reward is the occasional flight.

Slovenia is a fantastic location for non-flyers, so don't take the above too much to heart. Bring them and let them enjoy the beauty of the area. There is so much for them to do I am sure they won't want to accompany us on yet another flying day!

## **OTHER THINGS TO NOTE**

### ***Passports***

Although Slovenia is part of the EU, passports are required to be carried at all times. You will also need them to check into your accommodation. **CARRY THEM EVERY DAY.**

### ***Events***

**August 1<sup>st</sup> – 3<sup>rd</sup> Acro Cup.** This will be located at Lake Bohinj. It will not prevent us from flying, although you may find watching is more entertaining than flying yourself.

### ***Euros***

The euro is the currency of Slovenia from January 2007, as it is for all the surrounding countries. xTc can offer you an exchange service better than UK rates. Ask for details. VISA is becoming more widely accepted, but should not be relied on. **Not all ATMs take VISA.**

## TRAVEL MONEY

You can order your travel money from us for your trip!

We can exchange UK £'s or American Dollars \$\$\$

Simply tell us in advance how much travel money you want for your trip and we will have it ready for you when you arrive. Better still, we **GUARANTEE** to be 2 cents above Post Office rates, so giving probably the **best rate** in the UK and even better still it's **commission free!**

To use the service simply follow this procedure;

1. tell us in advance how much you want
2. bring pound notes (cash) to Slovenia
3. we will swap you your currency for euros at the introductory briefing
4. **easy...!**

We believe we are offering the **BEST** rate in the UK.

below are examples of the rates available on 13<sup>th</sup> November 2005

Euro		Commission	Comment
<b>Post Office</b>			Order from any post office, no notice.
1.42		0%	Probably the best high street rate available in the UK.
<b>Travelex Online (www.travelex.co.uk)</b>			Must be ordered and paid for 24 hrs in advance. Collected from airport at departure. Lot of paperwork at airport. They don't do Tolars
1.439		0%	
<b>Travelex at Airports (no notice)</b>			Low price and heavy commission.
1.401 (1.38*)		1.5%	Designed to catch the sucker that forgot to do it in advance!
<b>High Street Travelagents (typical)</b>			Typical rates displayed but they high street varies. Highly unusual for them to beat the Post Office.
1.409 (1.388*)		£5 or 1.5%	
<b>xTc Paragliding</b>			Best rate in UK. No commission. No hassle. Nothing in advance.
1.44		0%	

\* = Amount received after deducting commission

So if you ordered **£250** for your trip, we'd give you the equivalent **360 Euros**. And all you had to do was to withdraw it at the cashpoint on the way. If you went to Travelex at the airport, they would only give you **345 Euros** and you'd have had to queue. That's **4.3%** better by ordering from us!

If you prefer to pay for your currency in advance, so you do not need to carry pound notes to Slovenia, please check with us for the deadline for sending us payment. Sending a cheque a few weeks before departure is enough.

### **FORGOT TO ORDER IN ADVANCE?**

No problem. Just bring the £ notes and we will still offer you the same great rates. It will just be a few hours later that we get it to you if we don't have enough in the tin!

## **Websites**

The Bohinj resort has its own website:

<http://www.bohinj.si>

For Gerlitzten:

<http://www.gerlitzten.com/>

Webcam of launch:

<http://www.gerlitzten.com/?cat=maincontent&type=livcam&breit=true&sid=wi&lid=de>

## **Transport**

Throughout the week we have one or two minibuses. We have usually 8 to 12 persons, mostly flyers, so this should be sufficient. In the evenings we are usually within walking distance of a bar or restaurant. We may organise a trip to other restaurants at various times in the week, making use of the vehicles. If the weather is not flyable we will again look to make best use of the vehicles by organising events according to group preference. There will be more than one authorised driver on the trip.

## **Vehicle fuel**

Fuel for the vehicles has been included in the cost of your trip. However if the group elects for an activity or location that uses fuel not accounted for a small contribution towards fuel may have to be imposed. For example this may be a trip to Lijak in the south of Slovenia using the AutoTrain, or a trip to the capital Ljubljana. For these trips we will charge 10 euros and 5 euros respectively.

