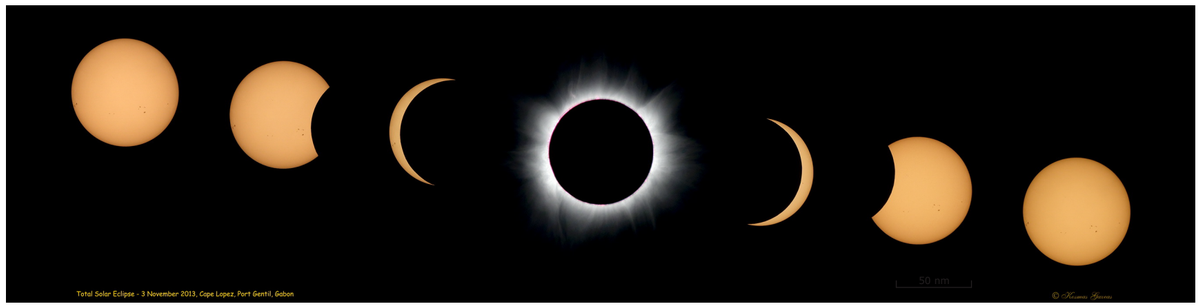


UMBRACEPT 2015 MARCH 20 – REVISED PLAN

— LARGER PLANE WE HOPE EVERYONE WILL LIKE EVEN MORE, AS WE DO —
— RETAINING THE GROUND OPTION IN CASE FAROES WEATHER IS GOOD —
— DEPART FROM BILLUND, DENMARK INSTEAD OF ABERDEEN, SCOTLAND —
— PRICING EQUIVALENT OR A BIT LOWER, WITH NEW UPGRADE OPTIONS —

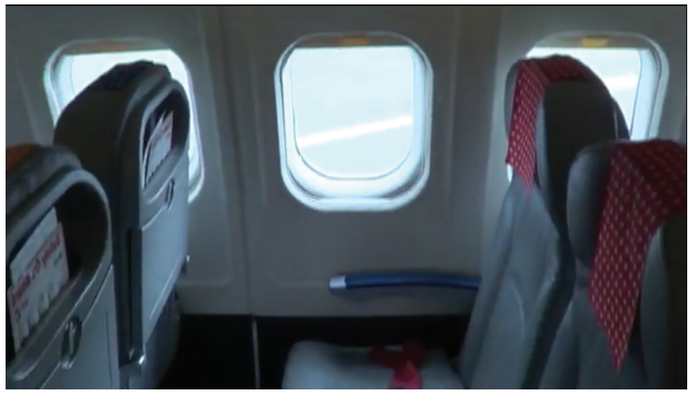
We are having to revise the plan for Umbracept 2015, our airborne-intercept flight to the total solar eclipse of March 20 Friday northwest of the Faroe Islands, and will now be utilizing an MD-83 jetliner departing from, and returning to, Billund, Denmark. We hope if you signed up for the previous plan, or if you're someone still considering whether to join, that you'll be willing to go along with this revised plan and that in fact you'll like it even better than the earlier plan, as we do!

We'll still land at Vágar, the Faroe Islands airport (FAE), before the eclipse so that if weather is favorable you can choose to observe the eclipse on the ground there for about 2 minutes 16 seconds of totality. And the airborne observation will be the same as in the previous plan, from 35,000+ feet altitude for an estimated 3 minutes 30 to 40 seconds in the moon's shadow viewing out the right side with sun at a very comfortable elevation of 18+ degrees.

For the previous plan utilizing an ERJ-145 regional-type jet out of Aberdeen, Scotland we had filled one plane and more people were inquiring so we asked the aircraft provider whether a second plane would be available. They put off giving us a definite response for a few weeks until finally they said they wouldn't be able to provide a second plane and in fact, due to scheduling changes in their regular commercial flights, wouldn't be able to provide the promised first plane either :| .

So we began searching for a replacement aircraft and, over a period of several more weeks, contacted twenty companies in Scotland, England, Iceland, and Scandinavia until we found the MD-83 out of Billund, Denmark which frankly, would have been our first choice all along :) had we known about it earlier!

The reason we like the MD-83 so much is that it has 51 right-side windows...and they're very nice windows as you can see here... whereas each ERJ-145 only had 16 windows on the right side. It means we can offer everyone a window or windows that are equivalent to or somewhat better than what they would have had on the ERJ-145, plus some new upgrade options – see following.



