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HELICOPTER MAGNETIC AND ELECTROMAGNETIC SURVEY

ROSS RIVER AREA, YUKON TERRITORIES

ON BEHALF OF

DUPONT OF CANADA EXPLORATION LIMITED

FEB 27 1979

Claims: AREA I - MAL, T, BAR, WOP, TENAS
AREA II - LEACH, FAULT, CZAR

Location: AREA I - 132° 8'W 62° 01'N
NTS 105K, 105J, 105G, 105F
AREA II - 131° 23'W 61° 50'N
NTS 105G

Dates: September 3 to September 9, 1978

090438

November 10, 1978
Toronto, Ontario

AERODAT LIMITED
W.P. Boyko, M.Sc., P.Eng.,
R.F. Sheldrake, B.Sc.,

This report has been examined by the Geological Evaluation Unit and is recommended to the Commissioner to be accepted as exploration work in the amount of $ 1,800.00

J. A. Morin

Geologist or
Mining Engineer

Considered as exploration work under Section 53 (a) Yukon Quartz Mining Act.

E. R. BAXTER
Supervising Mining Recorder

for Commissioner of Yukon Territory

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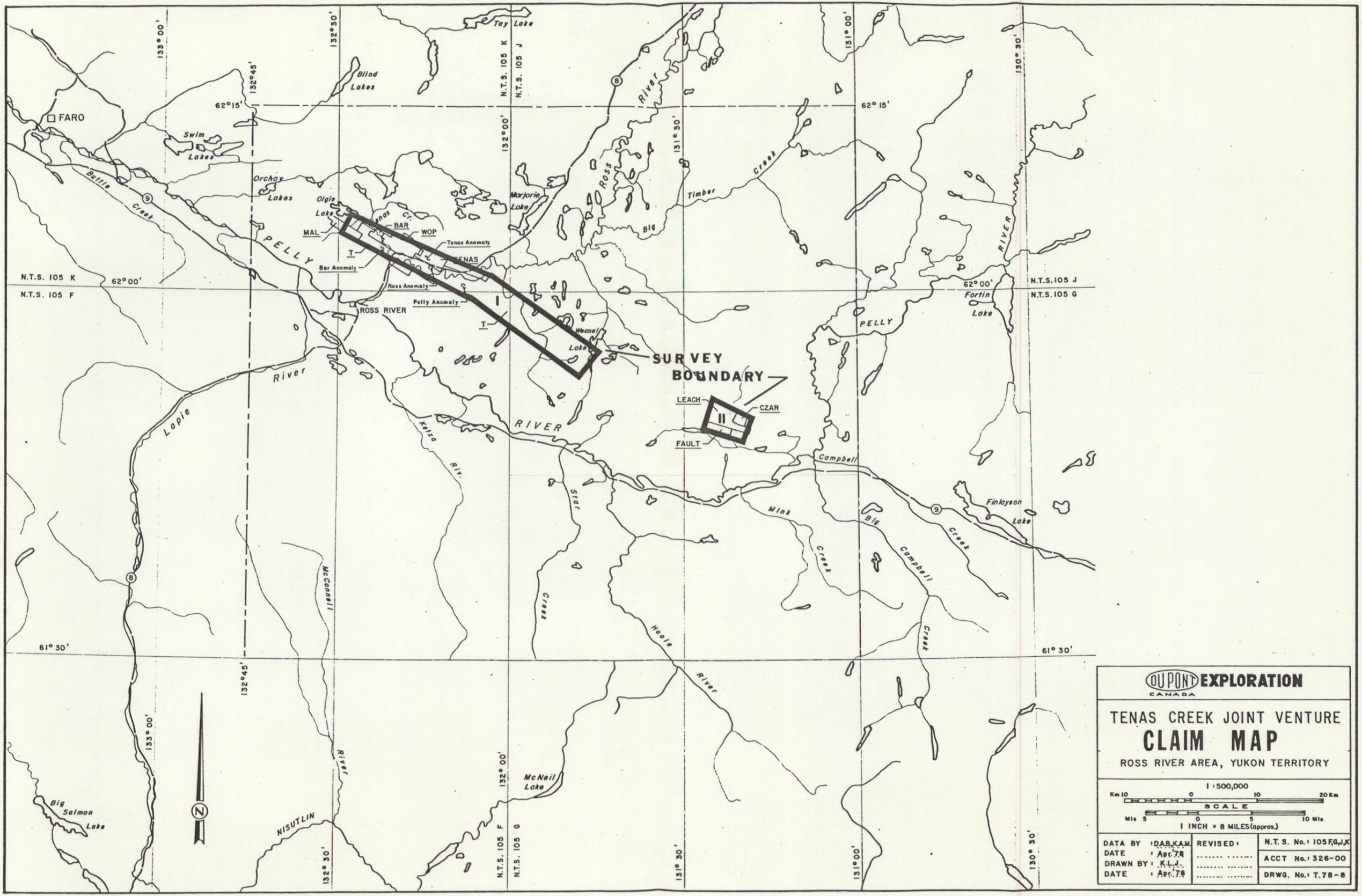
4. Electromagnetic Survey Profiles and Filtered Magnetics	Scale 1:20,000
5. Total Field Magnetic Map	Scale 1:20,000
6. Interpretation Map	Scale 1:20,000



DUPONT EXPLORATION
CANADA

TENAS CREEK JOINT VENTURE
CLAIM MAP
ROSS RIVER AREA, YUKON TERRITORY

1 : 500,000

Km 10 0 10 20 Km

SCALE

Mls 5 0 5 10 Mls

1 INCH = 8 MILES (approx.)

DATA BY : DAB, KAM	REVISED :		N.T.S. No. : 105 F,G,J,K
DATE : Apr. 78	....		
DRAWN BY : K.L.J.	....		ACCT No. : 326-00
DATE : Apr. 78	....		DRWG. No. : T.78-8

1. INTRODUCTION

This report describes the results of a combined helicopter borne magnetic and electromagnetic survey flown between the dates of September 3 and September 9, 1978 for DuPont of Canada Exploration Limited.

The purpose of the survey was to provide a "pseudogeological" map of the survey area constructed on the basis of the geophysical measurements.

Two areas were flown totalling 650 linear kilometers of survey traverse. The MAL, T, TENAS, BAR and WOP claims form a narrow zone that extends from Olgie Lake in the north-west to Weasel Lake in the south-east. This is called Area I and comprises of 550 linear kilometers of survey traverses. Area II is a rectangular shaped zone located 10 kilometers north of the confluence of Mink Creek and the Pelly River, and comprises of 90 linear kilometers flown over the FAULT, LEACH and CZAR claims.

Survey traverses for both areas were oriented north-east to south-west at an interline spacing of 400 meters. Aircraft positioning was controlled from photo-mosaics supplied by DuPont of Canada Exploration Limited. A mean terrain clearance of 65 meters for the helicopter was maintained and continuously

recorded on the analogue chart and magnetic tape.

The Geonics 33-1 Electromagnetometer is a solid state system especially designed for helicopter transport.

It consists of two coaxial coils, one serving as a transmitter and the other as a receiver, which are mounted 6 meters apart, in a rigid "bird" with their axes horizontal and in the direction of flight. The bird is towed 30 meters below the helicopter by means of a suitable cable which also carries the electrical signals and power to and from the bird.

The system operates at 736 hertz. Changes in the alternating magnetic field at the receiver coil, caused by eddy currents in the subsurface rock, are recorded. These changes are expressed in ratios of the normal undistorted primary field. They are so small as to be expressed in parts per million or p.p.m. Total field and quadrature VLF data were recorded on the analogue tape, but were not compiled, and were used for reference in the interpretation procedure.

The magnetometer used on this survey was a Barringer AM-104. It is a total field nuclear precession instrument which measures the magnetic field strength with a sensitivity of one gamma. The sensor is tordidal and is positioned, with its axis vertical, half way between the helicopter and the E.M. 33-1 bird.

The data for this survey was recorded on magnetic tape made compatable for computer processing, and simultaneously

displayed on an 8-track recorder.

Appendix I gives details of the geophysical equipment used for this survey. Appendix II describes the flight tape and flight path recovery process.

2. DATA PRESENTATION

2.1 Electromagnetics

The Electromagnetic Survey Profiles and Filtered Magnetics Map shows the profiles of inphase and quadrature E.M. responses along the flight lines with contours of the filtered magnetic values. The E.M. profiles are transcribed and plotted from magnetic tape recorded in flight, after assigning a suitable base level value.

The Electromagnetic Survey Interpretation Map shows inphase anomaly amplitude in parts per million (p.p.m.) of the primary field strength, and the apparent conductivity thickness values which are divided into 10 ranges shown on the map legend. These are represented on the map as a number within a circle at the anomaly location.

Apparent depth is calculated from the phasor diagram shown on the Electromagnetic Survey Interpretation Map. The apparent depth may deviate from the true depth because the conductor may differ substantially from the half-plane model, or the anomalous response may be distorted by conductive overburden. Most of the conductors are less deeply buried than indicated by their apparent depth values.

2.2 Magnetics

The Total Field Magnetic Map shows contours of the total magnetic field uncorrected for regional variation. The maps are computer contoured at an interval of 20 gammas with 100 gamma contours "weighted" for clarity. Magnetic depressions are indicated with an upper case letter "L" located inside the enclosure.

The filtered magnetic contours, which are displayed on Maps 1 and 4 are based on a modified second derivative operator, and are designed to highlight magnetic discontinuities and linear features.

3. INTERPRETATION

3.1. General

Both Magnetic and Electromagnetic Maps can be interpreted to reveal areas underlain by different rock types and lineaments which could indicate fault zones. Magnetic maps can reveal the location of orebodies which contain higher percentages of magnetite or pyrrhotite than the surrounding rocks.

The electromagnetic responses encountered by the survey are of three main types. Bedrock conductors, responses which are due to surficial conductivity, and a combination of the above; a bedrock conductor overlain by a layer of conductive overburden.

Where a conductive material overlays a bedrock conductor the response due to the bedrock layer is superimposed on the response of the overburden. Depending on the conductivity contrasts, and the thickness of the overburden some bedrock conductors can be recognized through the surficial layer.

The interpretation was aimed at determining which conductors are bedrock features and constructing a "pseudo-geological" map from the geophysical parameters. This interpretation is displayed on Maps 3 and 6.

Conductivity-thickness is the "parameter-pair" measured with the electromagnetometer. Materials which conduct electronically, metallic sulphides and graphite, have higher conductivity-thickness values than electrolytic conductors such as clays (in overburden) and ion rich rivers or sloughs.

There is overlap, but typically electrolytic conductors have conductivity-thickness values less than 8 mhos.

When conductors are also magnetic the electromagnetic responses can become distorted. The distortion tends to decrease the inphase response, often reversing the sign of the E.M. anomaly. Apparent depths and conductivity-thickness products, in this case, are generally not representative.

4. DISCUSSION OF RESULTS

AREA I

Zones of conductive bedrock and volcanic rocks have been outlined on Map 3 and are interpreted as elements of Unit 3 described by D. J. Tempelman-Kluit.[1]

The zones of conductive rocks are labelled "C" and are possibly the graphitic lower member of Unit 3.

Zones of volcanic rocks are labelled "V" and are distributed irregularly over the map sheets. Some of the isolated enclosured labelled "V" on Map Sheet 2 (see the center part of Line 87 for example), may be due to localized intrusions of basic rocks.

The narrow zones labelled "Fault Zone" are similar to D. J. Tempelman-Kluit's description of the major faults in the area (that have been subsequently intruded with basic rocks) and are extensions of the Ross River Fault.

The large number of weak to moderate conductors outside the zones labelled "C" are thought to be due to surficial conductivity and not bedrock responses.

[1] *Tempelman-Kluit, D.J. (1970) Geology and Origin of the Faro, Vangorda and Swim Concordant Zinc-Lead Deposits, Central Yukon Territories. Geol. Surv. Canada, Bulletin 208.*

AREA II

Zones of conductive bedrock and volcanic rocks have been outlined on Map 6. Except for the zoneslabelled "D" the survey area is underlain with moderate to strong conductive rocks, and are most likely graphitic.

The area of varying magnetic intensity at the north-eastern ends of Lines 1-13 indicates the presence of volcanic rocks.

5. CONCLUSIONS AND RECOMMENDATIONS

The electromagnetic and magnetic surveys were successful in delimiting areas of conductive rocks and rocks of increased magnetic susceptibility, although large areas of the survey blocks are apparently covered with conductive overburden.

The information taken from the maps in this report should be combined with the gravity and geological data that is available and specific drill targets identified.

6. SUMMARY

The survey areas have been measured for conductivity and magnectic susceptibility. On the basis of the parameters pseudo-geological maps have been constructed and they indicate zones where host rocks, suitable for Faro type orebodies, may occur.

Respectfully submitted,

AERODAT LIMITED

R. F. Sheldrake, B.Sc.

November 10, 1978.

Toronto, Ontario.

W. P. Boyko, M.Sc., P. Eng.

BIBLIOGRAPHY

1. Tempelman-Kluit, D.J., (1970): Geology and Origin of The Faro, Vangorda and Swim Concordant Zinc-Lead Deposits, Central Yukon Territory.
Geol. Surv. Canada, Bulletin 208.

APPENDIX I

Instrumentation

Electromagnetic Instrument

Type: Helicopter mounted in-phase - quadrature instrument manufactured by Geonics Limited, Toronto.

Coils: The transmitting and receiving coils are coaxial 6 meters apart in a towed bird 30 meters below the helicopter. The coil axis is in the direction of travel.

Frequency: 736 Hz.

Noise Level: Approximately 1/6 p.p.m.

VLF Electromagnetic Instrument

Type: Totem 1A - quadrature and total field instrument manufactured by Herz Industries Limited, Willowdale, Ontario.

Coils: Three receiving coils (3 perpendicular coils in an X, Y, Z configuration). The coils are mounted between the helicopter and the E.M. "bird".

Frequency: 17.8 KHz - Cutler Maine Tx station.

Noise Level: $\pm$ 1% of the quadrature field.

Magnetometer

Type: Proton precession model AM-104 manufactured by Barringer Research Limited, Toronto, Ontario.

Cycling Time: 1.13 seconds.

Polarizing Time: 1.587 seconds

Sensing Head Design: 5 inch diameter Toroid.

Ancillary Equipment:

Barringer eight-channel analogue recorder.

Perle digital recorder.

Geocam 35 mm Flight Path Camera and Intervalometer.

Hoffman Radio Altimeter.

APPENDIX II

The Flight Tape and Path Recovery

The flight tape consists of eight channels of information as follows:

Channel	Time Constant	Scale Units/mm	Noise
1. Radar Altitude	1 sec	10 feet	2 feet
2. EM - inphase	0.6 sec	1 ppm	1/2 ppm
3. EM - quadrature	0.6 sec	1 ppm	1/2 ppm
4. EM - inphase	2 sec	1/3 ppm	1/6 ppm
5. EM - quadrature	2 sec	1/3 ppm	1/6 ppm
6. VLF - total field	1 sec	1.25%	1%
7. VLF - quadrature	1 sec	1.25%	1%
8. Magnetometer	1 sec	5 gammas	2 gammas

In addition, three fiducial markers are used between the channels, as follows:

Fiducial	Occurrence
Camera fiducials	occurs regularly at 2.5 second intervals on every line
Navigator fiducials	occurs discontinuously on every line
Time	at 10 second and one minute intervals

The navigator fiducial marks represent points on the ground which were recognized by the aircraft navigator. The beginning of the flight line is flagged by a pair of navigator fiducials. These are followed by a series of unevenly-spaced

fiducials moving right-wards along the tape, which is the direction of flight. The end of the line is flagged by a string of three navigator fiducial marks.

