



Fugro Geospatial, Inc.

17.06	Lift Begin			Lift End			Flt Duration	Flt Hrs	Hobbs Hrs	Activity
	Airport	Chocks	Hobbs	Airport	Chocks	Hobbs				
1	KCXO	14:30	7673.1	KCXO	19:57	7678.5	5:27	5.50	5.4	0900-Production
2										
3										

**Riegl**  
**Flight Log**  
AO80-50-00-02

FGI Job # <b>17004800</b>	Project Name <b>Coastal Lidar for Texas</b>		System <b>780</b>	Unit <b>421</b>	IMU <b>AIMU</b>			Ground Temp °C <b>0.0 9.0</b>		Min Range' <b>1542</b>	Data Logger Drives <b>DR680-13</b>			
Flight Date <b>14-Jan-18</b>	GPS Day <b>18-014</b>	Lift <b>2</b>	Sun° <b>-</b>		Solar Times (UTC) <b>-</b>		Pulse Rate <b>330k</b>		Flying Temp °C <b>5.0 2.0</b>		Max Range' <b>2933</b>	Download Drive <b>NS2TB#01</b>		
Mission ID (yymmdd_Sen_Job_Lift) <b>180114_421_17004800_02</b>		Aircraft <b>N76JN</b>	Airport ID <b>KCXO</b>	FMS <b>CCNS 6</b>	UTC <b>-6</b>	AMT (ft) <b>2400</b>	Speed <b>130</b>	FOV <b>60</b>	Scan Rate (Hz) <b>130</b>	MTA <b>2</b>	km/WPT <b>0.438</b>	Alt Setting <b>30.58 30.51</b>	Humidity @ Alt <b>71%</b>	Shipping Track <b>8037 7979 9524</b>

Pilot #1 <b>Jeffery Clarke</b>	Pilot #2	Operator #1 <b>Jacob Amundson</b>	Operator #2
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Base 1 ID <b>FEDI 5048</b>	Location <b>KCXO</b>	Rec ID <b>GR3 U6</b>	Ant ID <b>Unit 6</b>	ARP (m) <b>1.8</b>	Start Time (UTC) <b>14-Jan-18 14:16</b>	Stop Time (UTC) <b>15-Jan-18 01:54</b>	GPS Filename <b>Unit60114o.tps</b>	Operator <b>Jacob Amundson</b>	Data <b>With AB</b>
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Area	Flight #		Wpt		Distance		UTC		Flt Dir	Altitude (GPS)	Speed (knots)	Scan Rate	Comments and Conditions	SVs	PDOP
	FGI	Client	From	To	Begin	End	Start	End							
							15:27:28	15:32:28					GROUND STATIC, ISSUES WITH GPS, LOGGING DIRECT TO LAPTOP	18	1.1
							15:44:40	15:49:40					OVERFLIGHT TXHN CORS	20	1.0
							15:53:38						ALIGNMENT TURNS	20	1.0
TX4pB	14		51	1	21.9	0	15:59:36	16:05:52	S	2,425	130	130.0		20	1.0
	15		1	51	0	21.9	16:08:43	16:14:56	N	2,439	126	130.0		20	1.0
	16		43	1	18.4	0	16:18:49	16:24:12	S	2,413	127	130.0		21	1.1
	17		1	43	0	18.4	16:26:52	16:32:17	N	2,410	128	130.0		20	1.1
	18		43	1	18.4	0	16:35:03	16:40:26	S	2,405	127	130.0		19	1.1
	19		1	39	0	16.6	16:43:59	16:48:57	N	2,413	126	130.0		20	1.0
	20		39	1	16.6	0	16:52:04	16:57:02	S	2,394	127	130.0		21	1.0
	21		1	39	0	16.6	16:59:44	17:04:41	N	2,396	127	130.0		21	1.0
	21		39	29	16.6	12.3	17:07:54	17:09:45	S	2,393	127	130.0	CALIBRATION LINE	20	1.0
	22		39	1	16.6	0	17:15:16	17:20:14	S	2,409	128	130.0		20	1.0
	23		1	39	0	16.6	17:23:12	17:28:01	N	2,421	130	130.0		20	1.0
	24		39	1	16.6	0	17:30:53	17:35:51	S	2,418	127	130.0		20	1.0
	25		1	39	0	16.6	17:39:01	17:43:57	N	2,434	129	130.0		20	1.0
	26		39	1	16.6	0	17:46:53	17:51:52	S	2,420	129	130.0		19	1.0
	27		1	39	0	16.6	17:54:30	17:59:31	N	2,440	128	130.0		20	1.0
	28		39	1	16.6	0	18:02:56	18:07:53	S	2,391	130	130.0		19	1.0
	29		1	39	0	16.6	18:10:39	18:15:40	N	2,428	128	130.0		20	1.0
	30		13	1	5.3	0	18:19:22	18:21:19	S	2,417	129	130.0		20	1.0
	31		1	13	0	5.3	18:24:12	18:26:16	N	2,441	130	130.0		20	1.0



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	FGI	Client	From	To	Begin	End	Start	End							
TX4pX	10		123	1	53.4	0	18:33:44	18:48:12	W	2,550	126	130.0	CROSSING LINE	19	1.0
TX4pA	5		1	44	0	18.8	18:52:53	18:58:19	N	2,457	129	130.0	LIGHT TURB	19	1.1
	4		44	1	18.8	0	19:01:28	19:06:58	S	2,431	126	130.0	LIGHT TURB	18	1.1
	3		1	44	0	18.8	19:09:45	19:15:13	N	2,476	126	130.0	LIGHT TURB	17	1.1
	2		17	1	7	0	19:18:09	19:20:36	S	2,480	129	130.0	LIGHT TURB	18	1.1
	1		1	17	0	7	19:23:22	19:25:49	N	2,487	128	130.0	LIGHT TURB	18	1.0
							19:28:29						ALIGNMENT TURNS	18	1.0
							19:33:23	19:38:23					OVERFLIGHT TXHN CORS	18	1.0
							19:50:52	19:55:52					GROUND STATIC	17	1.2