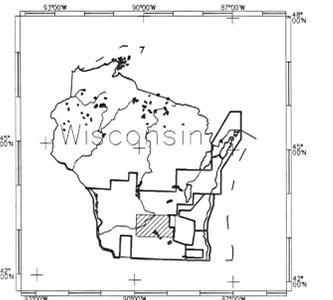
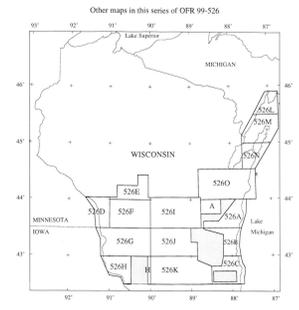


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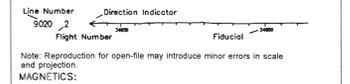


**SURVEY SPECIFICATIONS**  
Aircraft Altitude: 300m. a.g.l.  
Sensor Altitude: 300m. a.g.l.  
Line Spacing: 800m. Traverse / variable Control  
Flight Direction: N-S Traverse / E-W Control

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

**EQUIPMENT**  
High-Sense GFCS II geophysical flight control system with the following sensors installed in the aircraft:  
Magnetometer: Saintrex C52 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 Cent. 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.



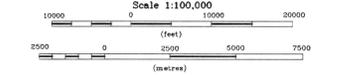
**MAGNETICS:**  
The magnetic data has been corrected for diurnal variation by a process of base station subtraction.  
Heading errors have been eliminated by control-line levelling.  
The grid interval is: 150 metres  
The contour intervals are: 10, 50, 250 nT

\*: LATITUDE: 43.01496° NORTH  
LONGITUDE: 89.98042° WEST  
RAW MAG: 56239.23 nT  
ICRP'D MAG: -716.35 nT  
DATE: 98-12-02  
TIME: 14:19:53 UTC

**AEROMAGNETIC SURVEY OF THE  
MADISON AND PART  
OF THE OCONOMOWOC  
1:100,000 QUADRANGLES,  
WISCONSIN**

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

High-Sense Geophysics Ltd. 60 West Beaver Creek  
St. Michael's, Ontario  
L4B 1G3



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