

UMBRACEPT DENMARK/FAROES 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 Vágar, Faroe Islands airport, then airborne total solar eclipse observation run, then back to Billund! If Faroese weather is favorable you'll have the option to stay on the ground at Vágar while the aircraft flies for the eclipse then returns to Vágar, 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 two Embraer ERJ-145 regional jets as now everyone will be able to fly on one single aircraft.

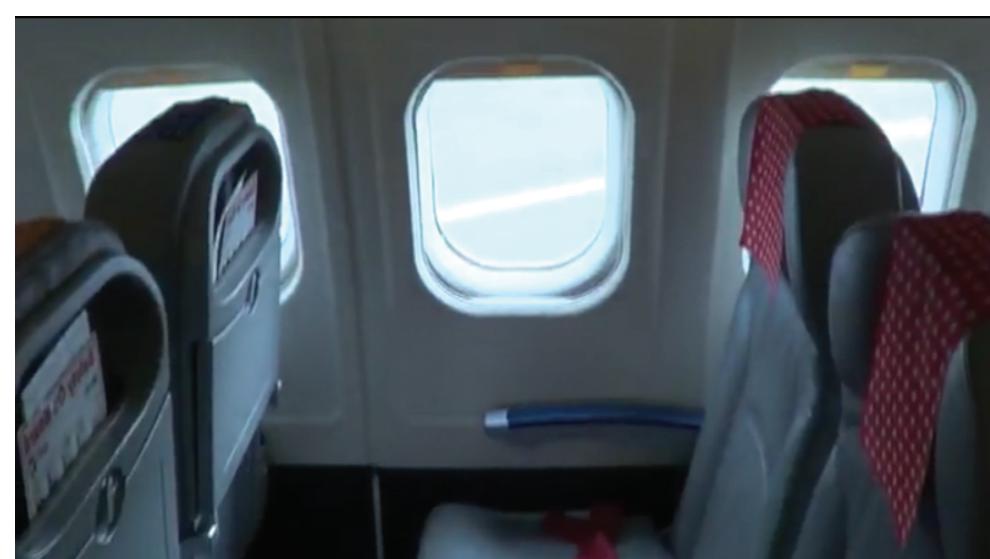
We'll depart Billund (BLL) ~ 5:00am to arrive Vágar (FAE) ~ 6:15am sunrise (one hour time difference east-to-west), then take off at 8:55am for the eclipse flight. Then after totality aloft projected to be ~ 9:39:45-9:43:15 UT, we'll either:

(a) return to FAE arriving ~ 10:30am if indeed some participants have remained on the ground in the Faroe Islands, then depart FAE ~ 11:30am to arrive back at Billund ~ 2:45pm (one hour time difference west-to-east), or otherwise

(b) bypass FAE after totality and return directly to Billund arriving ~ 1:00pm.

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 equivalent or somewhat better than what they would have had on the ERJ-145, with a tendency to lower pricing plus some new upgrade options – see following.



