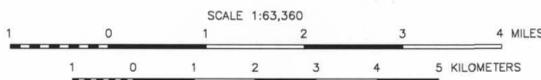


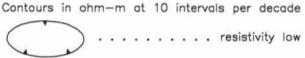
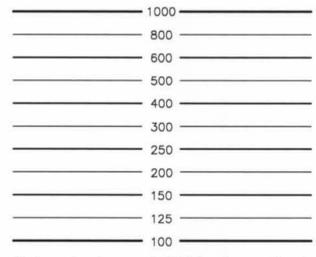
Section outlines from U.S. Geological Survey Fairbanks A-4, 1972; Fairbanks A-5, 1984; Quadrangles, Alaska



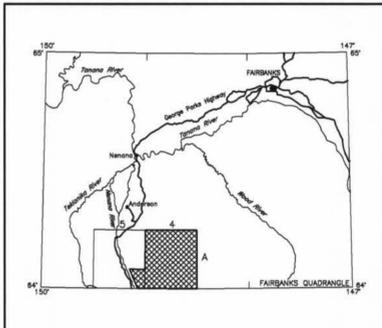
900 Hz COPLANAR RESISTIVITY OF THE LIBERTY BELL AREA, WESTERN BONNIFIELD MINING DISTRICT, CENTRAL ALASKA

PARTS OF FAIRBANKS QUADRANGLE
2002

RESISTIVITY CONTOURS



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 (DGGs), and Stevens Exploration Management Corp. Airborne geophysical data for the area were acquired and processed by Fugro Airborne Surveys in 2001. Laurel Burns was the contract manager for DGGs.

This map and other products from this survey are available by mail order or in person from DGGs, 794 University Ave., Suite 200, Fairbanks, Alaska, 99709.

RESISTIVITY

The DIGHEM[®] 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 55,000 Hz. EM data were sampled at 0.1 second intervals. The EM system responds to bedrock conductors, conductive overburden, and cultural sources. Apparent resistivity is generated from the inphase and quadrature components of the coplanar 900 Hz using the pseudo-layer half space model (Fraser 1978). The data were interpolated onto a regular 100 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.
Fraser, D.C., 1978, Resistivity mapping with an airborne multicoil electromagnetic system: *Geophysics*, v. 43, p. 144-172.

DESCRIPTIVE NOTES

The geophysical data were acquired with a DIGHEM[®] Electromagnetic (EM) system and a Scintrex cesium magnetometer. Both 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 North-South (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. The blank regions indicate an area where the survey aircraft had to detour around populated areas.

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.