The helicopter flight path is recovered from 35 mm film, which is exposed at 2.5 second intervals indicated by the camera fiducial marks on the analogue tape. After processing and annotating, recognizable fiducials are pinpointed on the photo mosaic.

The flight line numbers and anomaly letters are marked on the maps are taken directly from the flight tapes. The line numbers, followed by a direction of flight are displayed at the top of the tape above the radar altitude trace. The anomaly letters, in alphabetic order by line, are found between the radar altitude trace and the upper inphase EM trace.

APPENDIX III

Anomaly List

```
UNIT NUMBERS            13099 6 81112131415161726271819202122 1 2 3 4
PROCESS SWITCHES        2 2 1 1 0 0 0 0 0 1 1 0
PRINTER MAP SWITCHES    3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PLOTTER MAP SWITCHES    4 2 1 0 0 1 1 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0
MAG TAPE SWITCHES       5 0 0 1 0
 HART CHANNEL LIMITS    6       32.20    37.00    27.40    34.60    22.70    27.60    18
                                24.00    13.40    19.50     9.20    13.20     0.0      4
WIDTHS AND LAGS         7        4.00     4.00     4.00     4.00     4.00     4.00     4
                                 0.0      0.10     0.10     0.10     0.10     0.19     0
FULL SCALE VALUES       8        1.00    40.00    40.00    13.33    13.33   200.00   200
BONZER CALIBRATION      9       6     1.00     2.00     3.00     4.00     5.00     6.00
                                      0.87     1.74     2.61     3.48     4.35     5.22
                                      0.0    100.00   200.00   300.00   400.00   500.00
                                      0.0    100.00   200.00   300.00   400.00   500.00
TOLERANCES              10        0.10     2.00     1.00     0.20     0.40     0.15
MAG TAPE PARAMETERS     11       33.93    31.67     0.00     0.50     2.00     8.0010000
MAG TAPE LAGS           12        1.06     2.06     7.00     0.50     0.50     0.50     0
SPEED PARAMETERS        13        6.13     0.10    15.00    48.00     3.00     2.00
PRINTER SPECS           14         100       66      120   0.4230   0.2540      300
PLOT SPECS              15     0.3937500.0000500.0000   0.0700   0.0550   0.1350   0.0
EM SYMBOL LIMITS        16          10       2.       4.       8.      15.      30.
                                           125.     250.     500.       0.
RESPONSE CODES          17    S M C                      24A B C D E F G H J K M N O P
HISTOGRAM SPECS         18        5.00        3        9
TITLE                   19    J7817 MAP 3A LINES 1-7 1:20000 SP. 400 METERS
MAG FILTER SPECS        20        0.0     80.00   164.00   100.00 1000.00     0.0     30
EM FILTER SPECS         21           5    0.600        5    0.600     650.        0
THRES, LENGTH, FREQ     22     5.00    19.54     0.74
MAG BASE LEVELS         2340000.0040000.00
SCALES - FPR,PRT,PLT    2420000.0020000.0020000.00
MAP ORIGIN, CM, CW ROTATION, DEG  25        0.0      0.0      0.0
.RSP X-Y,METERS, L-R    26          0.       0.       0.       0.       0.       0.
MAP DIMENSIONS - IN     27       18.75    24.00
EM PROJECTION ANGLE, DEG, EM SCALE, PPM/CM 28       90.00    20.00
PRINTER, PLOTTER MAP SWITCHES, LIMITS 29     0 1 0 0 0 0

DMAX,TMAXC,TMAXT    17.28    11.74   719.25
```

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	CONDUCTOR DEPTH	BIRD HEIGHT
1A	2	1	5	159	131
1B	2	1	10	186	120
1C	2	1	9	219	124
1D	2	3	1	124	98
1E	2	3	2	135	90
1F	2	3	1	73	118
1G	36	26	15	23	84
1H	44	35	15	26	72
1J	163	88	36	9	60
1K	5	6	4	70	102
1M	3	3	3	128	97
1N	4	6	2	70	98
1O	5	5	6	114	82
1P	3	6	1	59	98
1Q	0	2	?	?	103
1R	0	1	?	?	105
1S	14	7	16	57	105
1T	27	16	18	28	98
1U	31	18	19	25	96
1V	28	21	13	24	92
1W	29	17	20	26	97
1X	18	8	23	43	111
1Y	17	5	37	41	120
1Z	20	14	14	43	90
1AA	25	22	10	28	85
1AB	27	20	14	35	84
1AC	27	19	15	30	90
1AD	25	16	16	27	99
1AE	10	7	10	56	111
1AF	11	9	9	42	115
1AG	8	7	7	73	96
1AH	8	5	10	58	131
2A	13	10	10	35	116
2B	22	16	13	25	103
2C	5	6	4	65	104
2D	7	4	12	89	113
2E	13	7	14	86	78

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	CONDUCTOR DEPTH	BIRD HEIGHT
2F	80	42	30	26	63
2G	29	28	10	28	76
2H	36	26	15	39	68
2J	34	22	18	18	96
2K	15	10	12	56	91
2M	25	11	27	43	95
2N	11	6	14	47	127
2O	0	1	0	238	118
2P	2	4	1	80	107
2Q	24	14	18	39	92
2R	32	19	19	18	101
2S	80	31	45	0	98
2T	43	19	31	0	123
2U	32	21	17	0	117
2V	43	40	12	2	90
2W	35	14	33	18	105
2X	12	8	12	37	125
2Y	18	17	9	23	102
2Z	53	27	27	11	91
2AA	63	25	41	27	74
2AB	55	23	35	29	75
2AC	49	23	29	28	79
2AD	1	3	0	92	77
2AE	1	4	0	88	68
2AF	0	1	?	?	147
3A	1	6	0	61	67
3B	0	3	0	61	94
3C	1	4	0	47	96
3D	2	6	1	43	92
3E	14	11	10	55	90
3F	18	9	21	10	141
3G	16	9	16	20	132
3H	14	8	15	44	114
3J	18	13	12	47	90
3K	26	7	51	42	101
3M	25	7	43	46	98
3N	18	4	55	41	122

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	DEPTH	BIRD HEIGHT
30	3	3	3	106	106
3P	9	11	5	61	78
3Q	98	35	52	5	83
3R	7	6	8	81	101
3S	6	10	2	24	111
3T	4	5	4	94	98
3U	9	2	38	105	97
3V	32	8	63	45	88
3W	32	10	43	42	88
3X	21	15	14	32	99
3Y	30	22	14	26	88
3Z	26	27	8	28	77
3AA	56	36	21	14	82
3AB	30	18	19	25	97
3AC	31	13	31	29	99
3AD	39	19	26	8	108
3AE	21	7	35	6	143
3AF	8	5	11	91	96
3AG	13	7	14	72	91
3AH	52	39	16	18	76
4A	16	7	23	56	102
4B	21	10	22	61	82
4C	37	14	35	53	69
4D	44	22	26	51	59
4E	12	8	12	90	74
4F	14	5	27	58	111
4G	16	7	24	51	108
4H	15	9	13	39	114
4J	17	9	19	21	130
4K	36	26	15	28	80
4M	30	21	15	27	89
4N	30	23	14	29	84
4O	33	28	13	36	69
4P	24	13	19	61	72
4Q	24	20	11	54	64
4R	68	22	52	29	71
4S	70	24	51	3	96

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	DEPTH	BIRD HEIGHT
4T	74	26	49	13	84
4U	14	5	32	56	118
4V	32	4	134	15	123
4W	31	5	98	18	120
4X	16	7	24	48	111
4Y	16	7	24	50	108
4Z	11	7	12	68	104
4AA	99	32	60	8	81
4AB	110	38	57	0	85
4AC	77	23	60	14	84
4AD	19	10	17	66	79
4AE	34	21	18	47	68
4AF	28	17	18	40	83
4AG	55	29	27	10	91
4AH	25	15	17	36	91
4AJ	23	11	22	30	109
4AK	64	28	36	0	99
4AM	61	14	79	22	85
4AN	62	18	62	20	85
4AO	43	19	31	26	87
4AP	19	8	27	24	127
4AQ	0	6	?	?	0
4AR	0	6	?	?	0
4AS	0	6	?	?	0
5A	13	5	27	60	117
5B	18	2	124	90	79
5C	22	7	42	50	100
5D	59	27	33	21	80
5E	42	19	31	32	82
5F	58	27	32	10	91
5G	65	33	29	22	74
5H	47	43	12	21	69
5J	28	33	8	45	52
5K	81	63	18	22	57
5M	30	20	17	47	71
5N	33	23	15	28	83
5O	27	18	16	25	98

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	CONDUCTOR DEPTH	BIRD HEIGHT
5P	30	18	18	25	95
5Q	52	18	44	13	96
5R	66	23	49	2	99
5S	15	9	16	38	116
5T	27	11	31	17	119
5U	16	6	29	33	130
5V	20	3	130	7	155
5W	31	5	122	3	134
5X	27	7	53	16	124
5Y	30	8	50	20	115
5Z	15	6	25	57	110
5AA	8	5	9	77	111
5AB	13	7	18	45	120
5AC	13	6	19	50	120
5AD	12	5	20	41	134
5AE	20	8	28	32	118
5AF	18	8	24	50	103
5AG	22	10	22	39	103
5AH	17	10	17	34	115
5AJ	17	7	24	83	74
5AK	17	8	21	69	85
5AM	12	5	22	87	90
5AN	0	1	?	?	97
5AO	0	2	?	?	100
6A	11	4	24	102	86
6B	15	7	23	70	92
6C	16	9	17	36	117
6D	17	9	19	35	118
6E	17	8	21	38	116
6F	17	7	27	41	118
6G	17	5	38	40	121
6H	12	3	37	61	126
6J	9	3	28	74	127
6K	11	7	12	54	116
6M	20	13	14	43	94
6N	26	21	12	27	89
6O	29	26	10	21	86

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	CONDUCTOR DEPTH	BIRD HEIGHT
6P	14	11	10	59	89
6Q	23	11	23	18	121
6R	26	7	50	4	138
6S	26	2	214	46	103
6T	27	2	314	57	92
6U	90	25	69	14	78
6V	13	2	63	101	85
6W	142	50	59	0	77
6X	89	31	53	3	87
6Y	45	35	16	26	72
6Z	26	10	31	8	129
6AA	26	8	40	16	124
6AB	38	12	48	4	120
6AC	30	12	31	24	106
6AD	26	10	30	33	104
6AE	33	11	40	30	99
6AF	16	6	30	52	113
6AG	20	7	33	59	95
6AH	33	18	22	47	73
6AJ	48	14	55	9	106
6AK	25	11	26	19	117
6AM	11	3	41	66	129
6AN	3	0	>500	207	99
7A	0	2	0	60	99
7B	2	1	7	238	97
7C	3	1	10	208	73
7D	7	2	25	139	77
7E	63	39	23	14	79
7F	43	23	24	19	91
7G	54	29	26	11	91
7H	27	21	13	32	84
7J	29	23	13	27	86
7K	51	31	21	14	87
7M	52	31	22	0	102
7N	74	20	68	0	113
7O	66	21	54	0	110
7P	75	32	39	1	93

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	CONDUCTOR DEPTH	BIRD HEIGHT
7Q	17	2	121	33	136
7R	12	1	215	42	156
7S	11	9	8	58	99
7T	24	21	10	47	69
7U	38	31	14	34	68
7V	22	17	12	61	63
7W	19	12	14	56	83
7X	18	8	25	54	101
7Y	19	11	16	63	79
7Z	22	13	17	59	75
7AA	25	13	21	70	64
7AB	18	14	10	80	53
7AC	17	9	18	65	87
7AD	1	11	0	0	69
7AE	1	11	0	0	73
7AF	0	5	?	?	82

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	CONDUCTOR DEPTH	BIRD HEIGHT
8A	19	14	12	40	93
8B	21	19	10	32	89
8C	14	8	15	44	114
8D	13	9	12	47	109
8E	14	8	15	40	117
8F	13	7	17	41	123
8G	13	4	28	55	123
8H	24	11	25	3	134
8J	14	10	11	37	114
8K	57	22	42	0	114
8M	86	33	46	0	110
8N	86	33	47	0	99
8O	60	26	35	0	109
8P	78	33	40	0	93
8Q	77	29	45	0	96
8R	28	11	32	29	106
8S	17	6	28	22	138
8T	12	7	14	38	128
8U	25	8	41	9	134
8V	29	11	31	0	132
8W	31	11	37	0	133
8X	38	14	37	1	119
8Y	39	18	29	0	129
8Z	30	18	20	0	125
9A	10	4	22	18	169
9B	22	10	23	16	126
9C	27	12	26	0	137
9D	25	8	38	1	141
9E	21	9	27	49	98
9F	23	9	32	47	96
9G	22	5	61	40	114
9H	10	2	49	34	164
9J	18	7	27	23	132
9K	0	1	?	?	115
10A	0	2	?	?	158

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	DEPTH	BIRD HEIGHT
10B	12	4	29	0	184
10C	16	7	21	0	162
10D	17	7	25	0	186
10E	12	8	12	36	123
10F	12	7	15	27	140
10G	9	5	13	28	161
10H	13	2	66	0	197
10J	25	9	35	0	155
10K	19	6	37	0	160
10M	17	5	45	0	165
10N	31	14	27	0	129
10O	23	10	27	10	131
11A	7	6	7	18	158
11B	9	8	7	4	157
11C	39	23	21	0	123
11D	45	30	18	0	119
11E	46	27	22	0	123
11F	18	10	17	0	148
11G	34	22	17	0	119
11H	33	20	18	4	112
11J	23	13	17	0	140
11K	25	15	17	0	134
11M	20	13	15	0	146
11N	21	14	14	0	160
11O	18	9	21	0	174
11P	16	5	37	0	203
11Q	6	2	21	11	218
11R	4	3	7	52	172
12A	4	5	3	54	127
12B	17	14	10	22	111
12C	16	11	13	16	130
12D	27	12	26	8	124
12E	25	9	36	0	152
12F	23	8	33	0	156
12G	15	7	21	0	180

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	DEPTH	BIRD HEIGHT
12H	14	6	20	0	195
12J	11	5	18	0	231
12K	10	3	31	8	185
12M	29	10	39	0	154
12N	25	12	24	0	136
12O	18	11	15	0	164
12P	17	9	20	0	186
12Q	21	7	37	0	173
12R	15	7	22	2	159
13A	16	14	9	48	85
13B	49	24	29	0	116
13C	85	53	24	14	70
13D	82	56	22	6	76
13E	72	37	30	0	94
13F	101	46	39	0	92
13G	96	41	42	11	76
13H	68	38	26	0	94
13J	37	16	29	29	91
13K	17	3	94	54	116
13M	15	3	73	58	117
13N	7	4	12	95	113
13O	10	6	12	96	80
13P	29	9	42	38	96
13Q	35	13	35	22	102
13R	64	24	44	0	109
13S	80	33	41	0	113
13T	58	19	48	0	127
13U	47	22	30	0	135
13V	41	19	28	0	145
13W	38	20	24	0	118
13X	54	35	20	11	85
13Y	20	15	12	24	107
13Z	12	10	10	36	116
13AA	9	9	5	43	109
13AB	3	5	2	75	96
14A	4	4	4	61	140

