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GRADIOMETER-AIDED RAPID GRAVITY SURVEY SYSTEM. (U)
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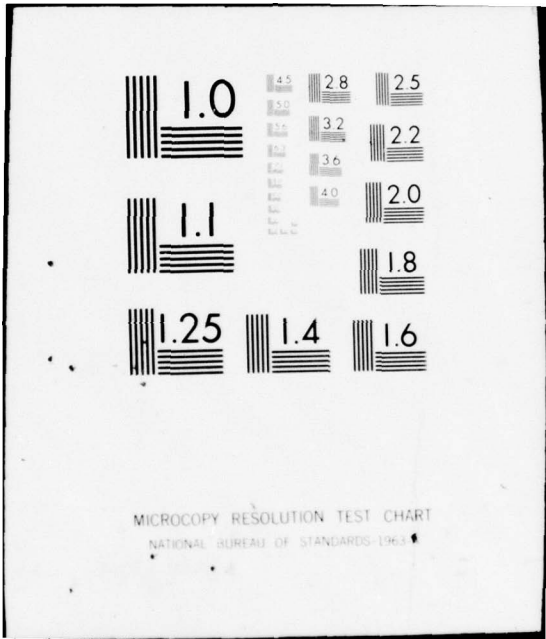
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GRADIOMETER-AIDED RAPID
GRAVITY SURVEY SYSTEM

18 October 1976
Revised 22 April 1977

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MAY 23 1977
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Prepared for:

U.S. ARMY ENGINEER TOPOGRAPHIC LABORATORIES
Fort Belvoir, Virginia 22060

Submitted in fulfillment of
Contract No. DAAG53-76-M-5899

Approved For Public Release
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Reading, Massachusetts 01867

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REPORT DOCUMENTATION PAGE		READ INSTRUCTIONS BEFORE COMPLETING FORM
1. REPORT NUMBER ETL-0112	2. GOVT ACCESSION NO.	3. RECIPIENT'S CATALOG NUMBER
4. TITLE (and Subtitle) GRADIOMETER-AIDED RAPID GRAVITY SURVEY SYSTEM	5. TYPE OF REPORT & PERIOD COVERED Contract Report	6. PERFORMING ORG. REPORT NUMBER SP-957-1-1
		8. CONTRACT OR GRANT NUMBER(s) DAAG 53-76-M-5899
7. AUTHOR(s)	9. PERFORMING ORGANIZATION NAME AND ADDRESS The Analytic Sciences Corporation Six Jacob Way Reading, Massachusetts 01867	10. PROGRAM ELEMENT, PROJECT, TASK AREA & WORK UNIT NUMBERS
11. CONTROLLING OFFICE NAME AND ADDRESS U.S. Army Engineer Topographic Laboratories Fort Belvoir, Virginia 22060	12. REPORT DATE April 1977	13. NUMBER OF PAGES 30
	14. MONITORING AGENCY NAME & ADDRESS (if different from Controlling Office)	15. SECURITY CLASS. (of this report) Unclassified
16. DISTRIBUTION STATEMENT (of this Report) Approved for public release; distribution unlimited		
17. DISTRIBUTION STATEMENT (of the abstract entered in Block 20, if different from Report)		
18. SUPPLEMENTARY NOTES		
19. KEY WORDS (Continue on reverse side if necessary and identify by block number) Rapid Gravity Survey System (RGSS) Gradiometry Zero Velocity Kalman Processing		
20. ABSTRACT (Continue on reverse side if necessary and identify by block number) This report considers a mobile vehicle equipped with both an inertial positioning system (IPS) and a gradiometer. For suitable gradiometer-aiding configurations, the following variables are determined: (1) Real-Time vs Post-Mission Data Processing, (2) Presence or absence of Terminal Calibration Data, (3) Continuous Time vs Halted Vehicle Gradiometer Operation, (4) Gradiometer Errors, (5) Zero Velocity and Gradiometer Calibration Steps, and (6) Gyro and accelerometer Errors. This report concluded that one sec or better gradiometer-aided (continued)		

20. continued

RGSS performance in open traverse is unlikely without vertical deflection end calibration. In addition, the keynote of successful RGSS/Gradiometer integration will be control and compensation of system bias and low frequency error sources.

FOREWORD

This document contains material used in a presentation given by The Analytic Sciences Corporation. The material is not intended to be self-explanatory, but rather should be considered in the context of the overall presentation.

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OVERVIEW

R-252 36

- RAPID GRAVITY SURVEY SYSTEM SCENARIO AND PERSPECTIVE ON GRADIOMETRY
- VERTICAL DEFLECTIONS FROM GRADIOMETER DATA ALONE
- GRADIOMETER-AIDED RGSS SIMULATION DESCRIPTION
- COVARIANCE SIMULATION RESULTS (FIRST PHASE)
- PRELIMINARY CONCLUSIONS AND A LOOK AHEAD

R-25237

RAPID GRAVITY SURVEY SYSTEM (RGSS) SCENARIO AND PERSPECTIVE ON GRADIOMETRY

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PROBLEM STATEMENT

CONSIDER A MOBILE VEHICLE EQUIPPED WITH BOTH AN INERTIAL POSITIONING SYSTEM (IPS)* AND A GRADIOMETER. FOR SUITABLE GRADIOMETER-AIDING CONFIGURATIONS, DETERMINE THE EFFECT OF THE FOLLOWING VARIABLES:

