



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	4:05	2159.7	KCXO	9:18	2164.5	5:13	5.25	4.8	0900-Production
2										
3										



Riegl
Flight Log
AO80-50-00-02

FGI Job #	Project Name				System	Unit	IMU						Ground Temp °C		Min Range'	Data Logger Drives	
04.17004800	Coastal Lidar for Texas				780	421	FMU-300						7.0	4.0	2018	01	
Flight Date	GPS Day	Lift				Sun°	Solar Times (UTC)			Pulse Rate			Flying Temp °C		Max Range'	Download Drive	
20-Mar-18	18-079	34				-	-			250k			16.0	18.0	3888	NS1TB-82	
Mission ID (yymmdd_Sen_Job_Lift)		Aircraft	Airport ID	FMS	UTC	AMT (ft)	Speed	FOV	Scan Rate (Hz)	MTA	km/WPT	Altitude Setting		Humidity @ Alt	Shipping Track		
180320_421_17004800_34		N88N	KCXO	CCNS 7	-5	3250	140	60	100	2	0.749	30.06	30.09	78%	-		
Pilot #1		Pilot #2		Operator #1			Operator #2										
Kevin Ellington				Jacob Amundson													
Base 1 ID	Location		Rec ID	Ant ID	ARP (m)	Start Time (UTC)		Stop Time (UTC)		GPS Filename			Operator		Data		
FGI 1024	KCXO		GR3 U6	Unit 6	1.8	21-Mar-18 03:19		21-Mar-18 09:28		Unit60321d.tps			Jacob Amundson		With AB		
Area	Flight #		Wpt		Distance		UTC		Flt	Altitude	Speed	Scan	Comments and Conditions			SVs	PDOP
	FGI	Client	From	To	Begin	End	Start	End	Dir	(GPS)	(knots)	Rate					
							4:07:14	4:12:14					GROUND STATIC			19	1.2
							4:32:16						ALIGNMENT TURNS			19	1.1
TX2pAgF	39		9	1	6	0	4:35:40	4:37:37	W	3,235	129	100.0				18	1.1
	38		1	25	0	18	4:39:50	4:43:52	E	3,210	118	100.0				18	1.0
	37		33	1	24	0	4:46:27	4:51:28	W	3,245	119	100.0				20	0.9
	36		1	51	0	37.4	4:53:26	5:00:50	E	3,255	129	100.0				21	0.9
	35		46	1	33.7	0	5:03:43	5:10:35	W	3,175	128	100.0				19	1.0
	34		1	46	0	33.7	5:13:01	5:20:16	E	3,120	133	100.0				20	0.9
	33		51	1	37.4	0	5:22:15	5:29:32	W	3,170	120	100.0				19	1.0
	32		1	50	0	36.7	5:31:39	5:39:23	E	3,150	128	100.0				19	0.9
	31		51	1	37.4	0	5:41:27	5:49:05	W	3,175	122	100.0				20	0.9
	30		1	51	0	37.4	5:51:23	5:59:05	E	3,210	130	100.0				19	0.9
	30		51	41	37.4	30	6:01:44	6:03:31	W	3,195	135	100.0	CALIBRATION LINE			18	1.0
	29		48	1	35.2	0	6:08:01	6:15:25	W	3,125	131	100.0				18	1.0
	28		1	50	0	36.7	6:17:48	6:25:38	E	3,185	129	100.0				18	1.0
	27		50	1	36.7	0	6:27:49	6:35:32	W	3,170	128	100.0				18	1.0
	26		1	47	0	34.5	6:37:27	6:44:33	E	3,165	127	100.0				17	1.1
	25		47	1	34.5	0	6:46:52	6:53:51	W	3,180	128	100.0				17	1.1
	24		1	41	0	30	6:56:02	7:02:25	E	3,220	128	100.0				16	1.2
	23		41	1	30	0	7:04:36	7:10:49	W	3,140	131	100.0				16	1.1
	22		1	39	0	28.5	7:12:50	7:19:03	E	3,170	127	100.0				17	1.1
	21		40	1	29.2	0	7:21:16	7:27:08	W	3,175	132	100.0				18	1.0



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	FGI	Client	From	To	Begin	End	Start	End	Dir	(GPS)	(knots)	Rate					
	20		1	39	0	28.5	7:29:06	7:35:32	E	3,195	122	100.0				17	1.0
	19		39	1	28.5	0	7:37:46	7:43:39	W	3,155	133	100.0				17	1.0
	18		1	37	0	27	7:45:51	7:51:57	E	3,190	125	100.0				17	0.9
	17		38	1	27.7	0	7:54:07	7:59:56	W	3,190	137	100.0				16	1.0
	16		1	31	0	22.5	8:02:09	8:07:05	E	3,190	124	100.0				16	0.9
	15		30	1	21.7	0	8:09:05	8:13:50	W	3,145	135	100.0				17	0.9
	14		1	29	0	21	8:16:12	8:21:03	E	3,185	123	100.0				17	0.9
	13		29	1	21	0	8:23:03	8:27:32	W	3,120	131	100.0				15	1.0
	12		1	27	0	19.5	8:29:24	8:34:00	E	3,165	119	100.0				15	1.0
							8:37:40	8:42:31	N	3,185	114	100.0	CUSTOM CROSSING LINE			15	1.1
							8:42:35						ALIGNMENT TURNS			14	1.1
							9:08:27	9:13:27					GROUND STATIC			13	1.2
													Note: My computer's clock is slightly different than the flight computer by a few				