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The data comprising this map are derived from the results of an aeromagnetic survey flown using a Cessna Caravan 208B aircraft. The aircraft was equipped with three Scintrex magnetic instrument packages. The survey was conducted using a FASDAS radar system with a 10 Hz sample rate, a TRT ERT011 radar altimeter with a 1 Hz sample rate, and a Vaisala PMB100 barometric altimeter with a 1 Hz sample rate. The magnetometer was a Scintrex caesium-vapour CS-2 with a 0.5 Hz sample rate.

Processed data were quality controlled using a number of filters and parameter settings. A 0.1 nT noise filter was applied in order to remove noise spikes. A 10 Hz low-pass filter was used to remove high frequencies. The low-pass filter was aimed at attenuating high frequencies that were enhanced by the derivative operator. The second vertical derivative was computed using a second-order finite difference technique, which is a common approach for enhancing the signal-to-noise ratio and accentuating anomalies with long wavelengths. This technique removes low-frequency components of the data, resulting in a more pronounced display of anomalies.

The zero value contour was computed using a 50° illumination angle and an inclination of 45°. This is a common approach for generating lineaments that are parallel to the assumed stratigraphy. The resulting map shows a series of linear features that are consistent with the geological structure of the area.

The magnetic field grid was derived from the magnetic intensity data, based on the identification of roughly 100 targets. These targets are those that exhibit a cluster of high amplitude anomalies. In order to filter out other magnetic sources, the magnetic field grid was subjected to a series of processing steps, including the application of a 0.1 nT noise filter, a 10 Hz low-pass filter, and the computation of the second vertical derivative. The resulting map shows a series of linear features that are consistent with the geological structure of the area, with a high concentration of anomalies in the central part of the map.

The survey was conducted by the Corporation of the University of Toronto and financed by the NIPIGON MINING CORPORATION HODDER BAY. This map is published with the permission of the Director, Mines and Forestry, Sudbury, Ontario. Mines and Forestry does not assume liability for any errors that may occur. Users can verify critical information from the corresponding digital profile and gridded data distributed by the Geological Survey of Canada. It is recommended that reference be made in the following form:

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