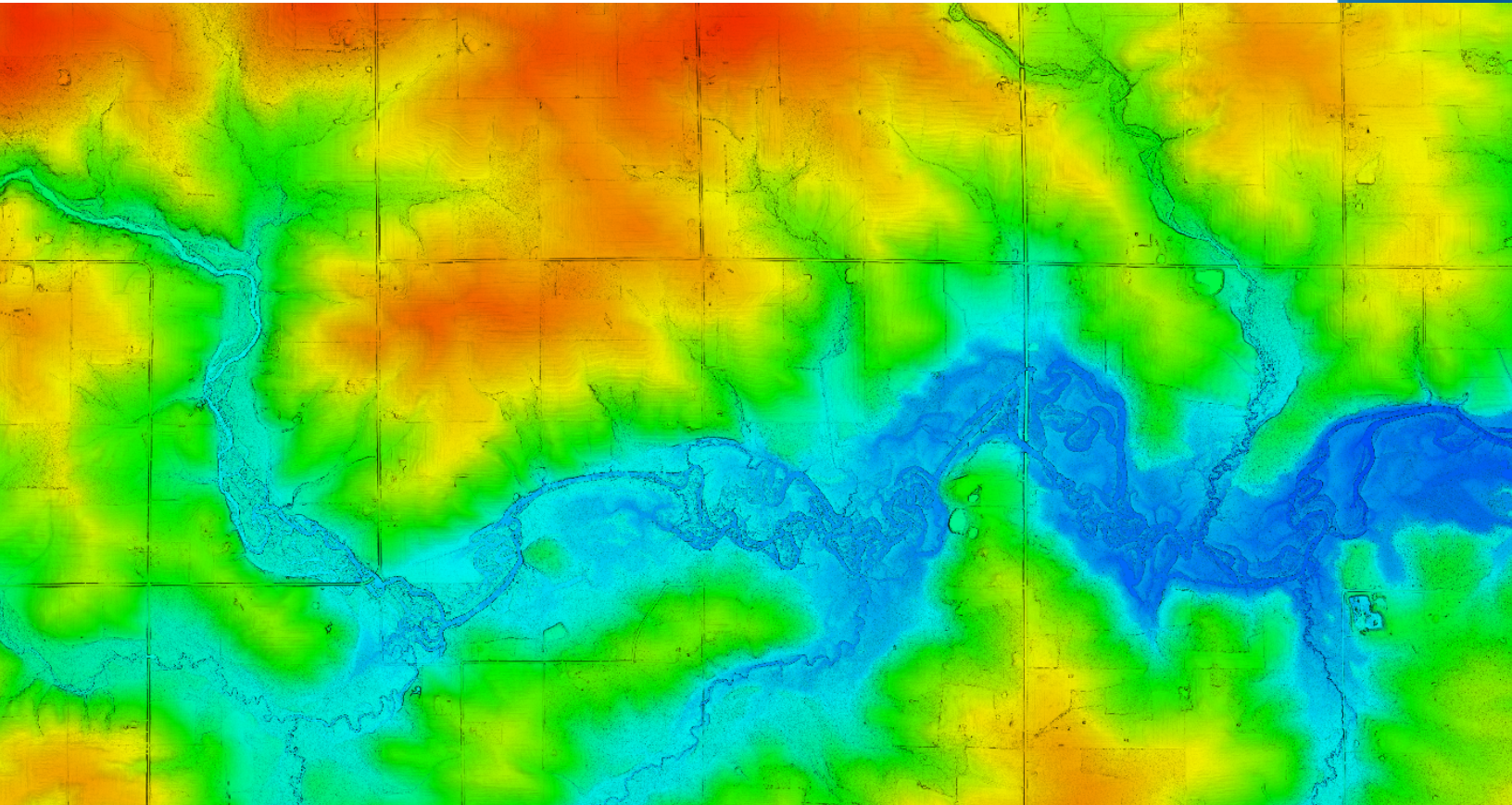


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Submitted: September 13, 2022

WI_Statewide_2021_B21 LIDAR PROCESSING REPORT

2022

Project ID: 218064
Work Unit: 300040

Prepared for:



National Map Help Desk: tnm_help@usgs.gov

Prepared by:

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Appendix A: Flight Logs

1. Summary / Scope

1.1. Summary

This report contains a summary of the WI_Statewide_2021_B21, Work Unit 300040 lidar acquisition task order, issued by USGS under their Contract G16PC00016 on April 8, 2021. The task order yielded a project area covering 6,730 square miles across 8 counties in Wisconsin with work unit 300040 accounting for 1,586 square miles in Marathon. This project was done at Quality Level 2. The intent of this document is only to provide specific validation information for the data acquisition/collection, processing, and production of deliverables completed as specified in the task order.

1.2. Scope

Aerial topographic lidar was acquired using state of the art technology along with the necessary surveyed ground control points (GCPs) and airborne GPS and inertial navigation systems. The aerial data collection was designed with the following specifications listed in Table 1 below.

Table 1. Originally Planned Lidar Specifications

Average Point Density	Flight Altitude (AGL)	Field of View	Minimum Side Overlap	RMSEz
2 pts / m ²	2,300 m	60°	20%	≤ 10 cm

1.3. Coverage

The project boundary covers 1,586 square miles over Wisconsin. Project extents are shown in Figure 1.

1.4. Duration

Lidar data was acquired from April 16, 2021 to April 22, 2021 in 5 total lifts. See “Section: 2.4. Time Period” for more details.

1.5. Issues

There were no issues to report.

37876_WI_Statewide_2021_B21 Work Unit 30040 Projected Coordinate System: NAD_1983_2011_WISCRS_Marathon_Feet Horizontal Datum: NAD83 (2011) Vertical Datum: NAVD88 (GEOID 18) Units: US Survey Feet	
Lidar Point Cloud	Classified Point Cloud in .LAS 1.4 format
Rasters	<ul style="list-style-type: none"> • 2-foot Hydro-flattened Bare Earth Digital Elevation Model (DEM) in GeoTIFF format • 2-foot Intensity images in GeoTIFF format
Vectors	Shapefiles (*.shp) <ul style="list-style-type: none"> • Project Boundary • Lidar Tile Index • Calibration and QC Checkpoints (NVA/VVA) • Continuous Hydro-flattened Breaklines
Reports	Reports in PDF format <ul style="list-style-type: none"> • Focus on Delivery • Focus on Accuracy • Survey Report • Processing Report
Metadata	XML Files (*.xml) <ul style="list-style-type: none"> • Breaklines • Classified Point Cloud • DEM • Intensity Imagery

