



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	14:12	927.4	KLBX	19:02	932.2	4:50	4.75	4.8	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 15.0</b>		Min Range' <b>1542</b>	Data Logger Drives <b>EU RIEGL 03</b>			
Flight Date <b>30-Jan-18</b>	GPS Day <b>18-030</b>	Lift <b>13</b>	Sun°		Solar Times (UTC)	Pulse Rate <b>330K</b>	Flying Temp °C <b>6.0 8.0</b>		Max Range' <b>2933</b>	Download Drive <b>AP1TB#19</b>				
Mission ID (yymmdd_Sen_Job_Lift) <b>180130_163_17004800_13</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>130</b>	MTA <b>2</b>	km/WPT <b>0.440</b>	Alt Setting <b>30.50 30.43</b>	Humidity @ Alt <b>73%</b>	Shipping Track

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>Brookshire Tx</b>	<b>GRD3-4</b>	<b>GRD3-4</b>	<b>1.8</b>	<b>180130-13:19</b>	<b>180130-23:32</b>	<b>Unit40130n</b>	<b>Lee Scadden</b>	<b>With AB</b>
<b>CORS</b>	<b>TXRS</b>			<b>1.8</b>	<b>180130-14:39:51</b>	<b>180130-14:44:52</b>	<b>PRE Block J</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>180130-0630</b>	<b>180130-1830</b>	<b>Unit10130m</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							
							14:21:05	14:24:07					3 Minute GRD Static	14	1.7
							14:39:51	14:44:52					CORS--TXRS	17	1.3
							14:44:59	14:46:48					S-turn	17	1.3
TX4pX	3		110	93	48	40.5	14:52:05	14:54:18	142	2,458	119			17	1.2
TX4pJ	15		1	178	0	77.9	14:58:53	15:19:33	050	2,384	121			18	1.2
	16		177	1	77.4	0	15:22:19	15:42:16	232	2,379	124			17	1.2
	16		1	5	0	1.8	15:44:24	15:45:06	050	2,356	125		Calibration line	17	1.2
	17		1	176	0	77	15:48:31	16:08:30	050	2,419	130			18	1.1
	18		176	1	77	0	16:11:13	16:31:13	232	2,435	123			16	1.1
	19		1	176	0	77	16:35:01	16:55:15	050	2,438	127			17	1.3
	20		178	1	77.9	0	16:58:21	17:18:39	232	2,411	126			17	1.2
	21		1	179	0	78.3	17:20:50	17:40:46	050	2,439	127			18	1.0
	22		179	1	78.3	0	17:42:44	18:02:53	232	2,466	129		wpt 105-102 over speed	17	1.2
	23		1	178	0	77.9	18:04:38	18:24:58	050	2,444	129			17	1.2
	24		178	1	77.9	0	18:26:31	18:46:35	232	2,460	127			17	1.2
							18:46:45	18:48:57					S-Turn	17	1.2
							18:57:30	19:00:43					3 Minute GRD Static	17	1.2