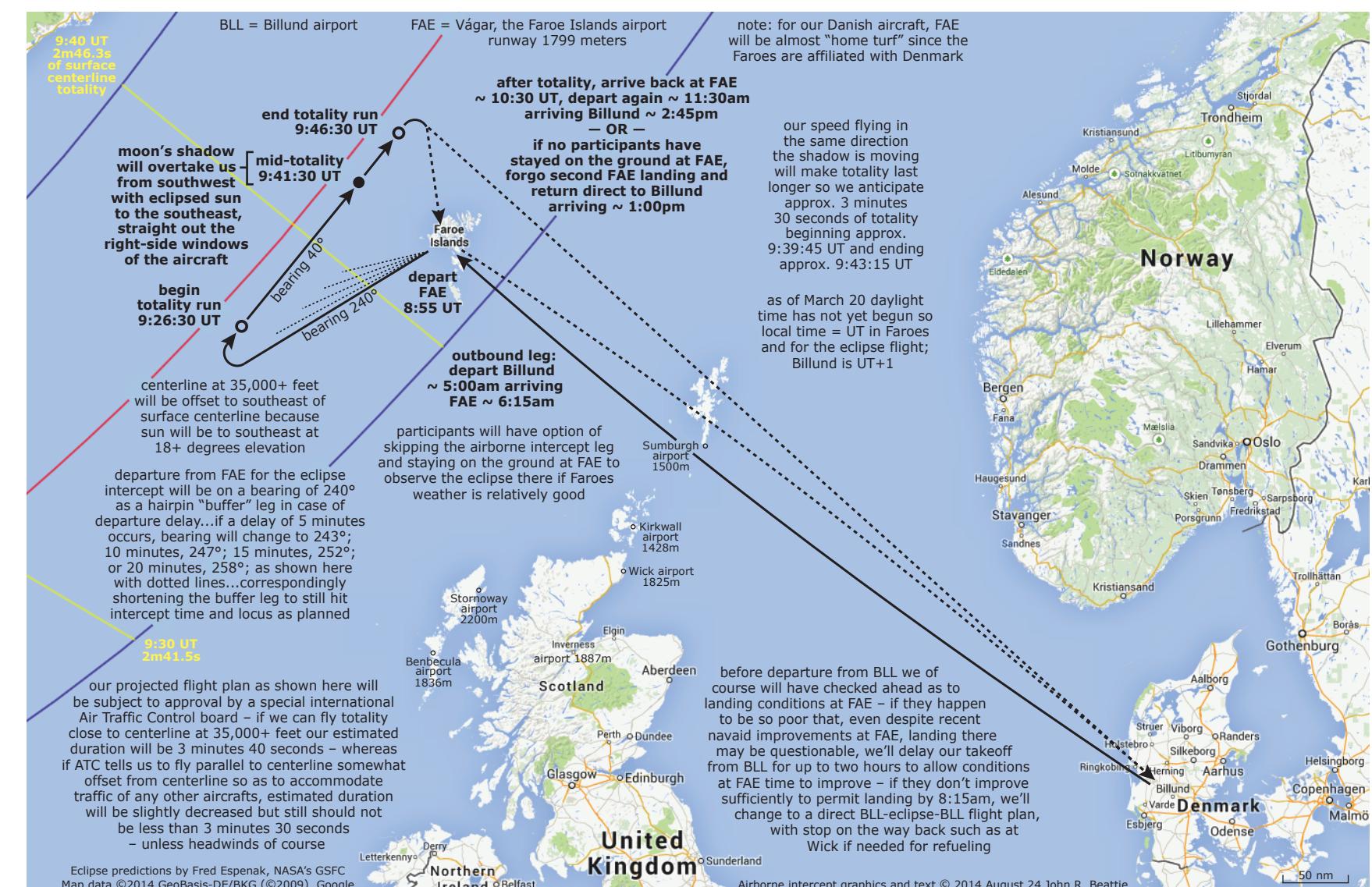
Also we like the fact that the Faroe Islands are affiliated with Denmark, so for our Danish aircraft, crewmembers, and flightplanners FAE will be quasi-“home turf”.

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 24

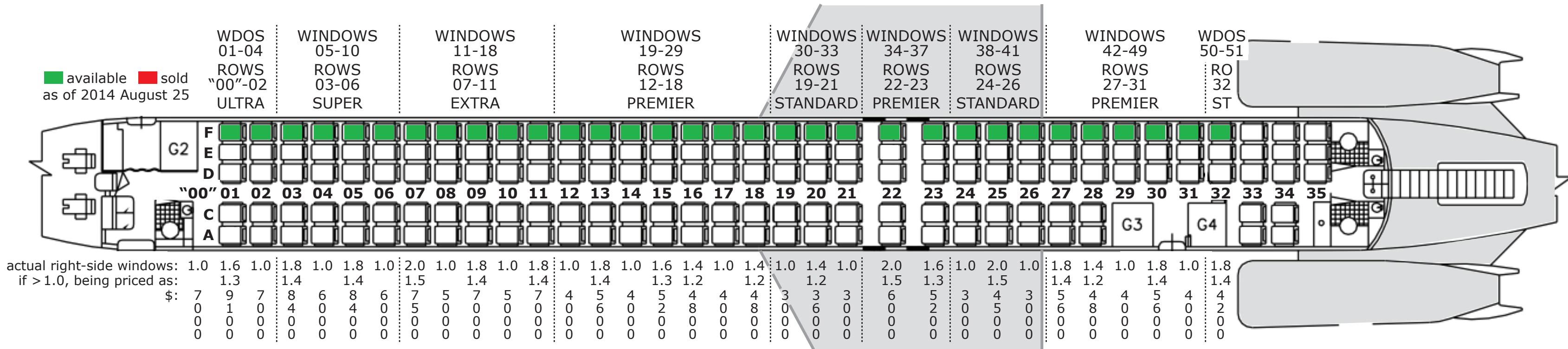


See ERJ-145, top, and MD-83 above at same scale...16 windows vs. 51 windows!



