TOTAL MAGNETIC FIELD OF THE ALASKA HIGHWAY CORRIDOR, EAST-CENTRAL ALASKA

PARTS OF MT. HAYES QUADRANGLE

by

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2006

nT
57346
57273
57232
57206
57186
57171
57159
57149
57140
57132
57124
57117
57110
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57092
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56908
56903
56897
56890
56882
56875
56864
56850

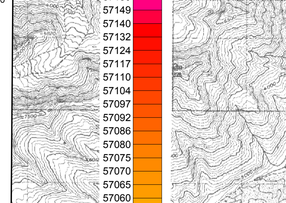
SCALE 1:63,360

1 0 1 2 3 4 MILES

1 0 1 2 3 4 5 KILOMETERS

CONTOUR INTERVAL 100 FEET
DATUM MEAN SEA LEVEL

Base from U.S. Geological Survey Quadrangles (Alaska) Mt. Hayes B-1, 1982; B-2, 1963; C-1, 1979; C-2, 1973; D-1, 1985; D-2, 1962



DESCRIPTIVE NOTES

The geophysical data were acquired with a RESOLVE Electromagnetic (EM) system and a Scintrex cesium magnetometer. The EM and magnetic sensors 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 using AS350B–2 and AS350B–3 Squirrel helicopters at a mean terrain clearance of 200 feet along NW–SE (350°) 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 GG24 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 6) 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.

TOTAL MAGNETIC FIELD

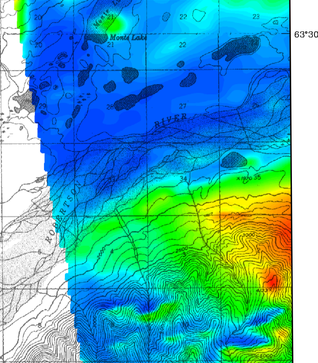
The magnetic total field contours were produced using digitally recorded data from a Scintrex cesium CS2 magnetometer, with a sampling interval of 0.1 seconds. The magnetic data were (1) corrected for diurnal variations by subtraction of the digitally recorded base station magnetic data, (2) adjusted for regional variations (or IGRF gradient, 2005, updated to November 2005) using altimeter adjusted IGRF, (3) leveled to the tie line data, and 4) interpolated onto a regular 80 m grid using a modified Akima (1970) technique.

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.

COLOR BAR HISTOGRAM

Approximately 98% of the entire Alaska Highway Corridor aeromagnetic data lie within the range displayed on the color bar. Data values actually range from 56106 nT (dark blue) to about 60189 nT (magenta). Actual values can be seen on digital publication GPR 2006–6.

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 (DGGS), and Stevens Exploration Management Corp. Airborne geophysical data for the new area were acquired and processed by Fugro Airborne Surveys Corp. in late 2005 and early 2006.

This map and other products from this survey are available by mail order or in person from DGGS, 3354 College Road, Fairbanks, Alaska, 99709–3707. Published maps are also available for viewing or downloading as Adobe Acrobat Files (*.pdf) on our Web site (http://www.dggs.dnr.state.ak.us/pubs/).