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# ASSESSMENT REPORT ON 1996 GEOPHYSICAL WORK AT THE SC 1- 525 CLAIMS

REPORT No.: 96-SCH-2.RPT

| | |
|---|---|
| SC 1-150 | YB42504-YB43384 |
| SC 151 | YB43769 |
| SC 152-188 | YB43730-YB43766 |
| SC 189-208 | YB43770-YB43789 |
| SC 209, 210 | YB43767, YB43768 |
| SC 211-292 | YB43790-YB43871 |
| SC 293-334 | YB44537-YB44578 |
| SC 335-372 | YB64197-YB64234 |
| SC 373, 374 | YB64392, YB64393 |
| SC 375-461 | YB64235-YB64321 |
| SC 462-525 | YB64673-YB64736 |

MAYO MINING DISTRICT, YUKON TERRITORY
NTS 115P/16, 115P/9 & 105M/13
Work conducted Jan. 3rd - 11th, 1996

Latitude 63° 06'
Longitude 136° 11'

OWNER AND OPERATOR:
**Kennecott Canada Inc.**
354-200 Granville Street
Vancouver, B.C.
V6C 1S4

Prepared by: Rick Zuran and Roger Hulstein
October 18, 1996

## SUMMARY

The Scheelite Dome property consisting of 575 contiguous mineral claims is located in the Highet Creek area in the Mayo Mining District, Yukon Territory. The claims are road-accessible from Mayo, 25km to the southeast. The property became an attractive exploration target when lithological, geophysical and geochemical similarities with Dublin Gulch, an intrusive and sediment-hosted, bulk-tonnage gold deposit, were recognised in late 1993.

Underlain largely by Late Proterozoic Hyland Group metasedimentary rocks consisting of quartzites, phyllites and minor limestone, the claims also contain Late Cretaceous granodiorite, diorite, stocks and dykes. Three phases of deformation have been mapped in the area. Overall, lithologies strike north to northeast. The larger faults and joints are generally steep and have significant but undetermined senses and amounts of displacement.

Both vein and lesser disseminated mineralization occur on the property. Mineralization, largely restricted to the more competent quartzites, consists of arsenopyrite +/- stibnite +/- galena +/- pyrite. Weak to locally intense propylitic and phyllic alteration occur. Gold mineralization is most closely associated with arsenic, bismuth and antimony.

Dighem completed a helicopter airborne geophysical survey for Kennecott Canada Inc., during the period January 3 to January 11, 1996 on the Scheelite Dome property. Expenditure totalled $119,800. Work included 1275 line kilometres of airborne multifrequency electromagnetics, high sensitivity Cesium magnetics, four channel VLF, and a video survey.

The airborne geophysics identified a number of prominent fault structures some of which, although not mineralized themselves, are spatially associated with mineralization. A number of mineralized zones, ie. Hawthorne, Harvey, Highet creek and Bleiler zones, are found in magnetic and or resistivity lows, the site of known or suspected fault structures. The survey outlined 18 prominent anomalies, 10 of which are associated with known mineralization or geochemical anomalies. Geophysics failed to accurately outline most of the intrusive bodies.

Further work is recommended on the property, including ground geophysics, bulldozer and excavator trenching prior to drill testing selected anomalies.

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Appendix A: Dighem Report #1243 by R.Pritchard

## 1.0 INTRODUCTION

The purpose of this report is to fulfil assessment requirements as required by the Yukon Quartz Mining Act. The Scheelite Dome property consists of 575 quartz claims staked in accordance with the Yukon Quartz Mining Act. Only the 525 claims being renewed are referred to in this report.

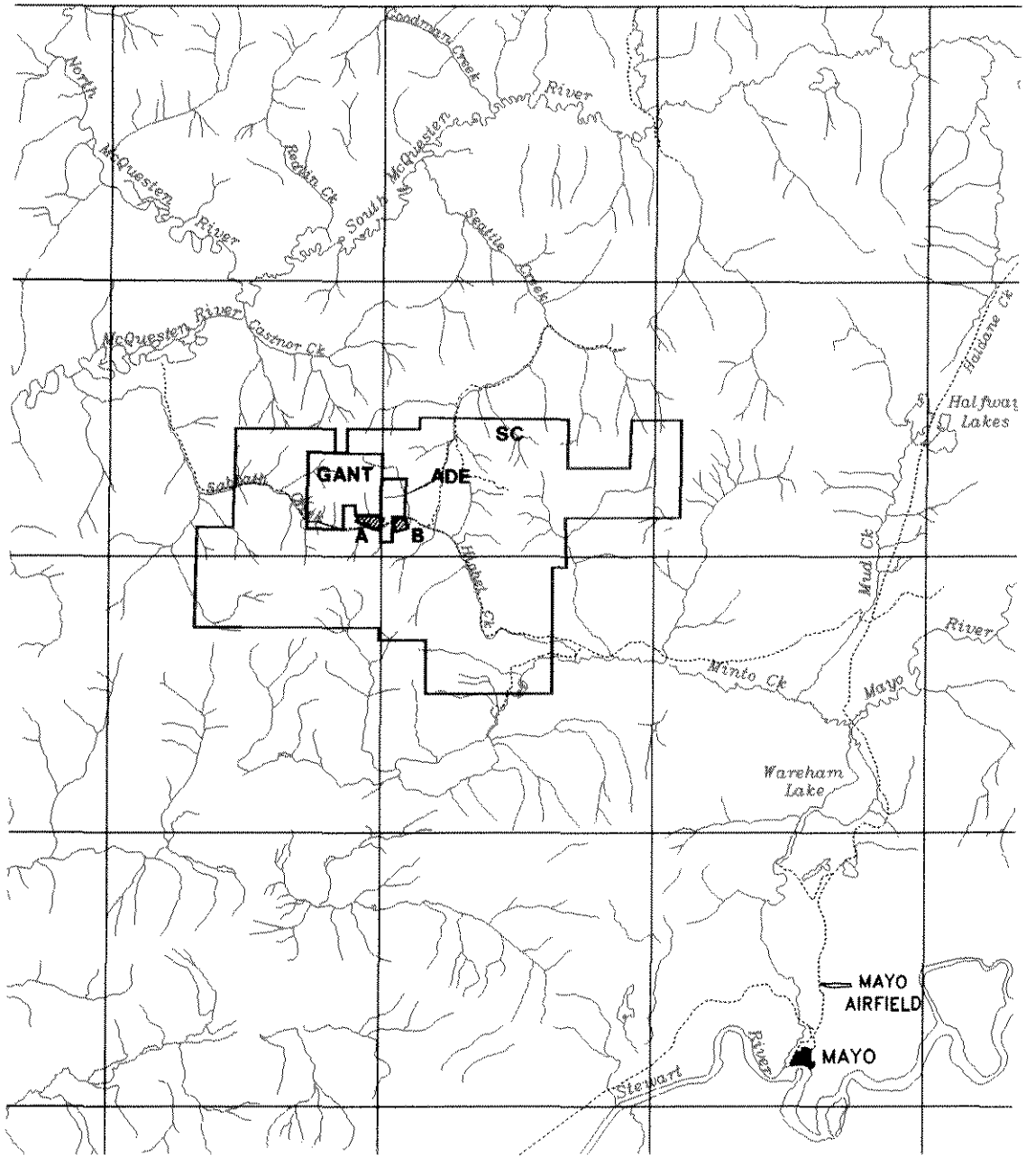
Dighem was contracted to fly an airborne geophysical survey for Kennecott Canada Inc. over the Scheelite Dome property located in the central Yukon Territory during the period January 3 to January 11, 1996. A total of 1275 line kilometres were flown using an Aerospatiale helicopter with multi-coil, multi-frequency electromagnetic, high sensitivity Cesium magnetic, and four channel VLF birds. Refer to Dighem report #1243 "Dighem V Survey for Kennecott Canada Inc., Scheelite Dome Area, Central Yukon" by Ruth Pritchard in Appendix A for full details of the survey.

