MAP NO.: 105 K 3	**ASSESSMENT REPORT** X **PROSPECTUS** **CONFIDENTIAL** **OPEN FILE** X	**DOCUMENT NO:** **MINING DISTRICT:** **TYPE OF WORK:**	092540 WHITEHORSE AIRBORNE GEOPHYSICAL

REPORT FILED UNDER:	Dominion Explorers Inc.		
DATE PERFORMED:	April 15-22, 1988	**DATE FILED:**	September 8, 1988
LOCATION: **LAT.:**	62°06'N	**AREA:**	Faro
LONG.:	133°14'W	**VALUE $:**	43,100.00
CLAIM NAME & NO.:	KELSEY 1-95 (YB08151-245); ABE 1-35 (YB08460-494); MARY 1-57 (YB08403-459); VERLE 1-4 YB (08495-98); LAN-DAR 42-44 (YA96172-174)		
WORK DONE BY:	R.J. De Carle		
WORK DONE FOR:	Dominion Explorers Inc.		

DATE TO GOOD STANDING:

REMARKS: #73 SIR JOHN A (adjacent)
An airborne geophysical survey was flown over the property in 1988.

Indian and Northern Affairs Canada | Affaires indiennes et du Nord Canada

092540

M.R. file no.

R.M.M.R. file no.

Date forwarded 9 SEPTEMBER 1988

TRANSMITTAL FORM

From ▶ Mining Recorder at: WHITEHORSE

To ▶ Regional Manager, Mineral Rights at Whitehorse, Y.T.

For action are:

- ☐ NEW APPLICATION FOR PLACER LEASE TO PROSPECT — Name
- ☐ RENEWAL APPLICATION PLACER LEASE TO PROSPECT — Name — Lease no.
- ☐ AFFIDAVIT OF EXPENDITURE ON PLACER LEASE — Name — Lease no.
- ☐ SECURITY DEPOSIT
- ☐ FINANCIAL ABILITY
- ☐ ASSIGNMENT OF PLACER LEASE NO. — From — To
- ☐ GROUPING APPLICATION UNDER SEC. 52(2) PLACER MINING ACT. — Owner
- ☒ DIAMOND DRILL LOGS — Claims — Claim sheet no.
- ☐ QUARTZ ASSESSMENT REPORT — Claims KELSEY 1-95 YB08151-245, ABE 1-35 MARY 41-57 LANDON 42, 44 VERLE 1-4 — Claim sheet no. 105-K-3

Type of report: AIRBORNE GP SURVEY

Submitted by: DOMINION EXPLORERS INC.

Cls. work performed on: ABOVE

$ req. for ren. application: $43,100

OFFICE OF THE REGIONAL MAN. MINERAL RIGHTS SEP 8 1988 WHITEHORSE YUKON TERRITORY

Signature

092540

REPLY ACTION

Date returned 7 Oct 88

Approved for amount required

#73 SIR JOHN A

Signature

802-6027-26 (6-86)

092540



REPORT ON COMBINED HELICOPTER-BORNE MAGNETIC, ELECTROMAGNETIC AND VLF SURVEY FARO PROPERTY YUKON TERRITORY

092540

for
DOMINION EXPLORERS INC.
by
AERODAT LIMITED
June 10, 1988

J8842

R.J. de Carle
Consulting Geophysicist

This report has been examined by the Geological Evaluation Unit under Section 53 (4) Yukon Quartz Mining Act and is allowed as representation work in the amount oi $ 43,100.00 .

for Regional Manager, Exploration and Geological Services for Commissioner of Yukon Territory.

092540

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LIST OF MAPS

(Scale 1:10,000)

MAPS: (As listed under Appendix "B" of the Agreement)

1. TOPOGRAPHIC BASE MAP;
showing registration crosses corresponding to the Universal Tranverse Mercator 10,000 metre grid, Zone TH.

2. FLIGHT LINE MAP;
showing all flight lines, anomalies and fiducials with the topographic base map.

3. AIRBORNE ELECTROMAGNETIC SURVEY INTERPRETATION MAP;
showing flight lines, fiducials, conductor axes and anomaly peaks along with inphase amplitudes and conductivity thickness ranges for the 4600 Hz coaxial coil system with the topographic base map.

4. TOTAL FIELD MAGNETIC CONTOURS;
showing magnetic values contoured at 1 nanoTesla intervals, flight lines and fiducials with the topographic base map.

5. VERTICAL MAGNETIC GRADIENT CONTOURS;
showing magnetic gradient values contoured at 0.1 nanoTeslas per metre with the topographic base map.

6. APPARENT RESISTIVITY CONTOURS;
showing contoured resistivity values, flight lines and fiducials with the topographic base map.

7. VLF-EM TOTAL FIELD CONTOURS;
showing VLF-EM values contoured at 0.5% intervals, flight lines and fiducials with the topographic base map.

8. ELECTROMAGNETIC PROFILES;
showing flight lines, fiducials, inphase and quadrature responses for the:
a) low frequency (935 Hz) coaxial system
b) low frequency (4175 Hz) coplanar system
c) high frequency (4600 Hz) coaxial system

1. INTRODUCTION

This report describes an airborne geophysical survey carried out on behalf of Dominion Explorers Inc. by Aerodat Limited. Equipment operated included a three frequency electromagnetic system, a high sensitivity cesium vapour magnetometer, a two frequency VLF-EM system, a film tracking camera, a radar positioning system, and an altimeter. Electromagnetic, magnetic and altimeter data were recorded both in digital and analog form. Positioning data were stored in digital form and recorded on VHS video cassette film, as well as being marked on the flight path mosaic by the operator while in flight.

The survey area, comprises a block of ground in the Pelly River area, Yukon Territory, is centred approximately 16 kilometres southeast of the town of Faro. The survey is also located about 180 kilometres northeast of Whitehorse. Seven flights, which were flown between April 15 and April 22, 1988, were required to complete the survey with flight lines oriented at an Azimuth of 030-210 degrees and flown at a nominal line spacing of 125 metres. Coverage and data quality were considered to be well within the specifications described in the contract.

The survey objective is the detection and location of mineralized zones which can be directly or indirectly related to base metal

exploration targets. Of importance, therefore, would be Vangorda-type flat lying lead-zinc sulphide replacement deposits. The deposit comprises an overlapping series of horizontal lenses of sulphides that appear to replace a favourable sedimentary bed. Because of the expected poor conductivity associated with these types of mineralized zones, electromagnetic responses that display weak signatures may be of interest in any future ground program. Magnetics may or may not have any significance because of the presence of other magnetic zones.

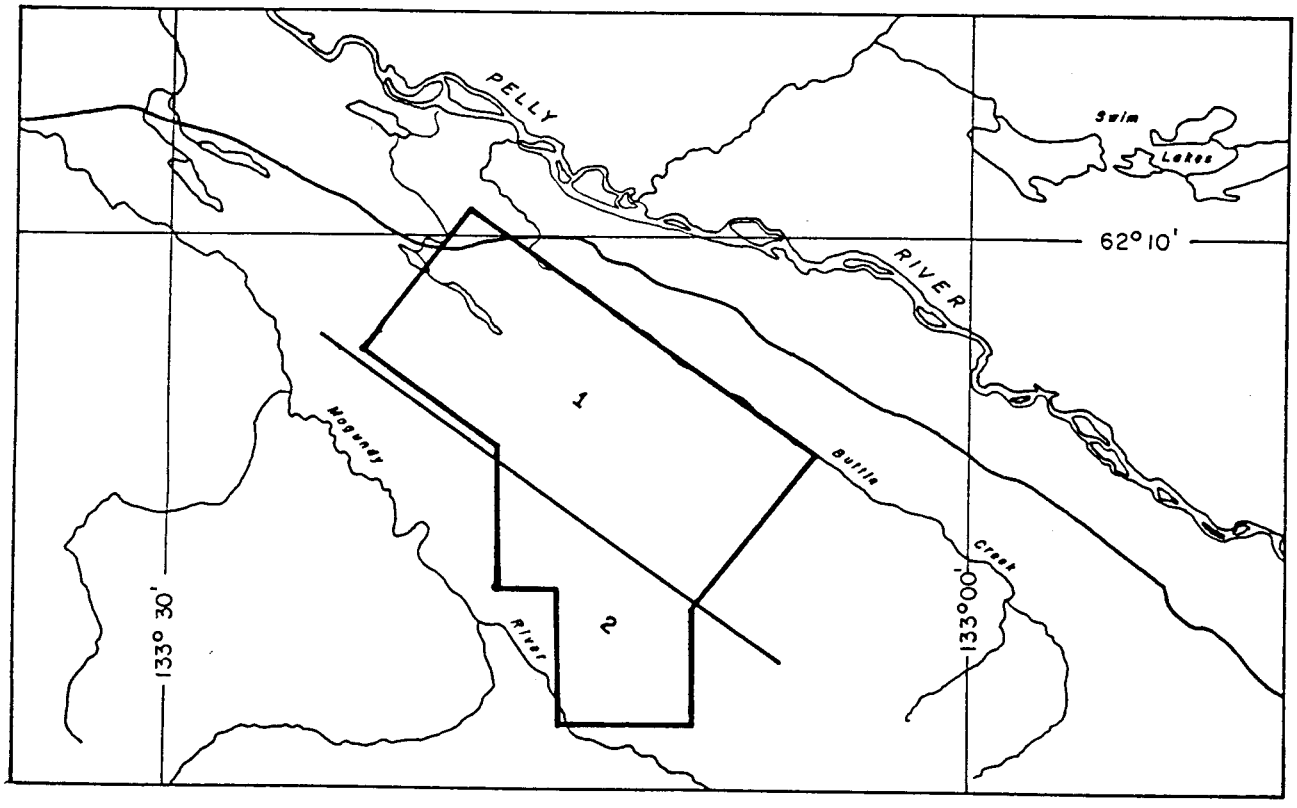
Also of considerable interest is the recent precious metal activity in the Grew Creek area, which is approximately 20 kilometres to the southeast of the survey area. Beyond the Grew Creek area, further to the southeast, is the Ketza River gold property of Canamax Inc./ Pacific Trans-Ocean Resources.

A total of 980 kilometres of the recorded data were compiled in map form and are presented as part of this report according to specifications outlined by Dominion Explorers Inc.

2. SURVEY AREA LOCATION

The survey area is depicted on the index map as shown. It is centred at Latitude 62 degrees 06 minutes north, Longitude 133 degrees 14 minutes west, approximately 16 kilometres southeast of Faro, Yukon Territory (NTS Reference Map No. 105 K3). To the north of the area, is the Pelly River while to the south is the St. Cyr Mountain Range. Traversing across the north end of the Survey area is Highway No. 9, a gravel road. Access to the area is by helicopter from such bases as Faro or Ross River, which is approximately 45 kilometres to the east of the survey area.

The terrain varies from north to south with elevations generally in the 2500 to 3000 foot range near Buttle Creek. In an area just to the south of Buttle Creek, there is an intermontane valley, approximately two kilometres wide. It is within the confines of this valley where a few lakes occur. Further to the south to well beyond the southern boundary of the survey area, the terrain is extremely rough with elevations in the order of 5000 feet. Access to the southern portions of the survey area is by helicopter only.


PELLY
RIVER
62° 10'
133° 30'
133° 00'
1
2
Mcquesten
River
Bonnet
Creek
Swim
Lakes

3. AIRCRAFT AND EQUIPMENT

3.1 Aircraft

An Aerospatiale A-Star 350D helicopter, (C-GBBX), owned and operated by Ranger Helicopters Limited, was used for the survey. Installation of the geophysical and ancillary equipment was carried out by Aerodat. The survey aircraft was flown at a mean terrain clearance of 60 metres.

3.2 Equipment

3.2.1 Electromagnetic System

The electromagnetic system was an Aerodat 3-frequency system. Two vertical coaxial coil pairs were operated at 935 Hz and 4600 Hz and a horizontal coplanar coil pair at 4175 Hz. The transmitter-receiver separation was 7 metres. Inphase and quadrature signals were measured simultaneously for the 3 frequencies with a time constant of 0.1 seconds. The electromagnetic bird was towed 30 metres below the transmitter.

3.2.2 VLF-EM System

The VLF-EM System was a Herz Totem 2A. This instrument measures the total field and quadrature components of two selected transmitters, preferably oriented at right angles to one another. The sensor was

towed in a bird 12 metres below the helicopter. The transmitters monitored were NLK, Jim Creek, Washington broadcasting at 24.8 kHz. for the Line station and NSS, Annapolis, Maryland broadcasting at 21.4 kHz for the Orthogonal station.

3.2.3 Magnetometer

The magnetometer employed a Scintrex Model VIW-2321 H8 cesium, optically pumped magnetometer sensor. The sensitivity of this instrument was 0.1 nanoTeslas at a 0.2 second sampling rate. The sensor was towed in a bird 12 metres below the helicopter.

3.2.4 Magnetic Base Station

An IFG-2 proton precession magnetometer was operated at the base of operations to record diurnal variations of the earth's magnetic field. The clock of the base station was synchronized with that of the airborne system to facilitate later correlation.

3.2.5 Radar Altimeter

A King Air HRA-100 radar altimeter was used to record terrain clearance. The output from the instrument is a

linear function of altitude for maximum accuracy.

3.2.6 Tracking Camera

A Panasonic video tracking camera was used to record flight path on VHS video tape. The camera was operated in continuous mode and the fiducial numbers and time marks for cross reference to the analog and digital data were encoded on the video tape.

3.2.7 Analog Recorder

An RMS dot-matrix recorder was used to display the data during the survey. In addition to manual and time fiducials, the following data were recorded:

Channel	Input	Scale
CXI1	Low Frequency Coaxial Inphase	2 ppm/mm
CXQ1	Low Frequency Coaxial Quadrature	2 ppm/mm
CXI2	High Frequency Coaxial Inphase	2 ppm/mm
CXQ2	High Frequency Coaxial Quadrature	2 ppm/mm
CPI1	Mid Frequency Coplanar Inphase	8 ppm/mm

Channel	Input	Scale
CPQ1	Mid Frequency Coplanar Quadrature	8 ppm/mm
PWRL	Power Line	60 Hz
VLT	VLF-EM Total Field, Line	2.5%/mm
VLQ	VLF-EM Quadrature, Line	2.5%/mm
VOT	VLF-EM Total Field, Ortho	2.5%/mm
VOQ	VLF-EM Quadrature, Ortho	2.5%/mm
ALT	Altimeter	10 ft./mm
MAGF	Magnetometer, Fine	2.5 nT/mm
MAGC	Magnetometer, Coarse	25 nT/mm

3.2.8 Digital Recorder

A DGR 33 data system recorded the survey on magnetic tape. Information recorded was as follows:

Equipment	Recording Interval
EM system	0.1 seconds
VLF-EM	0.5 seconds
Magnetometer	0.2 seconds
Altimeter	1.0 seconds

3.2.9 Radar Positioning System

A Motorola Mini-Ranger III radar navigation system was used for both navigation and flight path recovery. Transponders sited at fixed locations were interrogated several times per second and the ranges from these points to the helicopter measured to a high degree of accuracy. A navigational computer triangulates the position of the helicopter and provides the pilot with navigation information. The range/range data was recorded on magnetic tape for subsequent flight path determination.

4. DATA PRESENTATION

4.1 Base Map

A Topographic base at a scale of 1:10,000 was prepared from a 1:50,000 scale NTS map, supplied by Aerodat, on a screened mylar base.

4.2 Flight Path Map

The flight path was derived from the Mini-Ranger radar positioning system. The distance from the helicopter to two established reference locations was measured several times per second and the position of the helicopter calculated by triangulation. It is estimated that the flight path is generally accurate to about 10 metres with respect to the topographic detail of the base map. The flight path map showing all flight lines, is presented on a Cronaflex copy of the topographic base map, with time markers and navigator's manual fiducials for cross reference to both the analog and digital data.

4.3 Airborne Electromagnetic Survey Interpretation Map

The electromagnetic data were recorded digitally at a sample rate of 10 per second with a time constant of 0.1 seconds. A two stage digital filtering process was carried out to reject major sferic events and to reduce system noise.

Local sferic activity can produce sharp, large amplitude events that cannot be removed by conventional filtering procedures. Smoothing or stacking will reduce their amplitude but leave a broader residual response that can be confused with geological phenomena. To avoid this possibility, a computer algorithm searches out and rejects the major sferic events.

The signal to noise ratio was further enhanced by the application of a low pass digital filter. It has zero phase shift which prevents any lag or peak displacement from occurring, and it suppresses only variations with a wavelength less than about 0.25 seconds. This low effective time constant permits maximum profile shape resolution.

Following the filtering process, a base level correction was made. The correction applied is a linear function of time that ensures the corrected amplitude of the various inphase and quadrature components is zero when no conductive or permeable source is present. The filtered and levelled data were used in the interpretation of the electromagnetics.

An interpretation map was prepared showing peak locations of anomalies and conductivity thickness ranges along with the

Inphase amplitudes (computed from the 4600 Hz coaxial response) and conductor axes. The anomalous responses of the three coil configurations along with the interpreted conductor axes were plotted on a Cronaflex copy of the topographic base map.

4.4 Total Field Magnetic Contours

The aeromagnetic data were corrected for diurnal variations by adjustment with the digitally recorded base station magnetic values. No correction for regional variation was applied. The corrected profile data were interpolated onto a regular grid at a 25 metre true scale interval using a cubic spline technique. The grid provided the basis for threading the presented contours at a 1 nanoTesla interval.

The contoured aeromagnetic data have been presented on a Cronaflex copy of the topograpic base map.

4.5 Vertical Magnetic Gradient Contours

The vertical gradient was computed from the total field magnetic data to obtain values in nanoteslas/metre.

The gridded data were compiled at a 25 metre true scale interval and contoured at an interval of 0.1 nanotesla per metre and presented with flight path on a Cronaflex copy of the

topographic base map.

4.6 Apparent Resistivity Contours

The electromagnetic information was processed to yield a map of the apparent resistivity of the ground.

The approach taken in computing apparent resistivity was to assume a model of a 200 metre thick conductive layer (i.e., effectively a half space) over a resistive bedrock. The computer then generated, from nomograms for this model, the resistivity that would be consistent with the bird elevation and recorded amplitude for the 4600 hz coaxial frequency pair used. The apparent resistivity profile data were interpolated onto a regular grid at a 25 metres true scale interval using an Akima spline technique.

The contoured apparent resistivity data were presented on a Cronaflex copy of the topographic base map with the flight path.

4.7 VLF-EM Total Field Contours

The VLF-EM signals from NLK, Jim Creek, Washington broadcasting at 24.8 kHz. for the Line station and NSS, Annapolis, Maryland broadcasting at 21.4 kHz. for the Orthogonal station were compiled in contour form and presented on Cronaflex copies of the topographic base map.

5. INTERPRETATION

5.1 Geology

The most recent geological information within the confines of the survey area, is from a map produced by S.P. Gordey and S.E.B. Irwin in 1987, named the Tay River Map Area, Yukon Territory. The writer also had available limited geological information from an article by Edward O. Chisholm 1957.

Across the northern portion of the survey block, north of Buttle Creek, is an assemblage of rocks known as Pennsylvanian and Permian thin bedded, grey-green, jaspar-red and apple green chert and siliceous tuff. It is believed that the southern contact of this unit is also coincidental with the major Tintina Fault.

Towards the northwest corner of the survey area, and just to the south of the Tintina Fault is a narrow group of Tertiary rocks which are believed to be undivided rhyolite and basalts, as well as chert-quartz conglomerate, chert sandstone, siltstone and shale. To the south of this group of rocks and extending approximately 2 to 3 kilometres to the south, is a wide mid-Cretaceous group of intrusive rocks which have been indicated to be diorite, granodiorite and granite.

In contact with the intrusive rocks, to the south, is a narrow belt of Cambrian-Ordovician calcareous shale and silty limestone.

Beyond this horizon, again to the south, is a very wide group of rocks known to be Ordovician to Devonian siliceous, graphitic, black siliceous and pyritic slate. It is perhaps the most predominate rock type within the survey area and is conspicuously evident after referring to the E.M. profile map.

Towards the extreme southern portions of the survey area, Devonian limestone, conglomerate, slate and Mississippian chert and chert tuff are known to exist.

As mentioned earlier, the well known major structural feature affecting the most northern portion of the survey area is the Tintina Fault. It is a major event in which several splay-type faults have evolved from it to create other displacements throughout the remainder of the survey area. Some of these suspected faults have been indicated on the interpretation map.

The major St. Cyr Fault, located towards the southwest corner of the survey area, has also had a resounding effect on the structual make-up of this immediate area. A number of subsiding faults have also been developed and are somewhat in evidence on the magnetic total field map.

The most notable discoveries in the general vicinity of the survey block are the Vangorda, Faro, Grum and Swim lead-zinc-silver deposits. All of these mineralized deposits are located on the north side of the Tintina Fault, within what are believed to be Lower Cambrian Gulf Lake Formation rocks. They include slate, siltstone and schist. Edward O. Chisholm, 1957, has described the Vangorda deposit as an overlapping series of horizontal lenses of sulphide that appear to replace a favourable sedimentary bed. The host rocks comprise a flat lying sedimentary assemblage which can be divided into two main zones, namely, one predominately chloritic sericitic schist, and the other predominantly graphic schist. They are intimately associated with much intercalation at the edges of the graphitic horizon. The mineralization is a fine grained aggregate of sulphides in a siliceous matrix consisting of pyrite, sphalerite, galena, pyrrhotite, chalcopyrite and smaller amounts of arsenopyrite,

magnetite, marcasite and tennantite. The assemblage indicates a hydrothermal replacement deposit.

Alteration is predominantly sericitic and chloritic and is intensified in an envelope surrounding the mineralized deposit.

The control of deposition appears to be lithological rather than structural but at this stage (1957) there is insufficient evidence to decide.

Two recent gold discoveries in close proximity to the survey area, are the Ketza River deposit owned by Canamax Resources Inc. and Pacific Trans-Ocean Resources Inc. and the Grew Creek deposit owned by Golden Nevada Res. and Noranda Exploration Co. Both deposits are located southeast of the survey area, near Ross River.

The writer does not have access to detailed geological or mineralogical information on these two deposits. However, the Ketza River deposit is known to be a pipe and manto deposit consisting of both primary sulphide and secondary oxide ores.

Diamond drilling has outlined an oxide reserve of 430,000 tons grading 0.51 oz. gold per ton as well as 195,000 tons of sulphide ore reserves grading 0.48 oz. gold per ton. There are at least three or four separate deposits.

The major stratigraphic units, from youngest to oldest, recognized on the property consist of black shale unconformably underlain by mudstone-phyllite which is, in turn, underlain by limestone-dolomite containing archeoyathid fossils and irregular bands of oncoids or ooids. The base of the sequence is an interbedded argillite-quartzite hornfels.

Mineralization on the Ketza property is hosted by the lime-stone-dolomite unit and is contained within irregularly shaped pipes and mantos of massive to semi-massive sulphide and their oxidized equivalents. The Northern Magazine January 1987.

The second deposit, known as the Grew Creek deposit, is located somewhat closer to the survey area than the Ketza River area. It is located just south of Highway 9 or the Robert Campbell Highway, along Grew Creek. The rocks are believed to be of Tertiary age and have been indicated to be felsic tuffs. Pyrite seems to be the main mineral which typically

runs 1-2%. They are also getting minor mercury and arsenic values, a lack of which indicates they are out of the ore zone.

"The discovery appears to occur on a major structure which is believed to be related to the lead-zinc deposits at Faro 25 miles to the northwest." It is interesting to note that a lead-zinc halo seems to be enveloping the gold zones near the Ketza River deposits. An interesting phenomenon.

The Grew Creek gold deposit appears to be stratabound with the gold values occurring in a tuff horizon, implying some tonnage potential. Structural events do seem to play an important role in the ore development stages.

Within or in close proximity to the survey area, there are at least four mineralized showings. The details on each are not known to the writer. Towards the northwest of the surveyed area are two showings known as the Casca prospect and the Lou prospect. As mentioned, the details on these two prospects are not known to the writer. In the middle of the survey area, is the Lyn prospect. This one is believed to be a lead-zinc hydrothermal replacement zone. The extent and dimensions have not been fully evaluated to this point in time. The fourth

zone, located towards the eastern boundary, is known as the Sir John A. prospect. It is known to be a stratiform deposit consisting of sphalerite-galena within thinly laminated calcareous phyllite.

5.2 Magnetics

The total field magnetic intensity difference is very conspicuous between the north half of the survey block and southern half. There would seem to be a difference of least 600 gammas between the two halves. The northern half displays the higher intensities while the southern half is extremely low. It is believed that the latter may be a result of a large graben. It would appear that the source of the magnetics, for the southern half, is rather deep.

Along the extreme northern portion of the survey block, the higher intensity magnetics are believed to be related to thin bedded chert and siliceous tuff, north of the Tintina Fault. The source is thought to be near surface. Immediately to the south of this horizon is a zone displaying lower intensity characteristics. It is also a zone which has been indicated to be diorite, granodiorite and granite. Regions of moderately

low magnetic areas are related to large felsic intrusives, especially towards the extreme western portion of the survey area.

Traversing across the survey block in an east-west direction, through the centre of the area, is a narrow magnetic trend which is believed to be associated with thinly interlaminated calcareous shale and silty limestone. It is this work unit which is also in contact with the siliceous, graphitic, black siliceous and pyritic slate to the south. Is this the unconformity which is also related to what is interpreted as a major fault?

To the south of this horizon, the magnetics are quite uniform in intensity and do not display any variances to assist in correlating the various rock units. Within the southern half of the survey area, the rock units are known to be limestone, conglomerate, siliceous, graphitic, black siliceous and pyritic slate. Certainly an area that lacks any magnetic signatures.

In regards to the previously mentioned mineralized prospects, magnetics are not believed to be associated with any of them, whether it be related to pyrrhotite and/or magnetite. In reference to the Vangorda deposit, it is noted that the mineralization contains 10% pyrrhotite and 3% magnetite.

Magnetics is not to be contributing to the overall interpretation in outlining the favourable horizons, whether it be base metal or precious metal. However, in regards to the magnetics and how it relates to structural events, this important aspect will be discussed in the next section on Vertical Magnetic Gradient. It seems that structural controls of the mineralization played a major role, not only within the lead-zinc horizons near Faro but also, it would appear, near the Grew Creek and Ketza River gold deposits.

5.3 Vertical Magnetic Gradient Contours

The areas of higher intensity magnetics have been clearly broken up into unique trends as a result of the computation of the vertical gradient. This interpretation is not as readily obvious when one refers to the magnetic total field maps.

These are areas that relate to the Mid-Cretaceous diorite, granodiorite and granite. It also has affected to the south where Devonian slates and limestones have been indicated.

It should also be noted that the zero contour interval coincides directly with or is very close to geological contacts. It is because of this phenomenom that the calculated vertical gradient maps can be compared to a pseudo-geological map. This is true for vertical bedding. However, with the bedding dipping at a steep to moderate angle, it will be found that the geological contact will be closer to the magnetic peak by a small distance.

By using known or accurate geological information and combining this data with the vertical gradient data, one can use the the presented maps as pseudo-geological maps. Obviously, the more that is known about an area geologically, the closer this type of presentation is to what the rock types are.

This type of presentation is an invaluable tool in helping to define complex geology, especially in drift covered areas. The

calculated vertical gradient computation has been of exceptional value in areas of complex geology, and areas of closely spaced geological horizons. Since a portion of the survey area is overlain with till deposits, this particular presentation will be very helpful.

The writer has indicated several fault zones on the interpretation maps. The nature of the computation of the vertical gradient data, magnetic anomalies produced by near surface features have been emphasized with respect to those resulting from deeply buried rock formations. Therefore, much more detail is obtained, providing a better opportunity to recognize fault zones. As mentioned, some fault zones have been interpreted by the writer, however, it will become more apparent to the client as more field geological information is obtained, that other fault zones do exist.

Towards the northern portion of the survey area, the well known Tintina Fault has been outlined by the writer. It is not evident on the total field map as it is on the calculated vertical gradient map. It is known as a transcurrent fault but its along strike displacement is unknown. Away from this

major fault, the writer has interpreted a number of splay faults which tend to strike in a northeast-southwest direction.

There are some concerns as to the relationship between these splay faults and their controlling factors with any potential ore deposit. It would seem that such events played a definite role in the lead-zinc Vangorda deposits and there has been some mention that such structual controls are also in evidence in the Grew Creek gold discovery area.

