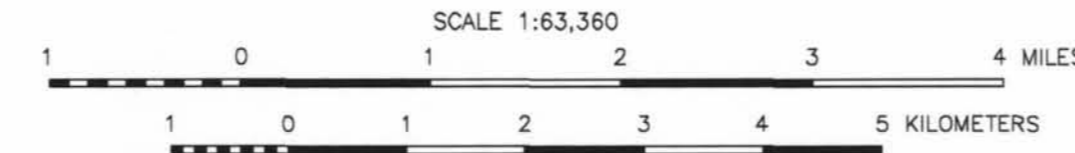


Section outlines from U.S. Geological Survey Data, A-1, 1948; A-2, 1951; A-3, 1961; State Reference D-1, 1944; D-2, 1951; D-3, 1961; Sealsaska A-1, 1942; Prince Rupert D-8, 1951; Quadrangle, Alaska.



**DESCRIPTIVE NOTES**

**KETCHIKAN SURVEY "Area 4" - March 1999**  
The geophysical data were acquired with a DIGHEM<sup>®</sup> Electromagnetic (EM) system and a Scintrex cesium magnetometer. Both were flown at a height of 100 feet. In addition the survey recorded data from a radar altimeter, GPS navigation system, 50/60 Hz monitors and video camera. Flights were performed with an AS350B-2 Squirrel helicopter at a mean terrain clearance of 200 feet along north-south flight lines for the northern portion and east-west flight lines for the southern portion one-quarter mile apart. The lines were flown perpendicular to the flight lines at intervals of approximately 3 miles.

An Ashtech/Racal Real-Time Differential Global Positioning System (RT-DGPS) was used for both navigation and flight path recovery. The helicopter position was derived every 0.5 seconds using real-time differential positioning to a relative accuracy of better than 10 m. Flight path positions were projected onto the Clarke 1866 (UTM zone 8) spheroid, 1927 North American datum using a central meridian (Cm) of 132° 00' 00" north and an east constant of 500,000. Positional accuracy of the presented data is better than 10 m with respect to the UTM grid.



**ELECTROMAGNETICS**

**HETTA SURVEY "Area 3" - May 1992**  
**DOLAMI SURVEY "Area 1" - March 1991**  
The geophysical data were acquired with DIGHEM<sup>®</sup> (Dolami Survey), and DIGHEM<sup>®</sup> (Hetta Survey) Electromagnetic (EM) systems and a Scintrex cesium magnetometer. Mean terrain clearance for the magnetometer and EM system were approximately 213 and 164 feet, respectively. In addition the survey recorded data from a radar altimeter, UHF navigation system, 50/60 Hz monitors, VLF receiver and video camera. The flight lines were flown with one-eighth mile line spacing with tie lines flown perpendicular to the flight lines. The Dolami Survey was flown north-south with an AS350B helicopter. The Hetta Survey was flown with an AS350B-1 helicopter. The flight lines for Hetta Survey were flown east-west except for the peninsula between Cordova Bay and Nutkwa Inlet which was flown northeast-southwest.

A Del Norte UHF electronic positioning system was used for navigation. Flight path recovery was done with a combination of UHF data and visual recovery. Positional accuracy of the 1991/92 data should be considered of low reliability.

