ALASKA DIVISION OF GEOLOGICAL & GEOPHYSICAL SURVEYS

REPORT OF INVESTIGATIONS 97-10
SHEET 1 OF 2

Department of Natural Resources
Division of Geological & Geophysical Surveys
Geologic Data Modeling System

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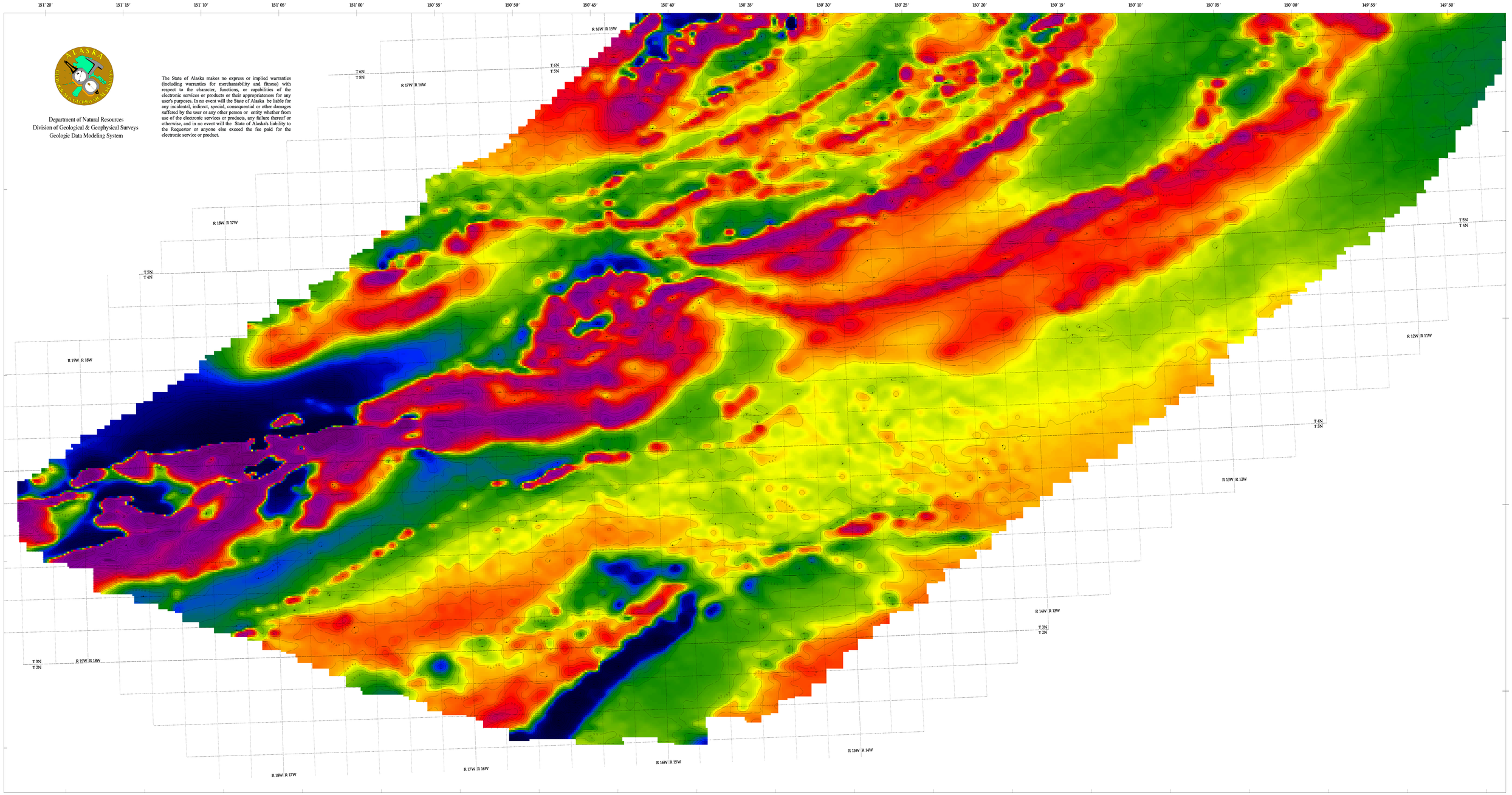

Section outlines from U.S. Geological Survey topographic bases: Kantishna River D-1, D-2, D-3 (1952); Livengood A-6 (1953); B-5, B-6, C-5, C-6 (1956); Tanana A-1, A-2, A-3 (1952); B-1, B-2, B-3, C-1 (1956) Quadrangles, Alaska.

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, and WGM, Mining and Geological Consultants, Inc. Airborne geophysical data for the area was acquired by DIGHEM, a division of CGG Canada Ltd., in 1995 and 1996. Other products from this survey are available from the Alaska Division of Geological & Geophysical Surveys, 794 University Ave., Suite 200, Fairbanks, Alaska, 99709. Phone: (907) 451-5020. FAX: (907) 451-5050.

1952 magnetic declination varies along the south side of the map from approximately 27 to 28 1/2 degrees east.

SCALE 1:63 360

EXTENDED COVERAGE OF THE TOTAL FIELD MAGNETICS OF THE RAMPART - MANLEY MINING DISTRICT, ALASKA

1997

LOCATION INDEX

Location of roads is approximate.

DESCRIPTIVE NOTES

Geophysical data were acquired with a DIGHEM Electromagnetic (EM) system, a Scintrex cesium CS2 magnetometer, and a Herz VLF system installed in an AS350B-1 Squirrel helicopter. In addition, the survey recorded data from a radar altimeter, GPS navigation system, 50/60 Hz monitors, and video camera. Flights were performed at a mean terrain clearance of 200 feet along 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 three miles.

A Sercel 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 both real-time and post-processing differential positioning to a relative accuracy of better than 10 m. Flight path positions were projected onto the Clarke 1866 (UTM) spheroid, 1927 North American datum using a Central Meridian (CM) of 153 degrees, 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.