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	DEPTH	BIRD HEIGHT
14B	9	4	19	81	114
14C	28	13	26	0	134
14D	43	25	21	9	99
14E	49	27	24	0	109
14F	52	25	29	0	119
14G	47	22	30	0	125
14H	37	20	22	0	117
14J	37	12	44	24	100
14K	63	30	31	13	85
14M	26	7	57	14	128
14N	38	13	42	0	125
14O	36	15	31	5	117
14P	57	23	39	0	114
14Q	61	25	37	18	84
14R	37	16	30	10	110
14S	30	10	40	4	129
14T	22	7	41	0	159
15A	16	5	35	46	121
15B	30	7	68	25	113
15C	30	5	111	43	97
15D	31	8	54	11	123
15E	39	22	23	0	115
15F	43	23	24	16	94
15G	49	21	34	19	90
15H	34	10	47	20	109
15J	16	5	32	69	97
15K	34	12	40	0	134
15M	42	17	35	0	129
15N	36	16	30	0	136
15O	23	11	24	0	141
15P	29	17	18	7	116
15Q	37	19	24	16	100
15R	28	13	26	0	133
15S	16	6	29	32	131
15T	18	7	29	24	133
15U	18	13	12	0	152
15V	9	10	5	34	114

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	CONDUCTOR DEPTH	BIRD HEIGHT
16A	7	4	11	199	0
16B	0	2	0	13	153
16C	6	4	7	46	155
16D	11	4	24	54	130
16E	23	13	19	9	125
16F	23	13	18	0	136
16G	24	14	18	1	131
16H	25	10	28	28	111
16J	30	22	15	14	101
16K	37	31	13	3	98
16M	15	29	3	5	86
16N	22	33	5	4	89
160	21	26	6	16	87
16P	27	19	14	20	101
16Q	34	24	16	14	97
16R	22	15	14	11	119
16S	8	3	24	95	111
16T	11	1	110	65	133
16U	7	1	68	103	129
16V	11	0	>500	69	138
16W	0	0	?	?	0
16X	0	0	?	?	0
17A	14	2	109	96	85
17B	22	4	70	69	85
17C	22	4	89	61	94
17D	6	5	7	125	61
17E	4	6	3	105	70
17F	20	9	25	68	80
17G	11	15	4	42	79
17H	8	12	3	40	90
17J	7	14	2	16	99
17K	10	16	4	11	108
17M	4	6	2	55	107
17N	18	13	11	40	97
170	15	13	9	34	102
17P	16	17	7	22	102
17Q	18	17	8	37	86

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	CONDUCTOR DEPTH	BIRD HEIGHT
17R	16	16	8	14	111
17S	10	11	5	28	112
17T	25	16	16	14	113
17U	36	17	28	0	121
17V	25	13	21	2	132
17W	17	11	15	41	105
17X	11	1	100	201	0
18A	7	9	4	34	119
18B	0	6	0	0	115
18C	0	5	0	0	107
18D	1	6	0	27	74
18E	5	6	4	33	144
18F	7	6	6	28	153
18G	5	6	5	26	153
18H	2	4	1	32	154
18J	11	4	28	30	157
18K	17	7	24	22	136
18M	15	9	14	29	124
18N	16	13	9	37	98
18O	35	21	19	2	112
18P	55	28	27	0	110
18Q	89	47	31	0	99
18R	80	44	28	0	95
18S	2	10	0	34	64
18T	4	3	8	84	140
18U	7	3	17	56	154
18V	4	0	>500	135	163
18W	9	0	>500	46	173
18X	13	1	256	28	165
18Y	7	0	>500	63	181
19A	19	0	>500	54	115
19B	45	10	83	38	81
19C	53	10	100	22	91
19D	52	14	60	8	104
19E	52	15	61	6	106

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	CONDUCTOR DEPTH	BIRD HEIGHT
19F	61	11	116	0	108
19G	18	4	66	55	110
19H	11	8	11	61	102
19J	9	6	12	74	107
19K	6	2	17	127	102
19M	5	9	2	50	94
19N	4	7	1	28	120
190	15	6	29	32	133
19P	21	6	41	14	138
19Q	14	6	23	24	142
19R	14	3	54	45	134
19S	18	4	53	21	143
19T	16	4	44	17	152
19U	22	12	19	29	108
19V	20	14	13	4	129
19W	4	3	10	129	106
19X	3	2	5	132	117
19Y	1	3	1	0	192
19Z	4	5	3	0	192

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

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 NUMBERS                 13099 6 8111213141516172627181920212 2 1 2 3 4
ESS SWITCHES             2 2 1 1 0 0 1 1 0 1 1 0
TER MAP SWITCHES         3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
TER MAP SWITCHES         4 2 1 0 0 1 1 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0
APE SWITCHES             5 0 0 0 0
T  ANNEL LIMITS          6       32.20    37.00    27.40    34.60    22.70    27.60    18.00
                                 24.00    13.40    19.50     9.20    13.20     0.0      4.00
S AND LAGS               7        4.00     4.00     4.00     4.00     4.00     4.00     4.00
                                  0.0      0.10     0.10     0.10     0.10     0.19     0.19
 SCALE VALUES            8        1.00    40.00    40.00    13.33    13.33   200.00   200.00
R CALIBRATION            9       6     1.00     2.00     3.00     4.00     5.00     6.00
                                       0.87     1.74     2.61     3.48     4.35     5.22
                                       0.0    100.00   200.00   300.00   400.00   500.00
                                       0.0    100.00   200.00   300.00   400.00   500.00
ANCES                   10        0.10     2.00     1.00     0.20     0.40     0.15
TAPE PARAMETERS         11       40.38    42.30     0.05     0.25     2.00     8.0010000.00
TAPE LAGS               12        1.06     2.06     7.00     0.50     0.50     0.50     0.50
 PARAMETERS             13        5.99     0.10    15.00    48.00     3.00     2.00
TER SPECS               14         100       66      120   0.4230   0.2540      300
 SPECS                  15     0.3937500.0000500.0000   0.0700   0.0550   0.1350   0.0700   0
MBOL LIMITS             16          10       2.       4.       8.      15.      30.      60.
                                           125.     250.     500.      0.
ONSE CODES              17    S M C                      24A B C D E F G H J K M N O P Q R S
GRAM SPECS              18        5.00        3        9
                        19    J7817 MAP IC LINES 23-26,28-33 1:20000 SP. 400 METERS
FILTER SPECS            20        0.0     80.00   183.00   100.00 1000.00     0.0     30.00
LTER SPECS              21          1    0.640        1    0.150     650.        0
, LENGTH, FREQ          22     5.00    19.54     0.74
BASE LEVELS             2340000.0040000.00
S - FPR,PRT,PLT         2410000.0020492.0020492.00
RIGIN, CM, CW ROTATION, DEG  25        0.0      0.0      0.0
X ,METERS, L-R          26          0.       0.       0.       0.       0.       0.       0
DIMENSIONS - IN          27       11.46    45.00
OJECTION ANGLE, DEG, EM SCALE, PPM/CM 28        80.00    10.00
ER, PLOTTER MAP SWITCHES, LIMITS 29     0 1 0 0 0 0

TMAXC,TMAXT    32.94    11.44   685.50
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LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	DEPTH	BIRD HEIGHT
1A	11	5	19	19	159
1B	13	5	24	0	195
1C	13	5	23	0	199
1D	13	5	30	0	200
1E	12	4	27	0	238
1F	12	6	18	0	199
1G	14	7	17	0	176
1H	12	7	14	13	153
1J	7	5	9	24	167
1K	1	3	0	24	151
1M	1	3	0	0	159
2A	0	0	1	288	128
2B	1	1	5	185	176
2C	9	4	18	26	171
2D	17	6	29	0	161
2E	16	7	28	0	187
2F	20	6	45	0	175
2G	15	6	26	0	164
2H	22	7	41	0	169
2J	22	7	36	7	142
2K	16	5	33	33	132
2M	6	4	8	72	126
2N	11	4	24	63	122
2O	11	2	63	43	153
2P	11	2	67	0	217
2Q	11	1	162	4	194
2R	9	2	60	33	175
3A	5	5	5	60	126
3B	5	7	3	60	105
3C	5	5	5	72	118
3D	6	4	12	64	147
3E	7	2	25	25	197
3F	7	2	23	44	176
3G	8	3	24	0	248
3H	8	4	17	0	212

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	CONDUCTOR DEPTH	BIRD HEIGHT
3J	7	6	7	62	117
3K	10	7	11	35	134
3M	1	2	0	70	139
3N	1	2	0	29	179
4A	1	1	2	153	128
4B	1	2	1	50	156
4C	22	15	14	80	49
4D	26	14	20	21	108
4E	33	16	26	15	108
4F	32	14	28	29	97
4G	31	12	33	34	94
4H	14	9	15	40	115
4J	12	9	10	17	137
4K	12	11	8	12	130
4M	13	14	11	7	126
4N	19	13	14	4	132
4O	14	8	15	17	140
4P	14	9	13	18	139
4Q	15	9	16	63	92
5A	8	3	18	17	188
5B	6	3	12	72	139
5C	5	4	8	81	130
5D	4	2	11	90	159
5E	4	2	12	95	149
5F	3	4	3	98	107
5G	16	7	23	55	104
5H	30	11	33	14	117
5J	19	9	21	18	132
5K	18	9	20	16	134
5M	1	1	1	212	148
5N	0	2	?	?	86
6A	1	4	1	101	67
6B	27	21	12	28	88

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	DEPTH	BIRD HEIGHT
6C	32	25	13	22	88
6D	35	24	16	21	89
6E	30	17	20	49	74
6F	28	15	20	60	67
6G	11	6	16	85	90
6H	5	4	7	123	79
6J	9	6	9	69	107
6K	12	10	9	91	58
6M	12	11	8	90	53
6N	10	6	14	69	111
6O	10	8	9	80	82
6P	9	5	15	44	141
7A	3	2	6	71	174
7B	5	3	12	49	179
7C	7	4	12	23	179
7D	6	4	11	34	175
7E	8	3	28	53	156
7F	10	4	25	36	154
7G	7	5	9	60	130
7H	11	5	21	9	173
7J	12	6	18	46	127
7K	9	6	11	75	101
7M	4	2	13	64	181
8A	0	2	0	9	130
8B	0	2	0	4	148
8C	7	6	7	80	102
8D	8	5	12	73	119
8E	4	4	6	60	154
8F	17	8	20	43	111
8G	8	7	8	36	138
8H	11	11	7	14	131
8J	13	11	8	39	105
8K	5	6	4	89	92
8M	4	5	3	75	115
9A	8	4	15	31	166

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	CONDUCTOR DEPTH	BIRD HEIGHT
9B	11	6	14	19	154
9C	9	9	6	49	105
9D	8	9	5	56	96
9E	5	4	5	89	114
9F	4	5	3	45	137
9G	13	10	9	43	107
9H	12	13	7	30	107
9J	10	11	6	30	115
9K	1	1	2	166	135
9M	0	5	0	0	91
9N	1	5	0	41	75
9O	0	3	0	4	113
10A	1	3	1	16	169
10B	1	4	0	0	184
10C	1	3	0	0	157
10D	1	2	2	141	137
10E	6	5	6	112	80
10F	8	4	15	51	152
10G	6	5	8	67	130
10H	6	5	6	59	127
10J	9	6	9	79	96
10K	9	6	10	55	120
10M	5	5	5	64	128
10N	5	4	6	50	158
11A	1	4	0	34	93
11B	1	5	0	18	84
11C	6	5	7	90	98
11D	8	6	9	42	134
11E	5	6	4	56	117
11F	8	5	10	37	150
11G	8	6	10	58	122
11H	0	7	0	0	83
11J	1	10	0	16	58
11K	1	7	0	7	83
11M	1	8	0	19	74

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	CONDUCTOR DEPTH	BIRD HEIGHT
12A	1	3	1	87	99
12B	1	3	0	64	114
12C	5	3	6	69	148
12D	6	4	7	28	172
12E	4	3	7	8	212
12F	1	1	0	35	74
12G	2	11	0	34	58
13A	0	1	0	139	131
13B	0	2	0	88	120
13C	7	4	10	52	150
13D	6	4	7	28	170
13E	2	3	3	50	186
13F	1	2	0	26	196
14A	0	4	0	0	111
14B	16	11	12	10	135
14C	15	10	12	26	122
14D	1	3	1	91	93
15A	0	1	?	?	137
15B	0	2	0	19	150
15C	3	3	4	78	144
15D	8	5	11	37	156
15E	8	5	12	14	178
15F	1	2	1	108	137
15G	1	5	0	3	97
15H	0	7	0	0	87
15J	1	9	0	18	57
16A	1	1	0	98	150
16B	4	3	6	49	187
16C	3	4	3	89	115
16D	2	4	1	103	76
16E	1	3	0	94	82

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	DEPTH	BIRD HEIGHT
16F	0	3	0	20	104
17A	3	3	3	119	109
17B	6	4	8	59	143
17C	6	4	10	28	179
17D	0	4	0	19	103
17E	1	4	0	0	132
17F	0	2	0	60	109
17G	1	1	2	269	105
18A	1	4	0	29	129
18B	1	3	0	30	138
18C	1	1	2	116	173
18D	5	3	11	65	159
19A	1	1	0	100	148
19B	2	2	6	94	188
19C	3	1	8	44	240
19D	1	3	0	58	105
20A	0	2	0	31	119
20B	0	1	0	167	125
20C	2	2	4	124	137

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	CONDUCTOR DEPTH	BIRD HEIGHT
21A	3	4	4	104	108
21B	4	4	6	52	162
21C	1	2	2	202	57
21D	1	3	0	120	66
21E	2	4	1	90	68
21F	1	4	1	107	66
22A	2	5	1	60	84
22B	2	5	1	60	102
22C	1	3	0	86	98
22D	0	2	?	?	131
22E	2	4	1	29	134
22F	1	1	0	162	137
27A	4	6	2	61	101
27B	4	7	2	35	115
27C	2	4	1	73	117
27D	2	4	1	61	108
27E	5	9	2	37	102
27F	11	18	4	10	104
27G	11	16	4	25	92
27H	1	3	0	61	77
33A	4	8	2	30	117
33B	5	8	2	33	117
33C	5	7	2	46	110
33D	4	9	1	32	102
33E	3	6	1	66	87
33F	2	4	1	40	141
33G	1	2	1	168	79
33H	1	4	0	43	73
33J	1	4	0	15	109
33K	6	7	4	73	87
33M	3	4	2	65	117
33N	2	4	1	78	104
43A	1	6	0	49	72

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	CONDUCTOR DEPTH	BIRD HEIGHT
43B	0	2	0	55	116
43C	4	8	2	50	96
43D	4	8	2	36	106
43E	4	6	2	63	101
43F	4	6	2	64	97
43G	3	5	2	26	148
43H	7	3	14	112	95
43J	5	2	21	107	131
43K	5	4	9	58	155
54A	6	5	7	90	105
54B	5	5	5	57	137
54C	5	12	1	53	64
54D	4	6	2	97	60
54E	2	5	1	68	104
54F	2	3	1	66	130
54G	1	4	0	56	104
54H	0	3	0	27	75
54J	0	4	0	13	70
54K	0	1	?	?	131
54M	1	2	0	66	143
54N	0	2	0	97	104
54O	17	9	18	58	94
54P	19	8	24	62	88
54Q	7	7	5	75	88
54R	10	11	5	55	85
54S	16	12	11	55	85
54T	0	6	?	?	89
54U	0	3	?	?	135

