

BALLOON FLIGHT MAP PACK



PLEASE READ THIS NOW

HOW TO ARRANGE YOUR FLIGHT WITH US IN HAMPSHIRE, KENT, SUSSEX AND SURREY

Go to our website and **register** using your Surname, voucher number and voucher expiry date on the dates page. While you are there, please read our terms and conditions. Within a few minutes of registering you will be sent an e-mail with a link to click on to enable you to complete the registration process. When you have done this, you will be able to book onto a flight date.



PLEASE REMEMBER

- Our flying season runs from April to October for all areas.
- Flight schedules are generally available for booking up to 30 days ahead and sometimes a little further depending on how far ahead we can arrange them. **Our web site will always have the most up to date information available for you.**
- We cannot guarantee which site you will fly from when you book your flight date. This information and the exact meeting time will be notified on our weatherline message. **Please do not telephone our office number for this information.**
- When you arrive at the balloon launch site we have chosen on the day, please park and make your way on foot to the balloon vehicle and crew who will usually arrive about 15 minutes before the meeting time for your flight. Please Note, toilet facilities are seldom available at our launch sites, particularly on early morning flights, so please make appropriate arrangements before you arrive.
- To change a date for your flight you must give us sufficient notice (see terms & conditions).
- Please use the maps in this booklet in conjunction with a recent road atlas or map. Where post codes are given these may not be for the site but for the nearest feature with a post code. **Please look carefully at any maps** relevant to your chosen area. These maps are also available on our web site locations pages should you need them.

WEATHER CALL IN TIMES

Prior to your flight you **must** call our weatherline to check if your flight is going ahead. **Make sure you call the correct number!**

When you call our weatherline, there will be a message, telling you if the weather situation permits your flight to go ahead, and if the weather is good, the meeting place and time for your flight.

Listen carefully to all of the message on our weatherline. There may be information for more than one county. Make sure you listen to the part of the message with information for your county.



Do not call before these times – the information will not be available until the times below and you may hear the message for a previous flight. For operational reasons it may be necessary for us to delay, without notice, the time the message is available.

THE WEATHERLINE NUMBER IS:

01252 844315

You should call the appropriate weatherline number at the following times:-

Evening Flights April - September	call after 2pm on the day
Evening Flights October	call after 12pm on the day
Morning Flights All Season	call after 11pm the night before

LAUNCH SITES

Please look at the attached maps which cover the counties we fly. The site chosen within any county depends on wind direction and speed on the day. For some wind directions we may have to move flights scheduled for SURREY to one of our HAMPSHIRE sites, in order to keep out of Heathrow airspace - see map for details. Occasionally it may be necessary to move a flight scheduled for WEST SUSSEX to a nearby SURREY site to avoid flying too far south and to the sea. You will be advised if this is necessary for your flight when you call our weatherline.

APPROXIMATE MEETING TIMES

MONTH	MEETING TIME AM	MEETING TIME PM
APRIL	6.30	5.30
MAY	5.30	6.00
JUNE	5.00	6.30
JULY	5.30	6.30
AUGUST	6.00	6.00
SEPTEMBER	7.00	5.00
OCTOBER	7.30	3.30



The above is only an approximate guide. Times vary with sunrise and sunset throughout each month. **Exact** meeting times will be given to you when you call our weatherline for flight confirmation. Note in October times become one hour earlier than above after the end of British Summer Time.

Don't forget to allow 3-4 hours from the time of meeting for the whole ballooning experience. For summer evening flights we recommend you do not organise anything to follow on from the flight since your return can sometimes be delayed.

You must be punctual for your meeting time as for some flights we meet you at a meeting point and then lead you to the launch site. Or we may need to move to another site because the wind has changed. **Failure to arrive in time will be regarded as cancellation and result in the loss of your flight and monies paid.**

THINGS TO REMEMBER

For early morning flights, please be **quiet** if the meeting place is near houses! If you are a keen photographer, then remember that morning flights provide better light, getting brighter rather than duskier as the flight proceeds. You are also more likely to see wildlife such as foxes, deer etc as the balloon catches them unaware during the early hours soon after dawn. Bring lots of film or memory and make sure batteries are well charged! Your balloon pilot will be happy to answer a variety of questions regarding ballooning and will point out areas of interest during the flight **when they can.**

Souvenirs are available after the flight from the balloon retrieve vehicle. These include embroidered rugby tops & sweatshirts, mugs, 'T' shirts, postcards, enamel badges, caps, inflight photos etc. If you have not already ordered an in-flight photograph of your flight, these should be ordered and paid for when you fly so don't forget to **bring some money.**

BALLOON FLIGHT SAFETY TIPS

The following notes have been prepared to help you enjoy your ballooning experience. Please read them carefully. Our main aim is to give you a pleasant, enjoyable, safe flight. Like all sports, ballooning is safe if undertaken sensibly. You must ensure that you are fit to fly (See our terms and conditions) and that undertaking a balloon flight will not put you at risk regarding any medical condition you may have. As passengers the first thing to consider is: -

CLOTHING

Wear sensible outdoor clothes as if you are going for a walk in the country. Clothing covering your arms and legs is preferable. Do not wear skirts, shorts, long scarves, synthetic fabrics such as nylon, loose jewellery (large earrings, bracelets) etc.