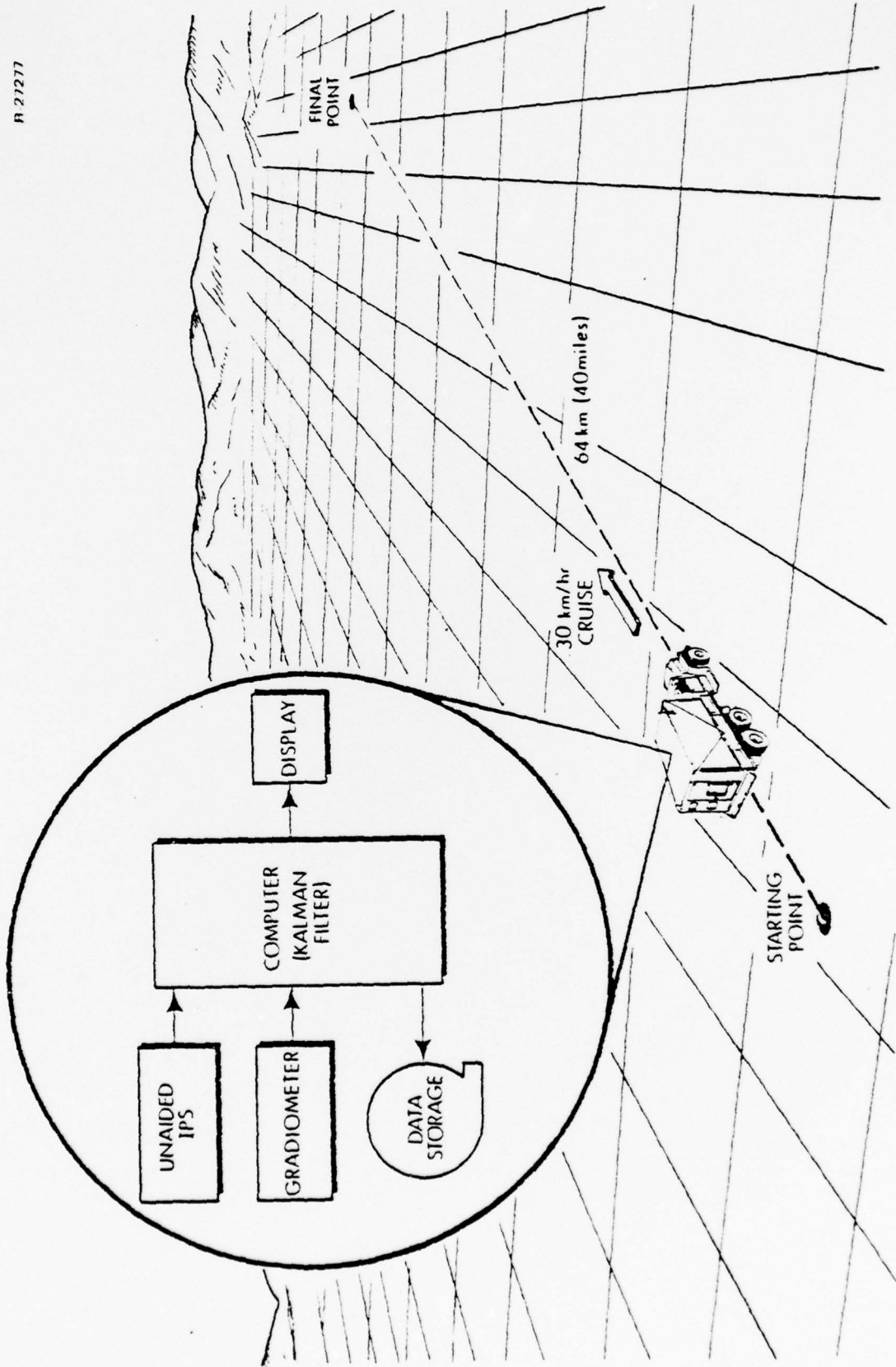
- REAL-TIME vs POST-MISSION DATA PROCESSING
- PRESENCE OR ABSENCE OF TERMINAL CALIBRATION DATA
- CONTINUOUS TIME vs HALTED VEHICLE GRADIOMETER OPERATION
- GRADIOMETER ERRORS
- ZERO VELOCITY AND GRADIOMETER CALIBRATION STOPS
- GYRO AND ACCELEROMETER ERRORS

*CURRENTLY CONFIGURED AS A LITTON LN15 INERTIAL NAVIGATION SYSTEM WITH IMPROVED (A-1000) VERTICAL CHANNEL ACCELEROMETER

REFERENCE: Huddle, J.R., "Navigation to Surveying Accuracy With an Inertial System," Bicentennial National Aerospace Symposium, Warminster, PA, April 1976.

TYPICAL SURVEY CONFIGURATION

R 21277

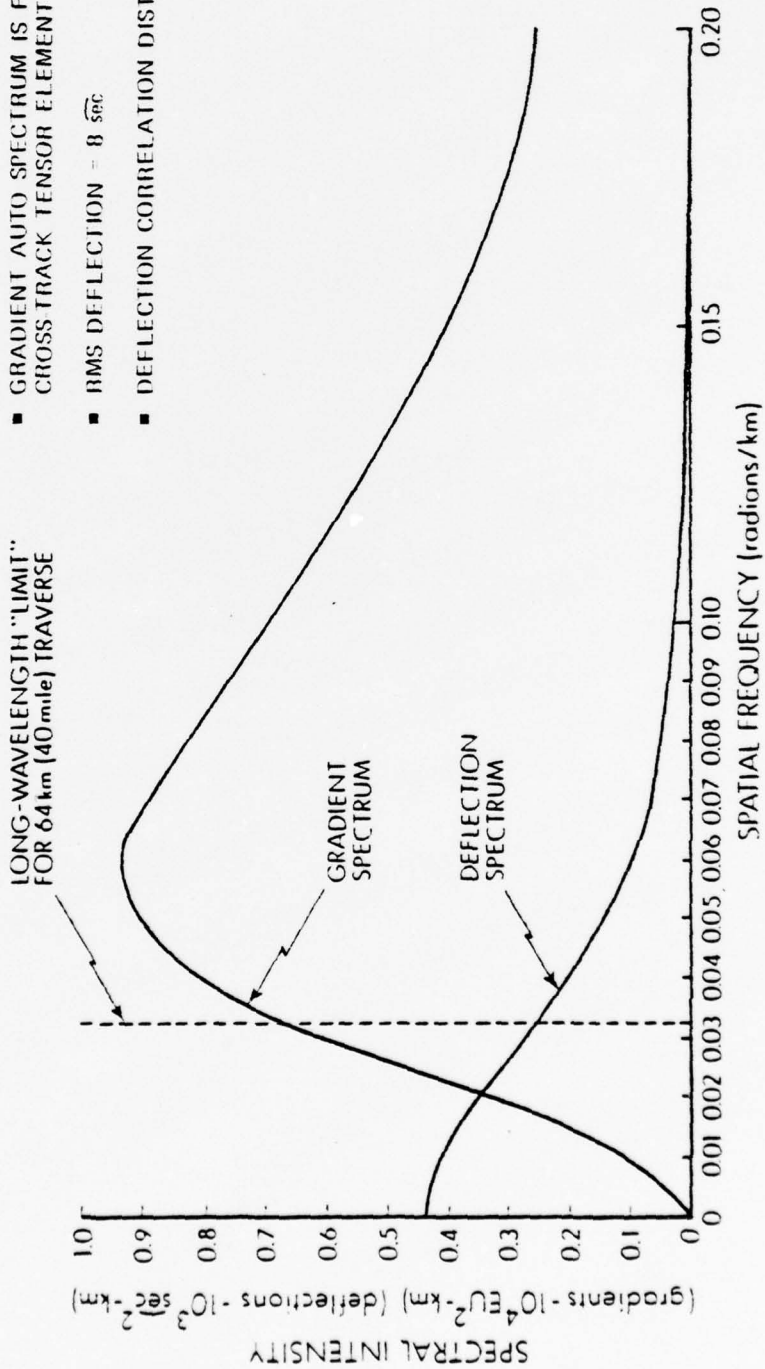


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GRAVITY QUANTITY POWER SPECTRA

R 25274

- SECOND ORDER MARKOV CROSS-TRACK DEFLECTION MODEL
- GRADIENT AUTO SPECTRUM IS FOR ALONG-TRACK, CROSS TRACK TENSOR ELEMENT
- RMS DEFLECTION = 8 μ sec
- DEFLECTION CORRELATION DISTANCE = 37 km