The survey was flown to relate the magnetic, resistivity and electromagnetic data to the geology, structures and mineralization within the Hyland Group metasedimentary and Cretaceous intrusive rocks of the area.

### 1.1 Location and Access

The Scheelite Dome property is located 25 kilometres northwest of Mayo in the Mayo Mining District on NTS map sheets 115P/16, 115P/9 and 105M/13 (Figure 1). The property covers Scheelite Dome, a prominent topographic feature and the upper portions of Highet and Johnson Creeks.

Access to the property from Mayo is via the Silver Trail, leading to Elsa and Keno City, and the Minto Lake road, from which the Highet Creek road branches off at 11km. The Highet Creek road leads to the Morrison Creek and Scheelite Dome roads. The Morrison Creek road provides access to the east side of the property. During 1994 a 4km long bulldozer branch road was built to provide access to the far eastern side of the property. The Scheelite Dome road provides access to the Gant claims and the western side of the Scheelite Dome property. Only the Silver Trail is maintained during the winter months. During the summer months, alternate access to the property is by helicopter based in Mayo.

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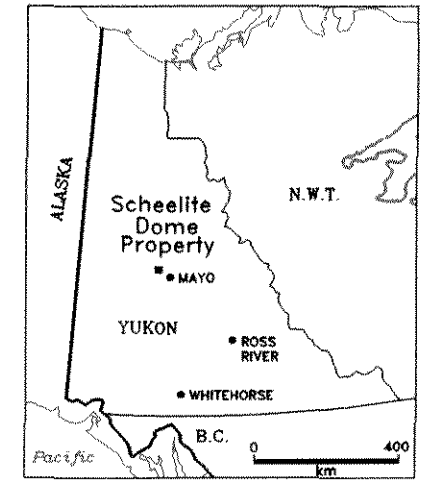



KCI 100% owned claims

claims held under option

claims to be optioned

scale 1:250,000

0 10

kilometres

**Kennecott Canada Inc.**
Vancouver

**SCHEELITE DOME**

**LOCATION MAP**

**YUKON, CANADA**

| | | | |
|---|---|---|---|
| Date: | 20/06/96 | Author: TH, RH | Figure 1 |
| File: | SCLOC | PS: 1 = 1 | |

MJD

## 1.2 Topography, Vegetation, and Climate

The Scheelite Dome property covers the ground to the east and west of Scheelite Dome and north and south of Highet Creek. Scheelite Dome, at an elevation of 1,597m, is a prominent hill within the Stewart Plateau. Steep hills with local cliffs and felsenmeer-covered ridges are cut by a dendritic drainage system. Elevations on the property range from approximately 850-1597m.

With the exception of ridge and hill tops, the area was subjected to Pleistocene glaciation. Valleys are generally floored with glacial debris and glaciofluvial outwash. Patches of permafrost can be found throughout the property, especially on north-facing slopes.

Rock outcrops and subcrops are rare, and largely restricted to ridges, cliffs and creek bottoms. Soils consist of talus fines and glaciofluvial deposits.

Most of the Scheelite Dome property lies below treeline at approximately 1,370 m. Vegetation in the valley bottoms consists of alder and white and black spruce. Ground cover in areas of thin tree cover consists of alpine plants, 'buckbrush' (alder), dwarf willow and moss. The tree-line is at about 1525m.

The climate is characterized by low precipitation and a wide temperature range. Winters are cold, and temperatures of -30°C to -40°C are common. Summers are moderately cool to hot, with daily highs of 15°C to 30°C. The property is generally snow-free from early June to mid September.

## 1.3 Claim Status

The Scheelite Dome property consists of 575 contiguous quartz claims (Figure 2). Of these claims the SC 1- 533 claims are owned 100% by Kennecott Canada Inc. The remaining 45 claims, comprised of the Gant and Ade claims, are held by Kennecott under option from Mr. Rudy Riepe. Assessment was filed on a total of 525 claims in May 1996 and are listed in Table 1 below. With the exception of the eastern most claims, the claims have been tagged. Most of the centrally located SC claims, the Gant and Ade claims have been GPS surveyed.

