



UMBRACEPT DENMARK/FAROEES 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, duration will be 2 minutes 10+ seconds.

This supersedes our earlier plan to fly out of Aberdeen, Scotland with two ERJ-145 regional jets as now everyone will be able to fly on one single aircraft. In fact had we known about this MD-83 earlier it would have been our first choice all along!

We'll depart Billund (BLL) ~ 5:00am 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 ~ 10:30am if indeed some participants have remained on the ground in the Faroes, 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 a window or windows that are equivalent or somewhat better than what they would have had on the ERJ-145, plus some new upgrade options – see following.

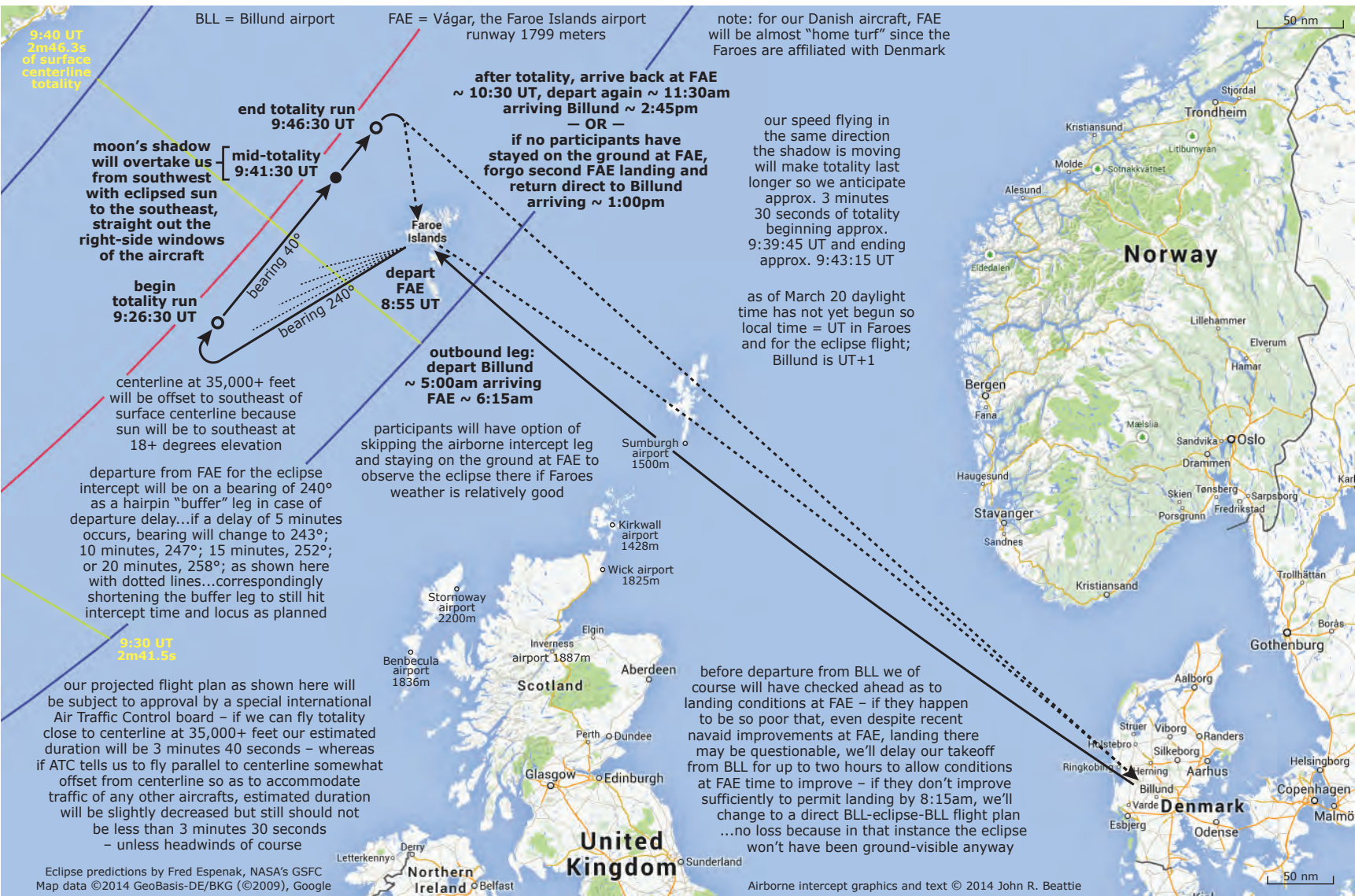


Also we like the fact that the Faroe Islands are affiliated with Denmark, so for our Danish aircraft, crewmembers, and flightplanners FAE will be quasi-"home turf".

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.



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-totality time":

