

Woolpert Lidar Acquisition Log

| Project Info | | | | | Date | | |
|------------------------------------|------------------------------------|--------------------|---------------------|-------------------------|------------------------------|-------------------------------|---------------------|
| Project # | Project Name | | Unique ID | | Flight Date (UTC) | Day of Year | Flight # |
| 22849 | Woolpert- TN Davidson County LiDAR | | Day079_5060413_1 | | 03/20/2022 | 079 | 1 |
| Crew | | Equipment | | Time | | | Airports |
| Pilot | Aircraft Make/Model | | Aircraft Tail # | Hobbs Start | Local Start | UTC Start | Departing |
| Ben | Cessna 401 | | N41GD | 1657.3 | 08:25:00 | 13:25:00 | KM54 |
| Operator | Sensor Make/Model | | Sensor Serial # | Hobbs End | Local End | UTC End | Arriving |
| Chris | Optech Galaxy T2000 | | 5060413 | 1662.6 | 01:35:00 | 18:35:00 | KM54 |
| Conditions | | | | | | | |
| Wind Dir (°) | Wind Speed (kts) | Visibility (mi) | Ceiling (ft) | Cloud Cover | Temp. (°C) | Dew Point (°C) | Pressure ("Hg) |
| 0 | 0 | 10 | 12,000 | Clear | 0 | 0 | 30.22 |
| Air Speed (kts) | | Altitude AGL (ft) | Altitude MSL (ft) | Airfield Elevation (ft) | | | |
| 145 | | 5,800 | 6,450 | 650 | | | |
| Settings | | | | | | | |
| Point Spacing (m) | Point Density (ppsm) | Scan Angle/FOV (°) | Scan Frequency (Hz) | Pulse Rate (kHz) | Laser Power (%) | | |
| 0.35 | 9.18 | 39 | 95 | 1100 | 100 | | |
| | | | | | | Verify S-Turns Before Mission | Yes |
| Line # | Direction | Start Time (UTC) | End Time (UTC) | Time On-Line | Satellite | PDOP | Line Notes/Comments |
| BoreSight TN | | | | | | | |
| 4 | 359 | 13:57:36 | 13:58:31 | | 23 | 1.08 | Good |
| 3 | 179 | 14:02:43 | 14:03:33 | | 24 | 0.97 | Good |
| 2 | 359 | 14:08:30 | 14:09:31 | 00:01:01 | 24 | 1.07 | Good |
| 1 | 179 | 14:13:50 | 14:14:38 | 00:00:48 | 24 | 1.01 | Good |
| 5 | 309 | 14:19:27 | 14:21:08 | 00:01:41 | 25 | 0.96 | Good |
| Woolpert- TN Davidson County LiDAR | | | | | | | |
| 59 | 180 | 14:37:09 | 14:38:43 | 00:01:34 | 27 | 0.93 | Good |
| 58 | 360 | 14:45:09 | 14:48:38 | 00:03:29 | 27 | 0.94 | Good |
| 57 | 180 | 14:52:56 | 14:56:25 | 00:03:29 | 25 | 1.01 | Good |
| 56 | 360 | 15:03:01 | 15:07:00 | 00:03:59 | 25 | 0.97 | Good |
| 55 | 0 | 15:12:08 | 15:15:48 | 00:03:40 | 25 | 0.97 | Good |
| 54 | 0 | 15:20:39 | 15:24:55 | 00:04:16 | 24 | 1.16 | Good |
| 53 | 180 | 15:29:56 | 15:34:52 | 00:04:56 | 27 | 1 | Good |
| 52 | 0 | 15:39:55 | 15:46:32 | 00:06:37 | 31 | 0.84 | Good |
| 51 | 180 | 15:50:51 | 15:57:31 | 00:06:40 | 30 | 0.92 | Good |
| 50 | 0 | 16:03:17 | 16:10:02 | 00:06:45 | 30 | 1 | Good |
| 49 | 180 | 16:15:44 | 16:22:27 | 00:06:43 | 29 | 1.03 | Good |
| 47 | 0 | 16:26:54 | 16:34:16 | 00:07:22 | 31 | 0.98 | Good |
| 48 | 180 | 16:39:18 | 16:46:18 | 00:07:00 | 32 | 0.99 | Good |
| 46 | 0.1 | 16:50:41 | 16:58:46 | 00:08:05 | 31 | 1.01 | Good |
| 45 | 180 | 17:03:36 | 17:12:47 | 00:09:11 | 32 | 0.95 | Good |
| 44 | 0.1 | 17:17:30 | 17:26:52 | 00:09:22 | 33 | 0.86 | Good |
| 43 | 180 | 17:31:12 | 17:40:25 | 00:09:13 | 31 | 0.85 | Good |
| 42 | 0.1 | 17:45:28 | 17:55:03 | 00:09:35 | 31 | 0.82 | Good |
| Page 1 | | | | | Verify S-Turns After Mission | | Yes |
| Additional Comments | | | | | | | |
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Woolpert Lidar Acquisition Log