**TABLE 1. Claims being Renewed.**

| CLAIM NAME | GRANT No. | NUMBER | EXPIRY DATE |
|---|---|---|---|
| SC 1-150 | YB42504-YB43384 | 150 | May 31, 2001 |
| SC 151 | YB43769 | 1 | May 31, 2002 |
| SC 152-188 | YB43730-YB43766 | 37 | May 31, 2002 |
| SC 189-208 | YB43770-YB43789 | 20 | May 31, 2002 |
| SC 209, 210 | YB43767, YB43768 | 2 | May 31, 2002 |
| SC 211-292 | YB43790-YB43871 | 82 | May 31, 1999 |
| SC 293-334 | YB44537-YB44578 | 42 | May 19, 1998 |
| SC 335-372 | YB64197-YB64234 | 38 | May 31, 1998 |
| SC 373, 374 | YB64392, YB64393 | 2 | May 31, 1998 |
| SC 375-461 | YB64235-YB64321 | 87 | May 31, 1998 |
| SC 462-525 | YB64673-YB64736 | 64 | May 31, 1998 |

*pending acceptance of assessment report

## 2.0 GEOLOGY

The regional geology has been recently mapped at 1:50,000 scale by Murphy and Heon (1996) and will not be described in this report. A tabulated geologic history of the Mayo area is presented in Table 2 and the local geology is shown on Figure 3.

### 3.1 Property Geology

The Scheelite Dome property is underlain largely by metasedimentary rocks of the Late Proterozoic to early Cambrian Hyland Group (Murphy and Heon, 1995) (Figures 3 & 4). The supracrustal succession is intruded by several intrusive bodies, the largest of which, a hornblende-biotite granodiorite plug, outcrops near Scheelite Dome in the northern part of they property. This intrusive is correlative with the Late Cretaceous Tombstone granitoid suite. Steep and moderate dipping east-west and north-south fracture sets cut prominent northeast-southwest trending foliations in the supracrustal rocks. Tight to isoclinal, inclined to recumbent folding affecting foliation is also observed on the property.

**Metasedimentary rocks**

The metasedimentary rocks underlying the Scheelite Dome property consist of, in decreasing abundance: phyllitic quartzite, quartzite, "gritty" quartzite, phyllite, phyllitic schist and rare limestone/calc-silicate.

The quartzites and phyllitic quartzites weather to a buff and rusty colour, and are brittle, hard and fine to medium grained. Foliation is moderate to strong forming a layering which has obliterated any primary bedding. The rocks are separated by thin partings of phyllitic schist and phyllite consisting of well foliated chlorite-sericite-quartz rich material with a prominent wavy foliation and phyllitic sheen.

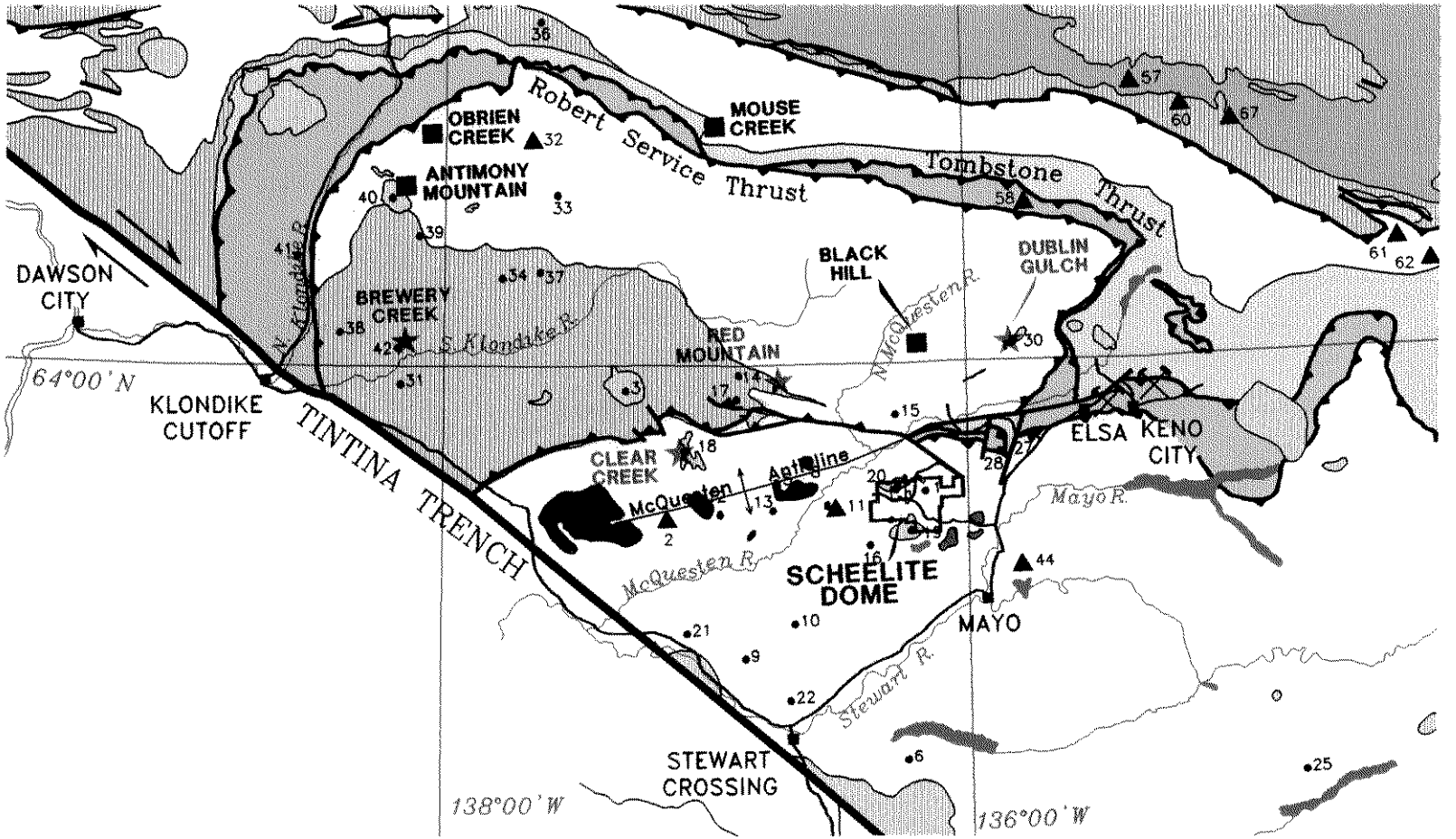
Rocks mapped as "gritty" quartzites or "grit" form cliffs, ridge tops and other resistant topographic features. The white to light gray gritty quartzites commonly form discontinuous bands, boudins, and mega boudins. They form a mappable unit where they are of sufficient thickness. Commonly the "gritty" quartzite bands are interlayered with other quartzite and phyllitic quartzite units.