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”:





Note that in our new aircraft the MD-83, seat rows don't exactly correspond to windows as they did in the ERJ-145's so there are two sets of numbers: window numbers and seat row numbers. Some seat rows have only exactly 1.0 windows whereas others have 1.0-plus-a-fractional-window. Pricing is by seat row according to how many windows are in that seat row BUT: when there's an extra fractional window in a seat row we chop that extra fraction in half :) and add it to the 1.0 so as to calculate the price – thus improving the economics for two people sharing that seat row. For example if a seat row has 1.8 windows, for that row you pay 1.4 times what you would pay for a row in the same pricing category that has 1.0 windows. Plus note: in your right-side seat row you now get three seats – instead of only two as in the ERJ-145's.

Prices are in US dollars. Payments are due by 2014 September 20.

TWO OPTIONS FAIRLY ANALOGOUS TO THE FORMER PLAN

Premier \$4000 per window

windows 19-29 (= seat rows 12-18)

windows 34-37 (= seat rows 22-23 = exit rows so extra room)

windows 42-49 (= seat rows 27-31)

Standard \$3000 per window

windows 30-33 (= seat rows 19-21)

windows 38-41 (= seat rows 24-26)

windows 50-51 (= seat row 32)

NEW DELUXE, HIGHER-PRICED OPTIONS NOW AVAILABLE PROGRESSIVELY FURTHER FORWARD FROM THE WING

Extra Premier \$5000 per window

windows 11-18 (= seat rows 07-11)

Super Premier \$6000 per window

windows 05-10 (= seat rows 03-06)

Ultra Premier \$7000 per window

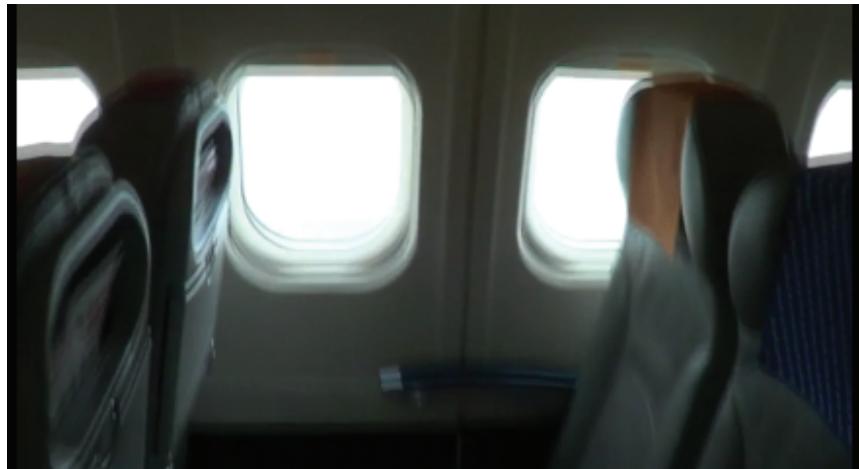
window 01 (= seat row "00")

windows 02-04 (= seat rows 01-02)

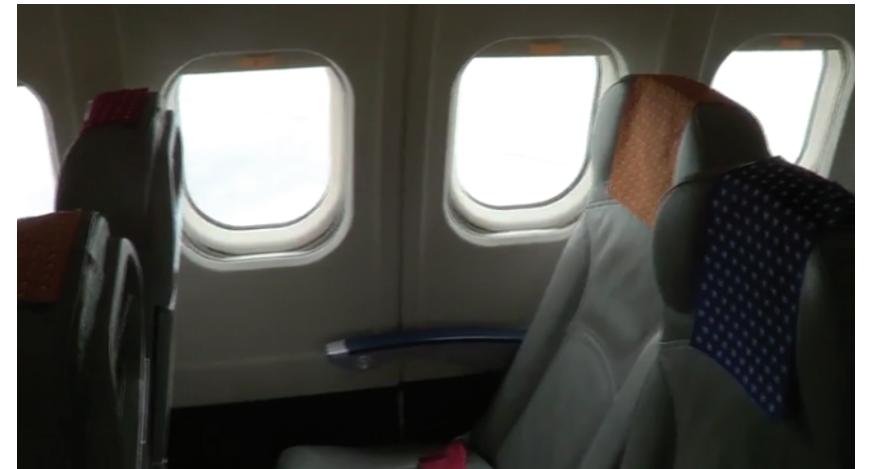
To sign up and/or for more information contact Tim Todd at T.E.I. Tours,
tei@teiglobal.com, +1 925-825-6104, <http://www.teiglobal.com>.

