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GEOLOGICAL SURVEY OF CANADA



COMMISSION GÉOLOGIQUE DU CANADA

DEPARTMENT OF ENERGY, MINES AND RESOURCES
MINISTÈRE DE L'ÉNERGIE DES MINES ET DES RESSOURCES

Airborne Geophysical Survey
Levé géophysique Aéroporté
Sydney – Bras d'Or
Nova Scotia

NTS/SNRC 11 K/1 and 11 K/8 (part of)

Contents include gamma ray spectrometric and magnetic
colour maps, flight path map, VLF profilemaps and
accompanying stacked profiles

Contient des cartes en couleur de rayons gamma spectrométrique
et magnétique, une carte de lignes de vol, VLF sous forme des
cartes de profils et profils multi-paramétriques

COOPERATION

COOPERATION
AGREEMENT ON
MINERAL DEVELOPMENT

ENTENTE DE
COOPÉRATION SUR
L'EXPLOITATION MINÉRALE

Contribution to Canada-Nova Scotia Cooperation Agreement on
Mineral Development (1990 - 1992) a subsidiary agreement under the
Economic and Regional Development Agreement.

Contribution à l'Entente de coopération Canada - Nouvelle-Écosse
sur l'exploitation minière (1990 - 1992), entente auxiliaire négociée
en vertu de l'Entente Canada/Nouvelle-Écosse de développement
économique et régional.

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Colour – Geophysical Series
Couleur – Séries géophysiques

36111(01)G

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OTTAWA

Airborne Geophysical Survey

In 1990, a multi-parameter airborne geophysical survey of southeastern Cape Breton Island, Nova Scotia was flown by the Geological Survey of Canada (GSC). This survey was flown as a contribution to the Canada-Nova Scotia Cooperation Agreement on Mineral Development (1990-1992), a subsidiary agreement under the Canada-Nova Scotia Economic and Regional Development Agreement. The area was surveyed using the GSC Skyvan aircraft. Gamma-ray spectrometric, VLF electromagnetic and total field magnetic data were recorded digitally and sampled at one second intervals. The aircraft was flown at a mean terrain clearance of 125 meters and at an average ground speed of 190 km/h. The flight lines were flown in an east-west direction with a line spacing of 1000 meters.

For this survey the data are released as eight (8) G-Series booklets. This booklet for the **Sydney-Bras d'Or area, G-Series 36111(01)G** includes a set of colour maps with the flight path of the aircraft superimposed, two black and white profile maps and stacked profiles for each flight line, all at 1:150,000 scale. The following maps are enclosed:

- 1) An **exposure rate** map,
- 2) 3 maps of the ground concentration of **Potassium (K)**, **Uranium (eU)** and **Thorium (eTh)**,
- 3) 3 ratio maps - **eU/eTh**, **eU/K** and **eTh/K**,
- 4) A three component or **Ternary Radioelement** map combining the potassium, uranium and thorium data,
- 5) A **Magnetic Total Field** map,
- 6) Two VLF profile maps, one with **Total Field VLF** profile data and the other with **Quadrature VLF** profile data,
- 7) A matte positive of the corresponding 1:50,000 NTS map sheet reduced to 1:150,000 scale.

The stacked profiles in the booklet have a five point weighted average filter applied to each parameter. Each profile shows the aircraft radar altimeter, the three radioelement ratios, the ground concentrations of potassium, uranium and thorium, the exposure rate, the magnetic total field and the VLF total field and quadrature components. The picked fiducials along the horizontal axis of each profile relates the data to the flight lines shown on the colour maps.

Gamma-ray Spectrometric Data

The airborne gamma-ray measurements were made using a 256 channel gamma-ray spectrometer with fourteen 102 x 102 x 406 mm NaI(Tl) crystals. The main detector array consisted of twelve crystals (total volume 50 litres). Two crystals, shielded by the main array, were used to detect variations in background radiation. The system constantly monitored the natural potassium peak and adjusted the gain for the system.

Potassium is measured directly from the 1460 keV gamma-ray photons emitted by ⁴⁰K, whereas uranium and thorium are measured indirectly from gamma-ray photons emitted by daughter products (²¹⁴Bi for uranium and ²⁰⁸Tl for thorium). Although these daughters are far down their respective decay chains they are assumed to be in equilibrium with their parents; thus gamma-ray spectrometric measurements of uranium and thorium are referred to as equivalent uranium and equivalent thorium i.e. eU and eTh. The energy windows used to measure potassium, uranium and thorium are:

Potassium (⁴⁰ K)	1360 - 1560 keV
Uranium (²¹⁴ Bi)	1660 - 1860 keV
Thorium (²⁰⁸ Tl)	2410 - 2810 keV

During processing, the spectra were energy calibrated, and counts were accumulated into the windows described above. The window counts were corrected for deadtime and for background activity due to cosmic radiation, the radioactivity of the aircraft and atmospheric radon decay products. The window data were then corrected for spectral scattering in the ground, air and detectors. Corrections for deviations, of altitude from the planned terrain clearance, and of temperature and pressure were made prior to conversion to ground concentrations of potassium, uranium and thorium, using factors determined from flights over a calibration range near Ottawa. In areas of extreme topographic variations accurate terrain corrections are difficult. Thus, estimates of radioelement concentrations may be inaccurate in these areas. The stacked profiles should be inspected in areas of extreme topographic relief.

Potassium	91.0 cps/%
Uranium	9.1 cps/ppm
Thorium	7.0 cps/ppm

Corrected data were interpolated to yield 100 m grids using an inverse distance weighted average technique. The results of an airborne gamma-ray spectrometer survey represent average surface concentrations which are influenced by varying amounts of outcrop, overburden, vegetation cover, soil moisture and surface water. As a result the measured concentrations are usually lower than the actual bedrock concentration.

The exposure rate in micro Roentgens per hour was computed from the measured ground concentration of potassium, uranium and thorium. To compare this exposure rate with older total count maps contoured in Ur (units of radioelement concentration) the conversion factor is $1\mu\text{R/h} = 1.67 \text{ Ur}$.

VLF Data

The VLF electromagnetic data were recorded using a Hertz Totem 1A system. The system was tuned to a primary electromagnetic field generated by one of several VLF communication stations. For this survey, the receiving coils were tuned to station NSS in Annapolis, Maryland which transmits at a frequency of 21.4 kHz.

Anomalies reflect distortions in the primary field cause by a secondary electromagnetic field generated by eddy currents flowing in geological and man-made conductors. Anomalies produce positive peaks on the total field trace and are of the cross-over type (negative to positive) on the quadrature trace. Both parameters are plotted with positive deflections toward north. The profiles presented are the total field value (vector sum of the horizontal and vertical components) and the quadrature value (out-of-phase component). For the stacked profiles, the mean value or line average of the total field and quadrature component were removed along each flight line. The quadrature, which depends on the flight line direction, was inverted for lines flown from east to west. All the VLF data are plotted with a two second lag.

Magnetic Data

The aeromagnetic data were acquired using a Geometrics model G-803 proton precession magnetometer with a sensitivity of one nanotesla (1 nT). The magnetic data were corrected to remove spikes, heading effects and diurnal variations.

Information regarding these G-Series Maps may be obtained from: Geological Survey of Canada, 601 Booth Street, Ottawa, Ontario, K1A 0E8; Telephone (613) 995-4342 or 992-4279.

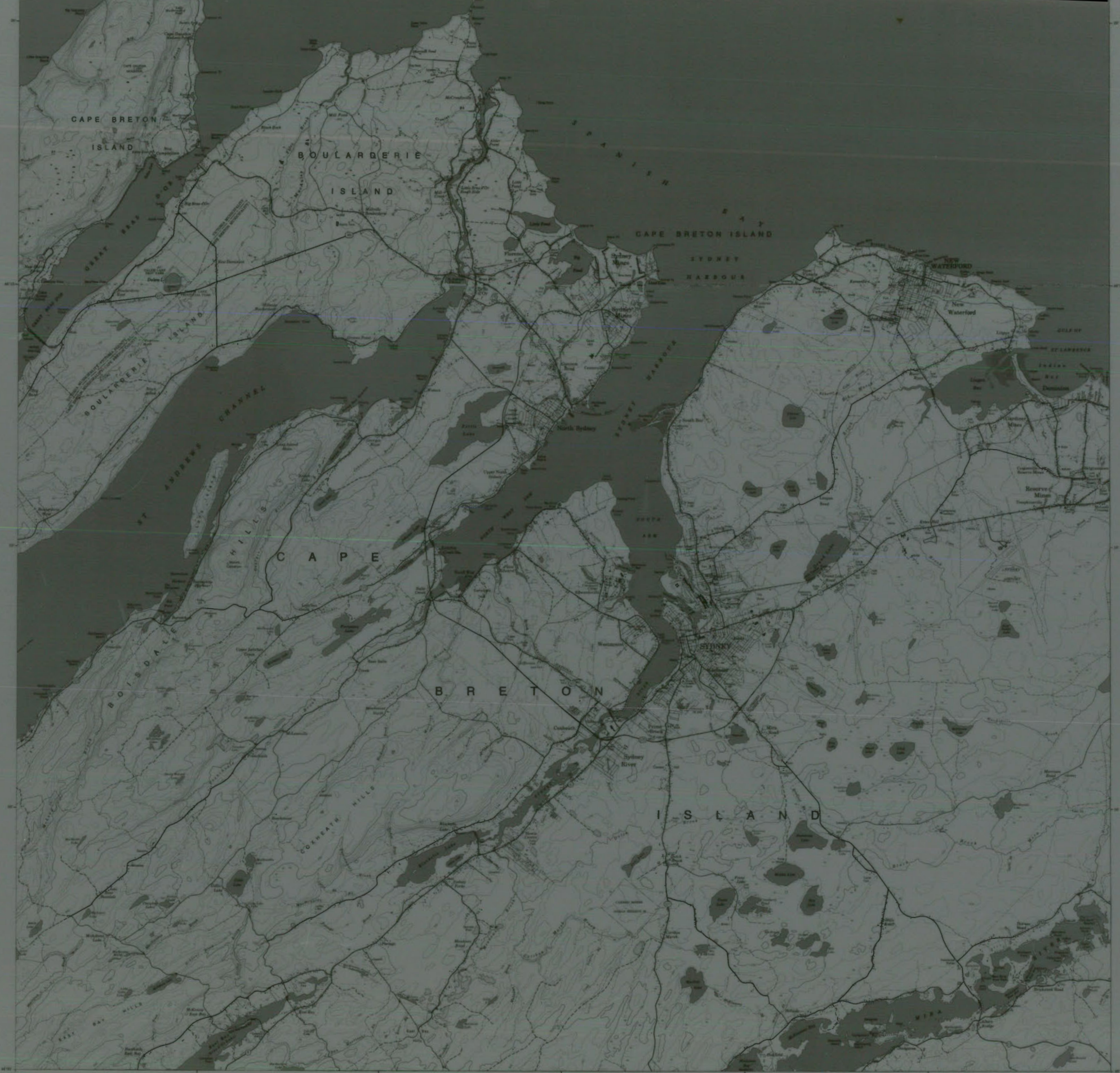
Base map material supplied by Surveys and Mapping Branch.

Airborne gamma-ray spectrometer, VLF and magnetic survey carried out by the Mineral Resources Division of the Geological Survey of Canada as a contribution to the Canada-Nova Scotia Cooperation Agreement of Mineral Development (1990-1992), a subsidiary agreement under the Canada-Nova Scotia Economic and Regional Development Agreement.

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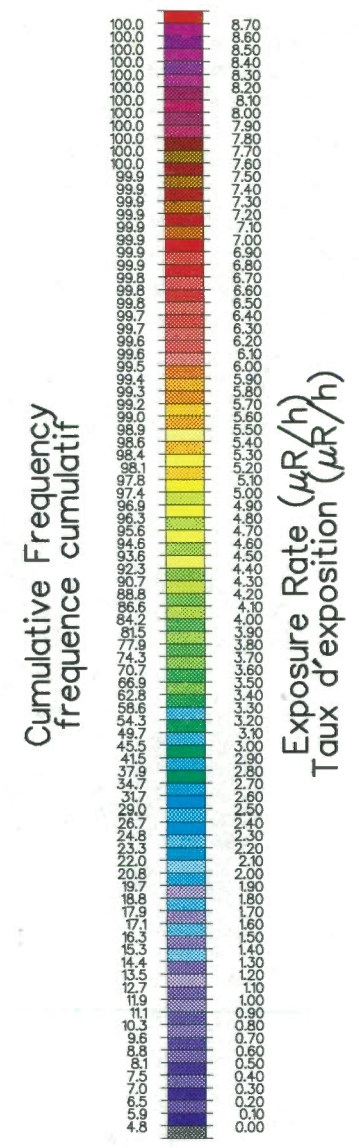
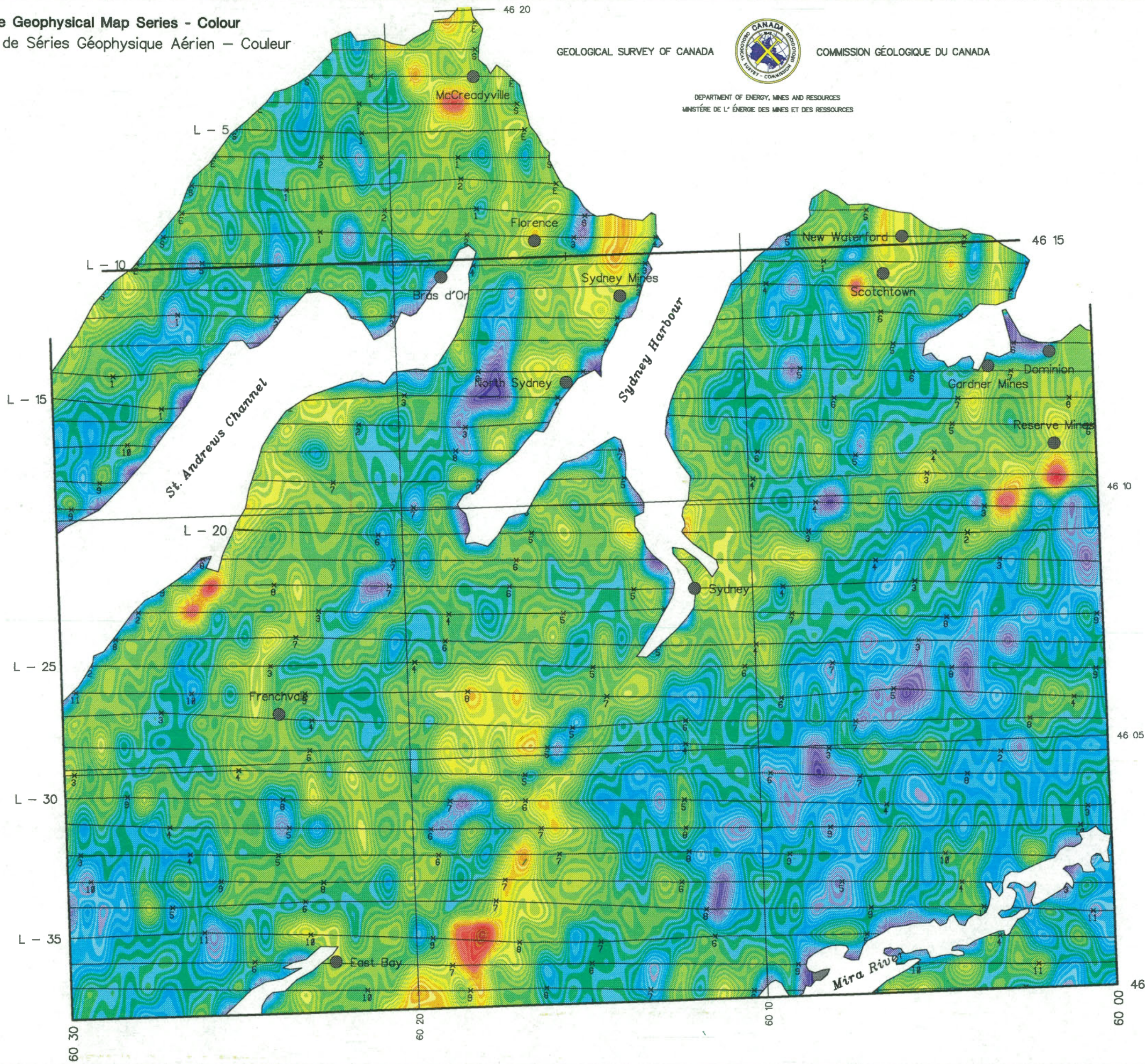


BRAS D'OR
NOVA SCOTIA



SYDNEY
NOVA SCOTIA





MAP 36111(01)G CARTE
Sydney - Bras d'Or
 Nova Scotia
 NTS 11K/1 and 11K/8 (part of)

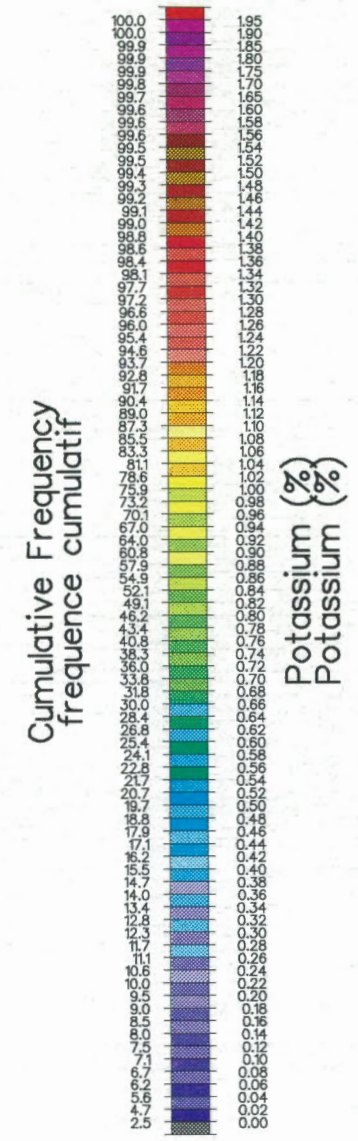
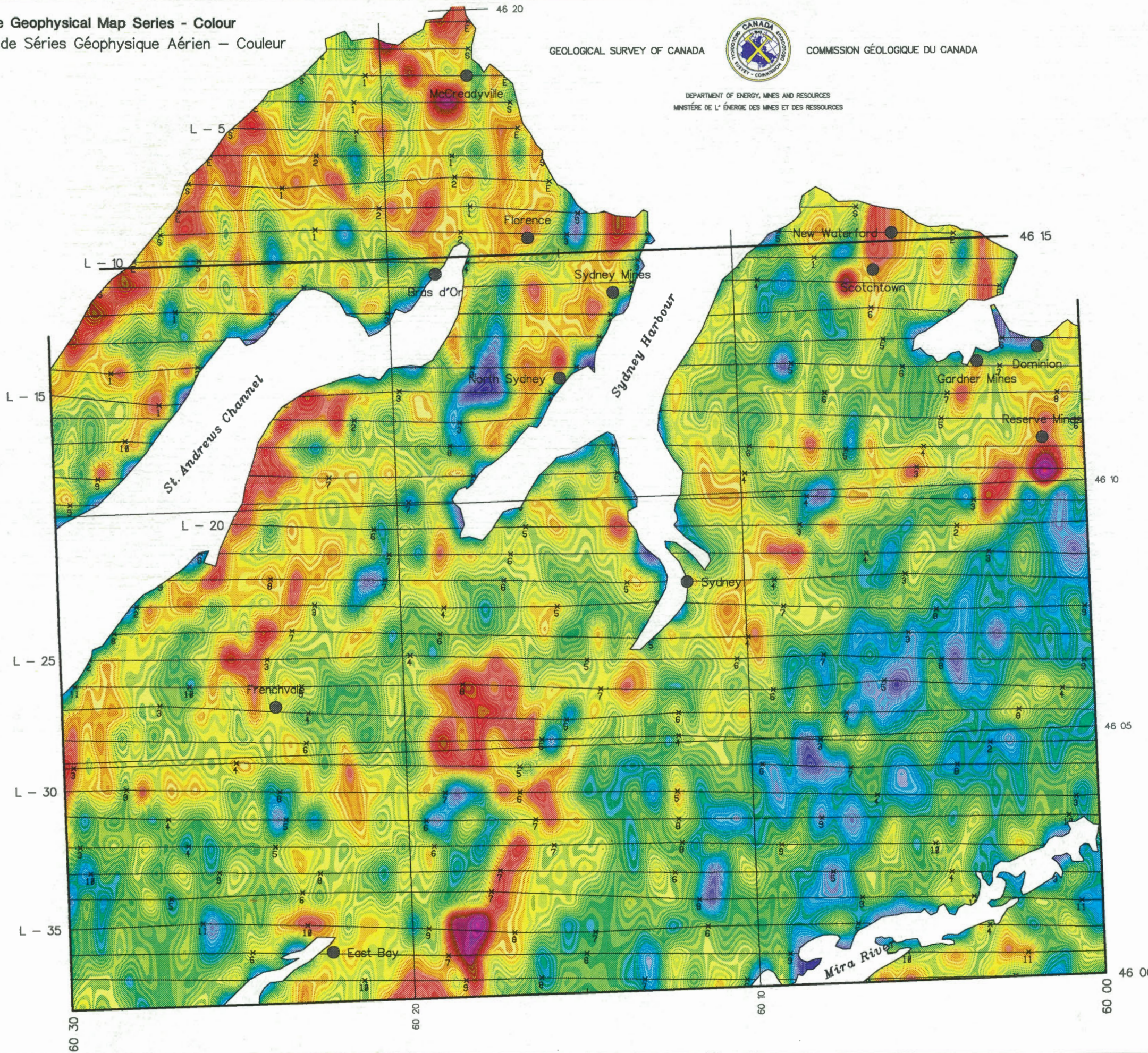
0 3 6
 kilometers

Scale/Échelle = 1:150 000
 Line spacing/Espacement des lignes = 1000 metres

Exposure Rate ($\mu\text{R}/\text{h}$)
 Taux d'exposition ($\mu\text{R}/\text{h}$)

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MAP 3611(01)G CARTE
 Sydney - Bras d'Or
 Nova Scotia
 NTS 11K/1 and 11K/8 (part of)

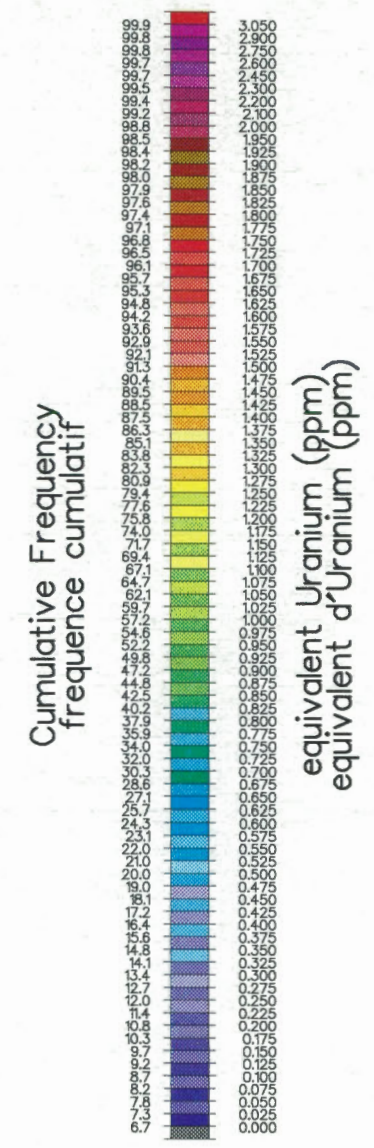
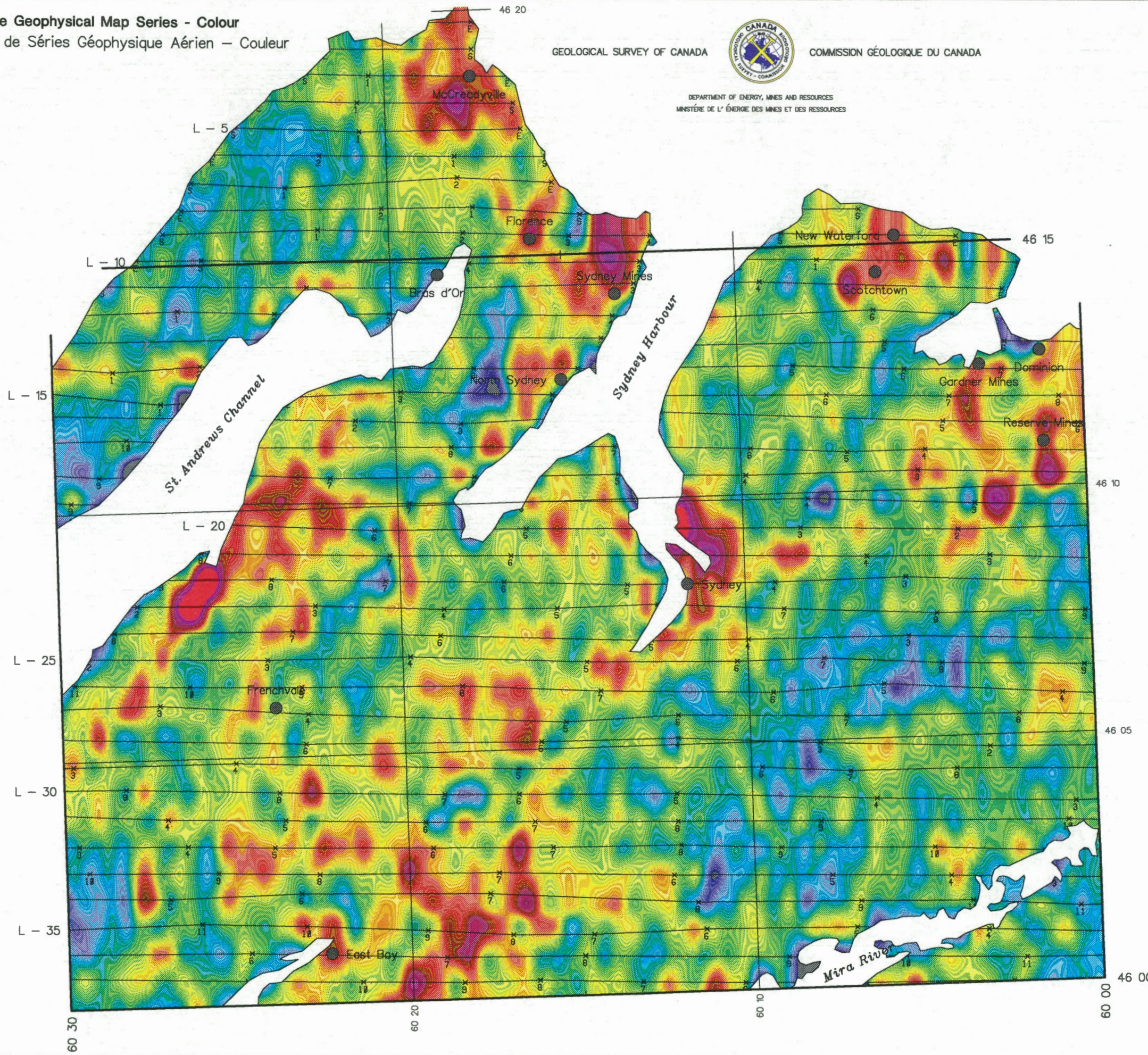