**Table 2. Tabulated geologic history of the Mayo area.**

| Unit | Age | Event/Lithology | Mineralization |
|---|---|---|---|
| Qs | Quaternary | Alluvium/colluvium, glacial till | Placer gold deposits |
| | Tertiary | 450 km dextral movement on the Tintina Fault/warping; volcanics & hypabysal intrusives, volcaniclastics & clastics | Au in veins & stockworks (Grew Creek) |
| KgQ | Earliest Tertiary-Latest Cretaceous (67-64 Ma) | McQuesten Plutonic Suite; two mica granite, quartz monzonite, rhyolite flows and intrusives: faulting and brecciation, clastic sedimentation | Sn-Ag in veins, breccias (Oliver Creek, Zeta) |
| KgT | Cretaceous (95-90 Ma) | Tombstone Plutonic Suite; biotite-hornblende quartz monzonite, granodiorite, quartz diorite, rhyolite dykes: faulting | Au+/ W+/-Bi in veins, stockworks & breccias rhyolites (Dublin Gulch Au porphyry, Brewery Creek) Pb-Zn-Ag in veins (Keno Hill), Au in rhyolites (Wayne), U,REE in veins, stockworks & dissem. (Tombstone Mtn), Sn in Stockwork (Two Buttes) |
| | Jurassic-Cretaceous | Faulting; Dawson, Tombstone & Robert Service Thrusts | |
| Mq | Mississippian | Keno Hill quartzite | |
| DME | Devonian-Mississippian | Earn Group; shales, conglomerates | Stratiform Pb-Zn-Ag-Ba, VMS (Marg) |
| | unconformity | | |
| ODRD | Ordovician-Devonian | Road River Group; limestone and shale | Stratiform Pb-Zn |
| | unconformity | | |
| PCH | Upper Proterozoic - Lower Paleozoic | Hyland Group, 'grit', arenite, phyllite, greenstone | |

Source: Murphy and Heon, 1995; Emond, 1992.

Recrystallized limestone is sparsely distributed and is best exposed on the north and northwest side of the property. It is gray, medium to coarse grained, with rare relict bedding, and forms thin (<5m thick), discontinuous, commonly boudinaged, transposed layers and lenses. In the vicinity of the Cominco trenches and Scheelite Dome, bodies of limestone have been silicified and metasomatized to gray calc-silicate.




LATE CRETACEOUS
- MCQUESTEN PLUTONIC SUITE (64–67 Ma)
- RHYOLITE (91.7 Ma)
- TOMBSTONE PLUTONIC SUITE (90–95 Ma)

PROTEROZOIC TO PALEOZOIC PERICRATONIC SEDIMENTS
- MISSISSIPPIAN
- DEVONIAN TO MISSISSIPPIAN
- ORDOVICIAN TO DEVONIAN
- LATE PROTEROZOIC TO EARLY PALEOZOIC
- MIDDLE PROTEROZOIC

- GOLD PROSPECTS
- KCI 100% OWNED PROPERTY
- THRUST FAULT
- FAULT
- ROAD
- •6 TARGETS EXPLORED IN 1994
- ▲8 TARGETS EXPLORED IN 1995

**Kennecott Canada Inc.**
Vancouver

**SCHEELITE DOME**

**REGIONAL GEOLOGY AND PROPERTY LOCATION**

**YUKON, CANADA**

| | | | |
|---|---|---|---|
| Date: | 19/06/96 | Author: | TH, RH, JH |
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Figure 3

MJD, HO, AJL

## Igneous rocks

Igneous rocks on the property consist largely of medium to coarse grained, hornblende and biotite bearing granodiorite, fine grained diorite, thin lamprophyre dykes and very fine grained to aphanitic aplite or rhyolite float. These rocks are all thought to belong to the 95-90Ma Tombstone Suite. Older foliated 'greenstone' bodies found within the Hyland Group were intersected in DDH SH95-8 and in Highet Creek north of Merles Pit.

The three larger stocks on the property, the Scheelite Dome, Morrison Creek and Minto Lake stock are of similar composition. Exposure varies from nonexistent to large cliff exposures with rocky slopes common on the flanks of the stocks. The granodiorite weathers gray, is massive, blocky, and contains rare chloritized fracture surfaces. On fresh surfaces, it is gray, medium grained, hypidiomorphic, and unfoliated, except for rare, weakly developed local flow foliation.

**Table 3 U-Pb Age Dates.**

| Stock Name | U-Pb Age Date* |
|---|---|
| Scheelite Dome | 91.2 +/- 0.9Ma |
| Morrison Creek | 92.5 +/- 2.5Ma |
| Minton Creek | 92.2 +/- 0.3Ma |

*D.Murphy pers.comm., May 1996.