WI_Statewide_2021_B21 Marathon County Work Unit 300040 Boundary

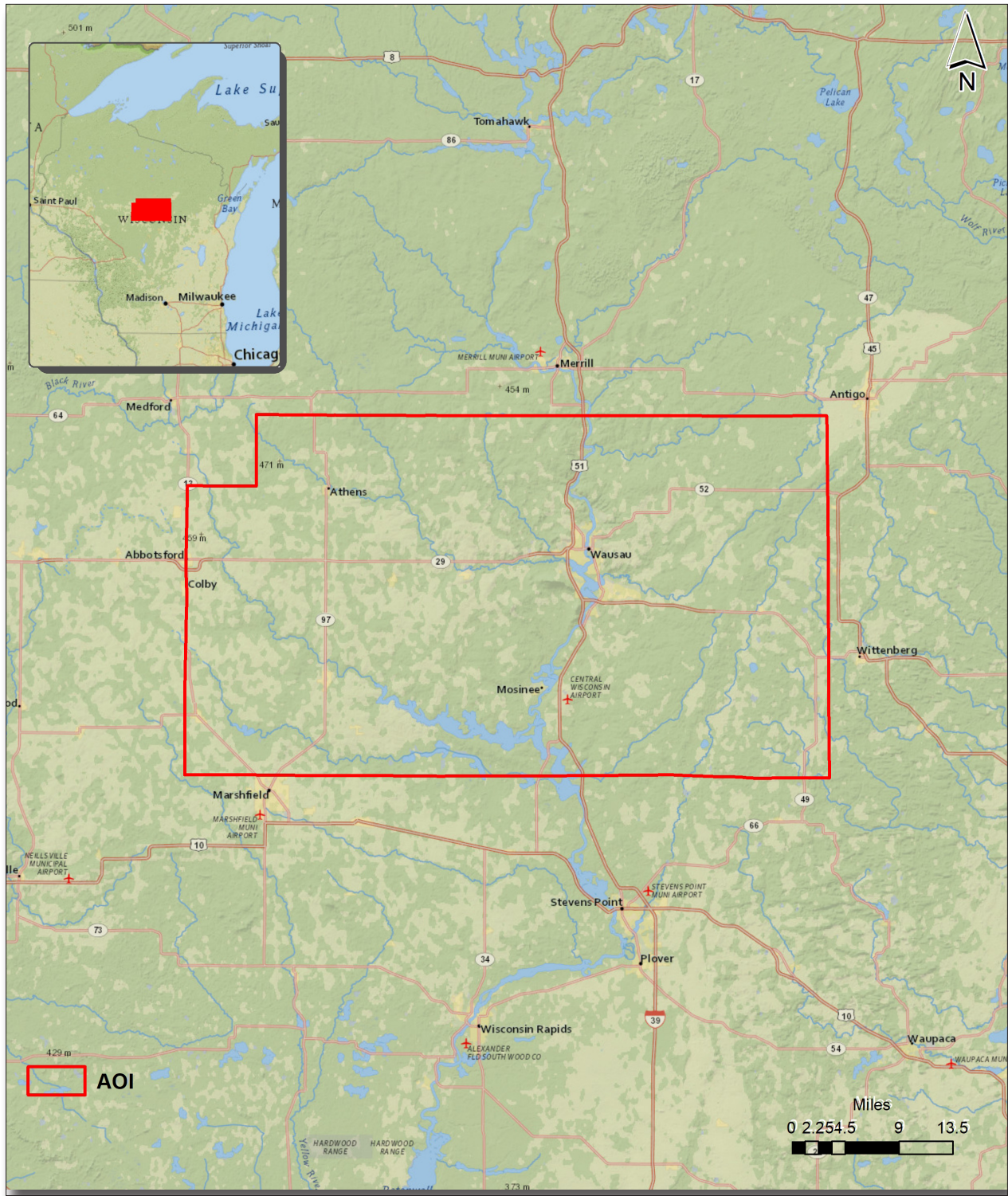


Figure 1. Work Unit Boundary

2. Planning / Equipment

2.1. Flight Planning

Flight planning was based on the unique project requirements and characteristics of the project site. The basis of planning included: required accuracies, type of development, amount / type of vegetation within project area, required data posting, and potential altitude restrictions for flights in project vicinity.

Detailed project flight planning calculations were performed for the project using RiParameter planning software.

2.2. Lidar Sensor

NV5 Geospatial utilized Riegl lidar sensors (Figure 2), serial number(s) 1264 for data acquisition.

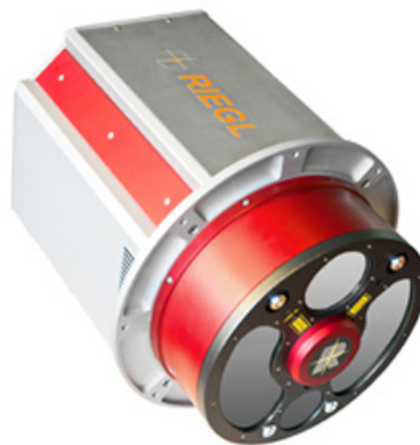
The Riegl LMS-Q1560 system has a laser pulse repetition rate of up to 800 kHz. This sensor has forward/backward looking capability and a wide field of view for ultra wide area mapping. There is a two channel scanner that utilizes MTA processing, echo digitization, and waveform analysis.

A brief summary of the aerial acquisition parameters for the project are shown in the lidar System Specifications in Table 2.

Table 2. Lidar System Specifications

		Riegl LMS-Q1560 (SN1264)
Terrain and Aircraft Scanner	Flying Height	2300 m
	Recommended Ground Speed	160 kts
Scanner	Field of View	60°
	Scan Rate Setting Used	178 Hz
Laser	Laser Pulse Rate Used	800 kHz
	Multi Pulse in Air Mode	yes
Coverage	Full Swath Width	2656 m
	Line Spacing	0.558 m
Point Spacing and Density	Average Point Spacing	0.71 m
	Average Point Density	2 x 1.16 pts / m ²

Figure 2. Riegl LMS-Q1560 Lidar Sensor



2.3. Aircraft

All flights for the project were accomplished through the use of customized planes. Plane type and tail numbers are listed below.

Lidar Collection Planes

- Piper Navajo, Tail Number(s): C-GJMT

These aircraft provided an ideal, stable aerial base for lidar acquisition. These aerial platforms have relatively fast cruise speeds, which are beneficial for project mobilization / demobilization while maintaining relatively slow stall speeds, proving ideal for collection of high-density, consistent data posting using a state-of-the-art Riegl VQ1560i, VQ1560ii, LMS-Q1560 lidar systems. Some of NV5 Geospatial's operating aircraft can be seen in Figure 3 below.

Figure 3. Some of NV5 Geospatial's Planes



2.4. Time Period

Project specific flights were conducted between April 16, 2021 to April 22, 2021. Five aircraft lifts were completed. Accomplished lifts are listed below.

Lift	Start UTC	End UTC
04162021A (SN1264,C-GJMT)	4/16/2021 3:25:46 PM	4/16/2021 3:44:03 PM
04162021B (SN1264,C-GJMT)	4/16/2021 5:26:51 PM	4/16/2021 8:14:48 PM
04172021A (SN1264,C-GJMT)	4/17/2021 1:56:52 PM	4/17/2021 6:48:05 PM
04182021A (SN1264,C-GJMT)	4/18/2021 1:34:59 PM	4/18/2021 6:45:49 PM
04222021A (SN1264,C-GJMT)	4/22/2021 2:03:32 PM	4/22/2021 6:22:38 PM

3. Processing Summary

3.1. Flight Logs

Flight logs were completed by Lidar sensor technicians for each mission during acquisition. These logs depict a variety of information, including:

- Job / Project #
- Flight Date / Lift Number
- FOV (Field of View)
- Scan Rate (HZ)
- Pulse Rate Frequency (Hz)
- Ground Speed
- Altitude
- Base Station
- PDOP avoidance times
- Flight Line #
- Flight Line Start and Stop Times
- Flight Line Altitude (AMSL)
- Heading
- Speed
- Returns
- Crab

Notes: (Visibility, winds, ride, weather, temperature, dew point, pressure, etc). Project specific flight logs for each sortie are available in Appendix A.

3.2. Lidar Processing

Applanix + POSPac software was used for post-processing of airborne GPS and inertial data (IMU), which is critical to the positioning and orientation of the lidar sensor during all flights. Applanix POSPac combines aircraft raw trajectory data with stationary GPS base station data yielding a “Smoothed Best Estimate Trajectory” (SBET) necessary for additional post processing software to develop the resulting geo-referenced point cloud from the lidar missions.

During the sensor trajectory processing (combining GPS & IMU datasets) certain statistical graphs and tables are generated within the Applanix POSPac processing environment which are commonly used as indicators of processing stability and accuracy. This data for analysis include: max horizontal / vertical GPS variance, separation plot, altitude plot, PDOP plot, base station baseline length, processing mode, number of satellite vehicles, and mission trajectory.

Point clouds were created using the RiPROCESS software. The generated point cloud is the mathematical three dimensional composite of all returns from all laser pulses as determined from the aerial mission. The point cloud is imported into GeoCue distributive processing software. Imported data is tiled and then calibrated using TerraMatch and proprietary software. Using TerraScan, the vertical accuracy of the surveyed ground control is tested and any bias is removed from the data. TerraScan and TerraModeler software packages are then used for automated data classification and manual cleanup. The data are manually reviewed and any remaining artifacts removed using functionality provided by TerraScan and TerraModeler.

DEMs and Intensity Images are then generated using proprietary software. In the bare earth surface model, above-ground features are excluded from the data set. Global Mapper is used as a final check of the bare earth dataset.

Finally, proprietary software is used to perform statistical analysis of the LAS files.

Software	Version
Applanix + POSPac	8.6
RiPROCESS	1.8.6
GeoCue	2020.1.22.1
Global Mapper	19.1;20.1
TerraModeler	21.008
TerraScan	21.016
TerraMatch	21.007

3.3. LAS Classification Scheme

The classification classes are determined by Lidar Base Specifications 2020, Revision A and are an industry standard for the classification of lidar point clouds. All data starts the process as Class 1 (Unclassified), and then through automated classification routines, the classifications are determined using TerraScan macro processing.

The classes used in the dataset are as follows and have the following descriptions:

Table 3. LAS Classifications

	Classification Name	Description
1	Processed, but Unclassified	Laser returns that are not included in the ground class, or any other project classification
2	Bare earth	Laser returns that are determined to be ground using automated and manual cleaning algorithms
7	Low Noise	Laser returns that are often associated with scattering from reflective surfaces, or artificial points below the ground surface
9	Water	Laser returns that are found inside of hydro features
17	Bridge Deck	Laser returns falling on bridge decks
18	High Noise	Laser returns that are often associated with birds or artificial points above the ground surface
20	Ignored Ground	Ground points that fall within the given threshold of a collected hydro feature.

