

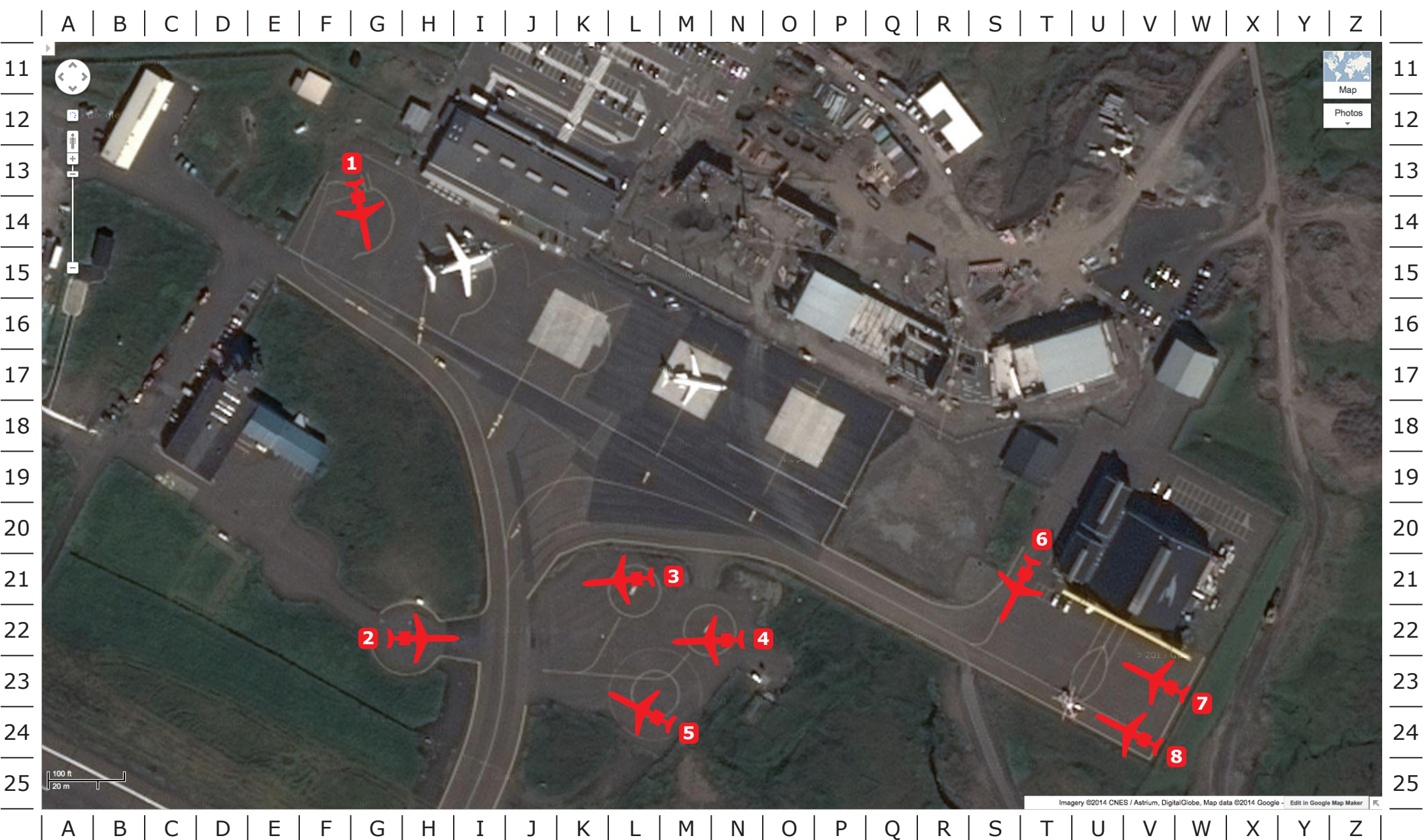
FAROEES AIRPORT PLAN FOR ECLIPSE MORNING

For eclipse morning 2015 March 20 Friday, the plan we’re submitting pending authorities’ approval is that we will depart Aberdeen (ABZ) about 0500 in our 49-passenger Embraer ERJ-145 jet aircraft and arrive at Vágur, the Faroe Islands airport (FAE) at about 0600 (local time = UT), proceed immediately to a pre-designated parking position and, by prior appointment, have the fuel truck come refuel us there as soon as possible.