MULTISENSOR VIEW OF GRADIOMETER-AIDED RGSS

R-25239

- GRADIOMETER MEASURES SHORT WAVELENGTH FEATURES OF THE GRAVITY FIELD
- IPS MEASURES LONG WAVELENGTH FEATURES
- OPTIMAL COMBINATION OF BOTH SETS OF MEASUREMENTS (KALMAN FILTERING OR SMOOTHING) YIELDS BEST (IN A LEAST SQUARES SENSE) DEFLECTION RECOVERY

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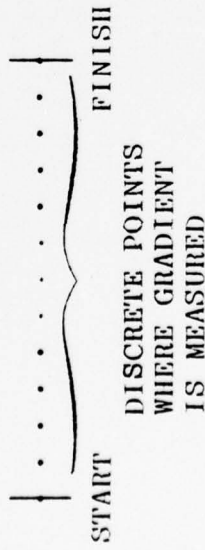
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VERTICAL DEFLECTIONS FROM GRADIOMETER DATA ALONE

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NON-MOBILE, GRADIOMETER-ALONE VERTICAL DEFLECTION SURVEY

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SAMPLE SPACING LIMITS VERY SHORT WAVELENGTH DEFLECTION RECOVERY

LENGTH OF TRAVERSE LIMITS LONG WAVELENGTH RECOVERY

- SIMPLEST IMAGINABLE GRADIOMETER SURVEY APPROACH
- DOES NOT TAKE ADVANTAGE OF LONG WAVELENGTH INFORMATION AVAILABLE FROM INERTIAL SYSTEM
- DEFLECTION RECOVERY RESULTS NOT LIMITED BY HIGH FREQUENCY GRADIOMETER ACCURACY

VERTICAL DEFLECTION RECOVERY WITH DISCRETE, NON-MOBILE GRADIOMETER MEASUREMENTS ONLY

R-25242

NUMBER OF DISCRETE GRADIOMETER MEASUREMENTS (Equally Spaced)	GRADIOMETER NOISE		RMS DEFLECTION ESTIMATION ERROR FOR ENTIRE TRAVERSE (sec)
	WHITE (EU) *	BIAS (EU)	
10 (7.1 km spacing)	0	0	4.9
10 (7.1 km spacing)	1.0	0	5.4
10 (7.1 km spacing)	0	1.0	6.9
41 (1.6 km spacing)	1.0	0	4.3
41 (1.6 km spacing)	0	0	3.8

- RMS VERTICAL DEFLECTION = 8 sec
- DEFLECTION CORRELATION DISTANCE = 37 km
- TRAVERSE DISTANCE = 64 km (40 mi)
- VEHICLE "DWELL TIME" AT EACH MEASUREMENT SITE = 100 seconds
- OPTIMAL, POST-MISSION DATA PROCESSING (SMOOTHING)

CONCLUSION: GRADIOMETER MUST OPERATE IN MULTISENSOR CONTEXT

*TEN SECOND MOVING WINDOW AVERAGE

GRADIOMETER-AIDED RGSS
SIMULATION DESCRIPTION

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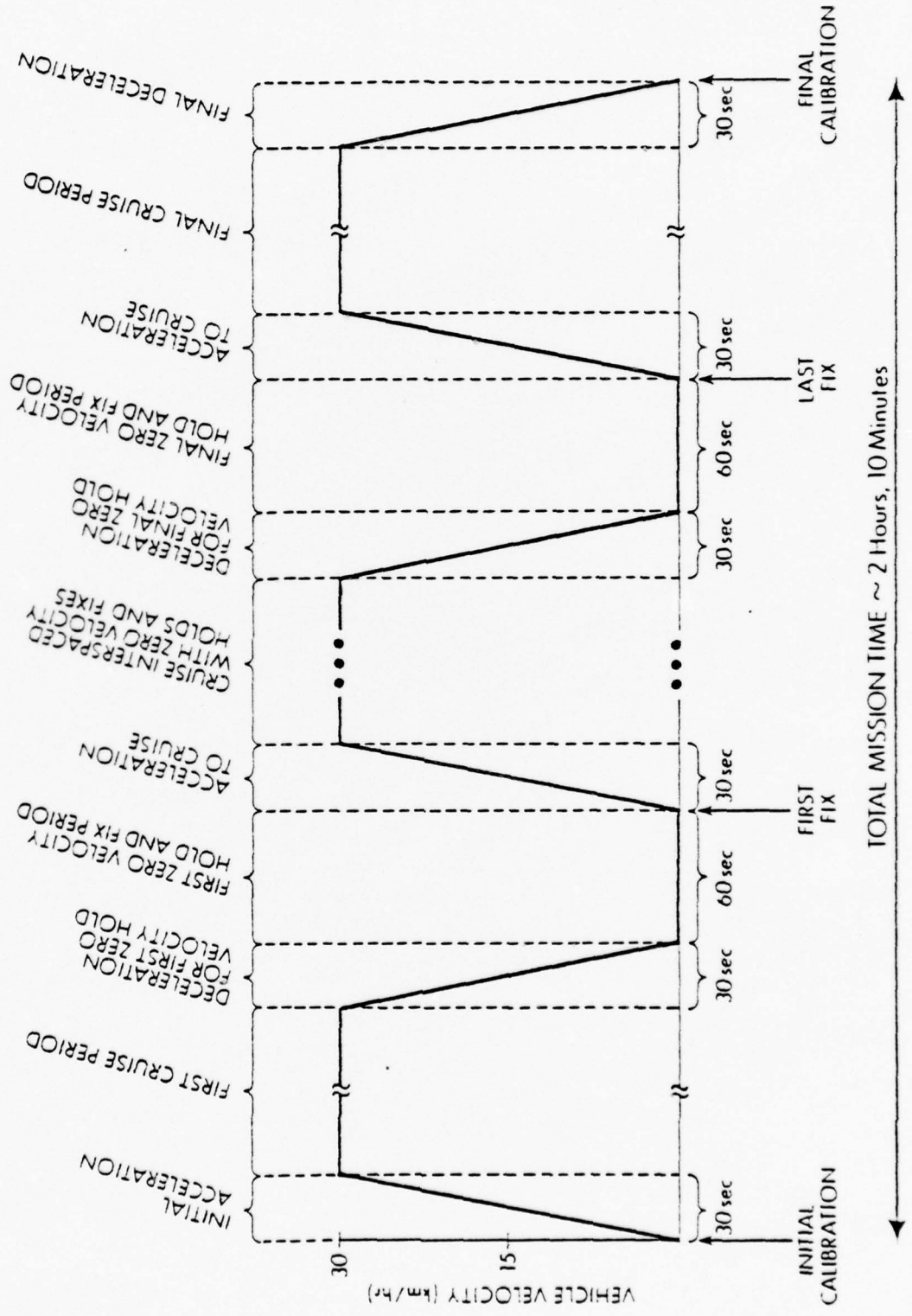
SIMULATION FEATURES

