



# DENMARK/FAROEES ECLIPSE FLIGHT 2015 MARCH 20

- WITH GROUND OPTION IN CASE FAROES WEATHER IS GOOD —
- SUPERSEDES EARLIER ABERDEEN, SCOTLAND ERJ-145 PLAN —

Join our flight in an MD-83 jetliner from Billund, Denmark to Vágur, Faroe Islands airport, then airborne total solar eclipse observation run, then back to Billund! If Faroes weather is favorable you'll have the option to stay on the ground at Vágur while the aircraft flies for the eclipse then returns to Vágur, then back to Billund.

Airborne observation will be estimated 3 minutes 30 to 40 seconds in the moon's shadow at 35,000+ feet altitude at 430+ knots – view will be out the right-side windows with sun at a very comfortable elevation of 18+ degrees.

Or if you choose ground observation at or near the airport, duration will be in the neighborhood of 2 minutes 16 seconds.

This supersedes our earlier plan to fly out of Aberdeen, Scotland with one or two Embraer ERJ-145 regional jets which turned out to be not available for charter.

We'll depart Billund (BLL) ~ 5am to arrive Vágur (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.

We're very fond of the MD-83 because 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".

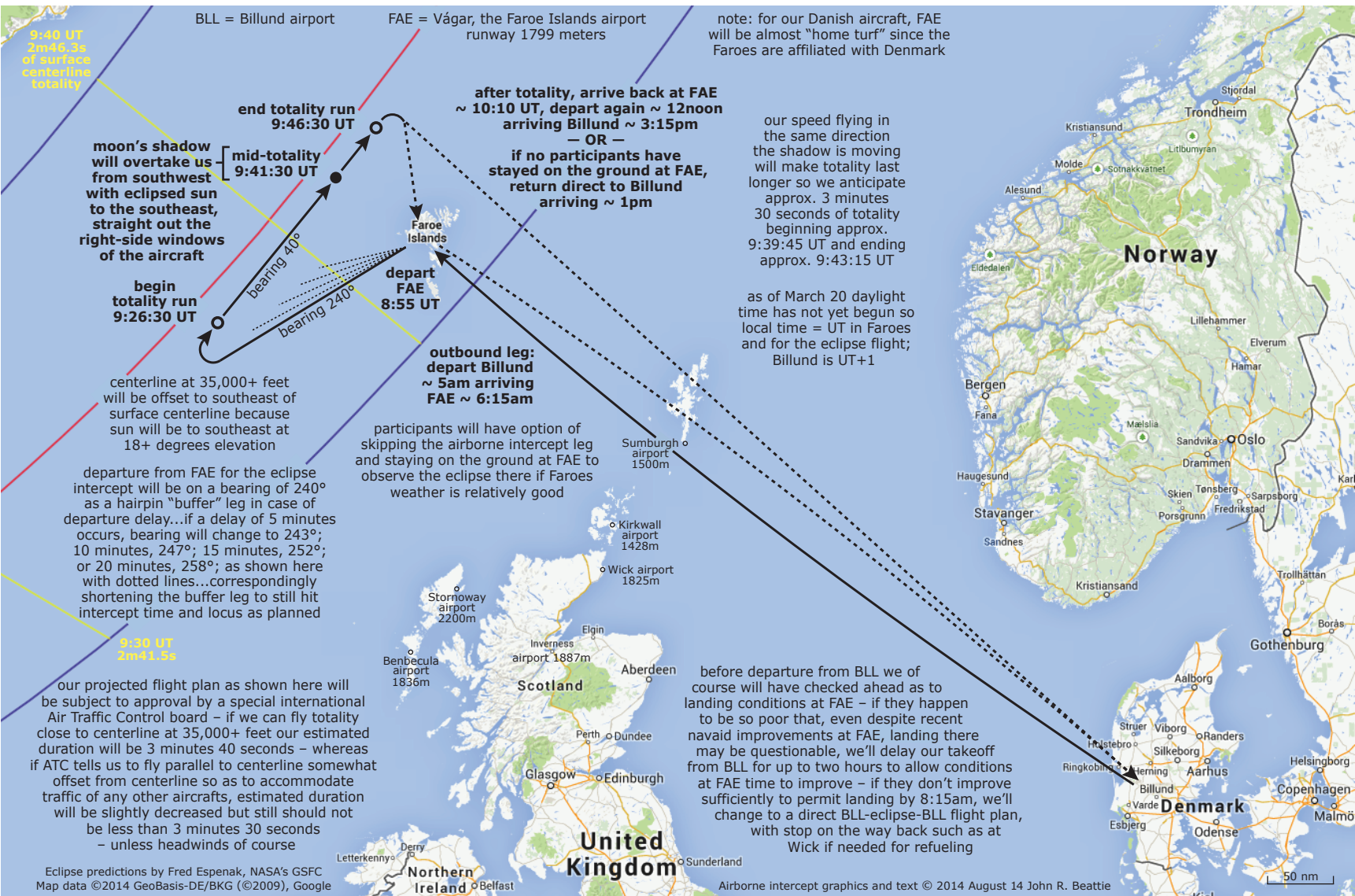
Also we like the fact that the Faroese have recently lengthened the runway from 1250 meters to 1799 meters, are building a new terminal which is scheduled for completion by late 2014, and have been upgrading their navigational systems to state-of-the-art which will help ensure our charter flight can get in and out routinely on eclipse morning even in case of – not uncommon in the Faroes – inclement weather.



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last update 2014 August 19



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



Good weather at Vágur 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 Vágur airport looked like 2014 February 18 Tuesday at 9:41am "mid-totally time":

