



MIDAS™II Geomagnetic Mapping System
Note the Horizontally Separated Sensors

The platform for the Midas system proposed, is the JetRanger Bell 206BII turbine powered helicopter. Fugro Airborne Surveys, in its continuing efforts for improvements in technology, safety and efficiency have increased the horizontal separation of the two sensors from 8 metres on the Hughes to 13 metres on the JetRanger which offer a significant signal improvement in the Horizontal Gradient.

Secondly, due to the increased power available with the JetRanger, it is now possible to install 1024 cubic inches of downward detector, which can now be offered. This results in much higher resolution radiometric data.

The advantages in respect to safety are considerable, due to the reliability of the turbine engine and increase in available power. The

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EQUIPMENT

Aircraft	Bell 206 IIIB– ZS-HWV
Magnetometers	Scintrex Cesium Vapour hand aligned, strapdown split beam cells. The magnetic sensors are mounted on a horizontal boom assembly, resulting in a horizontal gradient separation of 13 metres. The magnetometers are sampled at 0.1 seconds.
Acquisition system	FASDAS - including the following: FASDAS microcomputer module FASDAS analogue input module FASDAS tape interface module FASDAS smart serial interface module
Navigation	NovAtel 3151R RealTime DGPS receivers for flight location and base station location information
Radar Altimeter	MRA Mk5 dual antenna altimeter with a sensitivity of 12.5 cms.
Base Magnetometer	Overhauser 1.0nT.
Processing platform	IBM-PC Pentium computer with a SCSI Zip drive and utilising the Geosoft Software package.
GPS Base receiver	NovAtel 3151R RealTime DGPS receiver.
Base Station	CF1 (cesium vapour)