

This interactive Google map shows the path of the Total Solar Eclipse of 2015 Mar 20. The northern and southern path limits are blue and the central line is red. The yellow lines crossing the path indicate the position of maximum eclipse at 10-minute intervals. The four-way toggle arrows (upper left corner) are for navigating around the map. The zoom bar (left edge) is used to change the magnification. The two map buttons (top right) let you switch between map view and a satellite view.

TOTAL SOLAR ECLIPSE 2015 MARCH 20 FRIDAY MD-83 OY-RUE AIRBORNE-INTERCEPT CHARTER FLIGHT BILLUND-FAROES-ECLIPSE-[FAROES]-BILLUND

our speed flying in the same direction the shadow is moving will make totality last longer so we anticipate approx. 3 minutes 30 seconds of totality beginning approx. 9:39:45 UT and ending approx. 9:43:15 UT

as of 9:34:00 UT,
more than 5 minutes
before second contact
aircraft will be here
and shadow will
just be coming over
the horizon in
spectacular view as
seen out the right
side looking back

departure from FAE for the eclipse intercept will be on a bearing of 240° as a hairpin "buffer" leg in case of departure delay...if a delay of 5 minutes occurs bearing will change to 243°; 10 minutes, 247°; 15 minutes, 252°; or 20 minutes, 258°; as shown here with dotted lines...correspondingly shortening the buffer leg to still hit intercept time and locus as planned

moon's shadow will be moving in this direction – red line is the surface centerline where totality will last longest on the surface

our projected flight plan as shown here will be subject to approval by a special international Air Traffic Control board to be constituted just for this event, who will be coordinating several flights along the eclipse path in addition to ours - Dr. Glenn Schneider, gschneider@as.arizona.edu, is already in touch with them and they expect to hold their first meeting by autumn 2014 - if we can fly totality close to centerline at 35,000+ feet our estimated duration will be 3 minutes 40 seconds - whereas if ATC tells us to fly parallel to centerline somewhat offset from centerline so as to accommodate traffic of the other aircrafts, estimated duration will be slightly decreased but still should not be less than 3 minutes 30 seconds - unless headwinds of course

centerline at 35,000+ feet will be offset to southeast of surface centerline because sun will be to southeast at 18+ degrees elevation

participants will have option of skipping the airborne intercept leg and staying on the ground at FAE to observe the eclipse there if Faroe weather is relatively good

Participants will have option of doing the airborne intercept leg, flying on the ground at FAE to see the eclipse there if Faroe weather is relatively good

Sumburgh
airport
1500m

as of March 20 daylight time has not yet begun so local time = UT in Faroes and for the eclipse flight leg

Billund = UT+1

...rarest spectacle...
“closest we can come
to space travel”

before departure from BLL we of course will have checked ahead as to landing conditions at FAE - if they happen to be so poor that, even despite many recent navaid improvements at FAE, landing there may be questionable, we'll delay our takeoff from BLL for up to two hours to allow conditions at FAE time to improve - if they don't improve sufficiently to permit landing by 8:15am, we'll change to a direct BLL-eclipse-BLL flight plan, with stop on the way back such as at Wick or Bergen if needed for refueling

Airborne intercept graphics and text © 2014 October 21 John R. Beattie