In relation to the known Lyn prospect, where it is believed that Dominion Explorers is carrying out an exploration program, one of the northeast splay faults is thought to be located just to the east of the known mineralization. As well, what could be a fault-contact horizon, has been interpreted just to the north of the Lyn prospect. This is a long feature which traverses most of the survey area in an east-west direction. It is the major fault that may be the controlling factor of the mineralization. Although mineralized dikes or "teasers" have been located near what is called the 'main

showing', north of the Lyn prospect, the plum of any ore deposit may be located somewhere along strike on the fault-contact, either to the west or to the east. It is suggested that any reconnaissance survey be carried out south of the Fault zone.

In an area approximately midway through the survey area and just to the south of the Lyn prospect, a major thrust fault is believed to exist and has been interpreted by the writer on the interpretation map. Note the sharp contrast in the magnetics. Towards the eastern portion of this horizon, there is believed to be a second thrust fault. A reconnaissance check should be made regarding this theory.

Towards the southern extremities of the survey area, another major transcurrent fault, known as the St. Cyr Fault, is not as readily interpretable from the magnetics. As well, two or three other faults, which are believed to be splay faults of the St. Cyr, are indistinguishable from the magnetics. It is suggested that for this area, in fact, perhaps for the entire survey area, that further enhancement of the magnetics be carried out. A high resolution shadow plot of the total magnetic field is felt to be the method that would emphasize

such features as the fault zones. As well, it would tend to display lithological patterns that are not normally observable on a one dimensional plot.

5.4 Electromagnetics

The electromagnetic data were first checked by a line-by-line examination of the analog records. Record quality was good with minor noise levels on the low frequency smoothing filter. Instrument noise was well within specifications. Geologic noise, in the form of surficial conductors, is present on the higher frequency responses and to a minor extent, on both the low frequency inphase and quadrature response.

Anomalies were picked off the analog traces of the low and high frequency coaxial responses and then validated on the coplanar profile data. These selections were then checked with a proprietary computerized selection program which can be adjusted for ambient and instrumental noise. The data were then edited and re-plotted on a copy of the profile map. This procedure ensured that every anomalous response spotted on the analog data was plotted on the final map and allowed for the

rejection - or inclusion if warranted - of obvious surficial conductors. Each conductor or group of conductors was evaluated on the bases of magnetic (and lithologic, where applicable) correlations apparent on the analog data and man made or surficial features not obvious on the analog charts.

RESULTS

The results of this airborne survey clearly show that the majority of the survey area, with few exceptions, is overlain by a thick, sometimes thin, conductive layer of overburden. This phenomena is quite evident towards the northern extremities of the survey area where the E.M. responses reflect the varying thickness of the overlying till. The E.M. signatures, in this area, for the most part, are suggesting a somewhat flat lying source of moderate conductivity. This in turn can be attributed to a conductive layer of overburden.

The area that is believed to be underlain with diorite, granodiorite and granite also shows responses characteristic of overburden. It is much more pronounced towards the western portion of this geological horizon and this may be related to a thicker cover.

Towards the southern half of the survey area, the overlying cover is believed to be somewhat more resistive, especially in the area that has been mapped as Devonian limestone and conglomerate. As well, the area just to the north of the St. Cyr Fault is also relatively resistive.

The region that is showing the most extreme signatures of conductivity is within the area that has been mapped as Ordovician to Devonian siliceous, graphitic, black siliceous and pyritic slate. This is an extremely conductive area due to the graphite and pyrite and any thoughts of isolating particular trends for possible associations with economic mineralization, especially lead-zinc, would seem to be out of the question. Certainly in regards to the electromagnetic responses. Within this environment, other forms of geophysics or geological reconnaissance surveys may be successful in locating encouraging results. It is also within this environment where the writer has not interpreted conductor axes because of the complexities of line to line correlation.

Because of the number of conductive horizons intercepted within the survey area, the writer will select only those trends that may contribute to an on-going exploration program for base metals or for precious metals. All other areas not mentioned should be evaluated by the client, either through further geological reconnaissance surveys or by prospecting.

Across the northern portion of the survey area, several conductors have been defined as possible to probable bedrock trends. Some of them are well defined half-plane conductors while others display signatures of geometries that indicate flat lying sources. Since there are suggestions that some lead-zinc deposits are flat lying, this may lead to some problems in the eventual interpretation and recommendations of such E.M. responses as viable targets.

Such conductors as Zones 1 to 7 are a few of these types of trends that do need a further look on the ground. This is also an area that is quite close to the Tintina Fault, in which case, some positive or encouraging results may develop. Zone 4, portions of Zones 5 and 6, do appear to indicate narrow, half-plane conductors, as opposed to wide sources. It is these

areas that may warrent further work.

Zones 8 to 16 are located to the north of the Tintina Fault, with most conductors displaying reasonable E.M. responses. Pennsylvanian apple-green chert and siliceous tuff have been described as the rock types in this area. Each one of the trends should be investigated further in the field, either in the form of prospecting or further ground geophysics. Being somewhat on strike with the Grew Creek gold discovery to the east, these conductors are considered somewhat priority targets. In particular, Zones 9, 12 and 14 should be investigated. Note the proximity of Zones 13, 14 and 15 to the interpreted fault zones.

Zones 17, 18 and 19, each correlating with a magnetic low, display fair electromagnetic responses and certainly represent bedrock sources. Their proximity to the Tintina Fault is quite clear.

In an area bounded by two major faults or possible fault-contacts, the writer has outlined a number of bedrock conductors, some of which may turn out to be quite inter-

esting. It is also an area that has been mapped as Cambro-Ordovician calcareous shale and silty limestone. There are a number of conductors involved within the belt, although the writer has outlined only a few, some of which should be be followed up in the field. Zones 21, 22, 24, 26 and 27 are only a few that should be investigated while in the field. Further to the east, along this same horizon, Zones 28 to 32 are somewhat longer trends that display fair to good electromagnetic responses.

In the vicinity of what has been described as the 'Main showing' and 'high grade showing' of Dominion Explorers, where in both areas, values of lead and zinc have been obtained. However, as it will be noted on the E.M. profile map, there are no signs or indications of bedrock conductors present. This may be due to the brecciation or perhaps vuggy nature of the mineralization. Magnetic lows are coincident with both of these areas suggesting a lack of or complete absence of either magnetite or pyrrhotite in both areas.

The strike direction of the geology, referring to the magnetics, is generally east-west. Any other strike direction of the

mineralization in this area is strictly unrelated to the general strike of regional geology. To interpret or to outline such a target by the present geophysical methods is rather difficult, if not impossible. Ground methods such as induced polarization may be the only method to detect such a source.

Because of the apparent north-south trending mineralized dikes within the area being investigated by Dominion Explorers Inc., the writer's hypothesis is that these are perhaps fracture filled radiating mineralized dikes. The actual source or 'plum' is perhaps to the south, near the longer conductors that have been intercepted.

Faults have obviously played a major role in this type of environment and it is this signature, along with related conductors, that the client should be paying close attention to.

To the south of what has been described as a major thrust fault, is the wide complex involving a rather siliceous, graphitic, black siliceous and pyrite slate. Its outline is well represented by the strong, multiple conductive trends. To

suggest that there is a lead-zinc deposit located somewhere within this environment is putting the cart before the horse. Is this geological environment, first of all, condutive to the formation of a base metal or precious metal deposit? At this point in time, the writer cannot and will not suggest or recommend any targets within this environment.

Further to the south, towards the St. Cyr Fault, the writer has indicated a few trends with conductor axes but their quality is such as to not recommend further work in the field. This is based strictly on the airborne geophysics. However, other geological implications may give somewhat promising results.

5.5 Apparent Resistivity

This particular presentation has outlined the Ordovician Devonian siliceous, graphitic, black siliceous and pyritic slate quite clearly. There are resistant portions within this wide belt which may be related to non-mineralized slate. The extremities or boundaries of this horizon would appear to have been defined with some accuracy.

To the north, the Pennsylvanian and Permian rock unit has also been outlined. Within this cover, individual targets have also been defined.

The apparent resistivity data presentation may render some additional information in extending strike length for some of the more weaker trends. It may also be used to delineate folds in geological structures as well.

Just to the north of the 'Main showing', there is an apparent resistivity low which perhaps should be investigated. It is approximately 300 metres to the north, also in an area that has magnetic association.

Overlaying the EM map on the apparent resistivity map, one can readily visualize the relationship of the various conductors and the resistivity mapping with some of the known geology. As is sometimes the case, one can actually use this data as a pseudo-geological map. However, it is difficult, for this area, to visualize this relationship for a good portion of the survey block.

It will be noted that, in some instances, the apparent resistivity presentation has extended known conductive trends giving them greater strike lengths. As well, new conductive horizons have also been outlined. One area where the apparent resistivity does not prevail is on the lack of resolution. Comparing the E.M. results with the apparent resistivity data, one will note that individual conductors have not been resolved with the latter presentation.

Structurally, it may be found that this data can be used to assist in the delineating of fault zones and possible folding.

5.6 VLF-EM Total Field

There is some semblance of correlation with the magnetic data, which is generally giving an east-west strike direction. VLF highs or anomalous areas generally seem to be associated with magnetic lows, although there are exceptions. At this point in time, it is not known what the relationship is between the two geophysical signatures. Any relationship between the various basement rock types and the VLF responses would be merely coincidental.

As for the 3 frequency conductors intercepted within the survey block, there is reasonable correlation with the VLF. However, it seems that only the stronger portions of E.M. conductive trends show up on the VLF with any regularity. The VLF system does not have the same resolution either, as the frequency system. Areas where there are at least two or more parallel conductors, these areas only show up as a single trend on the VLF data. As well, isolated, flanking conductors do not show up at all.

It is suggested that the VLF E.M. system has been sensitive to the extremely rough terrain. It will be noted that in a good many areas where there are sharp valleys or gorges, that a VLF low exists. These particular signatures are thought to be related to a weakening of the VLF transmitted signal when the helicopter has been hidden behind a hill.

The area described earlier as being underlain with siliceous, graphitic, black siliceous and pyritic slate is represented by only a few VLF trends. Again showing a lack of resolution. Seen as a multi-conductor belt, the 3 frequency system proves to be invaluable in resolving this type of conductive horizon.

In an area being worked on by Dominion Explorers, it is believed that a VLF low coincides. This is the area near the Lyn prospect and slightly to the north. It is felt that this type of mineralization (lead-zinc) is not conducive to respond to a VLF system, certainly in this area. Perhaps because of the vugginess .

The long, linear VLF trend towards the northwest corner of the survey block is believed to be caused by a cultural effect, perhaps a power line or a pipe line. It could very well be the former.

5.7 Recommendations

It is strongly recommended to the client that a complete and comprehensive evaluation be made of the magnetic data and especially the calculated vertical gradient magnetic data. All available geological information should be obtained, either through geological maps, diamond drill holes or through the assessment files. Once such information is obtained, a broad scale geological map should be compiled and then, in reference to the calculated vertical gradient magnetic map, a reasonable pseudo-geological map can then be prepared.

Structural information should be obtained through a more comprehensive evaluation of the magnetic data and possibly through an overview of the VLF data. Cross-cutting faults are evident throughout the survey area and are extremely important with respect to any mineralogical controls and as such, the development of these structural events through interpreting the magnetic data, will be strongly advised.

Soil geochemical sampling should be carried out in the areas of selected targets. If results are encouraging, then further ground geophysical surveys are definitely warranted.

Induced polarization (IP) surveys are more conducive in the search for the type of targets in this area, as opposed to electromagnetic surveys, because of the nature of the sulphides (lead-zinc). However, on a reconnaissance basis only, it is suggested that a vertical loop mode E.M. survey could be carried out initially on most targets before any detailed surveying is done. This could be done, in fact, before any traverse lines are cut through the bush. Once a conductor is located by this method, then either a horizontal

loop EM survey or an induced polarization (IP) survey could be carried out. The writer prefers the former because of the logistical and operational constraints of an IP survey, especially in an area such as this.

It is recomended that further prospecting and geological surveys be carried out in the vicinity of Dominion Explorers 'high grade' showing, in order to determine the extensions of the mineralization. This may have to be accomplished by geophysics if there is an overlying cover of overburden. This work should not only be carried out to the north but as well, to the south. In particular, it should be carried out in the vicinity of the known conductors near Lyn prospect, as well as in close proximity to the interpreted fault zones.

The writer has given brief comments on most conductors and it is within this area of the report where the client will establish some feeling for the type of conductor referred to. There is no question of the precious metal potential in this area with both the Grew Creek discovery and Ketza River discovery being located not too far to the southeast. It is absolutely essential that any assaying carried out on any

portions of the survey property be done for gold as well, besides lead-zinc.

There are a number of interesting targets towards the north-eastern portion of the survey area, including Zones 8, 12 and 15. It would seem that all three are located north of the Tintina Fault, but in close proximity. Towards the west, Zones 20 and 22 should be looked at. Because of the proximity of Zone 23, along strike from the 'Main' lead-zinc showing and presently being worked on by Dominion Explorers, further work is definitely warranted for this trend.

Reconnaissance geological surveys are warranted for Zones 24 and 25. Towards the eastern portion of the survey area, a number of the conductors are longer trends and may be either pyritic or graphitic in nature. Zone 29 is a weak trend, but may be bedrock related, especially towards the east half.

Robert J. de Carle

Robert J. de Carle
Consulting Geophysicist
For
Aerodat Limited
June 10, 1988

J8842

APPENDIX I

PERSONNEL

FIELD

Flown	- April, 1988
Pilot	- H. MacRae
Operator	- Bert Simon

OFFICE

Processing Geophysicist	- Carl S. Marston
Interpretation and Report	- Robert J. de Carle

APPENDIX II

CERTIFICATE OF QUALIFICATIONS

I, ROBERT J. DE CARLE, certify that: -

1. I hold a B. A. Sc. in Applied Geophysics with a minor in geology from Michigan Technological University, having graduated in 1970.

2. I reside at 28 Westview Crescent in the town of Palgrave, Ontario.

3. I have been continuously engaged in both professional and managerial roles in the minerals industry in Canada and abroad for the past eighteen years.

4. I have been an active member of the Society of Exploration Geophysicists since 1967 and hold memberships on other professional societies involved in the minerals extraction and exploration industry.

5. The accompanying report was prepared from information published by government agencies, materials supplied by Dominion Explorers Inc. and from a review of the proprietary airborne geophysical survey flown by Aerodat Limited for Dominion Explorers Inc I have not personally visited the property.

6. I have no interest, direct or indirect, in the property described nor do I hold securities in Dominion Explorers Inc.

Signed,

Robert J. de Carle

Palgrave, Ontario
June 10, 1988

Robert J. de Carle
Consulting Geophysicist

APPENDIX III

GENERAL INTERPRETIVE CONSIDERATIONS

Electromagnetic

The Aerodat three frequency system utilizes two different transmitter-receiver coil geometries. The traditional coaxial coil configuration is operated at two widely separated frequencies and the horizontal coplanar coil pair is operated at a frequency approximately aligned with one of the coaxial frequencies.

The electromagnetic response measured by the helicopter system is a function of the "electrical" and "geometrical" properties of the conductor. The "electrical" property of a conductor is determined largely by its electrical conductivity, magnetic susceptibility and its size and shape; the "geometrical" property of the response is largely a function of the conductor's shape and orientation with respect to the measuring transmitter and receiver.

Electrical Considerations

For a given conductive body the measure of its conductivity or conductance is closely related to the measured phase shift between the received and transmitted electromagnetic field. A small phase shift indicates a relatively high conductance, a large phase shift lower conductance. A small phase shift results

in a large inphase to quadrature ratio and a large phase shift a low ratio. This relationship is shown quantitatively for a non-magnetic vertical half-plane model on the accompanying phasor diagram. Other physical models will show the same trend but different quantitative relationships.

The phasor diagram for the vertical half-plane model, as presented, is for the coaxial coil configuration with the amplitudes in parts per million (ppm) of the primary field as measured at the response peak over the conductor. To assist the interpretation of the survey results the computer is used to identify the apparent conductance and depth at selected anomalies. The results of this calculation are presented in table form in Appendix II and the conductance and inphase amplitude are presented in symbolized form on the map presentation.

The conductance and depth values as presented are correct only as far as the model approximates the real geological situation. The actual geological source may be of limited length, have significant dip, may be strongly magnetic, its conductivity and thickness may vary with depth and/or strike and adjacent bodies and overburden may have modified the response. In general the conductance estimate is less affected by these limitations than is the

depth estimate, but both should be considered as relative rather than absolute guides to the anomaly's properties.

Conductance in mhos is the reciprocal of resistance in ohms and in the case of narrow slab-like bodies is the product of electrical conductivity and thickness.

Most overburden will have an indicated conductance of less than 2 mhos; however, more conductive clays may have an apparent conductance of say 2 to 4 mhos. Also in the low conductance range will be electrolytic conductors in faults and shears.

The higher ranges of conductance, greater than 4 mhos, indicate that a significant fraction of the electrical conduction is electronic rather than electrolytic in nature. Materials that conduct electronically are limited to certain metallic sulphides and to graphite. High conductance anomalies, roughly 10 mhos or greater, are generally limited to sulphide or graphite bearing rocks.

Sulphide minerals, with the exception of such ore minerals as sphalerite, cinnabar and stibnite, are good conductors; sulphides may occur in a disseminated manner that inhibits electrical

conduction through the rock mass. In this case the apparent conductance can seriously underrate the quality of the conductor in geological terms. In a similar sense the relatively non-conducting sulphide minerals noted above may be present in significant consideration in association with minor conductive sulphides, and the electromagnetic response only relate to the minor associated mineralization. Indicated conductance is also of little direct significance for the identification of gold mineralization. Although gold is highly conductive, it would not be expected to exist in sufficient quantity to create a recognizable anomaly, but minor accessory sulphide mineralization could provide a useful indirect indication.

In summary, the estimated conductance of a conductor can provide a relatively positive identification of significant sulphide or graphite mineralization; however, a moderate to low conductance value does not rule out the possibility of significant economic mineralization.

Geometrical Considerations

Geometrical information about the geologic conductor can often be interpreted from the profile shape of the anomaly. The change in shape is primarily related to the change in inductive coupling among the transmitter, the target, and the receiver.

In the case of a thin, steeply dipping, sheet-like conductor, the coaxial coil pair will yield a near symmetric peak over the conductor. On the other hand, the coplanar coil pair will pass through a null couple relationship and yield a minimum over the conductor, flanked by positive side lobes. As the dip of the conductor decreased from vertical, the coaxial anomaly shape changes only slightly, but in the case of the coplanar coil pair the side lobe on the down dip side strengthens relative to that on the up dip side.

As the thickness of the conductor increases, induced current flow across the thickness of the conductor becomes relatively significant and complete null coupling with the coplanar coils is no longer possible. As a result, the apparent minimum of the coplanar response over the conductor diminishes with increasing thickness, and in the limiting case of a fully 3 dimensional body or a horizontal layer or half-space, the minimum disappears completely.

A horizontal conducting layer such as overburden will produce a response in the coaxial and coplanar coils that is a function of altitude (and conductivity if not uniform). The profile shape will be similar in both coil configurations with an amplitude ratio (coplanar:coaxial) of about 4:1*.

In the case of a spherical conductor, the induced currents are confined to the volume of the sphere, but not relatively restricted to any arbitrary plane as in the case of a sheet-like form. The response of the coplanar coil pair directly over the sphere may be up to 8* times greater than that of the coaxial pair.

In summary, a steeply dipping, sheet-like conductor will display a decrease in the coplanar response coincident with the peak of the coaxial response. The relative strength of this coplanar null is related inversely to the thickness of the conductor; a pronounced null indicates a relatively thin conductor. The dip of such a conductor can be inferred from the relative amplitudes of the side-lobes.

Massive conductors that could be approximated by a conducting sphere will display a simple single peak profile form on both coaxial and coplanar coils, with a ratio between the coplanar to coaxial response amplitudes as high as 8*.

Overburden anomalies often produce broad poorly defined anomaly profiles. In most cases, the response of the coplanar coils closely follows that of the coaxial coils with a relative amplitude ratio of 4*.

Occasionally, if the edge of an overburden zone is sharply defined with some significant depth extent, an edge effect will occur in the coaxial coils. In the case of a horizontal conductive ring or ribbon, the coaxial response will consist of two peaks, one over each edge; whereas the coplanar coil will yield a single peak.

* It should be noted at this point that Aerodat's definition of the measured ppm unit is related to the primary field sensed in the receiving coil without normalization to the maximum coupled (coaxial configuration). If such normalization were applied to the Aerodat units, the amplitude of the coplanar coil pair would be halved.

Magnetics

The Total Field Magnetic Map shows contours of the total magnetic field, uncorrected for regional variation. Whether an EM anomaly with a magnetic correlation is more likely to be caused by a sulphide deposit than one without depends on the type of mineralization. An apparent coincidence between an EM and a magnetic anomaly may be caused by a conductor which is also magnetic, or by a conductor which lies in close proximity to a magnetic body. The majority of conductors which are also magnetic are sulphides containing pyrrhotite and/or magnetite. Conductive and magnetic

bodies in close association can be, and often are, graphite and magnetite. It is often very difficult to distinguish between these cases. If the conductor is also magnetic, it will usually produce an EM anomaly whose general pattern resembles that of the magnetics. Depending on the magnetic permeability of the conducting body, the amplitude of the inphase EM anomaly will be weakened, and if the conductivity is also weak, the inphase EM anomaly may even be reversed in sign.

VLF Electromagnetics

The VLF-EM method employs the radiation from powerful military radio transmitters as the primary signals. The magnetic field associated with the primary field is elliptically polarized in the vicinity of electrical conductors. The Herz Totem uses three coils in the X, Y, Z configuration to measure the total field and vertical quadrature component of the polarization ellipse.

The relatively high frequency of VLF (15-25) kHz provides high response factors for bodies of low conductance. Relatively "disconnected" sulphide ores have been found to produce measureable VLF signals. For the same reason, poor conductors such as sheared contacts, breccia zones, narrow faults, alteration zones and porous flow tops normally produce VLF anomalies. The method can therefore be used effectively for geological mapping. The only

relative disadvantage of the method lies in its sensitivity to conductive overburden. In conductive ground the depth of exploration is severely limited.

The effect of strike direction is important in the sense of the relation of the conductor axis relative to the energizing electromagnetic field. A conductor aligned along a radius drawn from a transmitting station will be in a maximum coupled orientation and thereby produce a stronger response than a similar conductor at a different strike angle. Theoretically, it would be possible for a conductor, oriented tangentially to the transmitter to produce no signal. The most obvious effect of the strike angle consideration is that conductors favourably oriented with respect to the transmitter location and also near perpendicular to the flight direction are most clearly rendered and usually dominate the map presentation.

The total field response is an indicator of the existence and position of a conductivity anomaly. The response will be a maximum over the conductor, without any special filtering, and strongly favour the upper edge of the conductor even in the case of a relatively shallow dip.

The vertical quadrature component over steeply dipping sheet-like

conductor will be a cross-over type response with the cross-over closely associated with the upper edge of the conductor.

The response is a cross-over type due to the fact that it is the vertical rather than total field quadrature component that is measured. The response shape is due largely to geometrical rather than conductivity considerations and the distance between the maximum and minimum on either side of the cross-over is related to target depth. For a given target geometry, the larger this distance the greater the depth.

The amplitude of the quadrature response, as opposed to shape is function of target conductance and depth as well as the conductivity of the overburden and host rock. As the primary field travels down to the conductor through conductive material it is both attenuated and phase shifted in a negative sense. The secondary field produced by this altered field at the target also has an associated phase shift. This phase shift is positive and is larger for relatively poor conductors. This secondary field is attenuated and phase shifted in a negative sense during return travel to the surface. The net effect of these 3 phase shifts determine the phase of the secondary field sensed at the receiver.

A relatively poor conductor in resistive ground will yield a net positive phase shift. A relatively good conductor in more conductive ground will yield a net negative phase shift. A combination is possible whereby the net phase shift is zero and the response is purely in-phase with no quadrature component.

A net positive phase shift combined with the geometrical cross-over shape will lead to a positive quadrature response on the side of approach and a negative on the side of departure. A net negative phase shift would produce the reverse. A further sign reversal occurs with a 180 degree change in instrument orientation as occurs on reciprocal line headings. During digital processing of the quadrature data for map presentation this is corrected for by normalizing the sign to one of the flight line headings.

APPENDIX IV

ANOMALY LIST

DOMINION EXPLORERS FARO PROPERTY, YUKON

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
1	10	A	0	18.1	25.1	0.8	0	257
1	10	B	2	52.3	41.6	2.4	0	229
1	10	C	1	41.8	42.4	1.6	0	240
1	10	D	1	38.8	38.8	1.6	0	261
1	10	E	2	31.1	19.8	2.7	0	272
1	10	F	2	40.9	26.8	2.9	0	263
1	10	G	2	39.8	30.5	2.3	0	264
1	10	H	2	36.1	28.9	2.1	0	256
1	10	J	4	106.3	37.9	8.5	0	266
1	10	M	2	35.1	20.6	3.2	0	285
1	10	N	3	17.3	7.0	4.1	0	416
1	10	O	0	30.5	50.4	0.7	0	232
1	10	P	0	26.8	40.2	0.8	0	258
1	10	Q	1	30.7	37.8	1.1	0	247
1	20	A	0	26.0	38.7	0.8	0	253
1	20	B	1	16.5	14.8	1.4	0	271
1	20	C	1	30.3	25.5	1.9	0	269
1	20	D	3	113.0	50.6	6.5	0	234
1	20	E	1	18.5	16.8	1.4	0	284
1	20	F	1	12.3	10.9	1.2	0	295
1	20	G	2	27.6	19.6	2.3	0	289
1	20	H	1	25.0	30.3	1.1	0	266
1	20	J	1	37.7	41.3	1.4	0	241
1	20	K	1	37.6	38.5	1.5	0	245
1	20	M	1	33.2	28.9	1.8	0	251
1	30	A	1	33.5	30.1	1.8	0	244
1	30	B	2	18.1	12.0	2.1	0	341
1	30	C	2	19.5	9.6	3.3	0	313
1	30	D	2	11.0	5.7	2.5	0	311
1	30	E	3	32.9	14.6	4.5	0	280
1	30	F	1	25.5	29.1	1.2	0	273
1	40	A	3	45.1	22.8	4.2	0	253
1	40	B	2	20.9	11.8	2.8	0	272
1	40	C	1	9.3	7.7	1.2	0	345
1	40	D	2	47.7	39.7	2.2	0	256
1	40	E	1	20.2	17.5	1.5	0	274
1	40	F	2	31.9	23.7	2.2	0	299
1	40	G	1	22.5	25.6	1.1	0	259
1	40	H	1	28.2	27.4	1.5	0	260
1	40	J	1	25.3	26.8	1.3	0	249
1	50	A	2	41.4	36.3	2.0	0	231

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.

DOMINION EXPLORERS FARO PROPERTY, YUKON

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
1	50	B	1	32.6	33.0	1.5	0	237
1	50	C	1	28.7	38.1	1.0	0	241
1	50	D	2	49.0	31.3	3.2	0	278
1	50	E	3	45.1	22.2	4.3	0	252
1	50	F	2	48.3	34.6	2.7	0	246
1	50	G	1	36.7	36.2	1.6	0	238
1	50	H	1	20.5	17.3	1.6	0	298
1	50	J	2	24.6	12.0	3.6	0	309
1	50	K	2	42.1	25.4	3.2	0	267
1	60	A	2	58.8	36.8	3.4	0	245
1	60	B	2	34.1	25.9	2.2	0	268
1	60	C	2	29.6	14.2	3.9	0	297
1	60	D	2	20.1	13.7	2.1	0	254
1	60	E	0	4.2	9.7	0.2	0	281
1	60	F	3	98.2	50.4	5.2	0	232
1	60	G	2	44.1	31.1	2.7	0	260
1	60	H	2	49.6	30.2	3.4	0	250
1	60	J	2	51.1	42.9	2.2	0	246
1	60	K	0	20.1	40.8	0.5	0	221
1	70	A	2	31.3	19.0	2.9	0	249
1	70	B	1	23.3	18.9	1.8	0	258
1	70	C	3	61.6	25.1	6.1	0	272
1	70	D	0	10.7	14.2	0.6	0	264
1	70	E	2	17.6	9.8	2.7	0	330
1	70	F	3	12.1	3.7	5.5	0	470
1	70	G	2	32.2	24.4	2.2	0	268
1	70	H	2	36.8	28.3	2.3	0	274
1	80	A	1	29.4	26.0	1.7	0	263
1	80	B	2	17.3	9.1	2.9	0	275
1	80	C	2	21.1	13.1	2.5	0	237
1	80	D	0	5.7	6.8	0.6	0	274
1	80	E	2	43.6	30.1	2.7	0	247
1	90	A	1	32.3	27.4	1.9	0	237
1	90	B	1	8.3	7.9	1.0	0	319
1	90	C	2	20.4	14.9	2.0	0	276
1	90	D	2	24.2	12.4	3.3	0	348
1	90	E	2	50.2	44.1	2.1	0	256
1	100	A	2	65.6	54.2	2.5	0	248
1	100	B	2	19.2	12.1	2.3	0	271
1	100	C	1	14.0	13.2	1.2	0	228

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.

