

**AIRBORNE GEOPHYSICAL SURVEY OF THE  
ST. ALBAN'S REGION, NEWFOUNDLAND**  
NTS MAP AREA 1M/13 AND PARTS OF 1M/12, 1M/14,  
11P/16, AND 2D/04

**EQUIVALENT THORIUM**  
MAP 2016-08  
OPEN FILE NFDL/3272  
Map 5 of 10

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**ABOUT THE SURVEY**

**Introduction**

This quantitative gamma-ray spectrometric and aeromagnetic airborne geophysical survey of St. Alban's region, Newfoundland, was completed by Geosk Airborne Surveys. The survey was flown from October 16th to November 26th, 2015, using a single Casella 506 Casella (CS-502). The nominal traverse and control line spacing was, respectively, 150 m and 1000 m, and the aircraft flew at a nominal terrain clearance of 125 m at an airspeed between 200 and 210 km/h. Traverse lines were oriented 15° with orthogonal control lines. The flight paths were reconstructed following post-flight differential corrections to the data reported by a Global Positioning System.

**Gamma-ray Spectrometric Data**

The airborne gamma-ray measurements were made with a Radiation Solutions RS-500 gamma-ray spectrometer using three 102x102x66 mm NaI (Tl) crystals. The main detector array consisted of twelve crystals (total volume 59.4 litres). Three crystals (total volume 12.0 litres), located by the main array, were used to detect variations in background radiation caused by atmospheric radon. The system constantly monitored the natural thorium peak for each crystal, and using a Gaussian least squares algorithm, adjusted the gain for each crystal.

Potassium is measured directly from the 1460 keV gamma-ray photons emitted by <sup>40</sup>K, whereas uranium and thorium are measured indirectly from gamma-ray photons emitted by daughter products (<sup>214</sup>Pb for uranium and <sup>214</sup>Pb for thorium). Although these daughters are not the same as the parent isotopes, they are assumed to be in secular equilibrium with their parents. The airborne 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 for measuring potassium, uranium and thorium are, respectively, 1370-1570 keV, 1600-1800 keV, and 2410-2810 keV.

Gamma-ray counts were recorded at one-second intervals. Data processing followed standard procedures as described by IAEA, 1991 and IAEA, 2003. During processing, the spectra were energy calibrated, and counts were accumulated into the windows described above. Counts from the region detectors were recorded in a 1600 x 1600 keV window and radon fluxes at energies greater than 3000 keV was recorded in the cosmic window. The window counts were corrected for dead time, background activity from cosmic radiation, radon fluxes of the aircraft and atmospheric radon. The window data were then corrected for spectral scattering in the ground, air and detectors. Corrections for deviations from the planned terrain clearance and for variation of temperature and pressure were made prior to conversion of gross concentrations of potassium, uranium and thorium, using factors determined from flights over the Danverson, Saskatchewan calibration range.

Corrected data were interpolated to a 37 m grid interval. The results of an airborne gamma-ray spectrometer survey represent the average surface concentrations that are influenced by varying amounts of airborne, overburden, vegetation cover, soil moisture and surface water. As a result the measured concentrations are usually lower than the actual bedrock concentrations. The total air identified dose rate (nanograms per hour) was produced from measured counts between 600 and 2010 keV.

**Magnetic Data**

The magnetic field was sampled 10 times per second using three split-beam cesium vapour magnetometers (sensitivity = 0.005 nT) mounted inside the tail boom and two wing pods of the aircraft. This array of sensors from a horizontal gradiometer with lateral dimensions of 18.2 m and a longitudinal dimension of 11.23 m. Differences in magnetic values at the intersections of control and traverse lines were compared to obtain a mutually levelled set of flight line magnetic data. The International Geomagnetic Reference Field (IGRF) values of 300 nT were subtracted from the data for the survey 2015-16-26. The data were then removed. Removal of the IGRF, representing the magnetic field of the Earth's core, produces a residual component related essentially to magnetizations within the Earth's crust. The levelled values were then interpolated to a 37 m grid using bicubic splines to guide between the flight lines.