For each seat row we're specifying in advance whether its F seatback is permitted to lean back during the eclipse observation and if so by how much, and whether the F seatback in the preceding row is permitted to lean back and if so by how much. These predesignated leanback amounts figure in the price calculation for each row.

for example: seat 5F before leanback



seat 5F after leanback



Per our request, the aircraft provider has made an interior video of the MD-83, see here the sixth item labeled 00016.MTS...

<https://www.dropbox.com/sh/smcrnlffigfjj2h/AAASEsFrdJdgSsTOafTMheL2a?l>
...in which we would have preferred a straight linear walk-through instead of all the up-and-down zigzags but nevertheless this is helpful giving good views of the right-side windows and seat rows.

PREMIER \$4000 PER WINDOW

row 12

window 19
seatback 12F will not be authorized to lean back at all
\$4000 as 1.0 windows



row 13

windows 20 21
seatback 13F will be authorized to lean most of the way back so that it is placed exactly in between windows 21 and 22, not all the way back, out of consideration for row 14
\$5600 rating this as 1.8 windows, pricing as 1.4



row 14

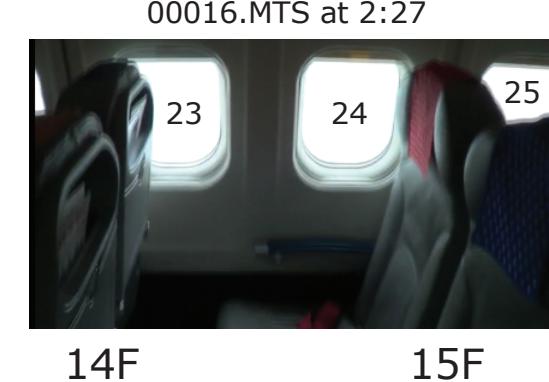
window 22
seatback 14F will not be authorized to lean back at all
\$4000 as 1.0 windows



row 15

windows 23 24
seatback 15F will be authorized to lean back about halfway so that it is placed exactly in between windows 24 and 25, not all the way back, out of consideration for row 16

\$5200 rating this as 1.6 windows, pricing as 1.3



row 16

windows 25 26
seatback 16F will be authorized to lean back all the way which should open up enough space for, at least, a fine view of the approaching shadow past the not-very-large wing, and maybe of the eclipsed sun itself utilizing available "squeeze room"
\$4800 rating this as 1.4 windows, pricing as 1.2



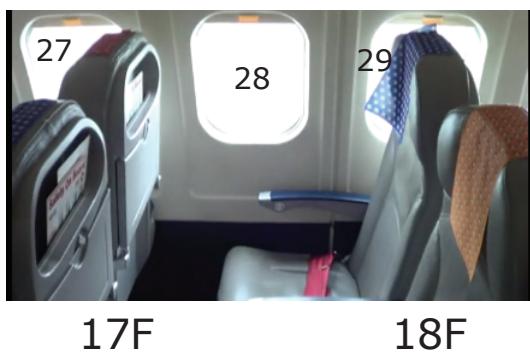
row 17

window 27
seatback 17F will be authorized to lean back about 2 inches so that it is placed exactly in between windows 27 and 28, not all the way back, out of consideration for row 18
\$4000 as 1.0 windows



row 18

windows 28 29
seatback 18F will be authorized to lean back all the way which should open up enough space for, at least, a fine view of the approaching shadow, and maybe of the eclipsed sun itself utilizing available "squeeze room"
\$4800 rating this as 1.4 windows, pricing as 1.2



STANDARD \$3000 PER WINDOW

row 19

window 30
seatback 19F will be authorized to lean back 1 or 2 inches so that it is placed exactly in between windows 30 and 31, not all the way back, out of consideration for row 20
\$3000 as 1.0 windows



