




Fugro USA Land, Inc.

18.012

	Lift Begin			Lift End			Flt Duration	Flt Hrs	Hobbs Hrs	Activity
	Airport	Chocks	Hobbs	Airport	Chocks	Hobbs				
1	KCXO	19:43	7751.2	KCXO	22:44	7754.2	3:01	3.00	3.0	0900-Production
2										
3										



Riegl
Flight Log
AO80-50-00-02

FGI Job # 04.17004800	Project Name Coastal Lidar for Texas		System 780	Unit 421	IMU FMU-300			Ground Temp °C 19.0 19.0		Min Range' 1542	Data Logger Drives DR680-13			
Flight Date 26-Feb-18	GPS Day 18-057	Lift 18			Sun° -	Solar Times (UTC) -	Pulse Rate 330k	Flying Temp °C 13.0 12.0		Max Range' 2933	Download Drive NS1TB-76			
Mission ID (yymmdd_Sen_Job_Lift) 180226_421_17004800_18		Aircraft N76JN	Airport ID KCXO	FMS CCNS 8	UTC -6	AMT (ft) 2400	Speed 130	FOV 60	Scan Rate (Hz) 130	MTA 2	km/WPT 0.438	Alt Setting 30.21 30.16	Humidity @ Alt 62%	Shipping Track 7715 6055 9349

Pilot #1 Kent Davis	Pilot #2	Operator #1 Jacob Amundson	Operator #2
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Base 1 ID FEDI 1024	Location KCXO	Rec ID GR3 U4	Ant ID Unit 4	ARP (m) 1.8	Start Time (UTC) 26-Feb-18 18:17	Stop Time (UTC) 27-Feb-18 04:25	GPS Filename Unit40226s.tps	Operator Jacob Amundson	Data With AB
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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							
							19:48:58	19:53:58					GROUND STATIC	18	1.3
							20:21:52						ALIGNMENT TURNS	17	1.1
TX4pA	28		38	43	16.2	18.4	20:33:32	20:34:51	N	2,460	130	130.0	RE-FLIGHT	19	1.0
	35		44	39	18.8	16.6	20:42:17	20:43:33	S	2,460	130	130.0	RE-FLIGHT	19	1.0
	30		62	57	26.7	24.5	20:49:26		S	2,525	129	130.0	RE-FLIGHT, WRONG DIRECTION	19	1.0
	30		57	62	24.5	26.7	20:55:16	20:57:29	N	2,470	130	130.0	RE-FLIGHT	18	1.1
	22		71	76	30.7	32.8	21:03:31	21:04:57	N	2,475	125	130.0	RE-FLIGHT	21	1.0
	22		146	151	63.5	65.7	21:12:15	21:13:20	N	2,410	126	130.0	RE-FLIGHT	20	1.0
	21		151	146	65.7	63.5	21:17:10		S	2,395	127	130.0	CALIBRATION LINE, WRONG LINE	20	1.0
	22		151	146	65.7	63.5	21:22:41	21:24:01	S	2,500	124	130.0	CALIBRATION LINE	20	1.1
	29		140	135	60.9	58.7	21:29:03	21:30:19	S	2,415	129	130.0	RE-FLIGHT	20	1.1
	31		129	124	56.1	53.9	21:34:20	21:35:42	S	2,420	130	130.0	RE-FLIGHT	20	1.1
	23		171	19	74.5	7.9	21:44:42	22:02:25	S	2,465	123	130.0	PARTIAL	19	1.1
	61		1	55	0	23.7	22:11:07	22:17:54	N	2,470	124	130.0	PARTIAL	19	1.1
	68		26	21	11	8.8	22:22:54	22:24:27	S	2,530	127	130.0	RE-FLIGHT	20	1.2
							22:26:13						ALIGNMENT TURNS	18	1.2
							22:38:48	22:43:48					GROUND STATIC	21	1.1