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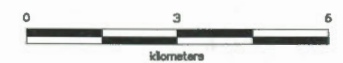
Potassium (%)
 Potassium (%)

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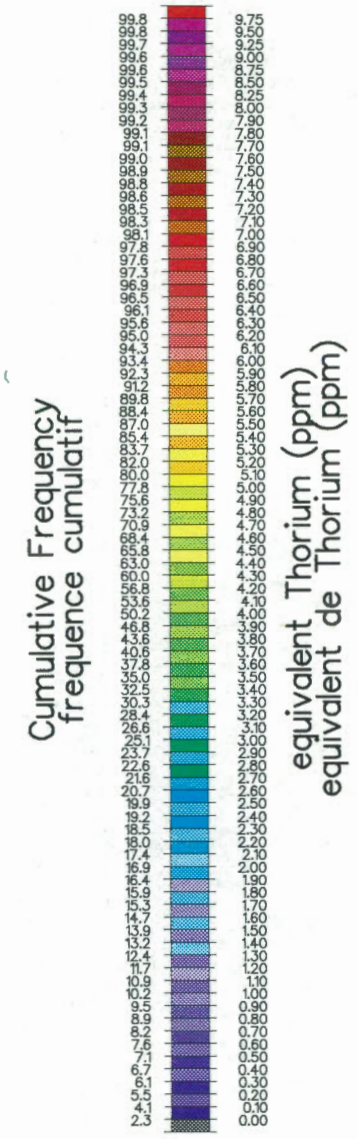
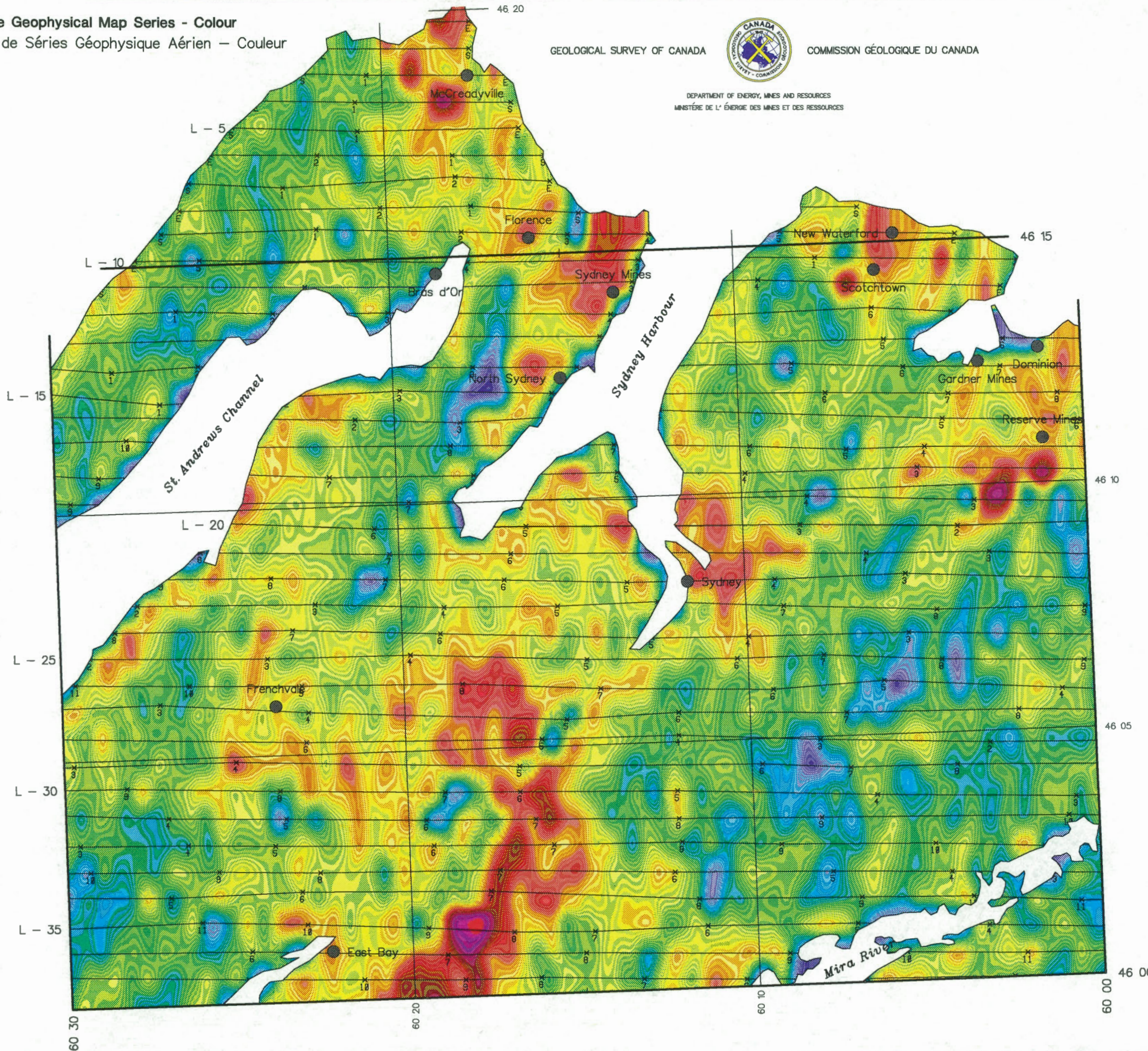


MAP 3611(01)G CARTE
Sydney - Bras d'Or
 Nova Scotia
 NTS 11K/1 and 11K/8 (part of)

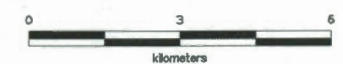


Scale/Échelle = 1:150 000
 Line spacing/Espacement des lignes = 1000 metres

equivalent Uranium (ppm)
 equivalent d'Uranium (ppm)

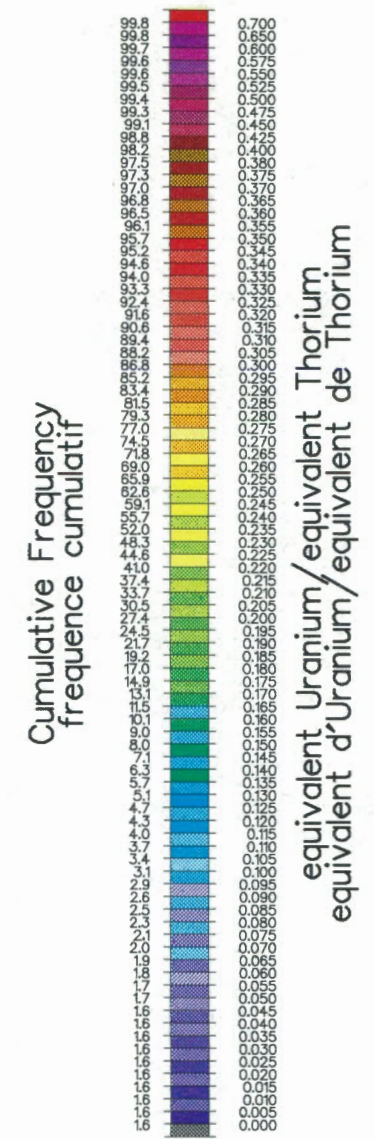
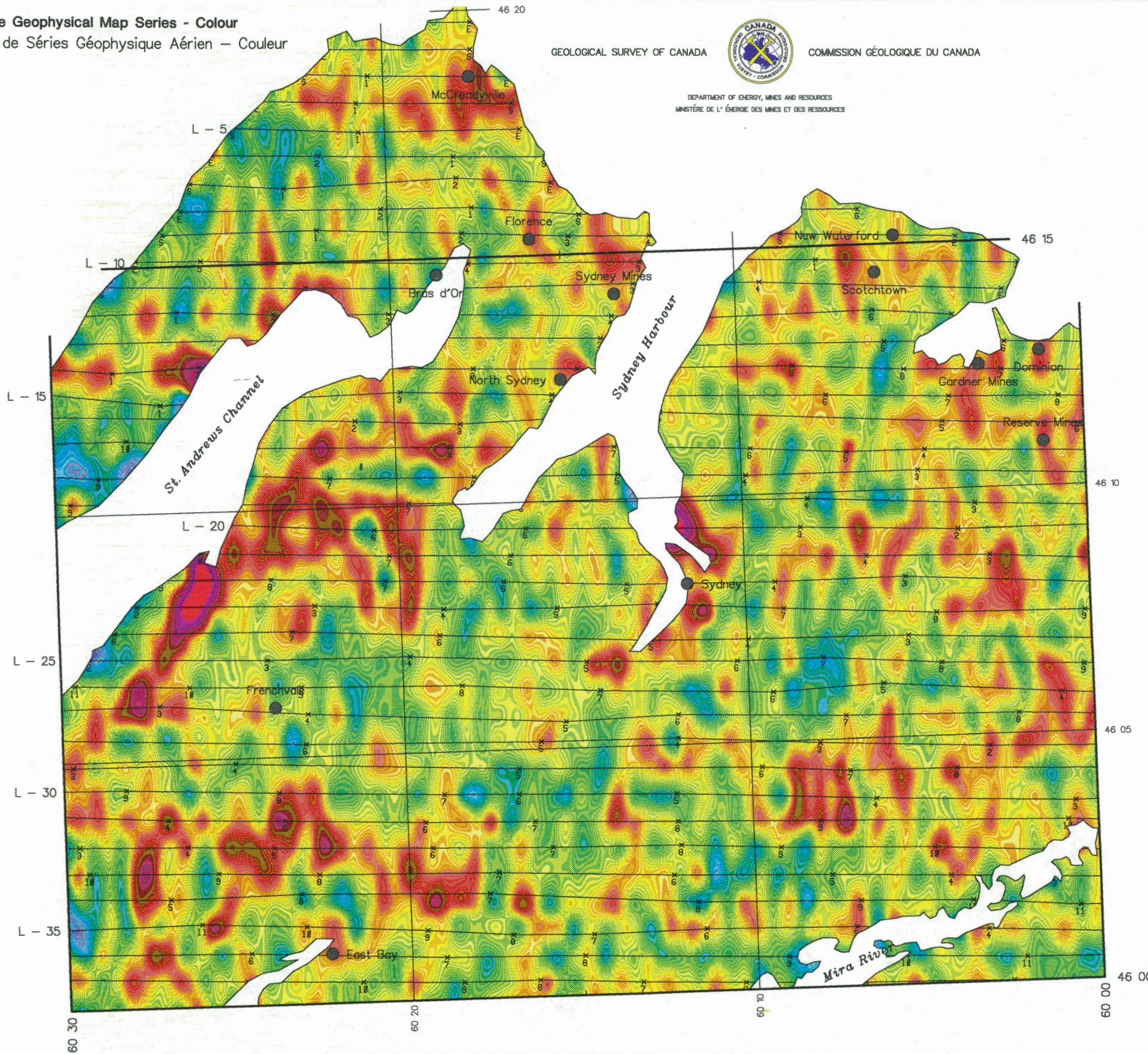


MAP 3611(01)G CARTE
Sydney - Bras d'Or
 Nova Scotia
 NTS 11K/1 and 11K/8 (part of)



Scale/Échelle = 1:150 000
 Line spacing/Espacement des lignes = 1000 metres

equivalent Thorium (ppm)
 equivalent de Thorium (ppm)



MAP 3611(01)G CARTE

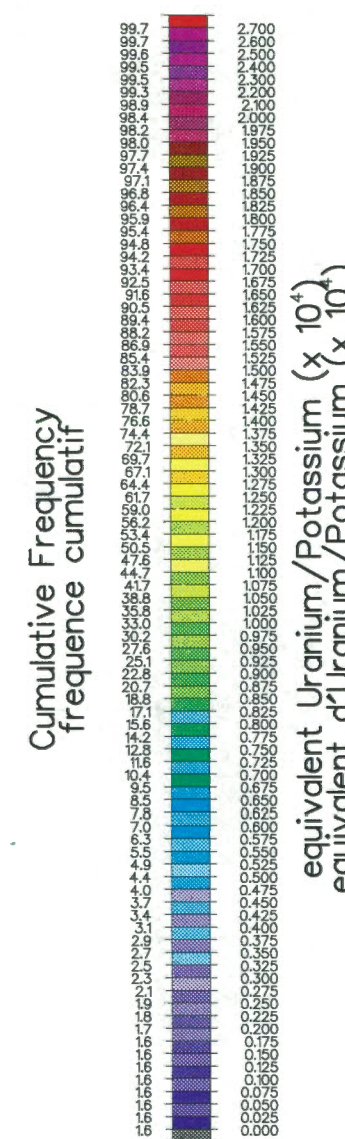
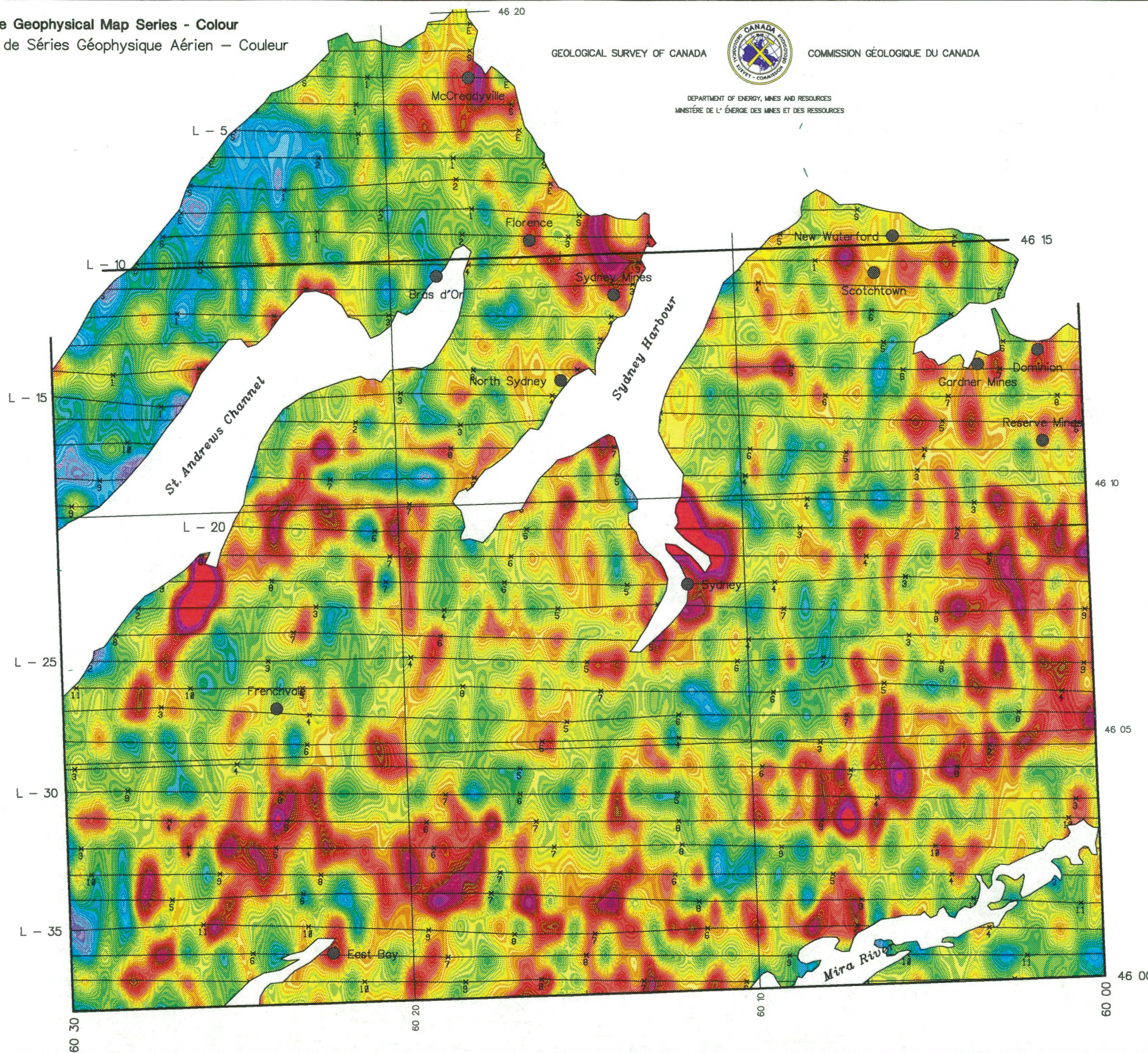
Sydney - Bras d'Or
 Nova Scotia

NTS 11K/1 and 11K/8 (part of)



Scale/Échelle = 1:150 000
 Line spacing/Espacement des lignes = 1000 metres

equivalent Uranium / equivalent Thorium
 equivalent d'Uranium / equivalent de Thorium



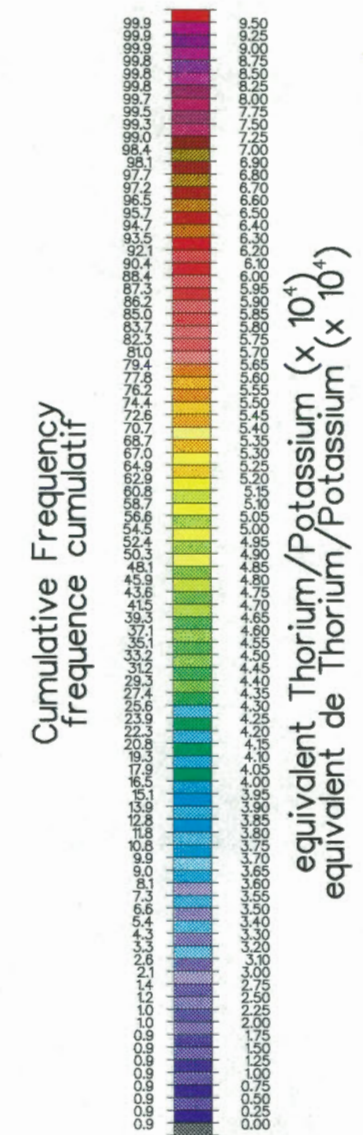
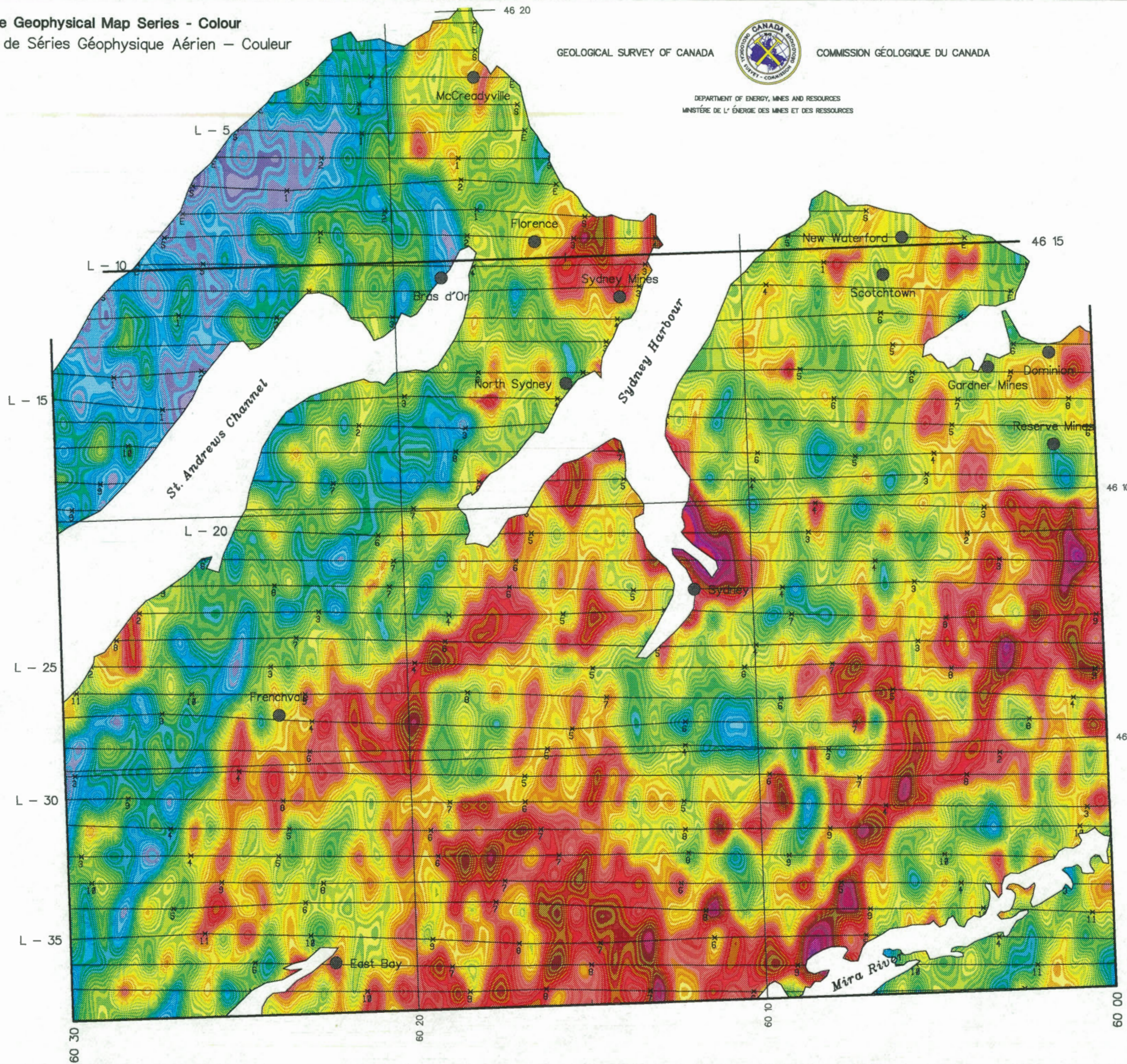
MAP 3611(01)G CARTE

Sydney - Bras d'Or
 Nova Scotia
 NTS 11K/1 and 11K/8 (part of)



Scale/Échelle = 1:150 000
 Line spacing/Espacement des lignes = 1000 metres

equivalent Uranium/Potassium ($\times 10^4$)
 équivalent d'Uranium/Potassium ($\times 10^4$)



