GEOLOGICAL SURVEY OF CANADA
DEPARTMENT OF ENERGY, MINES AND RESOURCES

GEOPHYSICAL SERIES (Electromagnetic)

SHEET 63 P/11

97°30' 25' 20' 15' 10' 05' 97°00'
55°45' 40' 35' 55°30'

Bryce Bay
PARTRIDGE CROP LAKE
NATAWAHUNAN LAKE
PIKWITONEI LAKE
Buckingham Lake
Tabister Ck
Pikwitonei
Bridgar
Mallot Lake
Mallot Creek
Pikwitonei River
Greenwood L.
Matago
Coulthard Lake
McDermott Bay

2022 1274 1031 0733 0238
2026 1859 1358 0959 0784 0538
2104 1926 1381 1900 0911 0869
3004 2138 1445 1197
3009 2959 2185 1841 1817
2909 2249 1556
4134 3112 2286 1762
4138 2634 1725
4194 4026 3202 2765 1685
5459 4254 3978 3272 2482
5410 4313 3913 3385 2867
2914 5357 4376 3438 2513
2881 2871 2811 2824 1589
4154

1 2 3 4 5 6 7 8 9 10 11 12 13 14

Published, 1970

MAP 25,029G

PIKWITONEI

MANITOBA

Scale 1:50,000

Miles 1 0 1 2 Miles
Metres 1000 0 1000 2000 3000 Metres

Printed by the Surveys and Mapping Branch

EXPLANATORY NOTES

AFMAG is a synonym for Audio Frequency MAGnetics. The AFMAG method is an electromagnetic technique that does not require a transmitter. The source of energy in the sub-audio and audio frequency range is mainly due to lightning discharges generated by thunderstorm activity in tropical regions. The electromagnetic (EM) energy is propagated over several thousand miles between the surface of the earth and the ionized layers acting as a waveguide. The magnetic component of this EM wave is mainly horizontal. When this magnetic field meets a conductor such as a fault zone (not all are conductive) or an ultramafic dyke, the energy induces eddy currents in the conductor. A secondary magnetic field is reradiated. This secondary magnetic field is detected by the AFMAG cross-coil sensor and is recorded as a dip angle. Because of the nature of the EM wave and the low frequencies of interest, 140 and 510 Hz, the depth of detection is greater than with conventional EM systems. For this reason, the AFMAG method is being evaluated as an aid for detecting large geological structures such as faults, shear zones and ultramafic dykes.

A Beaver aircraft used in the AFMAG survey was flown at 650 feet mean terrain clearance. The cross-coil sensor was mounted in a bird and towed approximately 200 feet below and behind the aircraft. The axes of the two mutually perpendicular coils are located in a vertical plane which contains the flight direction and are oriented 45° to the horizontal. When the magnetic field is horizontal, the voltages in the two coils are equal. Any departure of the magnetic field from the horizontal results in a recording of a positive or negative dip angle above or below a centre line. The strip chart recorder traces out the tilt angle at 140 and 510 Hz, the relative field strengths at these two frequencies, and the altimeter height.

For presentation on this map, only the 140 and 510 Hz dip angle traces on the analogue paper were digitized at 1 mm intervals (an average of once every 60 feet) by using a D-Mac digitizer. Using a computer, a base line was fitted to the data points for each flight by using the method of least squares. Then the dip angles were plotted to the flight line at a scale of 1:50,000 using this base line. The convention for plotting the positive dip angles was to the NE and negative to the SW for flights flown in the SE direction. For flights flown in the NW direction, the positive dip angles were plotted to the SW and negative to the NE, i.e. the dip angles were inverted in polarity. To reduce the higher frequency components along the profile, a filtering technique was used. Smoothing is accomplished by summing the value of a point with the two previous points and the two succeeding points and then dividing by 5 according to the formula

$$\bar{A}_x = \frac{A_{x-2} + A_{x-1} + A_x + A_{x+1} + A_{x+2}}{5}$$

where $\bar{A}_x$ = the new filtered value of the dip angle at point x.

This routine assumes that the data is evenly spaced along the flight line. By passing the dip angle data points through this smoothing filter twice, a much cleaner trace was obtained without affecting the amplitude of the peaks of the broad and larger dip angles. No interpretation has been attempted on this map sheet.

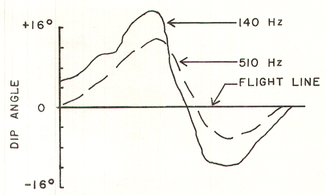
Airborne AFMAG survey, August and first week in September 1968, and flight path recovery by McPhar Geophysics Ltd. Data digitizing, compilation and plotting by Dataplotting Services Ltd.

Project planned, coordinated and compiled by L.S. Collett

This photo-map was prepared by the Surveys and Mapping Branch, Department of Energy, Mines and Resources, Ottawa

Copies of this photo-map may be obtained through the National Air Photo Library

FILTERED AFMAG PROFILES



85 FLIGHT LINE No. 85SE

84 FLIGHT LINE No. 84NW

3477 FIDUCIAL NUMBER

FLIGHT ALTITUDE 650 FEET

NATIONAL TOPOGRAPHIC SYSTEM REFERENCE

101°	100°	99°	98°	97°	
	64C/2	64C/1	64B/4	64B/3	64B/2	64B/1	64A/4	64A/3	64A/2	
56°	63N/15	63N/16	63O/13	63O/14	63O/15	63O/16	63P/13	63P/14 25,030G	63P/15	56°
	63N/10	63N/9	63O/12	63O/11	63O/10	63O/9	63P/12	63P/11 25,029G	63P/10	
	63N/7	63N/8	63O/5	63O/6	63O/7	63O/8	63P/5 25,028G	63P/6 25,027G	63P/7	
	63N/2	63N/1 25,021G	63O/4 25,022G	63O/3 25,023G	63O/2	63O/1 25,024G	63P/4 25,025G	63P/3 25,026G	63P/2	
55°	63K/15	63K/16 25,020G	63J/13 25,019G	63J/14 25,018G	63J/15	63J/16 25,017G	63I/13 25,016G	63I/14 25,015G	63I/15	55°
	63K/10	63K/9 25,008G	63J/12 25,009G	63J/11 25,010G	63J/10 25,011G	63J/9 25,012G	63I/12 25,013G	63I/11 25,014G	63I/10	
	63K/7	63K/8	63J/5	63J/6	63J/7 25,007G	63J/8 25,006G	63I/5 25,005G	63I/6	63I/7	
54°	63K/2	63K/1	63J/4	63J/3	63J/2	63J/1	63I/4	63I/3	63I/2	54°
101°	100°	99°	98°	97°						

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