3.4. Classified LAS Processing

The bare earth surface is then manually reviewed to ensure correct classification on the Class 2 (Ground) points. After the bare- earth surface is finalized; it is then used to generate all hydro-breaklines through heads-up digitization.

All ground (ASPRS Class 2) lidar data inside of the Lake Pond and Double Line Drain hydro flattening breaklines were then classified to water (ASPRS Class 9) using proprietary tools. A buffer of 3 feet was also used around each hydro flattened feature to classify these ground (ASPRS Class 2) points to Ignored ground (ASPRS Class 20). All Lake Pond Island and Double Line Drain Island features were checked to ensure that the ground (ASPRS Class 2) points were reclassified to the correct classification after the automated classification was completed.

Any noise that was identified either through manual review or automated routines was classified to the appropriate class (ASPRS Class 7 and/or ASPRS Class 18) followed by flagging with the withheld bit.

All data was manually reviewed and any remaining artifacts removed using functionality provided by TerraScan and TerraModeler. Global Mapper is used as a final check of the bare earth dataset. GeoCue was then used to create the deliverable industry-standard LAS files for all point cloud data. NV5 Geospatial's proprietary software was used to perform final statistical analysis of the classes in the LAS files, on a per tile level to verify final classification metrics and full LAS header information.

3.5. Hydro-Flattened Breakline Processing

Class 2 lidar was used to create a bare earth surface model. The surface model was then used to heads-up digitize 2D breaklines of Inland Streams and Rivers with a 100 foot nominal width and Inland Ponds and Lakes of 2 acres or greater surface area.

Elevation values were assigned to all Inland streams and rivers using NV5 Geospatial's proprietary software.

All ground (ASPRS Class 2) lidar data inside of the collected inland breaklines were then classified to water (ASPRS Class 9) using TerraScan macro functionality. A buffer of 3 feet was also used around each hydro-flattened feature. These points were moved from ground (ASPRS Class 2) to Ignored Ground (ASPRS Class 20).

The breakline files were then translated to Esri file geodatabase format using Esri conversion tools.

Breaklines are reviewed against lidar intensity imagery to verify completeness of capture. All breaklines are then compared to TINs (triangular irregular networks) created from ground only points prior to water classification. The horizontal placement of breaklines is compared to terrain features and the breakline elevations are compared to lidar elevations to ensure all breaklines match the lidar within acceptable tolerances. Some deviation is expected between breakline and lidar elevations due to monotonicity, connectivity, and flattening rules that are enforced on the breaklines. Once completeness, horizontal

placement, and vertical variance is reviewed, all breaklines are reviewed for topological consistency and data integrity using a combination of Esri Data Reviewer tools and proprietary tools.

3.6. Hydro-Flattened Raster DEM Processing

Hydro-Flattened DEMs (topographic) represent a lidar-derived product illustrating the grounded terrain and associated breaklines (as described above) in raster form. NV5 Geospatial’s proprietary software was used to take all input sources (bare earth lidar points, bridge and hydro breaklines, etc.) and create a Triangulated Irregular Network (TIN) on a tile-by-tile basis. Data extending past the tile edge is incorporated in this process so that proper triangulation can occur. From the TIN, linear interpolation is used to calculate the cell values for the raster product. The raster product is then clipped back to the tile edge so that no overlapping cells remain across the project area. A 32-bit floating point GeoTIFF DEM was generated for each tile with a pixel size of 2-foot. NV5 Geospatial’s proprietary software was used to write appropriate horizontal and vertical projection information as well as applicable header values into the file during product generation. Each DEM is reviewed in Global Mapper to check for any surface anomalies and to ensure a seamless dataset. NV5 Geospatial ensures there are no void or no-data values (-999999) in each derived DEM. This is achieved by using propriety software checking all cell values that fall within the project boundary. NV5 Geospatial uses a proprietary tool called FOCUS on Delivery to check all formatting requirements of the DEMs against what is required before final delivery.

3.7. Swath Separation Raster Processing

Swath Separation Images are rasters that represent the interswath alignment between flight lines and provide a qualitative evaluation of the positional quality of the point cloud. NV5 Geospatial proprietary software generated 2-foot raster images in GeoTIFF format using last returns, excluding points flagged with the withheld bit, and using a point-in-cell algorithm. Images are generated with a 75% intensity opacity and (4) absolute 8-cm intervals, see below for interval coloring. Intensity images are linearly scaled to a value range specific to the project area to standardize the images and reduce differences between individual tiles. Appropriate horizontal projection information as well as applicable header values are written to the file during product generation. NV5 Geospatial uses a proprietary tool called FOCUS on Delivery to check all formatting requirements of the images against what is required before final delivery.

	0-8cm
	8-16cm
	16-24cm
	>24cm

3.8. Maximum Surface Height Raster Processing

Maximum Surface Height rasters (topographic) represent a lidar-derived product illustrating natural and built-up features. NV5 Geospatial’s proprietary software was used to take all first-return classified lidar points, excluding those flagged with a withheld bit, and create a Triangulated Irregular Network (TIN) on a tile-by-tile basis. Data extending past the tile edge is incorporated in this process so that proper triangulation can occur. From the TIN, linear interpolation is used to calculate the cell values for the raster product. The raster product is then clipped back to the tile edge so that no overlapping cells remain across the project area. A 32-bit floating point GeoTIFF was generated for each tile with a pixel size of 2-foot. NV5 Geospatial’s proprietary software was used to write appropriate horizontal and vertical projection information as well as applicable header values into the file during product generation. Each maximum surface height raster is reviewed in Global Mapper to check for any anomalies and to ensure a seamless dataset. NV5 Geospatial ensures there are no void or no-data values (-999999) in each derived raster. This is achieved by using propriety software checking all cell values that fall within the project boundary. NV5 Geospatial uses a proprietary tool called FOCUS on Delivery to check all formatting requirements of the DEMs against what is required before final delivery.

