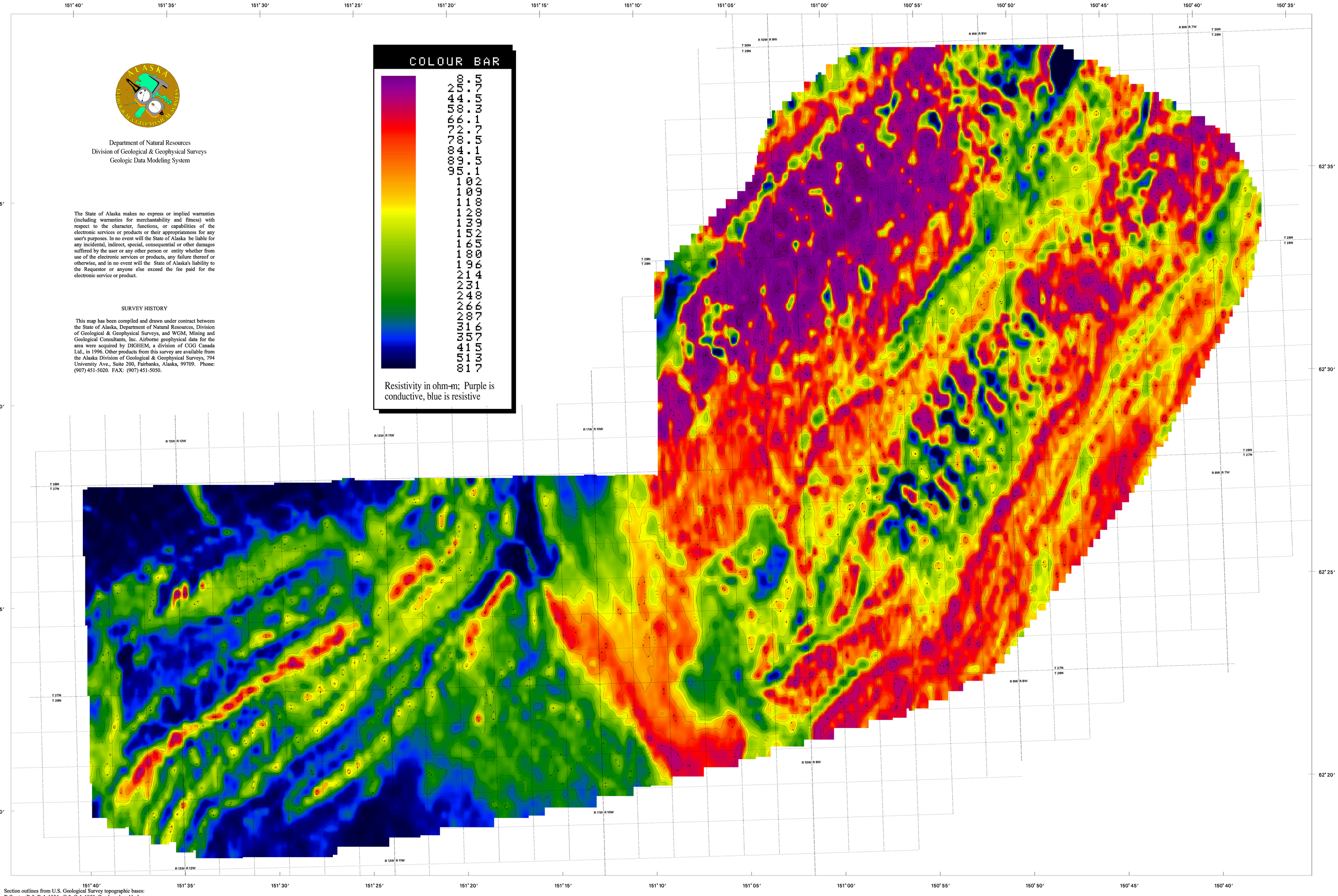

Department of Natural Resources
Division of Geological & Geophysical Surveys
Geologic Data Modeling System

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SURVEY HISTORY

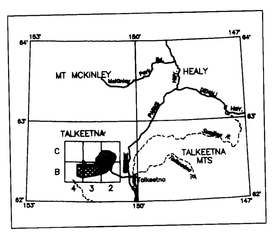
This map has been compiled and drawn under contract between the State of Alaska, Department of Natural Resources, Division of Geological & Geophysical Surveys, and WGM, Mining and Geological Consultants, Inc. Airborne geophysical data for the area were acquired by DIGHEM, a division of CGG Canada Ltd., in 1996. Other products from this survey are available from the Alaska Division of Geological & Geophysical Surveys, 794 University Ave., Suite 200, Fairbanks, Alaska, 99709. Phone: (907) 451-5020. FAX: (907) 451-5050.

Section outlines from U.S. Geological Survey topographic bases: Talkeetna B-3, B-4, 1954; C-3, C-4, 1958; Quadrangles, Alaska

RESISTIVITY

The DIGHEM^{V} EM system measured inphase and quadrature components at five frequencies. Two vertical coaxial coil-pairs operated at 900 and 5000 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. Resistivity is generated from the inphase and quadrature component of the coplanar 7200 Hz using the pseudo-layer half space model. The data were interpolated onto a regular 25 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.



SCALE 1:63 360

7200 Hz COPLANAR RESISTIVITY OF THE PETERSVILLE MINING DISTRICT, ALASKA

1998

DESCRIPTIVE NOTES

Geophysical data were acquired with a DIGHEM Electromagnetic (EM) system, a Scintrex cesium CS2 magnetometer, and a Herz VLF system installed in an AS350B-1 Squirrel helicopter. In addition, the survey recorded data from a radar altimeter, GPS navigation system, 50/60 Hz monitors, and video camera. Flights were performed at a mean terrain clearance of 200 feet along 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 three miles.

A Sercel Real-Time Differential Global Positioning System (RT-DGPS) was used for both navigation and flight path recovery. The helicopter position was derived every 0.5 seconds using both real-time and post-processing differential positioning to a relative accuracy of better than 10 m. Flight path positions were projected onto the Clarke 1866 (UTM) spheroid, 1927 North American datum using a Central Meridian (CM) of 153 degrees, 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.

amls: /files11/laurel/jgp97/peters/amls/?pet.aml plot: /files11/laurel/jgp97/peters/plots/pres97-8.gra

April 13, 1999