MAP 36111(01)G CARTE

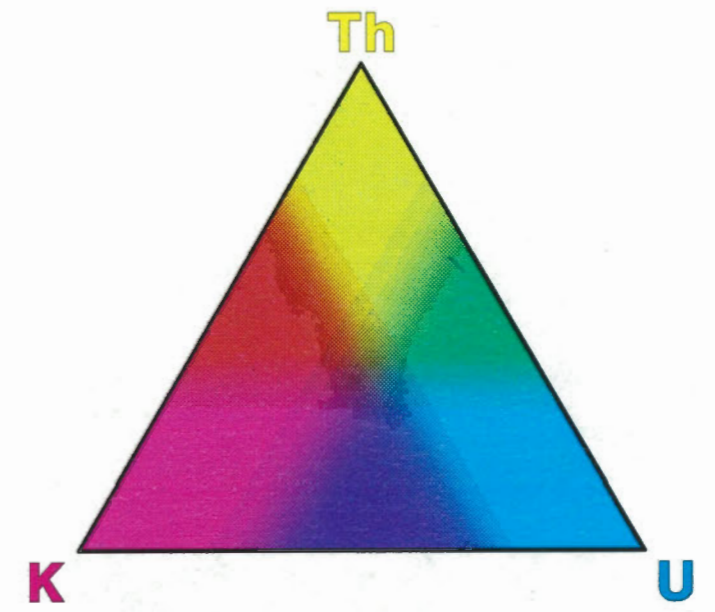
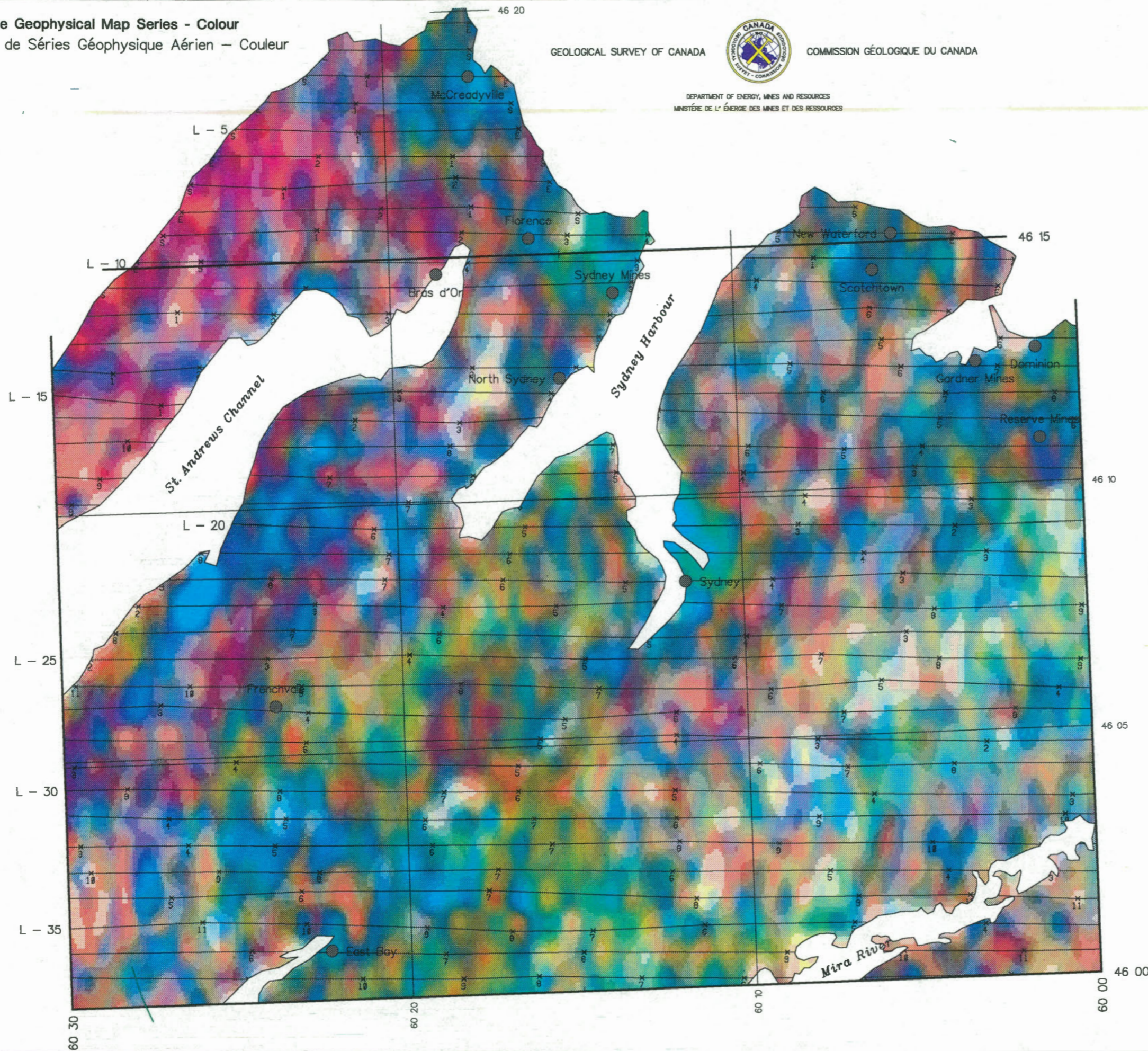
Sydney - Bras d'Or
 Nova Scotia

NTS 11K/1 and 11K/8 (part of)



Scale/Échelle = 1:150 000
 Line spacing/Espacement des lignes = 1000 metres

equivalent Thorium/Potassium ($\times 10^4$)
 équivalent de Thorium/Potassium ($\times 10^4$)



MAP 3611(01)G CARTE

Sydney - Bras d'Or
Nova Scotia
NTS 11K/1 and 11K/8 (part of)



Scale/Échelle = 1:150 000
Line spacing/Espacement des lignes = 1000 metres

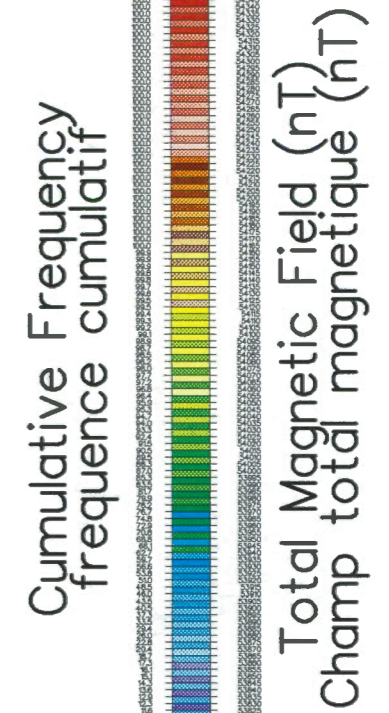
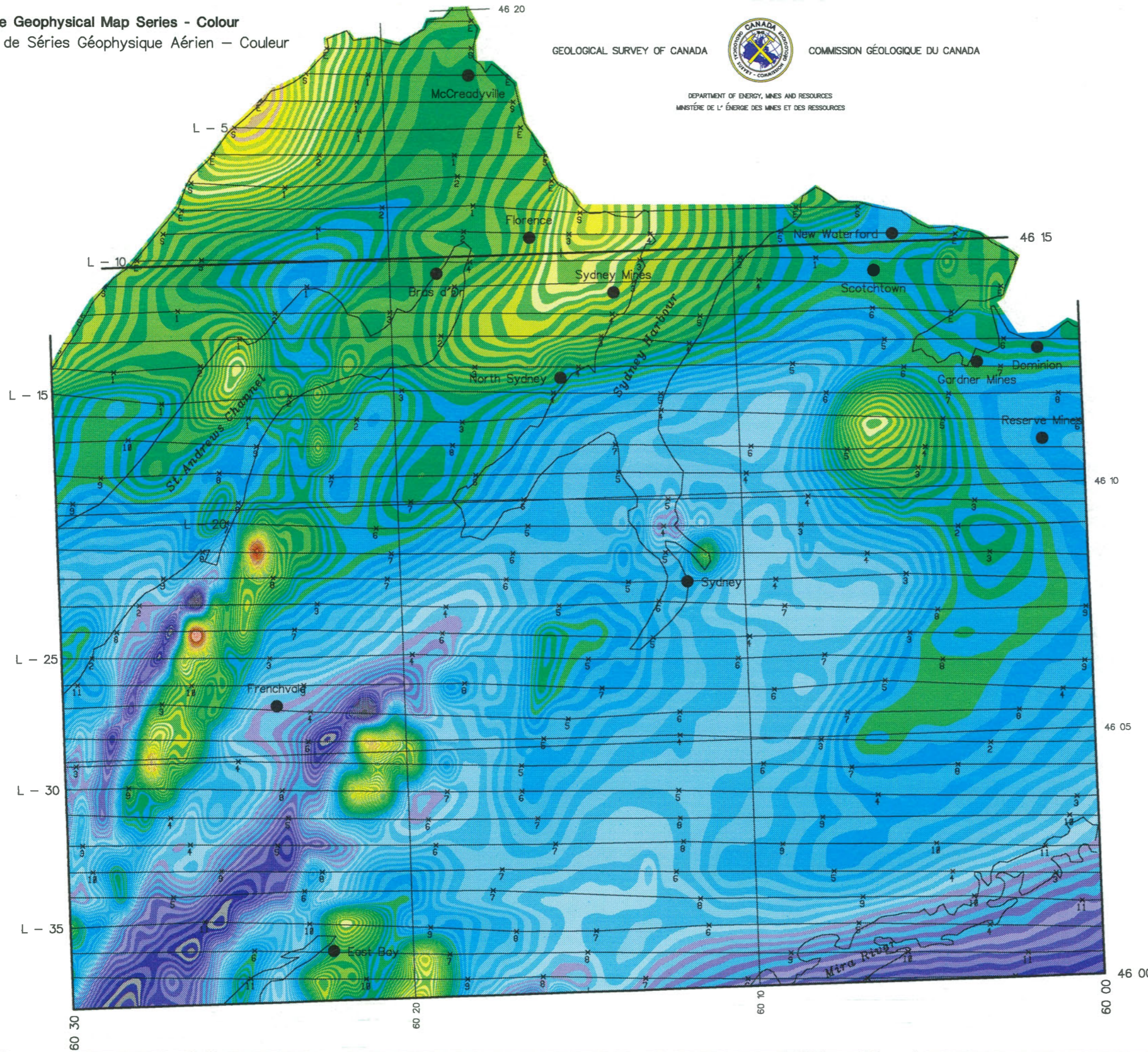
Ternary Radioelement Map
Carte Ternary



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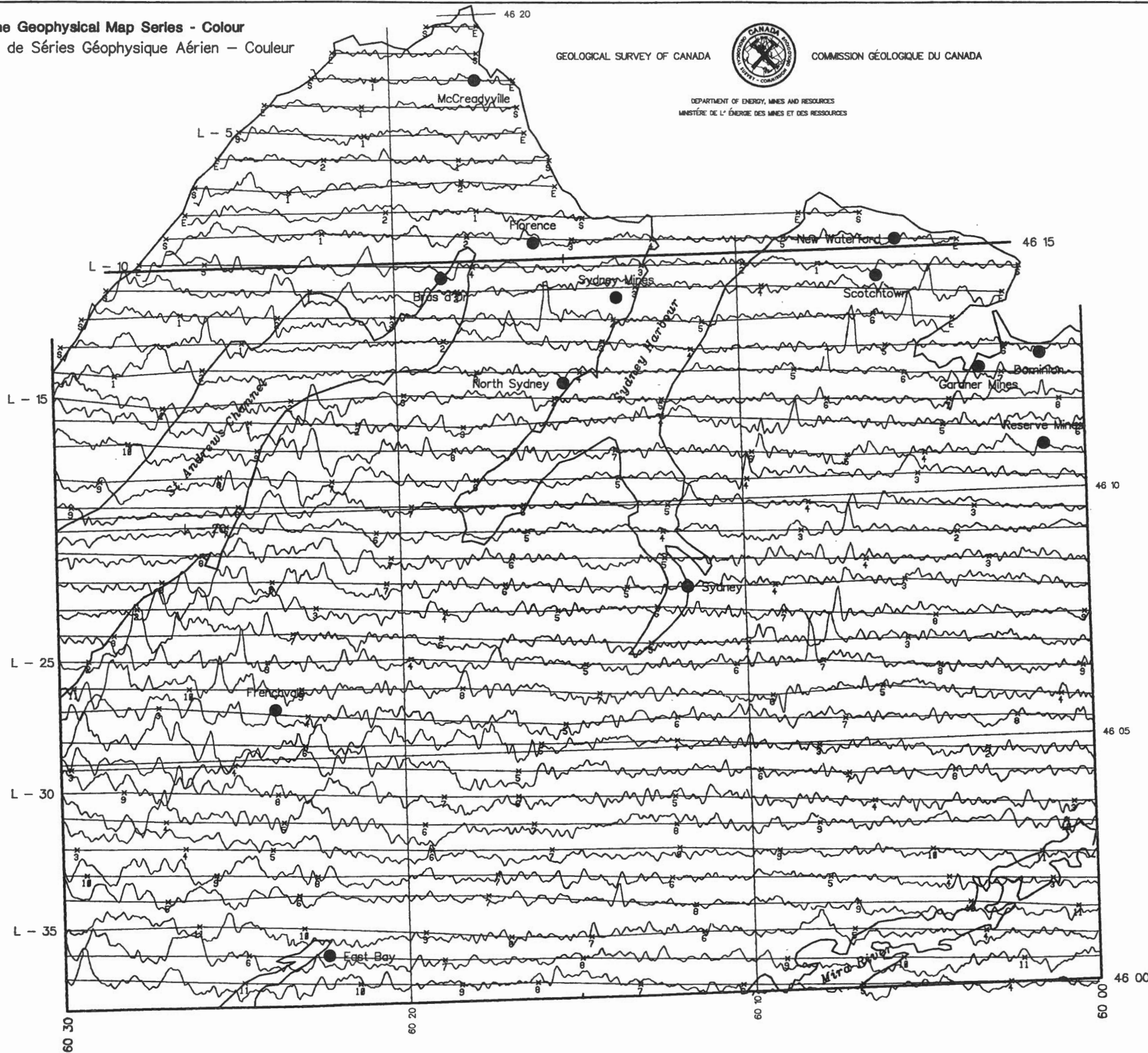
MAP 3611(01)G CARTE

Sydney - Bras d'Or
 Nova Scotia
 NTS 11K/1 and 11K/8 (part of)

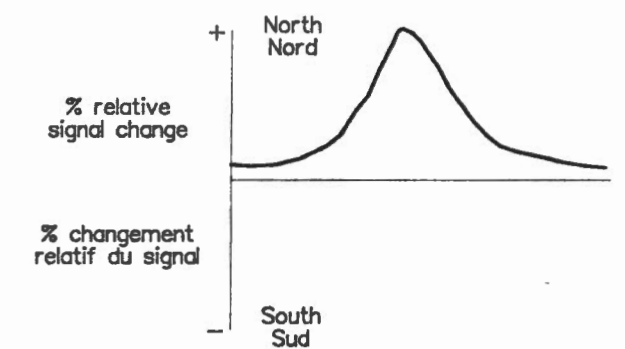


Scale/Échelle = 1:150 000
 Line spacing/Espacement des lignes = 1000 metres

Total Magnetic Field (nT)
 Champ total magnétique (nT)



Total field VLF response
 Réponse VLF du champ total



Profile Scale/Échelle de profil = 45% / cm
 Station - NSS Annapolis Maryland

MAP 3611(01)G CARTE

Sydney - Bras d'Or
 Nova Scotia
 NTS 11K/1 and 11K/8 (part of)

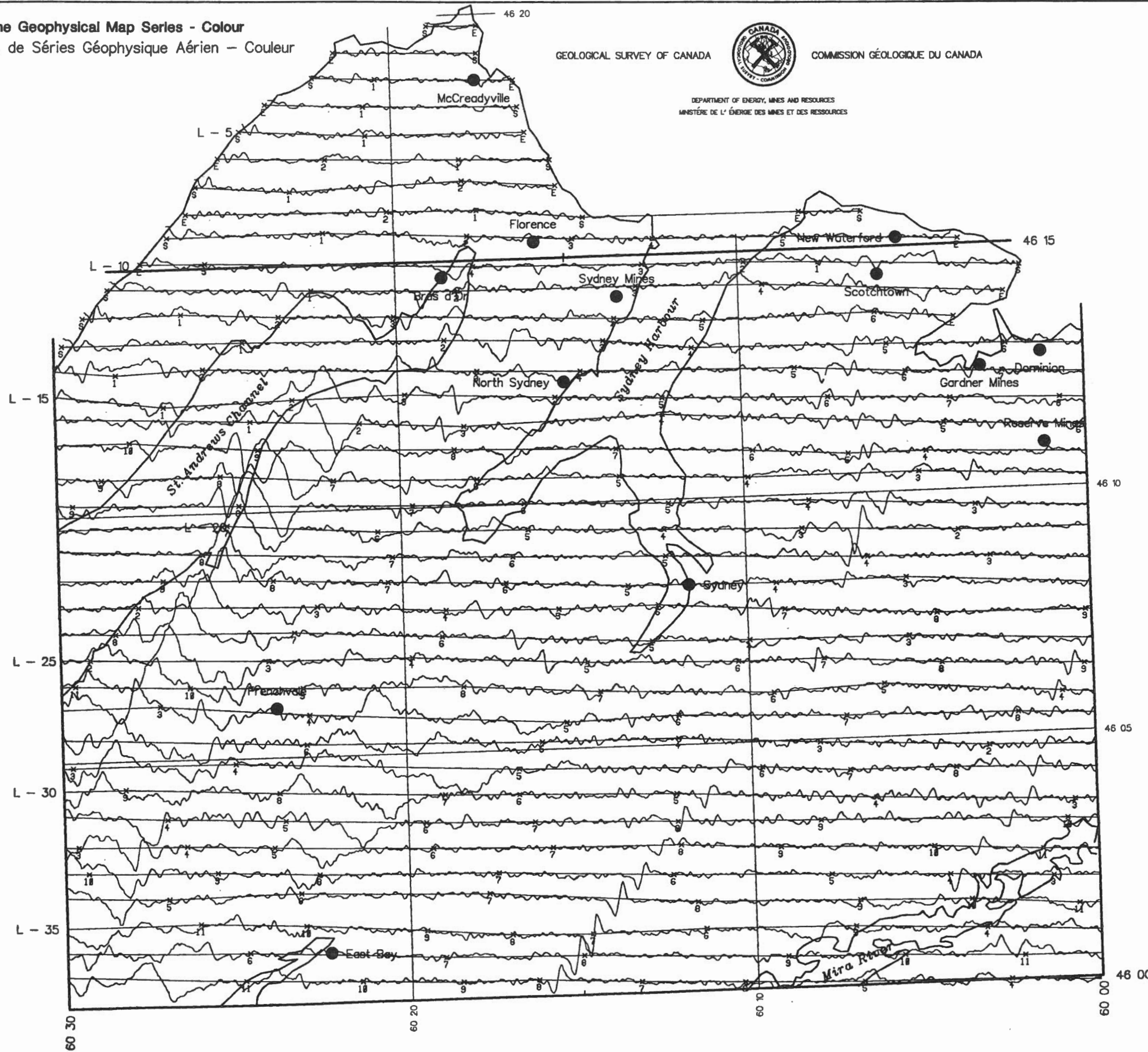


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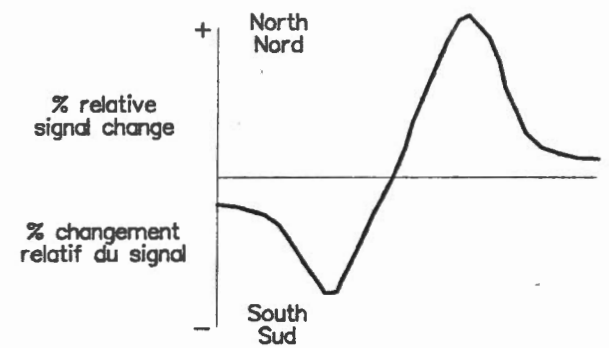
VLF Total Field
 Champ total TBF

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Quadrature VLF response
 Réponse Quadrature VLF



Profile Scale/Échelle de profil = 45% / cm
 Station - NSS Annapolis Maryland

MAP 3611(01)G CARTE

Sydney - Bras d'Or
 Nova Scotia

NTS 11K/1 and 11K/8 (part of)



Scale/Échelle = 1:150 000
 Line spacing/Espacement des lignes = 1000 metres

VLF Quadrature
 Quadrature TBF

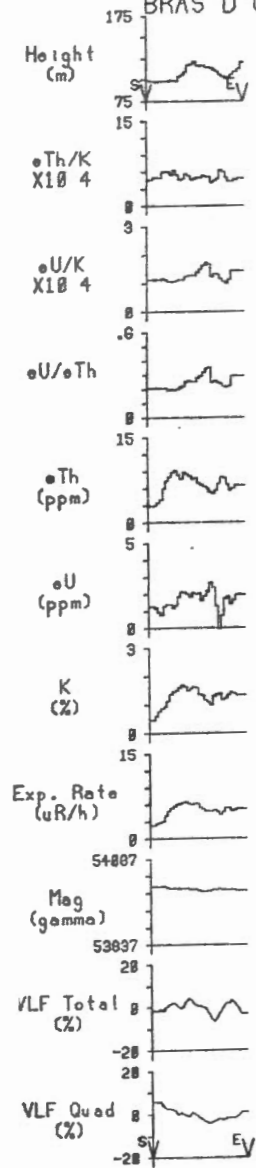


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Bras d'Or Lake Area, N.S. 1990 (line spacing=1 km)
BRAS D'OR 11K/8

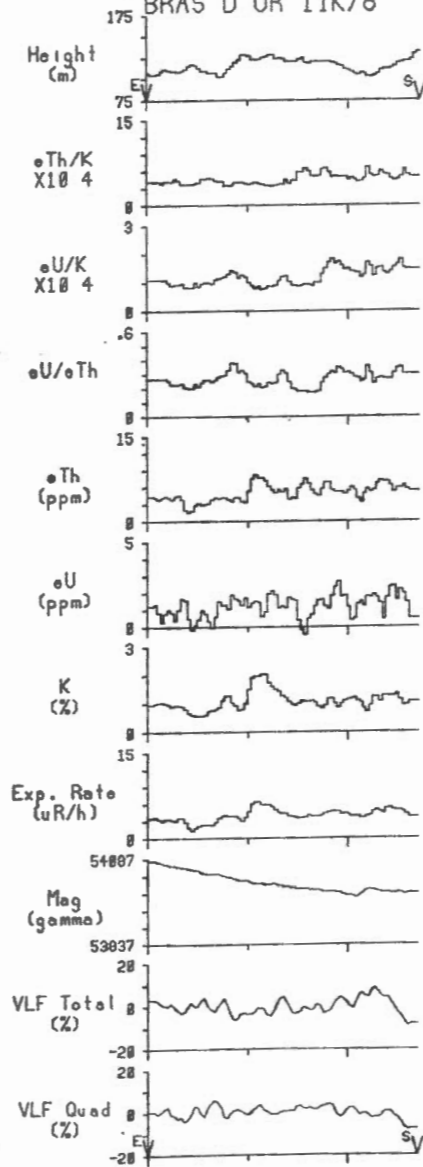


Line 1

2 km

Scale 1:150000

Bras d'Or Lake Area, N.S. 1990 (line spacing=1 km)
BRAS D'OR 11K/8

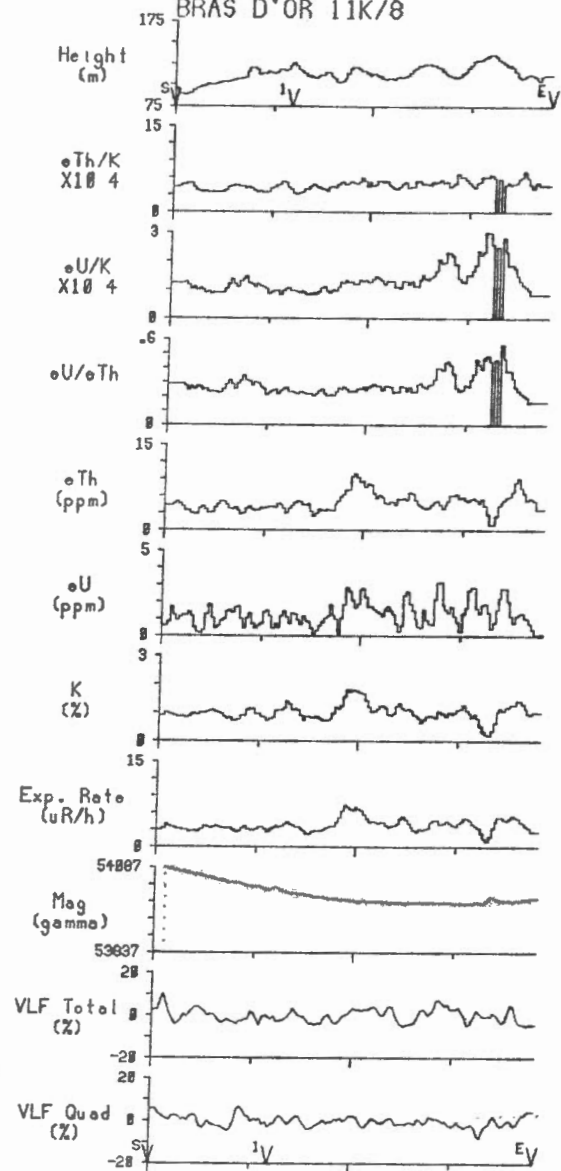


Line 2

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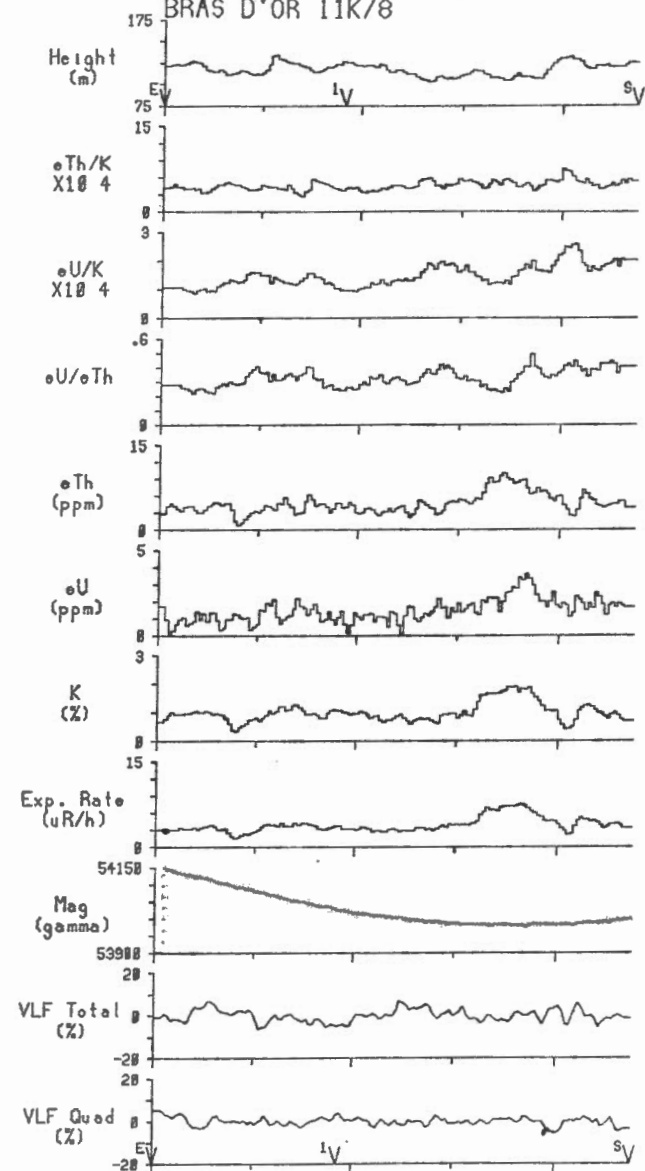
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Bras d'Or Lake Area, N.S. 1990 (line spacing=1 km)
BRAS D'OR 11K/8



