



Fugro USA Land, Inc.

18.01	Lift Begin			Lift End			Flt Duration	Flt Hrs	Hobbs Hrs	Activity
	Airport	Chocks	Hobbs	Airport	Chocks	Hobbs				
1	KTME	13:47	890.9	KLBX	19:00	895.8	5:12	5.25	4.9	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>680i</b>	Unit <b>163</b>	IMU <b>AIMU</b>				Ground Temp °C <b>4.0</b>   <b>17.0</b>	Min Range' <b>1542</b>	Data Logger Drives <b>EU RIEGL 04</b>			
Flight Date <b>23-Jan-18</b>	GPS Day <b>18-023</b>	Lift <b>5</b>	Sun°		Solar Times (UTC)	Pulse Rate	Flying Temp °C <b>-4.0</b>   <b>4.0</b>			Max Range' <b>2933</b>	Download Drive <b>NS1TB-77</b>			
Mission ID (yymmdd_Sen_Job_Lift) <b>180123_163_17004800_05</b>		Aircraft <b>N62912</b>	Airport ID <b>KTME</b>	FMS <b>CCNS 6</b>	UTC	AMT (ft) <b>2400</b>	Speed <b>130</b>	FOV	Scan Rate (Hz) <b>330K</b>	MTA <b>2</b>	km/WPT <b>0.436</b>	Altm Setting <b>30.26</b>   <b>30.26</b>	Humidity @ Alt <b>22%</b>	Shipping Track <b>7712 9720 3347</b>

Pilot #1 <b>Randy Green</b>	Pilot #2	Operator #1 <b>Lee Scadden</b>	Operator #2
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Base ID	Location	Rec ID	Ant ID	ARP (m)	Start Time (UTC)	Stop Time (UTC)	GPS Filename	Operator	Data
<b>FEDI 1044</b>	<b>KTME-Katy Tx</b>	<b>GRD3-4</b>	<b>GRD3-4</b>	<b>1.8</b>	<b>180123-13:36</b>	<b>180123-</b>	<b>Unit40123n</b>	<b>Lee Scadden</b>	<b>With AB</b>
<b>CORS</b>	<b>TXBC</b>				<b>180123-14:33:00</b>	<b>180123-14:38:00</b>	<b>Pre Block I CORS</b>	<b>Lee Scadden</b>	
<b>036</b>	<b>Angleton Tx</b>	<b>GRD3-1</b>	<b>GRD3-1</b>	<b>1.8</b>	<b>180123-</b>	<b>180123-</b>	<b>Unit10123m</b>	<b>Riley Forsyth</b>	

Area	Flight #		Wpt		Distance		UTC		Fit Dir	Altitude (GPS)	Speed (knots)	Scan Rate	Comments and Conditions	SVs	PDOP
	FGI	Client	From	To	Begin	End	Start	End							
							14:04:21	14:07:21					3 Minute GRD Static Plane N62912	14	1.4
							14:33:00	14:38:02					CORS-TXBC	16	1.3
							14:38:17	14:40:56					S-Turn	17	1.3
TX4pX	1		20	1	8.3	0	14:45:35	14:47:52	152	2,481	129		Cross Tie Line	17	1.2
TX4pl	1		1	29	0	12.2	14:53:39	14:57:08	061	2,479	120			17	1.3
	2		72	1	31	0	15:09:22	15:15:18	242	2,424	129		laser did not activate till wpt 60. flew from wpt 54-72 see below	18	1.3
	3		1	152	0	65.8	15:18:00	15:35:16	062	2,362	125			18	1.1
	3		152	147	65.8	63.7	15:38:59	15:39:46	242	2,403	125		Calibration line	19	1.1
	4		152	1	65.8	0	15:44:06	16:01:10	240	2,470	125			19	1.1
	5		1	152	0	65.8	16:03:43	16:21:33	060	2,473	124			17	1.2
	6		152	1	65.8	0	16:23:12	16:40:22	243	2,497	130			18	1.1
	7		1	151	0	65.4	16:42:41	16:59:57	060	2,400	126			18	1.0
	8		150	1	65	0	17:02:06	17:19:18	240	2,446	123			18	1.1
	9		1	149	0	64.5	17:21:39	17:38:25	060	2,391	128		turbulance	17	1.4
	10		148	1	64.1	0	17:39:56	17:56:42	240	2,475	128			18	1.1
	2		54	72	23.1	31	18:04:50	18:07:08	060	2,380	125		Picked up remaining wpts due to laser did not activate on starting wpt	16	1.6
	11		1	148	0	64.1	18:17:22	18:34:11	060	2,495	128		mild turbulance 130-136 speed	17	1.4
							18:34:19	18:36:48					S-Turn	16	1.5
							18:46:22	18:49:30					3 Minute GRD Static Plane N62912	17	1.4