



this will not be an airborne eclipse observation. it will be flying to a different location at 400+ knots to land and observe eclipse on the ground, at or near the destination airport

never in history has there been a solar eclipse with so many airports in path of totality - let's take advantage of this

objective is to be able to fly in our chartered corporate jet with 6 umbraphile participants from Lincoln, Nebraska airport on eclipse morning August 21, departing from Lincoln as close before totality as possible to an airport destination, if we can discern one by current satphotos confirmed by phone calls, where the weather RIGHT NOW, not "tomorrow", is not just "better than Lincoln", it's PERFECT, pristine blue horizon-to-horizon - unless of course, Lincoln's own weather is perfect in which case we'll remain at Lincoln and drive south to centerline

yes, price tag will be substantial - dollar amount shown for each airport, with \$800 minimum, is best-known current projection of per-person cost of charter roundtrip from Lincoln, we're discussing with provider to keep at these levels, if cost does have to go higher we'll find out before flight

the two times shown for each airport are UT first contact and mid-totality

time of departure from Lincoln is for arrival at destination airport 45 minutes before totality - we'll need to retain flexibility to depart earlier if necessary

airports with runways 5000 feet or longer are shown in bold type, where there should be no question we can land; being able to land at airports with shorter runways may depend on conditions at the time, also on elevation - lower is better

in telephone survey early June 2017, very few if any of the airport managers say they expect overwhelming traffic for the eclipse, room to land should be no problem but "do check again closer to the time", especially airports most likely to be in demand such as Driggs, Jackson, Alliance, Perryville, Carbondale, Hopkinsville

if we have to choose an airport not very near centerline we'll phone ahead to have local taxis or lyfts or ubers meet us "atarea" upon landing, so as to have option of driving towards centerline

shortest-runway airports less than 3000 feet not shown; also private airports unwilling to give permission to land for the eclipse not shown; also military airports not permitting civilian landings not shown