DOMINION EXPLORERS FARO PROPERTY, YUKON

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
1	110	A	2	12.0	6.1	2.7	0	396
1	110	B	3	12.3	3.8	5.4	0	467
1	110	C	2	46.8	33.5	2.7	0	265
1	110	D	2	37.8	27.6	2.4	0	242
1	120	A	2	19.8	11.6	2.6	0	302
1	120	B	2	24.7	13.9	3.0	0	270
1	120	C	1	13.2	10.3	1.5	0	258
1	130	A	1	17.0	12.5	1.8	0	279
1	130	B	1	16.0	13.4	1.5	0	271
1	130	C	3	38.0	19.0	4.0	0	330
1	130	D	3	52.6	21.6	5.8	0	323
1	130	E	2	35.0	26.1	2.3	0	241
1	140	A	2	27.8	17.3	2.7	0	281
1	140	B	2	27.3	16.7	2.8	0	267
1	140	C	2	22.3	14.3	2.4	0	277
1	140	D	2	22.4	16.5	2.0	0	253
1	140	E	1	9.8	9.3	1.0	0	288
1	150	A	3	34.8	16.8	4.1	0	275
1	150	B	2	39.2	21.4	3.6	0	283
1	150	C	3	33.8	14.6	4.7	0	306
1	150	D	2	37.2	28.0	2.3	0	245
1	160	A	2	36.0	18.8	3.7	0	260
1	160	B	2	13.1	8.5	2.0	0	271
1	160	C	2	24.8	15.5	2.6	0	274
1	160	D	2	30.9	18.4	3.0	0	265
1	160	E	2	29.4	15.4	3.5	0	281
1	170	A	2	37.2	21.2	3.3	0	266
1	170	B	2	47.1	26.8	3.6	0	275
1	170	C	2	27.6	18.3	2.5	0	290
1	180	A	1	14.2	11.3	1.5	0	279
1	180	B	2	44.5	25.2	3.6	0	252
1	180	C	2	25.4	14.7	2.9	0	270
1	180	D	1	17.0	17.2	1.2	0	255
1	190	A	1	19.2	21.1	1.1	0	258
1	190	B	1	21.3	24.3	1.1	0	230
1	190	C	2	45.7	32.5	2.7	0	263

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.

DOMINION EXPLORERS FARO PROPERTY, YUKON

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
1	190	D	2	35.3	18.1	3.8	0	289
1	190	E	3	27.1	10.3	5.2	0	311
1	190	F	1	12.1	9.6	1.4	0	309
1	200	A	1	21.6	17.9	1.7	0	275
1	200	B	3	38.5	19.3	4.0	0	280
1	200	C	2	75.4	47.7	3.7	0	230
1	200	D	1	29.3	26.1	1.7	0	237
1	200	E	0	12.3	13.4	0.9	0	275
1	200	F	1	18.6	18.8	1.2	0	253
1	210	A	1	18.5	13.4	1.9	0	289
1	210	B	2	29.4	17.1	3.0	0	310
1	210	C	2	31.3	17.6	3.2	0	323
1	210	D	2	12.2	7.8	2.0	0	361
1	220	A	2	44.2	32.3	2.6	0	245
1	220	B	2	59.2	34.2	3.8	0	265
1	220	C	2	44.1	34.7	2.3	0	246
1	220	D	1	17.3	16.9	1.2	0	231
1	220	E	0	9.7	16.1	0.5	0	278
1	220	F	0	7.9	9.9	0.6	0	252
1	230	A	1	15.2	15.3	1.1	0	271
1	230	B	1	23.9	21.6	1.6	0	304
1	230	C	2	21.4	13.2	2.5	0	340
1	230	D	2	15.6	9.8	2.2	0	330
1	230	E	2	25.2	14.8	2.8	0	270
1	230	F	2	31.3	20.6	2.6	0	264
1	230	G	2	51.2	36.8	2.7	0	239
1	240	A	0	18.7	23.5	0.9	0	270
1	240	B	2	35.9	25.8	2.4	0	246
1	240	C	2	41.6	30.2	2.5	0	261
1	240	D	2	52.4	33.6	3.2	0	251
1	240	E	2	25.1	15.5	2.6	0	284
1	240	F	2	21.6	13.1	2.6	0	269
1	240	G	1	15.0	15.2	1.1	0	215
1	240	H	3	87.6	42.0	5.5	0	233
1	240	J	3	69.8	33.5	5.1	0	244
1	240	K	3	90.5	43.5	5.5	0	243
1	240	M	3	45.0	19.7	5.1	0	262
1	240	N	2	43.7	23.9	3.7	0	270
1	240	O	2	62.1	39.3	3.4	0	247
1	250	A	2	22.7	12.2	3.1	0	333

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.

DOMINION EXPLORERS FARO PROPERTY, YUKON

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
1	250	B	3	25.7	9.3	5.4	0	372
1	250	C	4	20.3	5.3	8.0	0	375
1	250	D	3	94.9	44.0	5.9	0	263
1	250	E	3	82.9	39.3	5.5	0	258
1	250	F	3	70.0	38.4	4.3	0	259
1	250	G	2	53.2	32.6	3.4	0	301
1	250	H	2	11.1	6.6	2.1	0	348
1	250	J	3	10.5	3.2	5.1	0	526
1	250	K	2	25.8	16.2	2.6	0	272
1	250	M	1	21.7	25.9	1.0	0	250
1	260	A	2	34.0	20.8	3.0	0	262
1	260	B	1	27.0	21.8	1.9	0	245
1	260	C	3	81.3	45.5	4.4	0	239
1	260	D	3	92.4	52.9	4.4	0	233
1	260	E	2	73.6	46.0	3.7	0	230
1	260	F	2	75.3	50.6	3.4	0	245
1	260	G	2	69.2	48.2	3.2	0	260
1	260	H	4	66.9	20.1	9.3	0	276
1	260	J	3	84.1	34.0	6.8	0	260
1	260	K	2	51.8	41.7	2.4	0	233
1	260	M	2	44.4	37.9	2.1	0	223
1	270	A	2	33.4	22.3	2.6	0	276
1	270	B	2	31.7	17.1	3.4	0	288
1	270	C	3	29.4	12.6	4.5	0	317
1	270	D	3	33.5	9.9	7.7	0	334
1	270	E	3	45.8	17.0	6.3	0	298
1	270	F	2	35.2	20.6	3.2	0	279
1	270	G	3	47.7	19.9	5.5	0	285
1	270	H	3	56.6	22.8	6.0	0	283
1	270	J	3	56.1	26.4	4.9	0	280
1	270	K	2	45.1	27.2	3.3	0	293
1	270	M	2	19.2	11.6	2.5	0	320
1	270	N	2	23.2	11.2	3.6	0	418
2	280	A	2	42.8	35.6	2.1	0	238
2	280	B	2	47.5	33.8	2.7	0	248
2	280	C	2	81.4	60.4	3.1	0	227
2	280	D	3	124.6	77.1	4.4	0	220
2	280	E	3	123.6	64.5	5.5	0	224
2	280	F	3	93.1	53.3	4.5	0	225
2	280	G	2	67.2	39.7	3.9	0	244
2	280	H	2	46.1	39.9	2.1	0	249
2	280	J	3	65.2	27.6	5.9	0	282

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.

DOMINION EXPLORERS FARO PROPERTY, YUKON

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
2	280	K	4	64.3	16.0	11.8	0	273
2	280	M	2	38.9	22.3	3.4	0	249
2	280	N	2	40.8	28.1	2.7	0	273
2	290	A	2	26.3	14.9	3.0	0	305
2	290	B	2	43.0	29.8	2.7	0	262
2	290	C	5	75.5	15.4	16.1	0	305
2	290	D	3	60.7	21.0	7.5	0	291
2	290	E	3	68.1	26.7	6.6	0	264
2	290	F	3	81.0	32.1	6.9	0	263
2	290	G	3	80.9	28.8	7.9	0	265
2	290	H	3	56.8	31.1	4.1	0	275
2	290	J	2	40.7	25.9	3.0	0	301
2	290	K	3	15.2	5.8	4.3	0	438
2	290	M	2	15.1	8.5	2.5	0	511
2	290	N	2	9.8	4.2	3.1	0	410
2	300	C	3	37.7	14.1	5.9	0	283
2	300	D	3	41.7	15.8	6.0	0	259
2	300	E	2	31.5	17.5	3.3	0	306
2	301	A	2	34.7	24.5	2.5	0	267
2	301	B	1	28.0	24.8	1.7	0	271
2	301	C	2	49.1	36.9	2.6	0	266
2	301	D	2	51.1	39.9	2.5	0	254
2	301	E	2	60.4	43.5	2.9	0	241
2	301	F	3	111.4	52.4	6.0	0	237
2	301	G	3	98.5	43.4	6.3	0	242
2	301	H	3	80.3	37.5	5.5	0	246
2	301	J	3	59.3	33.4	4.0	0	255
2	301	K	3	73.2	33.0	5.6	0	274
2	301	M	4	81.5	24.7	9.7	0	264
2	301	N	2	42.6	31.8	2.5	0	226
2	301	O	2	35.7	28.8	2.1	0	258
2	301	P	2	31.5	24.7	2.1	0	250
2	310	A	2	22.0	14.7	2.3	0	303
2	310	B	2	92.0	77.8	2.7	0	254
2	310	C	3	89.9	38.3	6.4	0	263
2	310	D	3	80.8	32.8	6.6	0	275
2	310	E	2	74.3	54.0	3.1	0	250
2	310	F	3	73.1	34.5	5.3	0	255
2	310	G	3	99.8	47.3	5.8	0	249
2	310	H	3	96.1	55.3	4.5	0	243
2	310	J	3	99.9	51.4	5.2	0	242

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.

DOMINION EXPLORERS FARO PROPERTY, YUKON

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
2	310	K	2	46.7	32.4	2.8	0	281
2	310	M	2	59.5	38.0	3.4	0	294
2	310	N	1	53.7	57.7	1.6	0	320
2	310	O	2	25.9	13.2	3.5	0	358
2	310	P	2	42.7	23.4	3.7	0	254
2	320	C	2	42.8	30.9	2.6	0	228
2	320	D	2	20.4	13.4	2.3	0	284
2	320	E	2	81.6	52.2	3.7	0	241
2	320	F	1	24.2	18.7	1.9	0	239
2	320	G	3	78.7	47.2	4.0	0	231
2	320	H	3	76.8	42.6	4.4	0	232
2	320	J	3	86.0	42.9	5.2	0	249
2	320	K	3	69.9	33.6	5.1	0	254
2	320	L	3	58.4	22.5	6.5	0	283
2	320	M	4	71.3	23.4	8.4	0	267
2	320	N	3	55.6	27.4	4.6	0	246
2	320	O	1	30.3	27.3	1.7	0	248
2	330	A	1	19.7	14.9	1.9	0	263
2	330	B	1	17.2	15.9	1.3	0	256
2	330	C	2	32.3	16.2	3.8	0	271
2	330	D	4	44.8	12.5	9.1	0	292
2	330	E	4	46.1	9.3	14.1	0	312
2	330	F	3	36.3	12.6	6.4	0	303
2	330	G	3	65.0	25.3	6.6	0	259
2	330	H	3	70.0	24.1	7.9	0	268
2	330	J	3	66.0	26.0	6.5	0	271
2	330	K	3	59.2	27.1	5.2	0	269
2	330	M	2	64.9	42.3	3.4	0	263
2	330	N	2	42.3	27.1	3.0	0	275
2	330	O	2	39.8	28.0	2.6	0	257
2	330	P	3	9.7	2.5	6.2	0	429
2	330	Q	2	25.5	12.1	3.8	0	268
2	340	D	3	41.2	20.0	4.3	0	250
2	340	E	2	25.0	13.0	3.3	0	264
2	340	F	3	44.9	22.3	4.3	0	274
2	340	G	3	60.0	27.2	5.3	0	258
2	340	H	3	86.0	34.4	6.9	0	251
2	340	J	3	93.9	38.7	6.8	0	246
2	340	K	3	80.0	40.0	5.1	0	237
2	340	M	3	59.8	30.6	4.5	0	263
2	340	N	3	80.7	31.5	7.0	0	245
2	340	O	4	102.6	38.2	8.0	0	226

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.

DOMINION EXPLORERS FARO PROPERTY, YUKON

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
2	340	P	3	126.7	57.1	6.6	0	218
2	340	Q	3	81.1	44.8	4.5	0	225
2	340	R	1	11.5	11.5	1.0	0	276
2	350	A	1	23.8	29.3	1.0	0	247
2	350	B	2	42.8	23.3	3.7	0	260
2	350	C	3	58.7	23.4	6.2	0	270
2	350	D	3	59.2	23.4	6.3	0	270
2	350	E	3	67.7	28.7	6.0	0	266
2	350	F	3	53.0	19.3	6.8	0	274
2	350	G	3	62.3	24.7	6.4	0	274
2	350	H	3	92.8	36.9	7.1	0	264
2	350	J	3	76.6	33.1	6.0	0	262
2	350	K	3	45.9	21.1	4.8	0	297
2	350	M	2	25.8	16.9	2.5	0	266
2	350	N	2	34.7	20.8	3.1	0	298
2	350	O	2	16.5	10.8	2.1	0	443
2	350	P	2	42.4	36.3	2.1	0	220
2	360	C	2	38.4	32.4	2.0	0	213
2	360	D	2	15.6	8.2	2.8	0	278
2	360	E	0	10.7	15.6	0.6	0	223
2	360	F	1	35.1	37.8	1.4	0	199
2	360	G	3	96.0	44.7	5.9	0	242
2	360	H	3	92.0	37.3	6.9	0	243
2	360	J	3	70.8	33.0	5.3	0	226
2	360	K	4	83.2	21.7	11.9	0	243
2	360	M	3	134.2	57.9	7.1	0	230
2	360	N	3	108.0	44.6	7.1	0	225
2	360	O	4	97.3	31.8	9.3	0	230
2	360	P	3	74.7	44.0	4.0	0	230
2	360	Q	0	7.9	11.1	0.5	0	268
2	370	A	0	6.8	8.0	0.6	0	292
2	370	B	2	32.1	23.3	2.3	0	262
2	370	C	3	47.3	24.2	4.2	0	252
2	370	D	3	53.5	24.1	5.1	0	249
2	370	E	3	67.3	24.6	7.2	0	251
2	370	F	4	69.2	23.6	8.0	0	265
2	370	G	4	51.0	13.2	10.4	0	284
2	370	H	4	49.8	10.5	13.6	0	287
2	370	J	4	50.0	11.0	13.0	0	296
2	370	K	4	41.3	10.2	10.5	0	312
2	370	M	0	13.4	19.1	0.7	0	234
2	370	N	2	14.8	6.2	3.8	0	350

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.

DOMINION EXPLORERS FARO PROPERTY, YUKON

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
2	370	O	3	30.7	12.5	4.9	0	244
2	380	A	2	52.9	41.0	2.5	0	238
2	380	B	0	20.5	26.5	0.9	0	215
2	380	C	0	9.8	13.0	0.6	0	288
2	380	D	3	59.5	20.4	7.6	0	274
2	380	E	4	56.5	16.6	9.1	0	258
2	380	F	3	46.0	23.7	4.1	0	274
2	380	G	3	37.1	13.1	6.3	0	276
2	380	H	3	47.3	25.1	4.0	0	255
2	380	J	3	108.2	50.9	6.0	0	223
2	380	K	3	98.5	60.4	4.1	0	206
2	380	M	2	42.3	29.3	2.7	0	252
2	380	N	2	53.9	44.6	2.3	0	246
2	390	A	0	14.3	20.0	0.7	0	287
2	390	B	2	38.0	28.8	2.3	0	262
2	390	C	3	51.4	27.8	4.0	0	253
2	390	D	3	96.8	41.9	6.5	0	251
2	390	E	3	55.5	30.4	4.0	0	258
2	390	F	3	52.2	22.3	5.4	0	248
2	390	G	3	73.1	29.9	6.4	0	270
2	390	H	3	56.9	24.2	5.6	0	287
2	390	J	0	23.7	33.1	0.9	0	242
2	390	K	2	43.3	28.7	2.9	0	267
2	390	M	2	51.4	36.2	2.8	0	255
2	390	N	2	62.7	45.3	2.9	0	236
2	400	A	2	47.0	27.2	3.6	0	259
2	400	B	2	39.8	32.5	2.1	0	255
2	400	C	2	35.3	21.3	3.0	0	287
2	400	D	3	51.0	20.6	5.8	0	256
2	400	E	2	62.3	36.2	3.9	0	247
2	400	F	3	83.9	46.9	4.4	0	233
2	400	G	2	82.9	51.9	3.8	0	219
2	400	H	2	49.2	39.9	2.3	0	218
2	400	J	2	39.7	25.5	2.9	0	249
2	400	K	2	30.3	23.8	2.0	0	255
2	400	M	1	22.8	21.2	1.5	0	265
2	400	N	1	20.1	22.8	1.1	0	260
2	400	O	2	45.8	41.4	2.0	0	249
2	410	A	0	11.4	16.6	0.6	0	252
2	410	B	1	26.3	21.6	1.8	0	289
2	410	C	1	23.0	20.7	1.5	0	263

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.

DOMINION EXPLORERS FARO PROPERTY, YUKON

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
2	410	D	2	27.0	17.2	2.6	0	288
2	410	E	2	32.2	20.1	2.8	0	252
2	410	F	2	40.9	22.8	3.6	0	243
2	410	G	3	85.8	42.4	5.2	0	244
2	410	H	3	81.9	47.0	4.3	0	250
2	410	J	3	79.9	39.5	5.1	0	251
2	410	K	3	42.2	15.5	6.2	0	275
2	410	M	3	26.3	10.9	4.6	0	281
2	410	N	2	23.9	17.5	2.1	0	298
2	410	O	1	21.8	16.6	1.9	0	345
2	410	P	2	37.5	21.6	3.3	0	242
2	420	A	1	21.7	16.3	1.9	0	249
2	420	B	1	23.2	20.8	1.6	0	263
2	420	C	2	10.2	5.8	2.2	0	282
2	420	D	2	26.6	12.8	3.8	0	264
2	420	E	2	47.5	25.7	3.9	0	248
2	420	F	2	59.3	34.3	3.8	0	248
2	420	G	3	77.7	33.5	6.1	0	247
2	420	H	3	82.6	36.8	5.9	0	234
2	420	J	2	44.9	35.4	2.3	0	207
2	420	K	2	52.4	33.7	3.2	0	244
2	420	M	2	36.3	24.5	2.7	0	260
2	420	N	1	18.1	18.9	1.1	0	275
2	420	O	1	34.9	32.8	1.7	0	251
2	430	A	1	26.3	24.2	1.6	0	263
2	430	B	1	29.0	23.9	1.9	0	261
2	430	C	1	23.3	20.0	1.6	0	256
2	430	D	0	14.8	24.0	0.6	0	243
2	430	E	2	40.4	24.4	3.2	0	267
2	430	F	2	43.0	27.1	3.1	0	262
2	430	G	2	48.2	28.3	3.5	0	257
2	430	H	2	31.9	20.8	2.7	0	240
2	430	J	3	62.3	25.6	6.1	0	258
2	430	K	4	81.6	24.8	9.7	0	270
2	430	M	3	46.8	19.6	5.4	0	282
2	430	N	3	31.9	13.6	4.7	0	261
2	430	O	2	22.5	14.4	2.4	0	246
2	430	P	2	30.9	18.0	3.1	0	265
2	430	Q	1	27.3	27.7	1.4	0	227
2	440	A	1	35.8	36.7	1.5	0	230
2	440	B	2	31.6	24.1	2.2	0	259
2	440	D	1	16.4	16.6	1.1	0	236

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.

DOMINION EXPLORERS FARO PROPERTY, YUKON

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
2	440	E	2	20.4	11.9	2.7	0	269
2	440	F	2	57.7	34.0	3.7	0	251
2	440	G	2	81.8	51.2	3.8	0	237
2	440	H	3	114.9	47.8	7.1	0	231
2	440	J	3	122.6	54.1	6.8	0	233
2	440	K	3	98.2	41.8	6.6	0	234
2	440	M	2	48.8	44.3	2.0	0	222
2	440	N	2	41.9	29.1	2.7	0	270
2	440	O	2	51.0	32.2	3.3	0	276
2	440	P	3	41.4	21.1	4.0	0	288
2	440	Q	0	12.9	20.9	0.5	0	270
2	440	R	1	17.2	14.2	1.6	0	304
2	440	S	1	24.8	28.8	1.1	0	248
2	440	T	1	29.2	26.9	1.6	0	259
2	450	A	1	28.8	28.8	1.4	0	233
2	450	B	1	27.7	36.0	1.0	0	236
2	450	C	2	38.9	22.0	3.4	0	265
2	450	D	0	18.7	24.3	0.9	0	270
2	450	E	3	73.1	30.6	6.2	0	247
2	450	F	3	96.1	50.6	5.0	0	240
2	450	G	3	61.7	34.1	4.1	0	250
2	450	H	2	39.4	29.7	2.4	0	245
2	450	J	3	108.9	46.5	6.8	0	259
2	450	K	3	103.2	44.4	6.6	0	268
2	450	M	3	51.3	23.8	4.9	0	285
2	450	N	3	35.5	16.7	4.2	0	269
2	450	O	2	39.2	29.0	2.4	0	242
2	450	P	2	39.0	22.7	3.3	0	256
2	450	Q	2	35.3	26.8	2.3	0	261
2	460	A	2	33.3	21.7	2.7	0	263
2	460	B	1	33.0	32.8	1.5	0	223
2	460	C	2	27.0	20.4	2.1	0	266
2	460	D	1	21.1	17.1	1.7	0	274
2	460	E	3	34.1	15.9	4.2	0	281
2	460	F	4	107.3	39.3	8.3	0	244
2	460	G	3	88.0	35.6	6.9	0	242
2	460	H	3	73.3	36.5	5.0	0	242
2	460	J	2	54.6	40.0	2.7	0	236
2	460	K	3	81.8	40.4	5.2	0	245
2	460	M	3	47.4	24.9	4.0	0	274
2	460	N	2	43.4	28.8	2.9	0	259
2	460	O	0	17.7	21.2	0.9	0	258
2	460	P	0	17.4	21.8	0.9	0	260

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.

DOMINION EXPLORERS FARO PROPERTY, YUKON

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
2	460	Q	0	13.1	24.3	0.4	0	256
2	470	A	0	20.6	28.7	0.8	0	243
2	470	B	0	20.4	26.3	0.9	0	251
2	470	C	1	20.2	23.7	1.0	0	243
2	470	D	2	37.1	22.2	3.2	0	282
2	470	E	2	33.7	16.9	3.9	0	264
2	470	F	3	98.3	47.6	5.6	0	236
2	470	G	3	123.2	52.0	7.1	0	238
2	470	H	3	98.7	40.8	6.9	0	249
2	470	J	3	84.6	37.0	6.1	0	235
2	470	K	3	112.6	47.2	7.0	0	240
2	470	M	4	100.0	31.8	9.7	0	264
2	470	N	3	45.7	22.2	4.4	0	284
2	470	O	0	24.1	32.5	0.9	0	261
2	470	P	3	43.0	21.4	4.2	0	275
2	470	Q	2	32.6	26.2	2.0	0	257
2	470	R	2	42.5	33.2	2.3	0	240
2	470	S	3	50.0	20.4	5.7	0	258
2	480	A	3	42.1	16.1	5.9	0	260
2	480	B	2	47.0	28.4	3.4	0	246
2	480	C	2	67.8	48.3	3.0	0	235
2	480	D	2	51.2	35.2	2.9	0	259
2	480	E	2	27.2	21.3	2.0	0	255
2	480	F	3	41.3	21.1	4.0	0	265
2	480	G	2	47.0	28.9	3.3	0	252
2	480	H	0	27.4	39.7	0.9	0	211
2	480	J	2	45.6	26.6	3.5	0	263
2	480	K	4	104.2	32.9	9.9	0	245
2	480	M	4	137.3	53.5	8.2	0	225
2	480	N	3	142.2	64.3	6.8	0	222
2	480	O	3	82.1	41.5	5.0	0	254
2	480	P	2	63.4	37.3	3.8	0	253
2	480	Q	2	40.9	25.6	3.1	0	257
2	480	R	2	43.2	30.6	2.6	0	262
2	480	S	2	37.6	27.5	2.4	0	246
2	490	A	2	49.8	33.9	2.9	0	248
2	490	B	2	61.8	35.3	3.9	0	228
2	490	C	3	103.1	50.8	5.6	0	227
2	490	D	3	113.8	52.8	6.2	0	239
2	490	E	3	95.4	39.9	6.7	0	236
2	490	F	3	100.8	41.7	6.9	0	247
2	490	G	3	42.3	19.3	4.7	0	283

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.

DOMINION EXPLORERS FARO PROPERTY, YUKON

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
2	490	H	2	45.1	29.5	3.0	0	271
2	490	J	3	50.9	20.4	5.9	0	288
2	490	K	2	28.7	20.9	2.2	0	264
2	490	M	2	38.9	26.8	2.7	0	286
2	490	N	2	48.9	35.2	2.7	0	267
2	490	O	2	62.4	55.8	2.2	0	241
2	490	P	2	60.7	42.7	3.0	0	248
2	490	Q	3	75.8	41.5	4.4	0	241
2	500	A	4	53.8	17.1	8.1	0	271
2	500	B	2	39.3	23.4	3.2	0	266
2	500	C	0	16.4	21.1	0.8	0	258
2	500	D	2	24.1	17.4	2.1	0	302
2	500	E	2	33.3	25.2	2.2	0	254
2	500	F	1	27.5	28.0	1.4	0	237
2	500	G	3	97.3	39.3	7.1	0	238
2	500	H	2	46.5	35.8	2.4	0	218
2	500	J	2	32.3	21.0	2.7	0	244
2	500	K	2	35.5	21.9	3.0	0	242
2	500	M	4	68.8	19.7	10.0	0	261
2	500	N	2	30.8	16.3	3.5	0	242
2	500	O	2	33.3	18.3	3.4	0	242
2	500	P	2	39.7	23.9	3.2	0	233
2	500	Q	2	39.2	23.4	3.2	0	223
2	500	R	1	23.6	19.4	1.8	0	247
2	510	A	0	23.4	38.1	0.7	0	219
2	510	B	2	28.8	21.5	2.2	0	271
2	510	C	2	36.3	23.2	2.9	0	208
2	510	D	2	35.2	25.9	2.3	0	207
2	510	E	2	45.0	25.2	3.7	0	240
2	510	F	2	48.8	27.7	3.7	0	234
2	510	G	4	111.4	34.0	10.6	0	235
2	510	H	2	47.5	28.8	3.3	0	244
2	510	J	2	52.2	32.6	3.3	0	241
2	510	K	3	70.8	36.1	4.8	0	268
2	510	M	2	38.3	32.2	2.0	0	261
2	510	N	2	38.0	21.3	3.5	0	274
2	510	O	2	46.5	27.4	3.4	0	260
2	510	P	3	61.8	27.9	5.3	0	240
3	520	A	2	27.8	17.2	2.7	0	298
3	520	B	2	30.7	22.9	2.2	0	262
3	520	C	2	27.7	17.0	2.7	0	242
3	520	D	3	47.5	21.9	4.8	0	264

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.