Temperatures in the air are generally warmer than on the ground due to the heat of the burners, and taller passengers may well appreciate a hat, to avoid the heat from the burners, especially if their hair is a little thin on top! Stout flat shoes are also essential, walking boots that cover the ankles are ideal as you never know quite where you will end up, fields may be damp on morning flights or if there has been recent rain.

HIGH-HEELED SHOES OR OPEN TOED SHOES ARE NOT ACCEPTABLE.

PRE-LAUNCH BRIEFING

Prior to inflating the balloon, your pilot will give you a full safety briefing. During flight you may hold on to the padded edge of the basket and the inside handles. You must not touch any of the balloon control lines in the pilot's compartment.

Your pilot will ask you to show any cameras or other baggage and will advise you how to best protect them before landing. These are taken at your own risk. We recommend you bring a soft bag to put large cameras or video cameras in for landing. Cameras should be kept away from your face until after take-off and the balloon basket has steadied.

We do not allow glass items in the basket or the carriage of alcohol. The use of mobile phones during the flight is not allowed.

SMOKING IS NOT PERMITTED AT ANY TIME DURING BALLOONING ACTIVITIES BY PASSENGERS OR SPECTATORS.



TAKE OFF & FLIGHT

Your pilot will tell you when to enter the basket. Some passengers may be pre-loaded into the basket before the inflation begins. Other passengers entering the basket after the balloon is inflated must always use the footwells at the ends of the basket to get in.

Passengers must not walk between the balloon basket and the balloon retrieve vehicle once the inflation has begun. If in doubt as to what you can do or hold, ask your pilot. If flying near or through tree tops or hedges, keep arms (and cameras!) **INSIDE** the basket for protection.

Spectators must stay behind the safety cones well clear of the balloon basket and balloon retrieve vehicles at all times.



LANDING

Your pilot will advise when landing is likely and will instruct you to stow away all loose items such as cameras. All our large balloons (8 passenger or bigger) have seats for you to sit on for landing. Hold firmly with both hands to the inside handles and keep your head and upper body upright and supported by the padding behind it. Be prepared for the basket to bounce more than once, and lean over on its side and sometimes drag along the ground. Please pay attention to your **pilots instructions** at all times, especially during the landing. Your pilot may ask for silence during the landing.

DO NOT GET OUT OF THE BASKET until instructed to do so by the pilot as the loss of one persons weight can cause unintended take-off for those who remain!



THE WEATHER

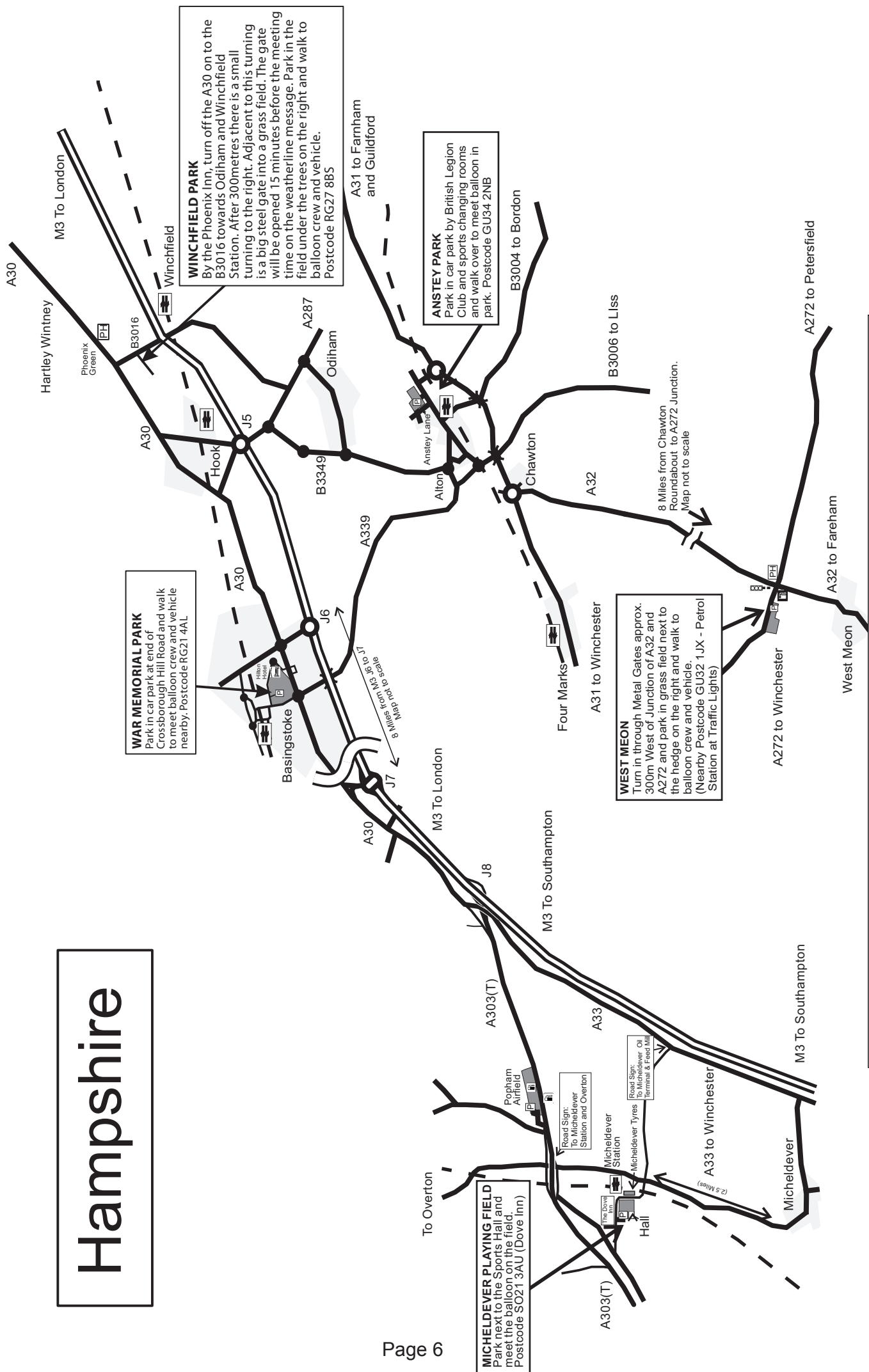
Ballooning is a heavily weather dependant activity. For a safe and enjoyable flight we require light winds, no rain and good visibility.