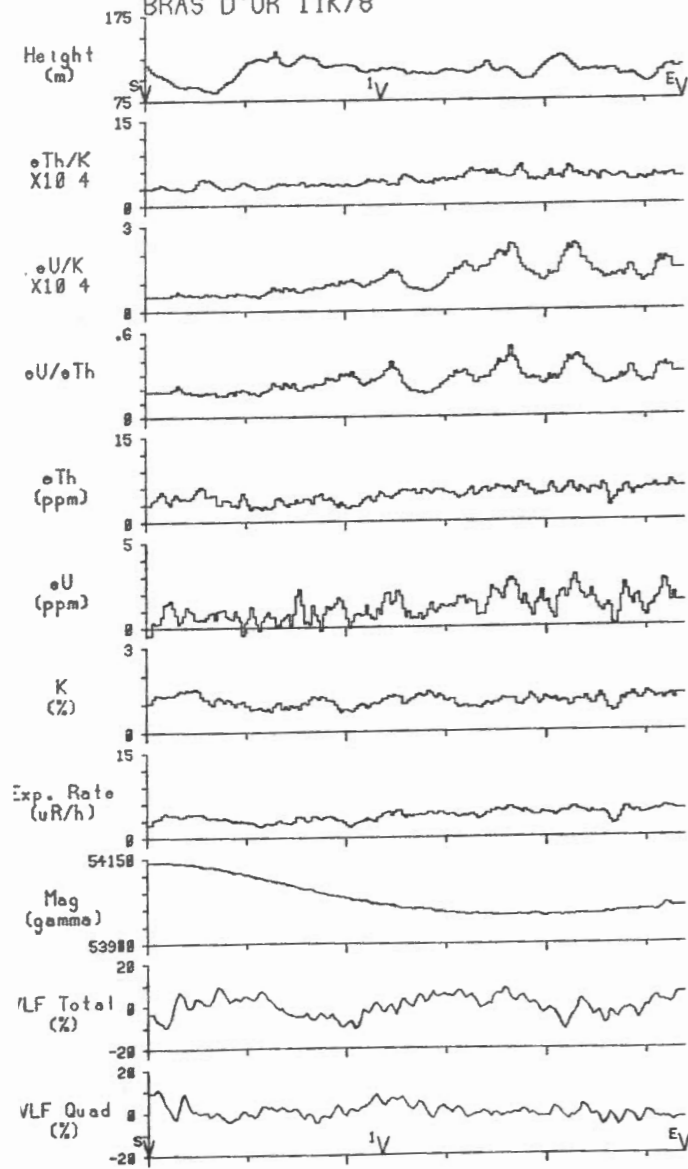
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Bras d'Or Lake Area, N.S. 1990 (line spacing=1 km)
BRAS D'OR 11K/8



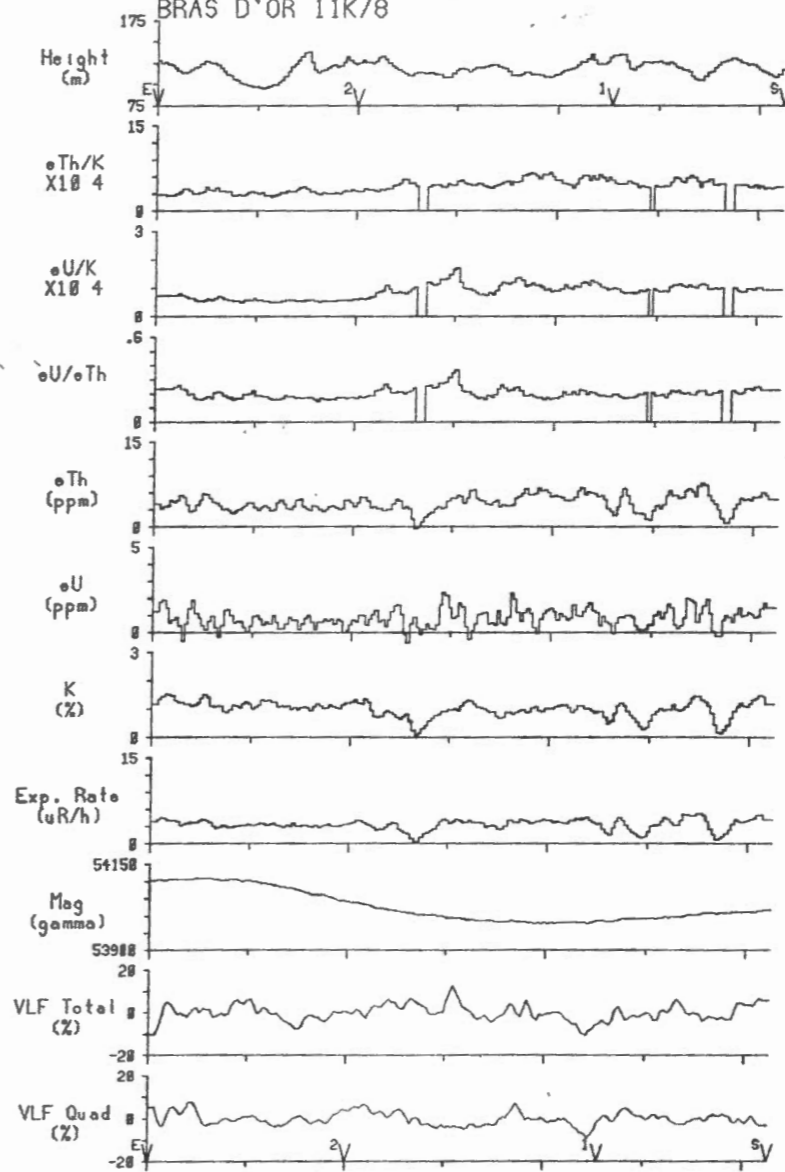
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Bras d'Or Lake Area, N.S. 1990 (line spacing=1 km)
BRAS D'OR 11K/8



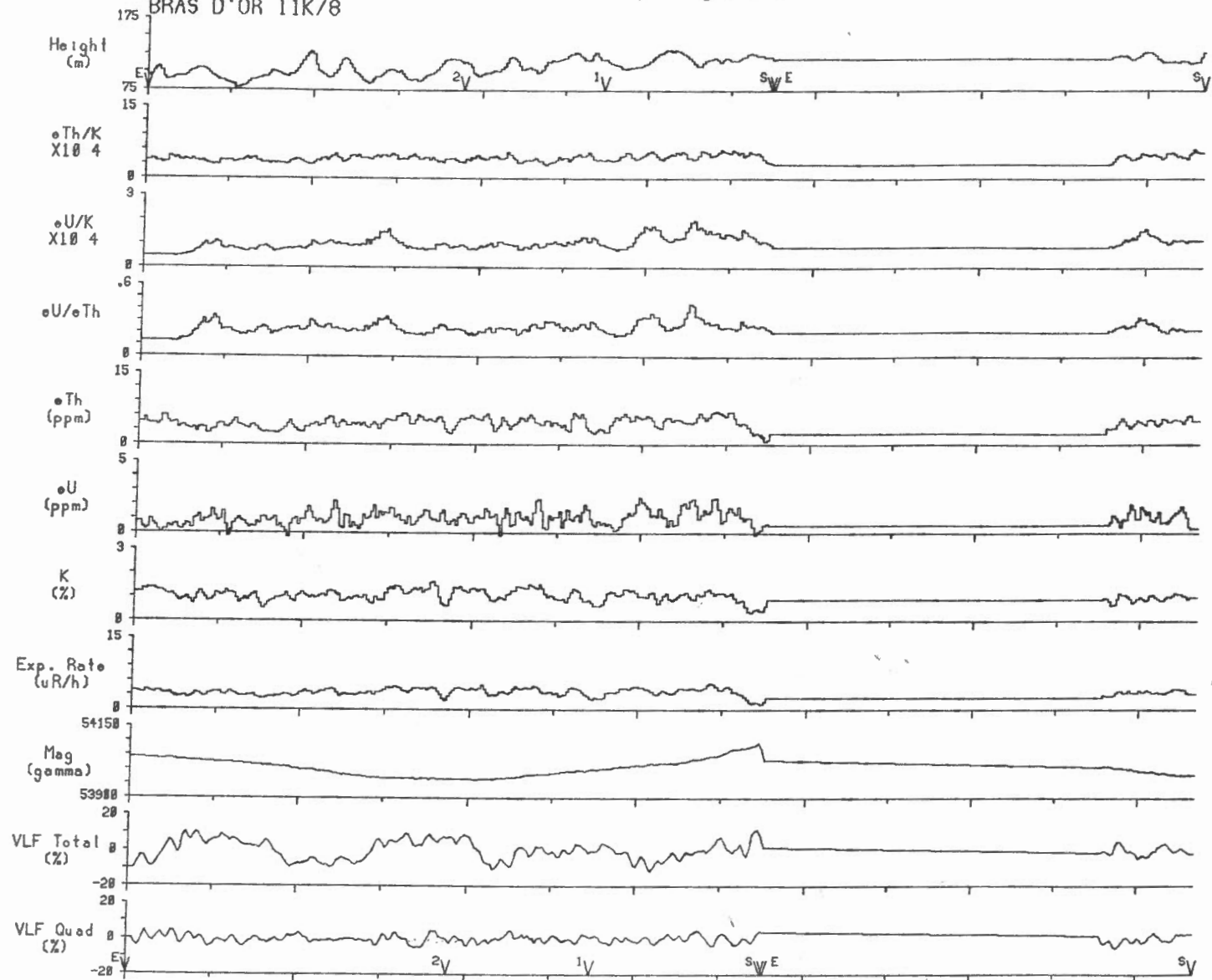
Line 5 | 2 km | Scale 1:150000

Bras d'Or Lake Area, N.S. 1990 (line spacing=1 km)
BRAS D'OR 11K/8



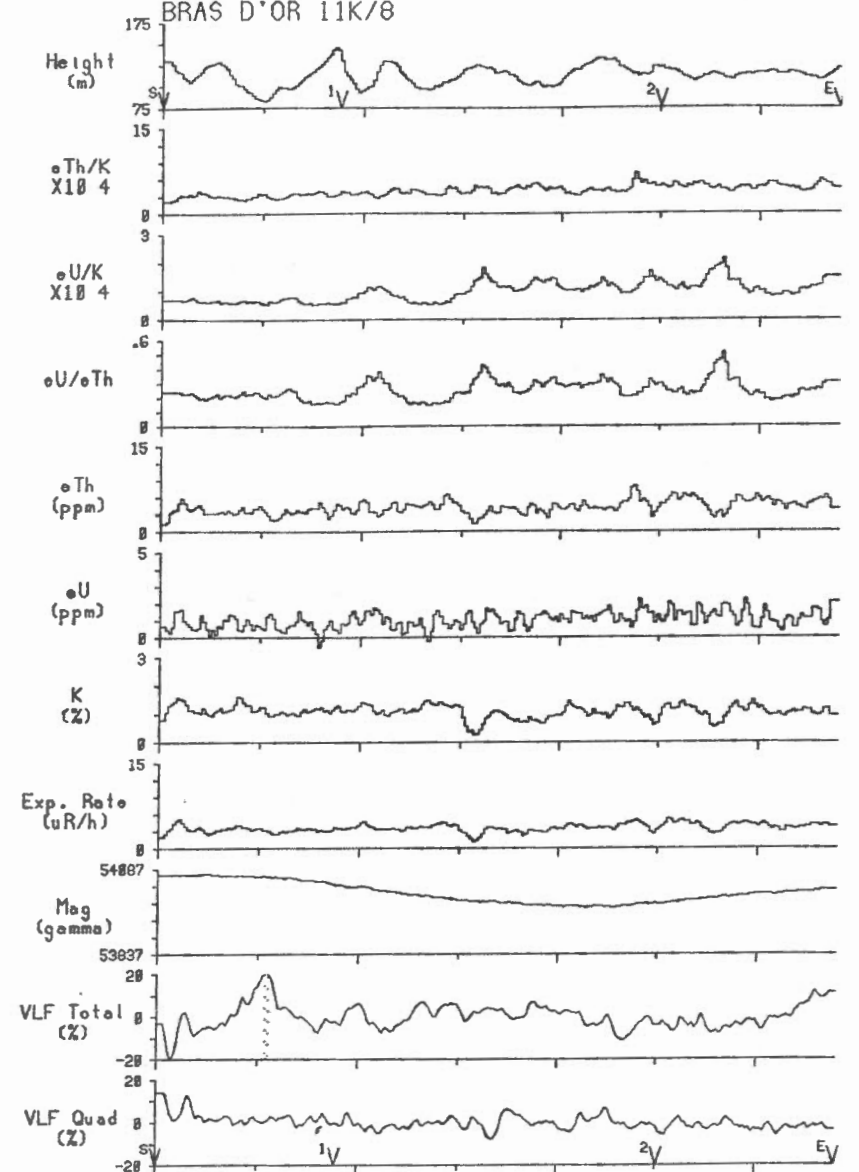
Line 6 | 2 km | Scale 1:150000

Bras d'Or Lake Area, N.S. 1990 (line spacing=1 km)
BRAS D'OR 11K/8



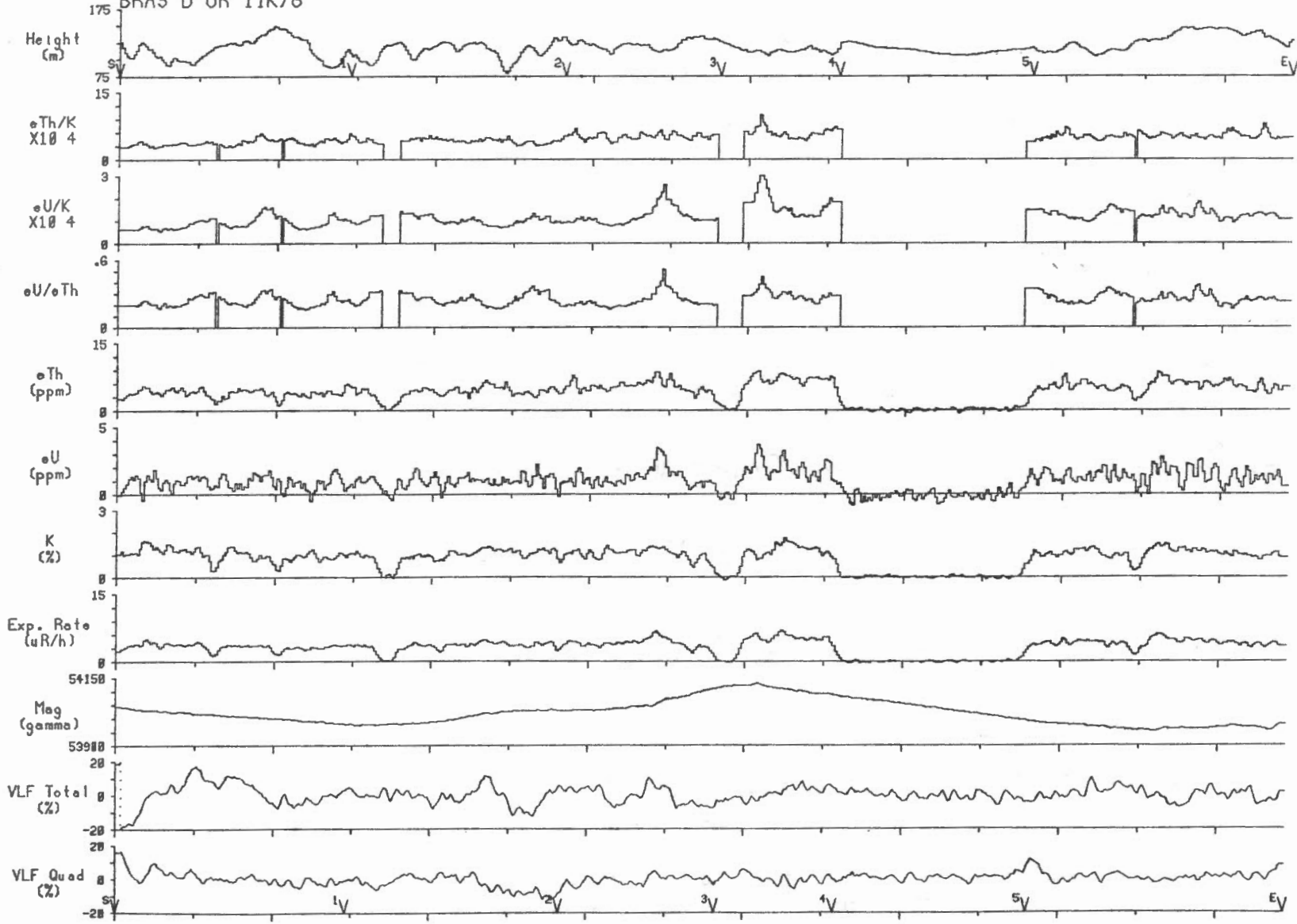
Line 8 2 km Scale 1:150000

Bras d'Or Lake Area, N.S. 1990 (line spacing=1 km)
BRAS D'OR 11K/8



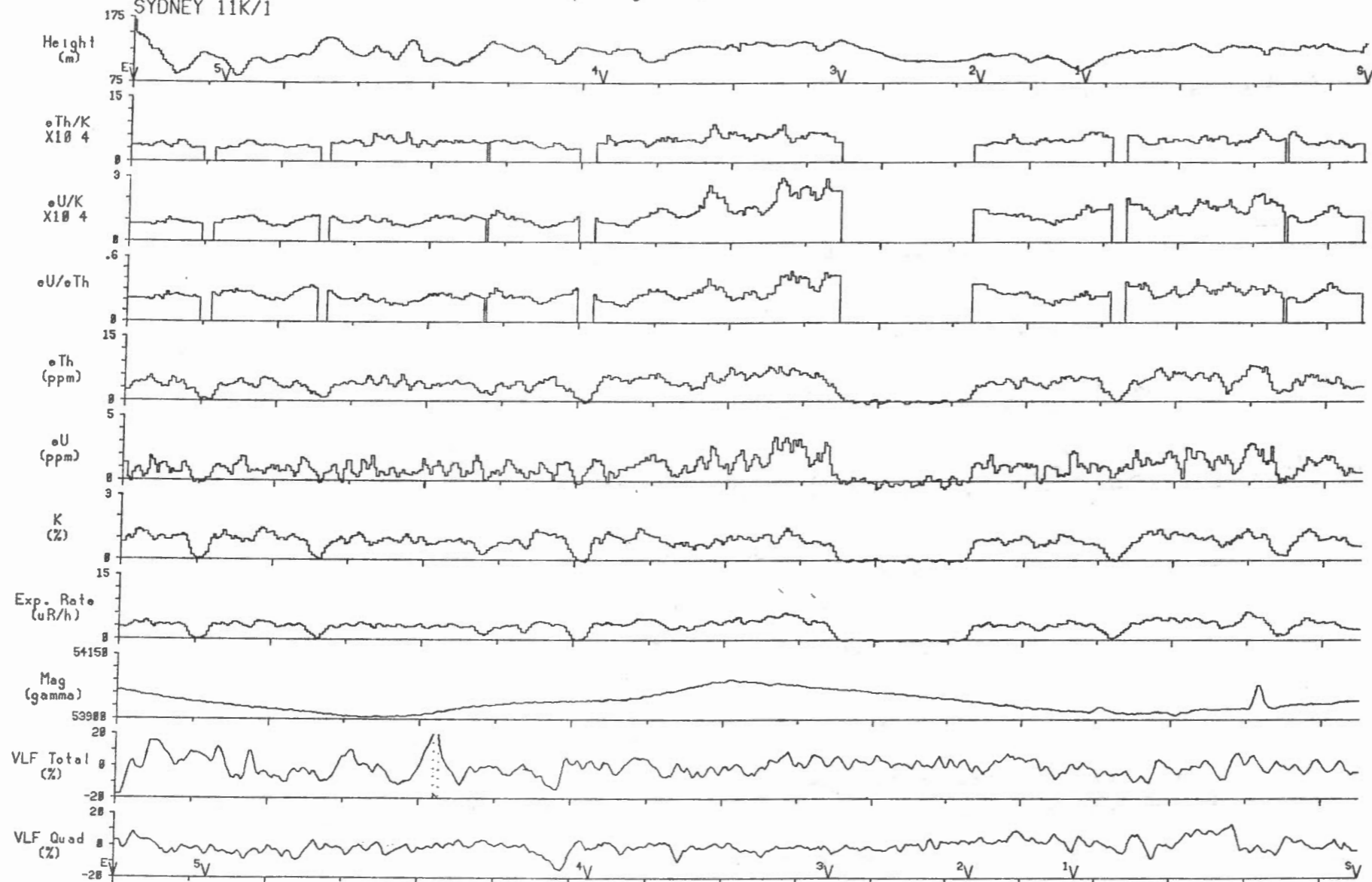
Line 7 2 km Scale 1:150000

Bras d'Or Lake Area, N.S. 1990 (line spacing=1 km)
 BRAS D'OR 11K/8



Line 9 | 2 km | Scale 1:150000

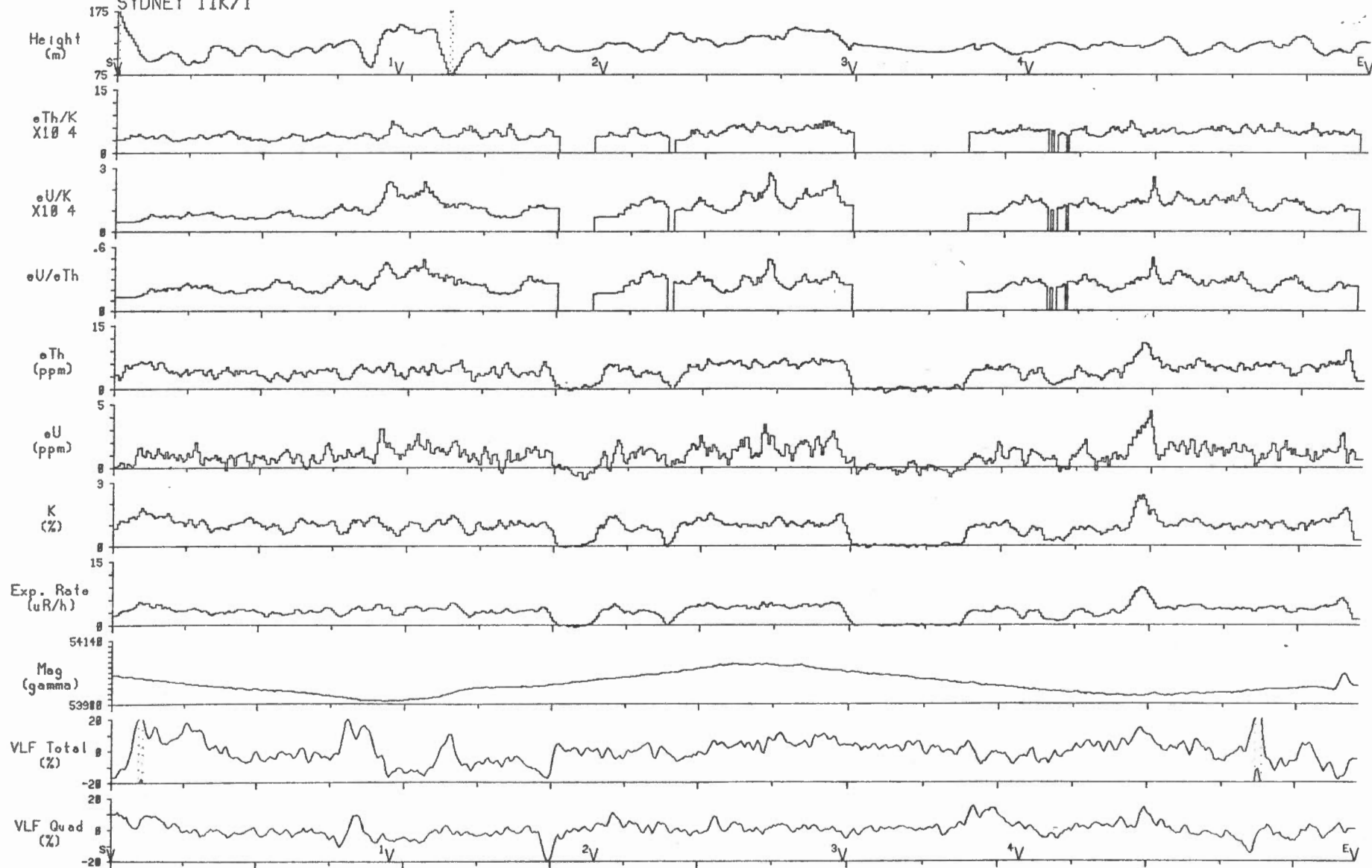
Bras d'Or Lake Area, N.S. 1990 (line spacing=1 km)
SYDNEY 11K/1