DOMINION EXPLORERS FARO PROPERTY, YUKON

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
3	520	E	2	29.9	20.9	2.4	0	259
3	520	F	3	42.8	20.7	4.4	0	281
3	520	G	4	62.9	18.9	9.2	0	282
3	520	H	1	20.9	16.2	1.8	0	297
3	520	J	0	16.9	23.4	0.8	0	262
3	530	A	0	19.3	24.1	0.9	0	224
3	530	B	0	18.7	23.9	0.9	0	206
3	530	C	0	16.2	28.6	0.5	0	225
3	530	D	0	17.3	31.3	0.5	0	221
3	530	E	1	35.0	30.7	1.9	0	260
3	530	F	0	9.3	19.2	0.3	0	255
3	530	G	2	38.0	27.3	2.5	0	219
3	530	H	1	35.8	31.4	1.9	0	216
3	530	J	3	81.5	46.1	4.3	0	235
3	530	K	4	124.2	41.8	9.6	0	259
3	530	M	2	48.5	37.0	2.5	0	241
3	530	N	2	64.8	38.9	3.7	0	263
3	530	O	2	44.6	30.8	2.8	0	276
3	530	P	3	41.2	21.1	4.0	0	285
3	530	Q	2	23.0	17.0	2.0	0	270
3	540	A	2	33.8	21.6	2.8	0	255
3	540	B	2	35.0	27.9	2.1	0	252
3	540	C	2	27.4	17.2	2.7	0	277
3	540	D	3	68.8	35.0	4.7	0	228
3	540	E	4	143.3	52.4	9.0	0	240
3	540	F	3	116.7	48.7	7.1	0	233
3	540	G	2	59.8	41.0	3.1	0	236
3	540	H	2	42.4	31.7	2.5	0	250
3	540	J	2	36.9	20.5	3.5	0	250
3	540	K	2	36.8	23.6	2.9	0	272
3	540	M	1	18.2	18.0	1.2	0	282
3	540	N	1	23.8	25.1	1.3	0	258
3	540	O	1	21.6	21.0	1.3	0	263
3	540	P	1	18.4	16.6	1.4	0	255
3	550	A	1	14.9	16.7	1.0	0	255
3	550	B	1	17.6	16.3	1.3	0	252
3	550	C	0	22.1	36.1	0.7	0	219
3	550	D	1	27.9	33.7	1.1	0	225
3	550	E	0	13.1	21.1	0.5	0	276
3	550	F	1	16.5	15.9	1.2	0	293
3	550	G	2	34.5	18.1	3.7	0	256
3	550	H	2	30.0	17.2	3.1	0	242

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.

DOMINION EXPLORERS FARO PROPERTY, YUKON

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
3	550	J	2	35.3	22.5	2.8	0	244
3	550	K	4	143.8	54.7	8.6	0	261
3	550	M	4	121.0	46.0	8.1	0	271
3	550	N	3	65.9	30.3	5.3	0	272
3	550	O	2	31.2	17.5	3.2	0	292
3	550	P	2	33.7	19.7	3.1	0	289
3	550	Q	1	15.8	17.4	1.0	0	318
3	550	R	2	31.1	15.2	3.9	0	333
3	550	S	2	39.2	25.3	2.9	0	294
3	560	A	3	44.1	21.5	4.3	0	298
3	560	B	3	42.7	18.5	5.0	0	287
3	560	C	0	19.7	27.9	0.8	0	217
3	560	D	2	40.0	25.9	2.9	0	263
3	560	E	3	85.6	40.3	5.6	0	234
3	560	F	3	118.8	56.3	6.1	0	248
3	560	G	3	131.1	61.5	6.4	0	242
3	560	H	3	108.3	41.9	7.7	0	241
3	560	J	2	25.9	16.2	2.6	0	238
3	560	K	2	20.7	15.1	2.0	0	248
3	560	M	0	15.8	23.8	0.6	0	245
3	560	N	1	34.3	29.9	1.9	0	260
3	560	O	0	14.5	22.5	0.6	0	244
3	560	P	1	21.2	24.8	1.0	0	274
3	570	A	1	22.4	23.2	1.3	0	251
3	570	B	1	24.3	25.3	1.3	0	241
3	570	C	1	29.9	34.3	1.2	0	249
3	570	D	0	19.0	25.9	0.8	0	256
3	570	E	1	27.1	22.9	1.8	0	262
3	570	F	0	13.8	22.2	0.6	0	254
3	570	G	1	13.5	10.6	1.5	0	254
3	570	H	3	87.0	35.6	6.7	0	245
3	570	J	3	98.7	41.9	6.7	0	256
3	570	K	3	88.9	35.2	7.1	0	258
3	570	M	3	88.7	34.3	7.3	0	254
3	570	N	4	116.8	40.3	9.1	0	250
3	570	O	2	25.5	17.3	2.3	0	266
3	570	P	0	15.0	18.9	0.8	0	315
3	570	Q	3	23.8	8.6	5.4	0	363
3	570	R	3	25.4	8.7	5.8	0	371
3	580	A	3	64.1	31.2	4.9	0	257
3	580	B	3	73.3	34.9	5.3	0	267
3	580	C	3	63.7	24.5	6.6	0	249

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.

DOMINION EXPLORERS FARO PROPERTY, YUKON

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
3	580	D	0	11.9	14.8	0.8	0	225
3	580	E	2	25.3	14.4	2.9	0	277
3	580	F	4	105.4	39.5	8.0	0	247
3	580	G	3	80.4	34.8	6.1	0	241
3	580	H	3	64.8	36.4	4.1	0	236
3	580	J	3	58.5	27.7	4.9	0	258
3	580	K	4	105.9	33.8	9.8	0	254
3	580	M	4	109.9	36.9	9.3	0	245
3	580	N	0	12.9	23.8	0.4	0	243
3	580	O	1	26.7	25.3	1.5	0	250
3	580	P	0	22.5	30.3	0.9	0	246
3	580	Q	1	29.5	37.8	1.0	0	242
3	580	R	1	34.9	36.8	1.5	0	231
3	580	S	1	37.8	37.1	1.6	0	230
3	580	T	1	36.1	44.8	1.2	0	229
3	580	U	1	34.7	37.2	1.4	0	234
3	580	V	1	32.8	33.8	1.5	0	238
3	590	A	1	48.6	56.3	1.4	0	222
3	590	B	1	38.5	51.2	1.1	0	226
3	590	C	0	26.9	41.8	0.8	0	238
3	590	D	1	30.4	31.3	1.4	0	246
3	590	E	1	24.0	29.5	1.0	0	247
3	590	F	1	27.7	36.2	1.0	0	234
3	590	G	1	27.8	24.9	1.7	0	235
3	590	H	0	17.5	23.8	0.8	0	259
3	590	J	1	20.3	18.6	1.4	0	289
3	590	K	1	10.6	8.0	1.5	0	237
3	590	M	4	104.8	33.4	9.8	0	265
3	590	N	4	78.2	26.3	8.4	0	288
3	590	O	3	111.5	50.9	6.3	0	243
3	590	P	4	128.8	45.1	9.2	0	240
3	590	Q	2	63.5	54.7	2.3	0	224
3	590	R	2	72.4	64.2	2.3	0	221
3	590	S	3	98.4	60.0	4.2	0	217
3	590	T	3	15.8	4.0	7.6	0	453
3	590	U	3	20.3	5.6	7.4	0	428
3	590	V	3	23.1	9.0	4.8	0	369
3	600	A	1	18.7	18.2	1.3	0	262
3	600	B	2	50.0	29.3	3.5	0	254
3	600	C	2	45.2	24.5	3.8	0	275
3	600	D	3	73.3	32.3	5.8	0	232
3	600	E	1	23.3	19.2	1.7	0	286
3	600	F	3	108.8	44.0	7.3	0	246

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.

DOMINION EXPLORERS FARO PROPERTY, YUKON

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
3	600	G	3	89.4	52.4	4.3	0	239
3	600	H	3	155.1	64.1	7.9	0	230
3	600	J	4	224.3	77.0	11.0	0	222
3	600	K	2	71.4	45.2	3.6	0	230
3	600	M	1	21.7	26.0	1.0	0	242
3	600	N	1	31.3	43.0	1.0	0	248
3	600	O	2	46.3	32.9	2.7	0	267
3	600	P	1	31.8	29.0	1.7	0	233
3	600	Q	1	29.5	35.1	1.2	0	235
3	600	R	1	26.9	32.0	1.1	0	224
3	600	S	1	34.7	41.1	1.2	0	226
3	610	A	0	14.4	16.4	0.9	0	274
3	610	B	1	31.1	31.1	1.5	0	242
3	610	C	1	33.4	37.3	1.3	0	239
3	610	D	0	16.8	21.8	0.8	0	244
3	610	E	1	21.2	21.9	1.2	0	266
3	610	F	2	30.5	23.6	2.1	0	253
3	610	G	2	77.3	52.0	3.4	0	229
3	610	H	2	53.9	44.8	2.3	0	235
3	610	J	0	19.6	29.3	0.7	0	236
3	610	K	0	28.6	39.4	0.9	0	244
3	610	M	3	73.0	37.8	4.7	0	259
3	610	N	4	105.7	27.2	13.0	0	266
3	610	O	4	96.0	30.1	9.8	0	276
3	610	P	3	73.6	27.7	7.2	0	282
3	610	Q	3	39.1	14.6	6.0	0	299
3	610	R	1	20.8	19.2	1.4	0	270
3	610	S	1	17.3	12.4	1.9	0	260
3	610	T	3	31.9	10.4	6.7	0	380
3	610	U	3	27.6	11.3	4.7	0	321
3	610	V	1	19.6	16.5	1.6	0	273
3	620	A	1	15.6	12.3	1.6	0	295
3	620	B	0	16.8	23.2	0.8	0	282
3	620	C	3	41.1	20.1	4.2	0	272
3	620	D	3	98.9	47.1	5.7	0	238
3	620	E	3	92.1	43.4	5.7	0	238
3	620	F	2	22.7	13.7	2.7	0	220
3	620	G	2	32.3	23.3	2.3	0	248
3	620	H	0	14.6	16.8	0.9	0	251
3	620	J	3	46.2	19.7	5.3	0	271
3	620	K	3	100.1	42.5	6.7	0	248
3	620	M	4	121.7	42.4	9.1	0	241
3	620	N	4	147.4	47.8	10.6	0	236

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.

DOMINION EXPLORERS FARO PROPERTY, YUKON

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
3	620	O	3	104.9	52.3	5.5	0	239
3	620	P	3	89.9	48.5	4.7	0	251
3	620	Q	1	18.9	17.6	1.4	0	282
3	620	R	1	14.0	13.1	1.2	0	315
3	620	S	2	36.9	28.3	2.3	0	265
3	620	T	2	43.2	31.8	2.5	0	261
3	620	U	1	22.8	18.0	1.8	0	283
3	620	V	0	21.8	28.4	0.9	0	245
3	620	W	0	18.2	26.0	0.7	0	240
3	620	X	1	29.7	24.5	1.9	0	236
3	620	Y	1	28.5	27.3	1.5	0	238
3	620	Z	1	18.0	20.0	1.0	0	253
3	620	A	1	20.3	20.1	1.3	0	252
3	630	A	0	11.4	19.0	0.5	0	288
3	630	B	0	13.1	14.3	0.9	0	279
3	630	C	0	13.4	14.9	0.9	0	268
3	630	D	1	34.3	32.9	1.6	0	242
3	630	E	1	29.1	31.9	1.3	0	248
3	630	F	1	25.2	29.9	1.1	0	273
3	630	G	1	23.7	28.2	1.1	0	271
3	630	H	1	21.1	21.3	1.3	0	250
3	630	J	1	28.9	26.9	1.6	0	257
3	630	K	1	32.8	27.5	1.9	0	252
3	630	M	2	44.6	28.5	3.1	0	237
3	630	N	2	53.0	38.4	2.7	0	240
3	630	O	2	35.3	24.5	2.5	0	253
3	630	P	3	71.0	32.3	5.5	0	269
3	630	Q	4	100.6	30.9	10.2	0	265
3	630	R	4	92.6	31.7	8.6	0	268
3	630	S	3	84.6	35.5	6.5	0	267
3	630	T	2	43.7	29.6	2.8	0	267
3	630	U	0	16.6	22.3	0.8	0	244
3	630	V	1	32.0	31.3	1.6	0	247
3	630	W	3	51.6	22.3	5.4	0	361
3	630	X	3	31.2	13.2	4.7	0	363
3	630	Y	1	23.3	19.8	1.7	0	272
3	640	A	1	15.0	12.6	1.5	0	313
3	640	B	2	42.6	26.6	3.1	0	254
3	640	C	2	49.0	28.2	3.6	0	269
3	640	D	1	13.9	10.4	1.6	0	293
3	640	E	0	16.8	23.4	0.7	0	243
3	640	F	3	40.6	20.2	4.1	0	295
3	640	G	3	67.3	26.4	6.6	0	275

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.

DOMINION EXPLORERS FARO PROPERTY, YUKON

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
3	640	H	4	89.5	30.2	8.7	0	265
3	640	J	4	93.5	30.6	9.2	0	262
3	640	K	4	93.8	32.1	8.6	0	263
3	640	M	3	64.4	27.8	5.7	0	274
3	640	N	3	56.2	24.0	5.6	0	276
3	640	O	2	26.2	20.5	2.0	0	272
3	640	P	2	52.3	33.2	3.3	0	271
3	640	Q	2	50.8	28.8	3.7	0	272
3	640	R	2	30.8	21.8	2.4	0	246
3	640	S	1	26.2	23.0	1.7	0	246
3	640	T	1	28.2	28.7	1.4	0	276
3	640	U	1	35.1	36.2	1.5	0	228
3	640	V	1	29.1	30.9	1.3	0	229
3	640	W	0	14.8	20.2	0.7	0	271
3	640	X	1	18.3	21.8	1.0	0	261
3	640	Y	0	14.4	22.3	0.6	0	254
3	650	A	0	13.3	17.6	0.7	0	283
3	650	B	0	18.5	22.4	0.9	0	267
3	650	C	0	16.1	20.3	0.8	0	270
3	650	D	1	28.3	28.3	1.4	0	240
3	650	E	1	29.0	28.3	1.5	0	244
3	650	F	1	22.7	24.8	1.2	0	273
3	650	G	1	22.8	24.8	1.2	0	265
3	650	H	2	32.1	24.2	2.2	0	237
3	650	J	2	34.0	20.9	2.9	0	236
3	650	K	2	33.1	22.5	2.6	0	249
3	650	M	1	31.1	27.7	1.7	0	241
3	650	N	2	54.2	31.4	3.7	0	234
3	650	O	3	55.3	21.4	6.3	0	248
3	650	P	3	68.8	33.4	5.0	0	248
3	650	Q	3	78.8	37.3	5.4	0	247
3	650	R	4	140.7	48.1	9.8	0	245
3	650	S	3	127.0	50.3	7.8	0	250
3	650	T	4	116.8	44.4	8.1	0	255
3	650	U	3	88.8	45.2	5.1	0	259
3	650	V	3	63.6	27.0	5.8	0	261
3	650	W	1	22.0	22.8	1.2	0	246
3	650	X	0	5.9	11.3	0.3	0	277
3	650	Y	1	16.8	12.0	1.9	0	279
3	650	Z	3	27.6	12.2	4.3	0	260
3	650	AA	3	37.4	18.7	4.0	0	246
3	650	AB	2	53.3	30.0	3.8	0	267
3	650	AC	2	56.5	32.6	3.8	0	281
3	650	AD	1	15.1	13.1	1.4	0	287

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.

DOMINION EXPLORERS FARO PROPERTY, YUKON

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
3	660	A	1	14.5	13.7	1.2	0	258
3	660	B	2	35.7	20.0	3.4	0	265
3	660	C	2	44.6	28.2	3.1	0	233
3	660	D	3	59.0	21.3	7.1	0	266
3	660	E	1	27.8	23.2	1.8	0	228
3	660	F	1	21.9	17.0	1.8	0	256
3	660	G	3	39.3	20.0	4.0	0	276
3	660	H	3	69.5	38.7	4.2	0	252
3	660	J	3	105.2	46.8	6.4	0	244
3	660	K	4	130.4	45.4	9.3	0	242
3	660	M	4	91.9	32.8	8.1	0	246
3	660	N	4	100.2	29.8	10.6	0	249
3	660	O	3	75.0	34.3	5.6	0	252
3	660	P	3	62.7	27.3	5.6	0	263
3	660	Q	2	29.8	18.4	2.8	0	257
3	660	R	2	24.4	14.2	2.8	0	284
3	660	S	3	50.5	26.9	4.0	0	244
3	660	T	3	51.5	27.0	4.2	0	249
3	660	U	1	27.8	23.1	1.8	0	257
3	660	V	2	24.6	18.3	2.0	0	264
3	660	W	2	41.8	34.8	2.1	0	226
3	660	X	0	16.1	29.1	0.5	0	244
3	660	Y	0	22.3	31.3	0.8	0	251
3	660	Z	0	18.5	26.6	0.7	0	252
3	670	A	1	16.4	16.4	1.2	0	294
3	670	B	0	19.0	24.7	0.9	0	259
3	670	C	1	38.5	33.5	1.9	0	251
3	670	D	2	24.5	15.2	2.6	0	292
3	670	E	3	52.5	26.3	4.4	0	268
3	670	F	3	33.4	16.3	4.0	0	260
3	670	G	2	26.9	16.4	2.8	0	276
3	670	H	2	16.5	11.3	2.0	0	254
3	670	J	3	80.8	36.4	5.8	0	233
3	670	K	4	130.3	34.7	13.2	0	231
3	670	M	5	139.0	29.8	17.8	0	248
3	670	N	4	122.3	32.8	12.8	0	260
3	670	O	3	58.3	27.1	5.1	0	284
3	670	P	3	39.4	18.8	4.3	0	316
3	670	Q	1	17.3	15.4	1.4	0	258
3	670	R	1	19.9	18.9	1.4	0	237
3	670	S	1	33.2	34.1	1.5	0	247
3	670	T	3	48.4	24.1	4.4	0	323
3	670	U	3	40.8	17.0	5.2	0	310

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.

DOMINION EXPLORERS FARO PROPERTY, YUKON

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
3	670	V	2	45.0	26.5	3.4	0	271
3	670	W	1	30.7	28.1	1.7	0	245
3	670	X	1	13.5	13.5	1.1	0	252
3	680	A	1	12.1	12.2	1.0	0	278
3	680	B	2	24.2	17.7	2.1	0	257
3	680	C	2	44.0	25.1	3.5	0	280
3	680	D	3	43.8	20.4	4.6	0	250
3	680	E	2	31.0	19.4	2.8	0	243
3	680	F	1	24.6	22.6	1.5	0	247
3	680	G	1	19.3	17.1	1.5	0	270
3	680	H	2	65.9	38.2	3.9	0	243
3	680	J	3	153.6	71.8	6.7	0	222
3	680	K	4	216.1	66.2	12.7	0	226
3	680	M	4	66.8	16.1	12.4	0	272
3	680	N	3	46.1	17.3	6.2	0	279
3	680	O	1	16.9	17.6	1.1	0	263
3	680	P	2	31.3	22.9	2.3	0	268
3	680	Q	3	73.1	41.1	4.2	0	230
3	680	R	2	73.9	44.3	3.9	0	229
3	680	S	2	42.1	29.4	2.7	0	240
3	680	T	1	49.3	47.6	1.8	0	220
3	680	U	0	20.9	29.6	0.8	0	226
3	680	V	0	16.5	27.2	0.6	0	259
3	680	W	1	23.7	24.0	1.3	0	285
3	680	X	0	19.2	23.5	0.9	0	277
3	690	A	1	17.6	15.6	1.4	0	310
3	690	B	1	20.0	16.5	1.7	0	298
3	690	C	0	11.0	13.8	0.7	0	281
3	690	D	1	29.5	32.6	1.3	0	234
3	690	E	2	43.8	38.9	2.0	0	242
3	690	F	2	32.7	16.3	3.8	0	287
3	690	G	2	38.5	20.3	3.7	0	271
3	690	H	3	64.6	36.5	4.0	0	252
3	690	J	3	73.5	40.5	4.3	0	244
3	690	K	2	52.8	42.2	2.4	0	239
3	690	M	2	39.1	30.4	2.3	0	241
3	690	N	1	32.2	38.0	1.2	0	249
3	690	O	1	19.5	20.9	1.1	0	244
3	690	Q	3	59.6	24.8	5.9	0	242
3	690	R	3	63.8	24.8	6.5	0	242
3	690	S	4	84.1	19.9	13.6	0	243
3	690	T	4	116.8	28.5	14.3	0	254
3	690	U	4	121.4	34.5	11.9	0	259

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.

DOMINION EXPLORERS FARO PROPERTY, YUKON

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
3	690	V	4	117.3	34.8	11.1	0	263
3	690	W	3	57.0	26.9	4.9	0	277
3	690	X	2	27.0	19.3	2.2	0	249
3	690	Y	1	30.8	26.2	1.8	0	255
3	690	Z	3	41.3	19.4	4.5	0	309
3	690	AA	3	31.8	12.5	5.2	0	353
3	690	AB	3	34.7	16.5	4.2	0	316
3	690	AC	2	34.9	18.2	3.7	0	280
3	690	AD	1	24.3	24.6	1.3	0	231
3	690	AE	1	22.5	20.6	1.5	0	246
4	700	A	1	16.4	16.2	1.2	0	287
4	700	B	1	19.6	15.5	1.7	0	313
4	700	C	3	35.8	16.8	4.3	0	295
4	700	D	2	35.4	18.0	3.8	0	311
4	700	E	2	32.9	16.8	3.7	0	279
4	700	F	2	58.6	35.9	3.5	0	216
4	700	G	1	30.3	32.0	1.4	0	206
4	700	H	1	18.3	16.8	1.4	0	263
4	700	J	2	43.4	23.8	3.7	0	263
4	700	K	4	121.4	30.6	13.9	0	241
4	700	M	3	90.1	34.4	7.4	0	233
4	700	N	4	96.3	29.9	9.9	0	242
4	700	O	4	67.2	22.6	8.0	0	265
4	700	P	3	43.6	21.3	4.3	0	266
4	700	Q	0	13.8	15.8	0.9	0	275
4	700	R	0	18.8	34.3	0.5	0	251
4	700	S	1	12.3	11.8	1.1	0	245
4	700	T	3	58.9	28.4	4.8	0	256
4	700	U	3	63.8	34.8	4.2	0	257
4	700	V	2	50.9	30.8	3.4	0	243
4	700	W	3	69.1	36.9	4.4	0	235
4	700	X	2	47.6	36.7	2.4	0	234
4	700	Y	2	66.5	61.8	2.1	0	219
4	700	Z	1	30.0	31.3	1.4	0	232
4	700	AA	2	38.1	32.9	2.0	0	258
4	700	AB	1	32.3	32.3	1.5	0	250
4	710	A	0	16.9	30.2	0.5	0	235
4	710	B	1	28.3	28.8	1.4	0	239
4	710	C	2	45.4	31.3	2.8	0	239
4	710	D	1	37.3	33.0	1.9	0	230
4	710	E	1	21.7	25.9	1.0	0	229
4	710	F	1	30.4	33.2	1.3	0	222
4	710	G	2	55.3	41.2	2.7	0	241

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.

DOMINION EXPLORERS FARO PROPERTY, YUKON

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
4	710	H	2	44.4	29.9	2.9	0	255
4	710	J	3	72.5	31.8	5.8	0	256
4	710	K	3	67.1	29.8	5.6	0	260
4	710	M	3	59.3	27.1	5.2	0	253
4	710	N	1	14.5	11.8	1.5	0	236
4	710	O	1	18.0	19.6	1.1	0	228
4	710	P	2	56.9	36.4	3.3	0	215
4	710	Q	3	73.9	35.3	5.2	0	212
4	710	R	3	74.6	40.1	4.5	0	229
4	710	S	4	96.6	31.4	9.3	0	235
4	710	T	4	95.8	34.3	8.2	0	242
4	710	U	1	21.0	18.3	1.6	0	249
4	710	V	2	44.6	30.0	2.9	0	308
4	710	W	3	60.3	32.7	4.2	0	275
4	710	X	2	56.0	42.9	2.6	0	257
4	710	Y	2	73.3	47.6	3.5	0	248
4	710	Z	3	90.2	45.6	5.2	0	244
4	710	AA	1	33.3	31.8	1.6	0	235
4	710	AB	1	21.8	23.9	1.2	0	228
4	720	A	1	10.4	6.7	1.8	0	369
4	720	B	2	33.8	27.2	2.1	0	233
4	720	C	2	63.6	40.7	3.4	0	238
4	720	D	2	55.5	35.6	3.3	0	242
4	720	E	2	45.7	32.7	2.7	0	255
4	720	F	2	49.1	36.9	2.6	0	245
4	720	G	2	17.2	11.8	2.0	0	219
4	720	H	1	17.6	14.0	1.7	0	272
4	720	J	3	54.3	29.1	4.1	0	257
4	720	K	4	67.1	21.0	8.8	0	243
4	720	M	3	44.7	22.6	4.2	0	242
4	720	N	2	35.6	24.4	2.6	0	254
4	720	O	0	5.6	16.2	0.1	0	238
4	720	P	2	26.1	17.2	2.5	0	228
4	720	Q	3	79.2	41.1	4.8	0	244
4	720	R	3	81.7	35.8	6.0	0	249
4	720	S	3	94.1	58.8	4.0	0	224
4	720	T	2	86.8	58.7	3.5	0	224
4	720	U	1	60.9	59.6	1.9	0	213
4	720	V	2	76.1	73.3	2.1	0	211
4	720	W	1	26.5	32.0	1.1	0	213
4	720	X	1	39.2	36.0	1.8	0	222
4	720	Y	1	24.0	29.3	1.0	0	241
4	730	A	1	23.2	21.0	1.5	0	251

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.

DOMINION EXPLORERS FARO PROPERTY, YUKON

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
4	730	B	1	24.3	22.3	1.5	0	246
4	730	C	1	17.9	18.5	1.2	0	245
4	730	D	0	13.3	20.1	0.6	0	241
4	730	E	1	22.9	19.0	1.7	0	249
4	730	F	1	31.2	36.3	1.2	0	244
4	730	G	1	30.9	34.5	1.3	0	247
4	730	H	1	34.3	31.2	1.8	0	271
4	730	J	2	43.6	28.1	3.0	0	283
4	730	K	3	60.4	28.7	5.0	0	273
4	730	M	3	55.3	22.0	6.1	0	283
4	730	N	3	61.1	22.8	6.8	0	278
4	730	O	2	32.5	21.5	2.6	0	260
4	730	P	2	40.1	22.4	3.5	0	254
4	730	Q	2	66.5	46.8	3.1	0	223
4	730	R	3	77.9	37.9	5.2	0	228
4	730	S	4	126.5	48.0	8.3	0	208
4	730	T	4	167.9	67.7	8.3	0	215
4	730	U	3	152.8	69.9	6.9	0	229
4	730	V	4	152.2	59.9	8.3	0	234
4	730	W	1	28.5	24.3	1.8	0	271
4	730	X	2	34.5	21.1	3.0	0	254
4	730	Y	0	6.4	14.3	0.2	0	243
4	730	Z	2	27.5	21.2	2.0	0	260
4	730	AA	2	26.3	16.0	2.7	0	321
4	730	AB	2	23.4	16.4	2.2	0	334
4	730	AC	3	32.1	14.4	4.4	0	312
4	730	AD	3	70.5	35.4	4.8	0	264
4	730	AE	2	31.5	21.2	2.5	0	276
4	730	AF	1	16.6	14.1	1.5	0	288
4	730	AG	1	13.8	12.6	1.2	0	294
4	740	A	1	9.9	8.2	1.3	0	358
4	740	B	1	9.4	6.7	1.5	0	370
4	740	C	1	18.8	15.7	1.6	0	259
4	740	D	3	53.5	21.3	6.0	0	269
4	740	E	3	33.8	13.7	5.1	0	301
4	740	F	2	30.2	14.5	3.9	0	272
4	740	G	3	10.7	3.7	4.4	0	278
4	740	H	1	18.5	17.3	1.4	0	252
4	740	J	0	4.2	12.9	0.1	0	231
4	740	K	2	32.9	21.9	2.6	0	254
4	740	M	2	48.1	36.8	2.5	0	240
4	740	N	3	99.6	44.5	6.2	0	239
4	740	O	3	92.9	42.1	6.0	0	232
4	740	P	3	59.9	27.7	5.1	0	236

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.