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	CONDUCTOR DEPTH	BIRD HEIGHT
23A	2	6	1	0	186
23B	2	6	1	0	212
23C	4	5	3	0	202
23D	2	6	1	0	195
23E	2	5	1	0	181
24A	1	2	0	0	190
24B	2	5	1	0	192
24C	6	8	4	0	226
24D	6	7	4	0	233
24E	4	5	3	0	242
24F	1	2	1	66	180
24G	2	3	1	10	191
24H	2	3	1	4	187
24J	2	4	2	0	209
24K	2	4	1	0	245
25A	0	2	?	?	191
25B	1	4	0	0	220
25C	3	6	1	0	214
25D	3	5	2	0	218
25E	4	6	3	0	241
25F	4	5	3	0	233
25G	2	4	2	0	202
25H	1	2	0	12	189
25J	1	2	1	0	282
25K	1	3	1	0	225
25M	1	4	1	0	226
25N	1	4	0	0	161
26A	2	2	5	7	264
26B	2	4	1	0	206
26C	8	8	6	0	174
26D	1	2	1	38	185
26E	2	5	1	0	176
26F	6	10	2	0	168

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	CONDUCTOR DEPTH	BIRD HEIGHT
26G	5	11	2	0	163
26H	2	6	1	0	179
26J	1	5	0	0	154
26K	0	3	0	0	170
28A	1	3	1	0	196
28B	3	6	1	0	195
28C	3	6	1	0	173
28D	1	3	0	0	199
28E	0	5	0	0	169
28F	2	4	1	0	216
28G	3	6	1	0	220
28H	3	6	2	0	193
28J	2	3	1	29	165
29A	2	3	1	0	224
29B	7	7	6	0	194
29C	3	3	4	12	223
29D	2	7	0	0	165
29E	2	9	0	0	162
29F	2	9	0	0	170
29G	2	5	1	0	196
30A	2	5	1	0	203
30B	2	4	1	0	242
30C	1	3	1	0	224
30D	0	1	0	28	229
30E	3	6	2	0	165
30F	2	3	2	0	213
30G	2	2	2	9	237
31A	1	2	1	4	217
31B	0	1	?	?	174
31C	0	3	0	0	195
31D	0	3	?	?	188

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	IN PHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	DEPTH	BIRD HEIGHT
31E	1	4	0	0	139
31F	1	5	0	6	124
31G	3	5	1	0	220
31H	3	6	1	0	200
31J	3	5	1	0	219
32A	1	1	2	0	334
32B	2	6	1	0	195
32C	3	7	1	0	183
32D	4	12	1	0	170
32E	3	8	1	0	187
32F	2	5	1	0	202
32G	1	2	1	9	210
32H	0	2	0	0	187
32J	1	4	0	0	173

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	DEPTH	BIRD HEIGHT
34A	4	9	1	38	90
34B	4	9	1	28	103
34C	4	6	2	28	131
34D	1	2	0	135	70
34E	0	3	0	86	64
34F	1	3	0	93	70
34G	1	2	1	142	133
35A	0	4	0	8	78
35B	0	3	0	34	78
35C	1	3	0	51	98
35D	1	3	1	114	81
35E	4	6	2	48	121
35F	5	7	3	62	94
35G	5	9	2	69	67
35H	4	6	3	41	126
35J	4	2	11	121	140
36A	2	5	1	29	135
36B	3	6	1	41	113
36C	1	3	0	50	116
36D	1	9	0	20	73
36E	0	2	0	75	84
37A	0	2	?	?	195
37B	1	4	1	40	124
37C	1	3	0	26	146
37D	5	15	1	16	85
37E	6	17	1	20	76
37F	4	10	1	9	110
38A	3	7	1	20	122
38B	3	7	1	71	70
38C	3	6	2	59	102
38D	4	6	2	71	91

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW OTP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	DEPTH	BIRD HEIGHT
38E	1	3	0	52	80
39A	0	2	0	21	138
39B	3	7	1	28	115
39C	3	6	2	38	124
39D	5	2	24	117	132
39E	4	1	55	133	137
40A	4	12	1	111	0
40B	5	3	9	82	144
40C	4	10	1	35	84
40D	3	6	2	36	125
40E	4	5	3	76	111
41A	4	6	2	19	149
41B	4	5	3	52	132
41C	3	3	4	75	142
41D	7	1	52	72	161
41E	6	1	34	106	134
41F	4	1	40	140	147
41G	4	0	>500	111	187
42A	2	2	3	146	104
42B	3	3	4	113	114
42C	3	4	2	45	140
42D	3	5	2	36	141
42E	1	5	0	42	92
42F	1	3	0	37	131
44A	5	2	24	240	110
44B	10	5	20	125	150
44C	11	8	10	80	160
44D	13	9	12	55	175
44E	16	10	16	55	170
44F	2	4	2	31	166
44G	3	5	1	26	143
44H	2	3	2	12	204
44J	1	3	0	29	131
44K	0	4	0	0	154

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	CONDUCTOR DEPTH	BIRD HEIGHT
45A	1	4	0	0	143
45B	1	5	0	0	176
45C	3	7	1	0	154
45D	3	4	2	0	197
45E	3	3	3	35	179
45F	17	8	21	0	168
45G	15	6	27	0	208
45H	14	4	37	0	221
46A	6	3	14	0	253
46B	9	6	13	0	212
46C	12	8	12	0	192
46D	4	9	1	29	105
46E	4	8	1	0	145
46F	3	6	1	17	130
47A	0	2	0	26	169
47B	3	4	2	27	162
47C	2	3	2	0	220
47D	11	7	11	0	170
47E	13	7	15	0	207
47F	20	9	24	2	145
47G	15	6	29	19	147
48A	2	2	2	35	207
48B	1	2	1	62	190
48C	1	2	1	26	195
48D	2	4	1	2	184
48E	2	4	1	0	178
48F	2	4	1	0	186
48G	1	3	0	0	167
48H	0	3	0	0	158
49A	0	2	0	0	186
49B	2	4	1	17	166

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	DEPTH	BIRD HEIGHT
49C	2	6	1	13	133
49D	3	7	1	34	107
49E	3	8	1	0	159
49F	1	2	1	66	158
49G	1	2	2	114	132
49H	1	1	1	104	193
49J	4	4	3	55	145
49K	2	2	5	124	148
50A	6	4	8	13	191
50B	7	6	6	0	201
50C	8	3	23	0	223
50D	2	5	1	27	136
50E	2	4	2	39	152
50F	1	6	0	0	135
50G	0	3	0	0	145
51A	2	8	0	0	146
51B	1	3	1	0	188
51C	9	4	19	26	165
52A	1	4	0	80	140
52B	21	19	11	110	70
52C	17	18	9	85	110
52D	18	17	11	90	100
53A	1	8	0	0	125
53B	9	7	9	18	155
53C	12	8	11	17	145
53D	12	8	12	48	117
53E	12	6	19	4	168
53F	12	5	24	0	203
53G	0	2	0	0	136
53H	0	4	0	0	144
53J	0	3	0	10	130

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	CONDUCTOR DEPTH	BIRD HEIGHT
53K	1	4	0	12	141
53M	1	3	0	0	159
53N	1	2	0	55	149