We use the most up to date weather forecasting facilities. Sometimes this reveals brief gaps in the weather that you might not expect. Or we may miss a perfectly flyable opportunity because it was not possible to forecast that conditions would be suitable with sufficient confidence. Equally we may get it wrong and call you out to fly and find conditions are not suitable and we have to cancel on site. Your pilot's decisions in such a situation is final, your safety and enjoyment are our prime consideration.

Please bear with the British weather if your booking has to be rearranged, we will be just as disappointed as you!



Hampshire



PLEASE NOTE - We fly from our West Meon or Alton site where conditions permit. For some wind directions we may need to move a little further inland to the other sites shown on this page to avoid flying into poor areas for landing or the sea! The exact site will be notified on our weatherline message.
Please do not telephone our office number in advance for this information as we will not know.

Surrey

FARNHAM PARK

Park in Golf Course car park and meet balloon in centre of park. NOTE: Allow plenty of time to navigate the Farnham one-way system if the area is unfamiliar to you! Postcode GU9 0AU

STOKE PARK

Park in small Car Park off Nightingale Road and meet balloon in centre of park. Postcode GU1 1 ER

SHALFORD PARK

Park in Car Park by sports pavilion off A281, 1 Mile south of Town Centre and meet balloon in centre of park. Postcode GU4 8AA

THE MILLERS INN

Park in car park and walk to balloon in recreation ground alongside pub. Nearby Postcode GU10 4LA