DOMINION EXPLORERS FARO PROPERTY, YUKON

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
4	740	Q	3	49.8	20.1	5.8	0	264
4	740	R	2	37.0	22.0	3.2	0	263
4	740	S	2	41.6	32.3	2.3	0	236
4	740	T	3	71.9	35.1	5.1	0	251
4	740	U	3	71.3	36.1	4.8	0	249
4	740	V	3	89.3	48.2	4.7	0	247
4	740	W	2	77.3	55.8	3.1	0	238
4	740	X	2	66.4	56.4	2.4	0	236
4	740	Y	2	55.0	42.4	2.6	0	239
4	740	Z	2	38.2	32.4	2.0	0	241
4	740	AA	2	50.0	38.3	2.5	0	236
4	740	AB	2	49.1	39.0	2.4	0	229
4	740	AC	2	61.8	43.3	3.0	0	226
4	740	AD	1	31.6	28.6	1.7	0	254
4	740	AE	1	27.6	28.1	1.4	0	259
4	750	A	1	27.4	25.3	1.6	0	276
4	750	B	2	33.4	23.9	2.4	0	278
4	750	C	2	45.8	36.4	2.3	0	254
4	750	D	2	38.2	31.1	2.1	0	259
4	750	E	2	41.7	26.6	3.0	0	266
4	750	F	3	63.8	27.4	5.8	0	256
4	750	G	3	86.1	37.8	6.1	0	259
4	750	H	2	42.6	23.4	3.7	0	268
4	750	J	2	47.2	29.5	3.2	0	258
4	750	K	3	57.3	24.8	5.5	0	255
4	750	M	3	60.9	23.4	6.5	0	248
4	750	N	3	82.3	42.5	4.9	0	219
4	750	O	3	102.6	50.6	5.6	0	217
4	750	P	3	118.4	53.4	6.5	0	229
4	750	Q	2	41.4	30.3	2.5	0	248
4	750	R	3	44.9	20.4	4.8	0	271
4	750	S	0	7.7	15.9	0.3	0	248
4	750	T	1	18.2	13.5	1.8	0	303
4	750	U	3	19.8	7.1	5.1	0	286
4	750	V	2	35.3	17.7	3.9	0	296
4	750	W	3	41.2	16.6	5.5	0	313
4	750	X	3	44.1	17.6	5.7	0	312
4	750	Y	3	60.4	31.2	4.4	0	278
4	750	Z	1	14.8	10.1	1.9	0	334
4	750	AA	2	36.9	24.8	2.7	0	266
4	750	AB	2	29.4	18.2	2.8	0	302
4	750	AC	1	11.1	8.4	1.5	0	290
4	750	AD	1	10.1	9.6	1.0	0	262
4	760	A	1	15.2	13.8	1.3	0	347

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.

DOMINION EXPLORERS FARO PROPERTY, YUKON

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
4	760	B	1	20.2	16.9	1.6	0	292
4	760	C	0	3.2	6.2	0.2	0	290
4	760	D	2	31.2	18.6	3.0	0	298
4	760	E	1	10.9	8.0	1.5	0	292
4	760	F	2	36.8	19.6	3.7	0	309
4	760	G	3	44.7	19.9	4.9	0	281
4	760	H	2	55.1	35.2	3.3	0	245
4	760	J	2	26.4	14.0	3.3	0	262
4	760	K	1	24.1	21.0	1.6	0	249
4	760	M	0	5.3	14.1	0.1	0	209
4	760	N	2	31.0	15.9	3.6	0	262
4	760	O	2	32.5	24.7	2.2	0	252
4	760	P	2	45.3	26.2	3.5	0	262
4	760	Q	3	79.5	32.6	6.5	0	263
4	760	R	3	59.5	23.6	6.2	0	271
4	760	S	3	47.1	17.1	6.6	0	278
4	760	T	3	65.6	32.6	4.8	0	265
4	760	U	2	53.8	30.1	3.9	0	263
4	760	V	2	50.5	42.8	2.2	0	228
4	760	W	2	62.3	39.9	3.4	0	237
4	760	X	3	133.0	62.9	6.3	0	231
4	760	Y	3	115.5	59.6	5.4	0	230
4	760	Z	3	98.8	51.7	5.1	0	237
4	760	AA	3	74.2	30.2	6.5	0	252
4	760	AB	2	41.3	22.6	3.7	0	274
4	760	AC	2	40.2	21.8	3.7	0	254
4	760	AD	2	35.0	23.3	2.7	0	268
4	760	AE	2	33.9	21.2	2.9	0	283
4	760	AF	1	32.6	27.5	1.9	0	259
4	760	AG	0	12.6	23.2	0.4	0	249
4	770	A	0	24.0	50.9	0.5	0	210
4	770	B	2	23.8	16.6	2.2	0	249
4	770	C	2	27.1	19.1	2.3	0	243
4	770	D	2	26.9	15.3	3.0	0	290
4	770	E	2	45.8	24.7	3.8	0	269
4	770	F	3	46.4	24.0	4.1	0	274
4	770	G	3	49.2	18.2	6.5	0	288
4	770	H	3	61.5	22.1	7.2	0	270
4	770	J	4	60.8	18.5	8.9	0	275
4	770	K	3	54.3	18.5	7.4	0	290
4	770	M	3	50.0	23.0	4.9	0	261
4	770	N	3	49.6	25.5	4.2	0	257
4	770	O	2	50.7	29.4	3.6	0	241
4	770	P	3	57.1	27.5	4.8	0	271

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.

DOMINION EXPLORERS FARO PROPERTY, YUKON

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
4	770	Q	3	70.1	28.0	6.5	0	264
4	770	R	3	68.9	29.7	5.9	0	257
4	770	S	3	75.7	27.8	7.4	0	247
4	770	T	4	89.6	31.7	8.2	0	241
4	770	U	3	98.4	39.0	7.3	0	237
4	770	V	4	134.2	47.1	9.3	0	237
4	770	W	2	70.8	42.2	3.9	0	237
4	770	X	2	50.6	36.9	2.7	0	241
4	770	Y	0	7.8	13.8	0.4	0	253
4	770	Z	1	15.0	14.0	1.3	0	296
4	770	AA	2	44.3	30.9	2.7	0	272
4	770	AB	1	39.2	40.3	1.6	0	263
4	770	AC	3	63.0	30.8	4.9	0	298
4	770	AD	2	44.6	23.9	3.9	0	303
4	770	AE	2	46.1	27.0	3.5	0	286
4	770	AF	1	19.4	15.5	1.7	0	311
4	770	AG	2	44.5	28.5	3.0	0	265
4	770	AH	1	19.3	15.4	1.7	0	275
4	770	AJ	2	22.2	16.6	2.0	0	251
4	770	AK	0	13.6	17.3	0.8	0	288
4	770	AM	1	29.6	30.9	1.4	0	227
4	780	A	0	5.9	5.4	0.9	0	377
4	780	B	0	10.7	17.4	0.5	0	296
4	780	C	2	41.1	25.1	3.2	0	234
4	780	D	2	55.4	35.7	3.2	0	241
4	780	E	1	15.4	12.0	1.6	0	270
4	780	F	3	40.7	19.3	4.4	0	289
4	780	G	2	41.8	22.0	3.9	0	278
4	780	H	3	59.3	28.4	4.9	0	246
4	780	J	2	33.2	23.0	2.5	0	241
4	780	K	0	12.2	14.6	0.8	0	242
4	780	M	0	3.9	14.6	0.0	0	223
4	780	N	1	17.5	14.4	1.6	0	256
4	780	O	2	47.9	35.8	2.6	0	248
4	780	P	4	112.9	40.5	8.6	0	243
4	780	Q	4	131.5	37.5	12.1	0	240
4	780	R	4	78.6	22.7	10.3	0	257
4	780	S	4	100.7	30.7	10.3	0	258
4	780	T	3	81.6	35.7	6.1	0	253
4	780	U	4	78.9	23.8	9.7	0	271
4	780	V	3	58.8	22.6	6.5	0	273
4	780	W	2	49.6	28.8	3.6	0	248
4	780	X	3	37.1	12.8	6.5	0	293
4	780	Y	3	43.0	14.7	6.9	0	281

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.

DOMINION EXPLORERS FARO PROPERTY, YUKON

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
4	780	Z	3	50.5	18.3	6.7	0	271
4	780	AA	4	44.8	13.1	8.6	0	275
4	780	AB	3	36.5	16.7	4.5	0	281
4	780	AC	2	32.1	19.5	2.9	0	270
4	780	AD	3	44.3	21.1	4.5	0	270
4	780	AE	3	43.8	22.1	4.2	0	283
4	780	AF	2	33.2	20.0	3.0	0	261
4	780	AG	2	21.6	13.6	2.4	0	263
4	780	AH	1	17.7	18.9	1.1	0	252
4	790	A	1	20.2	22.5	1.1	0	289
4	790	B	0	12.8	15.8	0.8	0	240
4	790	C	1	31.9	27.8	1.8	0	237
4	790	D	2	47.1	37.2	2.4	0	236
4	790	E	2	35.8	21.4	3.1	0	261
4	790	F	3	48.9	21.0	5.3	0	265
4	790	G	3	59.8	24.2	6.1	0	260
4	790	H	2	31.0	22.4	2.3	0	262
4	790	J	3	59.0	21.4	7.0	0	267
4	790	K	3	56.8	20.2	7.1	0	265
4	790	M	2	30.0	17.0	3.2	0	263
4	790	N	3	35.2	11.1	7.3	0	276
4	790	O	4	31.7	8.6	8.6	0	294
4	790	P	4	32.1	7.4	10.7	0	301
4	790	Q	3	48.0	23.6	4.4	0	263
4	790	R	3	48.2	20.7	5.3	0	260
4	790	S	4	51.7	13.8	10.1	0	278
4	790	T	4	46.5	13.9	8.4	0	289
4	790	U	4	57.3	14.3	11.4	0	291
4	790	V	4	69.9	16.5	12.9	0	287
4	790	W	3	61.1	22.9	6.8	0	269
4	790	X	4	85.1	22.1	12.1	0	262
4	790	Y	5	103.0	21.7	16.8	0	260
4	790	Z	4	108.1	25.2	14.9	0	254
4	790	AA	4	89.0	32.1	8.0	0	262
4	790	AB	2	54.6	31.3	3.8	0	260
4	790	AC	2	24.3	15.9	2.4	0	262
4	790	AD	0	8.0	12.4	0.4	0	226
4	790	AE	0	11.8	14.2	0.8	0	268
4	790	AF	2	47.2	27.7	3.5	0	275
4	790	AG	1	13.8	10.8	1.5	0	293
4	790	AH	3	58.8	24.9	5.7	0	291
4	790	AJ	3	56.4	28.5	4.5	0	303
4	790	AK	3	47.1	20.3	5.2	0	275
4	790	AM	1	22.5	19.1	1.7	0	276

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.

DOMINION EXPLORERS FARO PROPERTY, YUKON

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
4	790	AN	2	29.8	21.0	2.4	0	254
4	800	A	2	19.5	13.6	2.0	0	277
4	800	B	1	20.3	16.6	1.7	0	248
4	800	C	2	43.4	23.2	3.8	0	258
4	800	D	3	71.3	41.9	4.0	0	245
4	800	E	2	79.2	53.9	3.4	0	227
4	800	F	3	88.4	36.8	6.6	0	225
4	800	G	3	67.8	38.2	4.1	0	226
4	800	H	0	11.8	14.1	0.8	0	227
4	800	J	0	7.7	10.9	0.5	0	234
4	800	K	2	20.6	9.1	3.9	0	282
4	800	M	3	47.4	20.2	5.3	0	255
4	800	N	3	52.3	27.5	4.2	0	256
4	800	O	4	103.0	24.9	14.0	0	256
4	800	P	5	134.6	23.7	22.8	0	252
4	800	Q	5	129.3	20.3	26.3	0	252
4	800	R	3	65.1	22.0	7.9	0	262
4	800	S	4	79.4	21.6	11.2	0	263
4	800	T	4	96.5	27.5	11.1	0	253
4	800	U	4	64.1	19.0	9.3	0	250
4	800	V	3	50.9	20.9	5.7	0	251
4	800	W	4	60.0	19.8	8.0	0	255
4	800	X	3	59.2	20.5	7.4	0	256
4	800	Y	4	54.7	11.2	14.5	0	272
4	800	Z	4	35.2	8.2	10.9	0	281
4	800	AA	2	24.8	12.2	3.6	0	284
4	800	AB	3	43.2	13.9	7.4	0	271
4	800	AC	4	47.4	14.4	8.3	0	276
4	800	AD	4	50.7	14.5	9.1	0	278
4	800	AE	3	56.8	18.8	7.8	0	270
4	800	AF	4	57.4	17.3	8.9	0	268
4	800	AG	3	45.7	18.5	5.6	0	270
4	800	AH	1	20.0	17.5	1.5	0	252
4	800	AJ	2	15.0	9.7	2.1	0	308
5	810	A	2	27.3	21.3	2.0	0	254
5	810	B	1	18.7	20.0	1.1	0	233
5	810	C	2	46.0	28.8	3.2	0	257
5	810	D	2	62.2	58.6	2.1	0	207
5	810	E	3	101.5	53.5	5.1	0	219
5	810	F	2	83.7	54.2	3.7	0	232
5	810	H	2	43.5	26.5	3.2	0	244
5	810	J	0	7.4	9.8	0.6	0	277
5	810	N	2	15.1	9.3	2.2	0	309

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.

DOMINION EXPLORERS FARO PROPERTY, YUKON

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
5	810	O	2	29.4	18.7	2.7	0	282
5	810	P	2	32.6	24.1	2.3	0	274
5	810	Q	3	63.4	24.2	6.7	0	271
5	810	R	4	93.4	23.7	12.8	0	264
5	810	S	4	73.8	22.5	9.4	0	263
5	810	T	3	64.5	25.4	6.5	0	271
5	810	U	3	67.3	30.4	5.5	0	261
5	810	V	3	76.8	29.9	6.9	0	253
5	820	A	0	10.1	19.8	0.4	0	259
5	820	B	2	37.0	22.9	3.0	0	254
5	820	C	2	42.0	24.1	3.5	0	253
5	820	D	2	48.3	28.1	3.5	0	250
5	820	E	2	30.3	22.3	2.2	0	264
5	820	F	3	67.2	27.3	6.3	0	258
5	820	G	3	84.3	33.0	7.0	0	249
5	820	H	3	78.8	29.3	7.4	0	249
5	820	J	4	88.9	29.7	8.8	0	248
5	820	K	3	78.4	33.9	6.1	0	242
5	820	M	3	88.4	38.9	6.1	0	243
5	820	N	3	93.1	36.0	7.4	0	244
5	820	O	4	91.4	27.3	10.3	0	256
5	820	P	3	64.1	31.5	4.8	0	260
5	820	Q	3	54.2	24.6	5.1	0	272
5	820	R	3	54.0	24.5	5.1	0	277
5	820	S	3	77.1	27.6	7.7	0	258
5	820	T	4	85.9	28.5	8.8	0	253
5	820	U	4	102.4	31.8	10.1	0	254
5	820	V	3	72.9	31.0	6.1	0	260
5	820	W	2	59.1	40.4	3.1	0	254
5	820	X	2	39.5	25.9	2.8	0	256
5	820	Y	0	14.9	26.3	0.5	0	221
5	820	Z	0	10.5	11.2	0.9	0	306
5	820	AA	2	60.5	35.1	3.8	0	286
5	820	AB	3	95.9	54.2	4.6	0	254
5	820	AC	2	74.9	49.0	3.5	0	284
5	820	AD	3	37.7	18.3	4.2	0	334
5	820	AE	2	26.4	13.9	3.3	0	322
5	820	AF	1	13.8	12.6	1.3	0	335
5	820	AG	2	41.6	29.9	2.6	0	252
5	830	A	2	29.5	21.1	2.3	0	309
5	830	B	0	24.1	37.1	0.8	0	226
5	830	C	1	19.6	21.3	1.1	0	240
5	830	D	3	58.4	25.3	5.5	0	251

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.

DOMINION EXPLORERS FARO PROPERTY, YUKON

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
5	830	E	3	77.6	40.4	4.8	0	237
5	830	F	2	87.9	60.7	3.4	0	216
5	830	G	3	63.6	34.4	4.2	0	236
5	830	H	2	49.4	28.0	3.7	0	255
5	830	J	0	5.5	7.4	0.5	0	303
5	830	K	1	16.0	13.2	1.5	0	302
5	830	M	2	22.3	16.1	2.1	0	298
5	830	N	3	45.9	21.1	4.8	0	283
5	830	O	4	78.3	19.2	12.8	0	276
5	830	P	3	51.3	21.2	5.7	0	279
5	830	Q	3	54.7	25.5	4.9	0	271
5	830	R	3	68.3	31.0	5.5	0	263
5	830	S	3	56.0	23.8	5.6	0	275
5	830	T	4	66.3	14.4	14.3	0	282
5	830	U	4	56.8	17.4	8.6	0	278
5	830	V	4	52.9	16.9	8.0	0	275
5	830	W	3	67.2	23.0	7.9	0	261
5	830	X	3	67.2	24.4	7.3	0	265
5	830	Y	4	72.3	23.6	8.6	0	274
5	830	Z	4	69.1	20.4	9.6	0	274
5	830	AA	3	65.1	23.1	7.4	0	255
5	830	AB	1	25.3	23.8	1.5	0	243
5	830	AC	1	22.3	20.3	1.5	0	244
5	830	AD	1	27.1	26.7	1.5	0	233
5	840	A	0	16.6	21.2	0.8	0	249
5	840	B	1	18.7	15.5	1.6	0	252
5	840	C	1	22.8	18.5	1.8	0	249
5	840	D	1	26.1	22.5	1.7	0	244
5	840	E	1	26.6	23.1	1.7	0	240
5	840	F	1	20.8	21.4	1.2	0	238
5	840	G	1	26.0	23.2	1.6	0	238
5	840	H	4	100.2	28.8	11.1	0	246
5	840	J	4	85.5	20.9	13.1	0	257
5	840	K	4	77.5	24.2	9.2	0	239
5	840	M	3	94.7	43.6	5.9	0	231
5	840	N	3	78.8	37.0	5.5	0	244
5	840	O	3	74.7	30.8	6.4	0	242
5	840	P	4	130.8	34.3	13.5	0	243
5	840	Q	4	108.8	35.3	9.7	0	244
5	840	R	3	74.5	40.9	4.4	0	248
5	840	S	2	31.4	25.3	2.0	0	275
5	840	T	1	20.0	19.2	1.3	0	273
5	840	U	0	9.8	17.7	0.4	0	244
5	840	V	0	9.9	11.5	0.8	0	285

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.

DOMINION EXPLORERS FARO PROPERTY, YUKON

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
5	840	W	3	55.0	28.3	4.4	0	254
5	840	X	3	51.1	23.7	4.9	0	283
5	840	Y	2	42.1	25.3	3.3	0	352
5	840	Z	4	30.7	8.7	8.0	0	367
5	840	AA	3	25.3	10.0	4.8	0	345
5	840	AB	1	16.4	14.1	1.4	0	354
5	840	AC	0	7.1	22.5	0.1	0	253
5	840	AD	1	20.3	20.8	1.2	0	279
5	840	AE	1	22.6	20.3	1.5	0	272
5	840	AF	1	38.1	33.8	1.9	0	264
5	840	AG	2	38.6	23.6	3.1	0	276
5	850	A	2	31.1	16.5	3.5	0	312
5	850	B	2	32.5	20.9	2.7	0	300
5	850	C	1	10.8	8.3	1.5	0	273
5	850	D	4	47.3	13.9	8.7	0	254
5	850	E	3	78.0	42.5	4.5	0	224
5	850	F	3	80.6	38.5	5.4	0	223
5	850	G	2	43.7	26.8	3.2	0	244
5	850	H	3	76.8	41.8	4.5	0	231
5	850	J	2	16.5	10.8	2.1	0	264
5	850	K	0	7.7	13.2	0.4	0	247
5	850	M	1	21.3	15.8	1.9	0	281
5	850	N	2	31.0	22.7	2.3	0	277
5	850	O	5	127.3	29.0	16.0	0	252
5	850	P	5	145.6	33.3	16.6	0	248
5	850	Q	5	146.4	29.6	19.5	0	250
5	850	R	3	75.6	29.7	6.8	0	252
5	850	S	3	85.1	33.8	6.9	0	240
5	850	T	3	107.7	43.5	7.3	0	232
5	850	U	4	86.0	20.2	13.8	0	263
5	850	V	4	53.4	15.3	9.3	0	261
5	850	W	4	58.1	17.6	8.9	0	269
5	850	X	3	76.8	29.3	7.1	0	261
5	850	Y	3	81.5	34.6	6.3	0	250
5	850	Z	2	28.9	17.8	2.8	0	247
5	850	AA	1	15.0	13.9	1.3	0	241
5	850	AB	1	24.0	23.7	1.4	0	250
5	850	AC	2	37.5	22.4	3.1	0	248
5	850	AD	2	38.7	25.2	2.9	0	243
5	850	AE	2	38.8	31.8	2.1	0	240
5	850	AF	1	20.0	22.4	1.1	0	240
5	850	AG	0	14.9	18.6	0.8	0	244
5	850	AH	1	19.3	22.6	1.0	0	233
5	860	A	1	18.0	20.9	1.0	0	248

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.

DOMINION EXPLORERS FARO PROPERTY, YUKON

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
5	860	B	0	21.7	29.0	0.9	0	227
5	860	C	1	18.2	20.9	1.0	0	237
5	860	D	1	17.4	18.6	1.1	0	258
5	860	E	1	30.2	24.9	1.9	0	248
5	860	F	2	45.7	31.7	2.8	0	242
5	860	G	1	20.1	17.2	1.6	0	255
5	860	H	2	22.9	14.0	2.6	0	242
5	860	J	3	42.7	21.5	4.1	0	239
5	860	K	3	47.6	16.0	7.2	0	258
5	860	M	3	60.1	21.2	7.3	0	259
5	860	N	3	68.1	31.9	5.2	0	245
5	860	O	3	64.6	29.0	5.4	0	242
5	860	P	4	85.3	28.1	8.9	0	244
5	860	Q	4	100.4	27.8	11.6	0	240
5	860	R	4	93.0	29.7	9.4	0	237
5	860	S	3	78.7	39.6	5.0	0	219
5	860	T	4	97.7	34.1	8.5	0	225
5	860	U	5	174.0	33.7	21.6	0	235
5	860	V	5	149.5	33.5	17.2	0	242
5	860	W	4	123.9	33.9	12.5	0	248
5	860	X	4	98.1	36.0	8.0	0	244
5	860	Y	3	96.4	44.3	6.0	0	240
5	860	Z	4	91.6	26.8	10.6	0	260
5	860	AA	5	119.5	25.4	17.3	0	260
5	860	AB	4	114.7	30.1	12.9	0	261
5	860	AC	4	103.3	30.4	10.8	0	262
5	860	AD	3	73.7	39.9	4.4	0	260
5	860	AE	2	40.1	29.1	2.5	0	268
5	860	AF	2	31.3	19.4	2.8	0	269
5	860	AG	1	19.1	14.9	1.7	0	299
5	860	AH	2	42.7	33.0	2.3	0	241
5	860	AJ	2	38.4	20.8	3.6	0	293
5	860	AK	3	93.8	50.6	4.8	0	334
5	860	AM	3	109.5	68.8	4.2	0	328
5	860	AN	3	89.2	37.3	6.6	0	278
5	860	AO	1	25.8	29.8	1.1	0	276
5	860	AP	1	12.5	12.9	1.0	0	263
5	860	AQ	1	31.0	26.9	1.8	0	256
5	860	AR	2	31.5	24.1	2.1	0	269
5	870	A	2	43.1	34.3	2.3	0	261
5	870	B	2	33.8	27.8	2.0	0	273
5	870	C	1	22.8	23.7	1.3	0	258
5	870	D	1	28.8	34.9	1.1	0	226
5	870	E	0	13.1	19.7	0.6	0	232

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.

DOMINION EXPLORERS FARO PROPERTY, YUKON

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
5	870	F	0	11.5	15.8	0.6	0	234
5	870	G	3	54.6	28.7	4.2	0	253
5	870	H	2	64.8	41.0	3.5	0	231
5	870	J	3	35.0	14.9	4.8	0	258
5	870	K	2	22.7	13.8	2.6	0	254
5	870	M	1	9.0	7.6	1.2	0	274
5	870	N	2	31.3	16.8	3.4	0	259
5	870	O	1	33.6	33.9	1.5	0	245
5	870	P	3	71.3	25.8	7.4	0	251
5	870	Q	4	86.3	19.4	14.7	0	254
5	870	R	4	92.7	29.1	9.6	0	243
5	870	S	3	87.4	47.6	4.7	0	224
5	870	T	4	107.0	35.8	9.3	0	235
5	870	U	4	115.3	29.3	13.5	0	245
5	870	V	4	128.2	30.3	15.3	0	243
5	870	W	5	157.9	32.1	19.8	0	235
5	870	X	4	114.7	31.9	12.0	0	234
5	870	Y	3	72.5	29.7	6.4	0	240
5	870	Z	4	71.9	22.2	9.2	0	253
5	870	AA	5	73.6	14.7	16.4	0	250
5	870	AB	3	52.1	24.2	4.9	0	234
5	870	AC	3	62.4	28.7	5.2	0	244
5	870	AD	4	59.8	16.2	10.3	0	267
5	870	AE	4	67.2	16.3	12.4	0	268
5	870	AF	4	53.2	12.8	11.6	0	252
5	870	AG	3	51.5	19.2	6.5	0	243
5	870	AH	0	12.3	13.3	0.9	0	250
5	870	AJ	2	36.4	23.6	2.8	0	239
5	870	AK	1	29.0	25.3	1.7	0	231
5	870	AM	0	19.7	24.7	0.9	0	220
5	870	AN	0	12.8	16.5	0.7	0	237
5	880	A	0	15.8	27.8	0.5	0	237
5	880	B	0	11.0	14.2	0.7	0	271
5	880	C	0	13.7	15.7	0.9	0	284
5	880	D	1	17.9	15.5	1.5	0	287
5	880	E	2	25.1	16.6	2.4	0	279
5	880	F	0	9.6	11.7	0.7	0	283
5	880	G	3	44.2	19.3	5.0	0	249
5	880	H	4	89.4	27.9	9.6	0	242
5	880	J	4	109.1	31.9	11.1	0	247
5	880	K	3	76.1	28.1	7.4	0	237
5	880	M	3	69.9	31.4	5.6	0	226
5	880	N	3	64.8	25.8	6.4	0	240
5	880	O	3	63.7	26.1	6.1	0	243

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DOMINION EXPLORERS FARO PROPERTY, YUKON

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
5	880	P	4	69.0	21.3	9.0	0	261
5	880	Q	3	69.8	23.9	7.9	0	261
5	880	R	3	80.4	35.4	6.0	0	252
5	880	S	4	127.7	30.3	15.2	0	243
5	880	T	4	122.1	32.5	13.0	0	247
5	880	U	4	111.5	28.7	13.2	0	251
5	880	V	4	105.9	32.3	10.4	0	246
5	880	W	3	80.2	40.9	4.9	0	229
5	880	X	3	87.6	38.8	6.1	0	237
5	880	Y	4	140.2	39.3	12.6	0	244
5	880	Z	2	63.3	41.3	3.3	0	239
5	880	AA	1	31.6	33.2	1.4	0	243
5	880	AB	2	24.4	17.9	2.1	0	247
5	880	AC	2	37.4	26.1	2.6	0	282
5	880	AD	2	29.9	22.4	2.2	0	290
5	880	AE	0	12.9	20.1	0.6	0	331
5	880	AF	0	15.8	22.6	0.7	0	237
5	880	AG	1	25.4	26.8	1.3	0	249
5	880	AH	2	31.4	19.3	2.9	0	270
5	880	AJ	1	27.5	24.9	1.6	0	256
5	890	A	0	7.6	9.4	0.6	0	326
5	890	B	1	18.9	14.6	1.8	0	276
5	890	C	1	20.8	24.0	1.1	0	239
5	890	D	2	34.1	18.6	3.5	0	274
5	890	E	2	29.7	16.4	3.2	0	234
5	890	F	2	23.9	12.3	3.3	0	239
5	890	G	1	16.3	12.8	1.7	0	234
5	890	H	1	23.9	18.3	1.9	0	253
5	890	J	2	36.8	19.2	3.8	0	266
5	890	K	4	73.0	21.2	10.0	0	261
5	890	M	5	105.5	22.7	16.4	0	251
5	890	N	4	106.0	36.8	8.8	0	232
5	890	O	4	119.4	37.7	10.3	0	241
5	890	P	4	89.9	27.0	10.1	0	262
5	890	Q	4	94.1	26.2	11.3	0	259
5	890	R	4	116.9	31.7	12.5	0	237
5	890	S	3	85.0	36.0	6.4	0	240
5	890	T	4	81.6	27.3	8.6	0	249
5	890	U	4	87.2	24.2	11.2	0	249
5	890	V	3	68.1	26.4	6.7	0	245
5	890	W	3	61.2	22.0	7.2	0	252
5	890	X	4	87.3	20.8	13.6	0	257
5	890	Y	4	96.2	28.9	10.3	0	245
5	890	Z	4	98.8	32.6	9.2	0	233

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.

