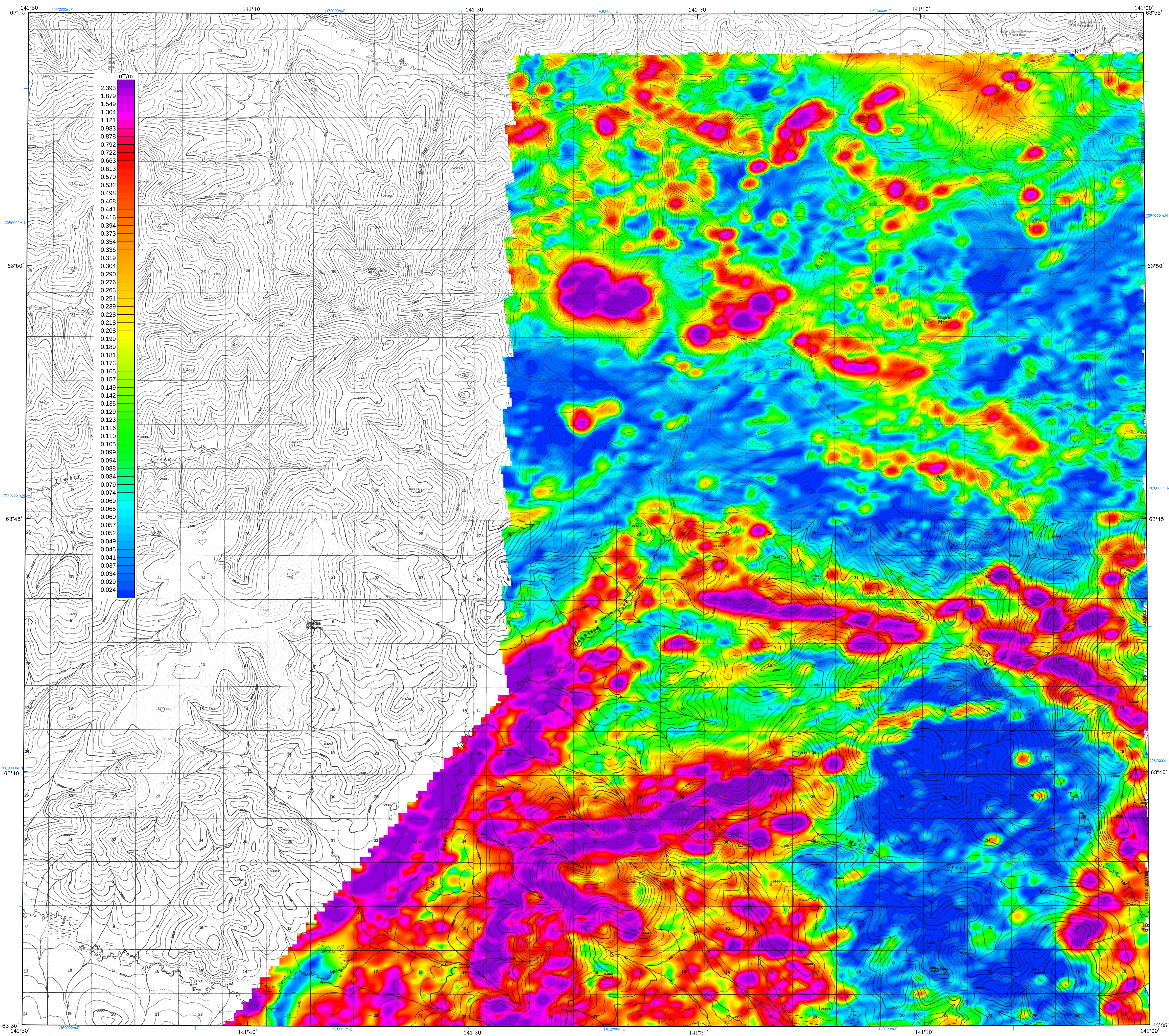
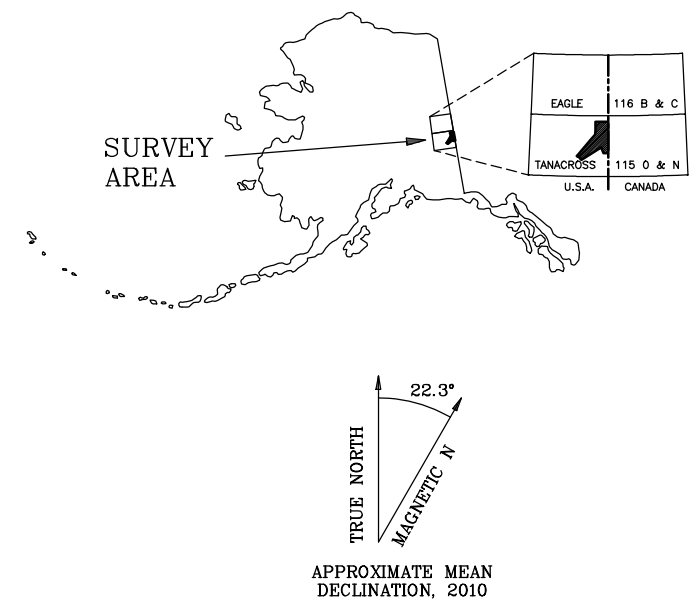