See below eight possible parking positions shown in red, depending on what the airport controllers allocate to us according to how their own planning comes together which is still in progress as of 2014 May.

We’ll stay there until 0845 with the option that, in case weather is favorable, any of our participants who prefer to stay on the ground for the eclipse can exit the aircraft as late as 0830 and walk out through the terminal to the airport parking lot. Most likely if good weather happens there will still be *some* cloudiness, so groundstayers should access vehicles which they have pre-arranged for mobility on the good Faroese roads of Vágur island where totality will range between about 2m13s and 2m19s.

Even if weather is perfect, aircraft will still fly to airborne observation of the eclipse. At 0845 we expect to begin taxiing for planned takeoff 0855 for rendezvous with the lunar umbra 0940-0943 northwest of Vágur, approx. 3m30s of totality at altitude 35,000+ feet. Then we’ll return to Vágur arriving about 1010 to pick up those who stayed earthbound, then depart again about 1200, back to Aberdeen by about 1300.



Airport automobile parking lot is at **J-M/11-12**. Tower is at **D/17** and tower parking lot is at **C-D/16-17**. Hangar is at **U-V/21** and hangar parking lot is at **V-W/20**. Old passenger terminal is at **I-K/13**. New passenger terminal is at **P-R/16**, of which construction now is much further along than shown in this 2011? 2012? Google Maps image, and is projected to be complete by or before 2015 March. By that time construction materials seen here at **M-O/13-14, Q-S/15** etc. should be cleared. Currently there’s a gravelly area at **Q-R/19-20**...any chance that will be paved by 2015 March = more aircraft parking spaces?

GROUND AND BOAT MOBILITY

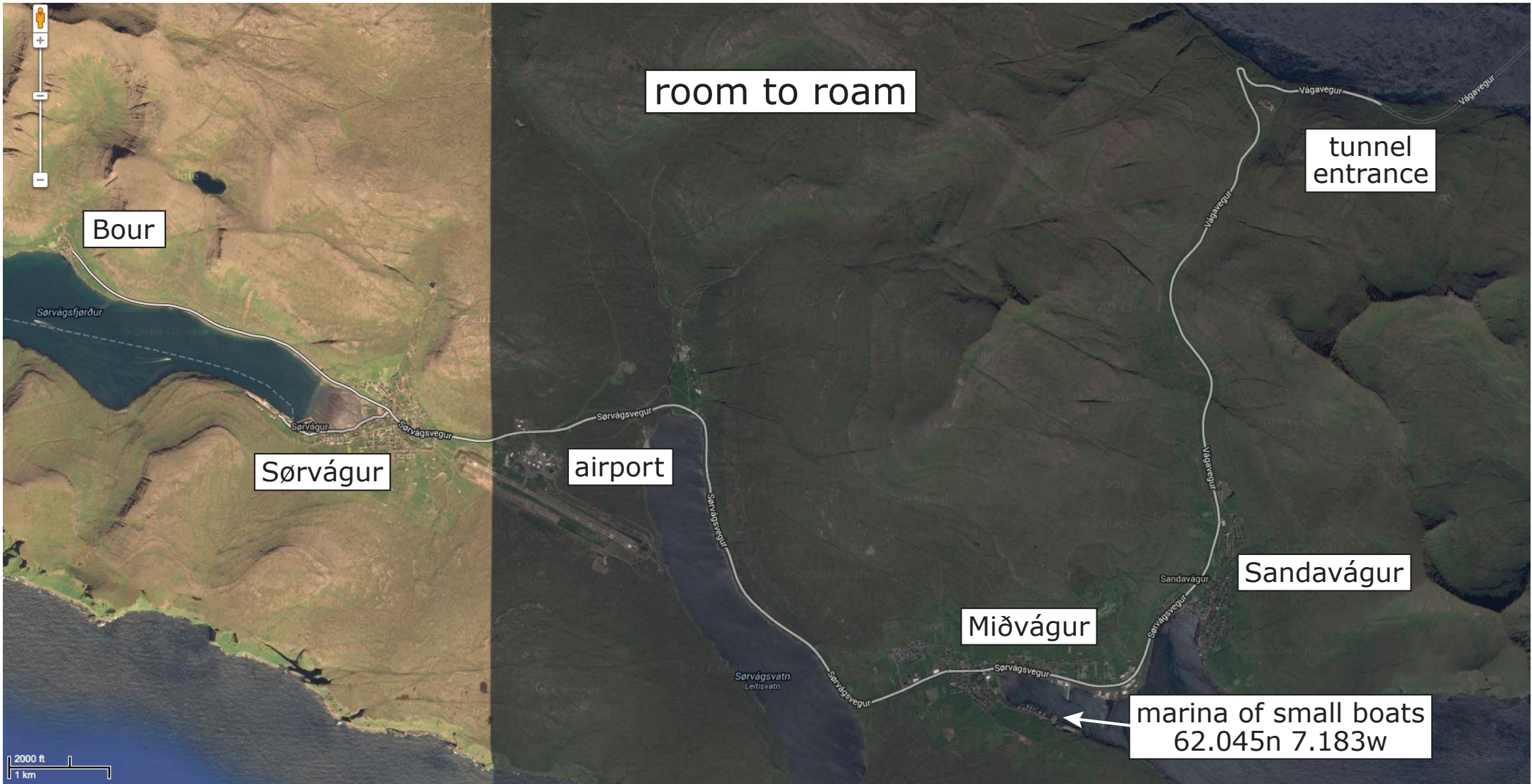
Good weather at Vágur is unlikely but it *could* happen – like El Calafate 2010 and Cape Lopez 2013!