DOMINION EXPLORERS FARO PROPERTY, YUKON

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
5	890	AA	3	57.7	22.7	6.3	0	230
5	890	AB	1	19.7	16.5	1.6	0	236
5	890	AC	1	22.1	21.8	1.3	0	255
5	890	AD	2	60.8	37.6	3.5	0	242
5	890	AE	1	24.0	24.0	1.4	0	251
5	890	AF	1	25.3	25.3	1.4	0	243
5	890	AG	0	19.1	29.3	0.7	0	232
5	890	AH	0	17.6	22.4	0.9	0	250
5	900	A	0	6.8	11.0	0.4	0	265
5	900	B	1	22.4	26.4	1.1	0	247
5	900	C	1	24.1	29.6	1.0	0	256
5	900	D	1	25.5	24.9	1.4	0	254
5	900	E	1	25.2	23.5	1.5	0	267
5	900	F	2	32.4	19.5	3.0	0	280
5	900	G	2	34.1	18.4	3.5	0	281
5	900	H	2	21.0	14.3	2.2	0	296
5	900	J	2	22.6	15.8	2.1	0	268
5	900	K	3	39.5	15.4	5.6	0	265
5	900	M	3	39.0	16.6	5.0	0	264
5	900	N	4	57.8	16.8	9.3	0	275
5	900	O	4	59.9	12.2	15.1	0	290
5	900	P	4	51.5	16.4	8.0	0	262
5	900	Q	3	61.3	26.7	5.6	0	246
5	900	R	4	76.7	22.7	9.9	0	259
5	900	S	4	67.4	18.3	10.6	0	265
5	900	T	4	79.2	21.4	11.2	0	263
5	900	U	4	72.9	21.6	9.7	0	266
5	900	V	4	66.5	19.9	9.3	0	277
5	900	W	3	66.1	31.6	5.1	0	261
5	900	X	4	153.9	47.9	11.3	0	237
5	900	Y	4	120.2	36.5	10.9	0	244
5	900	Z	4	62.9	17.6	10.0	0	276
5	900	AA	2	38.0	22.3	3.3	0	274
5	900	AB	2	27.5	19.1	2.3	0	275
5	900	AC	2	25.7	14.5	3.0	0	254
5	900	AD	3	34.3	15.0	4.6	0	258
5	900	AE	2	32.1	17.2	3.5	0	259
5	900	AF	3	44.0	20.3	4.7	0	256
5	900	AG	0	8.4	26.6	0.1	0	216
5	901	A	1	26.9	29.0	1.3	0	259
5	901	B	1	20.2	18.6	1.4	0	278
5	901	C	0	8.1	17.3	0.3	0	261
6	910	A	2	25.5	18.1	2.2	0	275

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.

DOMINION EXPLORERS FARO PROPERTY, YUKON

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
6	910	B	1	34.0	37.6	1.3	0	218
6	910	C	2	30.2	19.7	2.6	0	235
6	910	D	2	101.3	66.3	3.8	0	206
6	910	E	2	75.9	57.0	2.9	0	210
6	910	F	1	39.2	35.9	1.8	0	237
6	910	G	0	11.5	15.3	0.7	0	246
6	910	H	2	26.0	19.1	2.1	0	254
6	910	J	1	22.8	20.3	1.6	0	260
6	910	K	2	27.6	19.1	2.3	0	255
6	910	M	4	86.1	26.8	9.6	0	254
6	910	N	4	94.8	22.2	14.3	0	248
6	910	O	5	148.3	34.8	16.1	0	242
6	910	P	3	93.2	40.1	6.4	0	235
6	910	Q	3	109.7	51.6	6.0	0	225
6	910	R	4	106.5	39.4	8.1	0	231
6	910	S	4	97.4	31.0	9.6	0	238
6	910	T	4	82.2	23.9	10.3	0	243
6	910	U	3	65.1	26.1	6.3	0	245
6	910	V	4	68.6	21.9	8.6	0	256
6	910	W	4	95.5	23.8	13.2	0	255
6	910	X	4	92.6	27.8	10.2	0	251
6	910	Y	4	67.3	22.7	8.0	0	247
6	910	Z	3	38.6	16.2	5.1	0	263
6	910	AA	2	30.0	14.9	3.8	0	275
6	910	AB	1	31.3	26.6	1.9	0	241
6	910	AC	1	27.1	25.1	1.6	0	239
6	910	AD	2	25.6	18.1	2.2	0	240
6	910	AE	1	25.5	27.3	1.3	0	238
6	910	AF	2	28.7	18.4	2.6	0	277
6	920	A	2	41.2	35.6	2.0	0	238
6	920	B	0	30.4	49.4	0.8	0	211
6	920	C	1	26.2	33.8	1.0	0	228
6	920	D	1	21.0	18.2	1.6	0	259
6	920	E	1	26.8	25.6	1.5	0	250
6	920	F	3	42.5	17.1	5.5	0	251
6	920	G	3	25.8	11.0	4.4	0	221
6	920	H	3	74.7	27.6	7.3	0	233
6	920	J	4	75.1	25.6	8.2	0	264
6	920	K	4	79.3	22.3	10.7	0	265
6	920	M	4	68.8	20.8	9.3	0	247
6	920	N	3	84.5	34.1	6.8	0	233
6	920	O	4	98.2	35.3	8.2	0	237
6	920	P	4	82.8	23.3	10.8	0	252
6	920	Q	4	67.9	21.9	8.5	0	274

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.

DOMINION EXPLORERS FARO PROPERTY, YUKON

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
6	920	R	4	71.6	18.7	11.4	0	277
6	920	S	4	65.6	20.5	8.8	0	275
6	920	T	4	69.4	21.5	9.0	0	275
6	920	U	4	123.4	31.0	14.0	0	250
6	920	V	4	84.7	20.9	12.8	0	238
6	920	W	4	106.5	30.1	11.5	0	242
6	920	X	3	71.3	34.7	5.1	0	247
6	920	Y	1	30.7	25.6	1.9	0	249
6	920	Z	2	31.2	25.5	2.0	0	257
6	920	AA	0	6.9	13.4	0.3	0	238
6	920	AB	1	19.8	20.9	1.2	0	248
6	920	AC	2	42.7	24.5	3.5	0	248
6	920	AD	2	49.2	40.0	2.3	0	254
6	920	AE	3	36.5	17.2	4.3	0	270
6	920	AF	2	37.7	19.1	3.9	0	262
6	920	AG	1	8.1	7.0	1.1	0	303
6	920	AH	1	21.4	19.0	1.5	0	280
6	920	AJ	1	21.3	19.9	1.4	0	255
6	930	A	0	10.7	12.9	0.7	0	303
6	930	B	0	9.0	13.8	0.5	0	216
6	930	C	3	51.4	25.3	4.5	0	258
6	930	D	3	53.1	27.5	4.3	0	234
6	930	E	2	29.7	21.8	2.2	0	233
6	930	F	3	63.8	28.3	5.5	0	228
6	930	G	1	16.5	13.7	1.5	0	252
6	930	H	0	6.1	11.4	0.3	0	259
6	930	J	1	18.0	18.0	1.2	0	260
6	930	K	2	55.5	34.9	3.3	0	242
6	930	M	4	106.1	26.9	13.2	0	244
6	930	N	4	92.3	25.9	11.2	0	247
6	930	O	4	106.1	25.4	14.3	0	236
6	930	P	5	154.3	36.0	16.4	0	222
6	930	Q	4	141.0	53.3	8.6	0	218
6	930	R	3	106.6	50.3	5.9	0	227
6	930	S	4	114.8	35.7	10.4	0	229
6	930	T	3	104.7	45.6	6.5	0	220
6	930	U	3	105.9	46.5	6.5	0	219
6	930	V	4	105.6	34.1	9.7	0	235
6	930	W	3	55.9	22.9	5.9	0	249
6	930	X	4	66.1	22.0	8.1	0	266
6	930	Y	4	64.5	21.0	8.3	0	270
6	930	Z	3	57.0	19.0	7.7	0	250
6	930	AA	2	29.5	14.4	3.8	0	263
6	930	AB	1	21.8	23.3	1.2	0	244

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.

DOMINION EXPLORERS FARO PROPERTY, YUKON

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
6	930	AC	1	22.0	21.3	1.4	0	255
6	930	AD	1	17.5	15.3	1.5	0	268
6	930	AE	2	21.8	15.0	2.2	0	305
6	940	A	2	40.6	31.7	2.3	0	253
6	940	B	2	24.4	17.9	2.1	0	247
6	940	C	1	31.7	28.3	1.7	0	232
6	940	D	2	40.6	21.0	3.9	0	245
6	940	E	3	48.2	17.1	6.8	0	263
6	940	F	3	58.9	20.1	7.6	0	263
6	940	G	3	65.0	26.8	6.1	0	258
6	940	H	3	73.8	30.4	6.3	0	238
6	940	J	4	94.5	27.5	10.7	0	247
6	940	K	4	86.8	26.2	10.0	0	254
6	940	M	3	53.1	20.5	6.3	0	264
6	940	N	4	61.7	20.4	8.0	0	261
6	940	O	4	92.1	26.1	11.0	0	255
6	940	P	4	87.7	28.2	9.2	0	255
6	940	Q	4	97.8	24.7	13.0	0	265
6	940	R	5	102.1	20.7	17.6	0	266
6	940	S	5	107.8	18.6	22.1	0	249
6	940	T	5	119.7	22.9	19.8	0	249
6	940	U	5	114.2	25.1	16.3	0	251
6	940	V	4	92.2	32.6	8.3	0	255
6	940	W	4	81.8	20.6	12.4	0	255
6	940	X	2	46.5	26.4	3.6	0	246
6	940	Y	2	41.7	25.2	3.2	0	246
6	940	Z	1	26.5	24.0	1.6	0	250
6	940	AA	1	22.5	20.9	1.5	0	247
6	940	AB	0	9.6	15.6	0.5	0	234
6	940	AC	1	13.6	10.9	1.5	0	248
6	940	AD	2	39.4	21.3	3.7	0	262
6	940	AE	2	63.7	46.2	2.9	0	280
6	940	AF	3	87.4	50.8	4.3	0	277
6	940	AG	1	28.7	23.7	1.9	0	263
6	940	AH	0	12.6	17.1	0.7	0	282
6	940	AJ	0	2.5	3.0	0.4	0	265
6	940	AK	0	2.1	2.3	0.4	0	231
6	950	A	2	32.5	21.1	2.7	0	263
6	950	B	2	33.6	25.7	2.2	0	237
6	950	C	0	9.0	13.8	0.5	0	229
6	950	D	2	77.5	71.1	2.3	0	215
6	950	E	2	114.0	78.3	3.8	0	209
6	950	F	2	145.6	107.8	3.7	0	187

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.

DOMINION EXPLORERS FARO PROPERTY, YUKON

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
6	950	G	2	122.1	102.3	3.0	0	191
6	950	H	2	77.0	57.1	3.0	0	192
6	950	J	0	7.0	11.5	0.4	0	226
6	950	K	1	29.6	27.4	1.6	0	240
6	950	M	3	79.0	29.7	7.3	0	247
6	950	N	4	102.3	28.2	11.8	0	250
6	950	O	4	116.7	30.4	13.2	0	239
6	950	P	5	137.4	28.8	18.3	0	241
6	950	Q	5	135.9	25.3	21.2	0	245
6	950	R	4	118.9	27.4	15.5	0	238
6	950	S	4	114.4	36.6	10.0	0	230
6	950	T	4	163.4	55.7	10.2	0	222
6	950	U	3	115.9	44.8	7.9	0	223
6	950	V	3	110.4	46.8	6.9	0	216
6	950	W	3	99.7	61.2	4.2	0	210
6	950	X	3	133.4	58.3	7.0	0	217
6	950	Y	3	136.0	55.6	7.7	0	214
6	950	Z	3	59.7	27.3	5.2	0	255
6	950	AA	3	67.5	24.3	7.4	0	251
6	950	AB	3	59.2	23.9	6.1	0	242
6	950	AC	2	38.8	21.5	3.5	0	239
6	950	AD	1	26.5	23.9	1.6	0	255
6	950	AE	1	32.8	28.1	1.9	0	264
6	950	AF	1	39.5	34.7	1.9	0	263
6	950	AG	1	27.9	22.3	1.9	0	267
6	950	AH	0	10.8	12.7	0.8	0	269
6	960	A	2	42.9	31.7	2.5	0	261
6	960	B	2	30.1	21.8	2.3	0	253
6	960	C	2	39.6	27.0	2.7	0	250
6	960	D	3	35.6	17.6	4.0	0	229
6	960	E	3	85.3	42.7	5.2	0	218
6	960	F	3	106.6	53.9	5.4	0	228
6	960	G	3	105.3	52.1	5.6	0	233
6	960	H	3	89.7	51.5	4.4	0	217
6	960	J	3	89.2	51.3	4.4	0	224
6	960	K	3	90.0	37.1	6.7	0	235
6	960	M	3	81.8	35.7	6.1	0	240
6	960	N	3	77.9	37.3	5.3	0	245
6	960	O	4	94.5	29.2	9.9	0	252
6	960	P	4	97.3	23.6	13.7	0	259
6	960	Q	5	102.0	21.6	16.6	0	252
6	960	R	4	120.7	30.2	14.0	0	244
6	960	S	4	137.3	32.4	15.7	0	242
6	960	T	4	79.7	23.9	9.8	0	267

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.

DOMINION EXPLORERS FARO PROPERTY, YUKON

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
6	960	U	2	51.2	36.7	2.8	0	238
6	960	V	2	36.3	25.3	2.5	0	237
6	960	W	2	13.5	8.6	2.0	0	262
6	960	X	3	38.7	15.9	5.2	0	284
6	960	Y	2	37.0	22.3	3.1	0	297
6	960	Z	2	53.3	29.9	3.9	0	302
6	960	AA	2	36.1	20.2	3.4	0	338
6	960	AB	1	12.4	8.2	1.9	0	304
6	970	A	0	16.4	26.2	0.6	0	256
6	970	B	0	12.5	19.8	0.5	0	275
6	970	C	0	12.3	17.2	0.6	0	231
6	970	D	1	28.7	30.2	1.4	0	242
6	970	E	2	63.7	43.6	3.1	0	228
6	970	F	2	51.0	35.0	2.9	0	229
6	970	G	3	82.5	39.9	5.3	0	230
6	970	H	0	8.7	9.0	0.9	0	192
6	970	J	2	30.2	18.5	2.9	0	242
6	970	K	2	46.2	36.4	2.3	0	230
6	970	M	2	61.8	46.6	2.7	0	234
6	970	N	3	127.7	57.4	6.7	0	238
6	970	O	3	144.2	59.7	7.7	0	236
6	970	P	3	150.7	70.4	6.7	0	229
6	970	Q	3	136.2	69.8	5.8	0	225
6	970	R	3	126.2	65.8	5.5	0	223
6	970	S	4	192.0	70.9	9.6	0	212
6	970	T	4	229.4	83.3	10.4	0	211
6	970	U	4	236.1	78.8	11.6	0	214
6	970	V	4	129.4	43.0	9.9	0	224
6	970	W	3	124.7	55.3	6.7	0	221
6	970	X	3	162.7	82.0	6.2	0	207
6	970	Y	3	115.1	65.4	4.8	0	207
6	970	Z	3	133.7	56.2	7.4	0	222
6	970	AA	3	99.5	48.7	5.6	0	221
6	970	AB	3	99.6	50.1	5.4	0	213
6	970	AC	2	36.3	21.6	3.1	0	282
6	970	AD	3	38.6	16.9	4.8	0	264
6	970	AE	3	37.4	14.8	5.5	0	253
6	970	AF	1	10.7	9.1	1.2	0	277
6	970	AG	1	22.2	20.5	1.5	0	282
6	970	AH	1	24.8	30.7	1.0	0	268
6	970	AJ	1	35.0	36.9	1.5	0	255
6	980	A	0	23.3	31.2	0.9	0	244
6	980	B	1	14.2	15.4	1.0	0	256

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.

DOMINION EXPLORERS FARO PROPERTY, YUKON

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
6	980	C	3	61.3	27.9	5.3	0	275
6	980	D	3	67.7	27.4	6.3	0	272
6	980	E	3	68.5	37.4	4.3	0	250
6	980	F	2	66.3	46.3	3.1	0	210
6	980	G	3	87.6	52.6	4.1	0	216
6	980	H	3	98.0	61.9	4.0	0	217
6	980	J	2	88.9	60.4	3.5	0	224
6	980	K	3	91.0	47.7	5.0	0	236
6	980	M	3	87.2	39.7	5.9	0	244
6	980	N	4	100.2	33.3	9.2	0	252
6	980	O	4	134.1	44.1	10.1	0	241
6	980	P	4	123.8	46.0	8.4	0	240
6	980	Q	3	105.4	42.8	7.2	0	241
6	980	R	3	57.9	25.8	5.3	0	270
6	980	S	2	52.5	40.3	2.5	0	233
6	980	T	2	47.2	40.2	2.1	0	228
6	980	U	1	43.8	41.0	1.8	0	225
6	980	V	2	24.7	16.3	2.4	0	251
6	980	W	0	3.8	11.7	0.1	0	268
6	980	X	2	39.9	25.5	3.0	0	295
6	980	Y	2	39.6	30.1	2.3	0	273
6	980	Z	2	41.5	27.6	2.8	0	247
6	980	AA	1	21.3	20.8	1.3	0	269
7	990	A	1	17.3	20.0	1.0	0	211
7	990	B	1	24.3	31.3	1.0	0	230
7	990	C	2	37.7	24.7	2.8	0	255
7	990	D	2	31.4	21.5	2.5	0	260
7	990	E	2	33.7	19.1	3.3	0	257
7	990	F	0	4.1	43.0	0.0	0	153
7	990	G	1	16.6	13.5	1.6	0	253
7	990	H	1	25.6	21.2	1.8	0	277
7	990	J	2	40.4	33.8	2.1	0	278
7	990	K	2	34.7	18.3	3.6	0	293
7	990	M	3	74.1	32.7	5.8	0	255
7	990	N	4	97.0	33.9	8.5	0	258
7	990	O	4	102.8	30.6	10.7	0	259
7	990	P	4	135.9	45.3	10.0	0	232
7	990	Q	3	104.1	65.0	4.1	0	223
7	990	R	2	79.8	49.3	3.8	0	225
7	990	S	2	77.5	50.5	3.6	0	229
7	990	T	2	42.6	36.0	2.1	0	250
7	990	U	2	48.3	31.0	3.1	0	277
7	990	V	3	57.8	27.2	5.0	0	280
7	990	W	3	61.8	24.8	6.2	0	300

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.

DOMINION EXPLORERS FARO PROPERTY, YUKON

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
7	990	X	3	43.7	19.6	4.9	0	318
7	990	Y	2	28.2	16.8	2.9	0	300
7	990	Z	1	14.4	14.6	1.1	0	280
7	990	AA	0	27.6	40.3	0.9	0	241
7	1000	A	2	17.2	10.6	2.3	0	292
7	1000	B	2	39.4	24.6	3.0	0	296
7	1000	C	1	28.4	24.3	1.8	0	292
7	1000	D	1	14.8	15.4	1.1	0	274
7	1000	E	1	21.5	24.5	1.1	0	299
7	1001	A	0	19.0	30.3	0.7	0	229
7	1001	B	1	19.3	15.7	1.7	0	259
7	1001	C	3	72.7	42.7	4.0	0	241
7	1001	D	3	90.6	44.2	5.4	0	245
7	1001	E	3	94.8	40.9	6.4	0	251
7	1001	F	3	92.3	35.2	7.5	0	249
7	1001	G	3	94.1	42.8	6.0	0	234
7	1001	H	2	76.3	53.0	3.3	0	227
7	1001	J	1	43.6	46.9	1.5	0	201
7	1001	K	3	65.1	36.7	4.1	0	224
7	1001	M	3	78.6	44.9	4.2	0	228
7	1001	N	4	91.8	30.7	8.9	0	263
7	1001	O	4	74.3	25.1	8.2	0	284
7	1001	P	4	41.4	12.5	8.1	0	319
7	1001	Q	4	43.1	12.9	8.2	0	298
7	1001	R	2	21.8	15.5	2.1	0	303
7	1001	S	2	62.8	53.4	2.4	0	233
7	1001	T	2	51.8	38.3	2.7	0	236
7	1001	U	2	40.9	32.5	2.2	0	226
7	1001	V	0	4.3	11.9	0.1	0	306
7	1001	W	2	19.0	13.4	2.0	0	295
7	1001	X	2	41.4	30.1	2.5	0	278
7	1001	Y	1	37.4	34.2	1.8	0	279
7	1001	Z	0	11.8	15.2	0.7	0	284
7	1001	AA	1	19.3	22.3	1.0	0	317
7	1010	A	0	10.4	12.7	0.7	0	258
7	1010	B	0	8.1	9.5	0.7	0	260
7	1011	A	2	15.6	8.3	2.8	0	339
7	1011	B	2	12.4	7.6	2.1	0	321
7	1011	C	1	6.7	5.9	1.0	0	314
7	1011	D	0	3.2	8.1	0.1	0	258
7	1011	E	2	20.7	14.8	2.0	0	266

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.

DOMINION EXPLORERS FARO PROPERTY, YUKON

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
7	1011	F	2	42.3	34.1	2.2	0	260
7	1011	G	2	55.1	41.8	2.6	0	263
7	1011	H	2	32.7	20.2	2.9	0	282
7	1011	J	3	108.2	42.4	7.6	0	256
7	1011	K	4	115.3	38.1	9.6	0	274
7	1011	M	3	112.5	44.7	7.5	0	241
7	1011	N	4	119.5	43.0	8.7	0	240
7	1011	O	4	99.4	36.6	8.0	0	243
7	1011	P	3	70.2	35.1	4.9	0	245
7	1011	Q	3	69.7	35.6	4.7	0	253
7	1011	R	3	53.6	27.2	4.4	0	267
7	1011	S	3	55.0	24.5	5.2	0	293
7	1011	T	3	65.7	23.8	7.2	0	293
7	1011	U	4	74.3	24.9	8.3	0	292
7	1011	V	3	65.0	22.5	7.7	0	291
7	1011	W	3	54.6	22.7	5.7	0	279
7	1011	X	3	61.8	27.0	5.6	0	270
7	1011	Y	2	36.8	23.6	2.9	0	259
7	1011	Z	1	12.5	11.7	1.2	0	253
7	1011	AA	2	25.0	14.6	2.8	0	279
7	1011	AB	0	21.1	28.8	0.8	0	235
7	1011	AC	1	18.3	19.3	1.1	0	247
7	1020	A	0	22.0	29.7	0.9	0	234
7	1020	B	1	24.0	30.3	1.0	0	221
7	1020	C	2	27.3	20.6	2.1	0	241
7	1020	D	2	26.7	15.6	2.9	0	242
7	1020	E	2	32.3	20.4	2.8	0	240
7	1020	F	2	41.3	24.8	3.2	0	234
7	1020	G	3	66.1	32.7	4.9	0	243
7	1020	H	3	41.6	18.4	4.9	0	265
7	1020	J	3	80.1	30.5	7.2	0	255
7	1020	K	3	85.7	31.4	7.7	0	252
7	1020	M	3	76.9	35.0	5.7	0	245
7	1020	N	3	58.2	24.6	5.7	0	243
7	1020	O	4	87.6	26.5	10.0	0	266
7	1020	P	4	106.0	30.0	11.5	0	276
7	1020	Q	4	91.2	28.6	9.6	0	292
7	1020	R	4	82.5	24.0	10.3	0	282
7	1020	S	3	96.9	35.8	7.9	0	254
7	1020	T	2	54.2	34.8	3.2	0	263
7	1020	U	2	45.6	27.0	3.4	0	268
7	1020	V	2	67.6	48.9	3.0	0	245
7	1020	W	2	57.5	45.1	2.5	0	239
7	1020	X	1	34.9	42.3	1.2	0	224

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.

DOMINION EXPLORERS FARO PROPERTY, YUKON

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
7	1020	Y	2	36.5	29.2	2.1	0	234
7	1020	Z	0	4.2	9.8	0.2	0	270
7	1020	AA	1	21.8	22.4	1.3	0	258
7	1020	AB	2	53.8	39.6	2.7	0	292
7	1020	AC	2	45.9	34.5	2.5	0	317
7	1020	AD	1	21.2	16.9	1.8	0	320
7	1020	AE	0	16.9	21.2	0.9	0	328
7	1030	A	0	7.3	8.1	0.7	0	337
7	1030	B	1	15.0	13.7	1.3	0	264
7	1030	C	2	47.7	43.3	2.0	0	230
7	1030	D	2	46.5	34.8	2.5	0	210
7	1030	E	0	10.0	10.9	0.8	0	269
7	1030	F	2	20.2	14.5	2.0	0	292
7	1030	G	1	21.1	20.8	1.3	0	285
7	1030	H	2	34.6	25.5	2.3	0	282
7	1030	J	2	43.1	27.6	3.0	0	276
7	1030	K	3	55.8	30.9	4.0	0	263
7	1030	M	1	39.4	35.0	1.9	0	246
7	1030	N	2	59.8	38.4	3.3	0	258
7	1030	O	4	84.2	29.7	8.1	0	277
7	1030	P	4	74.9	23.2	9.2	0	285
7	1030	Q	4	127.3	35.9	12.1	0	260
7	1030	R	4	123.8	40.1	10.1	0	248
7	1030	S	4	111.5	41.0	8.3	0	245
7	1030	T	4	103.8	37.6	8.3	0	244
7	1030	U	4	96.4	34.7	8.2	0	247
7	1030	V	3	76.8	36.0	5.4	0	253
7	1030	W	3	85.1	34.6	6.7	0	255
7	1030	X	3	103.5	40.3	7.5	0	251
7	1030	Y	3	104.7	41.9	7.3	0	251
7	1030	Z	3	52.0	22.7	5.3	0	265
7	1030	AA	2	38.3	20.7	3.6	0	259
7	1030	AB	2	38.9	23.8	3.1	0	254
7	1030	AC	1	25.8	23.3	1.6	0	231
7	1030	AD	1	28.9	35.0	1.1	0	225
7	1030	AE	0	9.7	15.9	0.5	0	286
7	1041	A	0	19.1	23.6	0.9	0	259
7	1041	B	0	14.4	18.5	0.8	0	254
7	1041	C	2	44.2	26.0	3.4	0	243
7	1041	D	3	46.2	19.1	5.5	0	257
7	1041	E	3	39.3	14.7	6.0	0	260
7	1041	F	3	52.0	21.9	5.6	0	254
7	1041	G	4	77.1	25.0	8.8	0	254

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.

