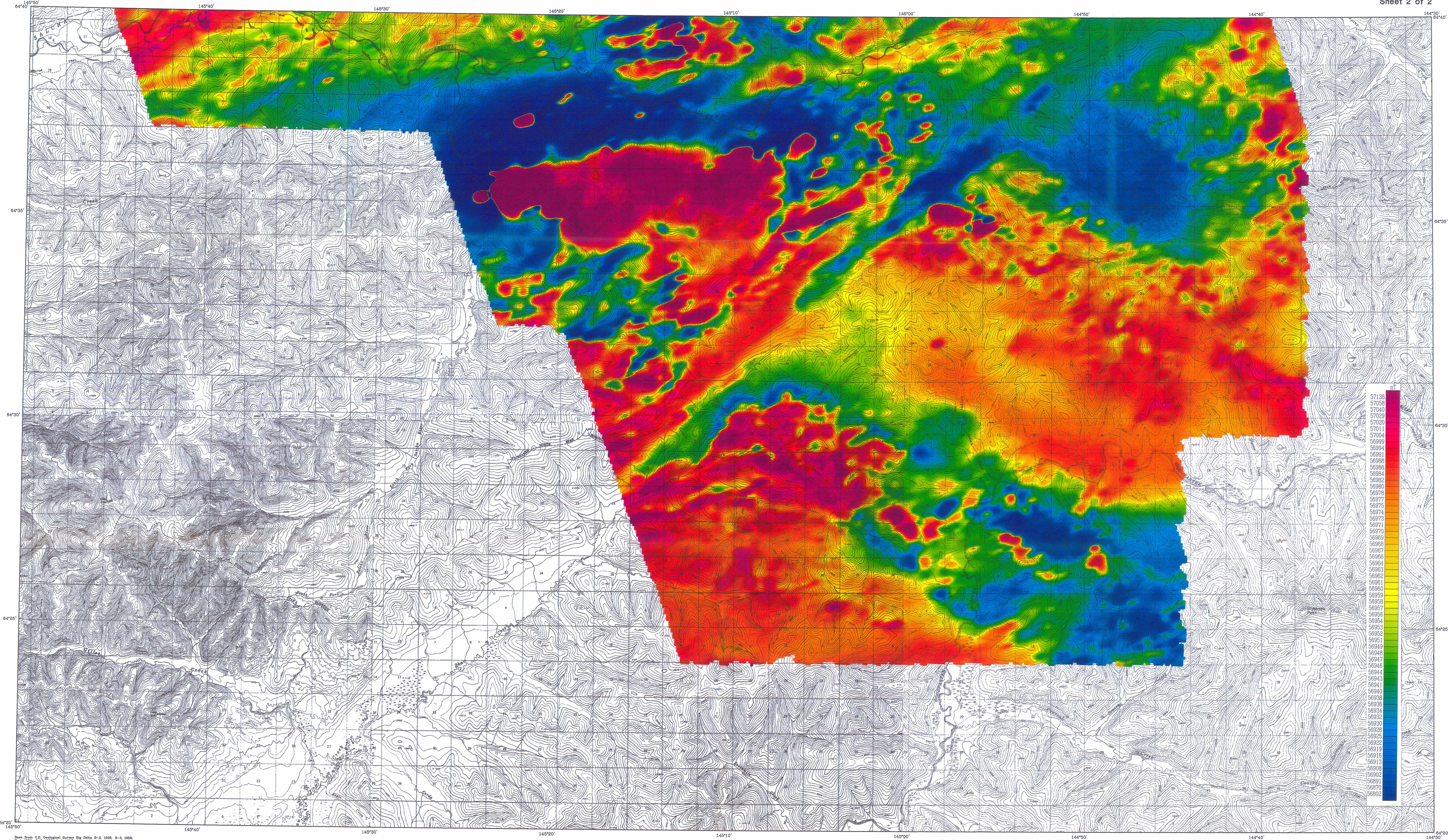
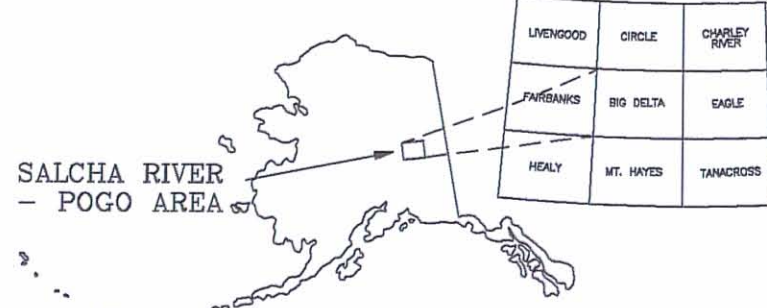