For instance here’s what the three Vágur airport webcams showed at 9:41am, mid-totality time, on 2014 February 18...



...evidencing considerable sunshine yet also, you-know-whats lurking nearby. So it will be *most* advisable, if remaining on terra firma, not to commit to one single stationary position such as in the airport parking lot but rather, to have transportation lined up even if only comprising simple taxis such as the ones which ordinarily attend Vágur airport.

Then if indeed pressing wheels into service, you’ll have access to 20+ kilometers of roads...



...for limb-corrected totality of 2m19.2s at the tiny hamlet of Bour, 2m17.6s at the village of Sørvágur, 2m17.0s at the airport, 2m13.4s at the villages of Miðvágur or Sandavágur, or 2m14.5s at the Streymoy tunnel entrance...with the sun at 19+ degrees elevation to the southeast at azimuth 132+ degrees.

But what if weather looks pretty good at 0830-0845 so you decide to stay on the ground and the aircraft departs, but then more clouds soon begin to move in? We know the weather is quite changeable in the Faroe Islands.

Addressing this concern we will be offering (at additional cost, which shouldn’t be especially high) not only a motor vehicles option but a boat option as well, at a certain small marina located at 62.045n 7.183w about 10 minutes’ drive from the airport, for complete two-dimensional highly-maneuverable water-based mobility.

In fact, even if weather is continuing to look good just as you’re exiting into the airport parking lot by around 8:50am, you shouldn’t stay at the airport or near there, you should go immediately in the vehicles to the marina and locate *there*.

Because at the marina you will still have the same chance the weather will remain good as you would have had at or near the airport, and you’ll still have the same vehicles waiting to provide ground mobility if you need it; but unlike at the airport, at the marina you’ll have both those things PLUS you’ll also have boats waiting to provide dramatic, terrific on-water mobility if you need it, 25-30-35 knots and possibility of sharp, cloud-dodging turns you can’t do in larger vessels and which also you can’t do in land vehicles which have to stay on existing roads.

If you go onto the water you’ll give up the finest photographic opportunities of course – but on the other hand you’ll keep the chances very good that you’ll *still successfully observe the eclipse*, at least part of it and maybe all of it, maybe requiring the boat to keep moving during totality instead of stopping because the holes in the clouds move along constantly at a fast speed – but better than missing parts of totality under those clouds, no?

Plus from a boat you’ll have the complete, unforgettable, magical full-sky view just as you would on land.

So in turn, knowing you have this very powerful boat possibility in reserve, you can be more confident about staying on the ground for totality and not flying – so in fact maybe you REALLY WILL get to photograph the eclipse from the ground, because you won’t have had to be so concerned about completely missing any view of totality whatsoever if the weather turns bad after the ERJ-145 takes off.