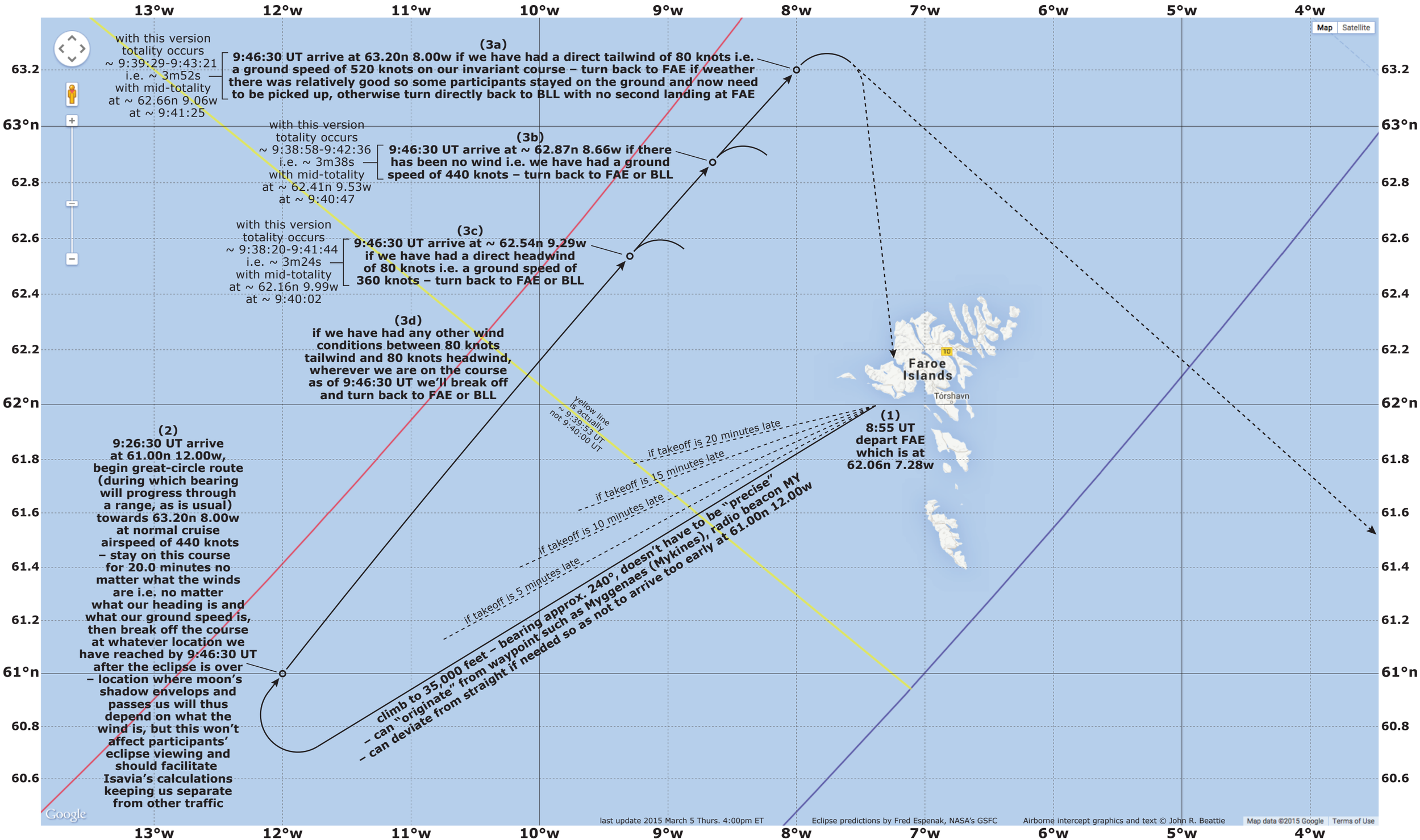
13°w
12°w
11°w
10°w
9°w
8°w
7°w
6°w
5°w
4°w
63.2
63°n
62.8
62.6
62.4
62.2
62°n
61.8
61.6
61.4
61.2
61°n
60.8
60.6
Map
Satellite
with this version totality occurs ~ 9:39:29-9:43:21 i.e. ~ 3m52s with mid-totality at ~ 62.66n 9.06w at ~ 9:41:25
(3a)
9:46:30 UT arrive at 63.20n 8.00w if we have had a direct tailwind of 80 knots i.e. a ground speed of 520 knots on our invariant course – turn back to FAE if weather there was relatively good so some participants stayed on the ground and now need to be picked up, otherwise turn directly back to BLL with no second landing at FAE
with this version totality occurs ~ 9:38:58-9:42:36 i.e. ~ 3m38s with mid-totality at ~ 62.41n 9.53w at ~ 9:40:47
(3b)
9:46:30 UT arrive at ~ 62.87n 8.66w if there has been no wind i.e. we have had a ground speed of 440 knots – turn back to FAE or BLL
with this version totality occurs ~ 9:38:20-9:41:44 i.e. ~ 3m24s with mid-totality at ~ 62.16n 9.99w at ~ 9:40:02
(3c)
9:46:30 UT arrive at ~ 62.54n 9.29w if we have had a direct headwind of 80 knots i.e. a ground speed of 360 knots – turn back to FAE or BLL
(3d)
if we have had any other wind conditions between 80 knots tailwind and 80 knots headwind, wherever we are on the course as of 9:46:30 UT we'll break off and turn back to FAE or BLL
yellow line is actually ~ 9:39:53 UT not 9:40:00 UT
if takeoff is 20 minutes late
if takeoff is 15 minutes late
if takeoff is 10 minutes late
if takeoff is 5 minutes late
(1)
8:55 UT depart FAE which is at 62.06n 7.28w
Faroe Islands
Tórshavn
(2)
9:26:30 UT arrive at 61.00n 12.00w, begin great-circle route (during which bearing will progress through a range, as is usual) towards 63.20n 8.00w at normal cruise airspeed of 440 knots – stay on this course for 20.0 minutes no matter what the winds are i.e. no matter what our heading is and what our ground speed is, then break off the course at whatever location we have reached by 9:46:30 UT after the eclipse is over – location where moon's shadow envelops and passes us will thus depend on what the wind is, but this won't affect participants' eclipse viewing and should facilitate Isavia's calculations keeping us separate from other traffic
climb to 35,000 feet – bearing approx. 240°, doesn't have to be "precise"
– can "originate" from waypoint such as Myggenaes (Mykines), radio beacon MY
– can deviate from straight if needed so as not to arrive too early at 61.00n 12.00w
Google
last update 2015 March 5 Thurs. 4:00pm ET
Eclipse predictions by Fred Espenak, NASA's GSFC
Airborne intercept graphics and text © John R. Beattie
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