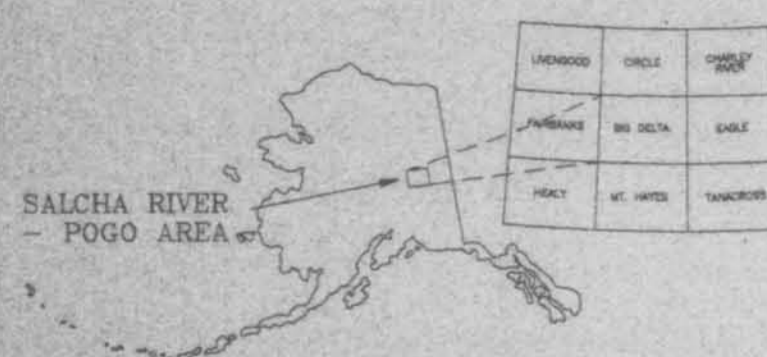


Base from U.S. Geological Survey Data Sheet 1-5, 1958; D-5, 1958; 1-5, 1959; 1-5, 1960; 1-5, 1961; 1-5, 1962; 1-5, 1963; 1-5, 1964; 1-5, 1965; 1-5, 1966; 1-5, 1967; 1-5, 1968; 1-5, 1969; 1-5, 1970; 1-5, 1971; 1-5, 1972; 1-5, 1973; 1-5, 1974; 1-5, 1975; 1-5, 1976; 1-5, 1977; 1-5, 1978; 1-5, 1979; 1-5, 1980; 1-5, 1981; 1-5, 1982; 1-5, 1983; 1-5, 1984; 1-5, 1985; 1-5, 1986; 1-5, 1987; 1-5, 1988; 1-5, 1989; 1-5, 1990; 1-5, 1991; 1-5, 1992; 1-5, 1993; 1-5, 1994; 1-5, 1995; 1-5, 1996; 1-5, 1997; 1-5, 1998; 1-5, 1999; 1-5, 2000; 1-5, 2001; 1-5, 2002; 1-5, 2003; 1-5, 2004; 1-5, 2005; 1-5, 2006; 1-5, 2007; 1-5, 2008; 1-5, 2009; 1-5, 2010; 1-5, 2011; 1-5, 2012; 1-5, 2013; 1-5, 2014; 1-5, 2015; 1-5, 2016; 1-5, 2017; 1-5, 2018; 1-5, 2019; 1-5, 2020.

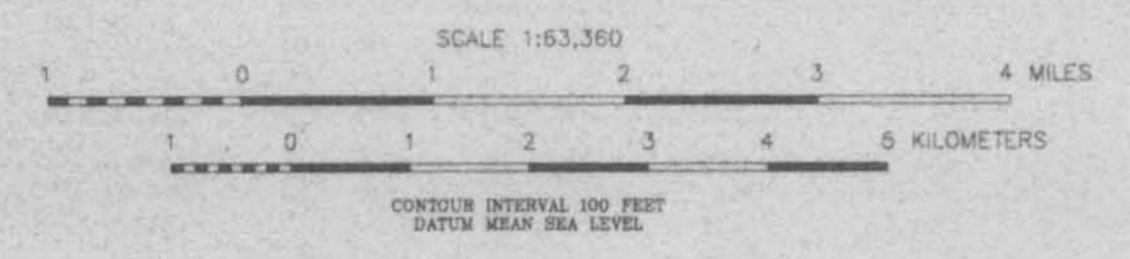
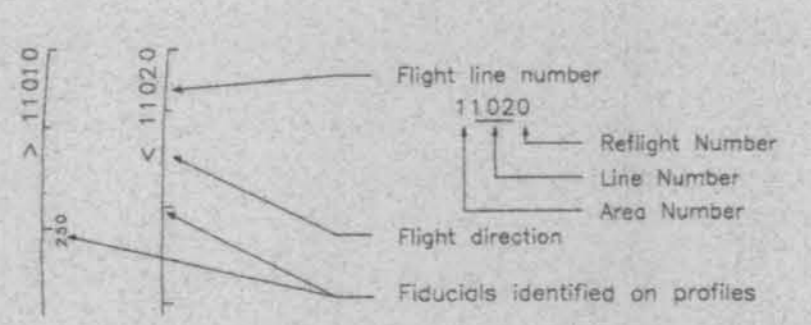