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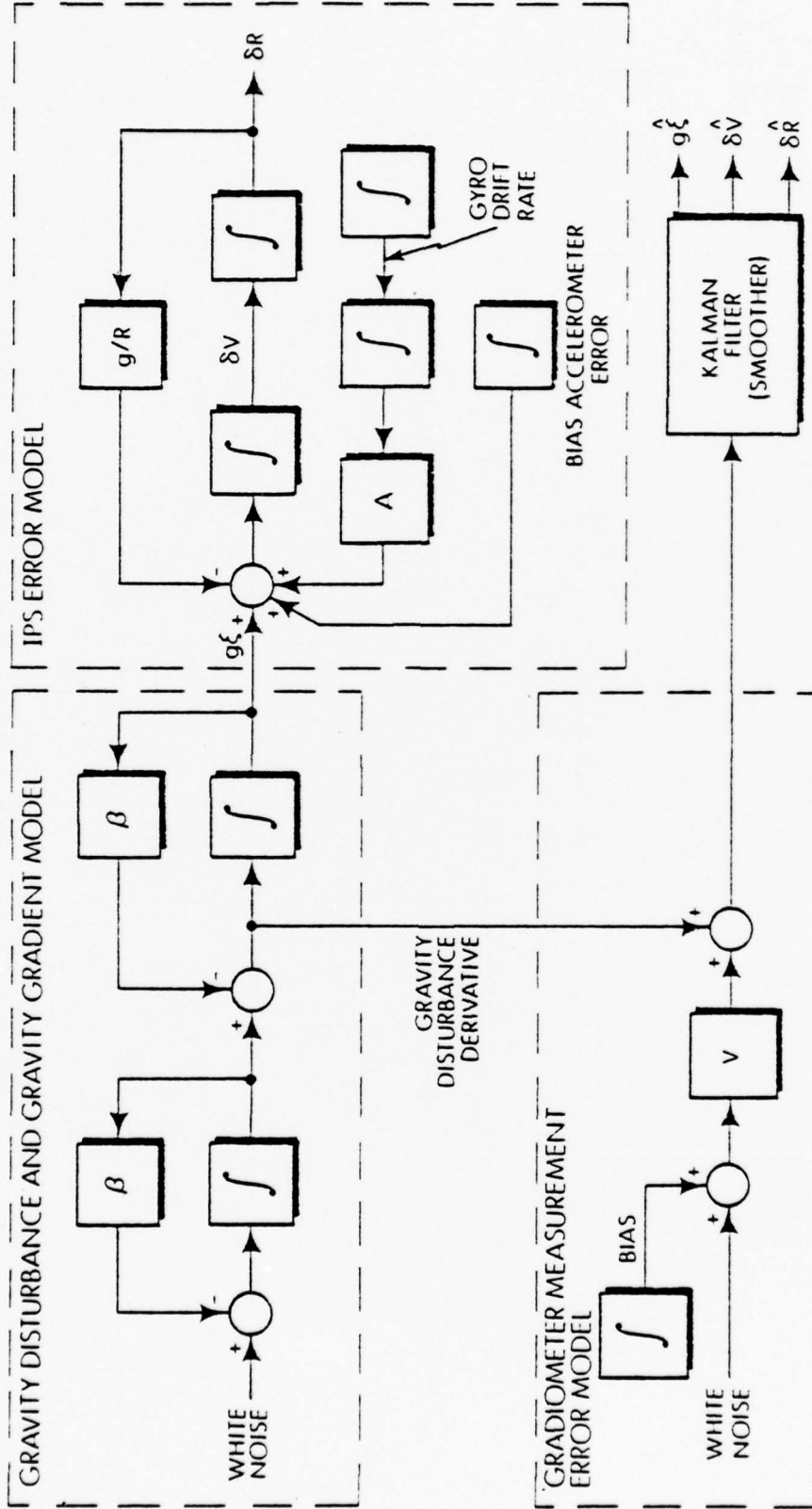
- OPTIMAL KALMAN PROCESSING OF DATA
- ERROR COVARIANCE HISTORY OF RESIDUAL GRAVITY, VELOCITY AND POSITION ERRORS ALONG SURVEY TRACK
- SINGLE-CHANNEL, "QUICK-LOOK" ANALYSIS
- PROVISION FOR INCLUSION OF GYRO ERRORS
- PROVISION FOR ZERO VELOCITY UPDATES (VELOCITY AND GRADIOMETER "FIXES")
- GRADIOMETER OUTPUT SUPPRESSED DURING ACCELERATION AND DECELERATION

MISSION PROFILE

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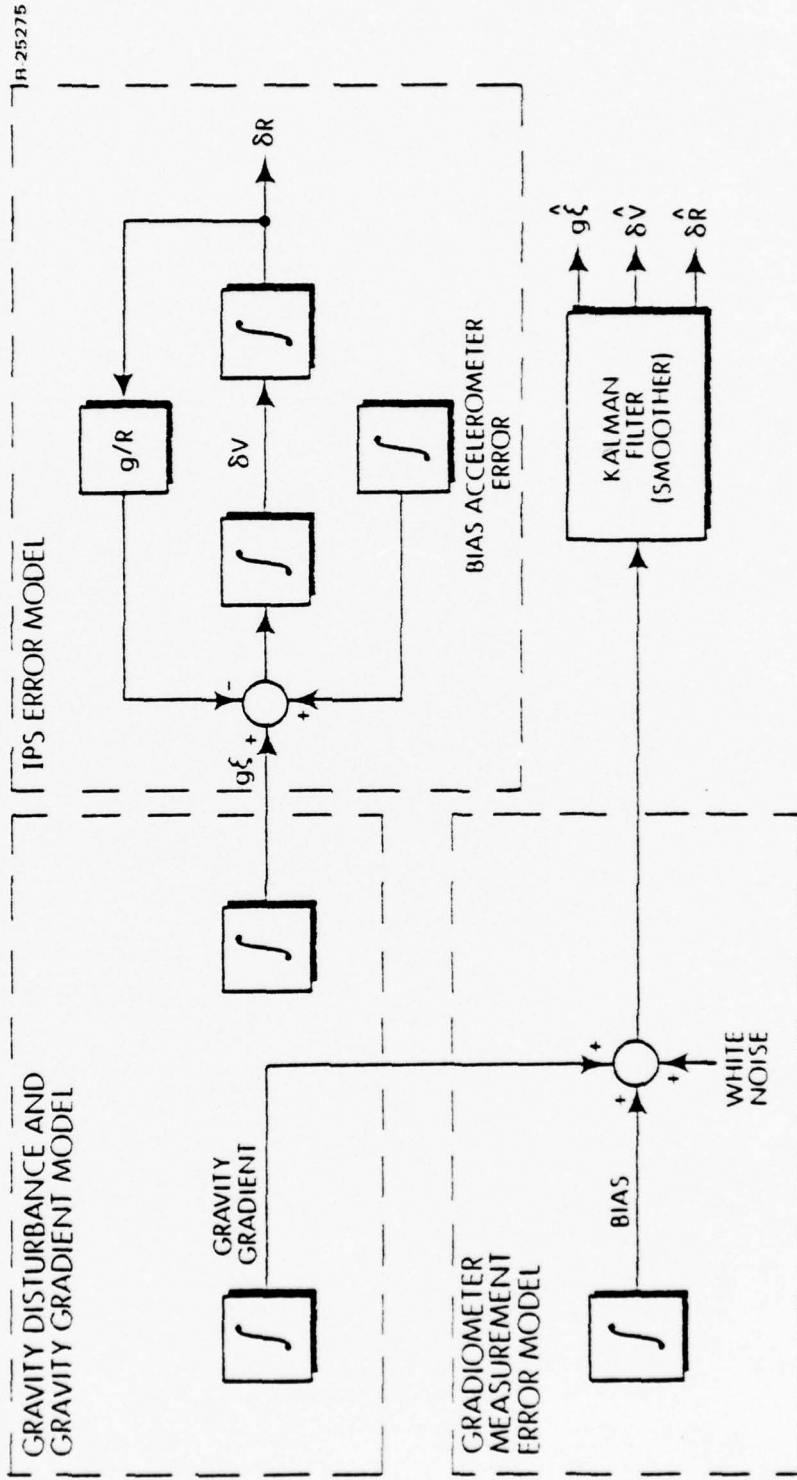
COVARIANCE SIMULATION MODEL FOR MOVING VEHICLE WITH MOBILE GRADIOMETER