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

```
 NUMBERS                 13099 6 8111213141516172627181920212 2 1 2 3 4
ESS SWITCHES             2 2 1 1 0 0 1 1 0 1 1 0
NTER MAP SWITCHES        3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
TER MAP SWITCHES         4 2 1 0 0 1 1 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0
TAPE SWITCHES            5 0 1 1 0
R. HANNEL LIMITS         6       32.20    37.00    27.40    34.60    22.70    27.50    18.00
                                 24.00    13.40    19.50     9.20    13.20     0.0      4.00
HS AND LAGS              7        4.00     4.00     4.00     4.00     4.00     4.00     4.00
                                  0.0      0.15     0.15     0.15     0.15     0.30     0.30
 SCALE VALUES            8        1.00    40.00    40.00    13.33    13.33   200.00   200.00
ER CALIBRATION           9       6     1.00     2.00     3.00     4.00     5.00     6.00
                                       0.87     1.74     2.61     3.48     4.35     5.22
                                       0.0    100.00   200.00   300.00   400.00   500.00
                                       0.0    100.00   200.00   300.00   400.00   500.00
RANCES                  10        0.10     2.00     1.00     0.20     0.40     0.15
TAPE PARAMETERS         11       33.75    37.36     0.10     0.50     2.00     8.0010000.00
TAPE LAGS               12        1.06     2.06     7.00     0.50     0.50     0.50     0.50
D PARAMETERS            13        3.91     0.10    15.00    48.00     3.00     2.00
NTER SPECS              14         100       66      120   0.4230   0.2540      300
 SPECS                  15     0.3937500.0000500.0000   0.0700   0.0550   0.1350   0.0700
YMBOL LIMITS            16          10       2.       4.       8.      15.      30.      60.
                                            125.     250.     500.      0.
PONSE CODES             17    S M C                      24A B C D E F G H J K M N O P O R S
OGRAM SPECS             18        5.00        3        9
E                       19    J7817 MAP 24 LINES 52-53,55-58,60-61 1:20000 SP. 400 METERS
FILTER SPECS            20        0.0     80.00   183.00   100.00  1000.00     0.0     30.00
ILTER SPECS             21           1    0.640        1    0.150     650.        0
S, LENGTH, FREQ         22     5.00    19.54     0.74
BASE LEVELS             2340000.0040000.00
ES - FPR,PRT,PLT        2410000.0019841.0019841.00
 GIN, CM, CW ROTATION, DEG  25          0.0      0.0      0.0
 X-Y,METERS, L-R        26          0.       0.       0.       0.       0.       0.       0
DIMENSIONS - IN         27       15.66    42.20
ROJECTION ANGLE, DEG, EM SCALE, PPM/CM 28        90.00    10.00
TER, PLOTTER MAP SWITCHES, LIMITS 29     0 1 0 0 0 0

,TMAXC,TMAXT    32.94    17.53   685.50
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LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	CONDUCTOR DEPTH	BIRD HEIGHT
52A	1	4	0	80	140
52B	21	19	11	110	103
52C	17	18	9	85	100
52D	18	17	11	90	100
53A	1	8	0	0	125
53B	9	7	9	18	155
53C	12	8	11	17	145
53D	12	8	12	48	117
53E	12	6	19	4	168
53F	12	5	24	0	203
53G	0	2	0	0	136
53H	0	4	0	0	144
53J	0	3	0	10	130
53K	1	4	0	12	141
53M	1	3	0	0	159
53N	1	2	0	55	149
55A	2	2	3	104	147
55B	8	5	11	0	209
55C	5	2	31	0	273
55D	6	1	33	0	291
55E	0	2	0	0	139
55F	1	4	0	0	126
55G	3	5	2	31	154
55H	1	2	1	104	142
55J	2	5	0	25	118
56A	1	5	0	0	165
56B	2	7	0	0	152
56C	2	5	1	18	132
56D	1	2	1	52	158
56E	4	4	5	47	156
56F	6	4	8	44	158
56G	9	7	8	24	145
56H	8	6	8	35	141

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	CONDUCTOR DEPTH	BIRD HEIGHT
56J	7	5	8	33	155
56K	5	3	7	42	176
56M	0	1	0	115	129
56N	1	2	1	74	179
56O	4	1	22	88	172
56P	28	17	19	0	160
56Q	30	23	13	0	142
56R	22	20	9	0	143
56S	5	8	2	0	150
56T	7	15	2	0	141
56U	0	2	0	0	154
57A	4	6	3	18	147
57B	7	5	8	1	187
57C	12	5	19	0	209
57D	14	7	18	0	173
57E	16	9	18	0	152
57F	1	1	3	138	156
57G	4	2	15	94	169
57H	0	4	0	0	137
57J	2	5	1	19	137
57K	7	8	4	27	132
57M	1	4	0	29	113
57N	1	3	0	0	175
57O	1	1	1	147	157
57P	1	4	0	12	139
57Q	2	10	0	0	132
57R	2	9	0	0	130
58A	2	2	2	79	153
58B	9	11	5	0	161
58C	6	7	5	36	135
58D	5	7	3	33	134
58E	3	6	2	40	124
58F	0	1	0	76	148
58G	4	3	7	92	138
58H	17	7	24	0	179

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	CONDUCTOR DEPTH	BIRD HEIGHT
58J	21	12	16	0	143
58K	15	8	18	5	155
58M	4	2	9	80	158
58N	2	12	0	0	119
60A	4	3	7	7	226
60B	4	4	5	0	202
60C	5	5	5	1	187
60D	2	4	2	22	160
60E	1	5	0	0	152
60F	5	3	10	84	145
60G	5	2	13	90	145
60H	37	24	18	0	113
60J	28	18	16	7	114
60K	7	7	6	30	144
60M	3	4	3	30	174
61A	2	4	2	36	158
61B	5	3	9	77	148
61C	5	5	7	76	117
61D	19	13	14	22	116
61E	13	7	17	38	130
61F	8	3	18	73	132
61G	10	4	22	50	140
61H	8	3	20	81	123
61J	14	5	26	49	121
61K	38	25	18	0	126
61M	38	20	24	0	131
61N	1	4	0	0	144
61O	1	8	0	0	115
61P	7	11	3	27	112
61Q	15	10	13	0	173
61R	18	18	7	0	122
61S	18	24	5	0	131

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	DEPTH	BIRD HEIGHT
54A	5	5	5	83	105
54B	5	5	4	47	137
54C	4	13	1	44	64
54D	3	7	1	85	60
54E	2	5	1	55	104
54F	1	3	1	51	130
54G	1	4	0	42	104
54H	0	4	0	20	75
54J	0	4	0	8	70
54K	0	2	?	?	131
54M	0	2	0	49	142
54N	0	2	0	96	104
54O	15	10	14	57	94
54P	18	9	19	62	88
54Q	7	8	4	67	88
54R	9	12	4	48	85
54S	15	13	9	51	85
54T	0	6	?	?	88
54U	0	3	?	?	135
59A	0	2	0	95	99
59B	1	2	0	124	92
59C	15	5	31	26	141
59D	17	8	21	16	138
59E	13	6	22	36	133
59F	1	3	1	104	86
59G	5	4	6	127	75
59H	1	5	0	62	61
59J	0	3	0	27	114
59K	1	4	0	22	115
59M	3	11	0	29	73
59N	4	6	3	70	95
59O	9	9	7	20	138
59P	8	7	7	37	131
62A	1	3	1	63	96
62B	1	2	0	110	115

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	DEPTH	BIRD HEIGHT
62C	15	9	34	65	106
62D	32	30	13	28	81
62E	26	18	23	56	77
62F	21	16	16	59	75
62G	3	7	2	122	75
62H	1	5	1	122	110
62J	0	5	?	?	65
62K	5	2	59	132	117
62M	40	14	39	10	110
62N	48	10	91	0	124
62O	37	9	69	3	124
62P	18	3	79	29	137
62Q	17	4	55	35	132
62R	21	7	36	20	129
62S	23	5	62	7	142
62T	23	5	69	4	147
62U	13	3	42	21	162
62V	6	3	17	76	147
63A	2	1	6	170	130
63B	5	3	12	107	117
63C	3	4	2	108	90
63D	17	8	21	48	105
63E	46	15	45	26	88
63F	55	15	62	31	79
63G	37	11	48	27	98
63H	2	3	2	123	97
63J	2	4	1	103	87
63K	1	4	0	92	65
63M	30	32	9	18	80
63N	35	34	10	7	90
63O	30	21	15	27	89
63P	10	10	7	47	101
63Q	11	7	11	61	106
63R	4	5	3	92	97
63S	6	7	4	78	89
63T	34	21	18	10	105
63U	46	24	25	20	88

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	CONDUCTOR DEPTH	BIRD HEIGHT
63V	56	28	29	30	71
63W	51	27	26	31	72
63X	47	26	23	30	75
63Y	40	26	18	30	77
63Z	28	22	13	33	81
63AA	2	5	1	31	121
63AB	2	9	0	24	78
63AC	2	9	0	9	98
63AD	1	3	1	83	108
63AE	1	4	1	90	71
64A	6	7	4	62	100
64B	7	4	11	109	91
64C	17	11	14	54	90
64D	16	10	14	15	135
64E	15	10	13	9	141
64F	11	9	8	21	133
64G	3	5	2	65	111
64H	3	9	1	31	88
64J	2	7	1	53	83
64K	3	7	1	10	129
64M	26	20	13	4	115
64N	39	26	17	0	108
64O	2	4	1	66	124
64P	0	4	0	0	85
64Q	0	3	0	15	103
64R	0	2	0	52	101
64S	1	5	0	49	98
64T	1	4	0	52	107
64U	0	3	0	28	85
65A	4	4	6	46	165
65B	9	8	7	29	133
65C	4	5	3	72	100
65D	5	2	13	131	110
65E	8	4	13	65	128
65F	2	4	1	84	102

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	CONDUCTOR DEPTH	BIRD HEIGHT
65G	16	10	14	60	90
65H	19	10	20	50	96
65J	3	10	1	40	75
65K	4	9	1	52	79
65M	5	10	2	54	81
65N	1	4	0	67	89
65O	2	5	1	42	103
65P	2	4	1	86	78
66A	0	3	0	0	135
66B	1	3	0	39	123
66C	1	2	0	86	134
66D	1	5	0	0	161
66E	4	3	7	84	149
66F	5	4	7	57	147
66G	2	2	3	121	155
66H	18	32	4	0	108
66J	18	32	4	0	107
66K	15	12	9	0	155
66M	7	6	6	5	169
66N	5	8	2	0	153
66O	19	20	8	0	148
66P	12	13	6	0	153
66Q	9	9	7	21	137
67A	0	3	?	?	106
67B	0	2	?	?	130
67C	0	3	?	?	134
67D	0	3	?	?	119
67E	0	2	?	?	125
67F	1	1	1	112	87
67G	2	4	1	86	84
67H	2	5	1	30	80
67J	0	3	?	?	78
67K	5	9	2	57	83
67M	5	10	2	58	74
67N	2	7	1	57	74

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	CONDUCTOR DEPTH	BIRD HEIGHT
68A	3	5	2	77	99
68B	6	6	5	61	118
68C	9	8	7	39	125
68D	6	5	8	58	139
68E	6	5	7	57	139
68F	14	8	16	67	93
68G	13	11	10	53	95
68H	3	15	0	29	61
68J	4	15	0	29	62
68K	3	6	1	45	105
68M	7	3	21	43	174
68N	3	8	1	47	79
680	1	4	0	53	93
69A	4	3	8	113	118
69B	9	5	14	83	108
69C	16	6	25	62	100
69D	3	1	39	177	112
69E	1	6	0	14	89
69F	1	6	0	17	97
69G	1	7	0	40	62
69H	1	7	0	41	59
69J	1	7	0	1	105
69K	3	14	0	0	94
69M	5	17	1	0	94
69N	5	16	1	2	98
690	5	8	2	73	67
69P	4	8	2	68	75
69Q	4	5	3	69	114
69R	1	3	1	92	97
69S	6	10	2	56	76
69T	8	9	5	73	80
69U	5	7	3	79	81
69V	4	12	1	43	68
69W	7	19	1	31	64
69X	5	2	17	76	159
69Y	7	2	25	64	161
69Z	3	2	7	128	150

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	CONDUCTOR DEPTH	BIRD HEIGHT
69AA	3	2	7	122	153
69AB	3	2	7	142	126
70A	2	2	2	100	146
70B	11	11	7	51	93
70C	8	9	4	56	93
70D	2	6	1	60	81
70E	4	4	4	120	85
70F	1	5	0	55	85
70G	3	14	0	18	71
70H	3	18	0	15	61
70J	2	16	0	8	65
70K	7	7	6	44	122
70M	9	6	11	57	121
70N	7	5	9	89	103
70O	6	7	4	57	109
70P	2	7	1	51	81
71A	4	5	3	57	125
71B	3	3	4	85	139
71C	4	3	5	95	125
71D	4	3	7	80	140
71E	3	3	5	56	166
71F	3	4	3	70	133
71G	1	2	1	95	153
71H	1	1	2	199	104
71J	5	5	4	86	100
71K	3	6	1	48	103
71M	7	4	10	37	159
71N	8	3	24	29	177
71O	4	1	60	154	123
71P	2	4	2	87	110
71Q	4	9	1	67	66
71R	7	6	6	65	110
72A	4	6	2	45	126

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	CONDUCTOR DEPTH	BIRD HEIGHT
72B	4	7	2	18	132
72C	3	5	1	40	131
72D	0	4	0	1	103
72E	4	5	3	61	121
72F	30	13	29	19	110
72G	17	10	15	42	105
72H	5	8	2	42	106
72J	6	10	2	37	95
72K	9	10	5	41	105
72M	13	13	7	38	98
72N	14	15	7	34	95
72O	10	10	6	37	110
72P	4	14	1	8	93
72Q	4	13	1	14	94
72R	2	9	0	9	96
72S	0	3	0	0	131
72T	0	5	0	6	89
72U	1	5	0	22	91
72V	1	6	0	23	87
72W	1	6	0	27	81
72X	1	3	0	42	133
72Y	2	6	0	11	116
72Z	4	10	1	19	107
72AA	5	13	1	45	63
72AB	5	9	2	31	105
72AC	1	4	0	51	116
73A	2	5	1	0	156
73B	1	2	0	132	94
73C	7	14	2	28	90
73D	9	16	3	23	92
73E	1	5	0	23	100
73F	3	13	1	4	98
73G	4	8	1	18	117
73H	5	10	2	40	91
73J	9	13	3	36	91
73K	9	11	4	45	91
73M	10	14	4	14	114

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	CONDUCTOR DEPTH	BIRD HEIGHT
73N	9	15	3	20	97
73O	8	13	3	35	88
73P	1	3	0	66	91
73Q	1	5	0	62	67
73R	4	8	1	54	88
73S	3	6	1	36	117
74A	0	2	?	?	80
74B	2	4	1	99	82
74C	16	18	6	33	87
74D	15	13	8	30	106
74E	11	8	10	48	111
74F	9	12	4	32	104
74G	13	10	9	49	99
74H	8	9	5	58	94
74J	10	12	5	40	98
74K	4	8	2	69	74
74M	7	9	4	48	103
74N	17	23	5	27	80
74O	16	25	4	23	76
74P	2	3	2	114	88
74Q	1	4	0	58	99
74R	1	5	0	34	93
74S	1	4	0	46	102
74T	3	13	0	16	81
74U	3	8	1	20	115
74V	2	8	0	28	87
74W	2	10	0	22	83
75A	1	1	1	184	125
75B	1	2	0	94	121
75C	2	6	0	16	114
75D	2	7	0	10	117
75E	2	6	1	10	131
75F	2	5	0	6	134
75G	2	2	2	125	106
75H	4	5	3	79	101

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	CONDUCTOR DEPTH	BIRD HEIGHT
75J	3	7	1	42	104
75K	9	10	6	36	113
75M	10	10	7	31	118
75N	4	5	3	71	113
75O	6	15	1	44	63
75P	7	12	2	44	81
75Q	6	12	2	6	112
75R	6	11	3	27	107
75S	3	4	2	87	106
75T	7	6	6	88	91
75U	5	4	7	94	109
75V	2	4	1	59	119
75W	4	6	3	69	98
75X	1	8	0	21	84
76A	4	5	3	0	205
76B	2	3	2	23	188
76C	2	3	1	45	151
76D	0	1	0	115	77
76E	2	12	0	19	70
76F	3	8	1	27	113
76G	6	8	3	42	109
76H	7	11	3	30	105
76J	5	9	2	46	97
76K	4	7	2	79	73
76M	8	10	4	60	82
76N	4	6	2	83	86
76O	2	5	1	47	105
76P	3	5	1	61	108
76Q	9	12	4	25	109
76R	7	8	4	49	106
76S	5	5	4	90	96
76T	1	5	0	41	97
76U	5	7	2	68	83
76V	2	4	1	80	90
76W	5	2	19	131	116
77A	5	4	5	109	93

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	CONDUCTOR DEPTH	BIRD HEIGHT
77B	0	3	0	29	104
77C	0	2	0	52	109
77D	0	3	0	40	95
77E	8	10	5	51	96
77F	6	11	2	56	73
77G	6	12	2	24	99
77H	2	7	0	29	84
77J	1	6	0	28	97
77K	7	17	2	6	99
77M	8	17	2	18	90
77N	7	15	2	21	92
770	7	12	3	20	106
77P	2	9	0	28	76
77Q	2	8	0	29	80
78A	2	4	1	0	169
78B	2	4	1	69	109
78C	4	9	1	6	124
78D	6	12	2	0	135
78E	9	13	4	0	145
78F	9	10	5	17	127
78G	6	12	2	35	86
78H	5	10	2	28	103
78J	8	10	4	28	113
78K	9	11	4	51	88
78M	14	14	8	60	75
78N	27	24	11	33	78
780	23	22	9	19	95
78P	14	14	8	38	96
78Q	13	10	9	73	75
78R	38	16	34	14	105
78S	36	12	43	3	122
79A	1	4	0	20	112
79B	2	9	0	0	114
79C	8	24	1	0	110
79D	7	19	1	0	116

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	CONDUCTOR DEPTH	BIRD HEIGHT
79E	6	14	2	0	126
79F	10	14	4	0	135
79G	24	15	16	0	139
79H	20	13	15	1	134
79J	9	8	7	16	145
79K	9	9	6	21	132
79M	6	10	3	51	90
79N	6	13	2	40	77
79O	5	8	2	29	112
79P	4	4	4	68	133
79Q	2	4	1	76	102
79R	4	5	3	59	123
79S	15	7	22	15	147
79T	25	7	47	10	134
79U	28	8	48	13	125
79V	25	9	34	3	137
79W	12	4	25	4	178
80A	10	5	15	9	175
80B	10	5	16	8	176
80C	2	3	1	86	113
80D	1	2	2	148	121
80E	1	3	1	81	113
80F	4	3	7	108	128
80G	6	8	4	72	88
80H	9	12	4	37	99
80J	9	11	5	28	114
80K	8	9	4	22	125
80M	3	5	2	61	125
80N	0	3	0	41	80
80O	0	4	0	27	78
80P	0	3	0	43	82
80Q	1	2	2	215	125
81A	12	4	29	93	89
81B	16	6	26	69	94

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	CONDUCTOR DEPTH	BIRD HEIGHT
81C	6	6	7	72	112
81D	4	7	2	44	114
81E	1	2	1	136	103
81F	1	4	0	28	93
81G	0	3	0	16	91
81H	8	6	9	19	162
81J	2	3	1	38	158
81K	1	3	1	42	157
81M	1	3	1	94	97
81N	4	6	2	69	95
81O	4	6	2	68	96
81P	3	6	1	24	128
81Q	3	8	1	40	89
81R	2	5	0	59	82
81S	0	3	0	37	124
81T	1	3	0	51	115
82A	0	3	?	?	145
82B	0	1	?	?	122
82C	1	5	0	20	132
82D	2	6	0	38	93
82E	6	11	2	0	155
82F	7	11	3	0	150
82G	5	9	2	0	150
82H	6	7	4	4	157
82J	1	3	1	81	100
82K	3	10	0	0	118
82M	4	15	1	0	113
82N	1	7	0	0	112
82O	1	5	0	15	113
82P	1	2	0	127	86
82Q	0	1	?	?	83
82R	1	3	0	5	142
82S	2	5	0	15	132
82T	1	3	0	19	137
82U	1	3	0	77	98
82V	2	4	2	95	99
82W	2	3	1	111	113

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	CONDUCTOR DEPTH	BIRD HEIGHT
82X	1	3	0	23	138
83A	1	3	0	65	99
83B	2	3	2	97	136
83C	3	4	3	66	127
83D	3	3	4	96	140
83E	2	3	2	102	123
83F	2	4	1	0	177
83G	2	4	1	3	173
83H	1	1	1	144	119
83J	0	1	0	30	198
83K	4	6	2	0	176
83M	2	5	1	28	119
83N	2	4	1	36	144
83O	2	8	0	7	103
83P	1	4	0	33	109
83Q	2	4	2	27	168
84A	0	3	0	1	80
84B	0	4	0	0	77