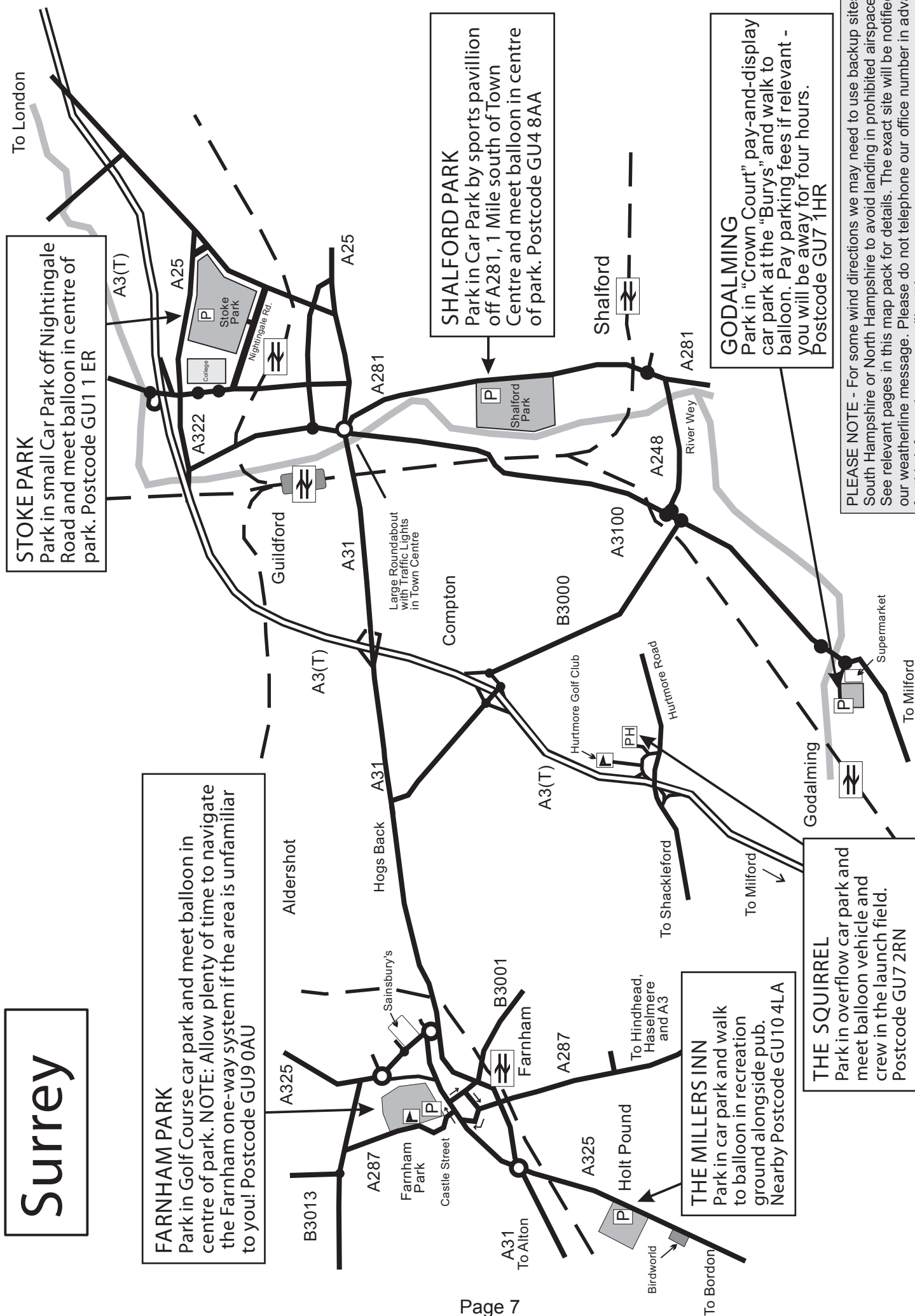
THE SQUIRREL

Park in overflow car park and meet balloon vehicle and crew in the launch field. Postcode GU7 2RN