V = ALONG TRACK VELOCITY
 A = ALONG-TRACK ACCELERATION
 δV = CROSS-TRACK VELOCITY ERROR
 δR = CROSS-TRACK POSITION ERROR
 $\hat{\xi}$ = CROSS TRACK VERTICAL DEFLECTION

β = DEFLECTION CORRELATION FREQUENCY
 g = GRAVITY
 R = EARTH RADIUS
 \wedge = ESTIMATED QUANTITY

SIMULATION MODEL FOR STATIONARY VEHICLE AND GRADIOMETER



SUMMARY OF SIMULATION CONSTANTS

R-25245a

SURVEY

TRAVERSE DISTANCE = 64 km (40 miles)
VEHICLE CRUISE SPEED = 30 km/hr
ACCELERATION PERIODS = 30 seconds each

BACKGROUND GRAVITY DISTURBANCE FIELD (MARKOV)

VERTICAL DEFLECTION = 8 sec rms
DEFLECTION CORRELATION DISTANCE = 37 km

SYSTEM FIELD CALIBRATION AND "FIXES" (When Applicable)

TERMINAL POINT DWELL TIME = 1000 seconds
ZERO VELOCITY UPDATE DWELL TIME = 60 seconds

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SUMMARY OF SIMULATION VARIABLES

(FIRST PHASE SIMULATION RESULTS)

R-25246

GRADIOMETER ERRORS

WHITE NOISE = 10 EU*

BIAS = 0, 10 EU

IPS ERRORS

RESIDUAL, CROSS-TRACK ACCELEROMETER ERROR = 4 sec

VERTICAL COMPONENT OF POLAR GYRO DRIFT RATE = 0

CALIBRATION AND FIX TAKING

CALIBRATION QUANTITIES AT END POINTS - POSITION, VELOCITY,
DEFLECTION, GRAVITY GRADIENT

NUMBER OF STOPS (VELOCITY AND GRADIENT FIXES) - 0

*TEN SECOND MOVING WINDOW AVERAGE

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COVARIANCE SIMULATION RESULTS (FIRST PHASE)

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FIRST PHASE SIMULATION STUDY CASES

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RGSS DEFLECTION RECOVERY AND NAVIGATION ACCURACY WITHOUT GRADIOMETER-AIDING (REAL-TIME AND POST-MISSION)

CASE	QUANTITIES INCLUDED IN HIGH QUALITY ENDPOINT CALIBRATION
1	$\delta R, \delta V$
2	$\delta R, \delta V, \xi$
3	$\delta R, \delta V, \xi, \partial \xi / \partial x^*$

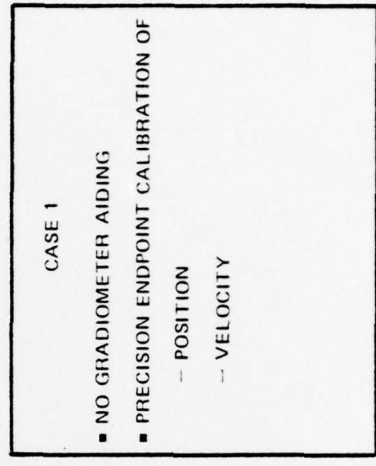
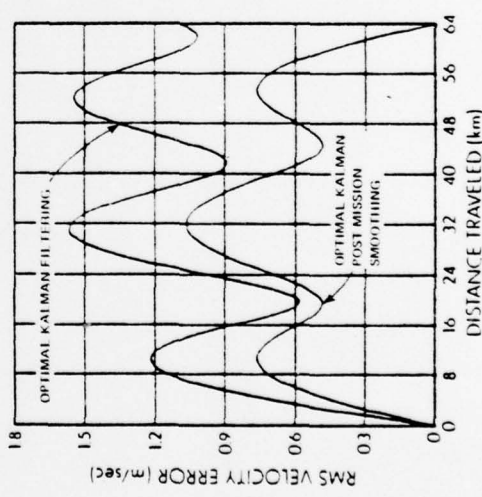
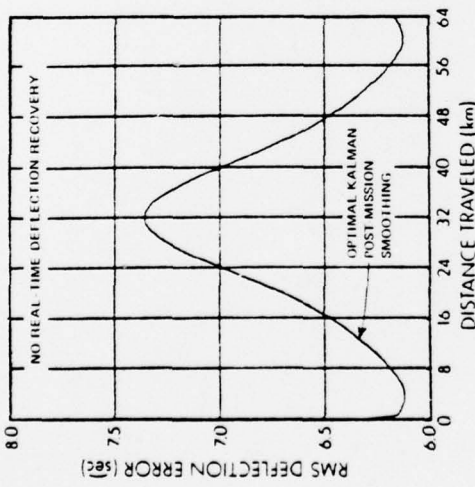
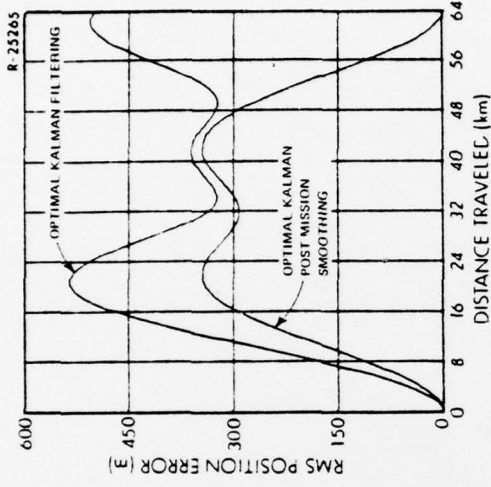
RGSS DEFLECTION RECOVERY AND NAVIGATION ACCURACY WITH MOVING-BASE GRADIOMETER-AIDING (REAL-TIME AND POST-MISSION)