The first vertical derivative of the magnetic field is the rate of change of the magnetic field in the vertical direction. Computation of the first vertical derivative removes length features of the magnetic field and significantly improves the resolution of closely spaced and superposed anomalies. A property of first vertical derivative maps is the coincidence of the zero-value contour with vertical contacts of magnetic units at high magnetic latitudes (Hess, 1963).

**Additional Information**

Data compilation and map production were performed by Geosk Airborne Surveys, Saskatoon, Saskatchewan. Contract and project management was provided by the Newfoundland and Labrador Department of Natural Resources.  
Copies of this map may be obtained from the Geospatial Publications and Information Section, Geological Survey, Department of Natural Resources, Government of Newfoundland and Labrador, PO Box 8700, St. John's, NL, Canada, A1B 4X6.

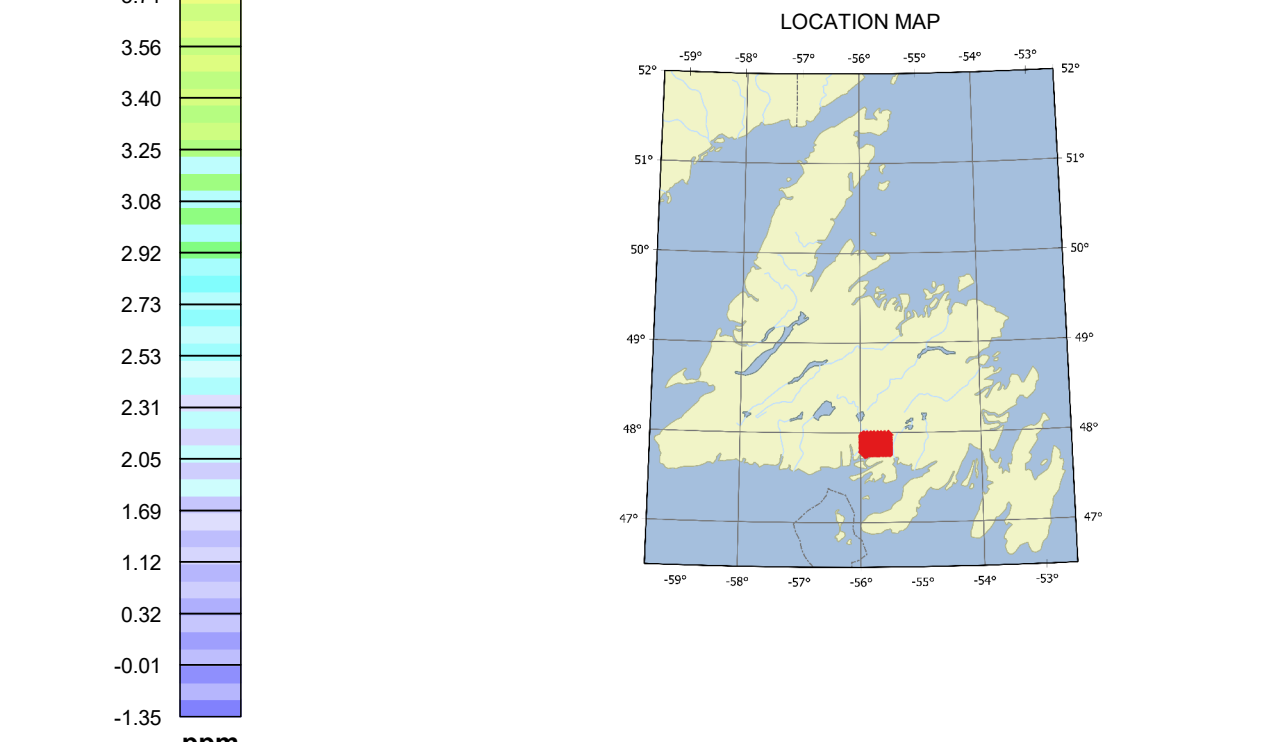
This map is subject to revision and modification. Comments to the author concerning errors or omissions are invited.  
Department Website: <http://www.nf.gov.ca/nr>  
Geological Survey Website: <http://www.nf.gov.ca/geospatial/geospatial>  
E-mail: [pub@gnr.gov.ca](mailto:pub@gnr.gov.ca)