Also we like the fact that the Faroe Islands are affiliated with Denmark, so for our Danish aircraft, crewmembers, and flightplanners FAE will be quasi-"home turf".

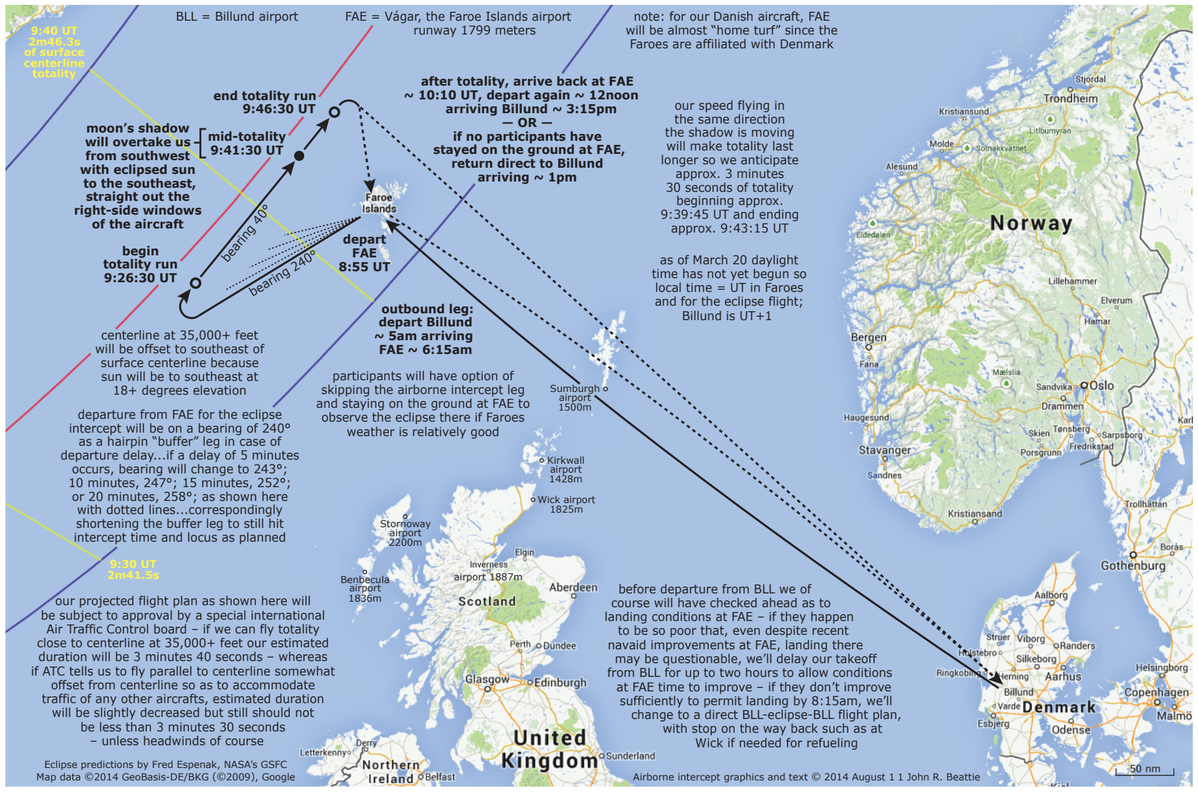
We'll depart Billund (BLL) ~ 5am local time to arrive FAE ~ 6:15am sunrise (one hour time difference east-to-west), then take off at 8:55am for the eclipse flight. Then after totality aloft projected to be ~ 9:39:45-9:43:15 UT, we'll either:

(a) return to FAE arriving ~ 10:10am if indeed some participants have remained on the ground in the Faroes, then depart FAE ~ 12noon to arrive back at Billund ~ 3:15pm (one hour time difference west-to-east), or otherwise

(b) bypass FAE after totality and return directly to Billund arriving ~ 1pm.

Even if weather at FAE is perfect, aircraft will still fly for totality.

See ERJ-145, top, and MD-83 above at same scale...16 windows vs. 51 windows!



Good weather at Vágar is unlikely but it *could happen* – like El Calafate 2010 and Cape Lopez 2013! The flight plan we're proposing to ATC will give you until about 8:30am to decide whether to stay on the ground or fly. For instance, here's what Vágar airport looked like 2014 February 18 Tuesday at 9:41am "mid-totality time":