WI_Statewide_2021_B21 Marathon Work Unit 300040 Tile Layout

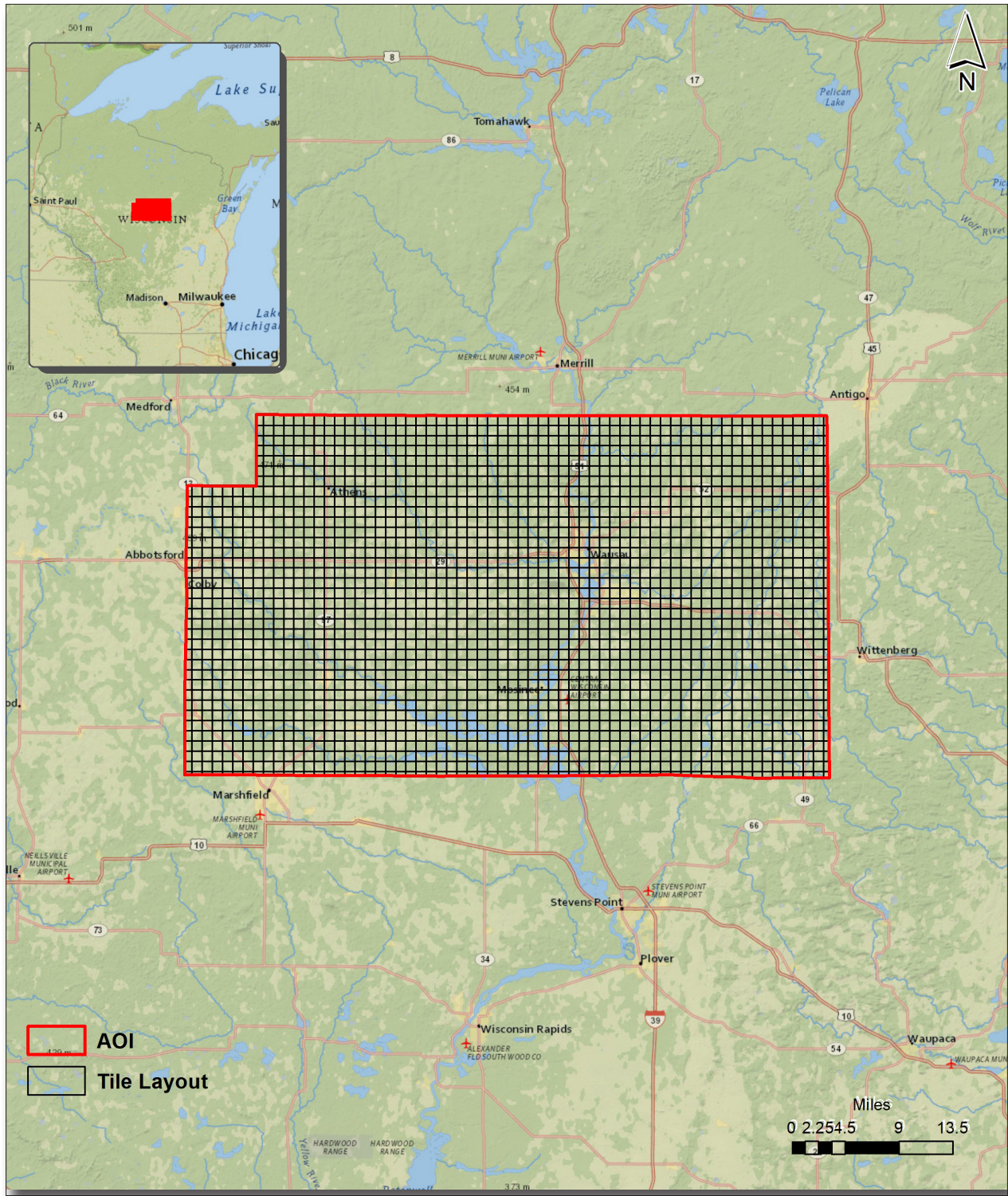


Figure 4. Lidar Tile Layout

4. Project Coverage Verification

Coverage verification was performed by comparing coverage of processed .LAS files captured during project collection to generate project shape files depicting boundaries of specified project areas. Please refer to Figure 5.

WI_Statewide_2021_B21 Marathon Work Unit 300040 Lidar Coverage

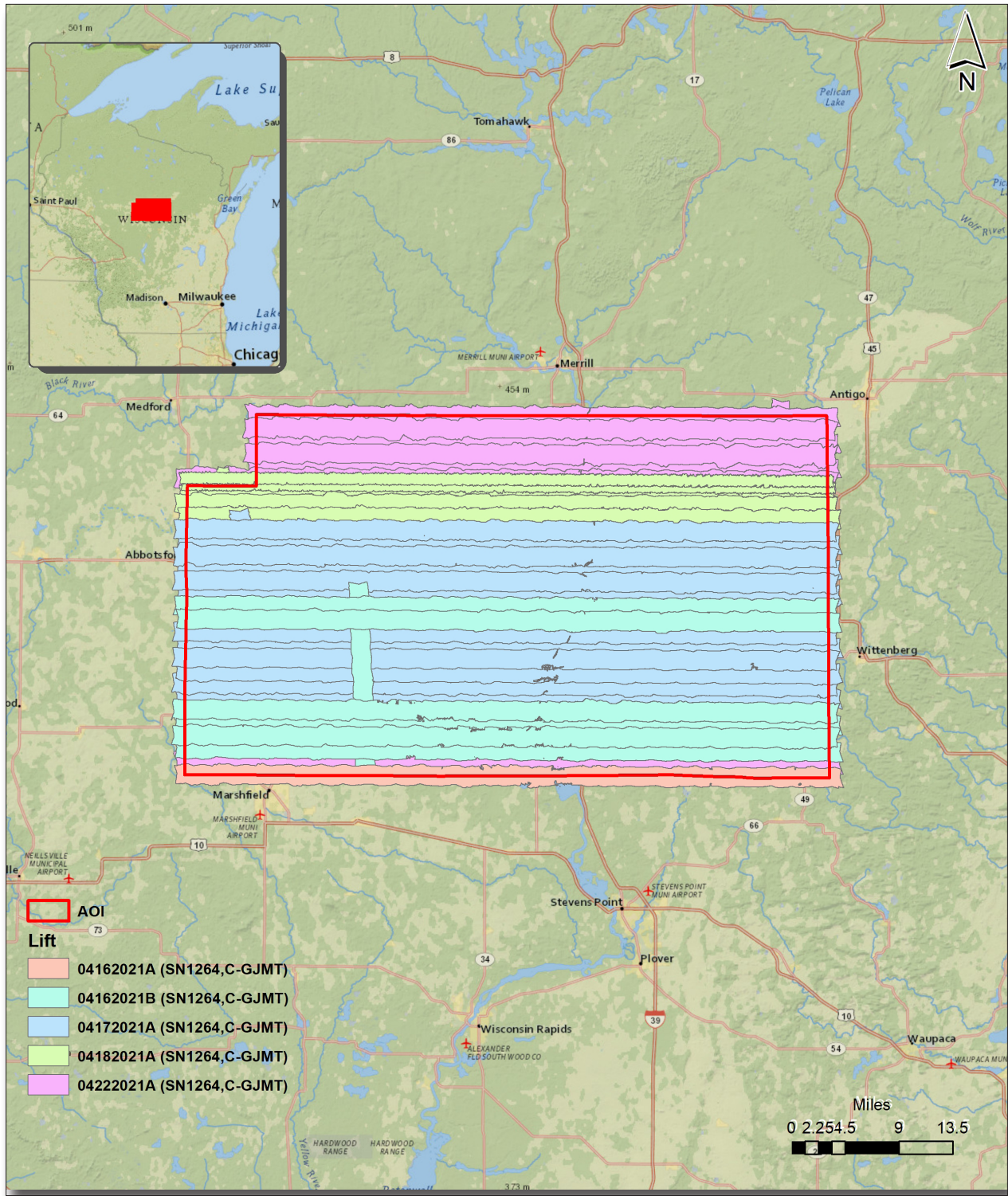


Figure 5. Lidar Coverage

5. Geometric Accuracy

5.1. Horizontal Accuracy

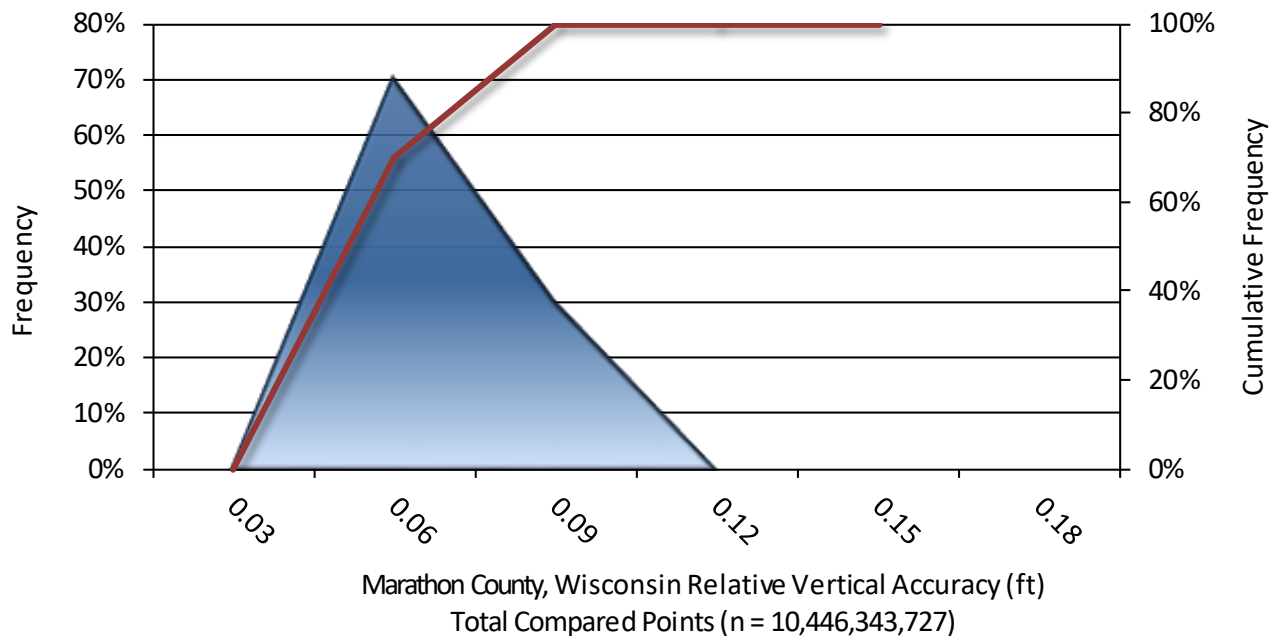
Lidar horizontal accuracy is a function of Global Navigation Satellite System (GNSS) derived positional error, flying altitude, and INS derived attitude error. The obtained RMSE_r value is multiplied by a conversion factor of 1.7308 to yield the horizontal component of the National Standards for Spatial Data Accuracy (NSSDA) reporting standard where a theoretical point will fall within the obtained radius 95% of the time. Based on a flying altitude of 7,545 feet, an IMU error of 0.002 decimal degrees, and a GNSS positional error of 0.015 meters (0.049 ft), this project was compiled to meet 0.25 (0.82 ft) meter horizontal accuracy at the 95% confidence level. A summary is shown below.

