

**SURVEY SPECIFICATIONS**  
Aircraft Altitude: 300m. a.g.l.  
Sensor Altitude: 300m. a.g.l.  
Line Spacing: 800m. 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:  
Magnetometers: Scintrex CS2 cesium  
Radar Altimeter: Terra 3000  
GPS Navigation: Novatel 3751 12 channel

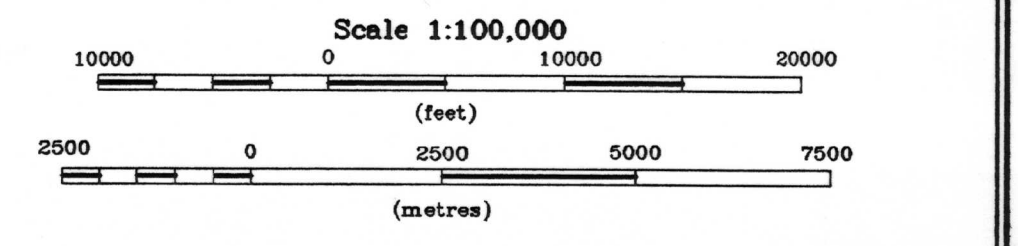
**COMPILATION**  
**FLIGHT PATH:**  
GPS data recorded during the flight has been differentially corrected and transformed to correspond to the Clarke 1866 (NAD27), Mean Cont. USA coordinate system.  
Spheroid: Clarke 1866 a=6378206.4 b=6356583.8  
Projection: Universal Transverse Mercator  
Local Datum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

Line Number 9000 2 Direction Indicator  
Flight Number 1000 Fidelity  
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: 42.51840° NORTH  
LONGITUDE: 90.61845° WEST  
RAW MAG: 56043.98 nT  
IGRF'D MAG: -715.55 nT  
DATE: 98-11-20  
TIME: 21:06:36 UTC

**AEROMAGNETIC SURVEY OF THE  
OELWEIN AND PART OF THE  
DUBUQUE NORTH**  
**1:100,000 QUADRANGLES,  
WISCONSIN AND IOWA**  
**BY  
U.S. GEOLOGICAL SURVEY  
1999**

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