**References**

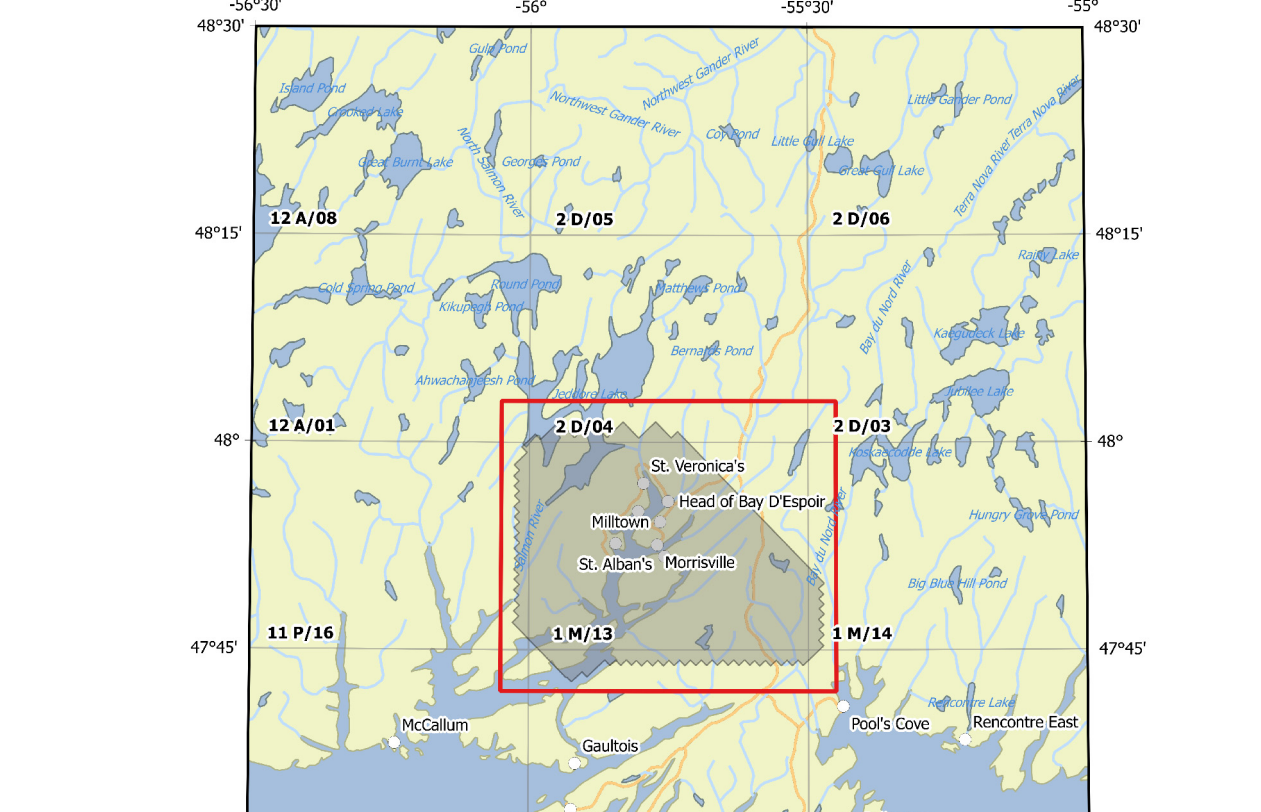
Hess, F.J.  
1960 Gradient measurements in aeromagnetic surveying. *Geophysics*, vol. 30, p. 891-902.

**PLANIMETRIC SYMBOLS**

Topographic contour	.....	
Drainage	.....	
Road	.....	
Flight line	.....	
Building	.....	
Transmission line	.....	



**NATIONAL TOPOGRAPHIC SYSTEM REFERENCE AND GEOPHYSICAL MAP INDEX**



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