The diorite is dark gray weathering, and occurs as a series of resistant dykes on the ridge covered by the Heon Grid. The dykes generally trend east-west, with steep to vertical dips, and are discordant to the metasedimentary rocks. However, weak foliations within one diorite dyke, exposed on the Heon Grid, are semi-conformable to the foliation, indicating a late-syndeformational relative age for intrusion. Near Bennet Creek float blocks of diorite contain fine grained stringers of pyrrhotite.

A number of narrow lamprophye dykes (<1.0m wide) are found in the Hawthorne - Rudolph Ridge area. They are very dark, contain variable amounts of fine to coarse grained biotite and commonly trend east-west and are closely associated with mineralization. They occupy fracture zones that also control mineralization. The dykes contain minor disseminated pyrrhotite.

Dykes and float of aplite, rhyolite, rhyodacite and porphyritic trachyte are found throughout the property. Float is commonly found as brown to gray weathering angular blocks. Fresh surfaces are gray, unfoliated, with a very fine grained to aphanitic texture.

## 3.2 Structure

The property lies within the Tombstone Strain Zone, a several kilometre thick shear zone in the hanging wall of the Tombstone Thrust (Murphy and Heon, 1995). The Tombstone thrust is a Mesozoic northerly directed regional thrust that outcrops approximately 5km to the north of the property. Bedding has been destroyed by the pervasive foliation developed in the Tombstone Strain Zone and bedding has been transposed layering. On the property, the S2 foliation trends northeast and dips moderately to the south. An earlier foliation, S1, is folded and crenulated by the S2 foliation. The S2 foliation is gently warped and folded by low amplitude, long wavelength folds with east-northeast and north trending hinges (Murphy and Heon, 1995), part of the McQuesten antiform. The axial trace of the McQuesten antiform lies in the McQuesten valley located north of the property.

The above foliations are cross cut by three moderate to steep dipping, east-west and east-northeast trending fault, shear, fracture and joint structures are important controls for mineralization (Heah, written comm., 1996). These structures control the trends of veining, lamprophyre dykes, linears and creeks throughout the property. Steeply dipping, north-northeast and north-northwest trending joints and faults may be extensional structures formed as a result of east-west compression and or the folding of the McQuesten Antiform. The northerly trending structures may have been fluid controls but are only rarely mineralized.

## 3.3 Alteration

Three types of alteration have effected the Hyland Group and intrusive rocks present on the property: greenschist facies metamorphism, thermal metamorphism and hydrothermal activity.

Greenschist metamorphism occurred prior to the Cretaceous (possibly Jurassic age) and is restricted to the Hyland Group rocks. Alteration is characterized by the presence of fine grained muscovite, biotite, chlorite and quartz.

Thermal metamorphism is restricted to intrusive margins (up to 1km away) and is typified by the presence of biotite, especially biotite crystals that have grown across foliation, and andalusite. Hawthorne Ridge is most likely the physical manifestation of the thermal alteration aureole surrounding the Scheelite Dome stock. Higher grade metamorphic minerals include clinopyroxene, actinolite and wollastonite in calc-silicate hornfels developed in what were originally pelites. Limonite staining, caused by the breakdown of biotite and minor pyrite, is common in the hornfelsed metasedimentary rocks.

Alteration associated with hydothermal activity is assumed to have taken place during the Tombstone age (95-90Ma) intrusive event. Hydrothermal alteration is commonly manifested by sericite, bleaching, silicification and argillic alteration near structural features such as cross cutting faults (including thrust faults), fractures, joints, and foliation. Toumalinization is also locally present and is more common near the intrusive margin. Bleached selvages surrounding veins and veinlets on the cm scale, locally effect outcrops on the meter to 10's of meter scale. There is a gradation between thermal metamorphism, metasomatism and hydrothermal alteration and the same rocks may have been effected by all three events.

## 4.0 REGIONAL METALLOGENIC SETTING

Mineralization in the McQuesten Mineral belt, is present from Dublin Gulch and Keno Hill in the east to Clear Creek in the west (Figure 3). This belt encompasses the Scheelite Dome area (Aho, 1963; Mulligan, 1984; Emond, 1982), and is defined by a zone of ENE trending folds, Middle and Late Cretaceous felsic intrusions and related mineralization. Mineralization consists of tin, tungsten and gold bearing veins, breccias and skarns. With a few exceptions, tin-silver bearing breccias, veins and skarns are spatially associated with the younger McQuesten two-mica granites, while tungsten-gold bearing skarns and sheeted veins are associated with the older Tombstone Plutonic Suite (Emond, 1992; Murphy, pers. comm., 1994). The metallogenic history of the area is summarized in Table 2.

Mineralized fault and shear zones spatial to the intrusions at Dublin Gulch and Clear Creek often contain significant amounts of gold (INAC, 1993). Historically, gold-tin-tungsten exploration programs focused on quartz and/or sulphide veins found in the exo- or endo-contact zones adjacent to felsic intrusions. These veins are typically found over 1.5km from the nearest exposed intrusion. Such veins hosted by metasediments in the area of Dublin Gulch, Clear Creek, Red Mountain and Scheelite Dome commonly contain significant gold (>3g/t gold). Skarns in the region commonly contain significant quantities of gold and show a positive correlation between gold and bismuth (Emond, 1992).

Regionally, placer gold deposits are found in some creeks draining the topographic highs often formed by the intrusions. Some of the richer placer creeks are Dublin Gulch and Haggert Creek, draining the Dublin Gulch gold deposit; Clear and Left Clear Creek draining the Clear Creek intrusions; Highet, Sabbath and Johnson Creeks draining Scheelite Dome; and Duncan and Lightning Creeks draining the Keno Hill area.

## 5.0 PROPERTY MINERALIZATION

Mineralization discovered on the Scheelite Dome property consists of vein, skarn, porphyry and replacement (sulfides in limy units) type. The more significant occurrences and zones are shown on Figure 5. Auriferous quartz veins containing arsenopyrite, +/- stibnite, +/- galena, +/- silver sulfosalts, +/- pyrite are of most interest. Veining is most pervasive on the DH, Harvey and Hawthorne grids, but this may be a function of greater ridge-top exposures. Significant auriferous veining was also intersected in diamond drill core on the Bleiler, McRae Creek and Highet Creek zones.