Horizontal Accuracy	
RMSE _r	0.47 ft
	0.14 m
ACC _r	0.82 ft
	0.25 m

5.2. Relative Vertical Accuracy

Relative vertical accuracy refers to the internal consistency of the data set as a whole: the ability to place an object in the same location given multiple flight lines, GPS conditions, and aircraft attitudes. When the lidar system is well calibrated, the swath-to-swath vertical divergence is low (<0.10 meters). The relative vertical accuracy was computed by comparing the ground surface model of each individual flight line with its neighbors in overlapping regions. The average (mean) line to line relative vertical accuracy for the WI_Statewide_2021_B21 project was 0.050 feet (0.015 meters). A summary is shown below.

Relative Vertical Accuracy	
Sample	117 flight line surfaces
Average	0.050 ft
	0.015 m
Median	0.046 ft
	0.014 m
RMSE	0.052 ft
	0.016 m
Standard Deviation (1σ)	0.012 ft
	0.003 m
1.96σ	0.023 ft
	0.007 m



Project Report Appendices

The following section contains the appendices as listed in the WI_Statewide_2021_B21 Lidar Project Report.

Appendix A

Flight Logs



Airborne LIDAR Data Collection Log Sheet :: Quantum Spatial, Inc

Date: 3 / 29 / 2021

(email Log daily to flight_log_distribution_List@quantumspatial.com)

Lift: A B C D E

Pg 1 of 1

Project: **WI 3 DEP** Proj #: **37876** Flight Mgmt File: **20210329-SN4040-A-R037876**

Aircraft: **N441CJ** Begin Hobbs: **6693.5** End Hobbs: **6697.2** Total: **3.7** Pilot: **J. Billington** Co-Pilot: **Tech: Iverson**

Dep Apt: **MSN** Dep Time (Lcl): **757 (Z): 1257** Arr Apt: **SBM** Arr Time (Local): **1637 (Z): 1637** Tot Time Aloft: **3:40**

CORS: **Y1 (N)** Sta 1: **PPP** Sta 2: Flyovers: **Y / N** If Y, times: **Sta1) Sta2)**

GPS Unit: **Y1 (N)** Sta 1: **PPP** Sta 2: Flyovers: **Y / N** If Y, times: **Sta1) Sta2)**

Gd Temp beg: °C End: °C OAT beg: °C End: °C Altimeter begin: end: **270m**

LIDAR	Type	Serial #	Alt AGL	Alt AMSL	Avg Terr Ht	Max Gdspd	Avg Pt Spacing	Beg GB	End GB	Storage Name/#
	FOV	Scan Freq	MPIA Y / N	Pulses In Air	Pulse Rate	Power	PPSM			
	Riegl 1560i	SN 4040				180kts				
	58.52				500	100%	2			

Line #	Hdg	Start (UTC)	End (UTC)	Gd Spd	PDOP# Sats	GPS Altitude	Crab	Turb (0, -, +)	FLIGHT LINE NOTES - visibility, clouds, smoke, partial, etc.	
		1245	1645			M			static A sturns ✓ camera door ✓ fig 8 ✓	
124	E	133157		171	.98/14	2480			XF	
81	S	134154		183	.93/14	2475				
80	N	135504		194	.88/15	2475				
79	S	140659		168	.83/17	2479				
78	N	142256		170	.85/17	2474				
87	E	143853		180	.82/17	2540				
88	W	144940		172	.85/18	2540				
89	E	150027		173	.88/18	2548				
90	W	151118		177	.85/17	2535				
91	E	152155		177	.99/14	2541	15°		crab 15 + to the right	
92	W	153300		149	1.04/15	2543				
93	E	154409		177	.92/16	2553				
XF	N	155454		178	.94/17	2540			XF - North	
123	W	160356		175	.89/17	2536			XF	

Total Proj Lines: **13** Lines Flown: **13** Lines Remain: **0** Online Time: **2.7** Mob Time: **1** Notes:

Backup = Ptero-party

deliverable = skt

Riegl = 236-D



Airborne LIDAR Data Collection Log Sheet :: Quantum Spatial, Inc

(email Log daily to flight_log_distribution_list@quantumspatial.com)

Date: 3/29/2021

Lift: A B C D E

Pg 1 of 2

Project: **WI 3 DEP** Proj #: **37876** Flight Mgmt File: **20210329-SN4040-A-R037876**

Aircraft: **N441CJ** Begin Hobbs: **6693.5** End Hobbs: **6697.2** Total: **3.7** Pilot: **J. Billington** Co-Pilot: **Tech: Iverson**

Dep Apt: **MSN** Dep Time (Lcl): **757 (Z): 1257** Arr Apt: **SBM** Arr Time (Local): **1637 (Z): 1637** Tot Time Aloft: **3:40**

CORS: **Y 1 (N)** Sta 1: **PPP** Sta 2: Flyovers: **Y / N** If Y, times: **Sta1) Sta2)**

GPS Unit: **Y 1 (N)** Sta 1: **PPP** Sta 2: Flyovers: **Y / N** If Y, times: **Sta1) Sta2)**

Gd Temp beg: °c End: °c OAT beg: °c End: °c Altimeter begin: end: **270m**

LIDAR	Type	Serial #	Alt AGL	Alt AMSL	Avg Terr Ht	Max Gdspd	Avg Pt Spacing
	FOV	Scan Freq	MPIA Y / N	Pulses In Air	Pulse Rate	Power	PPSM
	Riegl 1560i	SN 4040				180kts	
	58.52				500	100%	2

Line #	Hdg	Start (UTC)	End (UTC)	Gd Spd	PDOP/# Sats	GPS Altitude	Crab	Turb (0, -, +)	FLIGHT LINE NOTES - visibility, clouds, smoke, partial, etc.
		1245	1645			M			static A sturns ✓ camera door ✓ fig 8 ✓
124	E	133157		171	.98/14	2480			XF
81	S	134154		183	.93/14	2475			
80	N	135504		194	.88/15	2475			
79	S	140659		168	.83/17	2479			
78	N	142256		170	.85/17	2474			
87	E	143853		180	.82/17	2540			
88	W	144940		172	.85/18	2540			
89	E	150027		173	.88/18	2548			
90	W	151118		177	.85/17	2535			
91	E	152155		177	.99/14	2541	15ft		crab 15 + to the right
92	W	153300		149	1.14/15	2543			
93	E	154409		177	.92/16	2553			
XF	N	155454		178	.94/17	2540			XF - North
123	W	160356		175	.89/17	2536			XF

Total Proj Lines: **13** Lines Flown: **13** Lines Remain: **0** Online Time: **2.7** Mob Time: **1** Notes:

Backup = Ptero-party

deliverable = skt

Riegl = 236-D



Airborne LIDAR Data Collection Log Sheet :: Quantum Spatial, Inc

(email log daily to flight_log_distribution_list@quantumspatial.com)

Date: 3/29/2021

Lift: A D C D E Pg 2 of 2

Project: **WI 3DEP** Proj #: **37876** Flight Mgmt File: **20210329_SN4040-B-R037876**

Aircraft: **N441CJ** Begin Hobbs: **6697.2** End Hobbs: **6700.8** Total: **3.6** Pilot: **J Billington** Co-Pilot: Tech: **Iverson**

Dep Apt: **SBM** Dep Time (Lcl): **1404(Z): 1904** Arr Apt: **MSN** Arr Time (Local): **1742(Z): 2242** Tot Time Aloft: **3:38**

CORS: **Y 1 0** Sta 1: **PPP** Sta 2: Flyovers: **Y / N** If Y, times: **Sta1) Sta2)**

GPS Unit: **Y 1 0** Sta 1: **PPP** Sta 2: Flyovers: **Y / N** If Y, times: **Sta1) Sta2)**

Gd Temp beg:	°c	End:	°c	OAT beg:	°c	End:	°c	Altimeter begin:	end:	SBM	Beg GB	Storage Name/#
LIDAR	Type Riegl 1560i	Serial # SN 4040	Alt AGL	Alt AMSL	Avg Terr Ht	Max Gdspd 180 kts	Avg Pt Spacing	Power 100%	PPSM 2	230m	End GB	
	FOV 58.52	Scan Freq	MpiA Y / N	Pulses In Air	Pulse Rate 500						Tot GB	

