

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: Brucelondair 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

COMPILATION
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: ex ey ez = 8 -160 -176 Central Meridian: 87°W False Easting/Northing: 500,000 m. 0 m.

Line Number 9020 2
Flight Number 2
Direction Indicator
Fiducial

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.

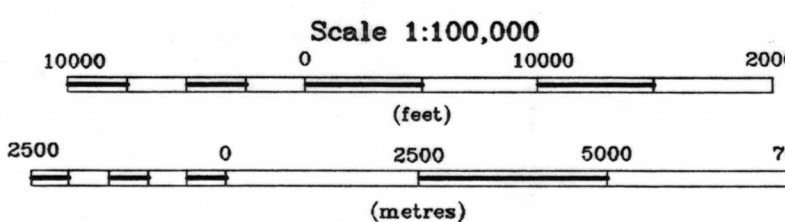
The grid interval is: 150 metres
The contour intervals are: 10, 50, 250 nT

*: LATITUDE: 43.52197° NORTH
LONGITUDE: 90.97552° WEST
RAW MAG: 56627.82 nT
ICRFD MAG: -565.25 nT
DATE: 98-11-06
TIME: 17:50:10 UTC

**AEROMAGNETIC SURVEY OF
THE SPARTA
1:100,000 QUADRANGLE,
WISCONSIN**

**BY
U.S. GEOLOGICAL SURVEY
1999**

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