Generally phyllitic quartzite and quartzite rocks cross cut by mineralized quartz veining weather to a weak gossanous limonitic color. There is only minor silicification and chloritization in vein selvages although bleaching and disseminated arsenopyrite and pyrite are common adjacent to the veins. Arsenopyrite is found as disseminated stubby 1-2mm crystals and is described as replacement mineralization when several percent, to semi-massive, arsenopyrite is found. Auriferous quartz-sulphide veins occur as foliation concordant to slightly discordant boudins, and younger discordant joint fillings and represent two generations of quartz veining and possibly mineralization. The older veins contain blebs and disseminations of sulfides, predominantly arsenopyrite (<1-10%). They may be of metamorphic origin and have been sheared parallel to the dominant foliation prior to the mid-Cretaceous. The younger, discordant quartz sulphide veins occupy joint sets that cross cut foliation and consist of white to gray quartz with blebs, disseminations and poorly developed bands of arsenopyrite and other sulfides. The more common mineralized joint sets are oriented east-west and dip steeply to the north. A subordinate set strikes north-south. A third set trends east-west and dips gently south or north.

Minor amounts of disseminated pyrite, arsenopyrite and pyrrhotite were noted in all rock types, including stringers of pyrrhotite in diorite, on the DH grid.

Historically the auriferous and scheelite bearing pyrrhotite skarn mineralization has attracted most of the exploration attention. The Aber and Cominco zones have both been trenched and three NQ size diamond drill holes tested the Cominco Zone in 1979. While mineralization is locally high grade (>10gpt), it is also poddy and the skarn - recrystallized limestone bands are discontinuous. Abundant scheelite recovered by Frank Earl in the upper reaches of Highet Creek attests to the presence of mineralized skarn units in the drainage basin. Non-mineralized clinopyroxene 'skarn' and actinolite-quartz-calcite hornfels is found on the Highet Creek road below the mouth of Harvey Gulch.

The significant mineralized zones are described below.

HAWTHORNE RIDGE ZONE

The Hawthorne Vein occurrence (Minfile #115P 003), located approximately 2km south of Scheelite Dome carries stibnite, arsenopyrite and minor galena in a brecciated and sheared quartz vein. Samples of Hawthorne Vein material assayed up to 63.4 g/t gold (INAC, 1993). The Hawthorne Vein has been interpreted by Kajszo (1992) to lie within a northwest striking shear zone that is interpreted to cut the Scheelite Dome intrusive. A rock chip sample collected 200m north of the Hawthorn Vein on the east side of the ridge returned 14.4gpt over 2.75m. Mineralization consisted of thin (<1cm wide) sheeted white to gray arsenopyrite bearing quartz veins, spaced approximately 0.3m apart, striking east-west and dipping 48 degrees to the north.

HARVEY RIDGE

Excavator Trenches 95-2,5 and 6 were established to test suspected north-south trending fault structures. Strong north-south fault zones were intersected as evidenced by gouge and lithic breccia zones several meters wide, however they were not mineralized. Small zones of quartz veining with clay and disseminated arsenopyrite in weakly bleached and silicified phyllitic quartzite returned gold values as high as 84.3 g/t over 4m.

COMINCO and ABER ZONES

Both zones consist of skarnified recrystallized limestone developed at the contact between Hyland Group marble and the Scheelite Dome quartz monzonite stock. The Cominco Zone has been tested by three NQ size diamond drill holes and numerous bulldozer trenches. The highest gold values, 0.95gpt over 7.9m, were returned from DDH79-3.

The Aber Zone located on the north side of Scheelite Dome is a gold-bismuth bearing skarn (Minfile #115P004 in INAC, 1993). Mineralization consists of disseminated pyrrhotite, scheelite and chalcopyrite in prograde skarn, and scheelite in retrograde actinolite skarn. Samples from trenches returned up to 8.2 g/t gold over 1.5m.

SHEETED ZONE

The Scheelite Dome stock hosts a quartz-muscovite-scheelite-tourmaline stockwork near the head of Scheelite Gulch on the north side (Minfile #115P 004). H-6000 Holdings Ltd. collected rock grab samples that returned up to 24.61gpt gold (Kajszo, 1992). The porphyry potential of this mineralization was tested by bulldozer trenching and soil sampling in 1978 with disappointing results. Three relative ages of veining were noted. The first set, narrow milky white feldspar-quartz veinlets are cross cut by white to light gray quartz veinlets with minor feldspar which in turn are cross cut by white to gray quartz veinlets. The last two sets are variably mineralized with minor arsenopyrite disseminations.

DH GRID

The DH grid was established to cover three clusters of similar gold-bearing quartz-arsenopyrite-scorodite veins, found over a 0.5km by 1.0km area, first located by D. Heon with the Canada/Yukon Geoscience Office (Heah and Hulstein, 1995). Exposure is limited to ridge tops and small cliffs. Veining is located in the northeast, central and the south ends of the grid. Mineralized talus blocks are common elsewhere. Mineralization in the central portion of the grid was found during the construction of the access road. The best mineralization, located on the south end of the grid, is well exposed in a small cliff above a steep gully on the west side of the ridge. Veins trend approximately east-west and dip steeply to the north and are less than 0.3m wide. Thin, <1cm wide, quartz veins in east-west joint sets are locally spaced 0.3m apart. Grab samples of veining returned up to 21.6g/t gold.

HIGHET CREEK & McRAE CREEK ZONES

Both zones are underlain by gently dipping foliated phyllitic quartzites, quartzites and lesser gray phyllite. Mineralization consists of disseminated to semimassive arsenopyrite in discontinuous bands <5cm thick. The quartzites and phyllitic quartzites are commonly silicified where crosscut by quartz veins (<2cm wide). Excavator trenches across the zones exposed gray clay rich foliation conformable phyllite horizons that were also the site of subhorizontal shearing and may represent thrust faults. Occasionally the gray clay will contain up to several percent euhedral stubby arsenopyrite crystals.

