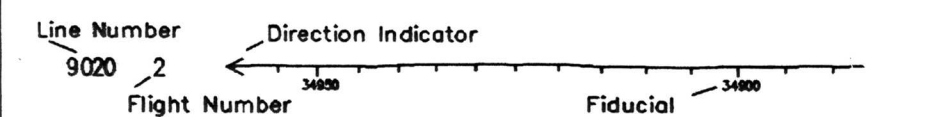


SURVEY SPECIFICATIONS	
Aircraft Altitude:	300m. a.g.l.
Sensor Altitude:	300m. a.g.l.
Line Spacing:	805m. Traverse / variable Control
Flight Direction:	N-S Traverse / E-W Control

AIRCRAFT	
Aviation Company:	Brucelandair International
Manufacturer/Type:	Cessna 206 (C-GNHN)
Survey Speed:	220 km/hr

EQUIPMENT	
High-Sense GFCS II geophysical flight control system with the following sensors installed in the aircraft:	
Magnetometer:	Scintrex CS2 cesium
Radar Altimeter:	Terra 3000
GPS Navigation:	Novatel 3751 12 channel

**FLIGHT PATH:**  
GPS data recorded during the flight has been differentially corrected and transformed to correspond to the Clarke 1866 (NAD27), Mean Cont. USA coordinate system. Spheroid: Clarke 1866 a=6378206.4 b=6356583.8 Projection: Universal Transverse Mercator Local Datum Shift:  $ax\ ay\ az = 8\ -160\ -176$  Central Meridian: 87°W False Easting/Northing: 500,000 m. 0 m.



Note: Reproduction for open-file may introduce minor errors in scale and projection.  
**MAGNETICS:**  
The magnetic data has been corrected for diurnal variation by a process of base station subtraction.  
Heading errors have been eliminated by control-line levelling.

The grid interval is: 150 metres  
The contour intervals are: 10, 50, 250 nT

\*: LATITUDE: 43.52255° NORTH  
LONGITUDE: 88.65559° WEST  
RAW MAG: 56328.23 nT  
IGBT MAG: -5.38.22 nT  
DATE: 98-10-28  
TIME: 17:53:36 UTC

**AEROMAGNETIC SURVEY OF PARTS OF THE FOND DU LAC AND SHEBOYGAN 1:100,000 QUADRANGLES, WISCONSIN AND MICHIGAN**

BY  
U.S. GEOLOGICAL SURVEY  
1999

High-Sense Geophysics Ltd.

50 West Beaver Creek  
Richmond Hill, Ontario  
L4B 1S5

