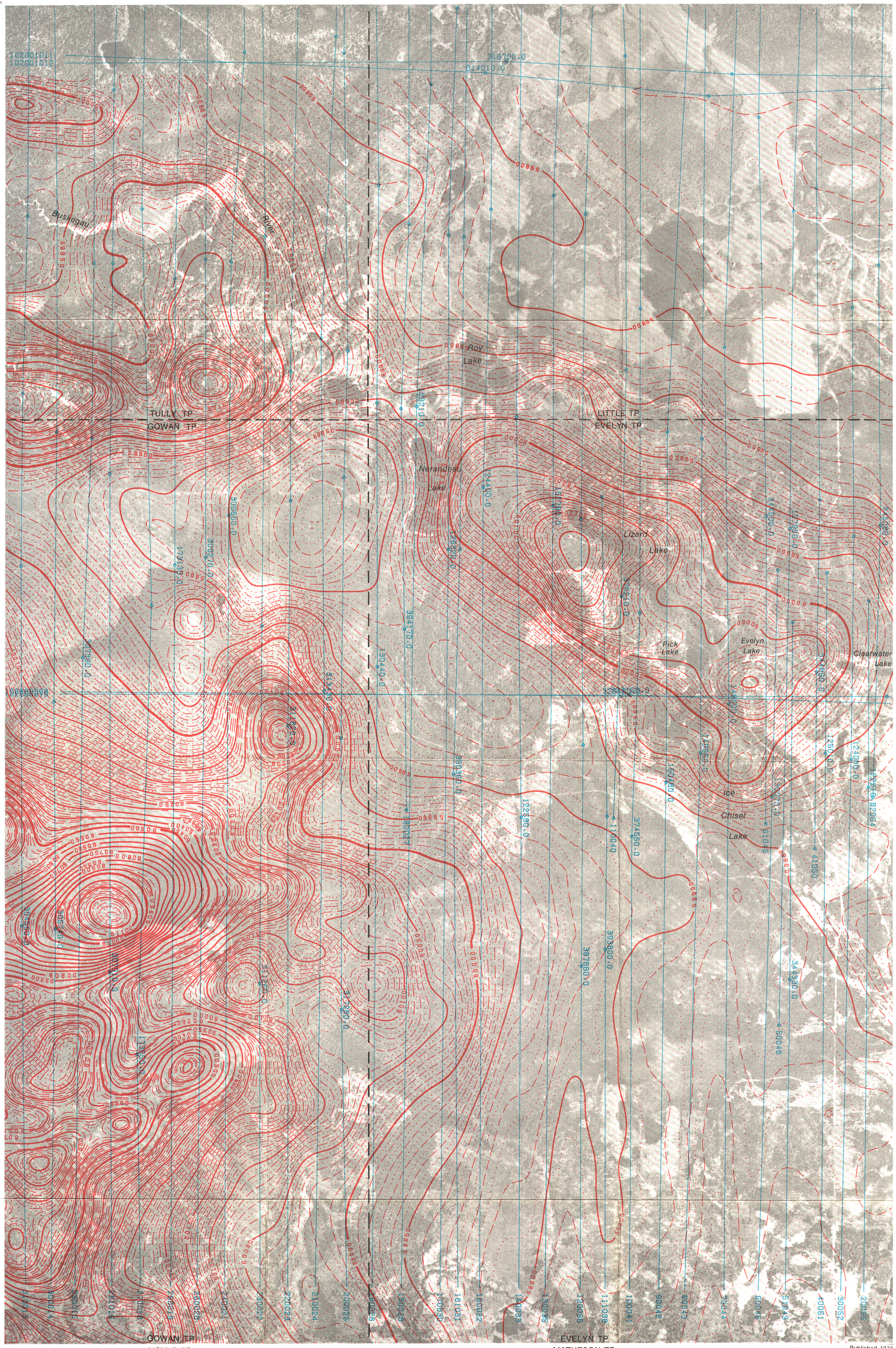
GEOLOGICAL SURVEY OF CANADA
DEPARTMENT OF ENERGY, MINES AND RESOURCES

42A/11H

GEOPHYSICAL SERIES (Aeromagnetic High Resolution)

81°07'30" 48°45'00"

81°00'00" 48°45'00"



48°37'30" 81°07'30"

GOWAN TP
HOYLE TP

EVELYN TP
MATHESON TP

Published, 1973

48°37'30" 81°00'00"

MAP 20,018G

42A/11h

DISTRICT OF COCHRANE
ONTARIO

Scale 1:25,000

Miles 1 0 1 Miles
Kilometres 1 0 1 Kilometres

INDEX MAP

81°45'00" — 81°00'00"; 48°45'00" — 48°22'30"

42A/12g 20,003G	42A/12h 20,006G	42A/11e 20,009G	42A/11f 20,012G	42A/11g 20,015G	42A/11h 20,018G
42A/12b 20,002G	42A/12a 20,005G	42A/11d 20,008G	42A/11c 20,011G	42A/11b 20,014G	42A/11a 20,017G
42A/5g 20,001G	42A/5h 20,004G	42A/6e 20,007G	42A/6f 20,010G	42A/6g 20,013G	42A/6h 20,016G

ISOMAGNETIC LINES (absolute total field)

- 500 gammas
- 50-100 gammas
- 10-20 gammas
- 5 gammas
- Magnetic depression
- Flight lines

Flight altitude: 1000 feet above ground level

Airborne Magnetic Survey, November 1968 to April 1969 by Canadian Aero Service Limited

The photo base for this map was compiled by Canadian Aero Service Limited

No correction has been made for regional variation

Digital compilation by Resource Geophysics and Geochemistry Division, Geological Survey of Canada

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

This map is based on in-flight digitally recorded high sensitivity aeromagnetic data obtained with a Cesium vapour magnetometer measuring the total magnetic field to a resolution of 0.02 gamma. Flight altitude was 1000 feet above ground at 1000 feet average flight line spacing and double control lines were flown at an average spacing of 5 miles.

The data was edited, compiled, levelled and gamma values for contouring interpolated on a square grid (0.1" grid spacing at the published map scale) by automatic computer processes.

The automatic levelling process employs the two components of the double control line and the short segments of traverse which connect them where they are not exactly co-incident. This data is used to minimize and distribute non-geological contributions from the total magnetic field profile along the control line. The corrected control lines are used to level the traverse by a method of minimal sum-total adjustment.

The final data grid was contoured and plotted using the automatic contouring program and digital plotter facilities at Dataplotting Services Ltd.