

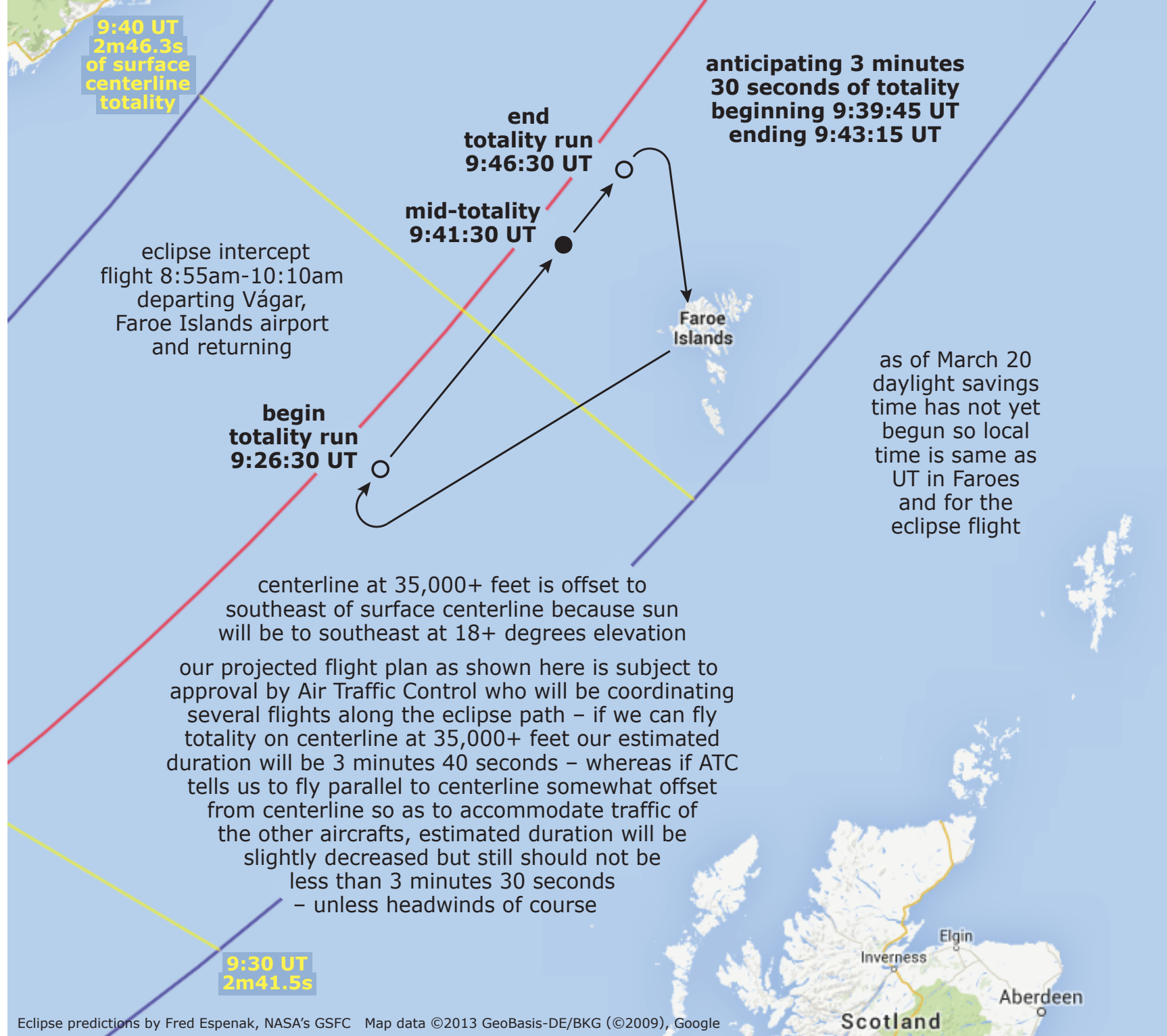


# UMBRACEPT 2015 MARCH 20 ex-Faroes eclipse flight – Vágur to Vágur — permitting easy ground option if Faroes weather is good —

Announcing flight in an Airbus A319 jetliner from Vágur, Faroe Islands airport (FAE) to airborne total solar eclipse observation then back to Vágur comprising about 1 hour 15 minutes in the air.

