

TERRITORY OF ALASKA
DEPARTMENT OF MINES
329 SECOND AVENUE
BOX 2139
ANCHORAGE, ALASKA

November 3, 1955

MI-093-01
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ITINERARY REPORT

TO: Phil R. Holdsworth, Commissioner of Mines 43-11
FROM: Martin W. Jasper, Territorial Mining Engineer
SUBJECT: Reconnaissance flight over the Bonanza Creek drainage area,
an easterly tributary of the Mulchatna River, Lake Clark
Quadrangle.

This trip was made at request of Pilot Leon (Babe) Alsworth, Port Alsworth, Lake Clark settlement, with Arthur F. Daily. Mr. Alsworth's objective was to call attention to the gold bearing gravels present in the area - especially on the north fork of Bonanza Creek. The area has received some attention in the past from prospectors, and a drilling program had been planned some years ago but never carried out. The relative remoteness of the section has been a handicap.

Bonanza Creek, heading in the west half of the Bonanza Hills, traverses an area of low relief and mature topography. From the air, the creek and its tributaries appear to be entrenched in steeply dipping sediments - slate, argillites appear to predominate. The creek bottoms appear to be generally wide - estimated from the air at 300 to 1000 or 1500 feet widths. Bench gravels appear to be extensive in the area of Bonanza Creek.

Sept. 19, 1955: Left Port Alsworth at 9:25 AM in 4 place North American Navion with Pilot Alsworth, his mechanic Mike Vandegrif, and A. F. Daily.

Route followed was up the Kijik River for 6 miles, thence through a low pass to point just west of a lake, about 2 miles in length near the headwaters of the Little Mulchatna River. From this latter point the course was northwesterly to the short lower canyon section on Bonanza creek. Two circuits of the drainage system to the east of the canyon were made.

Returned to Port Alsworth at 10:25 AM. Weather was clear.

Left Port Alsworth with Pilot Alsworth in the North American Navion at 10:45 AM. Arrived at Merrill Field, Anchorage, at 12:30 PM.

Route followed was through Lake Clark Pass, a spectacular scenic route!

Respectfully submitted,

Martin W. Jasper
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Territorial Mining Engineer