CASE	QUANTITIES INCLUDED IN HIGH QUALITY ENDPOINT CALIBRATION	GRADIOMETER ENDPOINT CALIBRATION † ASSUMED
4	$\delta R, \delta V, \xi$	NO
5	$\delta R, \delta V$	YES
6 (No bias errors)	$\delta R, \delta V$	NO

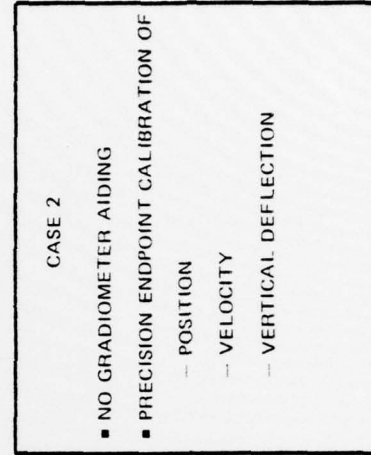
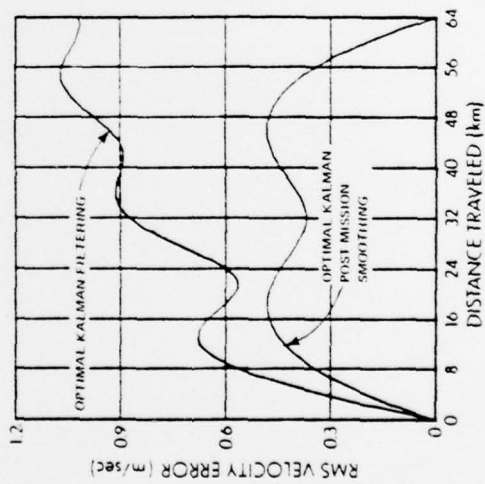
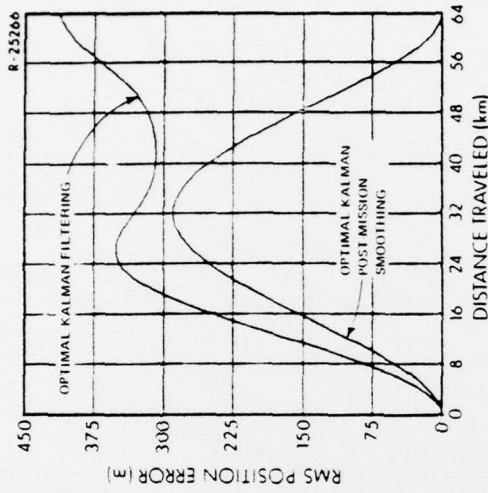
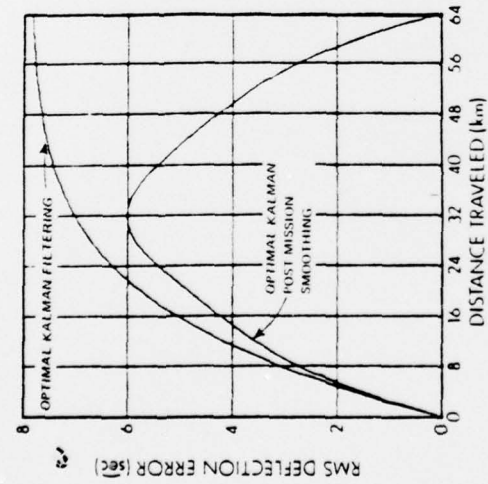
* $\partial \xi / \partial x$ = GRAVITY DISTURBANCE GRADIENT

† GRADIOMETER OUTPUT IS AVERAGED DURING 1000 SECOND CALIBRATION INTERVAL

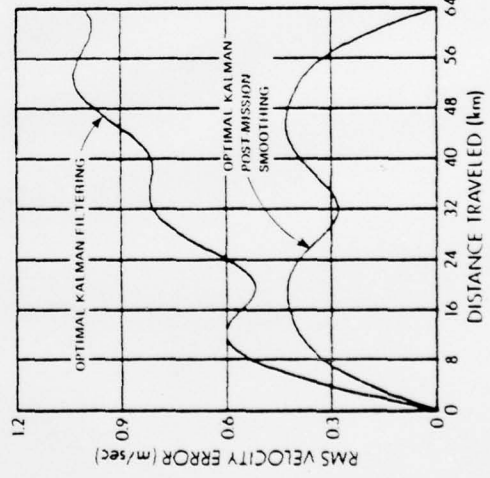
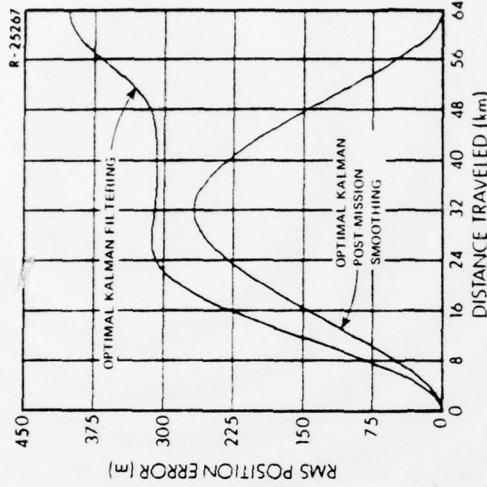
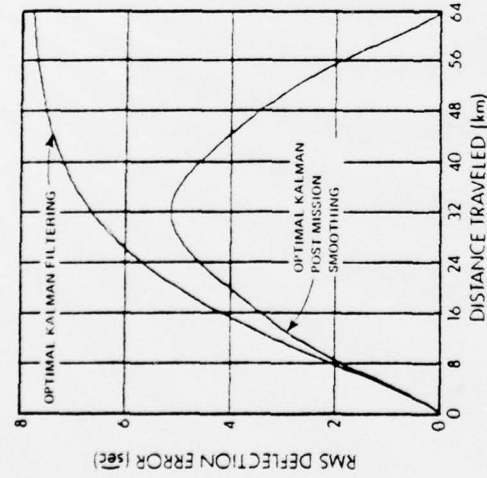
RGSS SURVEY ERRORS FOR OPTIMAL KALMAN PROCESSING OF ENDPOINT CALIBRATION DATA