Line 10 | 2 km

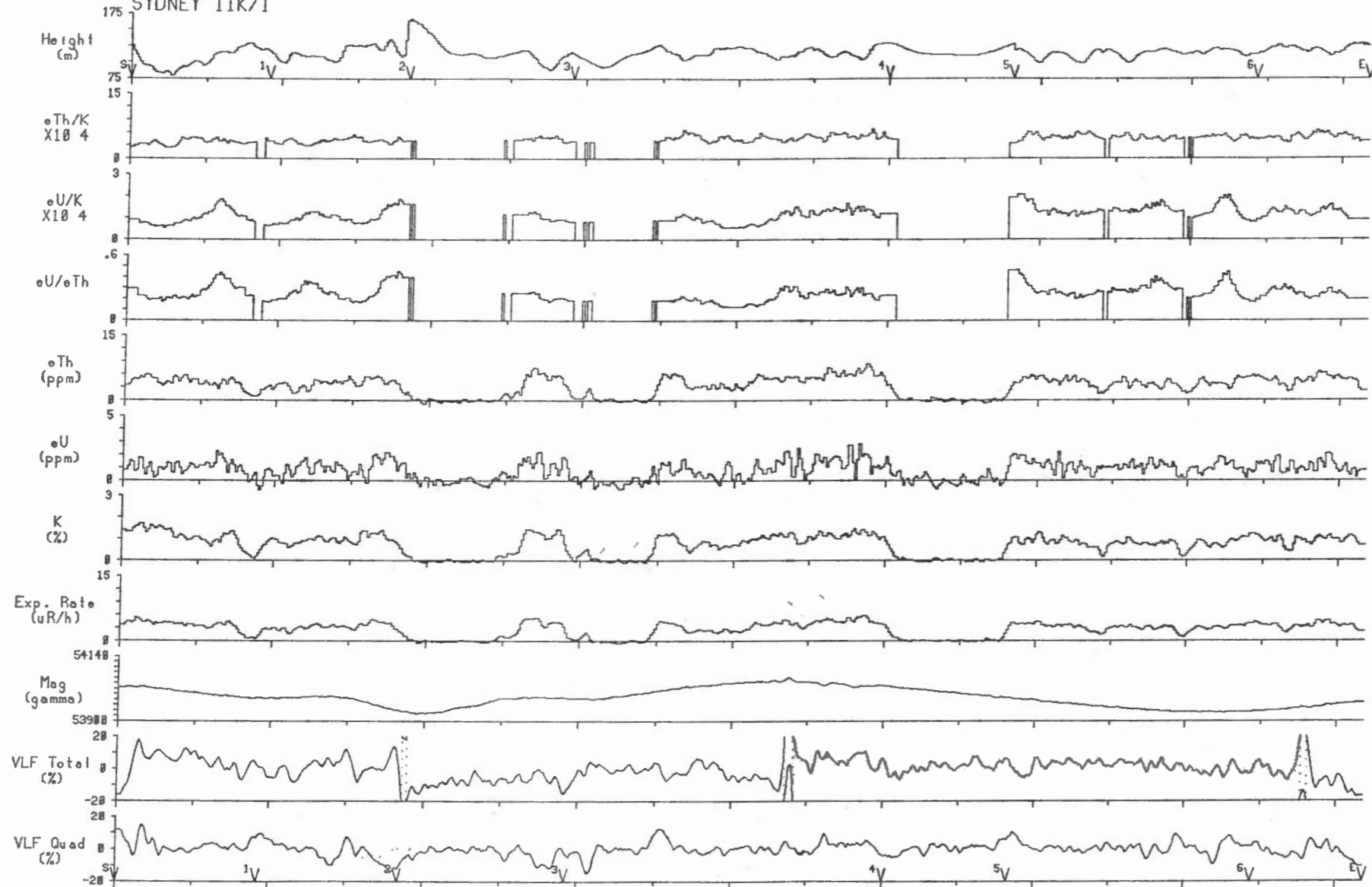
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Bras d'Or Lake Area, N.S. 1990 (line spacing=1 km)
 SYDNEY 11K/1



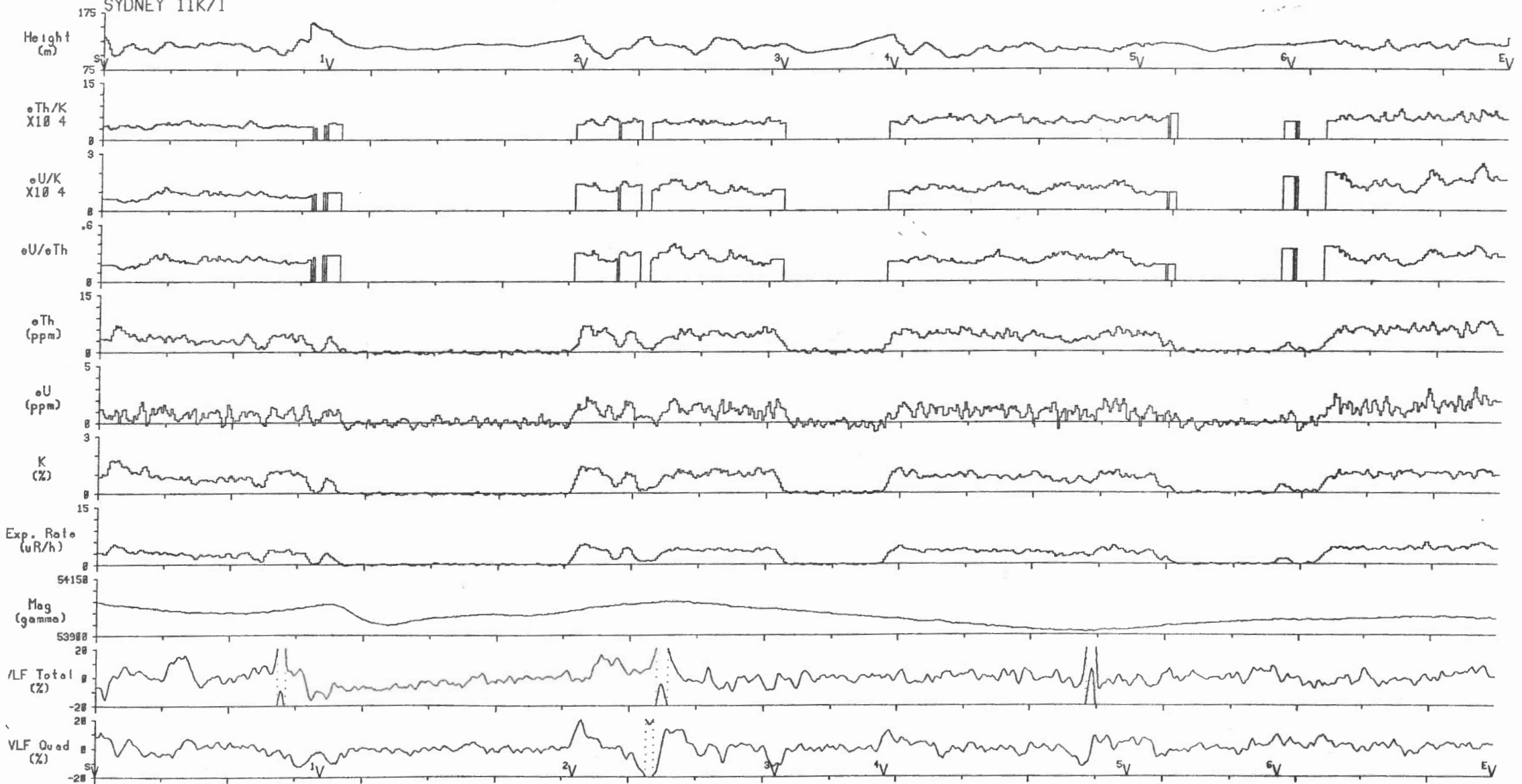
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Bras d'Or Lake Area, N.S. 1990 (line spacing=1 km)
SYDNEY 11K/1



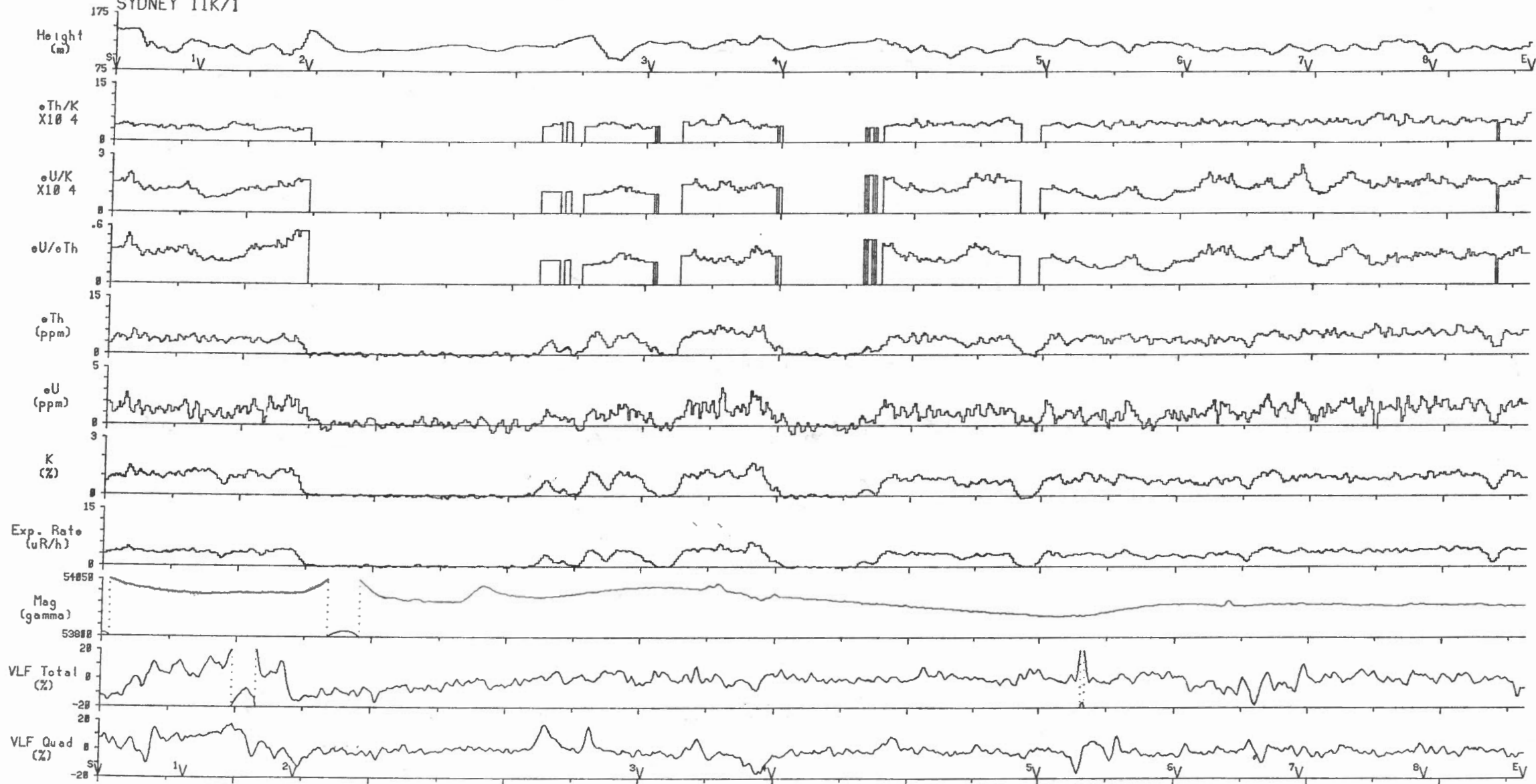
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Bras d'Or Lake Area, N.S. 1990 (line spacing=1 km)
 SYDNEY 11K/1



Line 13 2 km Scale 1:150000

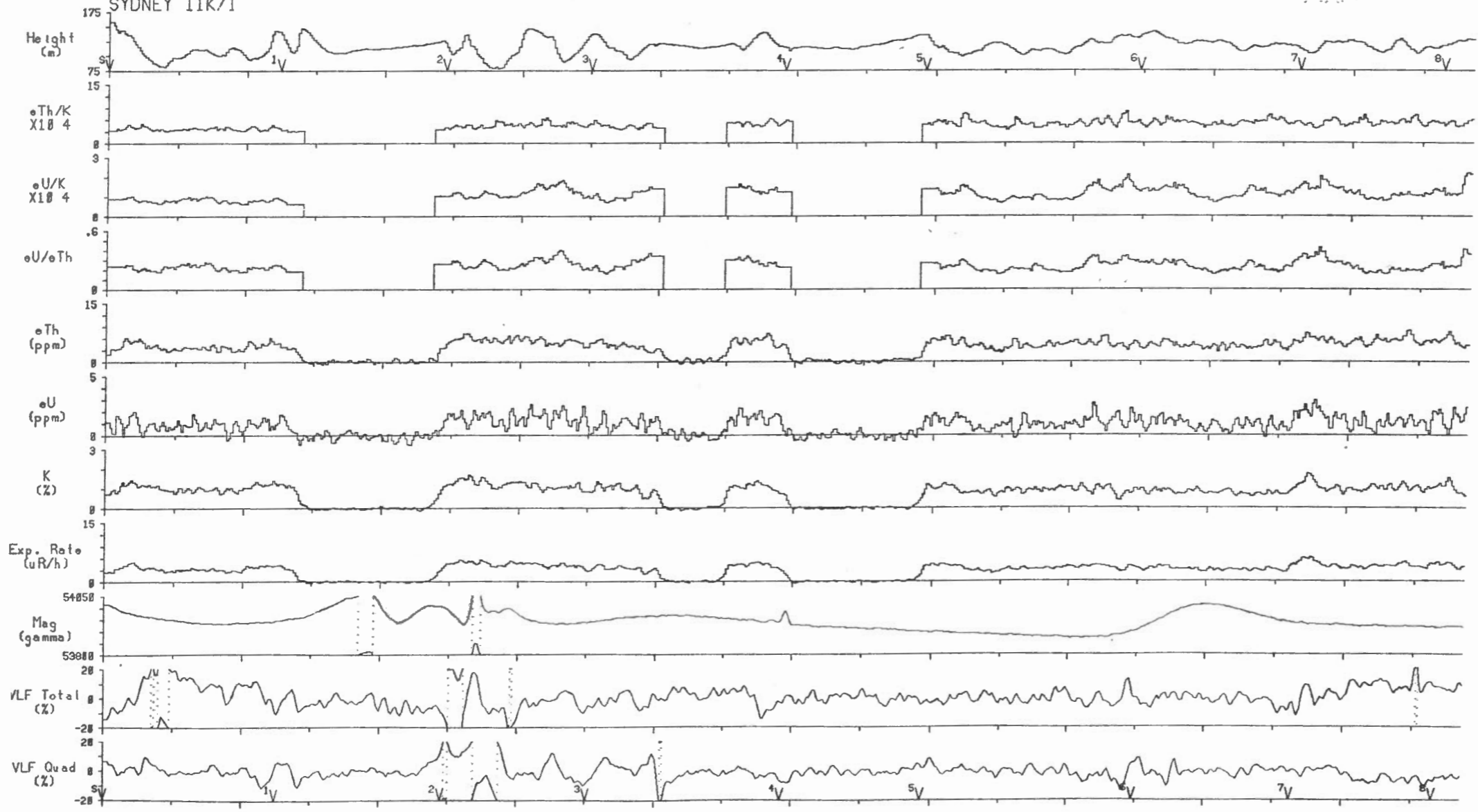
Bras d'Or Lake Area, N.S. 1990 (line spacing=1 km)
 SYDNEY 11K/1



Line 14 | 2 km | Scale 1:150000

Bras d'Or Lake Area, N.S. 1990 (line spacing=1 km)

SYDNEY 11K/1

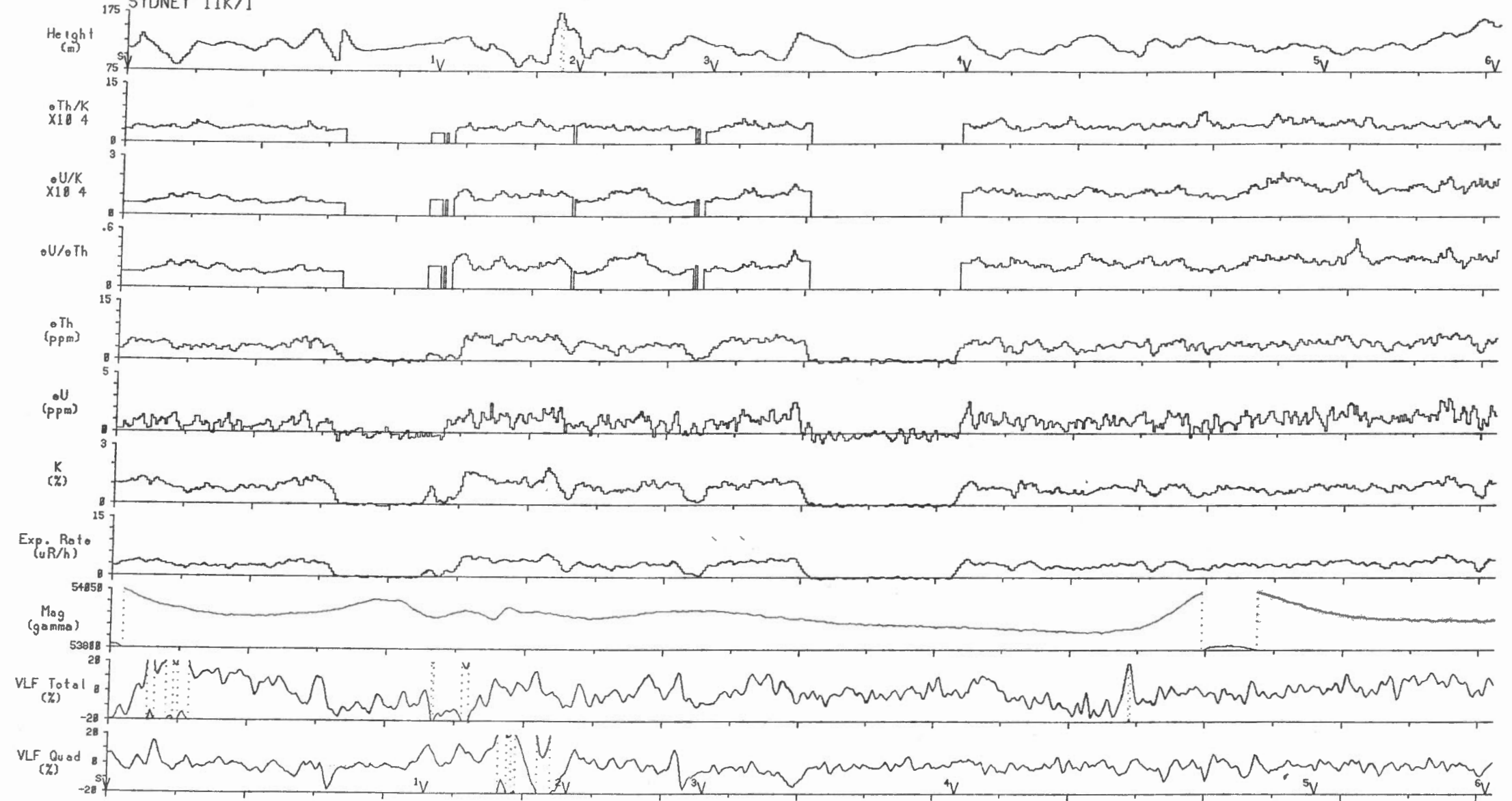


Line 15

2 km

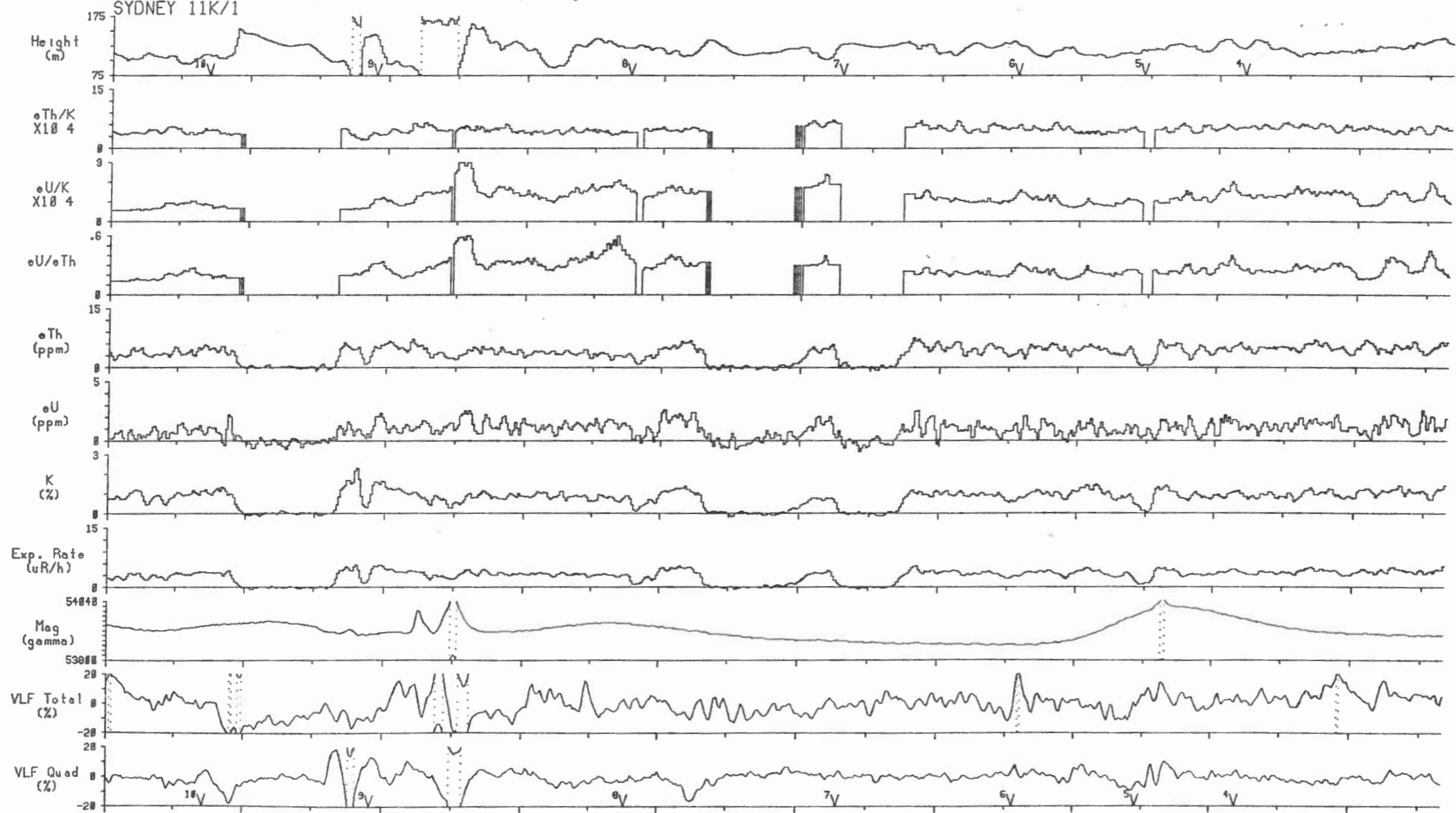
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Bras d'Or Lake Area, N.S. 1990 (line spacing=1 km)
 SYDNEY 11K/1