84C	1	9	0	2	88
84D	1	7	0	14	93
84E	2	3	1	42	161
84F	1	3	1	58	158
84G	2	4	2	65	128
84H	4	7	2	38	124
84J	5	8	2	17	130
84K	3	6	2	54	101
84M	4	6	2	57	112
84N	0	1	?	?	94
84O	0	1	0	83	101
84P	1	2	1	85	160
84Q	1	2	0	80	134
84R	4	9	1	12	121
84S	5	12	2	0	119
84T	6	14	2	0	116
84U	4	2	8	148	100

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	DEPTH	BIRD HEIGHT
84V	2	2	4	190	93
84W	0	2	0	110	80
84X	0	1	?	?	106
84Y	0	0	?	?	112
84Z	0	1	0	206	127
85A	25	11	27	56	80
85B	19	8	24	68	83
85C	2	9	0	27	69
85D	1	8	0	26	72
85E	0	0	?	?	127
85F	0	1	?	?	104
85G	3	1	17	125	158
85H	1	2	0	24	181
85J	1	2	1	105	150
85K	3	3	4	84	134
85M	4	4	5	101	102
85N	4	8	1	51	87
85O	3	5	1	88	72
85P	2	3	2	83	138
85Q	5	2	16	130	114
85R	23	16	13	5	122
85S	24	22	10	0	120
85T	18	18	8	6	116
86A	21	20	9	75	110
86B	26	25	12	75	105
86C	12	11	9	143	97
86D	6	6	4	110	90
86E	2	1	10	352	98
86F	3	4	4	100	100
86G	3	8	2	130	80
86H	5	9	3	120	86
86J	5	9	3	114	85
86K	5	8	3	150	86
86M	5	7	4	152	93
86N	6	6	6	165	95

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	CONDUCTOR DEPTH	BIRD HEIGHT
86O	7	5	10	160	110
86P	7	6	8	125	140
86Q	6	5	8	126	154
86R	3	3	5	220	110
86S	3	4	4	237	110
86T	4	4	6	178	122
86U	3	3	5	202	123
86V	2	1	10	355	95
86W	5	2	20	223	137
86X	4	1	40	267	133
86Y	5	1	55	267	100
86Z	7	2	38	218	112
86AA	38	12	65	75	110
87A	5	2	19	1	249
87B	7	4	12	26	174
87C	12	8	13	5	158
87D	12	9	10	1	156
87E	9	10	5	0	152
87F	7	13	2	0	125
87G	5	10	2	0	138
87H	4	7	2	5	145
87J	1	3	0	24	141
87K	1	5	0	57	86
87M	2	8	1	0	125
87N	2	5	0	60	79
87O	5	13	1	0	113
87P	4	11	1	0	116
87Q	4	9	1	3	131
87R	5	7	3	42	119
87S	7	8	4	49	108
87T	8	9	5	29	122
87U	5	7	3	42	120
87V	3	6	2	49	110
87W	1	2	0	32	176
87X	1	6	0	0	147
87Y	1	5	0	0	138
87Z	0	4	0	0	139

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	CONDUCTOR DEPTH	BIRD HEIGHT
87AA	1	1	1	203	130
87AB	6	12	2	8	117
87AC	11	14	5	2	126
87AD	14	15	7	130	0
87AE	13	12	7	138	0
88A	2	4	1	66	127
88B	0	1	?	?	136
88C	0	0	?	?	159
88D	1	3	1	76	128
88E	2	3	2	77	133
88F	5	4	7	170	130
88G	4	3	7	164	160
88H	2	2	3	142	116
88J	2	4	1	72	120
88K	2	4	1	69	120
88M	1	2	2	159	117
88N	2	3	1	90	109
88O	3	3	6	123	119
88P	3	5	2	51	126
88Q	1	2	0	80	117
89A	2	1	10	340	110
89B	5	4	7	136	164
89C	4	2	12	239	136
89D	3	3	5	225	100
89E	2	2	4	265	110
89F	4	2	12	185	180
89G	3	2	8	185	185
89H	1	2	2	237	115
89J	1	2	2	193	157
89K	2	3	3	205	120
90A	4	7	2	0	172
90B	5	12	2	0	149
90C	2	2	3	73	178

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	DEPTH	BIRD HEIGHT
90D	2	2	4	97	184
90E	3	4	3	61	133
90F	2	2	7	112	170
90G	2	2	3	132	115
90H	3	1	30	138	171
90J	4	4	4	36	166
90K	4	7	2	12	139
90M	2	5	1	11	145
90N	1	2	1	116	131
900	0	1	0	91	161
91A	1	1	3	325	125
91B	2	2	4	255	120
91C	5	5	6	155	120
91D	6	4	10	182	118
91E	1	3	1	145	105
91F	1	6	0	110	65
91G	2	6	1	115	85
91H	7	10	4	110	100
91J	11	10	6	90	135
91K	8	9	6	95	130
91M	5	7	4	125	115
91N	5	6	4	145	115
910	6	10	4	92	108
91P	3	6	2	110	115
91Q	3	4	4	190	110
92A	1	2	1	342	88
92B	3	3	5	198	132
92C	5	7	4	118	127
92D	10	13	6	79	121
92E	7	11	4	75	125
92F	9	7	7	152	98
92G	8	10	3	122	103
92H	2	2	4	161	115
92J	2	3	2	95	112
92K	3	2	7	118	154

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	CONDUCTOR DEPTH	BIRD HEIGHT
92M	2	0	340	213	128
92N	1	3	1	95	96
92O	2	3	2	111	95
92P	2	3	2	121	103
92Q	0	4	?	?	81
93A	4	4	5	84	128
93B	5	4	7	81	132
93C	1	2	1	125	100
93D	2	3	1	100	86
93E	5	1	23	62	194
93F	1	2	2	152	111
93G	2	2	4	173	102
93H	0	2	0	55	96
93J	2	2	4	110	142
93K	4	6	2	7	150
93M	3	4	2	68	124
93N	4	5	3	55	120
93O	1	5	0	21	130
93P	2	5	0	33	114
93Q	1	6	0	27	92
93R	0	4	?	?	139
93S	0	4	?	?	142
94A	1	3	1	80	122
94B	3	4	3	91	116
94C	5	5	4	59	125
94D	2	4	2	88	115
94E	4	7	2	50	103
94F	8	15	2	0	116
94G	8	13	3	10	115
94H	8	15	2	0	113
94J	8	15	3	0	116
94K	5	6	5	30	151
94M	7	6	7	33	151
94N	6	1	46	110	129
94O	6	1	55	83	152

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	CONDUCTOR DEPTH	BIRD HEIGHT
94P	7	8	4	84	74
94Q	3	2	5	119	125
94R	1	3	0	70	116
94S	0	3	0	26	86
94T	1	2	1	118	108
94U	1	1	1	115	143
94V	12	8	12	27	136
95A	24	5	75	39	109
95B	21	4	76	79	78
95C	5	3	11	144	89
95D	4	4	6	107	105
95E	4	7	2	85	66
95F	4	2	11	137	114
95G	3	2	5	131	123
95H	3	2	5	137	115
95J	6	3	16	129	90
95K	9	2	65	80	131
95M	18	5	46	27	133
95N	14	4	36	19	154
95O	10	2	54	38	164
95P	8	2	41	58	159
95Q	3	2	9	139	129
95R	3	1	11	179	103
95S	2	5	1	74	90
95T	5	4	6	123	88
95U	2	4	2	102	101
95V	1	3	0	39	117
96A	2	10	0	6	95
96B	5	7	3	71	94
96C	5	7	3	67	96
96D	8	7	7	41	126
96E	10	6	13	53	124
96F	11	4	27	76	112
96G	7	4	13	115	93
96H	1	5	0	60	90

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	CONDUCTOR DEPTH	BIRD HEIGHT
96J	8	6	9	85	99
96K	8	7	7	83	90
96M	3	6	2	61	99
96N	2	4	1	45	129
96O	4	4	3	22	173
96P	3	4	2	46	142
96Q	2	2	4	106	168
97A	1	0	3	272	164
97B	0	2	?	?	144
97C	3	5	1	49	124
97D	1	1	1	113	144
97E	4	6	3	55	114
97F	4	8	1	25	111
97G	3	7	1	40	107
97H	4	13	1	19	86
97J	9	12	4	28	104
97K	10	12	5	37	102
97M	13	8	14	40	118
97N	18	13	13	10	126
97O	11	7	11	36	131
97P	4	2	12	110	155
97Q	4	1	65	111	174
97R	1	1	2	195	133
97S	1	3	0	27	144
98A	1	2	0	58	124
98B	2	4	1	83	89
98C	2	8	0	40	75
98D	2	7	0	42	75
98E	50	40	15	3	90
98F	25	17	15	22	103
98G	20	18	10	28	95
98H	14	10	12	55	91
98J	1	2	1	105	116
98K	8	15	2	6	109
98M	7	13	2	8	114

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	CONDUCTOR DEPTH	BIRD HEIGHT
98N	6	10	3	8	132
98O	5	7	3	18	137
98P	2	4	1	30	148
98Q	4	1	23	76	185
98R	3	0	256	167	144
98S	2	2	5	163	120
98T	7	2	46	100	125
98U	11	5	19	68	115
99A	16	11	13	45	100
99B	25	10	29	25	113
99C	22	10	25	19	124
99D	22	9	29	0	147
99E	18	8	23	42	110
99F	6	9	3	38	105
99G	7	10	3	37	100
99H	14	1	160	86	101
99J	9	0	382	88	131
99K	13	3	56	40	142
99M	13	5	23	37	138
99N	7	4	11	69	134
99O	4	3	6	79	150
99P	13	8	14	44	119
99Q	17	10	14	31	116
99R	23	7	44	4	143
99S	36	12	41	0	142
99T	18	7	25	8	146
99U	3	3	4	87	141
99V	1	2	1	136	110
99W	2	3	1	96	108
99X	2	3	1	64	132
100A	3	4	2	60	139
100B	5	5	4	61	131
100C	5	6	4	68	105
100D	5	3	9	92	131
100E	4	7	2	63	89

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	DEPTH	BIRD HEIGHT
100F	5	9	2	33	110
100G	2	4	2	107	95
100H	3	5	1	92	69
100J	3	5	2	82	98
100K	3	5	2	82	98
100M	5	4	5	73	126
100N	13	11	9	27	120
100O	16	12	11	21	121
100P	19	14	13	20	114
100Q	21	14	14	16	117
100R	13	9	11	39	114
100S	6	4	10	101	111
100T	4	4	5	94	119
100U	10	5	18	37	149
100V	18	10	17	19	126
100W	13	11	8	18	125
100X	13	15	6	23	103
100Y	10	10	6	24	123
100Z	16	9	18	34	120
100AA	23	12	20	38	98
100AB	39	14	41	30	91
100AC	29	9	45	6	129
100AD	13	5	27	13	164
100AE	10	7	10	23	146
100AF	11	7	13	36	135
101A	35	23	17	0	115
101B	7	11	3	25	112
101C	5	9	2	34	99
101D	4	9	1	29	100
101E	12	11	8	51	96
101F	28	23	12	21	92
101G	16	10	14	41	108
101H	3	3	3	113	103
101J	3	3	3	115	99
101K	0	1	0	47	151
101M	4	4	4	85	113
101N	3	5	2	68	111

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	CONDUCTOR DEPTH	BIRD HEIGHT
101O	4	6	2	52	112
101P	7	3	22	68	147
101Q	7	2	25	73	143
101R	11	3	34	50	141
101S	9	4	16	66	128
101T	3	4	3	75	122
101U	4	5	3	44	139
101V	4	4	4	60	137
101W	4	3	6	62	158
101X	2	5	1	48	125
101Y	3	4	3	64	144
101Z	2	2	3	105	161
101AA	3	3	4	77	154
102A	4	6	2	42	118
102B	3	9	1	17	110
102C	3	10	1	33	83
102D	6	14	2	38	76
102E	11	16	4	39	79
102F	9	12	4	60	74
102G	5	5	4	60	123
102H	6	9	3	51	92
102J	9	2	61	80	127
102K	5	1	84	132	121
102M	1	2	0	137	80
102N	4	2	18	139	120
102O	21	22	8	57	56
102P	4	2	8	135	118
102Q	14	10	12	26	125
102R	17	13	10	34	101
103A	3	1	13	145	151
103B	6	2	17	128	99
103C	10	3	35	86	111
103D	11	3	33	37	153
103E	18	9	20	25	124
103F	24	20	11	48	69

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	CONDUCTOR DEPTH	BIRD HEIGHT
103G	10	5	14	110	71
103H	7	6	7	98	86
103J	5	6	4	88	87
103K	7	8	5	83	78
103M	5	8	2	78	67
103N	0	1	?	?	90
103O	4	2	9	111	135
103P	1	0	9	281	123
103Q	2	0	191	258	124
103R	7	2	30	94	132
103S	7	11	3	36	96
103T	7	10	3	39	100
103U	9	16	3	56	61
103V	14	15	6	38	90
103W	13	11	9	57	89
103X	0	0	?	?	73
103Y	3	3	5	111	118
103Z	5	10	1	24	104
103AA	2	12	0	0	96
103AB	1	8	0	0	108
104A	1	0	33	333	91
104B	1	3	0	78	68
104C	9	10	5	32	114
104D	7	9	4	39	111
104E	4	6	2	47	113
104F	3	5	1	64	100
104G	6	8	3	90	64
104H	11	7	12	85	80
104J	14	7	17	52	109
104K	3	7	1	91	53
104M	3	6	1	110	49
104N	13	11	9	42	102
104O	19	10	19	42	105
104P	11	5	17	111	69
104Q	12	7	13	104	62
104R	14	5	33	97	75
104S	12	2	62	90	96

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	CONDUCTOR DEPTH	BIRD HEIGHT
104T	8	3	19	116	91
104U	5	4	6	124	79
104V	8	4	16	108	91
104W	9	4	19	98	100
104X	13	8	13	33	126
104Y	14	9	14	54	102
104Z	4	4	4	111	88

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

NUMBERS		13099 6 811121314151617262718192021 22 1 2 3 4
ESS SWITCHES		2 2 1 1 0 0 0 0 0 1 1 0
ITER MAP SWITCHES		3 1 1 1 0 0 1 0 0 0 0 0 0 0 0 0 0 0
TER MAP SWITCHES		4 2 1 0 0 1 1 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0
TAPE SWITCHES		5 0 0 1 0
T ANNEL LIMITS	6	32.20 37.00 27.40 34.60 22.70 27.60 18.00
		24.00 13.40 19.50 9.20 13.20 0.0 4.00
HS AND LAGS	7	4.00 4.00 4.00 4.00 4.00 4.00 4.00
		0.0 0.10 0.10 0.10 0.10 0.19 0.19
SCALE VALUES	8	1.00 40.00 40.00 13.33 13.33 200.00 1000.00
ER CALIBRATION	9	6 1.00 2.00 3.00 4.00 5.00 6.00
		0.87 1.74 2.61 3.48 4.35 5.22
		0.0 100.00 200.00 300.00 400.00 500.00
		0.0 100.00 200.00 300.00 400.00 500.00
RANCES	10	0.10 2.00 1.00 0.20 0.40 0.15
TAPE PARAMETERS	11	34.88 34.66 0.00 0.25 2.00 8.0010000.00
TAPE LAGS	12	1.06 2.06 7.00 0.50 0.50 0.50 0.50
D PARAMETERS	13	6.24 0.10 15.00 48.00 3.00 2.00
TER SPECS	14	100 66 120 0.4230 0.2540 300
SPECS	15	0.3937500.0000500.0000 0.0700 0.0550 0.1350 0.0700
YMBOL LIMITS	16	10 2. 4. 8. 15. 30. 60.
		125. 250. 500. 0.
ONSE CODES	17	S M C 24A B C D E F G H J K M N O P Q R
OGRAM SPECS	18	5.00 3 9
E	19	J7817 TIE LINE 1 PART 2 1:20000 FIDS 21-33
FILTER SPECS	20	0.0 80.00 164.00 100.00 1000.00 0.0 30.00
ILTER SPECS	21	5 0.600 5 0.600 650. 0
S, LENGTH, FREQ	22	5.00 19.54 0.74
BASE LEVELS		2340000.0040000.00
ES - FPR,PRT,PLT		2410000.0020000.0020000.00
OF IN, CM, CW ROTATION, DEG	25	0.0 0.0 0.0
X-Y,METERS, L-R	26	0. 0. 0. 0. 0. 0. 0
DIMENSIONS - IN	27	42.20 15.66
ROJECTION ANGLE, DEG, EM SCALE, PPM/CM	28	90.00 10.00
TER, PLOTTER MAP SWITCHES, LIMITS	29	1 1 0 0 0 0
,TMAXC,TMAXT		34.56 11.53 719.25

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	CONDUCTOR DEPTH	BIRD HEIGHT
1A	7	8	5	65	97
1B	4	2	11	83	158
1C	8	4	15	56	145
1D	16	6	30	29	133
1E	14	7	17	28	135
1F	13	7	16	28	139
1G	17	6	28	26	133
1H	15	9	15	33	123
1J	4	8	2	74	64
1K	6	10	3	49	91
1M	20	21	8	31	83
1N	20	24	6	29	78
1O	15	16	6	25	99
1P	7	6	6	25	156
1Q	8	10	4	1	140
1R	7	7	5	43	120
1S	6	6	5	85	95
1T	6	5	7	99	92
1U	2	3	2	101	117
1V	4	4	4	77	120
1W	4	3	7	93	142
1X	4	3	5	122	96
1Y	8	7	7	68	103
1Z	7	8	5	67	96
1AA	1	3	1	88	100
1AB	5	5	5	77	119
1AC	1	3	1	95	104
1AD	6	11	2	3	127
1AE	8	14	3	10	109
1AF	6	11	2	16	117
1AG	2	6	1	61	81
1AH	7	12	2	38	87
1AJ	6	11	2	29	100
1AK	9	13	4	18	112
1AM	6	8	4	31	125
1AN	2	4	1	49	129
1AO	6	3	12	40	174
1AP	5	6	4	51	126
1AQ	4	5	3	67	114

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	CONDUCTOR DEPTH	BIRD HEIGHT
1AR	1	1	2	312	103
1AS	13	4	32	95	83
1AT	12	5	23	99	78
1AU	12	4	33	93	88
1AV	11	5	20	99	84
1AW	15	6	29	58	107
1AX	15	7	22	64	98
1AY	13	6	18	68	100
1AZ	13	4	29	72	105
1BA	18	4	54	30	132
1B3	0	1	0	95	201

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

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T NUMBERS          13099 6 811121314151617262718192021 22 1 2 3 4
CESS SWITCHES      2 2 1 1 0 0 0 0 0 1 1 0
NTER MAP SWITCHES  3 1 1 1 0 0 1 0 0 0 0 0 0 0 0 0 0 0
TTER MAP SWITCHES  4 2 1 0 0 1 1 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0
 TAPE SWITCHES     5 0 0 1 0
R' CHANNEL LIMITS  6      32.20   37.00   27.40   34.60   22.70   27.60   18.00
                          24.00   13.40   19.50    9.20   13.20    0.0     4.00
THS AND LAGS       7       4.00    4.00    4.00    4.00    4.00    4.00    4.00
                           0.0     0.10    0.10    0.10    0.10    0.19    0.19
' SCALE VALUES     8       1.00   40.00   40.00   13.33   13.33  200.00 1000.00
ZER CALIBRATION    9     6    1.00    2.00    3.00    4.00    5.00    6.00
                           0.87    1.74    2.61    3.48    4.35    5.22
                           0.0   100.00  200.00  300.00  400.00  500.00
                           0.0   100.00  200.00  300.00  400.00  500.00
ERANCES            10      0.10    2.00    1.00    0.20    0.40    0.15
 TAPE PARAMETERS   11     34.88   34.66    0.00    0.25    2.00    8.0010000.00
 TAPE LAGS         12      1.06    2.06    7.00    0.50    0.50    0.50    0.50
ED PARAMETERS      13      6.24    0.10   15.00   48.00    3.00    2.00
NTER SPECS         14       100      66     120  0.4230  0.2540     300
T SPECS            15  0.3937500.0000500.0000  0.0700  0.0550  0.1350  0.0700
SYMBOL LIMITS      16        10      2.      4.      8.     15.     30.     60.
                           125.    250.    500.     0.
PONSE CODES        17  S M C                    24A B C D E F G H J K M N O P Q R
TOGRAM SPECS       18      5.00       3       9
LE                 19  J7817 TIE LINE 1 PART 1 1:20000 FIDS 3-20
 FILTER SPECS      20      0.0    80.00  164.00  100.00 1000.00    0.0    30.00
TILTER SPECS       21        5   0.600       5   0.600    650.       0
ES, LENGTH, FREQ   22   5.00   19.54    0.74
 BASE LEVELS       2340000.0040000.00
ES - FPR,PRT,PLT   2410000.0020492.0020492.00
ORIGIN, CM, CW ROTATION, DEG  25        0.0     0.0     0.0
  -Y,METERS, L-R   26         0.      0.      0.      0.      0.      0.      0
 DIMENSIONS - IN   27      45.00   11.46
PROJECTION ANGLE, DEG, EM SCALE, PPM/CM 28      90.00   10.00
ITER, PLOTTER MAP SWITCHES, LIMITS 29    1 1 0 0 0 0

E,TMAXC,TMAXT   34.56   11.53  719.25
```