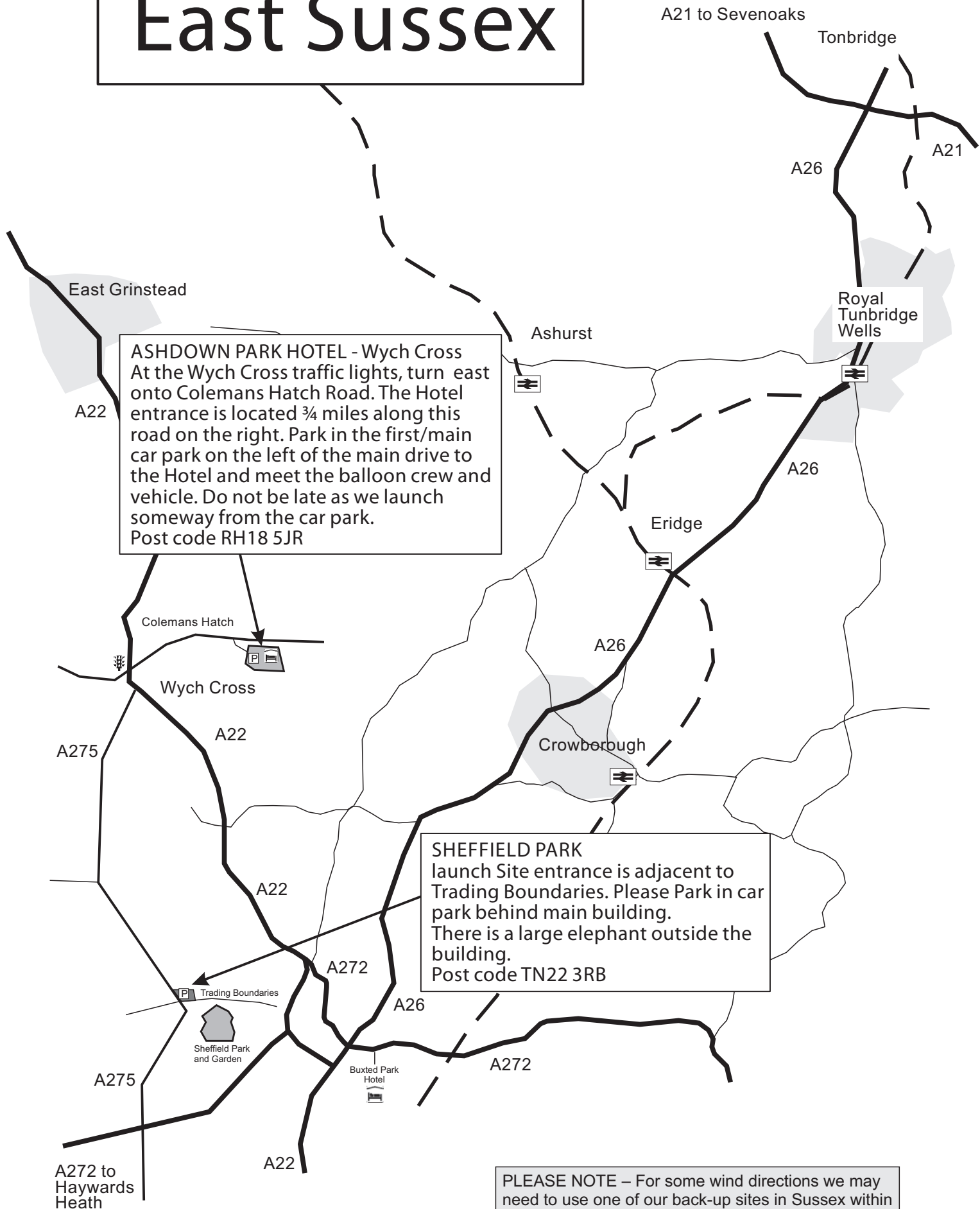
GODALMING

Park in "Crown Court" pay-and-display car park at the "Bury's" and walk to balloon. Pay parking fees if relevant - you will be away for four hours. Postcode GU7 1HR

PLEASE NOTE - For some wind directions we may need to use backup sites in South Hampshire or North Hampshire to avoid landing in prohibited airspace etc.,. See relevant pages in this map pack for details. The exact site will be notified on our weatherline message. Please do not telephone our office number in advance for this information as we will not know.

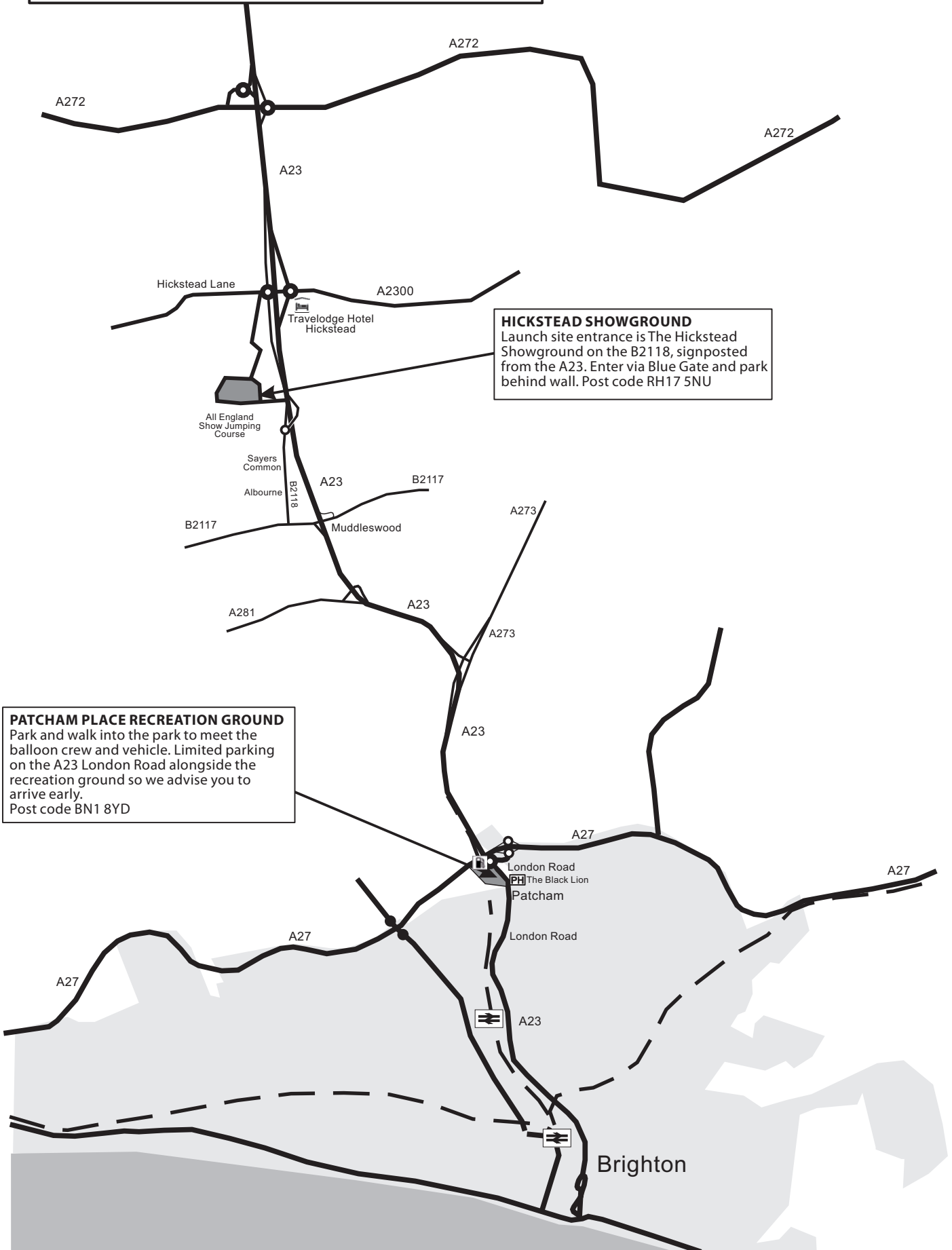


East Sussex



PLEASE NOTE – For some wind directions we may need to use one of our back-up sites in Sussex within about 10 miles of the Ashdown Park Hotel to avoid flying into Gatwick Airspace. If the wind is from the North we may use one of our Kent take off sites close to the Sussex/Kent Border to give us more space and to avoid flying into the sea!