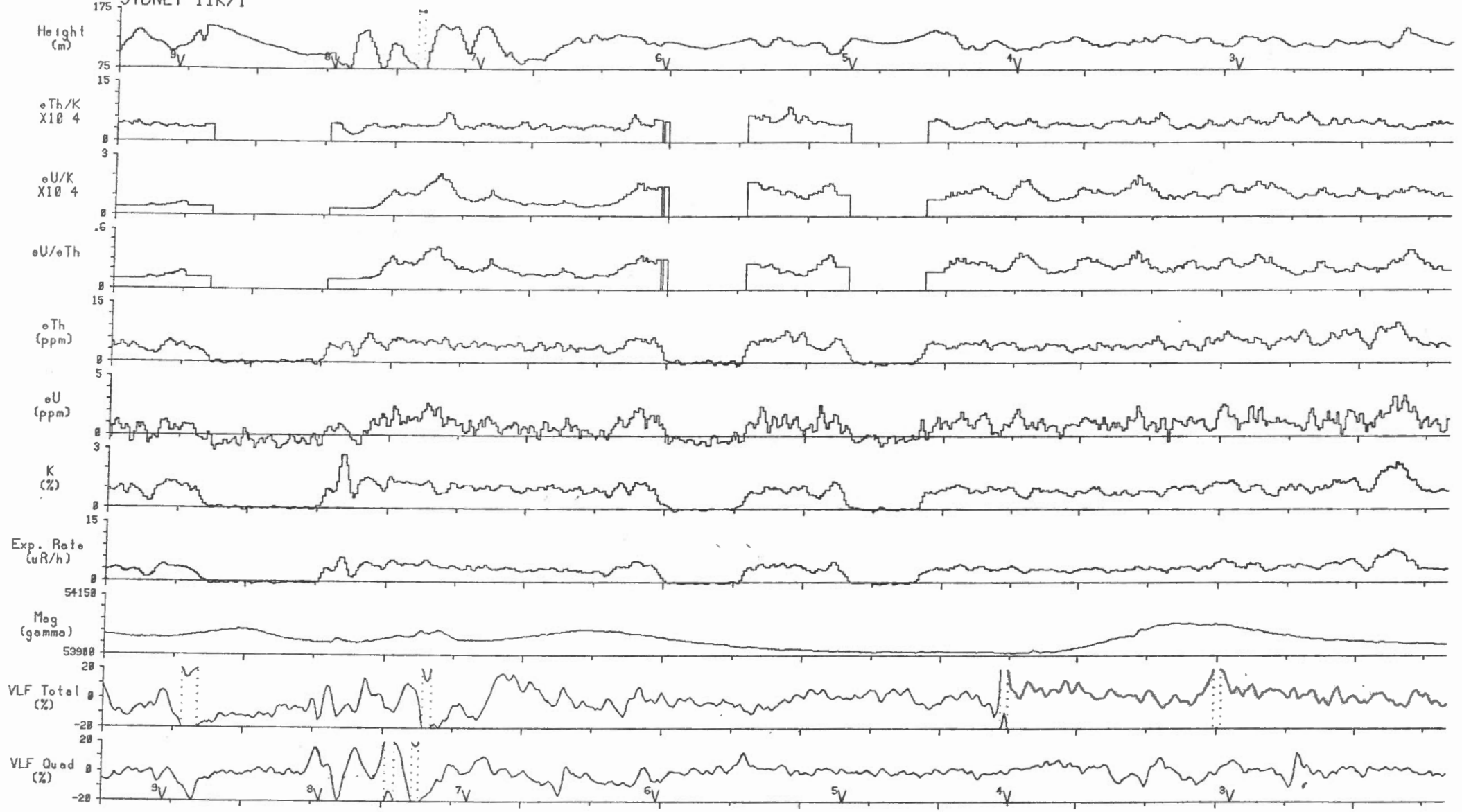
Line 16 2 km Scale 1:150000

Bras d'Or Lake Area, N.S. 1990 (line spacing=1 km)
 SYDNEY 11K/1



Line 17 | 2 km | Scale 1:150000

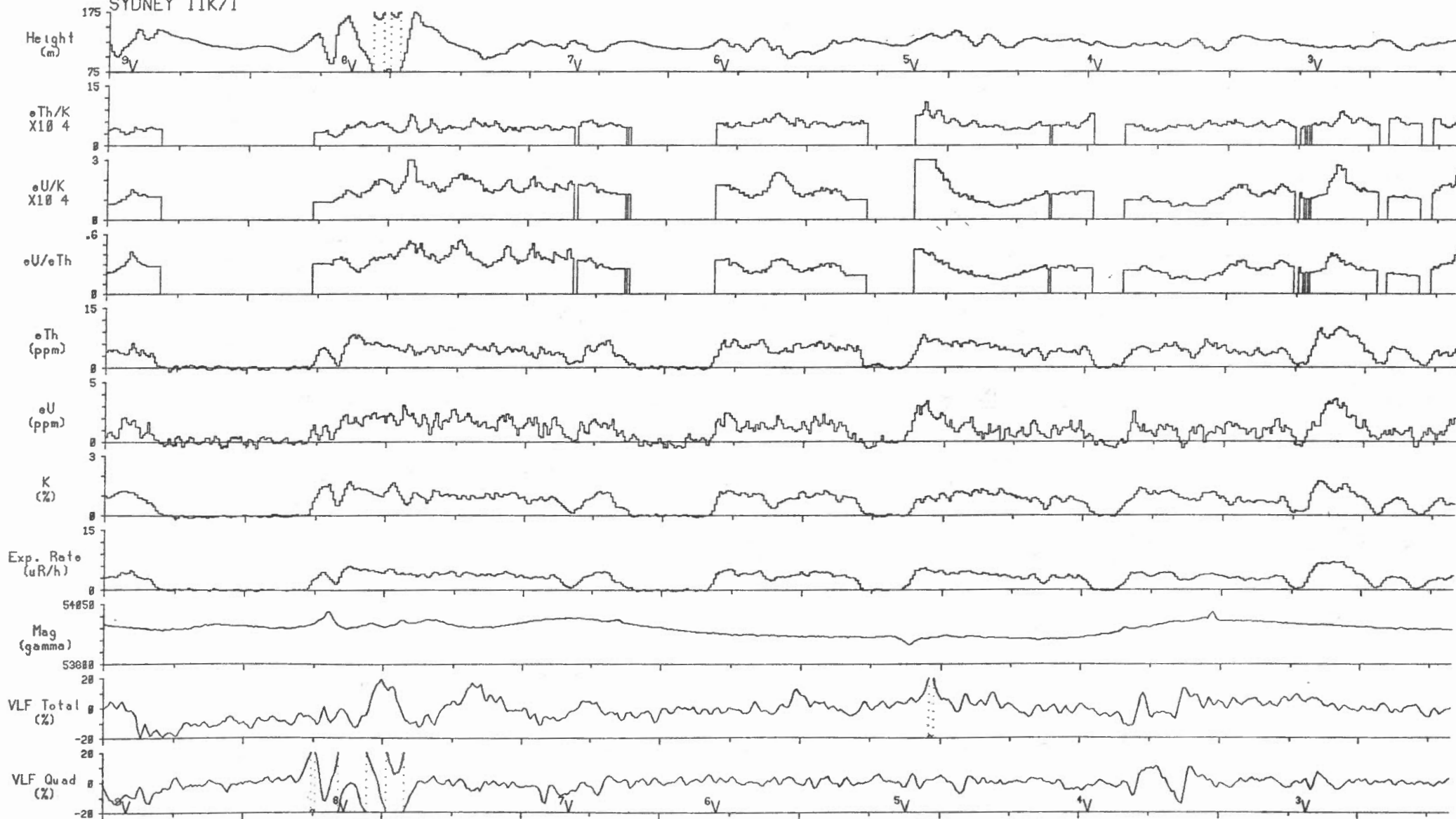
Bras d'Or Lake Area, N.S. 1990 (line spacing=1 km)
 SYDNEY 11K/1



Line 18 | 2 km | Scale 1:150000

Bras d'Or Lake Area, N.S. 1990 (line spacing=1 km)

SYDNEY 11K/1

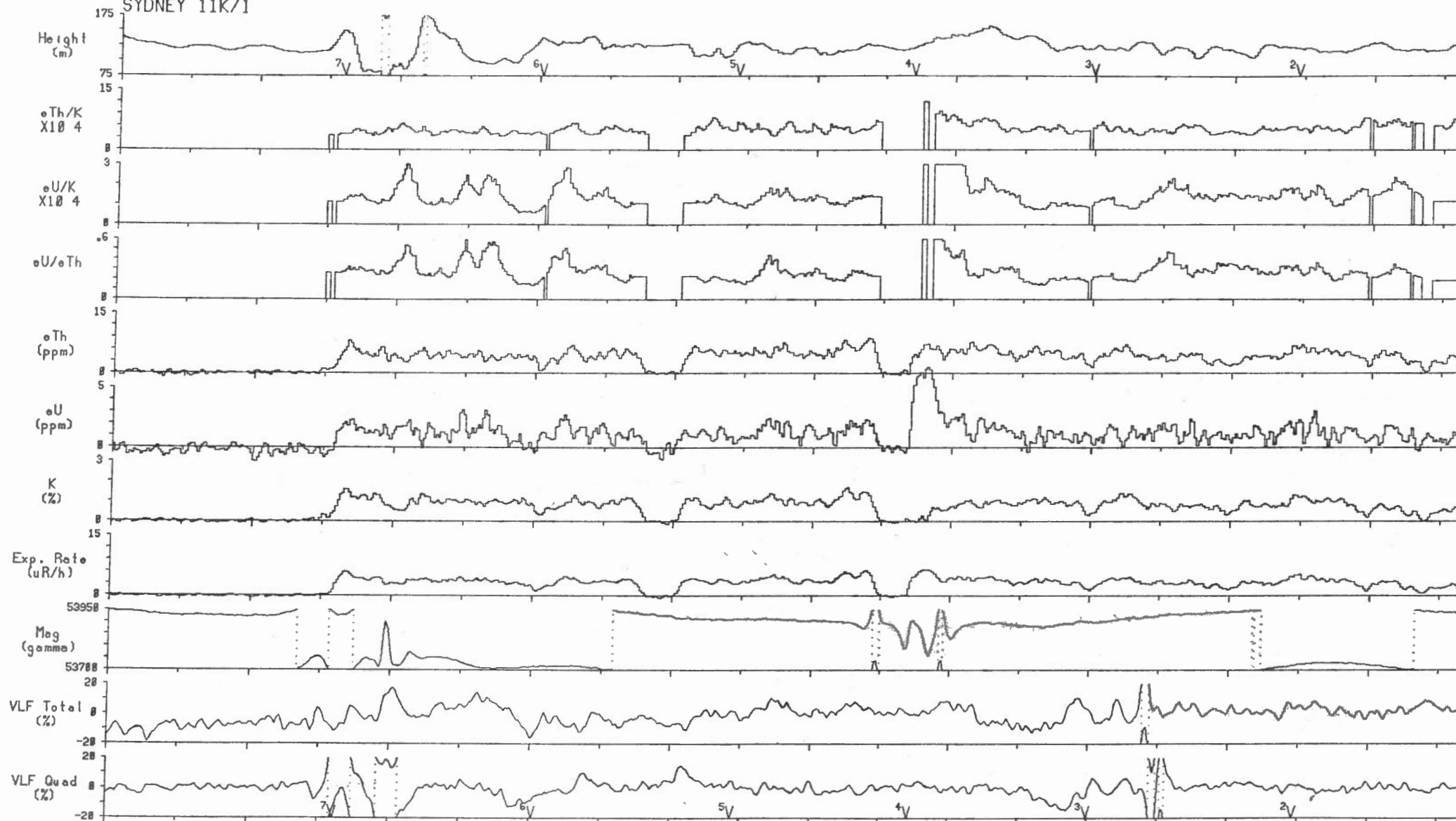


Line 19

2 km

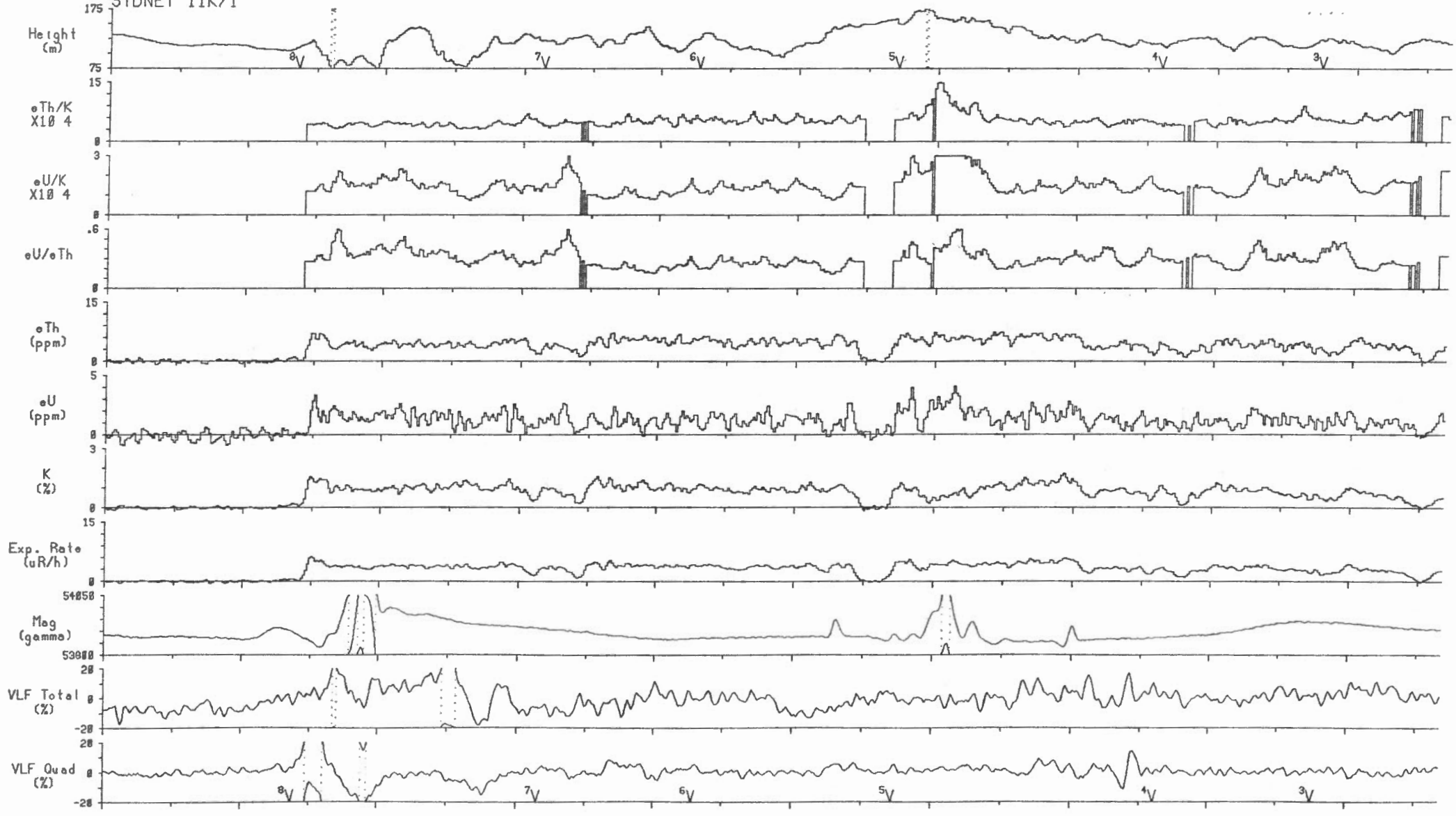
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Bras d'Or Lake Area, N.S. 1990 (line spacing=1 km)
SYDNEY 11K/1



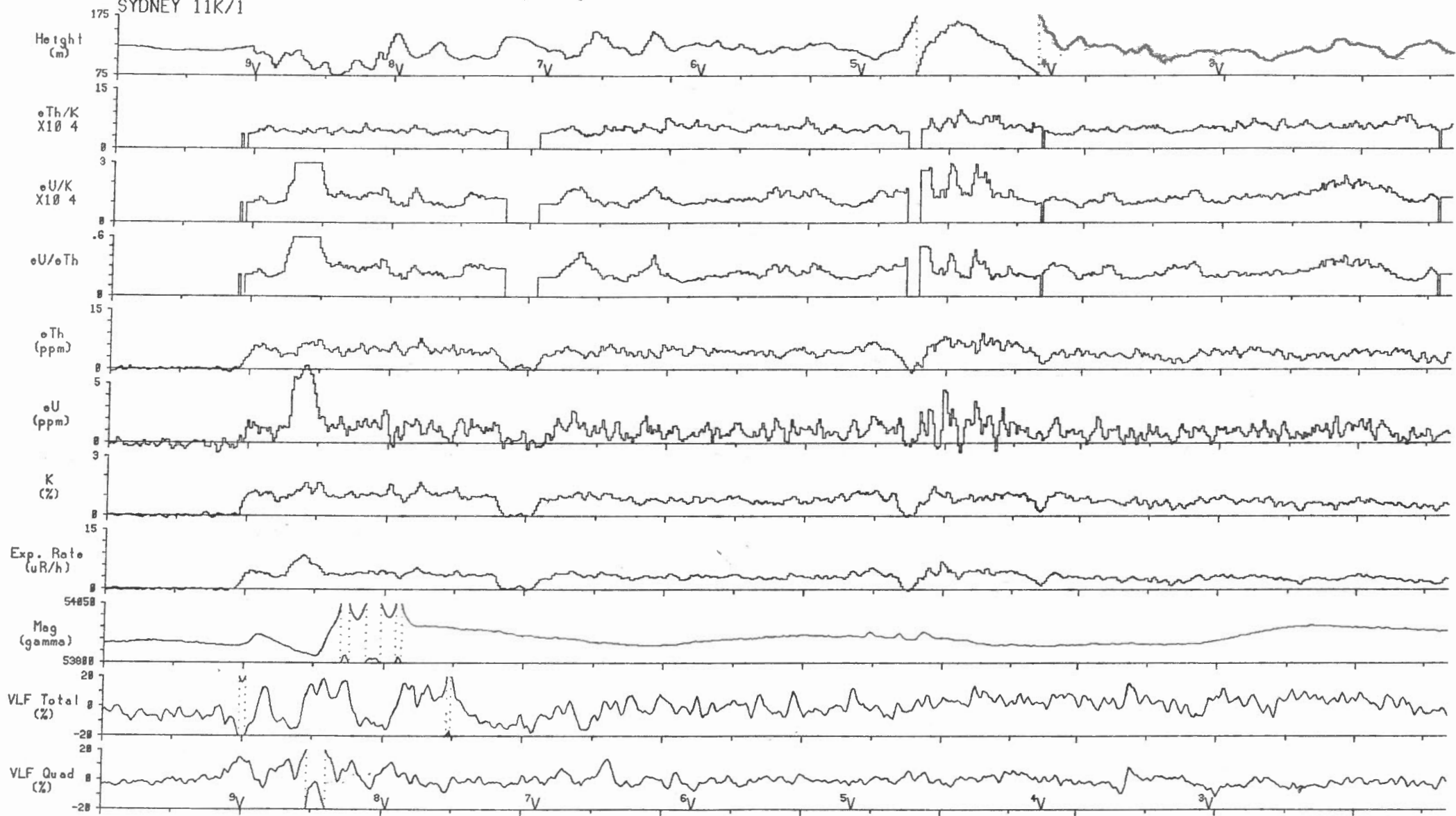
Line 20 | 2 km | Scale 1:150000

Bras d'Or Lake Area, N.S. 1990 (line spacing=1 km)
 SYDNEY 11K/1



Line 21 | 2 km | Scale 1:150000

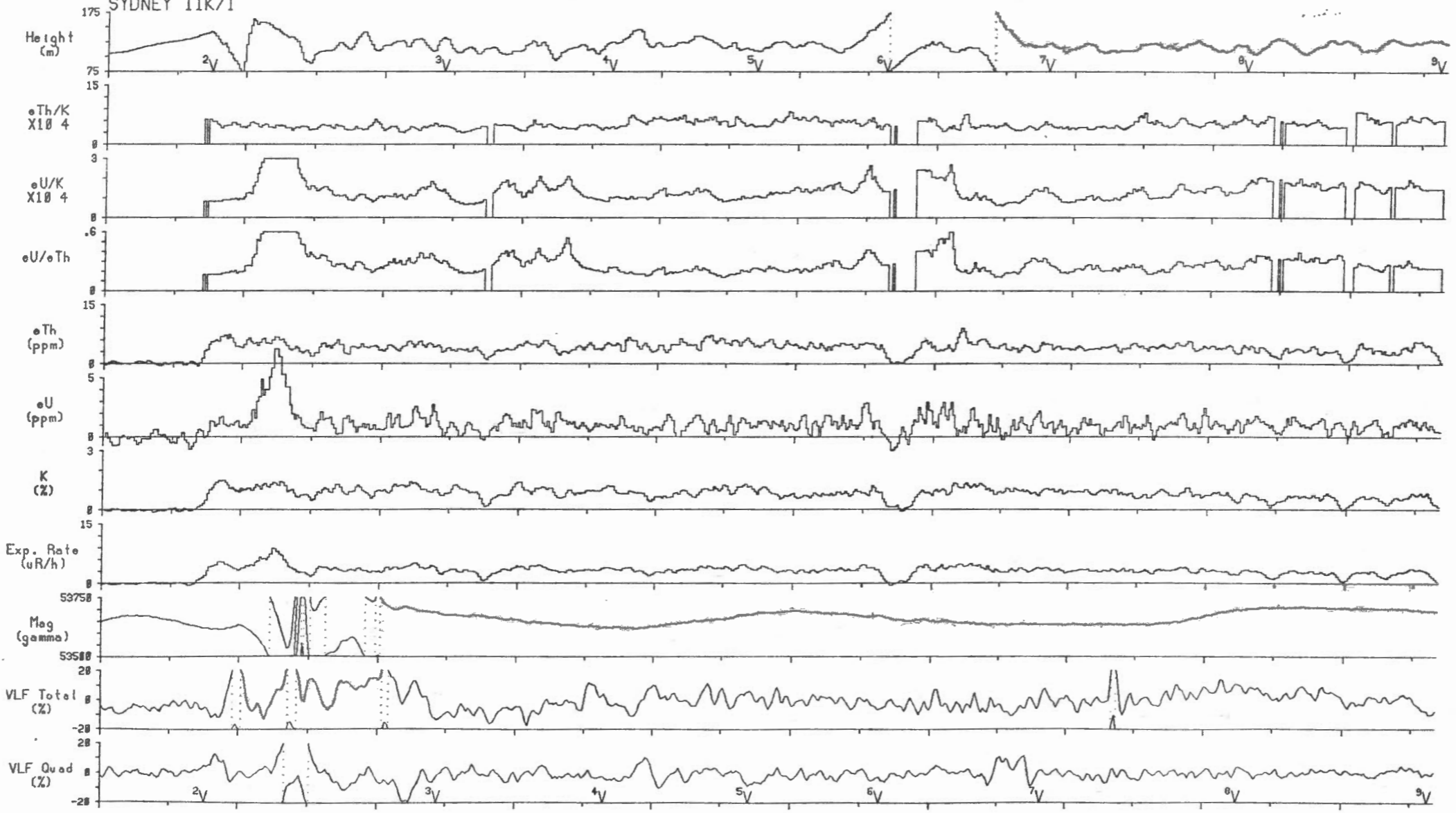
Bras d'Or Lake Area, N.S. 1990 (line spacing=1 km)
 SYDNEY 11K/1



Line 22 2 km Scale 1:150000

Bras d'Or Lake Area, N.S. 1990 (line spacing=1 km)

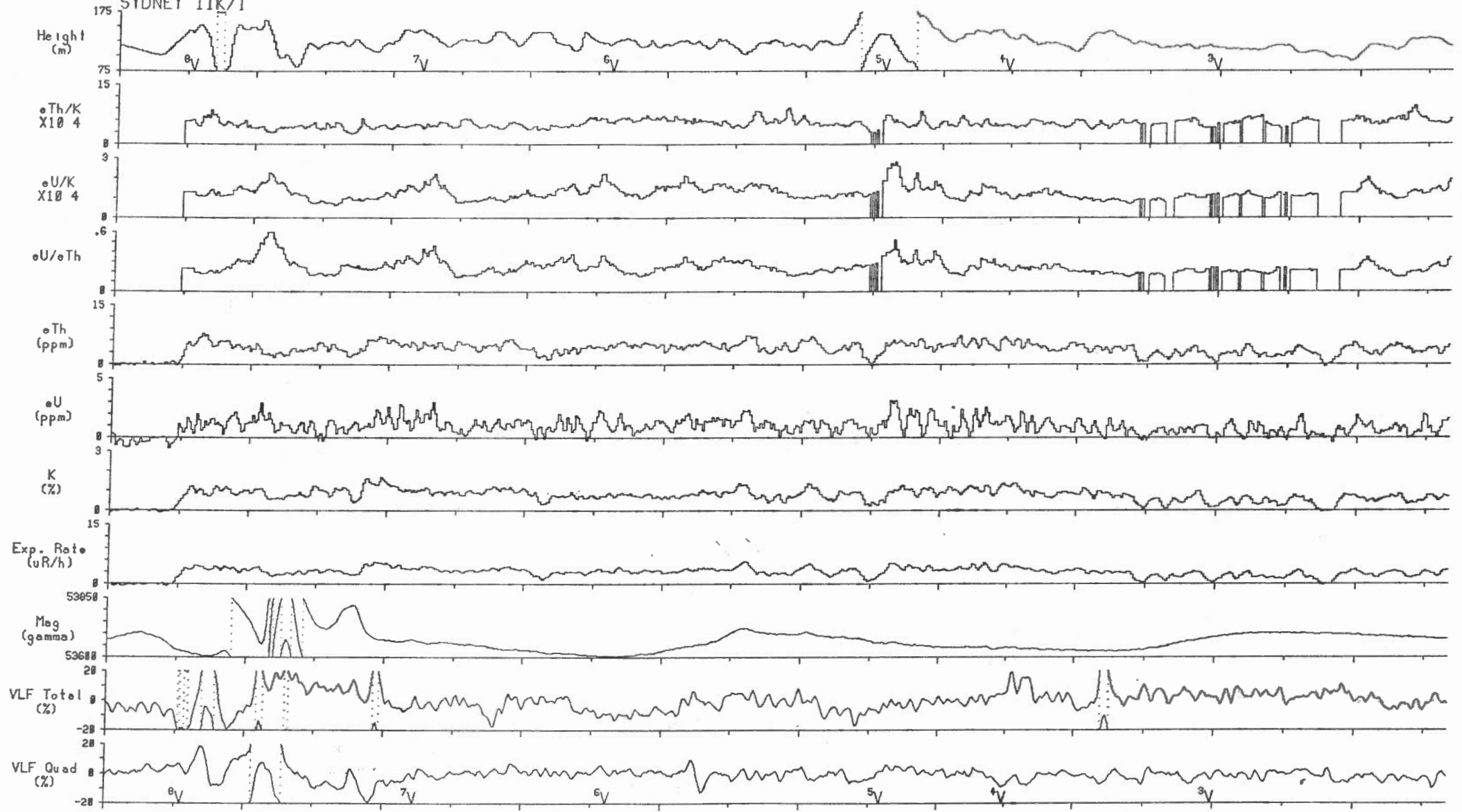
SYDNEY 11K/1



Line 23 | 2 km | Scale 1:150000

Bras d'Or Lake Area, N.S. 1990 (line spacing=1 km)

