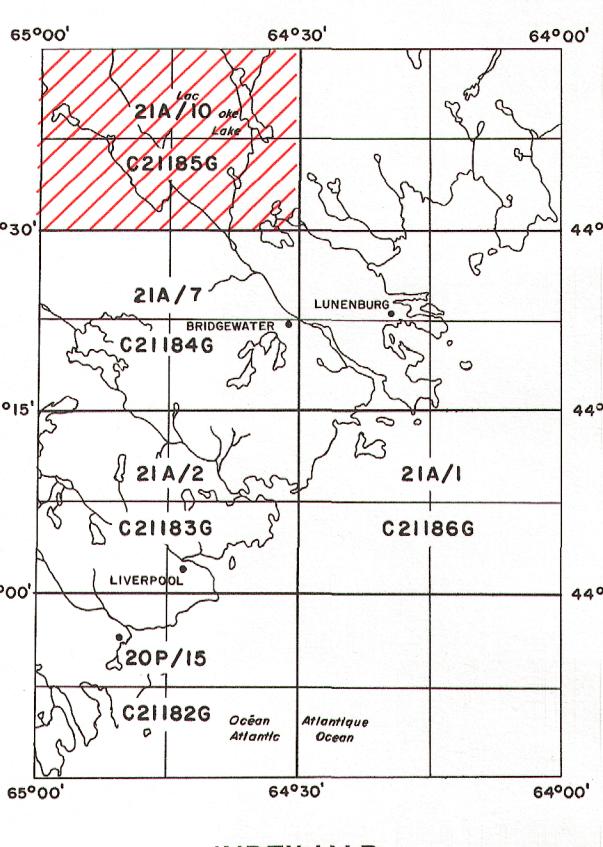


# AEROMAGNETIC TOTAL FIELD MAP CARTE AÉROMAGNÉTIQUE DU CHAMP TOTAL

MAP C21185 G CARTE  
**NEW GERMANY**  
**NOVA SCOTIA**  
**NOUVELLE ÉCOSSE**



This map was compiled using the following computer automated techniques. Aeromagnetic digital data values were interpolated from the flight line data at the nodes of the regular grid covering the survey area. The gridded data (82.5 m) was reinterpolated to a cell size of 0.08128 cm. At the coloured map scale. A colour code was assigned to each cell according to the amplitude of the aeromagnetic value within the cell using the colour scale shown in the legend. The data matrix was output on an APPLICON colour jet plotter to produce a colour field map identical to the one above. To permit colour printing, colour separations were made with the plotter to produce the red, yellow and blue components of the map on separate sheets.

This map was compiled from data recorded by Geophysical Surveys Inc, between January 25, 1985 and February 18, 1985 using an helicopter-borne gradiometer. Two cesium vapour magnetometers of 0.005 gamma resolution and vertically separated by 2 m were towed under an helicopter at an average elevation of 150 m above ground. The average traverse and control line spacing were respectively 300 m and 12 km. Flight path recovery was effected using a video tape recorded by a vertically mounted camera inside the helicopter.

After editing the survey data, the coordinates of the intersections of traverse and control line and differences in their magnetic values were printed out for use in the manual levelling analysis. Then, the total field values from the lower magnetometer were interpolated on a 50 m grid for the drafting of the

Cette carte a été compilée d'après les données enregistrées par Les Relevés Géophysiques Inc., à l'aide d'un gradiomètre héliporté, entre le 25 janvier 1985 et le 18 février 1985. Deux magnétomètres à vapeur de césum d'une résolution de 0.005 gamma et séparés de 2 m furent remorqués sous l'hélicoptère, à une élévation moyenne de 150 m au-dessus du sol. L'espacement moyen des lignes de vol était de 300 m tandis que les lignes de contrôle ont été volées avec un espacement moyen de 12 km. Le recouvrement des trajectoires de vol a été effectué à l'aide d'un ruban vidéo enregistré par une caméra installée verticalement dans l'hélicoptère.

Une fois les données vérifiées, les coordonnées des intersections des lignes de vol des traverses et des lignes de contrôle ainsi que les différences de leurs valeurs magnétiques ont été imprimées pour

The total field profiles shown on this map represent the vector sum of the x, y and z components of the somagnetic curves by a digital plotter. No regional correction was made for the earth's magnetic field.

The total field profiles shown on this map represent the vector sum of the x, y and z components of the secondary fields generated by conducting bodies in the ground or conductive overburden. The two primary electromagnetic fields utilized were the VLF transmissions from NAA Cutler, Maine, operating at 24 kHz and NSS Annapolis, Maryland, operating at 21.4 kHz. The datum utilized for each profile is the flight line.

This type of presentation is utilized to enable the VLF data to be directly compared with the aeromagnetic data using a light table.  
The base used for this map was obtained from a 1:50 000 topographical map published by the Department of Energy, Mines and Resources, Ottawa.  
Copies of this map may be obtained from the Geological Survey of Canada, Ottawa. The survey

Copies of this map may be obtained from the Geological Survey of Canada, Ottawa. The survey data used to compile this map is available in digital form from the Geological Survey of Canada at the cost of retrieval and copying.

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