| Project Info | | | | | Date | | |
|---------------------|------------------------------------|--------------------|---------------------|-------------------------|-------------------|-------------------------------|---------------------|
| Project # | Project Name | | Unique ID | | Flight Date (UTC) | Day of Year | Flight # |
| 22849 | Woolpert- TN Davidson County LiDAR | | Day079_5060413_2 | | 03/20/2022 | 079 | 2 |
| Crew | | Equipment | | Time | | | Airports |
| Pilot | Aircraft Make/Model | | Aircraft Tail # | Hobbs Start | Local Start | UTC Start | Departing |
| Ben | Cessna 401 | | N41GD | 1662.6 | 05:05:00 | 22:05:00 | KM54 |
| Operator | Sensor Make/Model | | Sensor Serial # | Hobbs End | Local End | UTC End | Arriving |
| Chris | Optech Galaxy T2000 | | 5060413 | 1668.6 | 10:55:00 | 03:55:00 | KM54 |
| Conditions | | | | | | | |
| Wind Dir (°) | Wind Speed (kts) | Visibility (mi) | Ceiling (ft) | Cloud Cover | Temp. (°C) | Dew Point (°C) | Pressure ("Hg) |
| 350 | 6 | 10 | 12,000 | Clear | 0 | 0 | 30.22 |
| Air Speed (kts) | | Altitude AGL (ft) | Altitude MSL (ft) | Airfield Elevation (ft) | | | |
| 145 | | 5,800 | 6,400 | 600 | | | |
| Settings | | | | | | | |
| Point Spacing (m) | Point Density (ppsm) | Scan Angle/FOV (°) | Scan Frequency (Hz) | Pulse Rate (kHz) | Laser Power (%) | | |
| 0.35 | 9.19 | 39 | 95 | 1100 | 100 | | |
| | | | | | | Verify S-Turns Before Mission | Yes |
| Line # | Direction | Start Time (UTC) | End Time (UTC) | Time On-Line | Satellite | PDOP | Line Notes/Comments |
| 40 | 0.1 | 22:45:30 | 22:54:47 | | 25 | 1 | Good |
| 39 | 180 | 22:59:23 | 23:08:42 | | 26 | 0.95 | Good |
| 38 | 0.1 | 23:12:42 | 23:21:56 | | 28 | 0.94 | Good |
| 37 | 180 | 23:26:39 | 23:36:02 | 00:09:23 | 27 | 0.93 | Good |
| 36 | 0.1 | 23:39:56 | 23:49:08 | 00:09:12 | 28 | 0.89 | Good |
| 35 | 180 | 23:53:54 | 00:02:57 | 00:09:03 | 30 | 0.89 | Good |
| 34 | 0.1 | 00:06:57 | 00:15:49 | 00:08:52 | 24 | 1.08 | Good |
| 33 | 180 | 00:20:31 | 00:28:56 | 00:08:25 | 29 | 1.04 | Good |
| 32 | 0.1 | 00:32:47 | 00:41:19 | 00:08:32 | 26 | 1.09 | Good |
| 31 | 180 | 00:45:04 | 00:54:42 | 00:09:38 | 30 | 1.01 | Good |
| 30 | 0.1 | 00:59:06 | 01:08:37 | 00:09:31 | 32 | 0.89 | Good |
| 29 | 180 | 01:13:04 | 01:23:06 | 00:10:02 | 31 | 0.87 | Good |
| 28 | 0.2 | 01:27:19 | 01:37:15 | 00:09:56 | 30 | 0.88 | Good |
| 27 | 180 | 01:41:37 | 01:52:01 | 00:10:24 | 28 | 0.9 | Good |
| 26 | 0.2 | 01:56:05 | 02:06:12 | 00:10:07 | 25 | 1.15 | Good |
| 25 | 180 | 02:10:33 | 02:20:50 | 00:10:17 | 28 | 0.92 | Good |
| 24 | 0.2 | 02:24:55 | 02:35:03 | 00:10:08 | 29 | 0.91 | Good |
| 23 | 180 | 02:39:39 | 02:49:14 | 00:09:35 | 29 | 0.96 | Good |
| 22 | 0.2 | 02:53:38 | 03:03:11 | 00:09:33 | 30 | 0.91 | Good |
| 21 | 180 | 03:07:29 | 03:16:01 | 00:08:32 | 27 | 0.99 | Good |
| 61 | 78 | 03:28:19 | 03:36:41 | 00:08:22 | 27 | 1 | Good |
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| Page 1 | | | | | | Verify S-Turns After Mission | Yes |
| Additional Comments | | | | | | | |
| Drive 1 | | | | | | | |