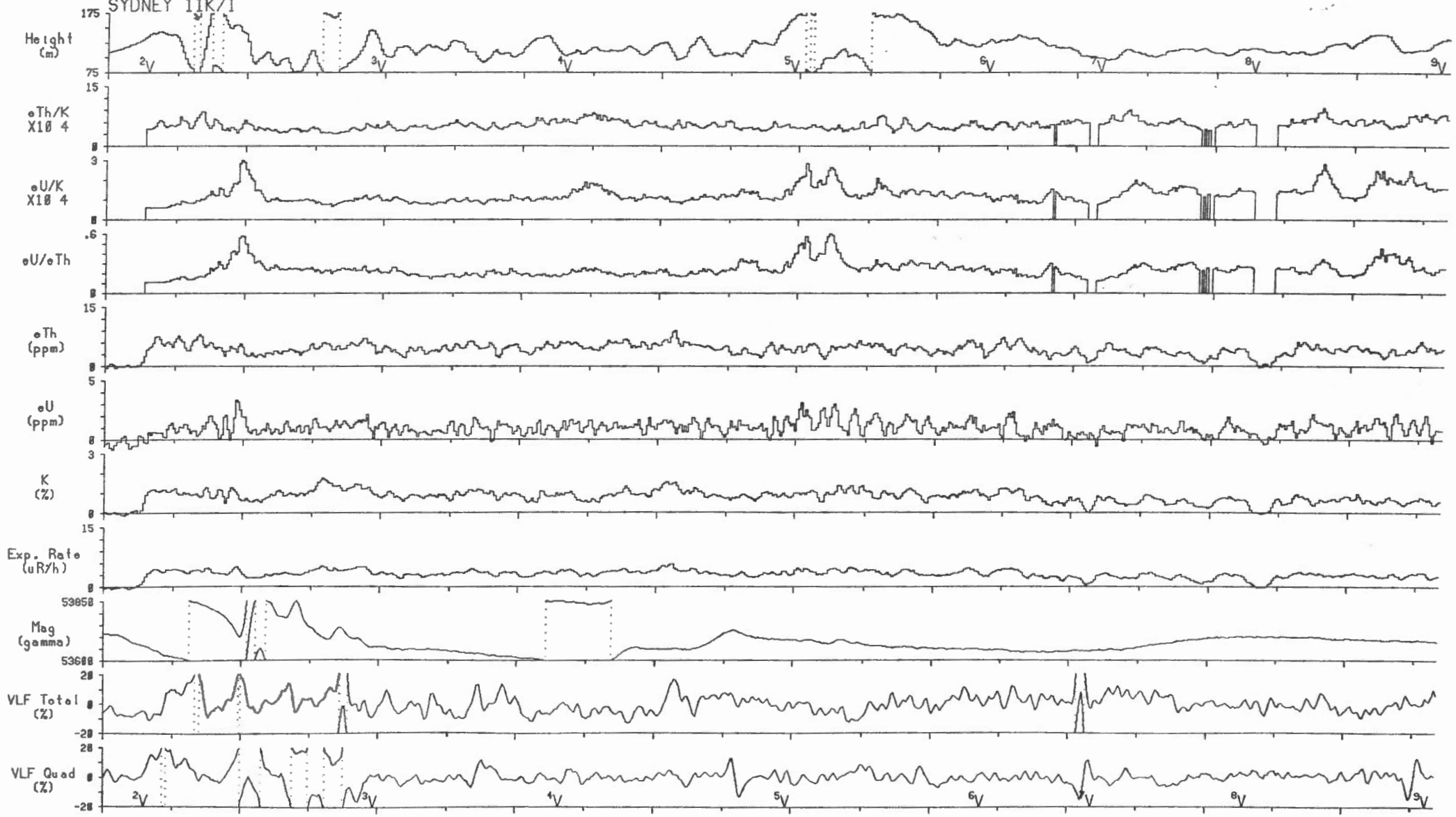
SYDNEY 11K/1



Line 24 | 2 km | Scale 1:150000

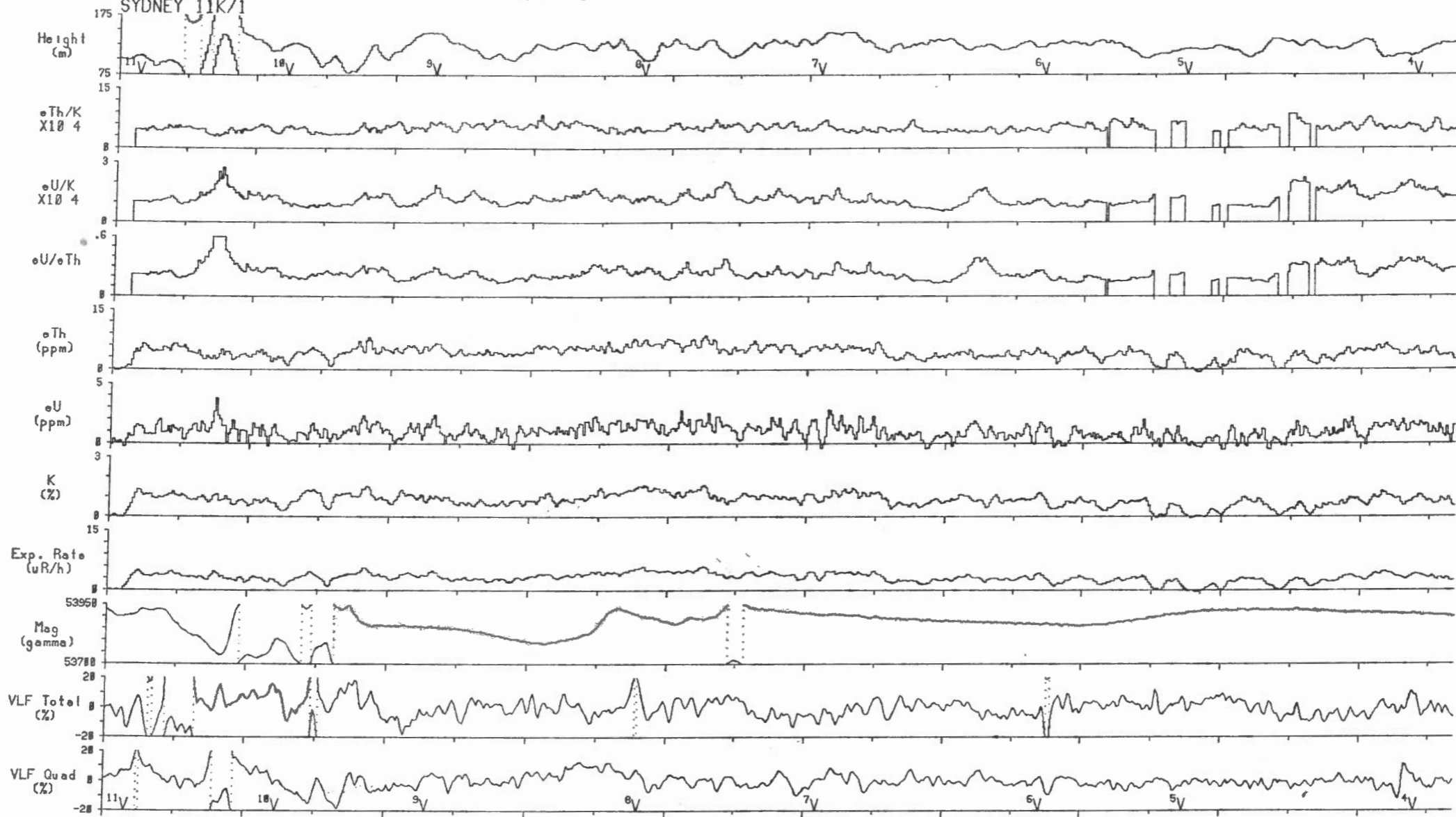
Bras d'Or Lake Area, N.S. 1990 (line spacing=1 km)

SYDNEY 11K/1



Bras d'Or Lake Area, N.S. 1990 (line spacing=1 km)

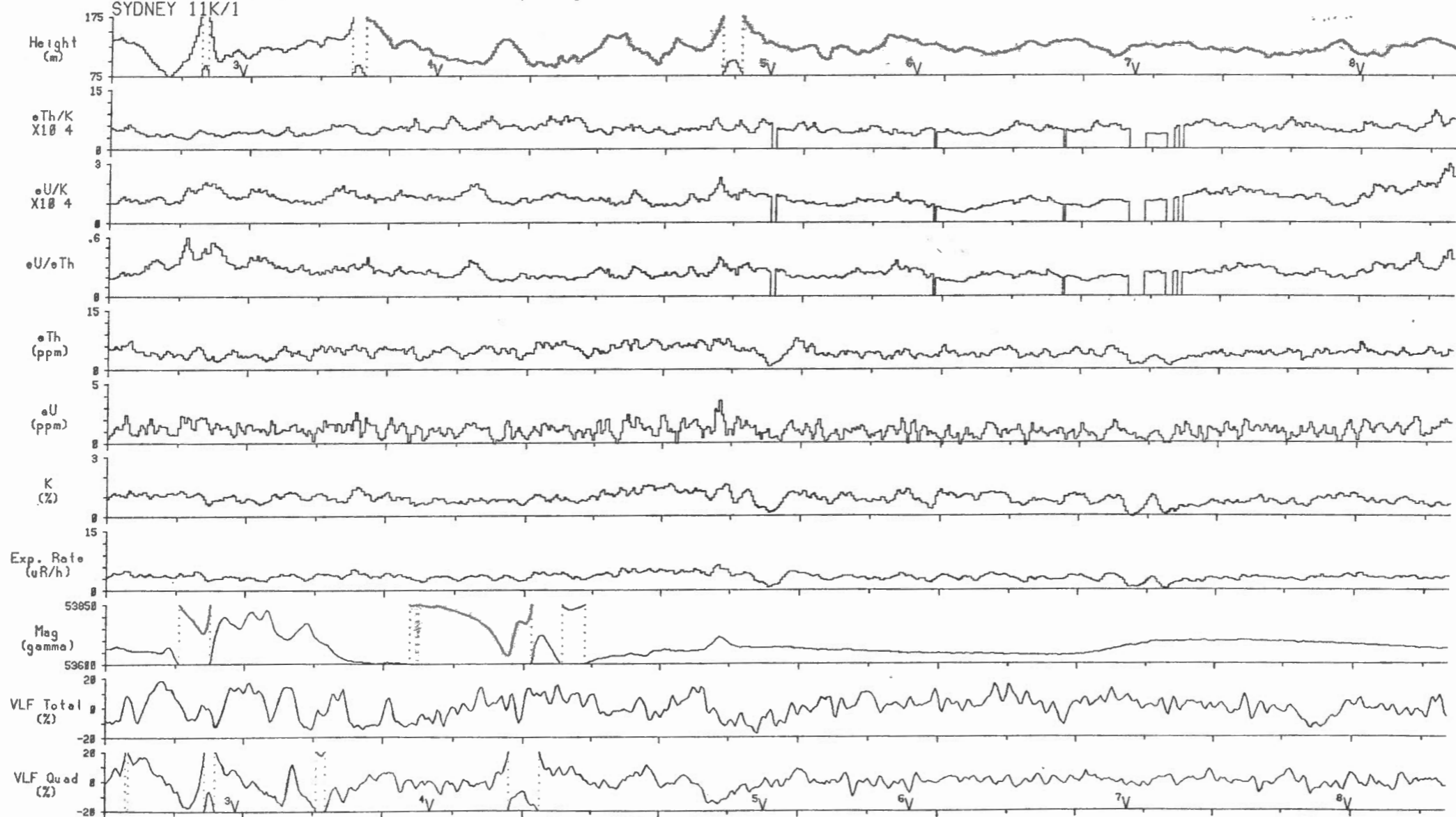
SYDNEY 11K/1



Line 26 2 km Scale 1:150000

Bras d'Or Lake Area, N.S. 1990 (line spacing=1 km)

SYDNEY 11K/1



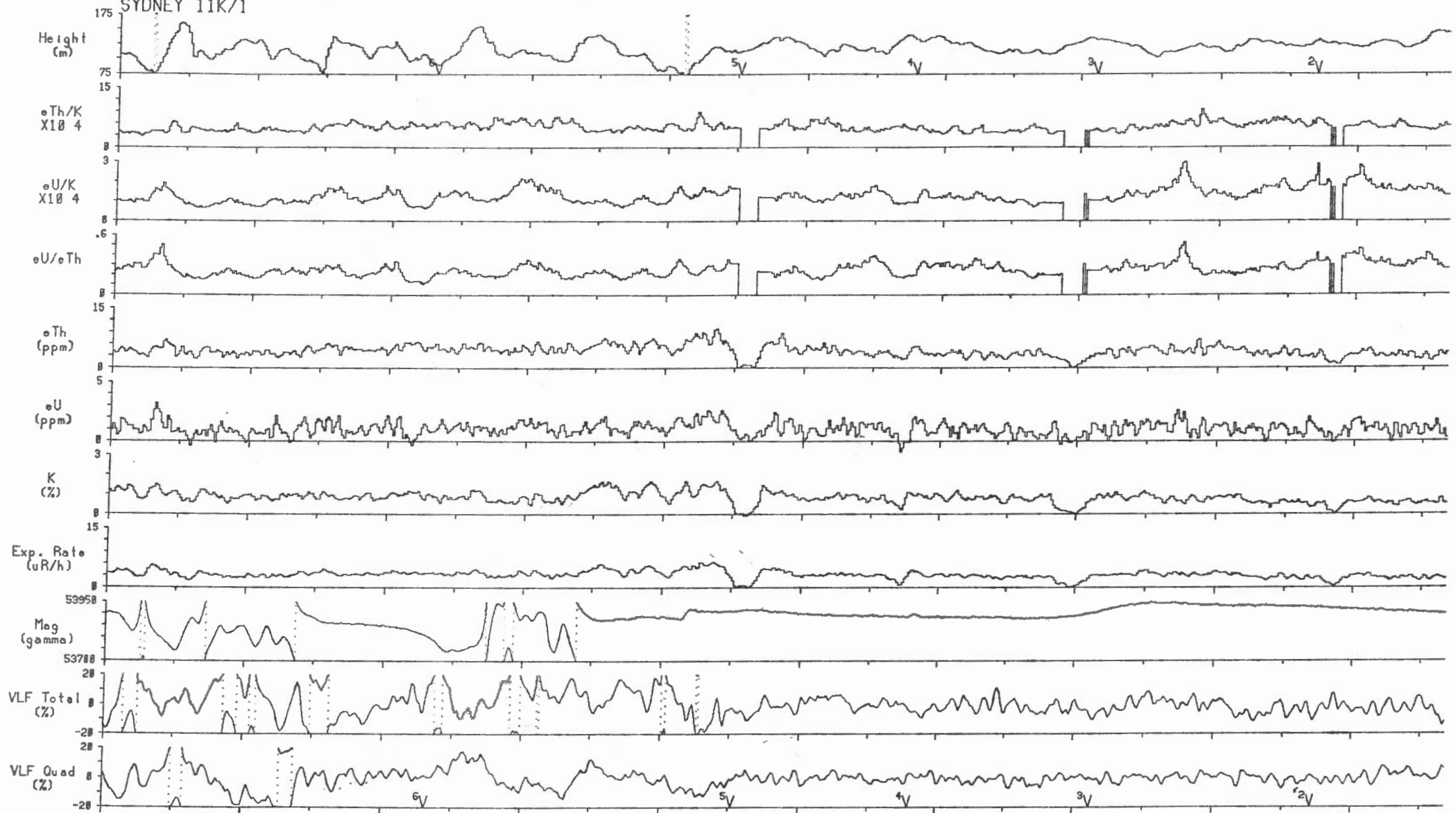
Line 27

2 km

Scale 1:150000

Bras d'Or Lake Area, N.S. 1990 (line spacing=1 km)

SYDNEY 11K/1

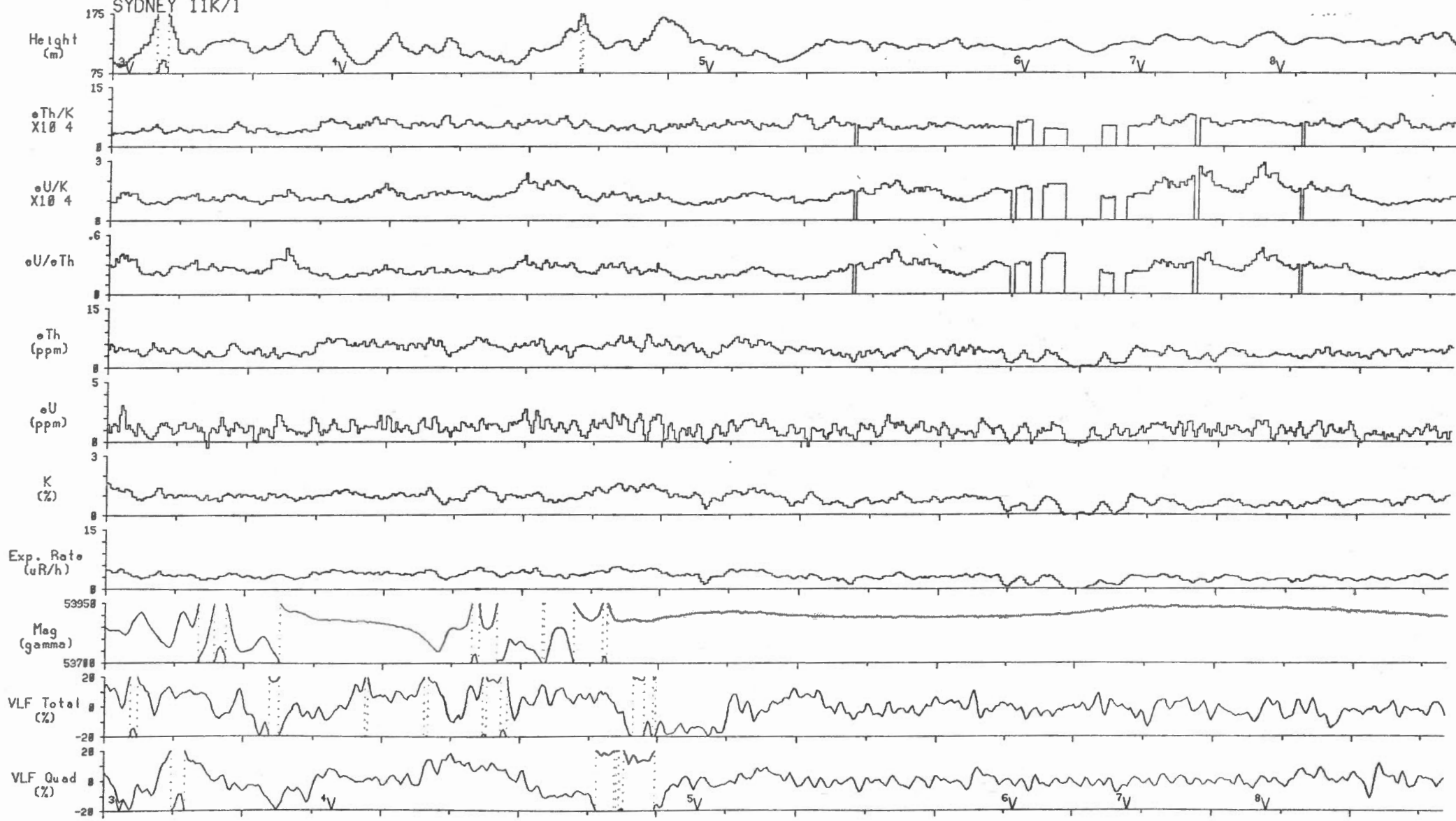


Line 28 | 2 km

Scale 1:150000

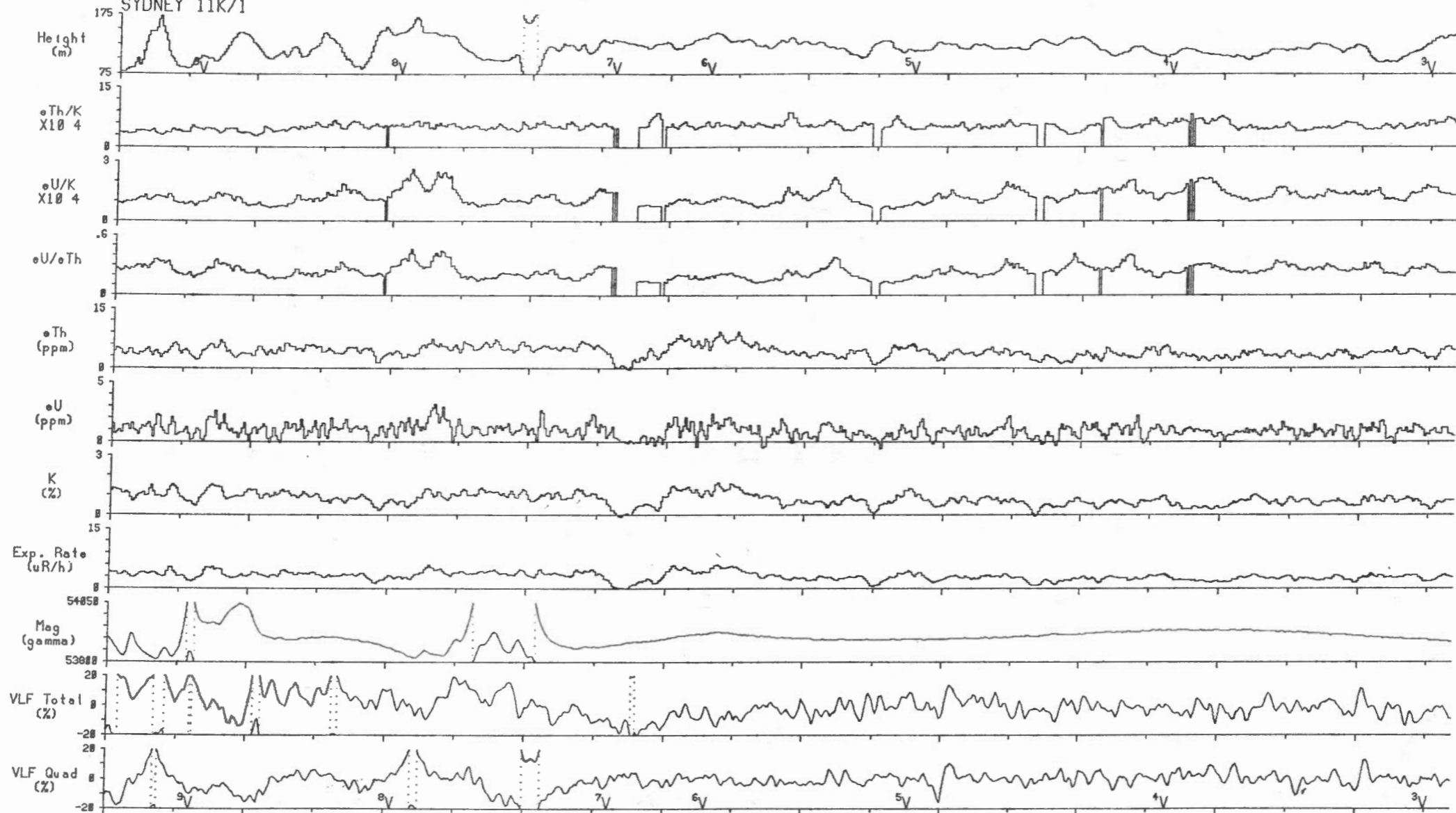
Bras d'Or Lake Area, N.S. 1990 (line spacing=1 km)

