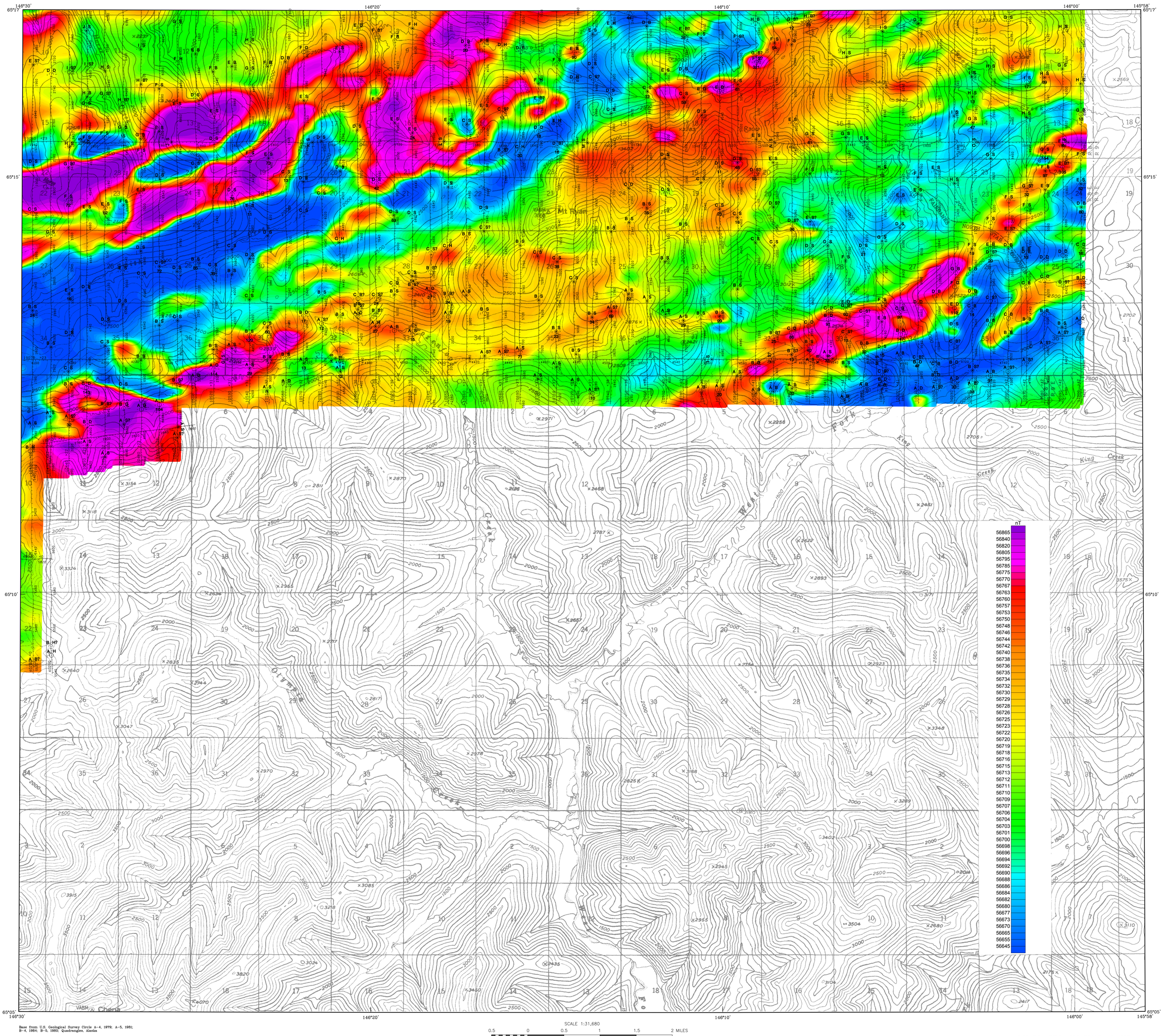


Base from U.S. Geological Survey Circle A-4, 1979; A-5, 1981; B-4, 1984; B-5, 1980; Quadrangles, Alaska

SCALE 1:31,680

0.5 0 0.5 1 1.5 2 MILES

0.5 0 0.5 1 1.5 2 2.5 KILOMETERS

CONTOUR INTERVAL 100 FEET
DATUM MEAN SEA LEVEL

TOTAL MAGNETIC FIELD AND DETAILED ELECTROMAGNETIC ANOMALIES OF THE NORTHEAST FAIRBANKS AREA, FAIRBANKS AND CIRCLE MINING DISTRICTS, INTERIOR ALASKA

PARTS of CIRCLE A-4, A-5, B-4 AND B-5 QUADRANGLES

by
Laurel E. Burns, Fugro Airborne Surveys Corp., and Stevens Exploration Management Corp.
2006

ELECTROMAGNETIC ANOMALIES

F B — Arcs indicate the conductor has a thickness >10m
100 — Magnetic correlation in nT
Dip direction

Anomaly	Conductance
●	>100 siemens
◐	50–100 siemens
◒	20–50 siemens
⊕	10–20 siemens
⊕	5–10 siemens
○	1–5 siemens
◯	< 1 siemens
✳	Questionable anomaly
△M	EM magnetite response

Anomaly identifier — C H — Interpretive symbol
Depth is greater than: · 15 m; : 30 m; ⁞ 45 m; ⁞ 60 m
Inphase and quadrature of coaxial coil is greater than: · 5 ppm; .. 10 ppm; ... 15 ppm; .... 20 ppm

Interpretive symbol	Conductor ("model")
B	Bedrock conductor
D	Narrow bedrock conductor ("thin dike")
S	Conductive cover ("horizontal thin sheet")
H	Broad conductive rock unit, deep conductive weathering, thick conductive cover ("half space")
E	Edge of broad conductor ("edge of half space")
L	Culture, e.g., power line, metal building or fence

DESCRIPTIVE NOTES

The geophysical data were acquired with a DIGHEM^{V} 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 with an AS350B–2 Squirrel helicopter at a mean terrain clearance of 200 feet along N–S (0°) 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.

ELECTROMAGNETICS

To determine the location of EM anomalies or their boundaries, the DIGHEM^{V} EM system measured inphase and quadrature components at five frequencies. Two vertical coaxial–coil pairs operated at 1000 and 5500 Hz while three horizontal coplanar–coil pairs operated at 900, 7200, and 56,000 Hz. EM data were sampled at 0.1 second intervals. The EM system responds to bedrock conductors, conductive overburden, and cultural sources. The type of conductor is indicated on the aeromagnetic map by the interpretive symbol attached to each EM anomaly. Determination of the type of conductor is based on EM anomaly shapes of the coaxial– and coplanar–coil responses, together with conductor and magnetic patterns and topography. The power line monitor and the flight track video were examined to locate cultural sources.

TRUE NORTH — MAGNETIC N — 23.4°

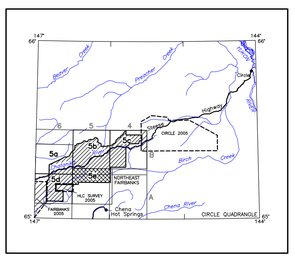
APPROXIMATE MEAN DECLINATION, 2005

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 October 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.

LOCATION INDEX FOR SCALE 1:31,680



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 2005.

This map and other products from this survey are available by mail order 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/).