(This supersedes our earlier announced plan to fly Aberdeen-Vágur-eclipse-Vágur-Aberdeen in a regional-class jet, for which the provider gave us a firm quotation but then withdrew thirteen weeks later due to unspecified "fleet concerns".)

We anticipate 3 minutes 30 to 40 seconds in the moon's shadow over the ocean northwest of Vágur at 35,000+ feet at 447 knots with projected mid-intercept at 9:41:30 UT. View will be out the right-side windows with sun at a very comfortable elevation of 18+ degrees, to the southeast at azimuth 131 degrees i.e. within 10 degrees of perpendicular to the direction of heading of the aircraft.



Because the flight originates from Vágur which is inside the path of totality with planned departure of 8:55 UT (local time = UT), if weather is unexpectedly good as of boarding time about 8:25 UT you can simply decide not to get on the aircraft. From that point you will still have \*ground\* mobility in the form of vehicles waiting at the ready if needed, with 20+ kilometers of good Faroese roads at your disposal – limb-corrected totality is 2m19.2s at Bour, 2m17.6s at Sörvágur, 2m17.0s at the airport, 2m13.4s at Miðvágur and Sandavágur, and 2m14.5s at the tunnel entrance:



Good weather on Vágur is unlikely but it \*could\* happen – like El Calafate 2010 and Cape Lopez 2013! For example, here's what Vágur airport looked like at 9:41am on 2014 February 18:



On eclipse morning 2015 March 20 even if weather at Vágur is perfect, aircraft will still fly for totality.

The technical planner on this project is John Beattie, for whom this will be his 10th solar eclipse aloft.

Here is our gorgeous Airbus A319, with window zones and numbers superimposed on the top image, to be provided by the Faroese airline Atlantic Airways whose home base is right at Vágur airport:



## PRICING – FRACTIONAL WINDOWS – ZONES

The A319 has 33 right-side windows and 24 seating rows for right-side D E F seats, the F seats being window seats in the usual fashion. Rows and windows don't align exactly so some windows are partially blocked by an F seatback, therefore every seating row has at least one window but some have fractionally more than one window. Often, seatbacks can be leaned back to improve access to windows in their rows but that may also decrease access to the same windows in the rows behind, therefore we will make a lean-back-or-not-lean-back choice for every applicable F seatback before the flight and will base pricing on that with everyone's knowledge and cooperation so there are no conflicts about this during the flight itself. Of course all seats are to be in their full upright position on takeoff and landing as usual.

Also, windows will be more in demand the further they are from the wing so they are designated as zones A B C D where (all prices in USD):

zone A = 9 windows 1-3, 28-33.....\$6,000 per window, furthest from the wing  
zone B = 9 windows 4-8, 24-27.....\$5,000 per window, next furthest from the wing  
zone C = 9 windows 9-14, 21-23....\$4,200 per window, not very far from the wing  
zone D = 6 windows 15-20.....\$3,500 per window, over the wing

(window 14 has more leg room so it's zone C, otherwise it would be zone D).

Note these prices are \*per window\* not \*per row\*.

Pricing for each row = zone times the number of windows in that row which may be only one or it may be one-plus-a-fraction. So let's say row 4 has all of window 6 and "seven-tenths" of window 7, windows 6 and 7 being in zone B, therefore price for row 4 = 1.7 x \$5,000 = \$8,500.

Each row can have one, two, or three occupants. If there are three occupants for a row with only one window, they should decide among themselves \*before the flight\* who is going to miss second contact and who is going to miss third contact.

See video of the right-side seating rows and windows here at:

## [TO COME - YOUTUBE LOCATION]

See photos of each seating row below as derived from the video, showing pricing and basis therefor, and status of availability.

## [TO COME]

### PAYMENT TERMS

Deposit US\$500 per person non-refundable, then US\$1,500 per row/window by 2014 March 20, then balance by 2014 September 20. The reason we're asking for the initial US\$500 and then the subsequent US\$1,500 so close together is, in the past we've found there tends to be an initial surge of bookings so it will be helpful to us to get soon-extra-confirmation of such initial bookings.

This charter requires at least 20 booked rows to operate, otherwise we reserve the right to cancel in which case we \*do\* refund the deposits of course.

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

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