East Sussex



West Sussex

MILFORD

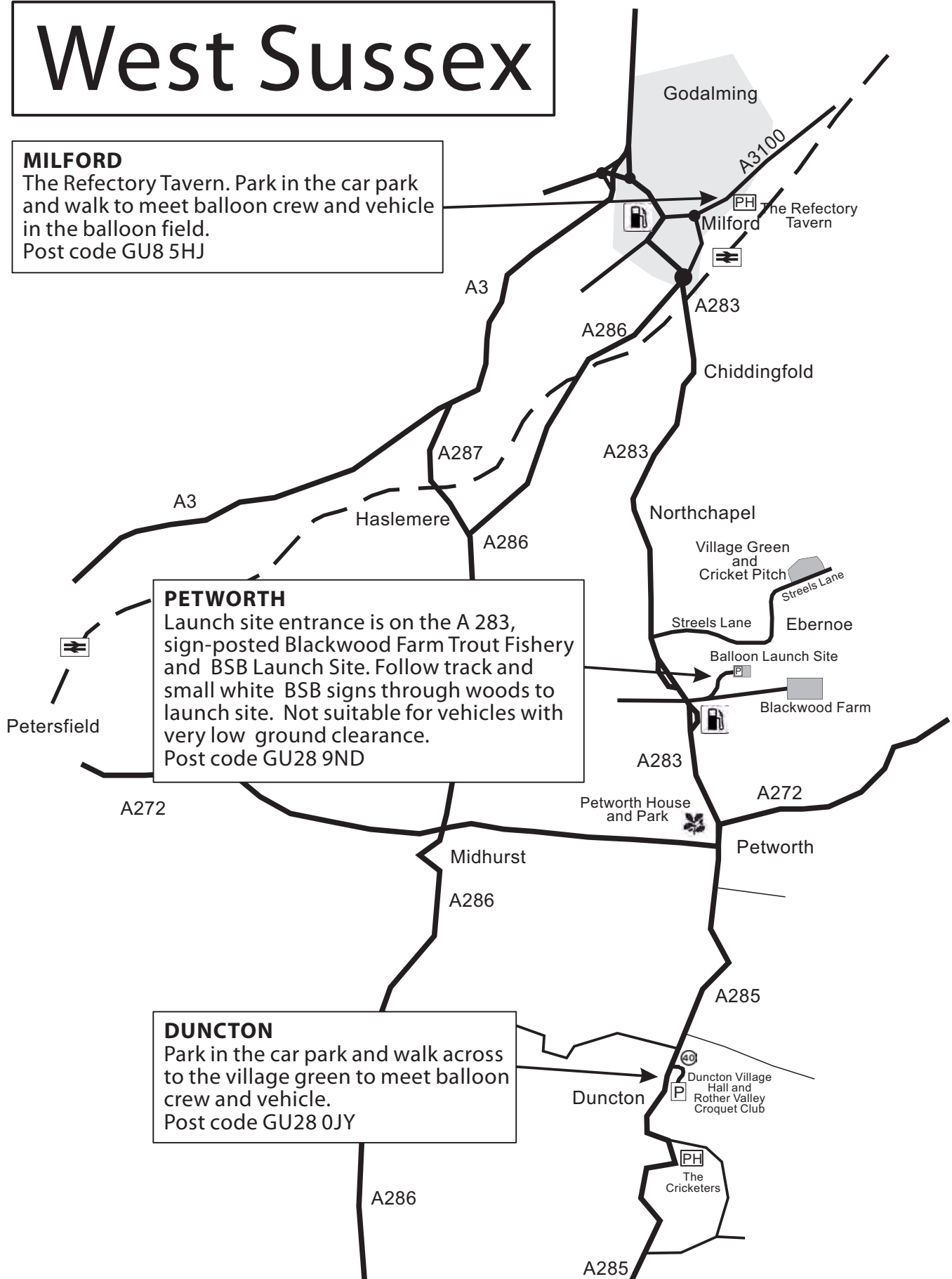
The Refectory Tavern. Park in the car park and walk to meet balloon crew and vehicle in the balloon field.
Post code GU8 5HJ

PETWORTH

Launch site entrance is on the A 283, sign-posted Blackwood Farm Trout Fishery and BSB Launch Site. Follow track and small white BSB signs through woods to launch site. Not suitable for vehicles with very low ground clearance.
Post code GU28 9ND