Base from U.S. Geological Survey Topographic C-1, 1956; C-2, 1956; D-1, 1956; D-2, 1956. Quadrangles, Alaska.

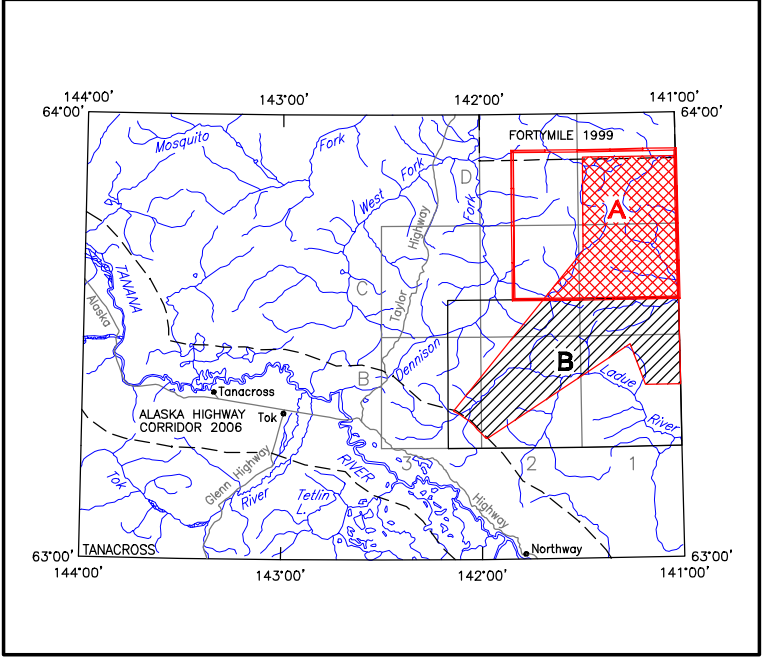


ANALYTIC SIGNAL OF THE LADUE SURVEY AREA, FORTYMILE MINING DISTRICT, EASTERN ALASKA

PART OF TANACROSS QUADRANGLE

by
Laurel E. Burns, Fugro Airborne Surveys Corp., and Fugro GeoServices, Inc.
2011

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 Fugro GeoServices, Inc. Airborne geophysical data for the area were acquired and processed by Fugro Airborne Surveys Corp. in 2010 and 2011. Previously flown DGGGS surveys adjacent to the current survey are shown in the location map by dashed lines, survey name, and date of publication. The project was funded by the Alaska State Legislature as part of the Alaska Airborne Geological & Geophysical Mineral Inventory Program.

All data and maps produced to date from this survey are available in digital format on DVD for a nominal fee through DGGGS, 3554 College Road, Fairbanks, Alaska, 99709-3707, and are downloadable for free from the DGGGS website (www.dggs.alaska.gov/pubs). Maps are also available on paper through the DGGGS office, and are viewable online at the website in Adobe Acrobat PDF file format.

DESCRIPTIVE NOTES

The geophysical data were acquired with a DICHOMV Electromagnetic (EM) system and a Fugro D1344 cesium magnetometer with a Scintrex CS3 cesium sensor. The EM and magnetic sensors were flown at a height of 100 feet. In addition the survey recorded data from radar and laser altimeters, GPS navigation system, 50/60 Hz monitors and video camera. Flights were performed with an AS-350-B3 Squirrel helicopter 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.

A Novatel OEM4-G2L 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 5m. Flight path positions were projected onto the Clarke 1866 (UTM zone 7) spheroid, 1927 North American datum using a central meridian (CM) of 141°, a north constant of 0 and an east constant of 500,000. Positional accuracy of the presented data is better than 10m with respect to the UTM grid.

ANALYTIC SIGNAL

Analytic signal is the total amplitude of all directions of magnetic gradient calculated from the sum of the squares of the three orthogonal gradients. Mapped highs in the calculated analytic signal of magnetic parameter locate the anomalous source body edges and corners (e.g., contacts, fault/shear zones, etc.). Analytic signal maxima are located directly over faults and contacts, regardless of structural dip, and independently of the direction of the induced and/or remanent magnetizations.