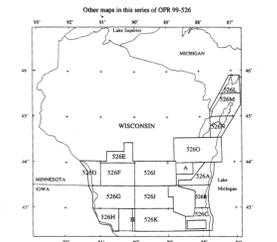
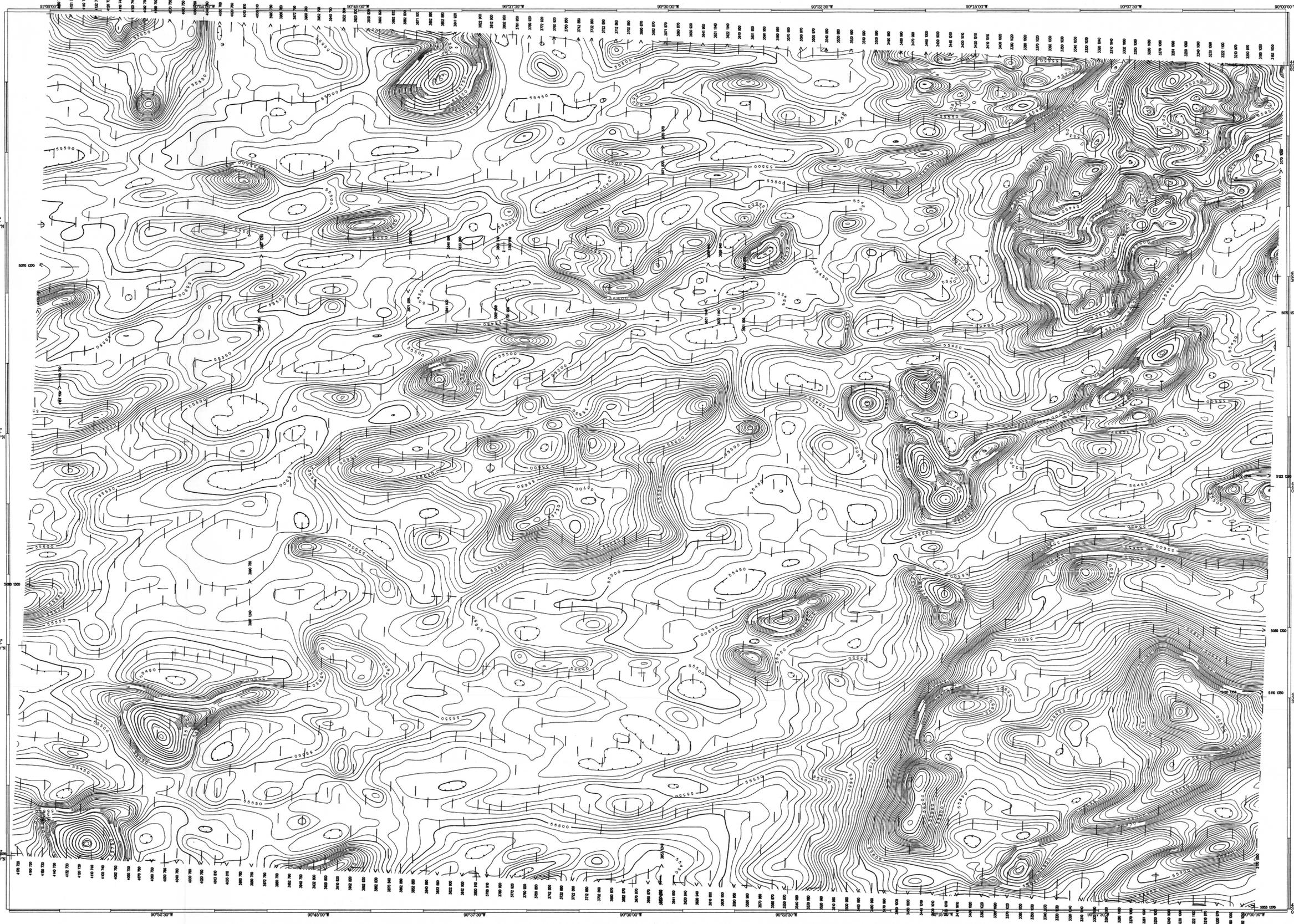


99-526f
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131

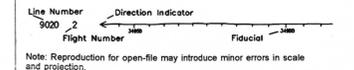


SURVEY SPECIFICATIONS
 Aircraft Altitude: 300m. a.g.l.
 Sensor Altitude: 300m. a.g.l.
 Line Spacing: 805m. Traverse / variable Control
 Flight Direction: N-S Traverse / E-W Control

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

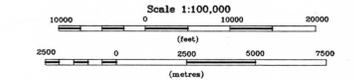
COMPILATION
FLIGHT PATH:
 GPS data recorded during the flight has been differentially corrected and transformed to correspond to the Clarke 1866 (NAD27), Mean Cont. USA coordinate system.
 Spheroid: Clarke 1866 a=6378206.4 b=6356583.8
 Local Datum Shift: $ax ay az = 8 -160 -176$
 Central Meridian: 87°W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



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