



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	2:49	7787.4	KCXO	8:19	7792.9	5:29	5.50	5.5	0900-Production
2										
3										



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

FGI Job # <b>04.17004800</b>	Project Name <b>Coastal Lidar for Texas</b>				System <b>780</b>	Unit <b>421</b>	IMU <b>FMU-300</b>			Ground Temp °C <b>7.0 9.0</b>	Min Range' <b>2018</b>	Data Logger Drives <b>03</b>		
Flight Date <b>7-Mar-18</b>	GPS Day <b>18-066</b>	Lift <b>26</b>			Sun° <b>-</b>	Solar Times (UTC) <b>-</b>	Pulse Rate <b>250k</b>			Flying Temp °C <b>10.0 10.0</b>	Max Range' <b>3888</b>	Download Drive <b>NS1TB-42</b>		
Mission ID (yymmdd_Sen_Job_Lift) <b>180307_421_17004800_26</b>		Aircraft <b>N76JN</b>	Airport ID <b>KCXO</b>	FMS <b>CCNS 8</b>	UTC <b>-6</b>	AMT (ft) <b>3250</b>	Speed <b>140</b>	FOV <b>60</b>	Scan Rate (Hz) <b>100</b>	MTA <b>2</b>	km/WPT <b>0.438</b>	Alt Setting <b>30.23 30.26</b>	Humidity @ Alt <b>74%</b>	Shipping Track <b>7717 5039 5324</b>
Pilot #1 <b>Randy Green</b>		Pilot #2		Operator #1 <b>Jacob Amundson</b>		Operator #2								

Base 1 ID <b>FGI 1024</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>08-Mar-18 02:02</b>	Stop Time (UTC) <b>08-Mar-18 08:35</b>	GPS Filename <b>Unit60308c.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									
							2:53:54	2:58:54					GROUND STATIC	16	1.1		
							3:11:50						ALIGNMENT TURNS	16	1.2		
TX2pAgX	3		78	65	33.7	28	3:19:44	3:22:09	W	3,190	137	100.0	CROSSING LINE, LIGHT SMOKE IN THE NORTH	18	1.0		
TX2pAgB	36		130	1	56.5	0	3:27:29	3:46:10	S	3,195	138	100.0		18	1.0		
			35		1	130	0	56.5	3:49:50	4:08:47	N	3,220	128	100.0		18	1.1
			34		130	1	56.5	0	4:13:27	4:32:08	S	3,190	137	100.0		18	1.2
			34		1	10	0	3.9	4:36:12	4:37:56	N	3,205	132	100.0	CALIBRATION LINE	19	1.2
			33		1	130	0	56.5	4:44:11	5:02:53	N	3,155	132	100.0		19	1.1
			32		130	1	56.5	0	5:05:35	5:24:12	S	3,145	137	100.0		18	1.2
			31		1	130	0	56.5	5:28:04	5:46:55	N	3,245	129	100.0		19	1.1
			30		130	1	56.5	0	5:49:44	6:08:42	S	3,145	138	100.0		20	1.0
			29		1	130	0	56.5	6:12:49	6:31:23	N	3,205	135	100.0		21	1.0
			28		130	1	56.5	0	6:34:18	6:53:08	S	3,130	140	100.0		21	1.0
			27		1	130	0	56.5	6:57:03	7:15:48	N	3,150	132	100.0		20	1.0
			26		130	1	56.5	0	7:19:06	7:37:50	S	3,150	134	100.0		20	0.9
			25		1	130	0	56.5	7:41:04	7:59:47	N	3,105	137	100.0		18	1.1
							8:00:35						ALIGNMENT TURNS	17	1.2		
							8:12:57	8:17:57					GROUND STATIC	18	1.0		