DOMINION EXPLORERS FARO PROPERTY, YUKON

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
7	1041	H	3	77.8	28.4	7.6	0	253
7	1041	J	3	73.2	28.4	6.8	0	253
7	1041	K	3	59.0	21.7	6.9	0	259
7	1041	M	3	51.1	17.4	7.3	0	264
7	1041	N	4	95.0	25.6	11.9	0	258
7	1041	O	4	75.4	18.7	12.4	0	288
7	1041	P	4	57.0	17.8	8.5	0	305
7	1050	A	3	75.4	26.3	7.9	0	262
7	1050	B	4	95.6	33.0	8.6	0	244
7	1050	C	3	72.6	34.8	5.2	0	237
7	1050	D	3	49.0	18.8	6.1	0	255
7	1050	E	3	62.8	28.0	5.4	0	243
7	1050	F	2	50.1	30.5	3.4	0	226
7	1050	G	2	50.7	30.9	3.4	0	232
7	1050	H	0	18.3	34.0	0.5	0	217
7	1050	J	0	7.8	15.2	0.3	0	264
7	1060	A	1	15.3	16.7	1.0	0	240
7	1060	B	0	22.3	33.1	0.8	0	221
7	1060	C	0	17.5	32.5	0.5	0	210
7	1060	D	2	25.4	19.6	2.0	0	247
7	1060	E	3	42.0	21.2	4.1	0	276
7	1060	F	3	48.1	21.1	5.1	0	283
7	1060	G	3	43.7	19.3	4.9	0	281
7	1060	H	3	58.4	22.1	6.6	0	264
7	1060	J	4	70.2	22.0	8.9	0	275
7	1060	K	4	59.1	19.3	8.0	0	289
7	1070	A	4	91.7	31.7	8.5	0	253
7	1070	B	4	101.6	35.9	8.5	0	242
7	1070	C	3	66.2	29.3	5.6	0	249
7	1070	D	2	63.6	40.1	3.5	0	234
7	1070	E	2	35.3	28.1	2.1	0	228
7	1070	F	0	12.3	20.3	0.5	0	252
7	1070	G	0	16.0	21.1	0.8	0	254
7	1070	H	0	11.5	14.2	0.8	0	259
7	1070	J	0	16.3	19.3	0.9	0	288
7	1070	K	1	12.1	12.8	1.0	0	283
7	1080	A	0	16.4	24.8	0.7	0	227
7	1080	B	0	15.6	26.2	0.6	0	254
7	1090	A	1	27.8	35.7	1.0	0	240
7	1090	B	1	21.4	23.7	1.1	0	254

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.

DOMINION EXPLORERS FARO PROPERTY, YUKON

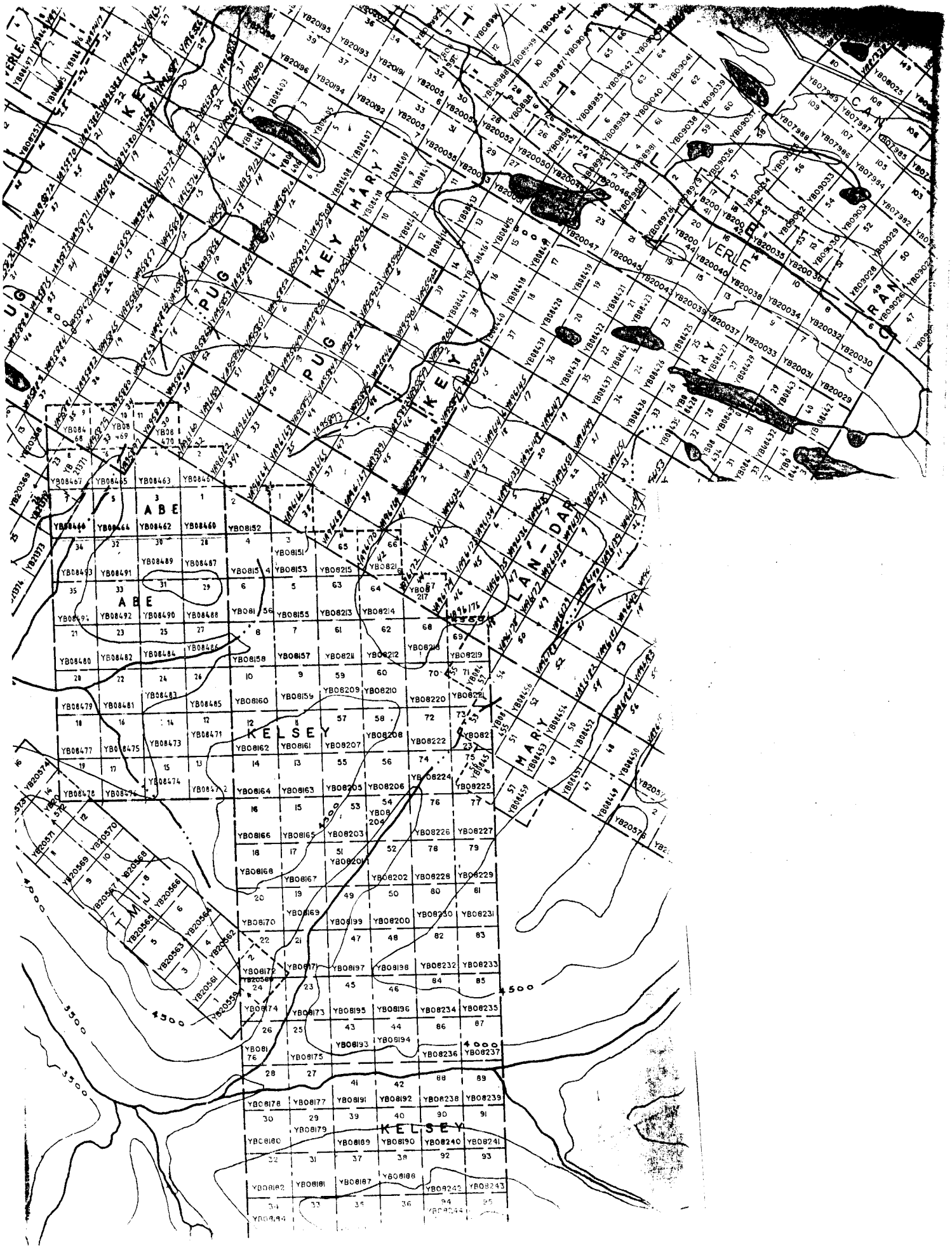
FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
7	1090	C	0	14.0	36.4	0.3	0	210
7	1090	D	0	15.3	40.9	0.3	0	218
7	1100	A	0	13.5	18.6	0.7	0	258
7	1100	B	1	22.3	19.6	1.6	0	259
7	1100	C	1	11.6	11.6	1.0	0	279
7	1100	D	0	5.1	5.8	0.6	0	260
7	1110	A	0	4.4	9.0	0.2	0	227
7	1110	B	1	15.1	17.0	1.0	0	238
7	1110	C	0	15.3	23.5	0.6	0	251
7	1110	D	0	16.9	28.7	0.6	0	251
7	1110	E	1	21.3	22.2	1.2	0	258
7	1110	F	1	23.0	21.3	1.5	0	276
7	1120	A	1	22.3	24.8	1.1	0	232
7	1120	B	1	27.8	29.0	1.3	0	226
7	1120	C	1	29.8	40.2	1.0	0	235
7	1120	D	0	13.7	15.3	0.9	0	256
7	1130	A	0	15.1	25.0	0.6	0	253
7	1130	B	0	15.5	26.8	0.5	0	243
7	1130	C	1	29.3	34.8	1.2	0	250
7	1130	D	1	25.0	30.7	1.0	0	239
7	1140	A	0	13.4	19.2	0.6	0	242
7	1140	B	1	32.4	36.9	1.3	0	236
7	1140	C	1	34.8	34.1	1.6	0	244
7	1150	A	1	32.1	33.4	1.4	0	245
7	1150	B	1	27.4	31.6	1.2	0	227
7	1150	C	1	21.7	26.1	1.0	0	225
7	1160	A	1	18.4	19.1	1.2	0	243
7	1160	B	1	24.1	25.7	1.2	0	245
7	1160	C	1	29.7	31.9	1.3	0	247
7	1160	D	0	11.8	18.3	0.5	0	252
7	1170	A	2	40.1	34.0	2.0	0	227
7	1170	B	1	26.2	25.1	1.5	0	247
7	1170	C	1	19.2	15.0	1.8	0	260
7	1180	A	0	11.6	16.0	0.6	0	263
7	1180	B	2	34.4	27.6	2.1	0	247
7	1180	C	2	37.9	28.8	2.3	0	254

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.

DOMINION EXPLORERS FARO PROPERTY, YUKON

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS
7	1180	D	2	32.3	19.5	3.0	0	256
7	1180	E	2	34.9	22.8	2.7	0	254
7	1180	F	2	31.6	24.2	2.1	0	252
7	1190	A	2	36.9	27.2	2.4	0	247

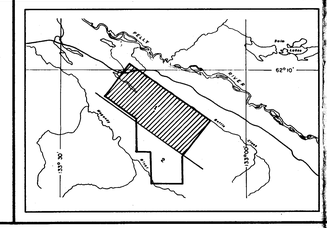
Estimated depth may be unreliable because the stronger part of the conductor may be deeper or to one side of the flight line, or because of a shallow dip or overburden effects.


KEY
PUG
KEY
MARY
PUG
KEY
LAN-DAR
VERLE
CAN
RAN
ABE
ABE
KELSEY
KELSEY
MARY
TIMJ
4500
4000
3500

Buttle

Creek

2400
2500
2600
2800
3000
3500
3800
4000
4400
5000
3700
85
86
87
88
93



DOMINION EXPLORERS Inc. 875

BASE MAP

02540

FARO

YUKON TERRITORY

RECEIVED
AUG 19 1988
MINING RECORDER
WHITEHORSE, YT.

SCALE 1:10,000

0 330 660 1320 1/2 MILE

0 100 200 500 KILOMETRE

AERODAT LIMITED

DATE: APRIL 1988

NTS No: 105 K/3

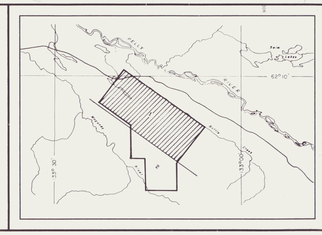
MAP No: 1

J8842-1

Flight Path

Navigation and recovery using Motorola Mini-Ranger (MRS III) radar navigation system.

Average terrain clearance 60m
Average line spacing 125m



DOMINION EXPLORERS Inc.

FLIGHT PATH

10 82540

FARO

YUKON TERRITORY

RECEIVED
AUG 17 1988
ASSESSMENT OFFICE

SCALE 1:10,000

0 330 660 1320 1/2 MILE

0 100 200 500 KILOMETRE

AERODAT LIMITED

DATE: APRIL 1988

NTS No: 105 K/3

MAP No: 2

J8642-1

Flight Path

Navigation and recovery using Motorola Mini-Ranger (MRS III) radar navigation system.

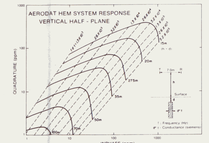
Average terrain clearance 60m
Average line spacing 125m

EM Anomalies

Conductivity Thickness (mhos)

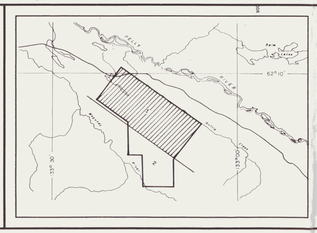
- 0 - 1
- 1 - 2
- 2 - 4
- 4 - 8
- 8 - 15
- 15 - 30
- > 30

EM Anomaly A: 4800 Hz
(Aphase amplitude 7 ppm,
Q-phase amplitude 3 ppm)
(+2 mhos (see above).



INTERPRETATION LEGEND

- Interpreted bedrock conductor axis
- Possible bedrock conductor axis
- Fault
- Direction of dip



DOMINION EXPLORERS Inc.

INTERPRETATION

FARO 092540

YUKON TERRITORY

SCALE 1:10,000

0 330 660 1320 1/2 MILE

0 100 200 500 KILOMETRE

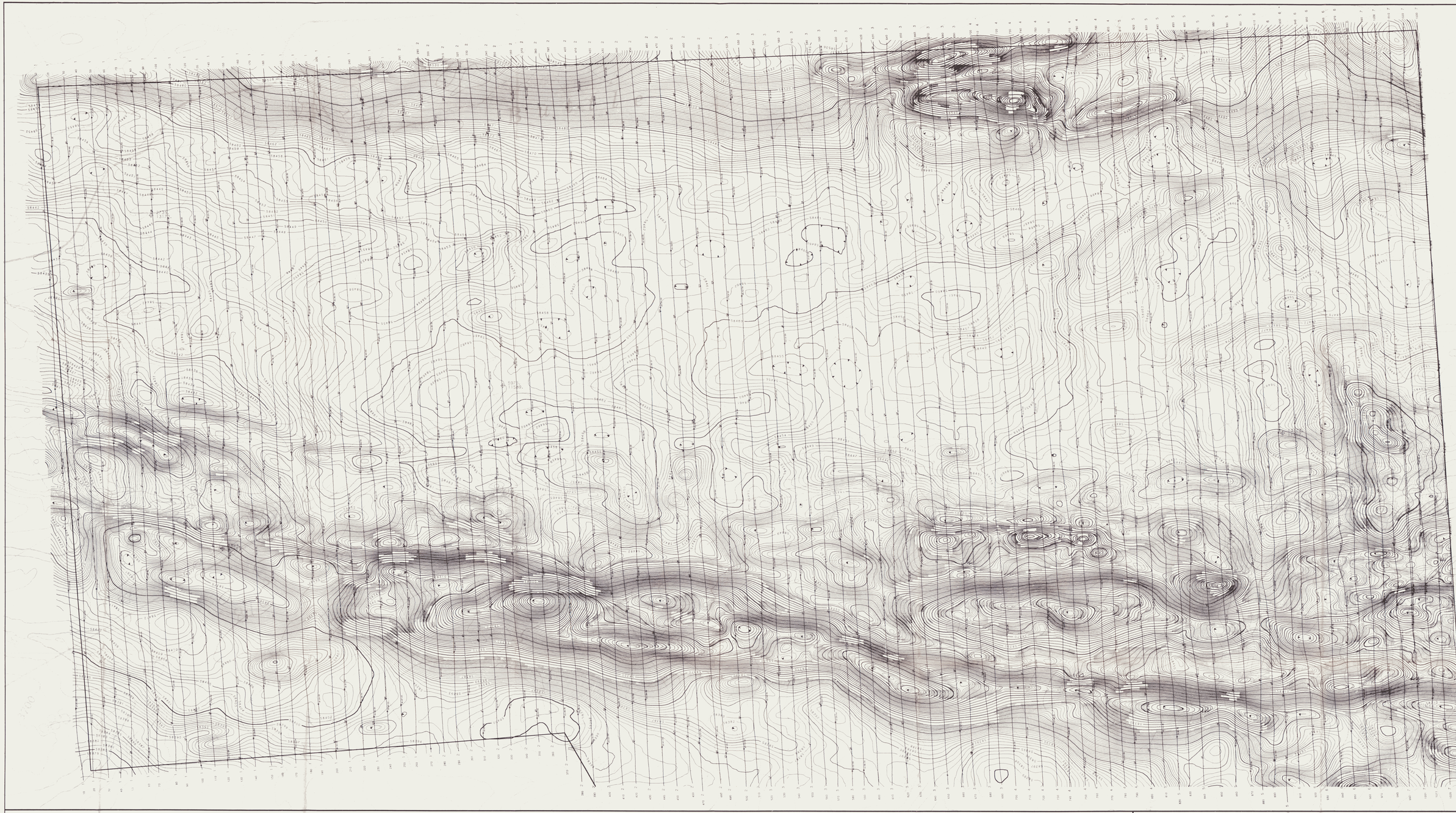
AERODAT LIMITED

DATE: APRIL 1988

NTS No: 105 K/3

MAP No: 3 J8842-1

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AUG 17 1988
MINING
RECORDER
WHITEHORSE, Y.T.



Flight Path

Navigation and recovery using Motorola Mini-Ranger (MRS III) radar navigation system.

Average terrain clearance 60m
Average line spacing 125m

Magnetics

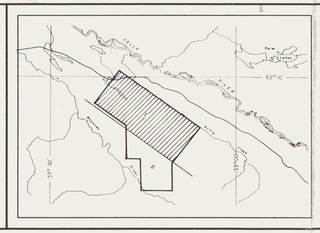
Total Field Magnetic Intensity Contours in nT.

Cesium high sensitivity magnetometer.

Sensor elevation 45m

Map contours are multiples of those listed below

- 1 nT
- 5 nT
- 25 nT
- 100 nT
- 500 nT



DOMINION EXPLORERS Inc. 878

TOTAL FIELD MAGNETIC CONTOURS

FARO 092540

YUKON TERRITORY

SCALE 1:10,000

0 330 660 1320 1/2 MILE

0 150 300 600 KILOMETRE

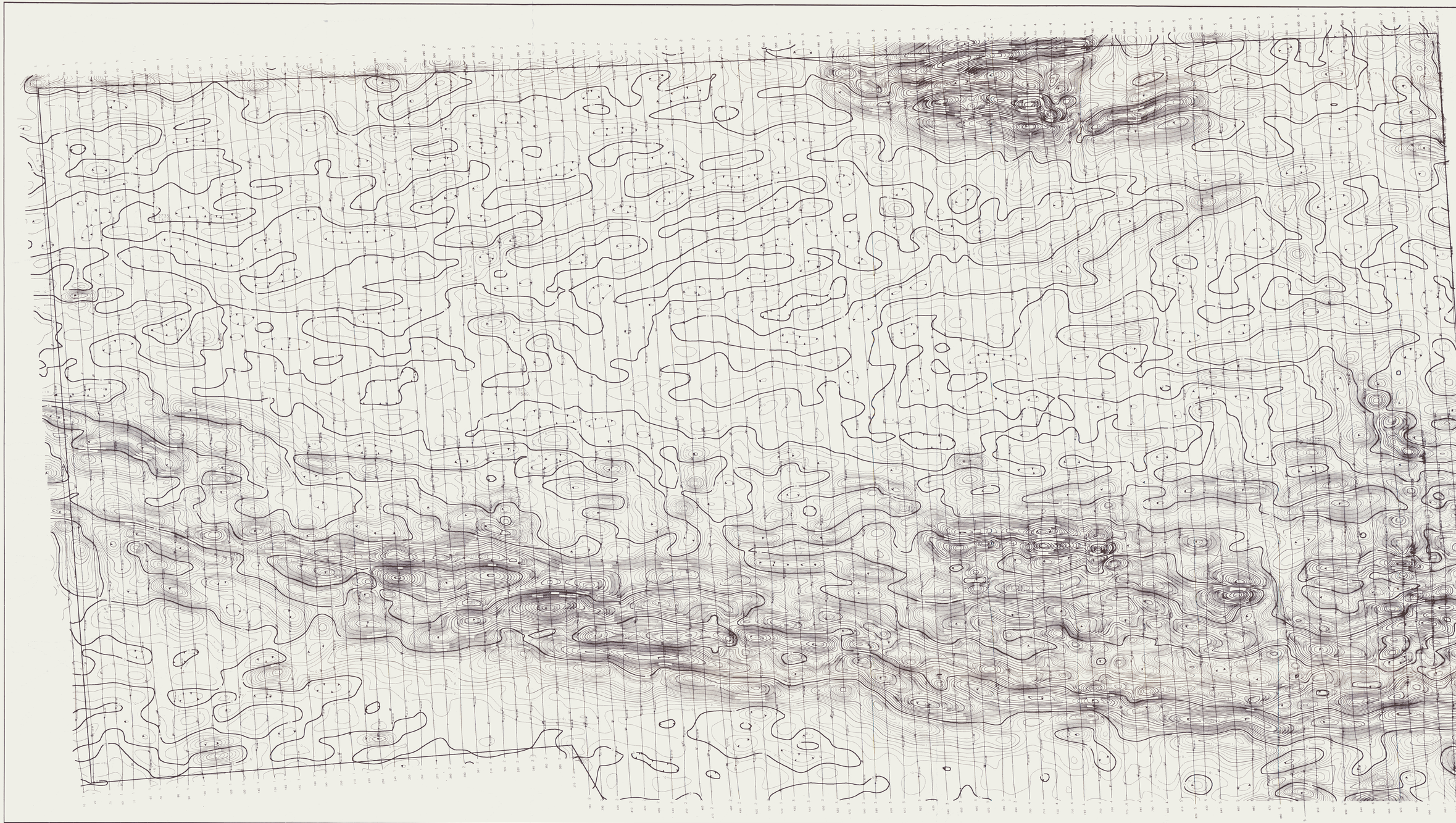
AERODAT LIMITED

DATE: APRIL 1988

NTS No: 105 K/3

MAP No: 4 J8842-1

RECEIVED
AUG 17 1988
MINING RECORDER
WHITEHORSE, YT



Flight Path

Navigation and recovery using Motorola Mini-Ranger (MRS III) radar navigation system.

Average terrain clearance 60m
Average line spacing 125m

Vertical Gradient

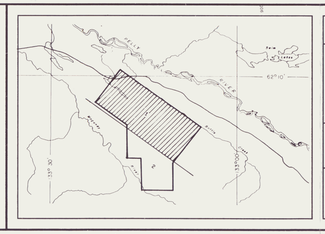
Vertical Magnetic Gradient calculated from the total field magnetic intensity in nT/m.

Cesium high sensitivity magnetometer.

Sensor elevation 45m

Map contours are multiples of those listed below

- 0.1 nT/m
- 0.5 nT/m
- 2.0 nT/m
- 10. nT/m
- 50. nT/m



DOMINION EXPLORERS Inc. 877

CALCULATED VERTICAL MAGNETIC GRADIENT

Q 92 S 40.

FARO

YUKON TERRITORY

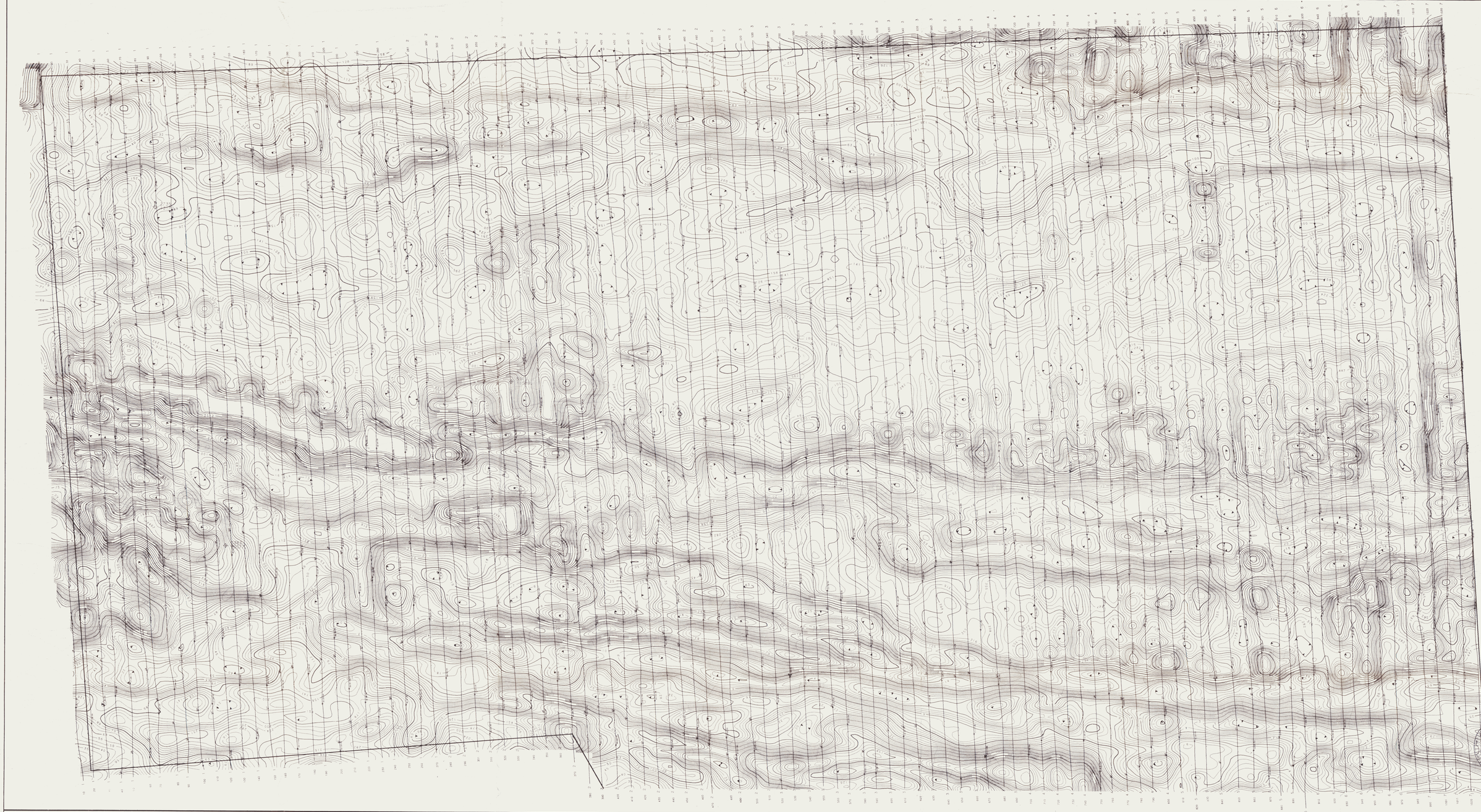
SCALE 1:10,000

0 330 660 1320 1/2 MILE
0 150 300 500 KILOMETRE

AERODAT LIMITED

DATE: APRIL 1988
NTS No: 105 K/3
MAP No: 5 J8842-1

RECEIVED
AUG 17 1988
MINING RECORDER SUPREME
WHITEHORSE, Y.T.



RECEIVED
AUG 19 1988
MINING RECORDER'S OFFICE
WHITEHORSE, Y.T.

Flight Path

Navigation and recovery using Motorola Mini-Ranger (MRS III) radar navigation system.

Average terrain clearance 60m
Average line spacing 125m

Apparent Resistivity

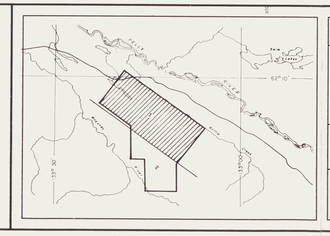
Calculated from 4600 Hz coaxial EM response assuming a 200 m conductive layer.

Contouring in ohm-m at logarithmic intervals.

Sensor elevation 30m

Map contours are multiples of those listed below

- .01 log(ohm-m)
- .05 log(ohm-m)
- .20 log(ohm-m)
- 1.0 log(ohm-m)



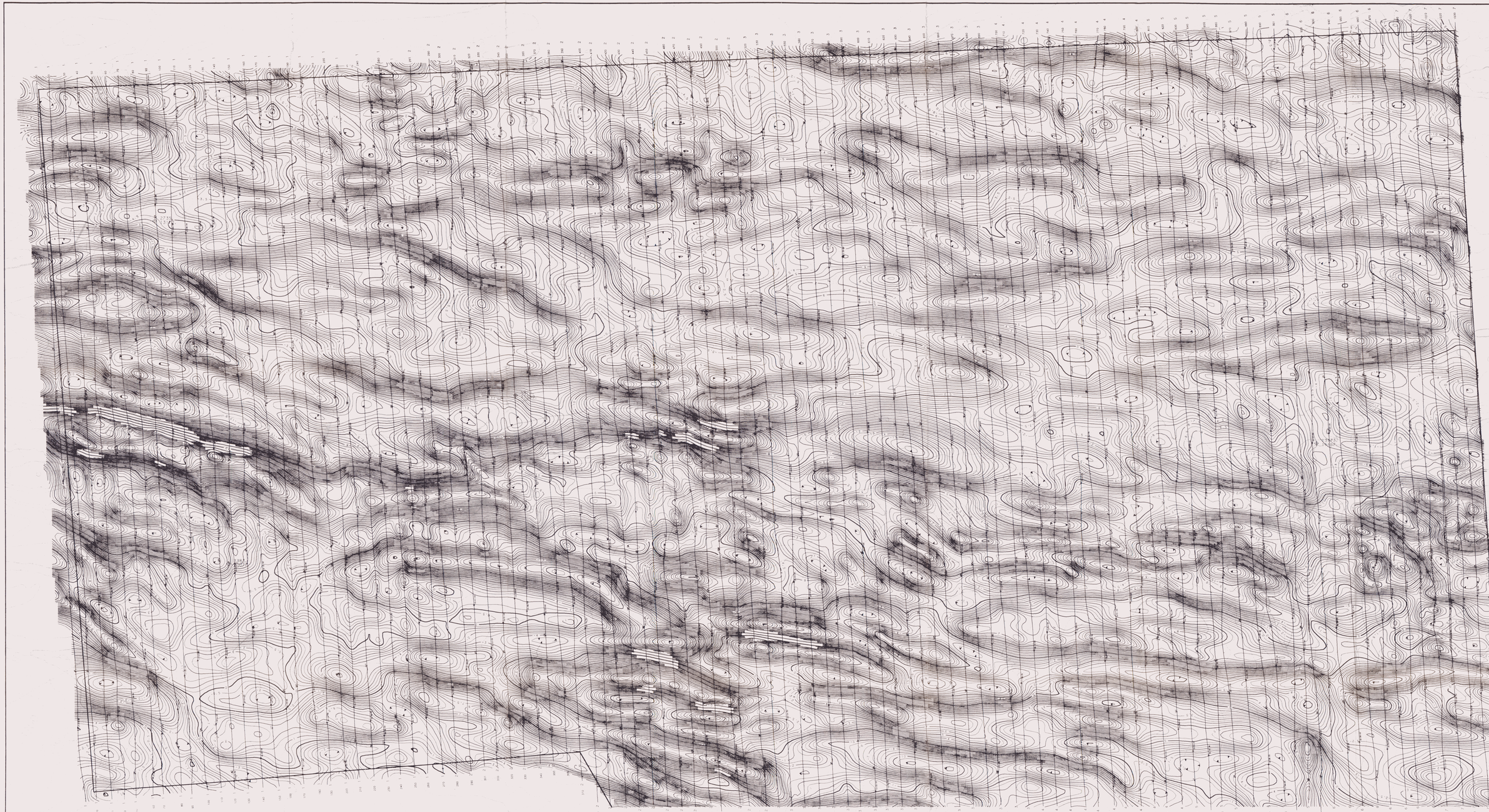
DOMINION EXPLORERS Inc.