BLEILER ZONE

Drill hole SH95-5, was drilled to test arsenopyrite bearing quartz veins, disseminated sulfides, sulfide replacements and pockets of sulfides in clay gouge zones. The hole intersected 4.4m of auriferous silicified pyrrhotite - pyrite mineralization that returned a weighted average of 1.2g/t gold. Arsenic values, while anomalous, rarely exceed 1000ppm. The host rock, a muscovite-quartz-carbonate-K-feldspar schist, is poorly exposed and sparsely mineralized on surface.

MERLE ZONE

Exposure in the area is limited to open placer workings. In 1995 mapping and sampling located a gently undulating 0.5-1.0m wide mineralized gray gouge fault zone crosscutting foliated variably bleached and sericitized phyllitic quartzite and phyllite. Mineralization consists of remnant arsenopyrite in brecciated quartz and scorodite in the gray clay gouge and sparse disseminated arsenopyrite in the altered wallrocks. Fractures and joints are generally coated with fine drusy quartz, light colored clays and limonite/goethite. A grab sample of the mineralized clay gouge returned 7560ppb gold.

MORRISON CREEK EAST

Approximately 400m northeast of the DH grid, a number of argentiferous and weakly auriferous quartz float pieces were found at the headwaters of Morrison Creek. This float

was found in a 1km east-west linear depression, a possible fault zone. Granitoid dykes in the area have a similar orientation. The cockscomb quartz veining is locally limonitic and rusty and at one location contains 5% arsenopyrite. Minor amounts of sulphide-barren quartz veins were noted in the granitoid dykes.

Intense quartz stockwork, over a 75m by 100m area, was found approximately 1.5km to the north-northwest of the DH grid in the Morrison Creek quartz monzonite stock. Only minor pyrite was noted in the veins and disseminated in the stock.

BENNET CREEK EAST

The area is underlain by metasediments although float of gabbro was noted in the creek. A float sample of quartz vein material collected in the creek, containing 5% disseminated limonite, returned 4.25g/t gold while samples containing minor arsenopyrite and pyrite returned low gold values. Grab samples from a white quartz vein located in the same area and exposed over 10's of meters returned low gold values in 1996.

PLACER DEPOSITS

Placer gold deposits in Highet Creek are located primarily in gravels a few feet above bedrock but the principal source is from bedrock crevices (Keele, 1904). According to Keele (1904); "The gold is of a rich, bright colour, the particles as a rule being water worn and smooth, but many of them are angular and wiry and are found adhering to fragments of schist or quartz." Placer gold deposits in creeks on the north side of the property are poor producers compared to those on the south side of the property (Kreft, 1993). Emond (1982) noted that the gold is coarser, more hackly and highly crystalline in form at the head of Highet Creek, compared to the rounded and flattened gold found downstream.

## 6.0 GEOPHYSICS

The airborne geophysical survey flown over the Scheelite Dome Property was comprised of the following:

a) Electromagnetic System with coplanar and coaxial orientations at 900 Hz, coaxial orientation at 5,500 Hz, and coplanar orientations at 7,200 Hz and 56,000 Hz.

b) Magnetometer System was of the optically pumped cesium vapour type and included a base magnetometer and field magnetometer.

c) VLF System with four channels included Seattle, Annapolis, Cutler, and Lualaulei.

d) Additional instruments on board the helicopter included: radar altimeter, analog recorder, digital data acquisition system, video tracking camera, GPS navigational system and a field work station.

Figures 5 through 9 (pages 23 to 27) show color images of the airborne total field magnetics, gradient magnetics and apparent resistivity (900Hz, 7200Hz and 56000Hz). Geophysical interpretation is ideally geared to isotropic rocks. Hyland Group rocks underlying the property are strongly anisotropic due to the pervasive structural fabric. Therefore it is important to know the local structural attitude when interpreting the airborne survey results.

A complete description of survey equipment, products and processing techniques, survey results, statement of costs, list of personnel, primary profiles, contoured maps, and background information regarding the airborne survey is included as a separate report by R. Pritchard of Dighem in Appendix A.

A summary of geophysical anomalies and their relation to geology and soil geochemistry anomalies is described section below in section 6.1 "Discussion of Geophysical Exploration Results".

### 6.1 Discussion of Geophysical Survey Results

Eighteen geophysical anomalies of interest were noted and are shown in Table 4 and on Figures 4 through 9.

