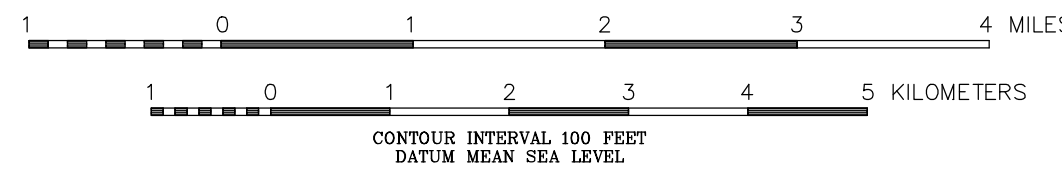


Base from U.S. Geological Survey McGrath A-2, 1958; A-3, 1958; McGrath A-4, 1954; Quadrangles, Alaska

SCALE 1:63,360



RESIDUAL MAGNETIC FIELD WITH TOPOGRAPHY, FAREWELL SURVEY AREA, SOUTH-CENTRAL ALASKA

PARTS OF MCGRATH AND LIME HILLS QUADRANGLES

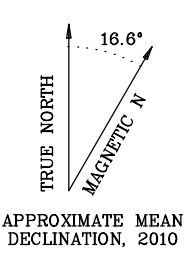
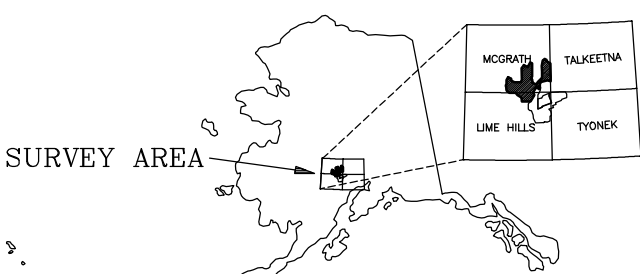
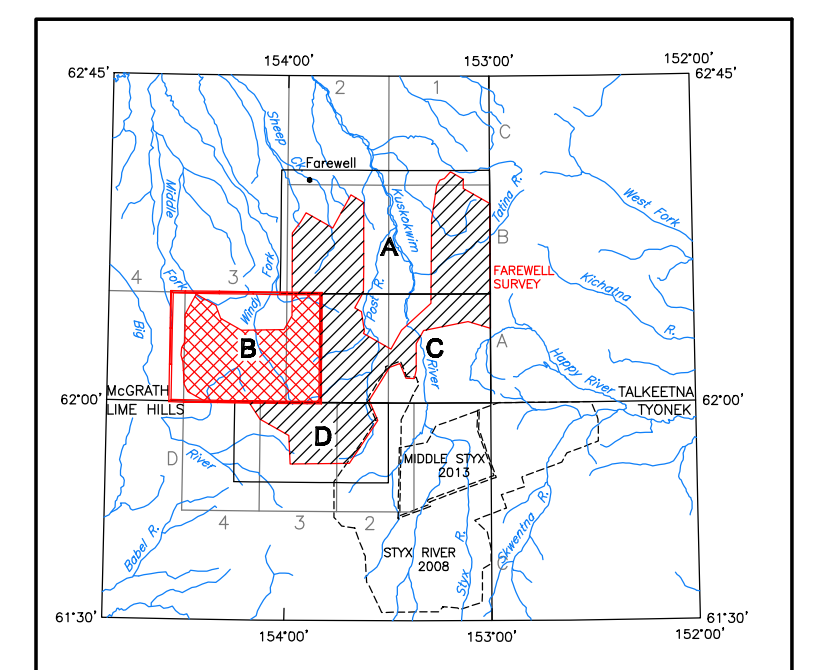
by
Laurel E. Burns, CGG, and Fugro GeoServices, Inc.
2014

RESIDUAL MAGNETIC FIELD

The magnetic total field data were processed using digitally recorded data from a Fugro D1344 magnetometer with a Scintrex CS3 cesium sensor. Data were collected at 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) IGRF corrected (IGRF model 2010, updated for date of flight and altimeter variations), (3) leveled to the tie line data, and (4) interpolated onto a regular 80 m grid using a modified Akima (1970) technique. All grids were then resampled from the 80 m cell size down to a 25 m cell size to produce the maps and final grids contained in this publication.

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 1:63,360-SCALE MAPS



DESCRIPTIVE NOTES

The geophysical data were acquired with a DIGHEM[®] Electromagnetic (EM) system, a Fugro D1344 magnetometer with a Scintrex CS3 cesium sensor, and a Radiation Solutions RS-500 gamma-ray spectrometer. Some flights acquired the radiometric data with an Exploranium GR-820 spectrometer. The EM and magnetic sensors were flown at a height of 100 feet. The gamma-ray spectrometers were flown at a height of 200 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 (120°) 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 OEM5-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 5 m. Flight path positions were projected onto the Clarke 1866 (UTM zone 5) spheroid, 1927 North American datum using a central meridian (CM) of 153°, 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.

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 Fugro GeoServices, Inc. Airborne geophysical data for the area were acquired and processed by CGG in 2012, 2013, and 2014. Previously flown DGGs 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 Strategic and Critical Minerals Assessment project, which is part of the Alaska Airborne Geophysical and Geological Mineral Inventory Program, Cook Inlet Region, Inc. (CIRI) contributed funding for a portion of the area.

All data and maps produced to date from this survey are available in digital format on DVD for a nominal fee through DGGs, 3354 College Road, Fairbanks, Alaska, 99709-3707, and are downloadable for free from the DGGs website (www.dggs.alaska.gov/pubs). Maps are also available on paper through the DGGs office, and are viewable online at the website in Adobe Acrobat .PDF file format.