APPARENT RESISTIVITY CONTOURS
092 S 60
FARO
YUKON TERRITORY

SCALE 1:10,000
0 330 660 1320 1/2 MILE
0 100 200 500 1 KILOMETRE

AERODAT LIMITED

DATE: APRIL 1988
NTS No: 105 K/3
MAP No: 6
J8842-1



Flight Path

Navigation and recovery using Motorola Mini-Ranger (MRS III) radar navigation system.

Average terrain clearance 60m
Average line spacing 125m

VLF-EM

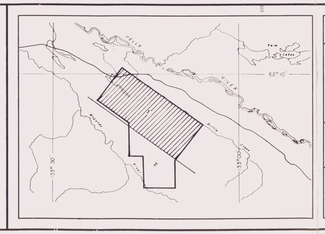
VLF-EM Total Field intensity in percent.

Station: NLK
Jim Creek, Washington
24.8 kHz

Sensor elevation 45m

Map contours are multiples of those listed below

0.5 %
2.0 %
10. %
50. %



DOMINION EXPLORERS Inc. 881

VLF-EM TOTAL FIELD CONTOURS

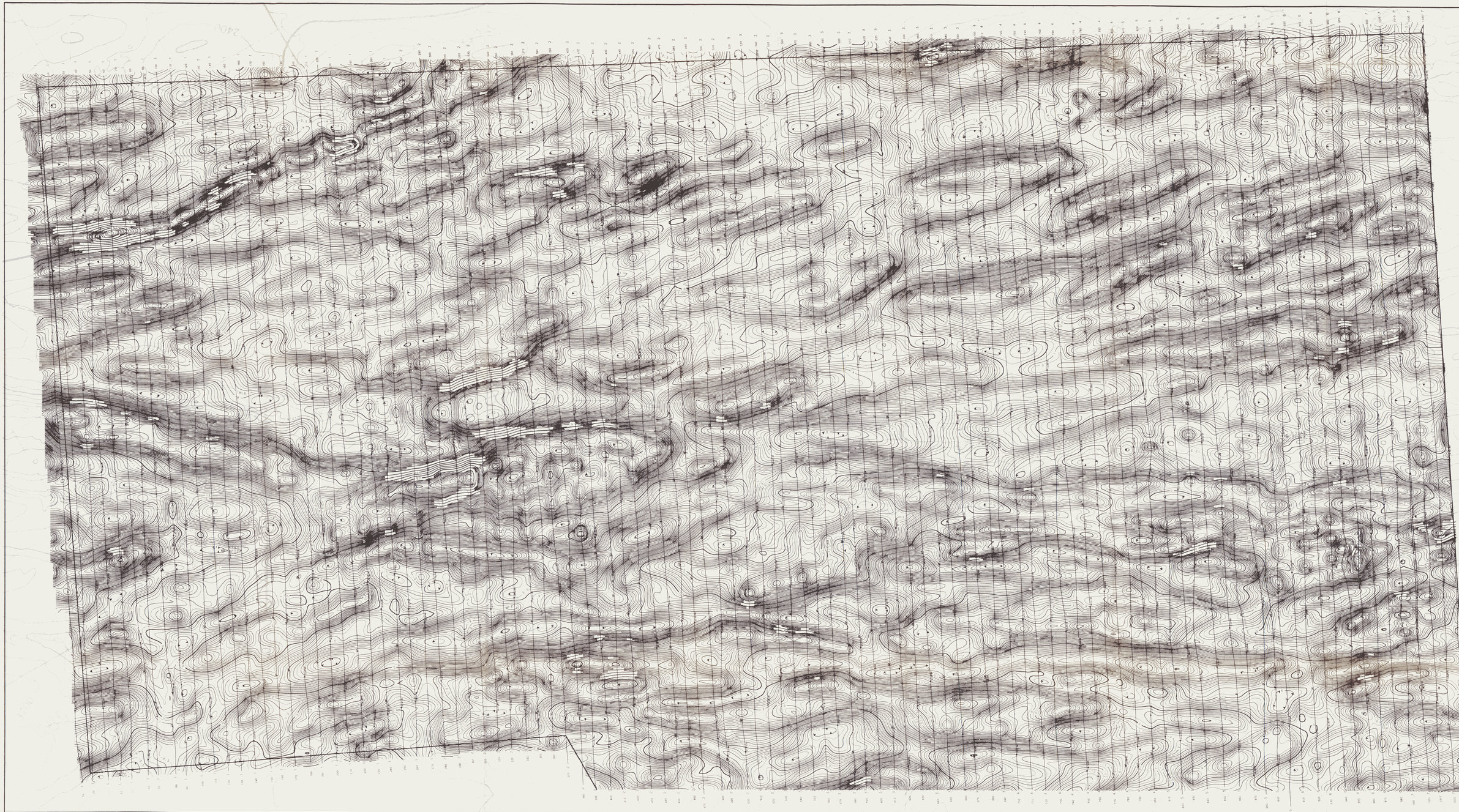
FARO 105 K/3
YUKON TERRITORY

SCALE 1:10,000
0 330 660 1320 1/2 MILE
0 150 300 600 KILOMETRE

AERODAT LIMITED

DATE: APRIL 1988
NTS No: 105 K/3
MAP No: 7 J8842-1

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Flight Path

Navigation and recovery using Motorola Mini-Ranger (MRS III) radar navigation system.

Average terrain clearance 60m
Average line spacing 125m

VLF-EM

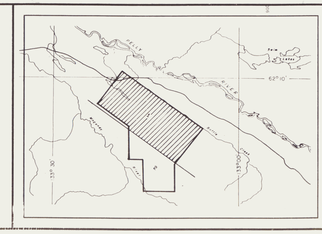
VLF-EM Total Field intensity in percent.

Station: NSS
Annapolis, Maryland
21.4 kHz

Sensor elevation 45m

Map contours are multiples of those listed below

0.5 %
2.0 %
10. %
50. %



DOMINION EXPLORERS Inc.

VLF-EM TOTAL FIELD CONTOURS

092S4O

FARO

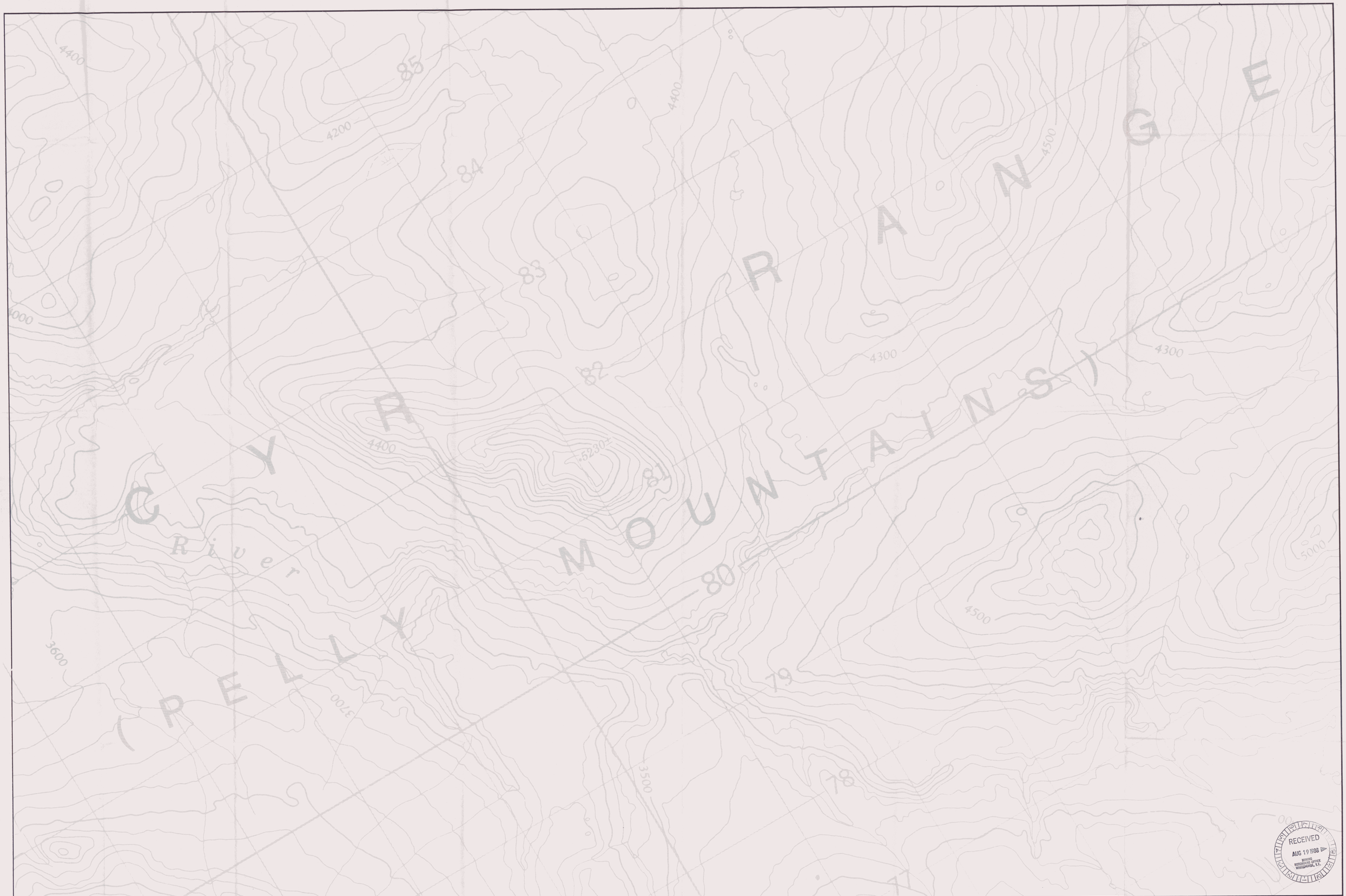
YUKON TERRITORY

SCALE 1:10,000

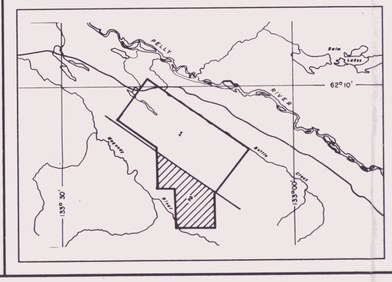
0 330 660 1320 1/2 MILE
0 100 200 500 1 KILOMETRE

AERODAT LIMITED

DATE: APRIL 1988
NTS No: 105 K/3
MAP No: 8 J8842-1



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DOMINION EXPLORERS Inc. 583

BASE MAP

092540

FARO

YUKON TERRITORY

SCALE 1:10,000

0 330 660 1320 1/2 MILE

0 100 200 500 1 KILOMETRE

AERODAT LIMITED

DATE: APRIL 1988

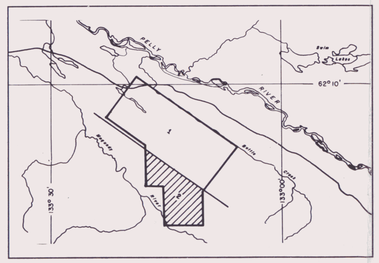
NTS No: 105 K/3

MAP No: 1 J8842-2

Flight Path

Navigation and recovery using Motorola Mini-Ranger (MRS III) radar navigation system.

Average terrain clearance 60m
Average line spacing 125m



DOMINION EXPLORERS Inc.

FLIGHT PATH

FARO 105 K/3
YUKON TERRITORY

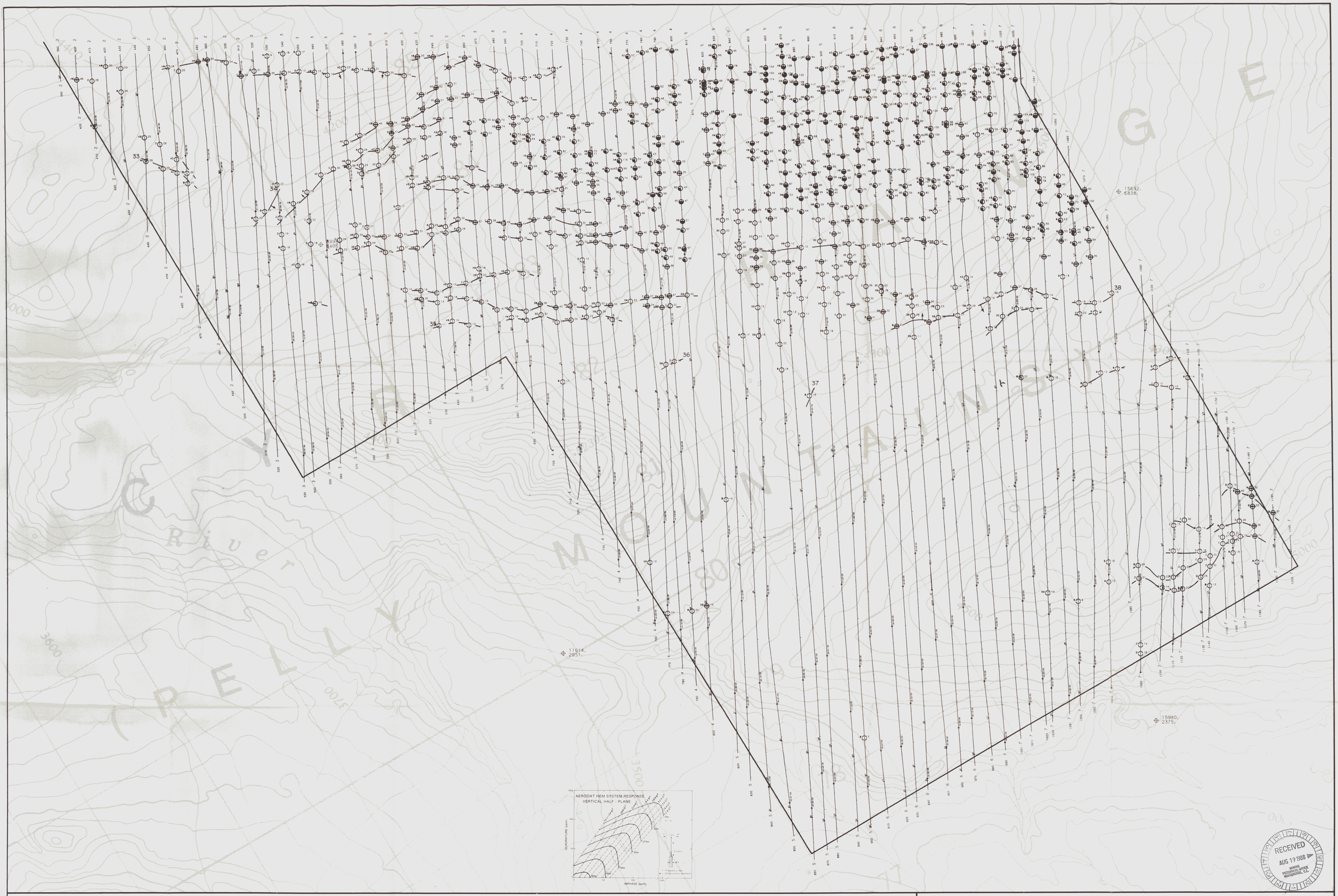
SCALE 1:10,000

0 330 660 1320 1/2 MILE
0 100 200 500 KILOMETRE

AERODAT LIMITED

DATE: APRIL 1988
NTS No: 105 K/3
MAP No: 2 J8842-2

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WHITEHORSE, Y.T.


33
34
35
36
37
38
15692.
6838.
11014.
2951.
15980.
2375.
AERODAT HEM SYSTEM RESPONSE
VERTICAL HALF - PLANE
QUADRATURE (ppm)
INPHASE (ppm)
Surface
Conductive Ground
Conductive Overburden
Resistive Bedrock
Conductive Bedrock
Fault
Flight Path
Navigation and recovery using Motorola Mini-Ranger (MRS III) radar navigation system.
Average terrain clearance 60m
Average line spacing 125m
EM Anomalies
Conductivity Thickness (mhos)
0 - 1
1 - 2
2 - 4
4 - 8
8 - 15
15 - 30
> 30
EM Anomaly A, 4800 Hz
Inphase amplitude 7 ppm.
Conductivity thickness
1-2 mhos (see code).
INTERPRETATION LEGEND
Interpreted bedrock conductor axis
Possible bedrock conductor axis
Fault
Direction of dip
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MINING RECORDER'S OFFICE
WHITEHORSE, Y.T.
62°10'
135°30'
DOMINION EXPLORERS Inc.
INTERPRETATION
FARO
YUKON TERRITORY
925
969
SCALE 1:10,000
1/2 MILE
KILOMETRE
AERODAT LIMITED
DATE: APRIL 1988
NTS No: 105 K/3
MAP No: 3
J8842-2

Flight Path

Navigation and recovery using Motorola Mini-Ranger (MRS III) radar navigation system.

Average terrain clearance 60m
Average line spacing 125m

Magnetics

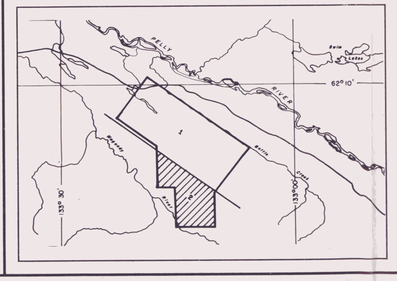
Total Field Magnetic Intensity Contours in nT.

Cesium high sensitivity magnetometer.

Sensor elevation 45m

Map contours are multiples of those listed below

- 1 nT
- 5 nT
- 25 nT
- 100 nT
- 500 nT



DOMINION EXPLORERS Inc.

TOTAL FIELD MAGNETIC CONTOURS

FARO
YUKON TERRITORY

092540
E/D

SCALE 1:10,000

0 330 660 1320 1/2 MILE

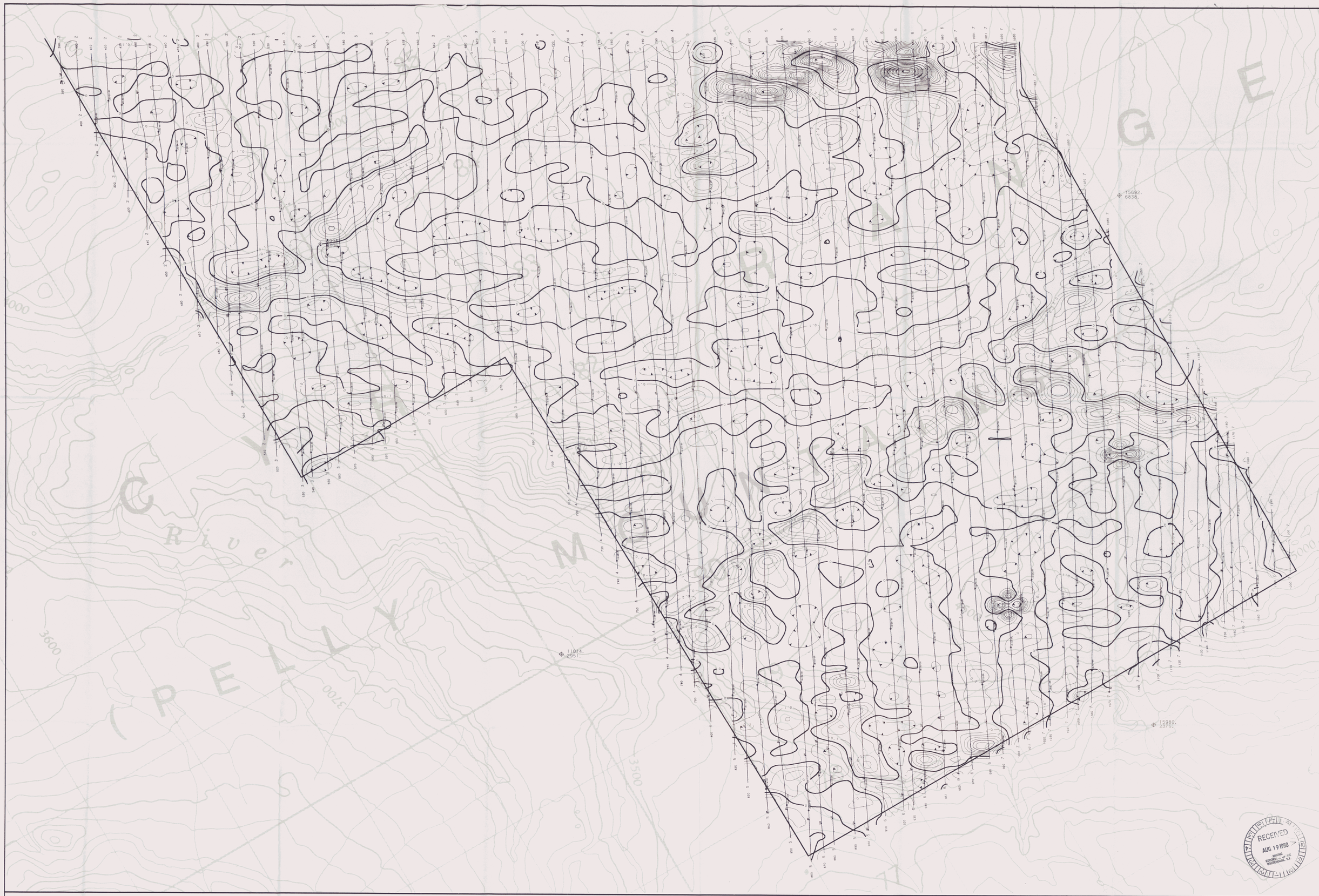
0 100 200 500 KILOMETRE

AERODAT LIMITED

DATE: APRIL 1988
NTS No: 105 K/3
MAP No: 4 J8842-2

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J8842-2



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MINING RECORDER
DEPT. OF IND. & NORTHERN AFF.
WHITEHORSE, Y.T.

Flight Path

Navigation and recovery using Motorola Mini-Ranger (MRS III) radar navigation system.

Average terrain clearance 60m
Average line spacing 125m

Vertical Gradient

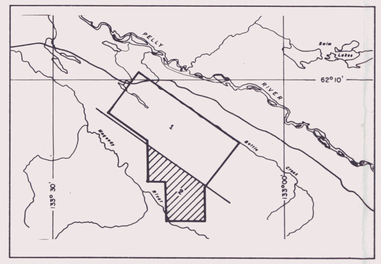
Vertical Magnetic Gradient calculated from the total field magnetic intensity in nT/m.

Cesium high sensitivity magnetometer.

Sensor elevation 45m

Map contours are multiples of those listed below

- 0.1 nT/m
- 0.5 nT/m
- 2.0 nT/m
- 10. nT/m
- 50. nT/m



DOMINION EXPLORERS Inc.

CALCULATED VERTICAL MAGNETIC GRADIENT

092540

FARO

YUKON TERRITORY

5772

SCALE 1:10,000

0 330' 660 1320 1/2 MILE

0 100 200 500 KILOMETRE

AERODAT LIMITED

DATE: APRIL 1988

NTS No: 105 K/3

MAP No: 5 J8842-1

Flight Path

Navigation and recovery using Motorola Mini-Ranger (MRS III) radar navigation system.

Average terrain clearance 60m
Average line spacing 125m

Apparent Resistivity

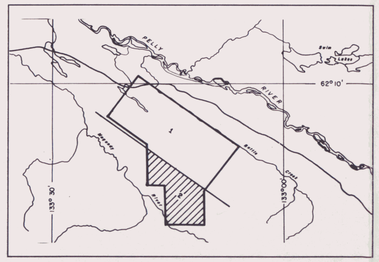
Calculated from 4600 Hz coaxial EM response assuming a 200 m conductive layer.

Contouring in ohm-m at logarithmic intervals.

Sensor elevation 30m

Map contours are multiples of those listed below

- .01 log(ohm-m)
- .05 log(ohm-m)
- .20 log(ohm-m)
- 1.0 log(ohm-m)



DOMINION EXPLORERS Inc.

APPARENT RESISTIVITY CONTOURS

FARO
YUKON TERRITORY

002540
871

SCALE 1:10,000
0 330 660 1320 1/2 MILE
0 100 200 500 1 KILOMETRE

AERODAT LIMITED

DATE: APRIL 1988
NTS No: 105 K/3
MAP No: 6 J8842-1

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WHITEHORSE, Y.T.

Flight Path

Navigation and recovery using Motorola Mini-Ranger (MRS III) radar navigation system.

Average terrain clearance 60m
Average line spacing 125m

VLF-EM

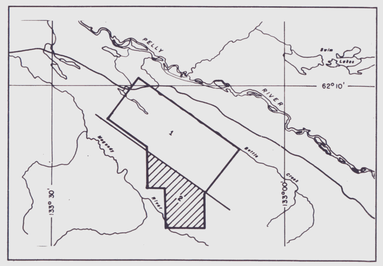
VLF-EM Total Field Intensity in percent.

Station: NLK
Jim Creek, Washington
24.8 kHz

Sensor elevation 45m

Map contours are multiples of those listed below

0.5 %
2.0 %
10. %
50. %



DOMINION EXPLORERS Inc.

VLF-EM TOTAL FIELD CONTOURS

FARO
YUKON TERRITORY

092540

SCALE 1:10,000

0 330 660 1320 1/2 MILE
0 100 200 500 1 KILOMETRE

AERODAT LIMITED

DATE: APRIL 1988
NTS No: 105 K/3
MAP No: 7

J8842-2

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Flight Path

Navigation and recovery using Motorola Mini-Ranger (MRS III) radar navigation system.

Average terrain clearance 60m
Average line spacing 125m

VLF-EM

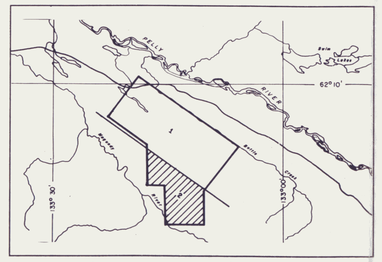
VLF-EM Total Field Intensity in percent.

Station: NSS
Annapolis, Maryland
21.4 kHz

Sensor elevation 45m

Map contours are multiples of those listed below

0.5 %
2.0 %
10. %
50. %



DOMINION EXPLORERS Inc.

VLF-EM TOTAL FIELD CONTOURS

FARO 092540

YUKON TERRITORY

874

SCALE 1:10,000

0 330 660 1320 1/2 MILE
0 100 200 500 1 KILOMETRE

AERODAT LIMITED

DATE: APRIL 1988
NTS No: 105 K/3
MAP No: 8 J8842-2

RECEIVED
AUG 19 1988
MINING RECORDER'S OFFICE WHITEHORSE, Y.T.