## **Rooms**

### **STANDARD TRIP**

The rooms offered are all two person rooms so you are likely to be sharing with another pilot. The rooms are a mixture of ensuite and non ensuite. We offer the ensuite rooms to couples first so our apologies if you end up with a shared bathroom. The bathrooms are only shared with one other room at most.

The rooms are either first or second floor. If you have difficulty with stairs let us know in advance so we can try to allocate rooms appropriately. The rooms are small, but clean and tidy.

On the winter trips, the rooms are generally for two persons sharing and have been costed as such. They are of an excellent standard, being a very modern 3\* hotel. **If you require a single room, there will be an additional charge of £50 per week.** Where two persons are sharing, you will be partnered wherever possible with somebody you know, occasionally even the wife. The rooms in Slovenia are generally of a good standard, usually ensuite as standard. Breakfast is NOT included on our trips in the south, but you can go to a café just a short walk away for a good hot breakfast.



## **WHAT TO BRING**

### **REQUIRED**

- 2M Radio\*
- reserve parachute
- vario
- good boots
- EU medical card
- Travel insurance (with repatriation)
- compass
- hook knife

### **RECOMMENDED**

- maps. We will supply some, but you may decide to purchase full maps
- GPS
- mobile phone
- camera
- radio headset

**NOTE:** If you are not from the EU then Travel Insurance, with repatriation cover, is mandatory!

If you do not own any of these items we can supply them at very competitive rates.

\*We are able to hire 2M radios for £20 per week. Book in advance as numbers are limited.

## ITEMS NOT INCLUDED

- **Cable Car** costs are NOT included. Expect to pay approx 10 euros per trip, maybe 40€ in a week on a northern trip. Nothing on a southern trip.
- **Meals** lunch, evening meals, beer and other drinks are NOT included.
- **Extra Trips** If the weather is bad we may make a trip to a region we hadn't planned. This can be costly to us so we charge **10 euros** per pilot to cover costs
- **Single Room** If a single room is required there is a supplement of £50/£25 per week.

## Travel Insurance

Travel insurance is your own responsibility. It is not a requirement, providing you are an EU member, but at the very least you **MUST** bring a EU Medical Card, available from the post office. Persons from outside the EU **MUST** have travel insurance that also includes repatriation cover. Medical facilities as air evacuation facilities are extremely good in Slovenia and Austria, being alpine skiing countries. Usually the production of an EU Medical Card will get you all your medical needs but obviously will not cover repatriation if the worst happens.

## MEDICAL

A first aid kit will be kept in the minibuses at all times. An additional small kit can usually be found in your guide's harness. All of your guides are First Aiders. For more extensive injuries, should they happen, help can be obtained on the international emergency services number **112**.

## ALPINE FLYING

Alpine flying is very different from ridge soaring in the UK. Prevailing winds have little effect on the day's weather. Thermals come from strange places. Winds of up to 50 kph can appear from nowhere in an instant. Read a good meteorological book before you come out and listen to your guides when you are here. They will do their best to keep you safe. Flying is an adventure but remember we are ALL learning all the time, especially with the weather!

## **PAYMENT**

Deposits online are the preferred using either Paypal or Online transfer. If full payment has not been received at least 30 days before arrival, or if any other items are due after you have departed, these will be charged in euros at a conversion rate of 1.2 on your arrival in Slovenia. Please bear in mind we book accommodation up to 6 months before you arrive. We require your funds to pay for the accommodation, transport etc. Sorry, but we no longer accept cheques except in extreme circumstances. We can take credit and debit cards or bank transfer through our website.

You may elect to pay by Bank Transfer. Please use the following details:

Bank; Co-Op  
Name; B Janaway  
Account; 01437261  
Sort Code; 08-92-88

Please ensure you use a suitable reference so we can relate the payment to you and please also email us so we know to expect payment.

## **TERMS & CONDITIONS**

These are available from our website

[www.xtc-paragliding.com/about/terms.htm](http://www.xtc-paragliding.com/about/terms.htm)



Please complete a booking form online,  
one per person

[www.xTc-Paragliding.com](http://www.xTc-Paragliding.com)

## STAY SAFE

- 1 read this guide
- 2 practise your forward launches before you come
- 3 read about Alpine weather
- 4 listen to your guides
- 5 ask questions

## HAVE FUN