RGSS SURVEY ERRORS FOR OPTIMAL KALMAN PROCESSING OF ENDPOINT CALIBRATION DATA



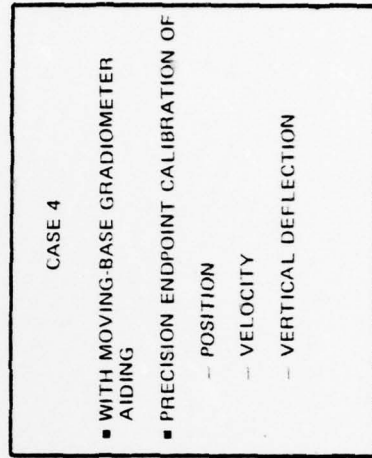
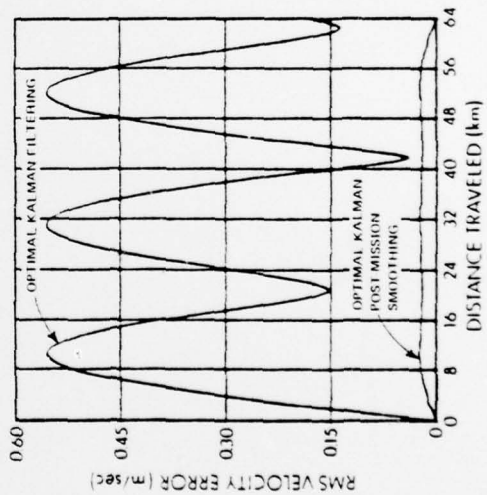
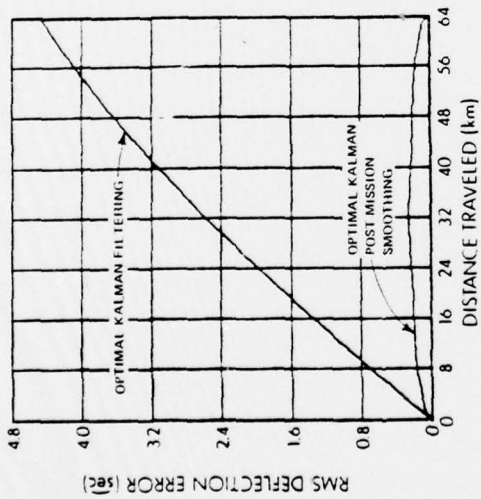
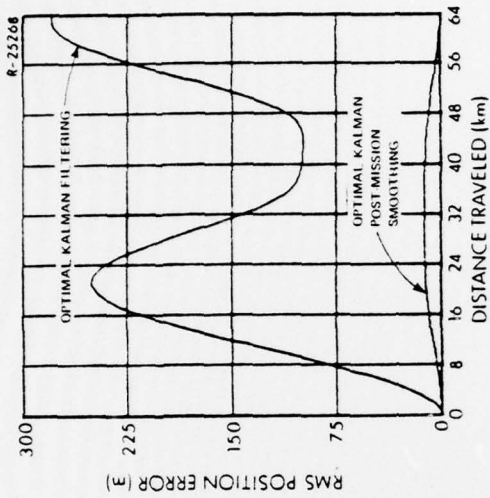
RGSS SURVEY ERRORS FOR OPTIMAL KALMAN PROCESSING OF ENDPOINT CALIBRATION DATA



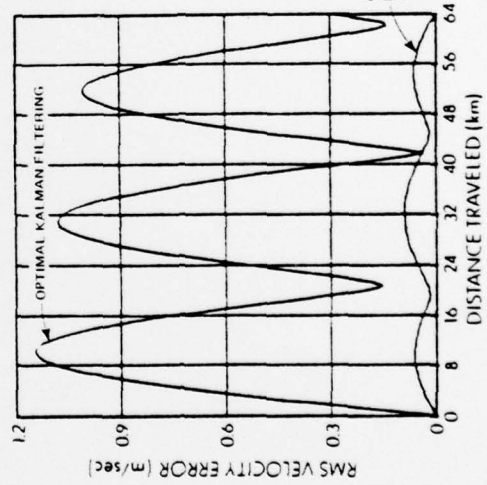
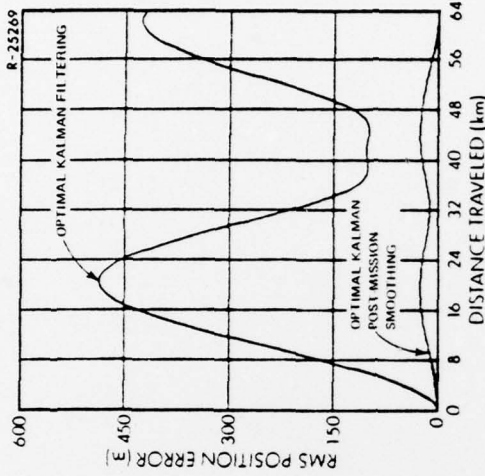
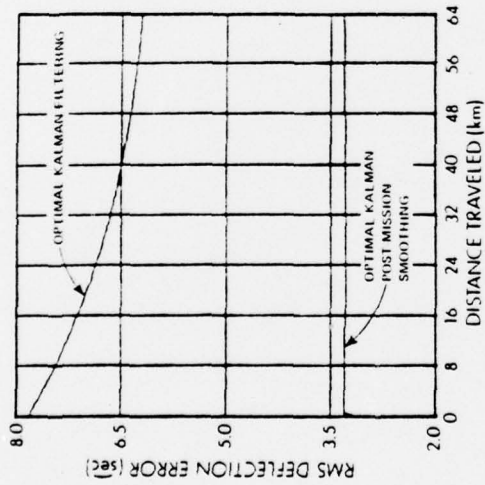
CASE 3

- NO GRADIOMETER AIDING
- PRECISION ENDPOINT CALIBRATION OF
 - POSITION
 - VELOCITY
 - VERTICAL DEFLECTION
 - GRAVITY GRADIENT