**DESCRIPTIVE NOTES**

The geophysical data were acquired with a DIGHEM<sup>®</sup> Electromagnetic (EM) system, Exploration GR-820 gamma-ray spectrometer and a Scintrex cesium magnetometer. The EM and magnetic sensors were flown at a height of 100 feet. The gamma-ray spectrometer was flown at a height of 200 feet. In addition the survey recorded data from a radar altimeter, GPS navigation system, 50/50 Hz monitors and video camera. Flights were performed with an AS350B-2 Squirrel helicopter at a mean terrain clearance of 200 feet along NW-SE (340°) survey flight lines with a spacing of a quarter of a mile. Tie lines were flown perpendicular to the flight lines at intervals of approximately 3 miles.

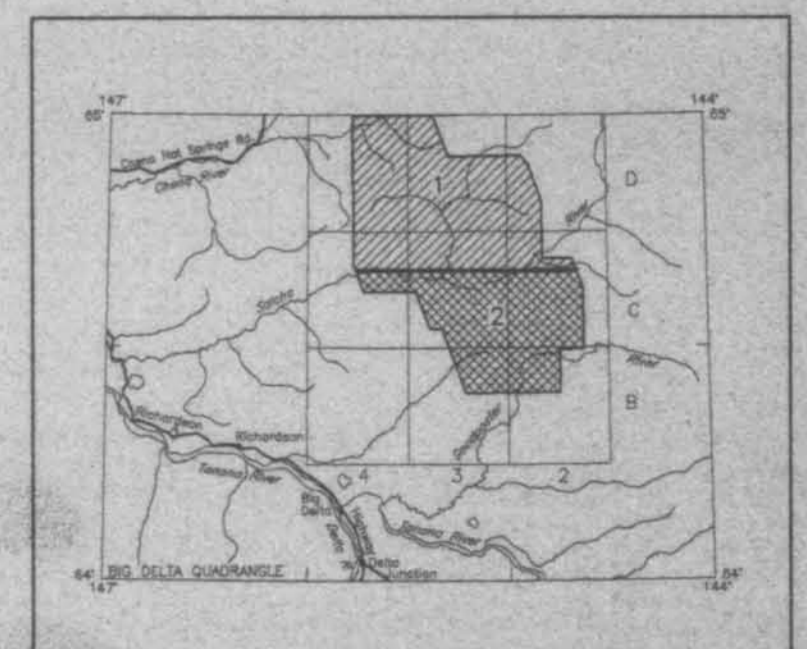
An Ashtech G24 NAVSTAR / GLONASS Global Positioning System was used for navigation. The helicopter position was derived every 0.5 seconds using post-flight differential positioning to a relative accuracy of better than 5 m. Flight path positions were projected onto the Clarke 1866 (UTM zone 8) spheroid, 1927 North American datum using a central meridian (CM) of 147°, a north constant of 0 and an east constant of 500,000. Positional accuracy of the presented data is better than 10 m, with respect to the UTM grid.

**FLIGHT LINES**



**FLIGHT LINES  
OF THE SALCHA RIVER - POGO MINING AREA,  
CENTRAL ALASKA  
BIG DELTA QUADRANGLE  
2000**

**LOCATION INDEX**



**SURVEY HISTORY**

This map has been compiled and drawn under contract between the State of Alaska, Department of Natural Resources, Division of Geological & Geophysical Surveys (DGGGS), and Stevens Exploration Management Corp. Airborne geophysical data for the area were acquired by Geotrex-DigheM, a division of CGG Canada Ltd., in 1999. Laurel Burns was the contract manager for DGGGS. This map and other products from this survey are available by mail order or in person from DGGGS, 784 University Ave., Suite 200, Fairbanks, Alaska, 99709.