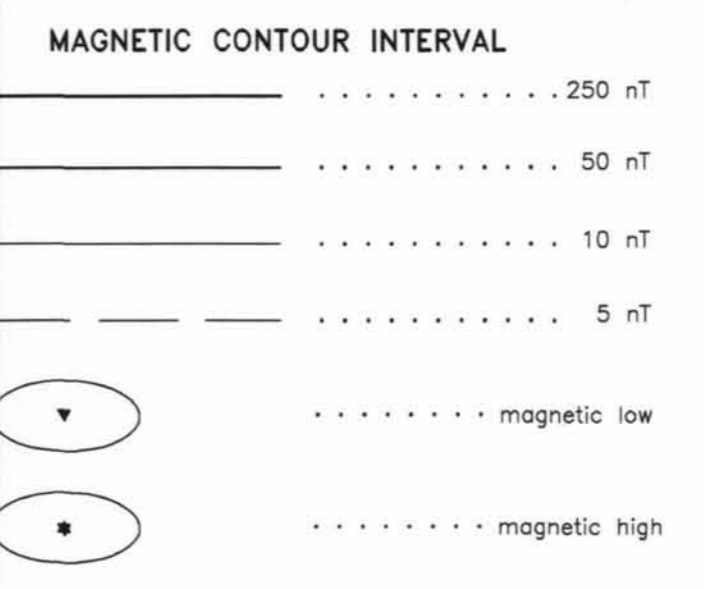
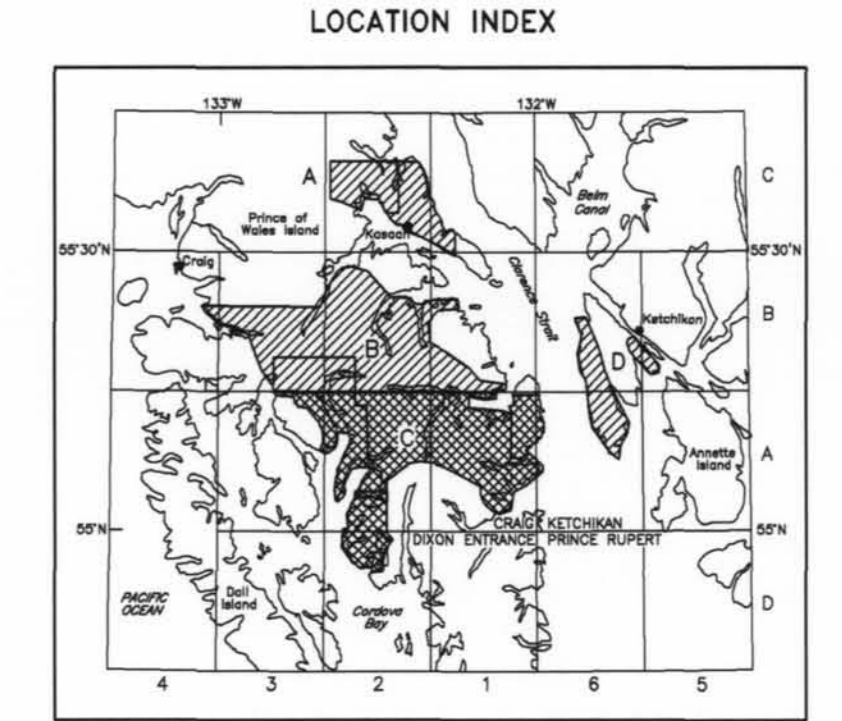
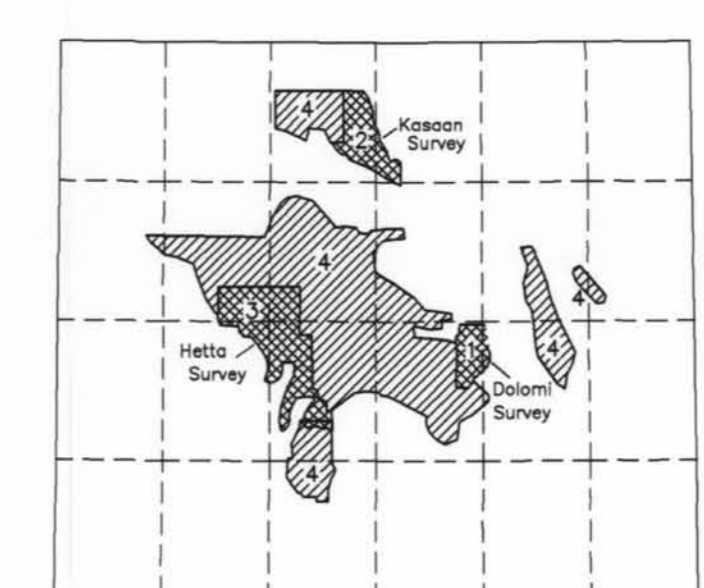
**ELECTROMAGNETIC ANOMALIES**

- Anomaly
- Conductance >50 siemens
  - Conductance <50 siemens
  - △ Questionable anomaly
  - ★ Weak conductivity associated with an EM magnetite response

**TOTAL FIELD MAGNETICS AND ELECTROMAGNETIC ANOMALIES OF SELECTED AREAS NEAR KETCHIKAN, SOUTHEAST ALASKA**  
MAP C - SURVEYED AREA SOUTH OF 55°15', PRINCE OF WALES ISLAND  
1999

**TOTAL FIELD MAGNETICS**  
The total field magnetic data were acquired with a sampling interval of 0.1 seconds, and were (1) corrected for diurnal variations by subtraction of the digitally recorded base station magnetic data, (2) leveled to the tie line data, and (3) interpolated onto a regular 100 m grid using a modified Akima (1970) technique. The regional variation (or IGRF gradient, 1995, updated to March 1999) was removed from the leveled magnetic data.

Akima, H., 1970, A new method of interpolation and smooth curve fitting based on local procedures, *Journal of the Association of Computing Machinery*, v. 17, no. 4, p. 589-602.



**SURVEY HISTORY**  
This map has been compiled and drawn under contract between the State of Alaska, Department of Natural Resources (DNR), Division of Geological & Geophysical Surveys (DGGG), and WGM Mining & Geological Consultants, Inc. Airborne geophysical data for area 4 were acquired in 1999 by Geotrex-DigheM, a division of CGG Canada Ltd. Funding for the project was provided by the U.S. Department of the Interior, Bureau of Land Management (BLM), Ketchikan Gateway Borough, Sealsaska Corporation, Alaska State Mental Health Trust Land Office, and the cities of Thorne Bay and Coffman Cove. The data for areas 1, 2 and 3 were flown by DigheM in 1991 and 1992. These data were provided for publication by Sealsaska Corporation.

This map and other products from this survey are available by mail order, or in person, from DGGG, 794 University Ave., Suite 200, Fairbanks, Alaska, 99709. Some products are also available, in person only, at the BLM's Juneau Minerals Information Center, Mayflower Island, Douglas, AK.