RGSS SURVEY ERRORS FOR OPTIMAL KALMAN PROCESSING OF GRADIOMETER AND ENDPOINT CALIBRATION DATA



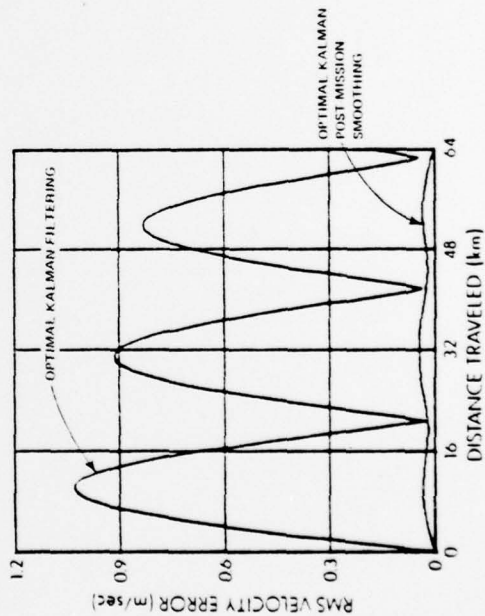
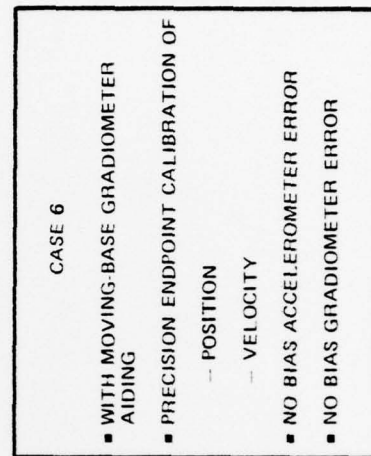
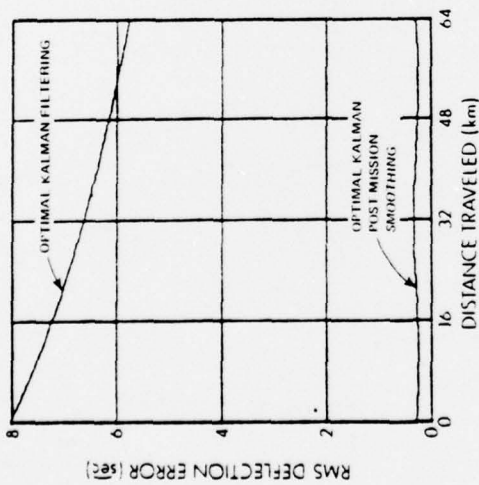
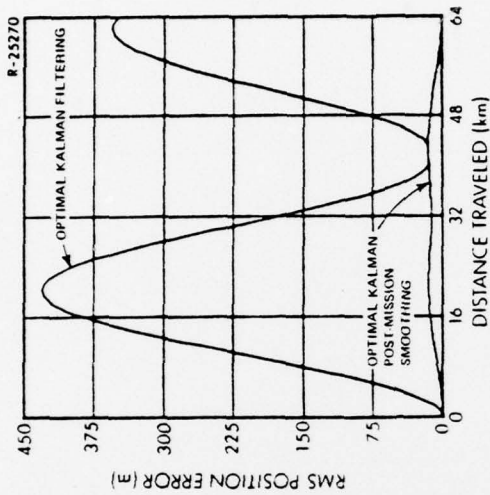
RGSS SURVEY ERRORS FOR OPTIMAL KALMAN PROCESSING OF GRADIOMETER AND ENDPOINT CALIBRATION DATA



CASE 5

- WITH MOVING-BASE GRADIOMETER AIDING
- PRECISION ENDPOINT CALIBRATION OF
 - POSITION
 - VELOCITY
- GRADIOMETER ENDPOINT CALIBRATION (1000 SECOND AVERAGE OF GRADIOMETER INSTRUMENT OUTPUT)

RGSS SURVEY ERRORS FOR OPTIMAL KALMAN PROCESSING OF GRADIOMETER AND ENDPOINT CALIBRATION DATA



SUMMARY OF SIMULATION RESULTS

CASE	TYPE OF END POINT CALIBRATION	GRADIOMETER ERRORS	RMS ERRORS OVER ENTIRE SURVEY					
			REAL-TIME OPTIMAL ESTIMATION			OPTIMAL SMOOTHING		
			DEFLECTION (sec)	POSITION (m)	VELOCITY (m/sec)	DEFLECTION (sec)	POSITION (m)	VELOCITY (m/sec)
1	$\delta R, \delta V$	NO GRADIOMETER	8.0	381	1.1	6.6	252	0.7
2	$\delta R, \delta V, \xi$	NO GRADIOMETER	6.4	299	0.8	4.3	181	0.4
3	$\delta R, \delta V, \xi, \frac{\partial \xi}{\partial x}$	NO GRADIOMETER	6.1	287	0.8	3.5	167	0.3
4	$\delta R, \delta V, \xi$	{ 10 EU WHITE NOISE* AND 10 EU BIAS }	2.8	174	0.4	0.2	8.3	0.02
5	$\delta R, \delta V, \frac{\partial \xi}{\partial x}$ FROM GRADIOMETER	10 EU WHITE NOISE* ONLY	6.8	295	0.8	3.3	17.5	0.05
6†	$\delta R, \delta V$	10 EU WHITE NOISE* ONLY	6.8	254	0.6	0.3	10.7	0.03

* 10 SECOND MOVING WINDOW AVERAGE

† NOMINAL 4 sec BIAS ACCELEROMETER ERROR SET TO ZERO

OBSERVATIONS

R-25250

- PERFORMANCE OF MOBILE GRADIOMETER-AIDED RGSS VERY SENSITIVE TO ACCURACY OF TERMINAL DEFLECTION CALIBRATION
- VELOCITY AND GRAVITY GRADIENT FIXES ASSOCIATED WITH PERIODIC ZERO VELOCITY HOLDS EXPECTED TO PROVIDE SIGNIFICANT REDUCTION IN POSITION AND VELOCITY ERRORS; SMALL REDUCTION IN DEFLECTION ERRORS
- SIMILAR LOW FREQUENCY DYNAMICS OF DEFLECTIONS AND LOW FREQUENCY SYSTEM ERRORS CAUSE STRONG SENSITIVITY OF ESTIMATION ERROR TO BIAS-LIKE ERROR SOURCES

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PRELIMINARY CONCLUSIONS AND A LOOK AHEAD

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PRELIMINARY CONCLUSIONS

R-25262

ONE $\overline{\text{sec}}$ OR BETTER GRADIOMETER-AIDED RGSS PERFORMANCE
IN OPEN TRAVERSE IS UNLIKELY WITHOUT VERTICAL,
DEFLECTION END CALIBRATION

KEYNOTE OF SUCCESSFUL RGSS/GRADIOMETER INTEGRATION WILL
BE CONTROL AND COMPENSATION OF SYSTEM BIAS AND LOW
FREQUENCY ERROR SOURCES

A LOOK AHEAD

R-25251

CURRENT AND SOON-TO-BE-DEVELOPED SIMULATION SOFTWARE WILL, PROVIDE A FIRST-LOOK UNDERSTANDING OF THE FOLLOWING EFFECTS

- ULTIMATE PERFORMANCE POSSIBLE WITH RGSS OPTIMALLY AIDED BY NON-MOBILE GRADIOMETER
- RGSS PERFORMANCE IMPROVEMENT WITH ZERO-VELOCITY HOLDS (FIXES) IN ADDITION TO MOVING-BASE GRADIOMETER-AIDING
- DEGRADATION DUE TO INSTRUMENT ERRORS
 - DIFFERENT GRADIOMETER NOISE LEVELS
 - GYRO DRIFT
- INSIGHT INTO DEGRADATION DUE TO IPS ERRORS NOT OBSERVABLE AT ZERO-VELOCITY (e.g., ACCELEROMETER SCALE FACTOR)

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