Line #	Hdg	Start (UTC)	End (UTC)	Gd Spd	PDOP/# Sats	GPS Altitude	Crab	Turb (0, -, +)	FLIGHT LINE NOTES - visibility, clouds, smoke, partial, etc.
		1855	2251						static B sturns ✓ fig 8 ✓
125	S	194543		181	.15/16	2495			XF
94	E	200922		179	.87/16	2507			
95	W	202456		176	.9/17	2518			
96	E	204013		184	.91/17	2509			
97	W	205609		181	.87/16	2519			
98	E	211151		175	.88/16	2507			
99	W	212654		172	.95/15	2515			
100	E	214206		177	.87/17	2495			
101	W	215714		178	.98/16	2488			
102	E	221230	2227	182	.95/18	2510			

Total Proj Lines: **10** Lines Flown: **10** Lines Remain: **0** Online Time: **2.7** Mob Time: **.9** Notes:

Backup = Ptero-party

deliverable = skt

Riegl = 508-D



Airborne LiDAR Data Collection Log Sheet :: Quantum Spatial, Inc

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Date: 3/28/2021

Lift: A B C D E

Pg 1 of 1

Project: WI 3 DEP		Proj #: 37876		Flight Mgmt File: 20210328-SN4040-A-R037876					
Aircraft: N441CJ		Begin Hobbs: 6690.9	End Hobbs: 6693.3	Total: 2.4	Pilot: J. Billington				
Dep Apt: MSN		Dep Time (Lcl): 746	(Z): 1246	Arr Apt: UNU	Arr Time (Local): 1012				
		(Z): 1512	Tot Time Aloft: 2:26		Tech: Iverson				
CORS: Y/N	Sta 1: PPP	Sta 2:	Flyovers: Y/N	If Y, times: Sta1)	Sta2)				
GPS Unit: Y/N	Sta 1: PPP	Sta 2:	Flyovers: Y/N	If Y, times: Sta1)	Sta2)				
Gd Temp beg: °c		End: °c	OAT beg: °c	End: °c	Altimeter begin: end:				
					270m				
LIDAR	Type	Serial #	Alt AGL	Alt AMSL	Avg Terr Ht	Max Gdspd	Avg Pt Spacing	Beg GB	Storage Name/#
	FOV	Scan Freq	MplA	Pulses In Air	Pulse Rate	Power	PPSM		
	Riegl 1560i	SN 4040	2300m		500	180 kts			
	58.52		Y/N		500	100%	2		

Line #	Hdg	Start (UTC)	End (UTC)	Gd Spd	PDOP/# Sats	GPS Altitude	Crab	Turb (0,-,+)	FLIGHT LINE NOTES - visibility, clouds, smoke, partial, etc.
		1237	1524						static A ✓ sturns ✓ cameradoor ✓ figure 8 ✓
86	N	131349		171	1.06/15	8173ft			
85	S	132528		180	1.14/15	2492m			Laser kept firing till next line 84, stopped laser →
84	N	134349		174	.92/16	2490m			→ and restarted on line 84
83	S	135604		174	.9/16	2492			clouds forming in area
82	N	140840		173	.83/17	2489			clouds nearby & forming in area & in swath
124	E	142345		165	.79/18	2504			crossline - clouds in AOI
									UNU ↑ 6693.3 1025/1525
									MSN ↓ 6693.5 1038/1538 20:13
									Hobbs = .2
									Total Hobbs 2.6

Total Proj Lines:	Lines Flown: 6	Lines Remain:	Online Time: 1.5	Mob Time: 1.1	Notes:
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Back Up = Ptero-party

deliverable = 5kt

Riegl = 998-D



Airborne LiDAR Data Collection Log Sheet :: Quantum Spatial, Inc

Date: 4/1/2021
Lift: A (B) C D E Pg 1 of 1

(email log daily to flight_log_distribution_list@quantumspatial.com)

Project: W13DEP Proj #: 37876 Flight Mgmt File: 20210401-SN4040-B-R037876

Aircraft: N441CJ Begin Hobbs: 6700.9 End Hobbs: 6705.4 Total: 4.5 Pilot: DM Co-Pilot: Tech: ~~Person~~ JD

Dep Apt: KMSN Dep Time (Lcl): 9:09 (Z): 14:09 Arr Apt: KMSN Arr Time (Local): 1:40 (Z): 18:40 Tot Time Aloft: 4:31

CORS: Y / N Sta 1: Sta 2: Flyovers: Y / N If Y, times: Sta1) Sta2)

GPS Unit: Y / N Sta 1: Sta 2: Flyovers: Y / N If Y, times: Sta1) Sta2)

Gd Temp beg:	°c	End:	°c	OAT beg:	°c	End:	°c	Altimeter begin:	end:	Beg GB	Storage Name/#					
LIDAR	Type 1560;	Serial # 4040	Alt AGL 2300m	Alt AMSL 8200 ft	Avg Terr Ht	Max Gdspd 180	Avg Pt Spacing	FOV 58.52	Scan Freq 500kHz	MpiA Y / N	Pulses In Air	Pulse Rate	Power 50%	PPSM 2	End GB	Tot GB

Line #	Hdg	Start (UTC)	End (UTC)	Gd Spd	PDOP/# Sats	GPS Altitude	Crab	Turb (0, -, +)	FLIGHT LINE NOTES - visibility, clouds, smoke, partial, etc.
103	273	143851		180	0.97/26			0	First line after system restart due to Channel Z issue. All lines flown
104	92	145414		178	0.93/27			0	on mission B.
105	273	150934		181	0.89/28			0	
106	92	152440		179	0.88/28			0	
107	273	153940		182	0.88/28			0	
108	92	155432		184	0.89/28			0	
109	273	160916		179	1.03/25			0	manual cross line @ 162419 to set up for line 82
82	181	163256		178	1.05/26			0	refly of 3/28 mission
118	92	164451		183	1.04/27			0	
117	272	164833		182	0.94/28			0	
116	92	165238		182	0.94/28			0	
115	272	165805		183	0.94/28			0	
114	92	170345		181	0.95/27			0	
113	272	171005		179	0.94/27			0	
112	92	171629		184	0.92/27			0	
111	272	172351		182	0.96/25			0	
110	92	173101		176	0.94/26			0	
53	03	175214		180	0.90/28			0	

Total Proj Lines: 125 Lines Flown: 19 Lines Remain: 78 Online Time: 3.7 Mob Time: 0.8 Notes:

54 182 180723 181 0.82/29 0



Airborne LIDAR Data Collection Log Sheet :: Quantum Spatial, Inc

(email log daily to flight_log_distribution_list@quantumspatial.com)

Date: 4/1/2021

Lift: A B C D E Pg 1 of 1

Project: W13 DEP Proj #: 37876 Flight Mgmt File: 20210401-SN4040-C-R037876

Aircraft: N441CS Begin Hobbs: 6705.4 End Hobbs: 6708.1 Total: 2.7 Pilot: DM Co-Pilot: Tech: ~~Person~~ JD

Dep Apt: KMSN Dep Time (Lcl): 3:18 (Z): 20:18 Arr Apt: KMSN Arr Time (Local): 6:01 (Z): 23:01 Tot Time Aloft: 2:43

CORS: Y / N Sta 1: PPP Sta 2: Flyovers: Y / N If Y, times: Sta1) Sta2)

GPS Unit: Y / N Sta 1: PPP Sta 2: Flyovers: Y / N If Y, times: Sta1) Sta2)

Gd Temp beg: °C End: °C OAT beg: °C End: °C Altimeter begin: end:

LIDAR	Type	Serial #	Alt AGL	Alt AMSL	Avg Terr Ht	Max Gdspd	Avg Pt Spacing	Beg GB	Storage Name/#
	FOV	Scan Freq	MpIA Y / N	Pulses In Air	Pulse Rate	Power	PPSM		
	1560	4040	2300 m	8400 ft		180			
	58.52	500 KHz				50%	2		

Line #	Hdg	Start (UTC)	End (UTC)	Gd Spd	PDOP/# Sats	GPS Altitude	Crab	Turb (0, -, +)	FLIGHT LINE NOTES - visibility, clouds, smoke, partial, etc.
55	3	203551		182	0.87/28			0	
56	183	205042		178	0.95/27			0	
57	3	210530		182	0.95/27			0	
58	183	212026		177	0.92/28			0	
123	92	213741		183	0.84/29			0	Reflex planned crossline to match Flight lines
75	3	214925		179	0.86/29			0	
74	183	215313		180	0.85/30			0	
73	3	215720		171	0.85/30			0	
72	183	220307		186	0.87/30			0	
71	3	220904		187	0.86/30			0	
70	183	221544		185	0.88/30			0	
69	3	222222		178	0.89/30			0	
76	3	223147		184	0.93/30			0	
77	183	223627		180	0.97/29			0	