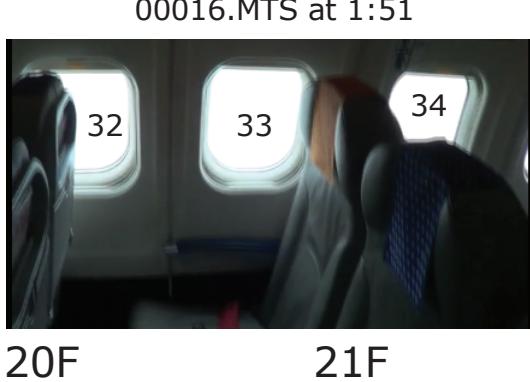
row 20

windows 31 32
seatback 20F will be authorized to lean back all the way which should open up enough space for, at least, a fine view of the approaching shadow, and maybe of the eclipsed sun itself utilizing available "squeeze room"
\$3600 rating this as 1.4 windows, pricing as 1.2



row 21

window 33
seatback 21F will be authorized to lean back about halfway so that it is placed exactly in between windows 33 and 34, not all the way back, out of consideration for row 22
\$3000 as 1.0 windows



PREMIER \$4000 PER WINDOW

row 22 – EXIT ROW SO EXTRA LEGROOM

windows 34 35
seatback 22F will be authorized to lean back all the way so this row will have two full windows
\$6000 rating this as 2.0 windows, pricing as 1.5

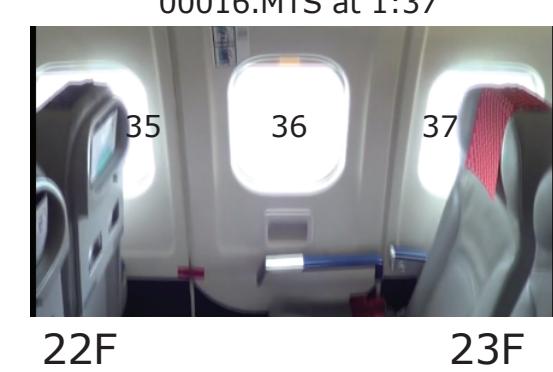


row 23 – EXIT ROW SO EXTRA LEGROOM

windows 36 37

seatback 23F will be authorized to lean back all the way

\$5200 rating this as 1.6 windows, pricing as 1.3



STANDARD \$3000 PER WINDOW

row 24

window 38

seatback 24F will not be authorized to lean back at all because it is already well-placed exactly in between windows 38 and 39

\$3000 as 1.0 windows

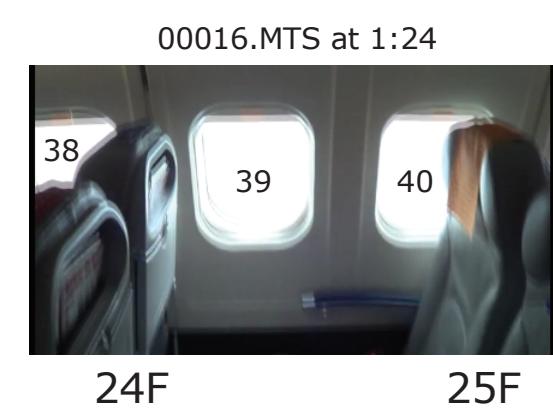


row 25

windows 39 40

seatback 25F will be authorized to lean back all the way so this row will have two full windows

\$4500 rating this as 2.0 windows, pricing as 1.5

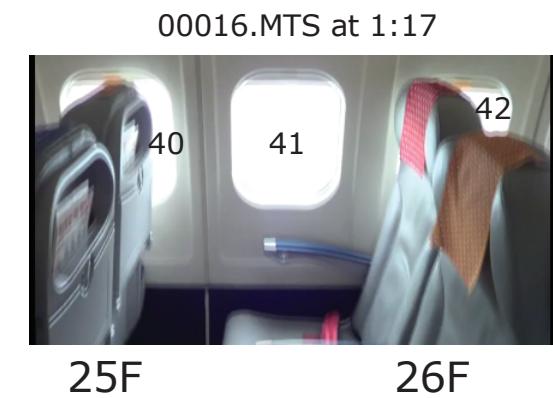


row 26

window 41

seatback 26F will not be authorized to lean back at all

\$3000 as 1.0 windows



PREMIER \$4000 PER WINDOW

row 27

windows 42 43

seatback 27F will be authorized to lean back a little more than halfway so that it is placed exactly in between windows 43 and 44, not all the way back, out of consideration for row 28

\$5600 rating this as 1.8 windows, pricing as 1.4



row 28

windows 44 45

seatback 28F will be authorized to lean back all the way which should open up enough space for, at least, a fine view of the approaching shadow, and maybe of the eclipsed sun itself utilizing available "squeeze room"