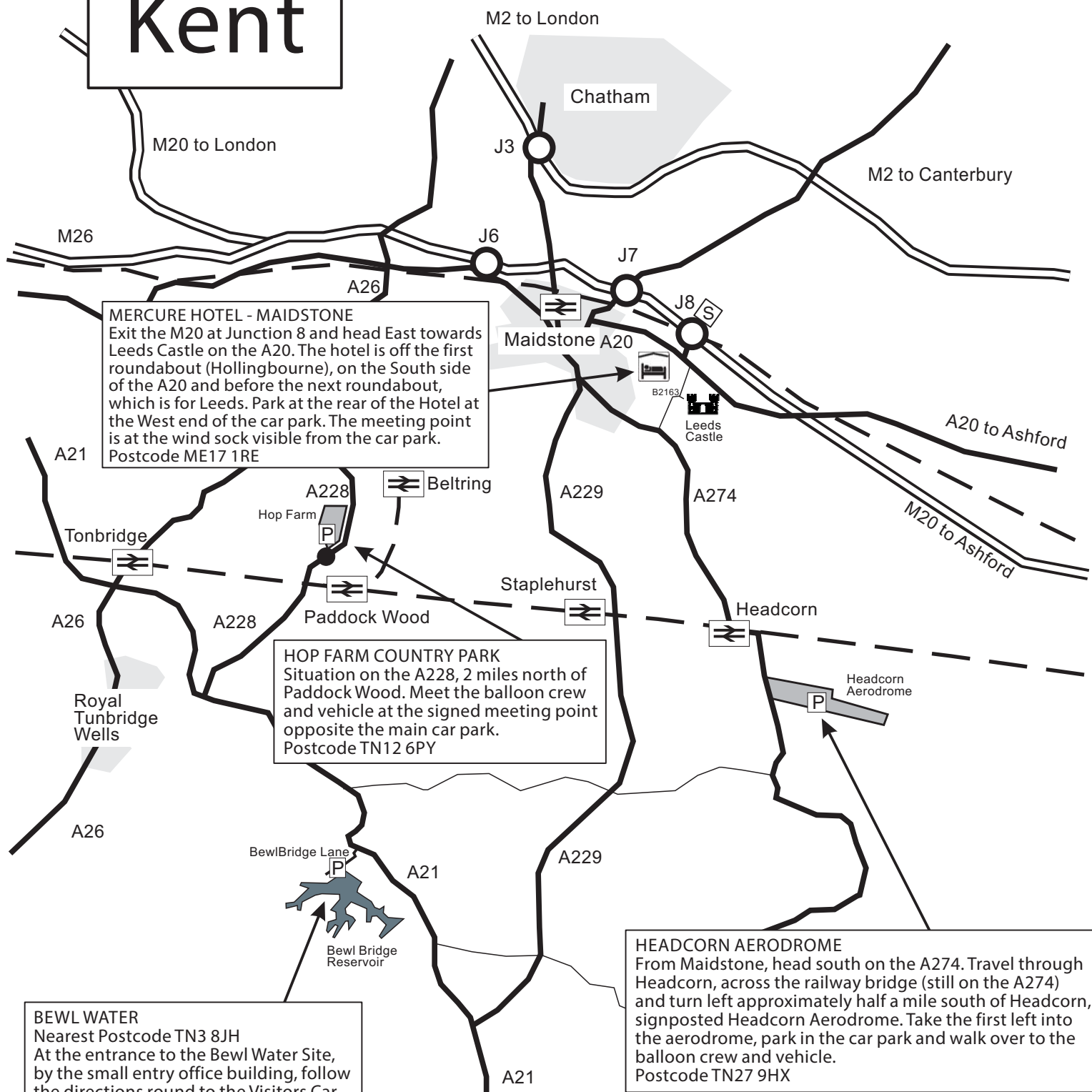
DUNCTON

Park in the car park and walk across to the village green to meet balloon crew and vehicle.
Post code GU28 0JY



PLEASE NOTE – For some wind directions we may need to use one of our back-up sites at Milford or Duncton. The exact site will be notified on our weatherline message. Please do not telephone our office number in advance as we will not know.

Kent



PLEASE NOTE – For balloon flights in Kent which site we use will depend on the wind direction on the day and any other relevant operational factors. Please do not telephone our office number in advance for this information as we will not know.

20 CHOICES: LEISURE

One great thrill of ballooning is the feeling of the planet leaving you behind and not the reverse

Earthscan

Leisure

Kim Hull

I'VE HAD other manias in my life but none like hot air ballooning, which entails rising at 5am. Slippers and dressing gown on, to the telephone: "Hello — yes... the weather report... great... see you on the playing fields."

Fifteen minutes later and I'm hooking stainless steel lines to the wicker basket, strapping leather belts around aluminium tanks and zipping padded leather trims over nylon rods and rubber hose.

From a canvas bag no bigger than four feet across, we carefully pull out the nylon envelope (as the balloon "proper" is termed) to its full length, an incredible 80 feet. A handle is pulled and the "cold inflation" fan gushes into life, sending the first ripples of air into the envelope and then quickly filling it until it forms a hemispherical tent-like shape.

Suddenly, it dawns on me: I am only five minutes away from my first flight in a hot air balloon.