LINE AND ANOMALY	INPHASE PPM	QUADRATURE PPM	CONDUCTOR MHOS	CONDUCTOR DEPTH	BIRD HEIGHT
1A	13	8	14	19	144
1B	17	10	17	16	133
1C	13	7	15	1	164
1D	10	5	14	5	177
1E	8	5	10	44	140
1F	8	4	13	73	122
1G	11	5	16	46	132
1H	8	4	13	46	148
1J	9	7	10	46	125
1K	10	7	11	42	127
1M	12	7	13	39	126
1N	9	5	14	100	89
1O	9	6	12	47	133
1P	13	6	17	7	162
1Q	13	7	15	39	126
1R	12	7	16	70	99
1S	2	4	1	87	90
1T	2	4	1	97	82
1U	2	4	1	77	108
1V	4	6	2	38	118

ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS

APPENDIX IV

Claim Tags & Numbers

AREA I

Claims	Record Nos.	Expiry Dates	Mining District
T 1-14	YA11548-61	October 28, 1977	Watson Lake
T 15, 16 Fr.	YA11562-63	October 28, 1977	Watson Lake
T 17-100	YA11564-YA11647	October 28, 1977	Watson Lake
T 101 Fr.-105 Fr.	YA11648-52	October 28, 1977	Watson Lake
T 106-107	YA11653, 11654	October 28, 1977	Watson Lake
T 108-111	YA8313-16	October 27, 1977	Whitehorse
T 112-151	YA11655-94	October 28, 1977	Watson Lake
T 152	YA8317	October 27, 1977	Whitehorse
T 153-158	YA11695-11700	October 28, 1977	Whitehorse
T 159-160	YA8318, 8319	October 27, 1977	Whitehorse
T 161-190	YA11701-11730	October 28, 1977	Watson Lake
T 191-216	YA8320-8345	October 27, 1977	Whitehorse
T 217-218	YA11731, 11732	October 28, 1977	Watson Lake
T 219-272	YA8346-8399	October 27, 1977	Whitehorse
T 275-281	YA8779-8785	March 29, 1978	Whitehorse
T 282-289	YA12636-12643	March 30, 1978	Watson Lake
T 290	YA8786	March 29, 1978	Whitehorse
T 300 Fr, 301 Fr	YA20201-20202	June 13, 1978	Watson Lake
T 302 Fr, 303 Fr	YA18061-18062	June 9, 1978	Whitehorse
T 304 Fr	YA20203	June 13, 1978	Watson Lake
T 305 Fr	YA18063	June 9, 1978	Whitehorse
T 306 Fr	YA20204	June 13, 1978	Watson Lake
T 307 Fr	YA18064	June 9, 1978	Whitehorse
T 308 Fr	YA20205	June 13, 1978	Watson Lake
T 309 Fr	YA18065	June 9, 1978	Whitehorse
T 310 Fr	YA20206	June 13, 1978	Watson Lake
T 311 Fr	YA18066	June 9, 1978	Whitehorse

T 312 Fr	YA20207	June 13, 1978	Watson Lake
T 313 Fr	YA18067	June 9, 1978	Whitehorse
T 314 Fr - 317 Fr	YA20208-11	June 13, 1978	Watson Lake
T 318 Fr, 319 Fr	YA18068, 18069	June 9, 1978	Whitehorse
T 320 Fr	YA20212	June 13, 1978	Watson Lake
T 321 Fr - 327 Fr	YA18070-76	June 9, 1978	Whitehorse
T 350 Fr, 351 Fr	YA18077, 18078	June 9, 1978	Whitehorse
T 352 Fr	YA20213	June 13, 1978	Watson Lake
T 353 Fr, 354 Fr	YA18079, 18080	June 9, 1978	Whitehorse
T 355 Fr, 356 Fr	YA20214, 20215	June 13, 1978	Watson Lake
T 357 Fr	YA18081	June 9, 1978	Whitehorse
T 401-791	YA21810-22200	—	Watson Lake
T 792-826	YA25401-25435		Watson Lake
BAR 1-18	Y80328-Y80345	August 17, 1979	Whitehorse
MAL 1-44	Y80379-Y80422	August 27, 1979	Whitehorse
ENAS 1-33	Y80346-Y80378	August 27, 1979	Whitehorse
TENAS 34-41	YA3416-YA3423	August 25, 1980	Whitehorse
BELL 15 Fr, 16 Fr.	YA4124, YA4125	December 8, 1977	Whitehorse
TENAS 100 Fr. 101 Fr.	YA20197-20198	June 13, 1978	Watson Lake
WOP 1-28	Y79660-Y79687	July 22, 1980	Whitehorse
WOP 29-66	Y80208-Y80245	August 16, 1980	Whitehorse
WOP 500 Fr, 501 Fr	YA20199-20200	June 13, 1978	Watson Lake

AREA II

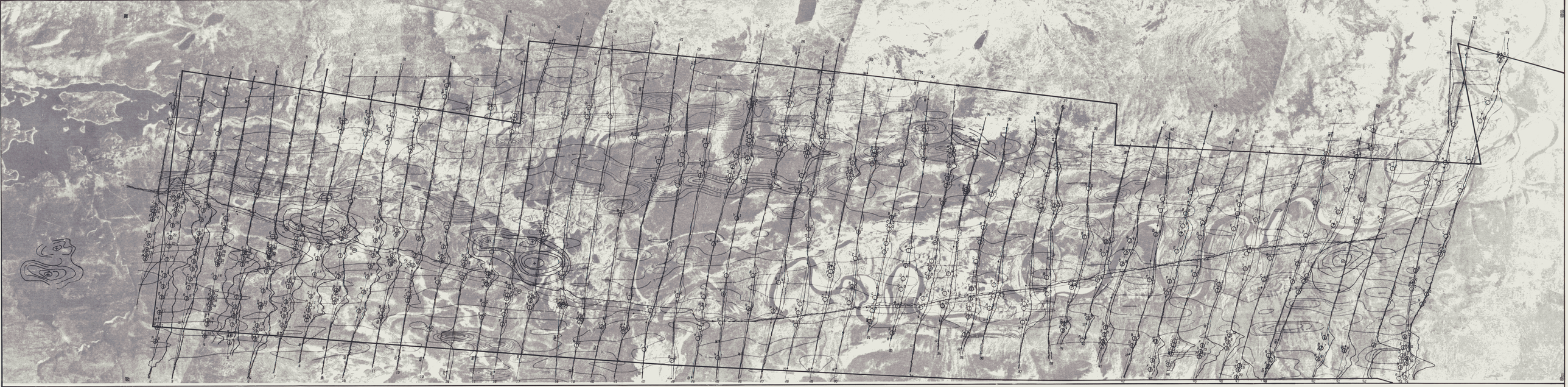
Claims	Record Nos.	Expiry Dates
LEACH 1-15	YA12058-12072	December 3, 1978
LEACH 17	YA12074	December 3, 1978
LEACH 19	YA12076	December 3, 1978
LEACH 21	YA12078	December 3, 1978
LEACH 23-96	YA12080-12153	December 3, 1978
FAULT 1	YA12154	December 3, 1978
FAULT 3	YA12156	December 3, 1978
FAULT 5	YA12158	December 3, 1978
FAULT 7	YA12160	December 3, 1978
FAULT 9	YA12162	December 3, 1978
FAULT 11	YA12164	December 3, 1978
CZAR 1-8	YA26791-26798	October 24, 1978

Production Data

Personnel:

Operators:	C.F. Bassani - Toronto, Ontario Peter Stephenson - Toronto, Ontario
Pilot:	John Rolls - Terr-Air Helicopters Ross River, Yukon Territory.

Total Linear Kilometers Flowns:	650
Aircraft:	Hughes 500-D
Number of Flights:	
Survey Dates:	September 3 to September 9, 1978
Cost per Linear Kilometer of Survey Traverse	$41.40
Cost per Linear Kilometer for Filtered Magnetics	$ 0.90



