



Fugro Geospatial, Inc.

16.9	Lift Begin			Lift End			Flt Duration	Flt Hrs	Hobbs Hrs	Activity
	Airport	Chocks	Hobbs	Airport	Chocks	Hobbs				
1	KBFF	19:36	242.3	KBFF	0:42	246.9	5:06	5.00	4.6	0900-Production
2										
3										



Riegl Flight Log

AO80-50-00-02

FGI Job # <b>22.16003500</b>	Project Name <b>Goshen County Riegl</b>		System <b>680i</b>	Unit <b>165</b>	IMU <b>FMU-300</b>	Ground Temp °C <b>22.0 18.0</b>		Min Range' <b>2100</b>	Data Logger Drives <b>DR680-11</b>					
Flight Date <b>15-Oct-16</b>	GPS Day <b>16-289</b>	Lift <b>2</b>	Sun° <b>-</b>		Solar Times (UTC) <b>-</b>		Pulse Rate <b>240kHz</b>	Flying Temp °C <b>14.0 14.0</b>	Max Range' <b>4052</b>	Download Drive <b>NS2TB-06</b>				
Mission ID (yymmdd_Sen_Job_Lift) <b>161015_165_16003500_02</b>		Aircraft <b>N97HC</b>	Airport ID <b>KBFF</b>	FMS <b>CCNS 6</b>	UTC <b>-6</b>	AMT (ft) <b>3400</b>	Speed <b>140</b>	FOV <b>-</b>	Scan Rate (Hz) <b>100</b>	MTA <b>2</b>	km/WPT <b>0.620</b>	Altm Setting <b>29.84 29.85</b>	Humidity @ Alt <b>29%</b>	Shipping Track <b>8771 0698 6092</b>

Pilot #1 <b>Jared Hicks</b>	Pilot #2	Operator #1 <b>Jacob Amundson</b>	Operator #2
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Base 1 ID <b>FGI1082</b>	Location <b>KBFF</b>	Rec ID <b>GR3 U2</b>	Ant ID <b>Unit 2</b>	ARP (m) <b>1.8</b>	Start Time (UTC) <b>15-Oct-16 14:15</b>	Stop Time (UTC) <b>15-Oct-16 00:52</b>	GPS Filename <b>Unit210150.tps</b>	Operator <b>Jacob Amundson</b>	Data <b>Shipped</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							
							19:40:10	19:45:10					ground static, reseted laser config before cors overfligt	16	1.1
							20:03:00	20:08:00					overflight wytn cors	16	1.3
							20:12:40						s turn, test fire was conducted before s turn	17	1.2
Gosh_N	66		1	84	0	51.5	20:17:10	20:30:44	W	7,780	135	100.0		17	1.2
	12		1	65	0	39.7	20:35:07	20:45:29	N	7,685	135	100.0		17	1.1
	13		65	1	39.7	0	20:48:19	20:58:48	S	8,815	140	100.0		17	1.1
	14		1	65	0	39.7	21:01:44	21:12:13	N	7,645	135	100.0		16	1.2
	15		65	1	39.7	0	21:15:12	21:25:44	S	8,515	140	100.0		17	1.1
	16		1	65	0	39.7	21:28:15	21:38:53	N	7,690	130	100.0		16	1.2
	17		65	1	39.7	0	21:41:57	21:52:36	S	8,480	140	100.0		18	1.0
	18		1	65	0	39.7	21:55:44	22:06:09	N	7,650	140	100.0		17	1.1
	19		65	1	39.7	0	22:09:03	22:19:28	S	8,475	130	100.0		17	1.2
	19		1	10	0	5.6	22:22:24	22:24:05	N	7,655	140	100.0	calibration line	18	1.2
	20		1	65	0	39.7	22:28:36	22:38:42	N	7,795	140	100.0		18	1.2
	21		65	1	39.7	0	22:41:52	22:52:10	S	8,390	135	100.0		19	1.1
	22		1	65	0	39.7	22:55:11	23:05:31	N	7,715	140	100.0		19	1.1
	23		65	1	39.7	0	23:08:04	23:18:22	S	8,360	135	100.0		17	1.2
	24		1	65	0	39.7	23:21:07	23:31:47	N	7,795	135	100.0		18	1.1
	25		65	1	39.7	0	23:34:05	23:44:26	S	8,350	135	100.0		18	1.1
	26		1	65	0	39.7	23:47:20	23:57:54	N	7,905	135	100.0		20	1.0
	27		65	1	40.3	0	0:00:25	0:10:51	S	8,250	130	100.0		20	1.1
							0:11:00						s turn	19	1.1