Shore from U.S. Geological Survey Big Delta 9-2, 1956; 9-3, 1956; 9-4, 1956; 9-5, 1956; 9-6, 1956; 9-7, 1956; 9-8, 1956; 9-9, 1956; 9-10, 1956; 9-11, 1956; 9-12, 1956; 9-13, 1956; 9-14, 1956; 9-15, 1956; 9-16, 1956; 9-17, 1956; 9-18, 1956; 9-19, 1956; 9-20, 1956; 9-21, 1956; 9-22, 1956; 9-23, 1956; 9-24, 1956; 9-25, 1956; 9-26, 1956; 9-27, 1956; 9-28, 1956; 9-29, 1956; 9-30, 1956; 9-31, 1956; 9-32, 1956; 9-33, 1956; 9-34, 1956; 9-35, 1956; 9-36, 1956; 9-37, 1956; 9-38, 1956; 9-39, 1956; 9-40, 1956; 9-41, 1956; 9-42, 1956; 9-43, 1956; 9-44, 1956; 9-45, 1956; 9-46, 1956; 9-47, 1956; 9-48, 1956; 9-49, 1956; 9-50, 1956; 9-51, 1956; 9-52, 1956; 9-53, 1956; 9-54, 1956; 9-55, 1956; 9-56, 1956; 9-57, 1956; 9-58, 1956; 9-59, 1956; 9-60, 1956; 9-61, 1956; 9-62, 1956; 9-63, 1956; 9-64, 1956; 9-65, 1956; 9-66, 1956; 9-67, 1956; 9-68, 1956; 9-69, 1956; 9-70, 1956; 9-71, 1956; 9-72, 1956; 9-73, 1956; 9-74, 1956; 9-75, 1956; 9-76, 1956; 9-77, 1956; 9-78, 1956; 9-79, 1956; 9-80, 1956; 9-81, 1956; 9-82, 1956; 9-83, 1956; 9-84, 1956; 9-85, 1956; 9-86, 1956; 9-87, 1956; 9-88, 1956; 9-89, 1956; 9-90, 1956; 9-91, 1956; 9-92, 1956; 9-93, 1956; 9-94, 1956; 9-95, 1956; 9-96, 1956; 9-97, 1956; 9-98, 1956; 9-99, 1956; 1000, 1956.



DESCRIPTIVE NOTES

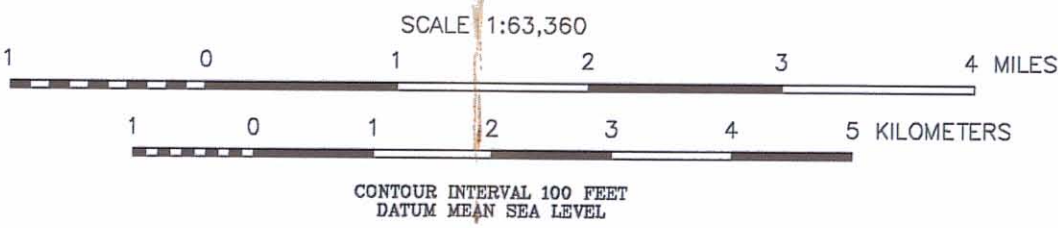
The geophysical data were acquired with a DIGHEVTM Electromagnetic (EM) system, Exploration GR-820 gamma-ray spectrometer and a Scintrex cesium magnetometer. The EM and magnetic sensors were flown at a height of 100 feet. The gamma-ray spectrometer was flown at a height of 200 feet. In addition the survey 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 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 total magnetic field 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 September 1999) was removed from the leveled magnetic data.

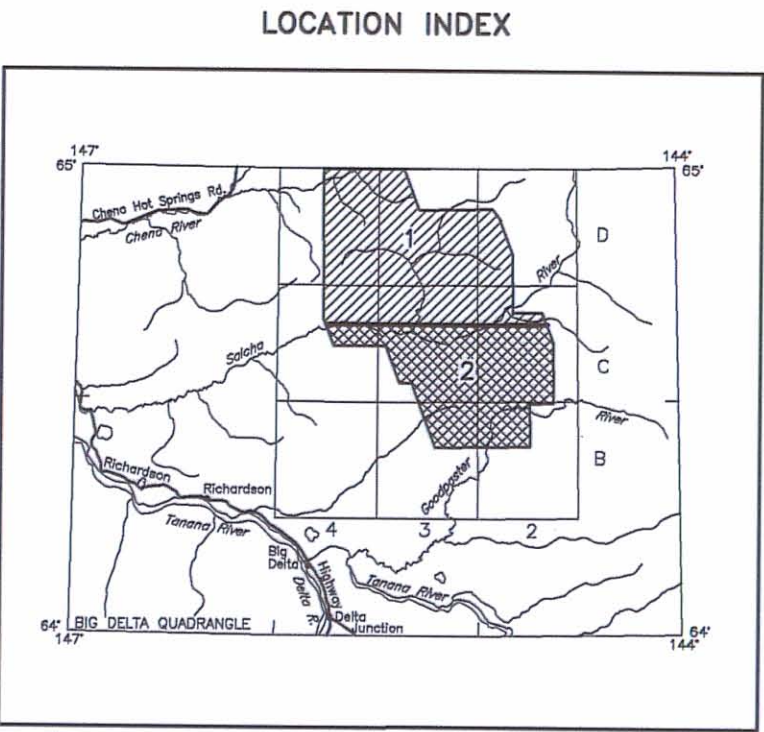
Akima, H., 1970, A new method of interpolation and smooth curve fitting based on local procedures, *Journal of the Association of Computing Machinery*, v. 17, no. 4, p. 589-602.



**TOTAL MAGNETIC FIELD
OF THE SALCHA RIVER - POGO MINING AREA,
CENTRAL ALASKA**

BIG DELTA QUADRANGLE
2000

TRUE NORTH
MAGNETIC NORTH
APPROXIMATE MEAN
DECLINATION, 1999



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 (DGGG), and Stevens Exploration Management Corp. Airborne geophysical data for the area were acquired by Geoterra-Dighe, a division of GSC Canada Ltd., in 1999. Laurel Burns was the contract manager for DGGG. This map and other products from this survey are available by mail order or in person from DGGG, 724 University Ave., Suite 200, Fairbanks, Alaska, 99709.