Woolpert Lidar Acquisition Log

| Project Info | | | | | Date | | |
|---------------------|----------------------------------|--------------------|---------------------|-------------------------|-------------------|-------------------------------|---------------------|
| Project # | Project Name | | Unique ID | | Flight Date (UTC) | Day of Year | Flight # |
| 22849 | Woolpert-TN_Davidson_CountyLidar | | Day080_5060413_1 | | 03/21/2022 | 080 | 1 |
| Crew | | Equipment | | Time | | | Airports |
| Pilot | Aircraft Make/Model | | Aircraft Tail # | Hobbs Start | Local Start | UTC Start | Departing |
| Ben | Cessna 401 | | N41GD | 1668.6 | 09:35:00 | 14:35:00 | KM54 |
| Operator | Sensor Make/Model | | Sensor Serial # | Hobbs End | Local End | UTC End | Arriving |
| Chris | Optech Galaxy T200 | | 5060413 | 1673.7 | 02:35:00 | 19:35:00 | KM54 |
| Conditions | | | | | | | |
| Wind Dir (°) | Wind Speed (kts) | Visibility (mi) | Ceiling (ft) | Cloud Cover | Temp. (°C) | Dew Point (°C) | Pressure ("Hg) |
| 130 | 8 | 10 | 12,000 | Clear | 0 | 0 | 30.27 |
| Air Speed (kts) | | Altitude AGL (ft) | Altitude MSL (ft) | Airfield Elevation (ft) | | | |
| 145 | | 5,800 | 6,400 | 600 | | | |
| Settings | | | | | | | |
| Point Spacing (m) | Point Density (ppsm) | Scan Angle/FOV (°) | Scan Frequency (Hz) | Pulse Rate (kHz) | Laser Power (%) | | |
| 0.35 | 9.19 | 39 | 95 | 1100 | 100 | | |
| | | | | | | Verify S-Turns Before Mission | Yes |
| Line # | Direction | Start Time (UTC) | End Time (UTC) | Time On-Line | Satellite | PDOP | Line Notes/Comments |
| 20 | 0.2 | 15:11:21 | 15:20:15 | | 25 | 1.05 | Good |
| 19 | 180 | 15:27:12 | 15:36:53 | | 25 | 1.03 | Good |
| 18 | 0.2 | 15:40:39 | 15:49:17 | | 29 | 0.88 | Good |
| 17 | 180 | 15:53:53 | 16:03:28 | 00:09:35 | 29 | 0.86 | Good |
| 16 | 0.2 | 16:07:09 | 16:15:35 | 00:08:26 | 27 | 1.02 | Good |
| 15 | 180 | 16:20:14 | 16:29:26 | 00:09:12 | 29 | 0.98 | Good |
| 14 | 0.2 | 16:33:21 | 16:41:33 | 00:08:12 | 30 | 1.01 | Good |
| 13 | 180 | 16:47:11 | 16:55:35 | 00:08:24 | 29 | 1.08 | Good |
| 12 | 0.2 | 17:01:37 | 17:08:49 | 00:07:12 | 30 | 1.03 | Good |
| 11 | 180 | 17:13:07 | 17:21:13 | 00:08:06 | 30 | 1.04 | Good |
| 10 | 0.2 | 17:24:57 | 17:31:59 | 00:07:02 | 30 | 0.98 | Good |
| 9 | 180 | 17:37:48 | 17:44:54 | 00:07:06 | 31 | 0.85 | Good |
| 8 | 0.3 | 17:48:53 | 17:54:44 | 00:05:51 | 32 | 0.83 | Good |
| 7 | 180 | 17:59:47 | 18:05:29 | 00:05:42 | 29 | 0.9 | Good |
| 6 | 0.3 | 18:08:57 | 18:12:59 | 00:04:02 | 28 | 0.93 | Good |
| 5 | 180 | 18:18:05 | 18:22:03 | 00:03:58 | 27 | 0.97 | Good |
| 4 | 0.3 | 18:25:56 | 18:28:32 | 00:02:36 | 27 | 0.94 | Good |
| 1 | 180 | 18:32:40 | 18:35:43 | 00:03:03 | 26 | 0.99 | Good |
| 2 | 0.3 | 18:39:13 | 18:41:47 | 00:02:34 | 25 | 1.03 | Good |
| 3 | 180 | 18:45:59 | 18:48:57 | 00:02:58 | 24 | 1.07 | Good |
| 60 | 259 | 18:55:09 | 19:07:09 | 00:12:00 | 25 | 0.97 | Good |
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| Page 1 | | | | | | Verify S-Turns After Mission | Yes |
| Additional Comments | | | | | | | |
| Drive 1 | | | | | | | |