Total Proj Lines: 125 Lines Flown: 14 Lines Remain: 65 Online Time: 2.0 Mob Time: 0.7 Notes:



Airborne LiDAR Data Collection Log Sheet :: Quantum Spatial, Inc

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Date: 4/2/2021

Lift: (A) B C D E Pg 1 of 1

Project: W13DEP Proj #: 37876 Flight Mgmt File: 20210402-SN4040-A-R037876

Aircraft: 441CJ Begin Hobbs: 6708.1 End Hobbs: 6712.7 Total: 4.6 Pilot: DM Co-Pilot: Tech: JD

Dep Apt: KMSN Dep Time (Lcl): 8:53 (Z): 13:53 Arr Apt: KGRB Arr Time (Local): 1:30 (Z): 18:30 Tot Time Aloft: 4:37

CORS: Y / N Sta 1: PPP Sta 2: Flyovers: Y / N If Y, times: Sta1) Sta2)

GPS Unit: Y / N Sta 1: Sta 2: Flyovers: Y / N If Y, times: Sta1) Sta2)

Gd Temp beg: °C End: °C OAT beg: °C End: °C Altimeter begin: end:

LIDAR	Type	Serial #	Alt AGL	Alt AMSL	Avg Terr Ht	Max Gdspd	Avg Pt Spacing	Beg GB	Storage Name/#
	FOV	Scan Freq	MpiA	Pulses In Air	Pulse Rate	Power	PPSM		
	1560:	4040	2300m	8400ft		180		End GB	
	58.52	500 KHz	Y / N			100%	2	Tot GB	

Line #	Hdg	Start (UTC)	End (UTC)	Gd Spd	PDOP/#Sats	GPS Altitude	Crab	Turb (0, -, +)	FLIGHT LINE NOTES - visibility, clouds, smoke, partial, etc.
68	3	140850		180	0.92/28			0	Test fire at 140209 to confirm channel 2 function
67	183	142332		179	0.88/27			0	
66	3	143819		186	0.90/28			0	
65	183	145249		178	0.95/27			0	
64	3	150722		186	0.99/27			0	
63	183	152140		183	1.19/25			0	
62	3	153607		180	0.92/28			0	
61	183	155027		181	0.89/30			0	
60	3	160500		190	0.92/28			0	
59	183	161916		183	0.96/27			0	XXXXXXXXXX
122	93	164334		181	0.84/31			0	Planned crossline then mob to Kewaunee ~15 min
36	5	171241		188	0.89/30			0	First line of XXXXXX AOI Kewaunee
37	185	172203		184	0.91/30			0	
38	5	173144		179	0.88/30			0	
39	185	174132		186	0.89/31			0	
40	5	175110		182	0.87/31			0	
41	185	180052		184	0.90/31			-	
42	5	181022		178	0.92/30			-	

Total Proj Lines: 125 Lines Flown: 18 Lines Remain: 26 Online Time: 3.9 Mob Time: 0.7 Notes:

Julian Day 112 Flight A

LIDAR Flight Log



Date	April 22, 2021	Aircraft	C-GJMT
Project	3218_QSI_PierceMarathon	Pilot	Krista R
Location	Eau Claire WI Airport	Operator	Daniel A
Mission Objective			

System	Riegl Q1560
Unit	64
IMU	Applanix AP60
GPS Rx	Trimble GNSS17
Scanner 1 Drive	
Scanner 2 Drive	

Additional Notes

T- -3C
H- 86%
AMLS- 278m
Hpa-1016

Time to next maintenance: _____ ○ 50 hr ⊕ 100 hr

Aircraft Block Time		
Engine On	13:10	Takeoff 13:30
Engine Off	18:59	Landing 18:49
Total	5.8 hrs	Total 5.3 hrs

Mission Plan			
AGL Height	2300 m	Pulse Rate	800Khz
Target Speed	160 kts	Scan Rate	178
Laser Current	100 %	FOV	60 degs

Static Alignment	GPS Time	
	Start	End
Pre Mission	1317	1322
Post Mission	1851	1856

Flight Line	LiDAR File Name	Flight Direction	GPS Time		Line Aborted	Mission ID	Comments
			Start	End			
F8		-	1345	1350		-	
1028		092	1403	1422		140330	
X-Tie		-	1425	1427		142544	
1006		274	1439	1458		143928	
1005		092	1505	1521		150504	
1004		274	1527	1545		152737	
1003		092	1549	1606		154958	
1002		274	1612	1629		161217	
1001		092	1634	1651		163415	
X-Tie		-	1655	1658		165537	
F8		-	1658	1703		-	
F8		-	1752	1757		-	
X-Tie		-	1800	1801		180020	
1062		181	1808	1823		180845	
F8		-	1823	1828		-	

Airborne LIDAR Data Collection Log Sheet :: Quantum Spatial, Inc

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Project: **WE 3DEP**

Proj #: **37876**

Flight Mgmt File: **20210401_540495_A_37876**

Date: **4/1/2021**

Page **1** of **1**

Aircraft: **4737LW** Begin Hobbs: **5744.0** End Hobbs: **5800.3** Total: **6.3** Pilot: **Dan Lutter** Co-Pilot: **Tech: Paul Eblen**

Dep Apt: **KLSE** Dep Time (local): **10:06 (Z: 15:06)** Arr Apt: **CGAT** Arr Time (local): **4:29 (Z: 2129)** Tot Time Aloft: **6:23**

CORS: **01N** Sca 1: **1111** Sta 2: **1111** Flyovers: **Y / N** IF Y, times: **Sta1)** **Sta2)**

GPS Unit: **Y / N** Sta 1: **1111** Sta 2: **1111** Flyovers: **Y / N** IF Y, times: **Sta1)** **Sta2)**

Gd Temp beg: **°C** End: **°C** OAT beg: **°C** End: **°C** Altimeter begin: **°C** end: **°C**

LIDAR	Type	Serial #	Alt AGL	Alt AMSL	Avg Terr Ht	Max Gdspd	Avg Pct Spacing	Power	PPSM	Begin GB	End GB	Tot GB	Storage Name
	FOV	Scan Freq	MplA	Pulses In Air	Pulse Rate	(000'@)							
1	N	164431	65434	130	4514	870042	0						
2	S	165602	126518	152	46121	2665m	-2						
3	N	176646	171148	132	45121	2665	3						
4	S	171810	172780	133	48114	2635	-3						
5	N	172845	174031	12	42421	2610	3						
6	S	172428	175313	145	44120	2580	0						
7	N	179412	180843	133	47121	2575	3						
8	S	180432	182358	145	48612	2570	-3						
9	N	182428	183353	135	41123	2560	3						
10	S	183448	185343	140	49121	2555	-3						
11	N	185728	187410	134	46122	2545	3						
12	S	191507	193111	143	44122	2540	-2						
13	N	193214	194855	140	43121	2525	4						
14	S	194442	200888	147	43123	2510	-4						
15	N	200107	202830	130	47121	2445	5						
16	S	203125	20923	142	4811	2500	-5						
17	N	205220	211352	136	45122	2495	5						
18	N	211514	217116										

FLIGHT LINE NOTES - visibility, clouds, smoke, partial, etc

1 Full sun, clear air
 2 tailwind strikes the ~160 ground the 1/3 in
 3 headwind
 4 100ft, 75ft warning line
 5 Some lakes still have ice, ground looks squarish
 6 100ft, 75ft warning line
 7
 8
 9
 10
 11
 12
 13
 14
 15
 16
 17
 18

Total Proj Lines: **125** Lines Flown: **17** Lines Remain: **62** Online Time: **4.5** Mob Time: **1.8** Notes:

arrived on light but lost half line
 few small turb intervals

turb on 200ft low for a second mid line
 turb starting mid line gone by end

4/11/21 B WI 3 DEP 37876 K I M T Arrival KLSTE 8:15 local, 115 z total alt: 2:48

Departure 5:27/101, 2227 z from

Line #	HDR	Start	Stop	speed	DDOP sets	SPS Alt.	Calc	Turb	Note
120	E	224008	125336	144	18/23	2530	9	0	Full spin
18	S	230212	232254	142	18/22	2500	-3	0	
19	N	232333	234812	138	18/23	2495	4		< 7 GPs sets warning incl line 1
20	S	234611	632	148	17/21	2490	-4		< 7 GPs sets warning first - 8 miles
<p>4 lines from 58 remain</p> <p>1.4 Actv. time</p> <p>1.5 make total</p> <p>2.9 total</p> <p>Storage; 316</p> <p>Start: 2200</p> <p>End: 263</p> <p>total; 61</p> <p>Some Parameters as A</p>									