SYDNEY 11K/1



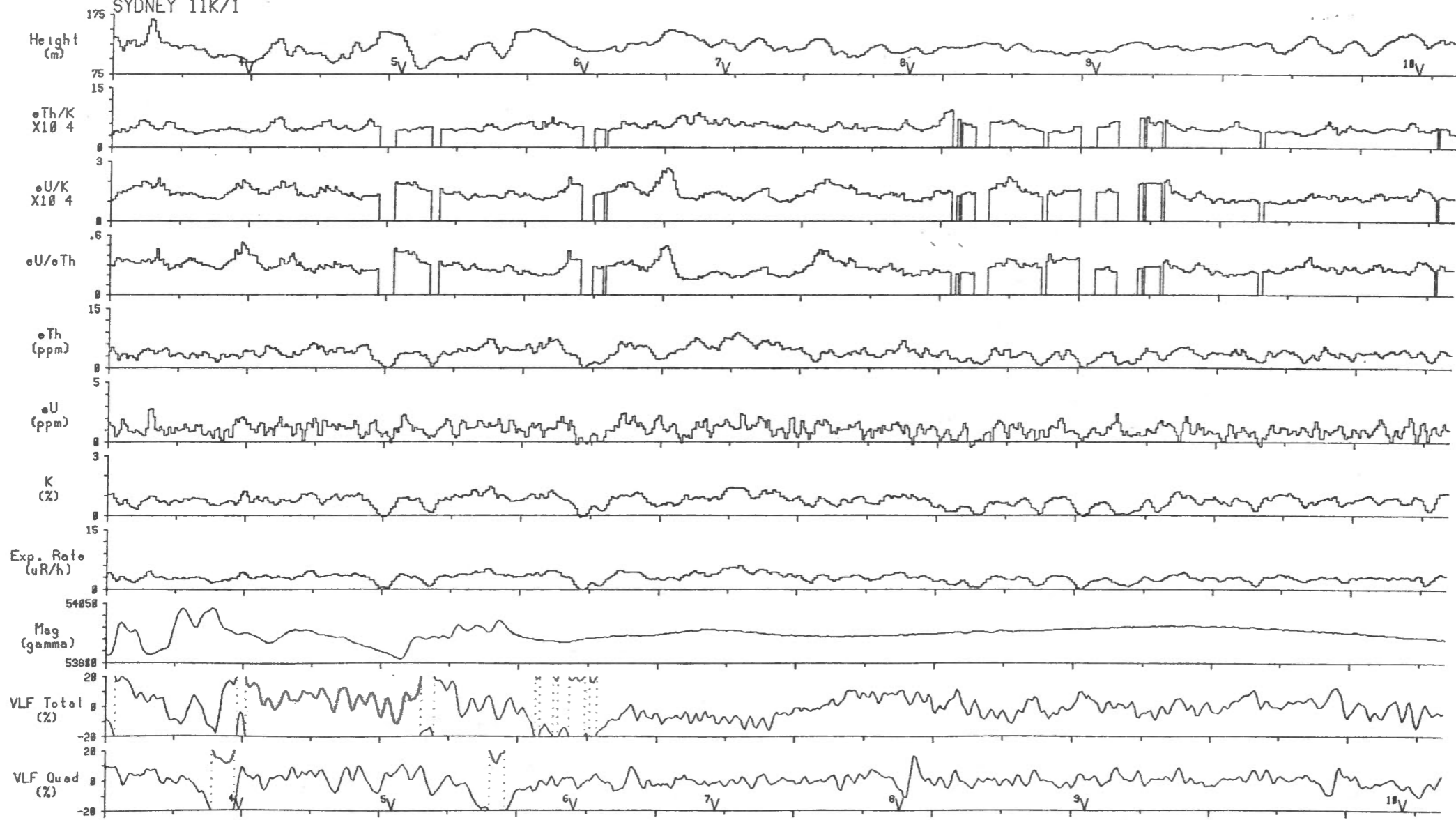
Line 29 | 2 km | Scale 1:150000

Bras d'Or Lake Area, N.S. 1990 (line spacing=1 km)
SYDNEY 11K/1

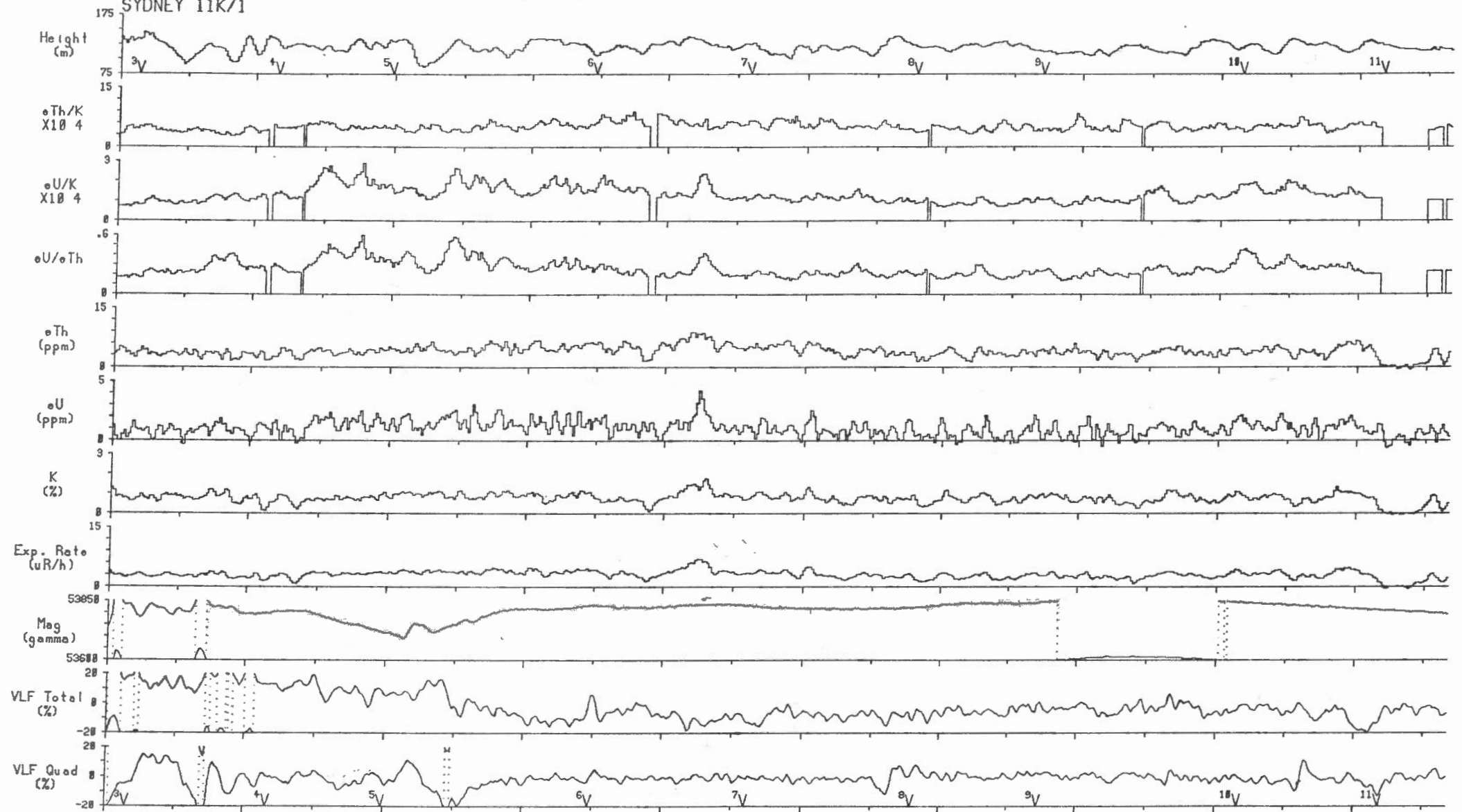


Line 30 | 2 km | Scale 1:150000

Bras d'Or Lake Area, N.S. 1990 (line spacing=1 km)
 SYDNEY 11K/1



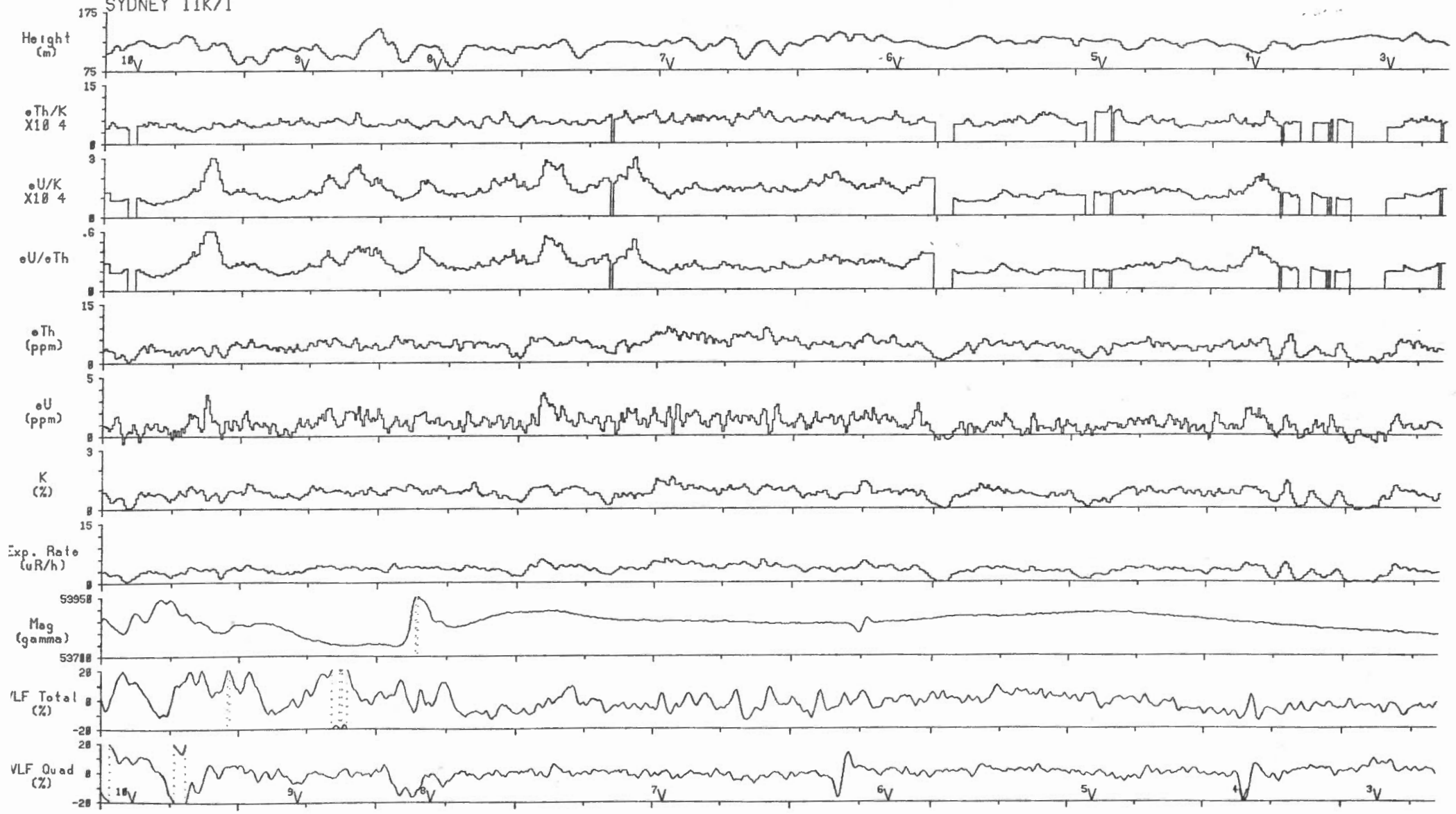
Bras d'Or Lake Area, N.S. 1990 (line spacing=1 km)
 SYDNEY 11K/1



Line 32 | 2 km | Scale 1:150000

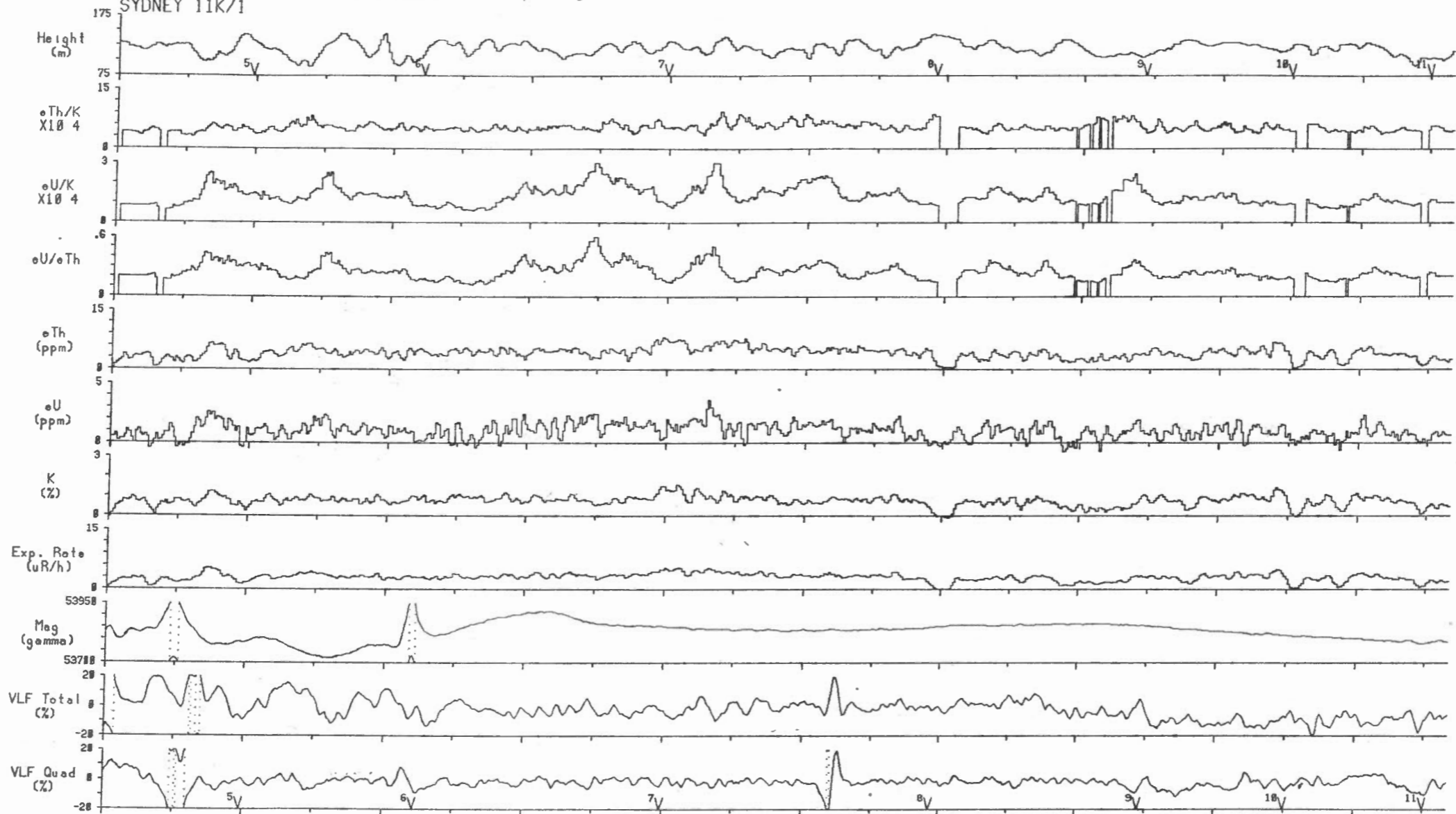
Bras d'Or Lake Area, N.S. 1990 (line spacing=1 km)

SYDNEY 11K/1



Line 33 | 2 km | Scale 1:150000

Bras d'Or Lake Area, N.S. 1990 (line spacing=1 km)
 SYDNEY 11K/1

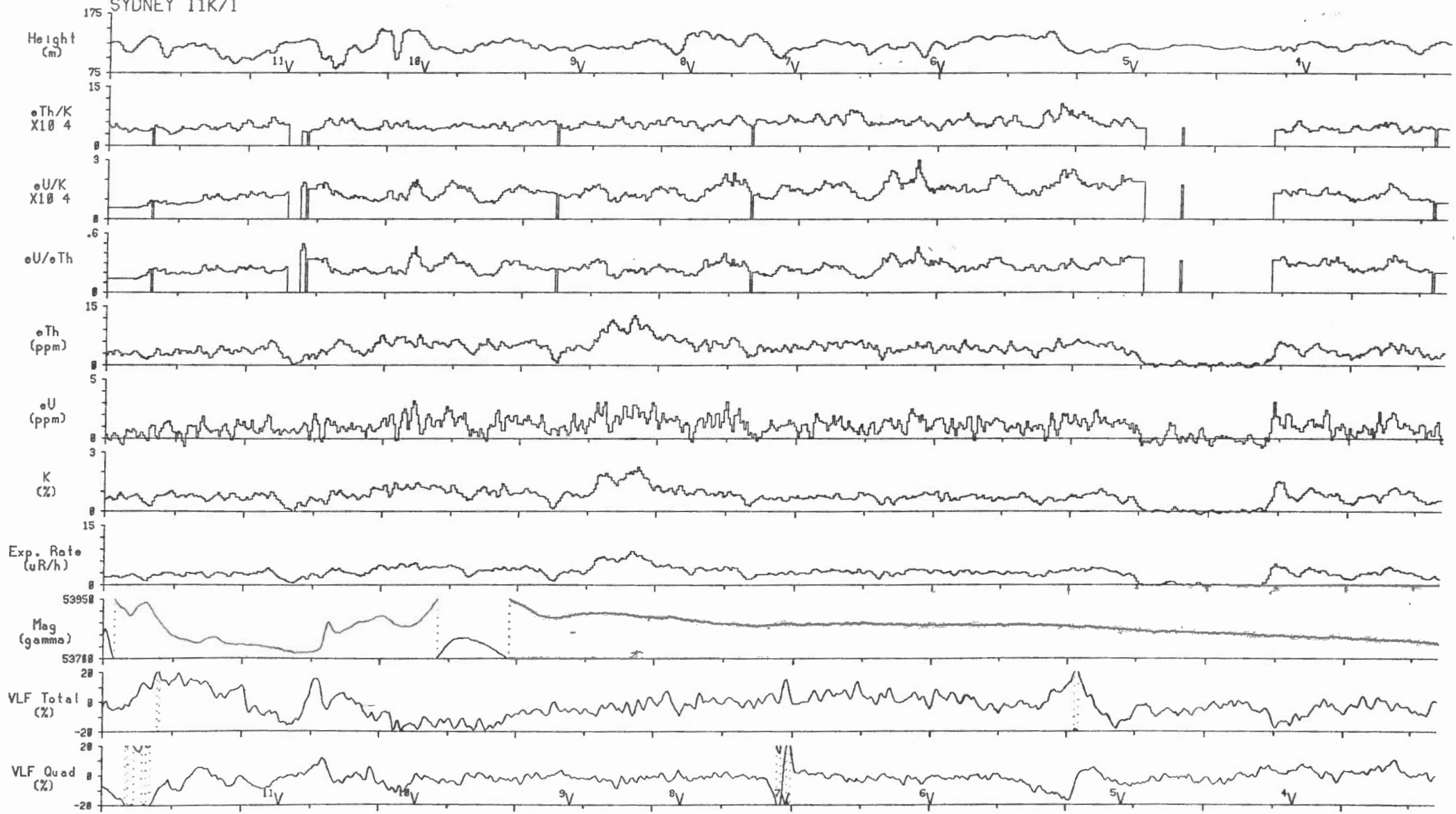


Line 34 | 2 km

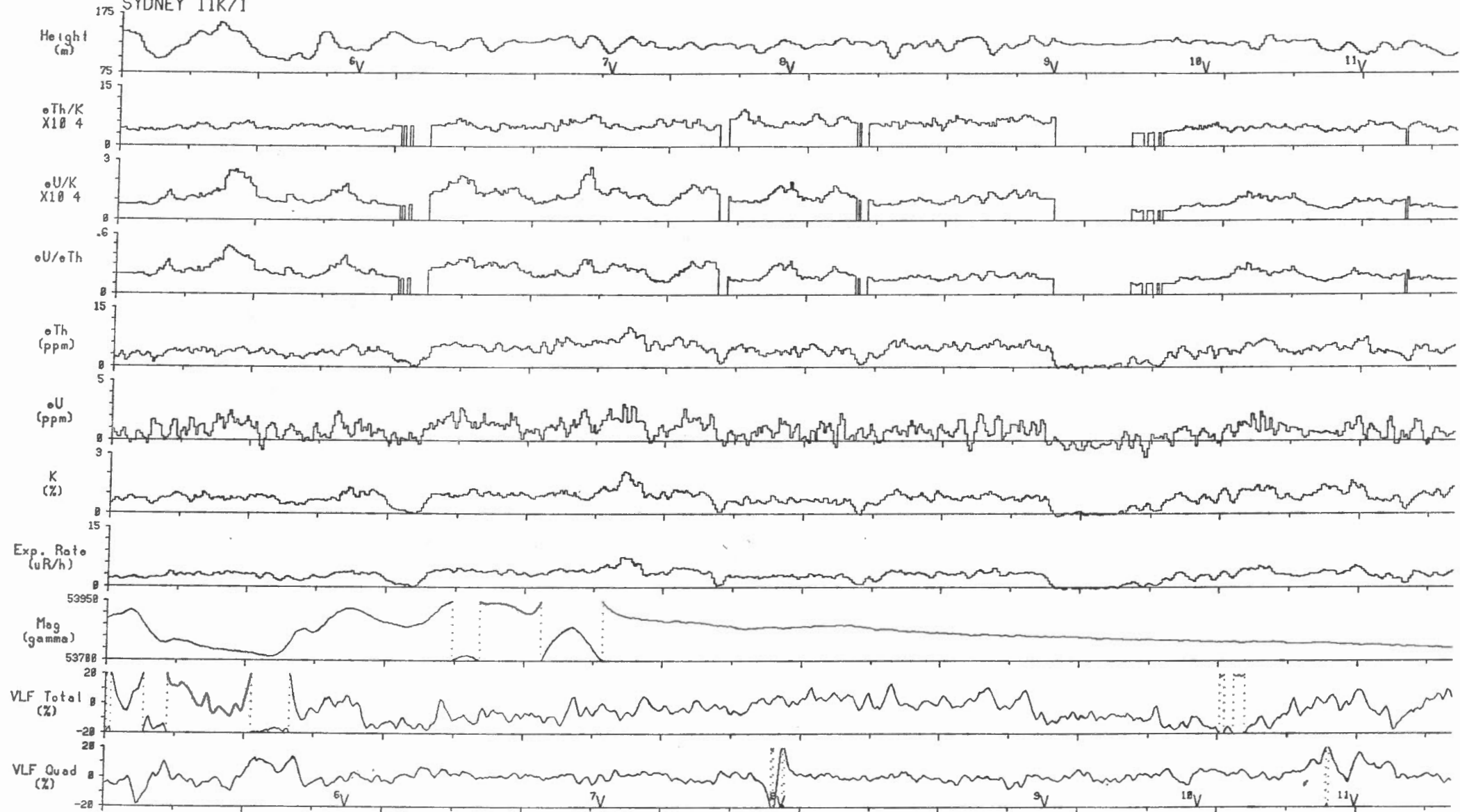
Scale 1:150000

Bras d'Or Lake Area, N.S. 1990 (line spacing=1 km)

SYDNEY 11K/1

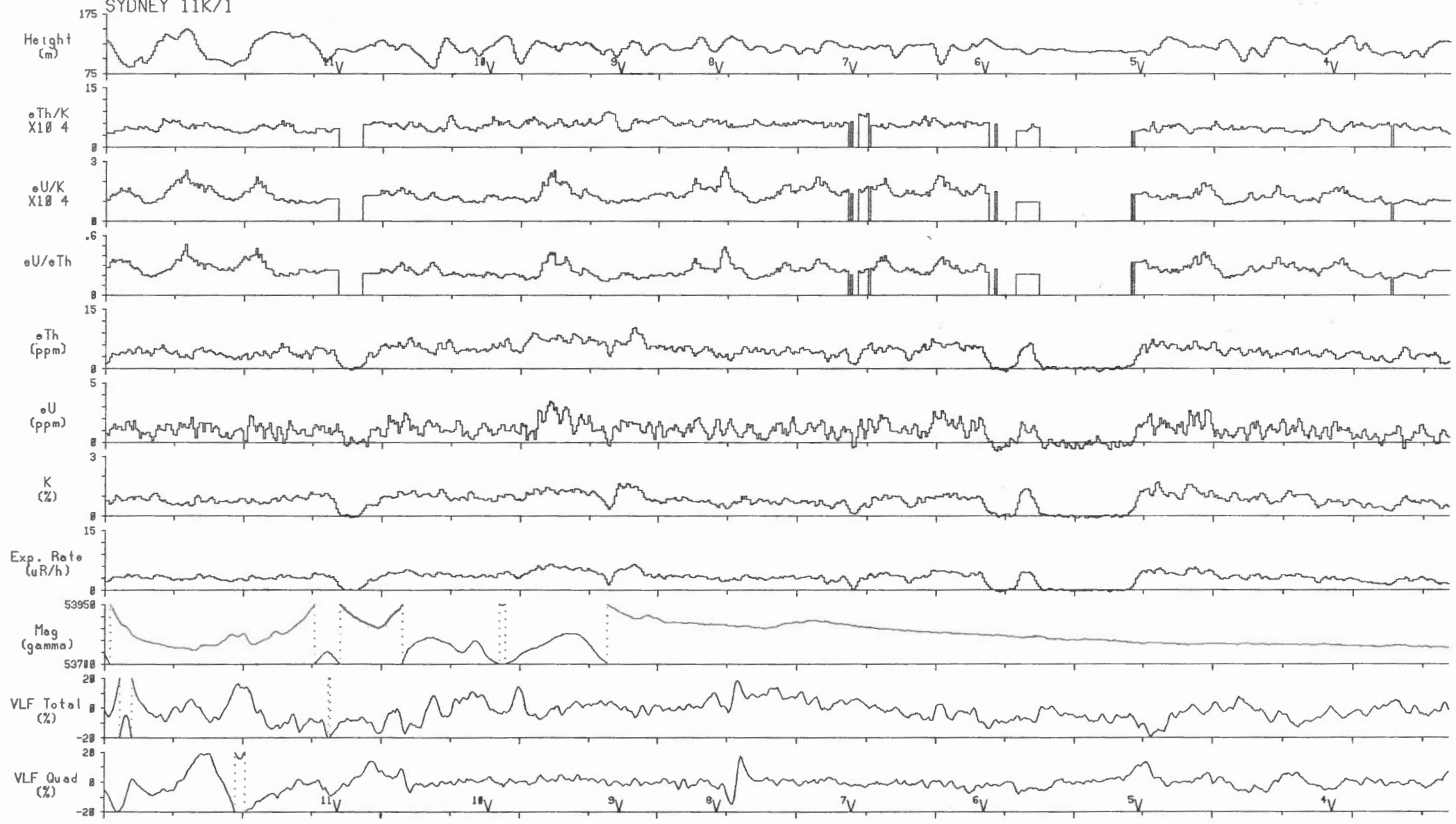


Bras d'Or Lake Area, N.S. 1990 (line spacing=1 km)
 SYDNEY 11K/1



Line 36 2 km Scale 1:150000

Bras d'Or Lake Area, N.S. 1990 (line spacing=1 km)
 SYDNEY 11K/1



Line 37 | 2 km | Scale 1:150000

