

This map is a presentation of aeromagnetic data assembled and prepared by Aerodat Limited consisting of three separate surveys, and was compiled using the following computer automated techniques. Aeromagnetic digital data values were interpolated from the profile line data at the nodes of the regular grid covering the survey area. The gridded data were reinterpolated to a cell size of 0.020m on map scale, and 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. For colour printing, colour separations were plotted to produce the red, yellow and blue components of the map on separate sheets.

South of 54°22'30" N and West of 100°45'00" W
This portion of the map was compiled from data recorded during an aeromagnetic gradiometer survey carried out by Aerodat Limited using an AS 350-B helicopter (C-GJIX). Two 0.005-T sensitivity self-oriented cesium vapour magnetometers were mounted in a bird-towed 30m below the helicopter and were vertically separated by 3 metres. The survey operations were carried out from September 1991 to January 1992, at a bird altitude of 150m mean terrain clearance. The average traverse line spacing was 300m, flown in an east-west direction. Control lines were flown at an average spacing of 3 kilometres. Flight path was recovered using a Svedin radio positioning system, supplemented by a vertically mounted video camera.

South of 54°22'30" N and East of 100°45'00" W
This portion of the map was compiled from data recorded during aeromagnetic gradiometer surveys carried out by the Resource Geophysics and Geochemistry Division, Geological Survey of Canada using a Beechcraft Queenair 65-B80 aircraft (C-FWZG). Two 0.005-T sensitivity self-oriented cesium vapour magnetometers were mounted in the twin tail booms mounted on the survey aircraft. The magnetometers were vertically separated by a distance of 2.05 metres. The survey operations were carried out from June to July 1981, at a flight altitude of 150m mean terrain clearance. The traverse line spacing was 300m, flown in a north-south direction. Control lines were flown at an average spacing of 9 kilometres. Flight path was recovered using a vertically mounted 35mm camera supported by doppler navigation data. The International Geomagnetic Reference Field (IGRF) for 1981.6 at an altitude of 450 metres above sea level has been removed.

North of 54°22'30" N
This portion of the map was compiled from data recorded during an aeromagnetic gradiometer survey carried out by the Resource Geophysics and Geochemistry Division, Geological Survey of Canada using a Beechcraft Queenair 65-B80 aircraft (C-FWZG). Two 0.005-T sensitivity self-oriented cesium vapour magnetometers were mounted in the twin tail booms mounted on the survey aircraft. The magnetometers were vertically separated by a distance of 2.05 metres. The survey operations were carried out from June to July 1981, at a flight altitude of 150m mean terrain clearance. The traverse line spacing was 300m, flown in a north-south direction. Control lines were flown at an average spacing of 9 kilometres. Flight path was recovered using a vertically mounted 35mm camera supported by doppler navigation data. The International Geomagnetic Reference Field (IGRF) for 1981.6 at an altitude of 450 metres above sea level has been removed.

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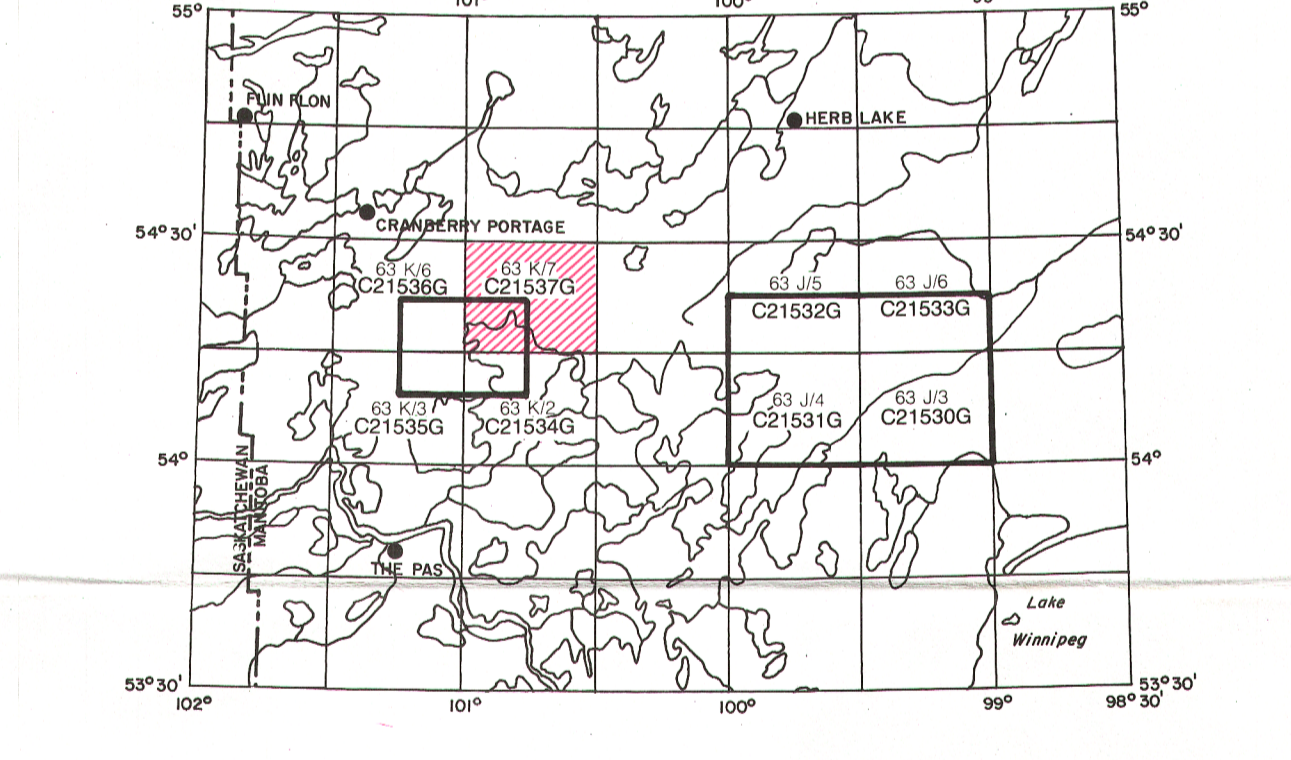
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Des exemplaires de cette carte sont en vente à la Commission géologique du Canada, 601 rue Booth, Ottawa (Ontario) K1A 0E3 et au 3303-33rd Street N.W., Calgary, Alberta, T2L 2A7. Les données de levé utilisées pour compléter la présente carte sont disponibles sous forme numérique au Centre des données géophysiques de la Commission géologique du Canada, 1 Place de l'Observatoire, Ottawa (Ontario) K1A 0Y3.



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