Like some sleepy dragon awakened from its slumber, the first roar from the burner further shatters this crepuscular silence. The tissue-thin envelope shudders as six-foot long flames of propane shoot inside. The pilot's aim is critical: over-enthusiastic trainee pilots can often scorch the special fire-proof lower material of the envelope.

As the temperature of the air within the balloon rises, 77,000 cubic feet of air, weighing nearly 2.5 tons, swings upright. All hands push down on the now upright basket, while the chosen few climb in to join the pilot.

More burning increases lift and the pilot repeats his mantra: "Hands on, hands off." Then, when there is sufficient lift to jostle the basket on the ground, a final 10-second blast on the burners: "Hands off," and so are we.

So gentle is the take-off that there is no sensation of rising, rather one of the ground dropping away. Within inches of leaving the ground, the balloon starts to drift with the previously unnoticed wind of four knots, towards the cricket pavilion. Our capable pilot has the situation in hand. More blasts increase the rate of climb, leaving the scoreboard intact for another day of "Owzats" and rounds of Robinson's barley water.

Looking up inside the balloon from the wicker basket and through the agglomeration of burner pipes and tubes, the regular shape of the colourful panels are like a vast piece of domelike architecture. Minor asymmetries in this seemingly flawless construction cause the balloon to slowly rotate as it climbs, today to a mere 200 feet

above the Somerset countryside but with the power to go two miles high in about seven minutes.

A hot-air balloon, I am told, can ascend at twice the rate of the average flying club Cessna, and fall (under control) faster than a suspended parachutist.

Since the balloon moves with the wind, there is no sensation of movement, only by sight can you confirm your motion. Similarly the balloon only goes where the wind takes it and cannot usually return to its launch site. The map by which we monitor our progress is motionless in our hands as we lean over the sides of the basket and look at the patchwork of fields below.

But the "light and variable" wind pattern causes us to drift back towards the school, fly over the lecture centre and is sufficiently calm on occasions to enable us to pick leaves from the trees. Flying on at bedroom window level, we converse from our sky chariot with the mortals who have been woken by the gasps of the burner and after 45 minutes we touch down with great delicacy only a field away from our launch site.

The balloon, which now has deflated to the ground, is packed away into its bag and the heavier aspects of this lighter-than-air travel become apparent as we carry the basket and cylinders to the roadside. The "retrieve" van, which has stayed in contact with the balloon during the flight by radio and visual contact, miraculously appears at the gate, just as the carry-out is complete, having found and made the necessary contact with the landowner. We return to base for a traditional balloonists' breakfast, realising that it is only 10 o'clock and we have been up for five hours.

Flights are made in the early morning or late evening because once the sun rises, conditions usually become too turbulent to permit take off or landing. While experiences like my first flight are not uncommon, in only slightly faster wind the basket will be dragged along the ground for 50 yards or more, acting as a crude brake for the spinnaker-sized area of the envelope, until it has exhausted its hot air through the controlled opening at the top of the envelope and finally lain itself down.

Balloons provided our first method of aerial transport and dominated the first half of the 200 years of flying history. It was in a balloon that so many feats of daring (or perhaps ballooning) were performed.

English balloonist James Sadler was probably the first person to reach 80 miles an hour, when he flew from Birmingham to Spalding in 80 minutes in 1811. Twenty-five years later, his compatriot Charles Green flew through the night from Vauxhall Gardens to land 18 hours later in the Duchy of Nassau, over 480 miles away. And the name of American newspaper publisher Gordon

Bennet had become a household expression by the heyday of his gas balloon races in the Thirties.

While the synthetic fabric of the modern hot air balloon envelope is high tech, the concept is one of the most basic simplicity and each flight seems a magical return to those former days. One of the major contributors to this image is the fact that to a large degree, the destination of a flight is uncertain.

A sailor can use the power of the wind to choose a course. Even hang glider pilots can direct their fragile craft. But a balloon is passive, the only control being the investigation of altitude for the slight differences in wind height that occur due to the rotation of the earth, or geography of the land. The ability to predict such "steerage" comes with experience, and is a prerequisite of competition balloonists.

Planning and preparation are necessary for any balloon flight. Since they can only go where the wind takes them, a route must be planned which includes a generous margin to enable avoidance of the prohibited airspace around airports and airways teeming with powered aircraft. The balloon pilot has to undergo written examination in law, meteorology, navigation and balloon construction.

Ballooning is by no means the cheapest of the air sports, but it does have the best safety record. The capital outlay on a new hot-air balloon is at least £7,000, though a serviceable second hand item, when available, would be around £3,000. Costs of ownership can be offset by syndication among three or four.

The costs involved have limited the sport in the past to the well heeled, but more recently, its popularity has given rise to clubs who have spread the cost of ownership among their members. Annual costs include insurance at around £700 and gas for a flight is around £20.

The two biggest manufacturers of balloons are British and the country holds an envied position in the sport. There are about 500 balloon pilots in the UK, and, with the extensive use of both conventional and specially shaped balloons by advertising companies, at least 25 pilots are able to enjoy full-time work. I doubt the Marquis D'Arlandes received payment for his first balloon flight more than 200 years ago.

Kim Hull is a director of Adventure Balloons.