\$4800 rating this as 1.4 windows, pricing as 1.2

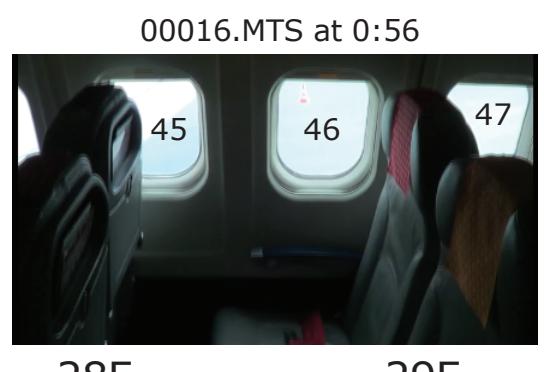


row 29

window 46

seatback 29F will be authorized to lean back but only an inch or two so that it is placed exactly in between windows 46 and 47, not all the way back, out of consideration for row 30

\$4000 as 1.0 windows



row 30

windows 47 48

seatback 30F will be authorized to lean back all the way

\$5600 rating this as 1.8 windows, pricing as 1.4



row 31

window 49

seatback 31F will not be authorized to lean back at all

\$4000 as 1.0 windows



STANDARD \$3000 PER WINDOW

row 32

windows 50 51

seatback 32F will be authorized to lean back all the way

\$4200 rating this as 1.8 windows, pricing as 1.4



ULTRA PREMIER \$7000 PER WINDOW

row "00"

window 01

\$7000 as 1.0 windows

row 01

windows 02 03

seatback 01F will be authorized to lean back all the way

\$9100 rating this as 1.6 windows, pricing as 1.3

row 02

window 04

seatback 02F will not be authorized to lean back at all because it is already well-placed exactly in between windows 04 and 05

\$7000 as 1.0 windows



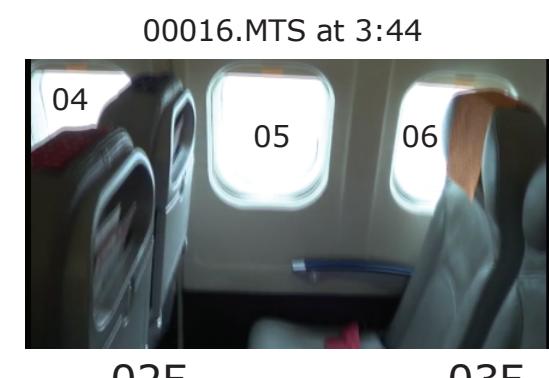
SUPER PREMIER \$6000 PER WINDOW

row 03

windows 05 06

seatback 03F will be authorized to lean back all the way

\$8400 rating this as 1.8 windows, pricing as 1.4

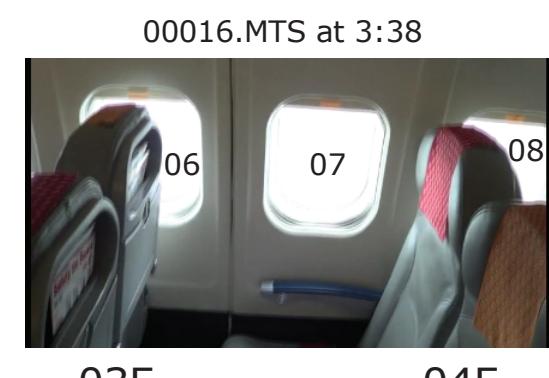


row 04

window 07

seatback 04F will not be authorized to lean back at all

\$6000 as 1.0 windows



row 05

windows 08 09

seatback 05F will be authorized to lean back all the way

\$8400 rating this as 1.8 windows, pricing as 1.4



row 06

window 10

seatback 06F will not be authorized to lean back at all

\$6000 as 1.0 windows



EXTRA PREMIER \$5000 PER WINDOW

row 07

windows 11 12

seatback 07F will be authorized to lean back all the way so this row will have two full windows

\$7500 rating this as 2.0 windows, pricing as 1.5



row 08

window 13

seatback 08F will not be authorized to lean back at all

\$5000 as 1.0 windows



row 09

windows 14 15

seatback 09F will be authorized to lean back all the way

\$7000 rating this as 1.8 windows, pricing as 1.4



row 10

window 16

seatback 10F will not be authorized to lean back at all

\$5000 as 1.0 windows



row 11

windows 17 18

seatback 11F will be authorized to lean most of the way back so that it is placed exactly in between windows 18 and 19, not all the way back, out of consideration for row 12

\$7000 rating this as 1.8 windows, pricing as 1.4