AERODAT

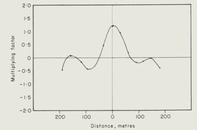


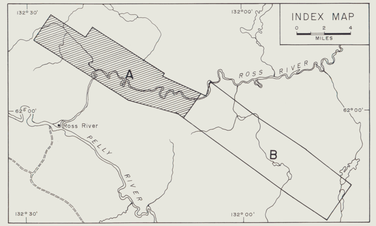


LEGEND

500 gammas
100 gammas
20 gammas
0 gammas

CHARACTERISTIC OF MAGNETIC LINE FILTER





Map 1 A

AIRBORNE ELECTROMAGNETIC SURVEY PROFILES AND FILTERED MAGNETIC MAP

ROSS RIVER AREA

YUKON TERRITORY

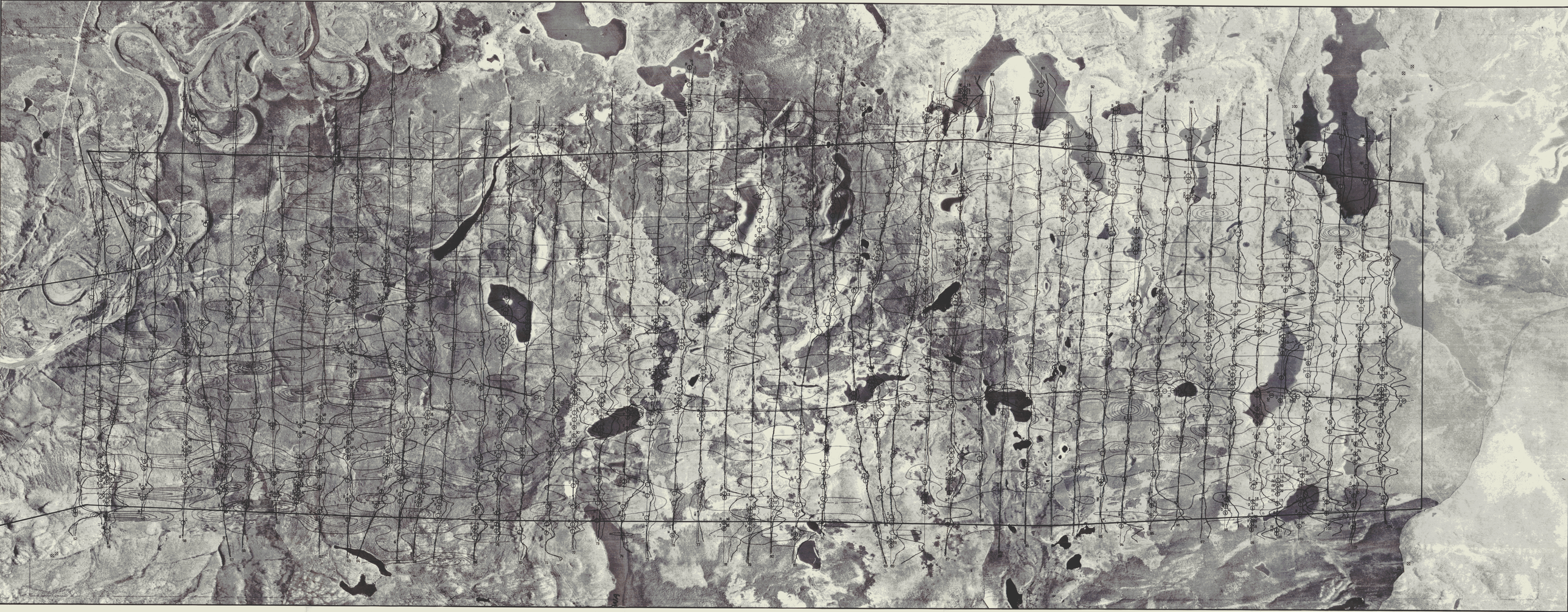
DUPONT OF CANADA EXPLORATION LIMITED

SCALE 1/20,000

½ 0 ½ MILE

0 KILOMETRE

NOVEMBER 1978



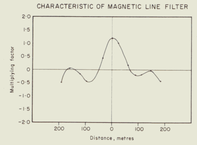
AERODAT

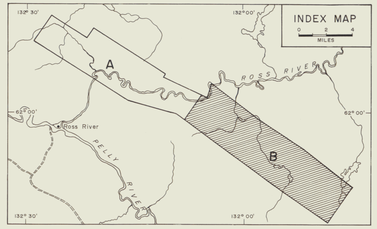




LEGEND

500 gammas
100 gammas
20 gammas
0 gammas





Map 1B

AIRBORNE ELECTROMAGNETIC SURVEY PROFILES AND FILTERED MAGNETIC MAP

ROSS RIVER AREA

YUKON TERRITORY

DUPONT OF CANADA EXPLORATION LIMITED

SCALE 1/20,000

½ 0 ½ MILE

1 0 1 KILOMETRE

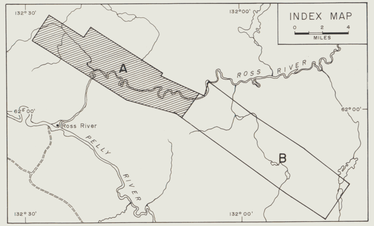
NOVEMBER 1978



AERODAT

LEGEND

500 gammas
100 gammas
20 gammas



Map 2A

TOTAL FIELD MAGNETIC MAP

ROSS RIVER AREA

YUKON TERRITORY

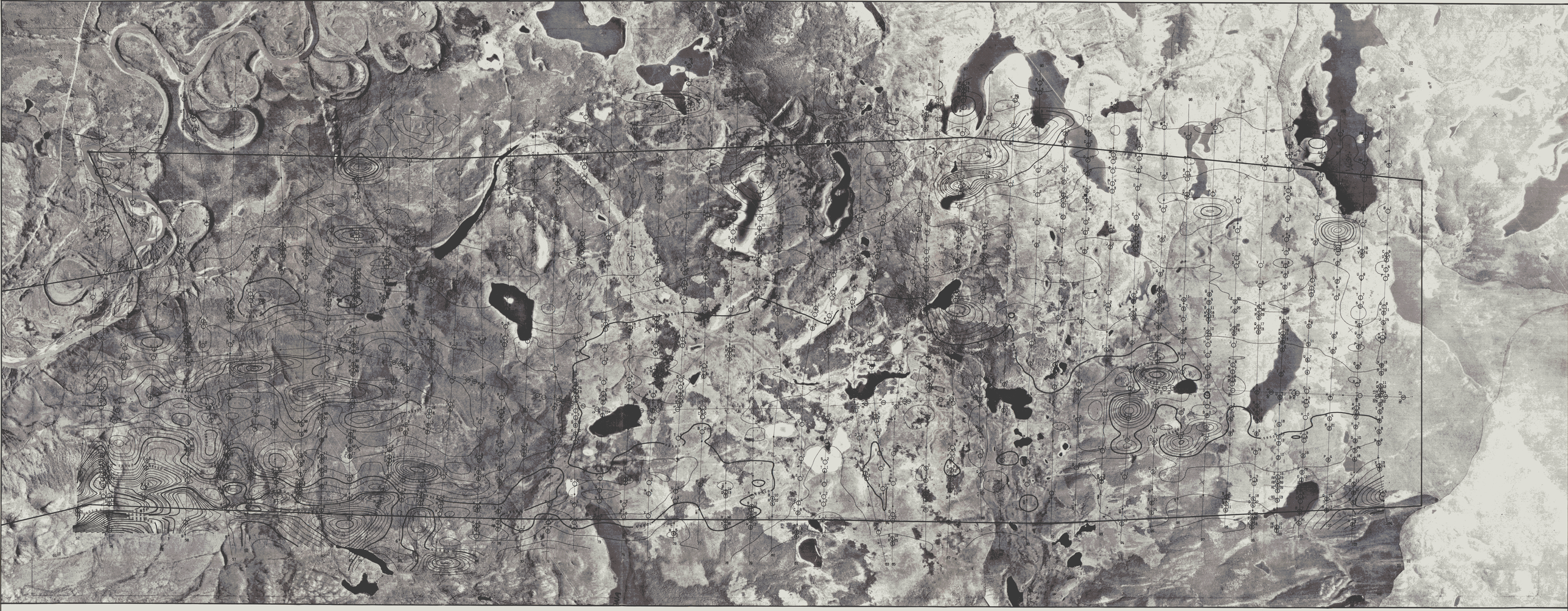
DUPONT OF CANADA EXPLORATION LIMITED

SCALE 1/20,000

½ 0 ½ MILE

0 1 KILOMETRE

NOVEMBER 1978



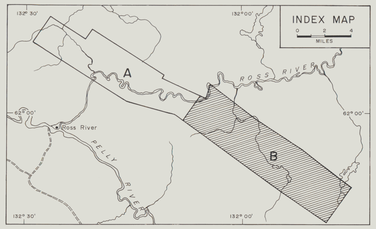
AERODAT

LEGEND

500 gammas

100 gammas

20 gammas



Map 2B

TOTAL FIELD MAGNETIC MAP

ROSS RIVER AREA

YUKON TERRITORY

DUPONT OF CANADA EXPLORATION LIMITED

SCALE 1/20,000

½ 0 ½ MILE

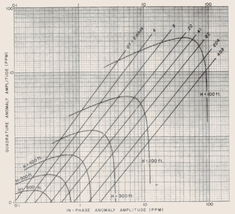
1 0 1 KILOMETRE

NOVEMBER 1978



AERODAT

Horizontal control ..... based on photo laydown
Average bird height ..... 65 metres
Line spacing ..... 400 metres



INTERPRETATION LEGEND

C — Zone of conductive rocks

Zone of magnetic rocks

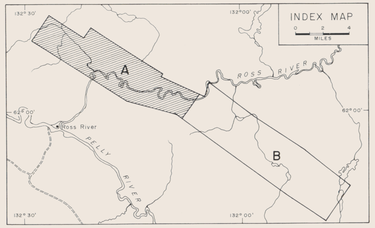
Interpreted fault lineament

EM ANOMALY SYMBOLS

EM Anomaly At, in-phase amplitude 7 p.p.m.
Conductivity thickness range D (see table)

EM RESPONSE
Conductivity thickness in mhos

⑩	> – 500
⑨	250 – 500
⑧	125 – 250
⑦	60 – 125
⑥	30 – 60
⑤	15 – 30
④	8 – 15
③	4 – 8
②	2 – 4
①	2 – <
25	Inphase response



Map 3A

INTERPRETATION MAP
AIRBORNE ELECTROMAGNETIC SURVEY

ROSS RIVER AREA

YUKON TERRITORY

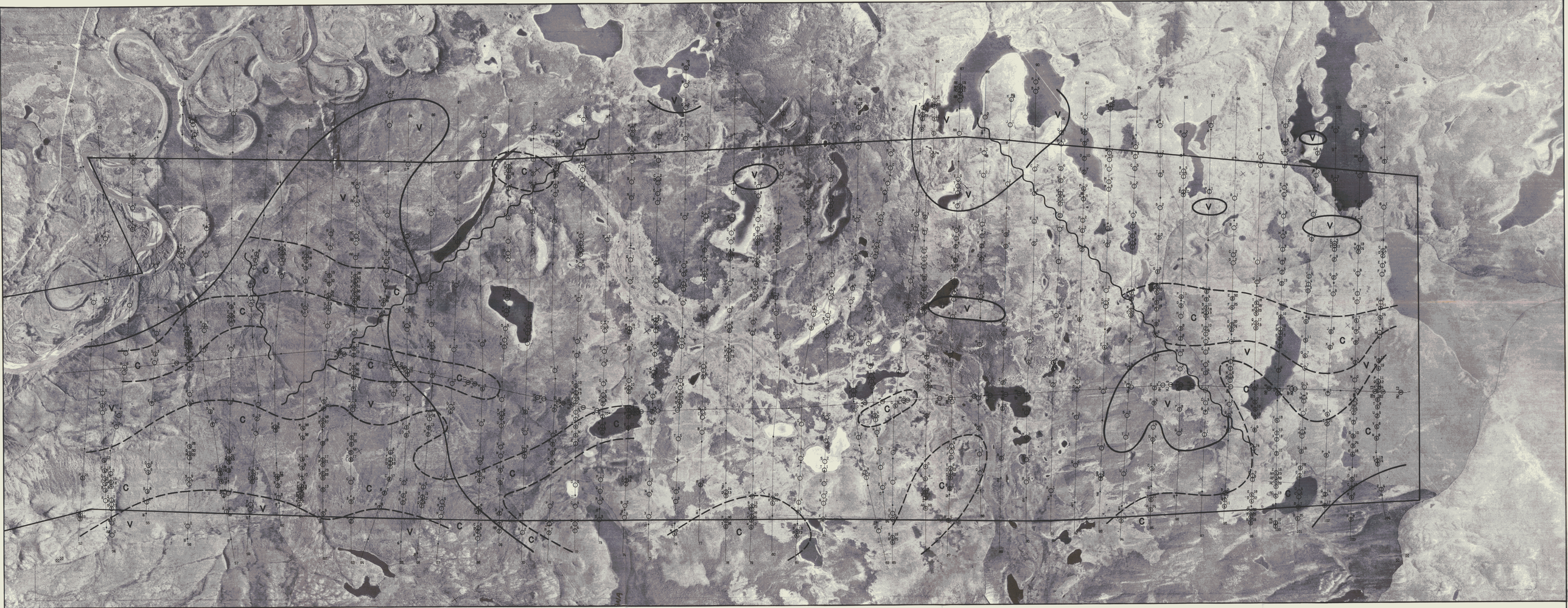
DUPONT OF CANADA EXPLORATION LIMITED

SCALE 1/20,000

½ 0 ½ MILE

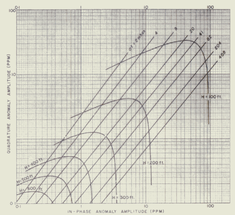
½ 0 ½ KILOMETRE

NOVEMBER 1978



AERODAT

Horizontal control .....based on photo laydown
Average bird height .....65 metres
Line spacing .....400 metres



INTERPRETATION LEGEND

C — Zone of conductive rocks

Zone of magnetic rocks

Interpreted fault lineament

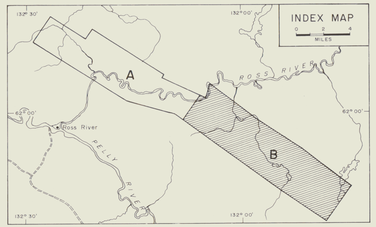
EM ANOMALY SYMBOLS

EM Anomaly A, in-phase amplitude 7 p.p.m.
Conductivity thickness range 2 (see code)

EM RESPONSE

Conductivity thickness in mhos

⑩	> 500
⑨	250 – 500
⑧	125 – 250
⑦	60 – 125
⑥	30 – 60
⑤	15 – 30
④	8 – 15
③	4 – 8
②	2 – 4
①	< 2
25	Inphase response



Map 3B

INTERPRETATION MAP
AIRBORNE ELECTROMAGNETIC SURVEY

ROSS RIVER AREA

YUKON TERRITORY

DUPONT OF CANADA EXPLORATION LIMITED

SCALE 1/20,000

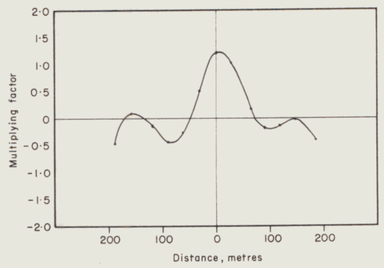
½ 0 ½ MILE

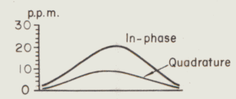
0 1 KILOMETRE

NOVEMBER 1978

AERODAT

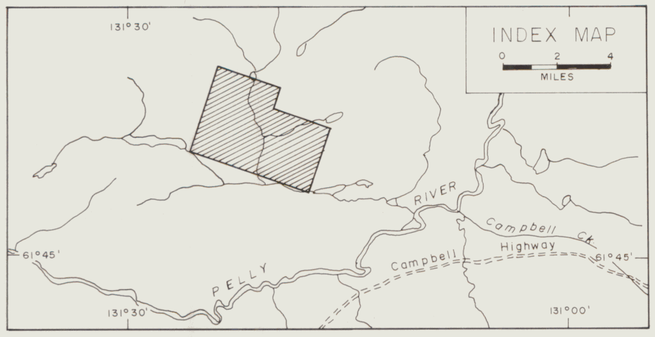
CHARACTERISTIC OF MAGNETIC LINE FILTER





LEGEND

500	gammas	
100	gammas	
20	gammas	
0	gammas	



Map 4

AIRBORNE ELECTROMAGNETIC SURVEY PROFILES AND FILTERED MAGNETIC MAP

ROSS RIVER AREA

YUKON TERRITORY

DUPONT OF CANADA EXPLORATION LIMITED

SCALE 1/20,000

½ 0 ½ MILE

0 1 KILOMETRE

NOVEMBER 1978



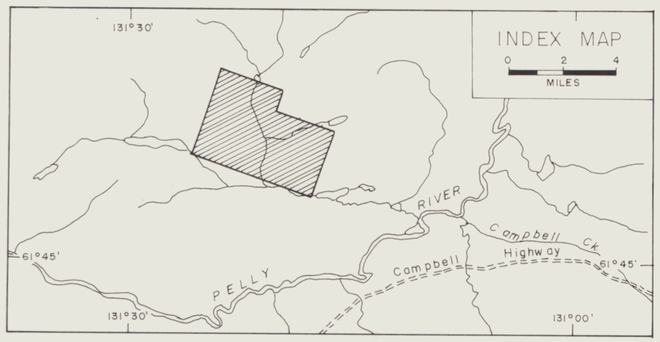
AERODAT

LEGEND

500 gammas .....

100 gammas .....

20 gammas .....



Map 5

TOTAL FIELD MAGNETIC MAP

ROSS RIVER AREA

YUKON TERRITORY

DUPONT OF CANADA EXPLORATION LIMITED

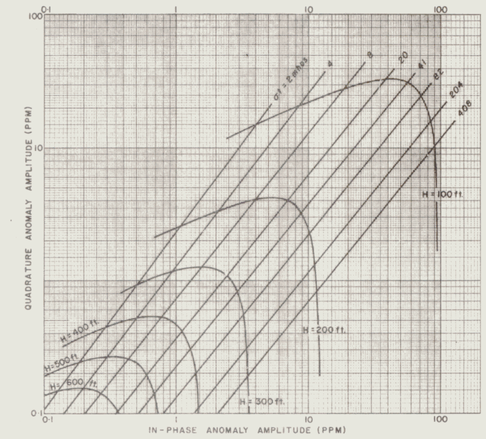
SCALE 1/20,000

½ 0 ½ MILE

1 0 1 KILOMETRE

NOVEMBER 1978

AERODAT



EM RESPONSE

Conductivity thickness in mhos

9	> – 500
8	250 – 500
7	125 – 250
6	60 – 125
5	30 – 60
4	15 – 30
3	8 – 15
2	4 – 8
1	2 – <
○	2 – <
25	Inphase response

EM ANOMALY SYMBOLS

EM Anomaly A, in-phase amplitude 7 p.p.m.
Conductivity thickness range 2 (see code)

INTERPRETATION LEGEND

C — Zone of conductive rocks

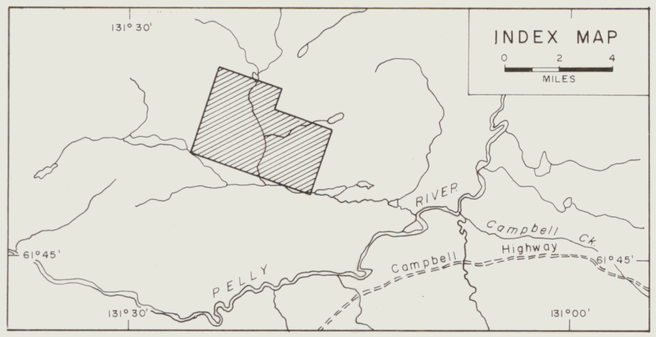
Zone of magnetic rocks

Interpreted fault lineament

Horizontal control ..... based on photo laydown

Average bird height ..... 65 metres

Line spacing ..... 400 metres



Map 6

INTERPRETATION MAP

AIRBORNE ELECTROMAGNETIC SURVEY

ROSS RIVER AREA

YUKON TERRITORY

DUPONT OF CANADA EXPLORATION LIMITED

SCALE 1/20,000

½ 0 ½ MILE

1 0 1 KILOMETRE

NOVEMBER 1978