Airborne LIDAR Data Collection Log Sheet :: Quantum Spatial, Inc

Date: 4/2/2021

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Page 1 of 1

Project: **WI 3DER**

Proj #: **37876**

Flight Mgmt File: **20210402-SW4045-C-37876**

Aircraft: **473TW** Begin Hobbs: **5204.1** End Hobbs: **Total:**

Pilot: **Dan Lulick** Co-Pilot: **Tech/Bar, Edelson**

Dep Apt: **KCV4** Dep Time (Local): **58** (Z): **1458** (Z): **121** Tot Time Aloft: **5:23**

Arr Apt: **KSDM** Arr Time (Local): **8:21** (Z): **121**

CORS: **01N** Sta 1: **PPP** Sta 2: **Total:**

Flyovers: **Y / N** (If Y, times: Sta1) **Sta2)**

GPS Unit: **Y / N** Sta 1: **Total:** Sta 2: **Total:**

Flyovers: **Y / N** (If Y, times: Sta1) **Sta2)**

Gd Temp beg: **°C** End: **°C** OAT beg: **°C** End: **°C** Altimeter begin: **°C** end: **°C**

LIDAR	Type	Serial #	Alt	Alt	Avg Terr	Max	Avg Pt	Storage
	FOV	Scan Freq	AGL	AMS	Ht	Gdspd	Spacing	End GB
	58.52	500K142	MPIA Y / N			180	158	
						1090	PSM	2

Line #	Hdg	Start (UTC)	End (UTC)	Gd Spd	POF/s	GPS Altitude	Crab	Turb	FLIGHT LINE NOTES - visibility, clouds, smoke, partial, etc
114	E	202550	204116	153	87/23	2470	-2	0	hazy skies, high broken overcast, 675 fms low, hail 675 below 1400
35	S	204032	204728	143	88/23	2470	-7	0	
34	N	205028	205534	143	88/23	2465	7	0	
23	S	210727	211352	151	84/22	2470	-8	0	
32	N	211456	212547	144	82/25	2475	7	0	675 fms low, visibility, wind, out of AOE
31	S	213712	212637	155	85/24	2475	-9	0	
30	N	213817	214407	151	87/25	2475	8	0	
24	S	215017	220036	155	83/26	2480	-9	0	675 fms low, visibility, 6 seconds fly miles in
28	N	220134	221948	148	86/26	2470	9	0	
27	S	222117	223401	152	84/25	2480	-8	0	
26	N	224006	223800	144	85/23	2480	7	0	
25	S	225925	230824	150	81/23	2480	-7	0	line didn't stop recording after 190
24	N	231856	233553	151	84/25	2490	10	0	line didn't stop recording after 190
23	S	233901	2359	148	88/24	2490	-7	0	< 7 fms low, visibility, 2.5 miles fms alt 1090, into line
22	N	235921	1834	153	80/25	2495	8	0	sporadic light turb near 1/3 line
21	S	1456	3941	152	86/22	2500	-9	0	brief light turb same spot as last line, gusts during line
24	N	4134							return first 15 seconds to cover the 1st start

Total Proj Lines: **6, 1** Lines Remain: **0** Online Time: **4:3** Mob Time: **08** Notes:

Any total: **4,3** **1,7**

Julian Day 091 Flight A

LIDAR Flight Log



Date	April 01, 2021	Aircraft	C-GJMT
Project	3218_QSI_PierceMarathon	Pilot	Andy. S-Krista R
Location	Eau Claire WI Airport	Operator	D.Arteaga
Mission Objective			

System	Riegl VQ-1560
Unit	64
IMU	Applanix AP60
GPS Rx	Trimble GNSS17
Scanner 1 Drive	
Scanner 2 Drive	

Additional Notes
 T---2C
 H-37%
 AMLS- 278m
 Hpa-1035
 Time to next maintenance: _____ O 50 hr ☉ 100 hr

Aircraft Block Time		
Engine On	15:26	Takeoff 15:54
Engine Off	22:18	Landing 22:08
Total	6.9 hrs	Total 6.2 hrs

Mission Plan					
AGL Height	2300	m	Pulse Rate	800Khz	
Target Speed	160	kts	Scan Rate	89	
Laser Current	100	%	FOV	60	degs

Static Alignment	GPS Time	
	Start	End
	Pre Mission	1537
Post Mission	2211	2216

Flight Line	LiDAR File Name	Flight Direction	GPS Time		Line Aborted		Mission ID	Comments
			Start	End	Time	nmi to End		
Test Strip		-	1602	1603			160220	
X- tie		-	1606	1618			160625	
F8		-	1624	1629			-	
1030		180	1638	1647			163858	
1031		000	1654	1706			165430	
1032		180	1712	1724			174722	
1033		000	1730	1742			173003	
1034		180	1747	1800			174722	
1035		000	1806	1819			180617	
1036		180	1824	1838			182444	
1037		000	1844	1857			184405	
1038		180	1902	1917			190224	
1039		000	1922	1937			192239	
1040		180	1942	1957			194227	
1041		000	2002	2018			200230	

Julian Day 092 Flight A

LIDAR Flight Log



Date	April 02, 2021	Aircraft	C-GJMT
Project	3218_QSI_PierceMarathon	Pilot	Andy. S
Location	Eau Claire WI Airport	Operator	D.Arteaga
Mission Objective			

System	Riegl VQ-1560
Unit	64
IMU	Applanix AP60
GPS Rx	Trimble GNSS17
Scanner 1 Drive	
Scanner 2 Drive	

Additional Notes
 T--8C
 H-47%
 AMLS-278m
 Hpa-1028
 Time to next maintenance: 32hrs ☉ 50 hr ○ 100 hr

Aircraft Block Time		
Engine On	12:56	Takeoff 13:17
Engine Off	17:43	Landing 17:35
Total	4.8 hrs	Total 4.3 hrs

Mission Plan					
AGL Height	2300	m	Pulse Rate	800Khz	
Target Speed	160	kts	Scan Rate	178	
Laser Current	100	%	FOV	60	degs

Static Alignment	GPS Time	
	Start	End
	Pre Mission	1304
Post Mission	-	-

Flight Line	LiDAR File Name	Flight Direction	GPS Time		Line Aborted		Mission ID	Comments
			Start	End	Time	nmi to End		
X-tie		-	1329	1336			132923	
F8		-	1344	1349			-	
1046		180	1355	1411			135536	
1047		000	1415	1431			141558	
1048		180	1436	1453			143644	
1049		000	1457	1512			145729	
1050		180	1518	1535			151849	
1051		000	1539	1555			153935	
1052		180	1600	1618			160046	
1053		000	1622	1637			162212	
1054		180						DR Crashed while aproching the line
								Full system restart and troubleshoooting
								for 20 minutes- Riacquire crashed

Julian Day 095 Flight A

LIDAR Flight Log



Date	April 05, 2021	Aircraft	C-GJMT
Project	3218_QSI_PierceMarathon	Pilot	Andy. S- Krista R
Location	Eau Claire WI Airport	Operator	D.Arteaga
Mission Objective			

System	Riegl VQ-1560
Unit	64
IMU	Applanix AP60
GPS Rx	Trimble GNSS17
Scanner 1 Drive	
Scanner 2 Drive	

Additional Notes
 T-6C
 H-70%
 AMLS-278m
 Hpa-1010
 Time to next maintenance: _____ ☉ 50 hr ○ 100 hr

Aircraft Block Time		
Engine On	13:22	Takeoff 13:41
Engine Off	15:53	Landing 15:50
Total	2.5 hrs	Total 2.2 hrs

Mission Plan			
AGL Height	2300 m	Pulse Rate	800Khz
Target Speed	160 kts	Scan Rate	178
Laser Current	100 %	FOV	60 degs

Static Alignment	GPS Time	
	Start	End
Pre Mission	1330	1335
Post Mission	-	-

Flight Line	LiDAR File Name	Flight Direction	GPS Time		Line Aborted		Mission ID	Comments
			Start	End	Time	nmi to End		
X-Tie		-	1352	1354			135212	
F8		-	1404	1409			-	
1058		180	1413	1429			141350	
1059		000	1434	1450			143404	
1060		180	1455	1511			145534	
1061		000						System crashed just before we
								enter the line- tried to restart while
								in the air but it froze 2 times

