



Fugro USA Land, Inc.

18.012

	Lift Begin			Lift End			Flt Duration	Flt Hrs	Hobbs Hrs	Activity
	Airport	Chocks	Hobbs	Airport	Chocks	Hobbs				
1	KTME	15:12	909.9	KTME	20:42	915.2	5:29	5.50	5.3	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>5.0</b>	Min Range' <b>1542</b>	Data Logger Drives <b>EU RIEGL 03</b>			
Flight Date <b>25-Jan-18</b>	GPS Day <b>18-025</b>	Lift <b>9</b>		Sun°	Solar Times (UTC)	Pulse Rate <b>330K</b>			Flying Temp °C <b>8.0</b> <b>10.0</b>	Max Range' <b>2933</b>	Download Drive <b>NS1TB-95</b>			
Mission ID (yymmdd_Sen_Job_Lift) <b>180125_163_17004800_09</b>		Aircraft <b>N62912</b>	Airport ID <b>KLBX</b>	FMS <b>CCNS 6</b>	UTC	AMT (ft) <b>2400</b>	Speed <b>130</b>	FOV	Scan Rate (Hz) <b>130</b>	MTA <b>2</b>	km/WPT <b>0.443</b>	Alt Setting <b>30.48</b>	Humidity @ Alt <b>93%</b>	Shipping Track <b>7713 1910 9970</b>

Pilot #1 <b>Randy Green</b>	Pilot #2	Operator #1 <b>Lee Scadden</b>	Operator #2
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Base 1 ID <b>FEDI 1044</b>	Location <b>Kayt Tx-KTME</b>	Rec ID <b>GRD3-4</b>	Ant ID <b>GRD3-4</b>	ARP (m) <b>1.8</b>	Start Time (UTC) <b>180125-14:47</b>	Stop Time (UTC) <b>180125-1:23:42</b>	GPS Filename <b>Unit40125o</b>	Operator <b>Lee Scadden</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								
							15:24:44	15:27:56					3 Minute GRD Static	16	1.2	
							15:41:58	15:44:02					S-Turn	17	1.3	
TX4pX	7		94	1	41.2	0	15:45:05	15:55:35	269	2,475	128			17	1.2	
TX4pC	58		110	1	48.3	0	16:05:38	16:18:21	180	2,518	120		wpt 99-97 over speed	17	1.1	
			57		1	98	0	43	16:23:33	16:34:39	360	2,547	126		17	1.1
			56		98	1	43	0	16:36:51	16:48:02	180	2,496	124		17	1.0
			56		1	5	0	1.8	16:50:42	16:51:19	360	2,390	129	Calibrton line	18	1.0
			55		1	98	0	43	16:56:09	17:07:15	360	2,594	124		17	1.1
			54		94	1	41.2	0	17:09:31	17:20:14	180	2,560	119		17	1.2
			53		1	94	0	41.2	17:24:45	17:35:25	360	2,627	129	wpt 1-2 over speed	17	1.2
			52		91	1	39.9	0	17:37:42	17:48:08	180	2,620	120		18	1.1
			51		1	90	0	39.4	17:50:37	18:00:32	360	2,580	129	mild turbulence	17	1.1
			50		86	1	37.7	0	18:02:23	18:12:23	180	2,470	129	mild turbulence	17	1.1
			49		1	78	0	34.1	18:15:30	18:24:26	360	2,601	129	mild turbulence	17	1.2
			48		78	1	34.1	0	18:26:33	18:35:40	180	2,453	127	mild turbulence	16	1.3
			47		1	78	0	34.1	18:38:04	18:47:08	360	2,660	126	mild turbulence	17	1.2
			46		66	1	28.8	0	18:49:19	18:57:04	180	2,634	126	mild turbulence	17	1.2
			45		1	66	0	28.8	18:59:21	19:07:12	360	2,643	118	mild turbulence	17	1.3
			44		71	1	31	0	19:09:43	19:17:56	180	2,492	125	mild turbulence possible overlay gap wpt 21-19	17	1.2
			43		1	71	0	31	19:20:53	19:29:26	360	2,612	123	mild turbulence	17	1.2
			42		71	1	31	0	19:32:06	19:40:15	180	2,546	124	mild turbulence	17	1.5
			41		1	71	0	31	19:43:13	19:51:13	360	2,563	122	mild turbulence	16	1.2
			40		71	1	31	0	19:53:44	20:02:09	180	2,517	114	mild rurbulance	15	1.4



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Riegl Flight Log AO80-50-00-02

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	FGI	Client	From	To	Begin	End	Start	End							
	39		1	71	0	31	20:04:37	20:12:50	360	2,670	124		mild turbulence	15	1.3
	45		23	17	9.7	7.1	20:19:18	20:20:20	180	2,597	124		Possible gap from turbulence. Reflow	15	1.2
							20:20:27	20:22:22					S-Turn	15	1.2
							20:36:07	20:39:07					3 Minute GRD Static	12	1.9