## Table 4. Scheelite Dome Property Geophysical Anomalies.

| Anomaly Number | Anomaly Name | Total Field Mag. Response | Vertical Grad. Mag. Response | EM Response (conductors) | 900MHz Resistivity | 7200Hz Resistivity | 56000Hz Resistivity | Mineral Occurrence |
|---|---|---|---|---|---|---|---|---|
| A | Bennett Ck. W. | Large irregular high | High | Mod N-S & E-W | Large low | Large low | Large low | Qtz-aspy vein float |
| B | DK | N-S 0.4X0.6km low | Low | Weak NE | Small low/high | NS low/high | NS low/high | NA |
| C | DH Grid | NE 1.7X4.0km low | Low | Nil | Large high | Large high | Large high | Qtz-aspy veins |
| D | Bleiler Zone & Merle Zone | N-S 1.0X2.5km low | Low | Weak N-S | NNW low | NNW low | NNW low | Qtz-aspy veins, gouge, replace. |
| E | Minto Lake | Large irregular high | Small Low | Numerous weak-mod N-S | Low & high | Low & high | Low & high | NA |
| F | Morrison East | Mag high & small low | High & low | Weak NE | Low | Low | Low | Qtz veins |
| G | Rudolph | Small annular high | High | Nil | Low | Low & high | Low & high | NA |
| H | McRae Fork | N-S 0.15X1.0km low | Low | Scattered Weak-mod | High | High | High&low | NA |
| I | Satellite | N-S 0.15X1.0km high | High | Weak-Mod N-S | N-S low | N-S low | N-S low | NA |
| J | Harvey | N-S 0.5X3.5km low | (2) NE lows | Nil | High | High | High | As, As soil anomaly |
| K | Bill's Creek | Intersection of N-S & E-W lows | NE & E-W low | Weak N-S | On edge of low/high | On edge of low/high | Moderate | Qtz-aspy vein float |
| L | Hawthorne | E-W 0.5X2.0 low | NE low | Weak-mod N-S | High | High & N-S low | High & N-S low | Qtz-aspy-Sb vein |
| M | Cominco | Moderate | Moderate | Weak NE | High | High | High & NE low | Pyrr skarn |
| N | Toby Creek | E-W 0.5X2.0km low | Small low | Nil | High | High & low | High & low | Qtz-aspy veins |
| O | Carlson | Semi-circular high | High | Nil | Irregular low & high | Irregular low & high | Irregular low & high | Aspy in lst |
| P | Minton | NE 0.5X2.0km low | High | Weak-mod NE | Low | Low | Low | NA |
| Q | Johnson | 0.5km semicircular low | Low | V. weak N-S | Irregular low & high | Irregular low & high | Irregular high | NA |
| R | Sheeted | Low | moderate | Weak N-S | 300X600m low | low | low | Qtz-aspy-veins |

Abbreviations: Qtz=quartz, aspy=arsenopyrite, Sb=stibnite; pyrr=pyrrhotite; lst=limestone; replace=replacement; NA=not available

The airborne and resistivity maps magnetic show that the property can be divided into two domains based on differing responses. An arcuate line roughly defined by Highet and Johnson Creeks separates the southwest side, an area with lots of contrast, with the north and east side of the property where the response is smoother with less contrast. The cause of the 'busy' detailed nature of the response on the southwest side is unknown but is suspected to be due in part to, shallower structures, a difference in permeability, greater structural complexity and or alteration and intrusive activity associated with the Minton, Carlson and Minto Lake intrusives.

Overall the magnetic variation is small, less than a 200nT (nanoTesla) contrast. The 56000Hz resistivity map (Figure 9), with a penetration depth in the order of 50m, highlights the creeks, overburden covered areas and coincidentally the known and suspected faults. The 7200Hz map (Figure 8) is the best for all-round geological correlation and interpretation the 900Hz map (Figure 7) confirms deeply overburden covered resistivity high and lows at the expense of contrast.

Major known and suspected faults, especially those in the larger valleys, show up as magnetic and resistivity lows, ie. Highet Creek, Morrison, west fork of Bennet Creek, Harvey Gulch (faults exposed in trenches 95-2 ,5 and 6) and Harvey Zone.

Most of the known intrusive bodies including the Scheelite Dome, Minto Lake and Morrison Creek stocks, on the property failed to display a sharp contrast with the surrounding country rocks. The Minton Creek intrusive (Target P) lies within a northeast magnetic low while the Carlson (Target O), Rudolph (Target G) and Satellite (Target I) intrusives are magnetic highs.

Most of the known mineralized areas lie within magnetic and resistivity lows including the DH Grid. Bleiler, Merle, Hawthorne and Harvey Zones. A short description of the anomalies is given below.

(A) BENNET CREEK EAST

The Bennet Creek East anomaly consists of a large unexplained magnetic high and resistivity lows and a moderately strong EM conductor in the west fork of Bennet Creek. The magnetic high may be due to the presence of gabbro which has been found as float in the creek. The mineralized float found in the creek may be partly explained by the EM conductor which follows the trace of the creek.

(B) DK Anomaly

A magnetic low located off the property. Coarse placer gold was found in the north flowing drainage in 1994 by Mr. Dan Klippert, the quartz and placer claim owner.

(C) DH GRID

The DH Grid covers the DH Zone, an area of widespread auriferous east-west trending, north dipping, quartz arsenopyrite mineralized quartz veins cross cutting phyllitic quartzites. The grid lies within a 1.5km wide north to east-northeast trending magnetic low and a large resistivity high. The resistivity high may be due to the large amount of quartzite and paucity of phyllite on the grid.

(D) BLEILER and MERLE ZONES

Both zones lie within a prominent magnetic and resistivity low that follows the trend of Highet Creek, the site of a suspected fault. The combined Bleiler and Merle Zone anomaly extends west up Highet to the start of the Morrison Creek road and includes the site of the 1995 diamond drilling at the Highet Creek Zone (DDH SH95-1 to 4). The valley is overburden filled and the fault is not exposed on surface. However, although drilling did intersect numerous gouge zones, zones with no core recovery, greenstone bodies and a quartz monzonite body. North trending faults are interpreted to intersect the Highet Creek structure at the Bleiler Zone and Highet Creek Zone. A 900Hz resistivity low extends northwest of the Bleiler Zone and encompasses the Highet Creek Zone. An old bucket line dredge from the 1920's and adjacent present day work shops, located at the junction of Highet and Dredge Creeks, appear as a bullseye magnetic high within the overall magnetic low.

(E) MINTO LAKE ANOMALY

The Minto Lake anomaly covers an area of magnetic and resistivity and lows that more or less surround the Minto Lake Stock. The anomaly area is best defined on the Figure 8, the 7200Hz resistivity map, as a broad low. The nearest mineralization is located at the Merle Zone.

(F) MORRISON EAST ANOMALY

Located north of the DH Grid and covering the Morrison Creek Stock, the anomaly consists of a magnetic high and an adjacent magnetic low that extends to the southeast and includes the DH Grid. Other than a small barren quartz stockwork within the Morrison Creek Stock and quartz-arsenopyrite vein float found south of the stock, no significant mineralization has been found in this area.

(G) RUDOLPH ANOMALY

The Rudolph anomaly, located on the south end of the ridge east of Rudolph Creek, includes a small magnetic high that is very close to a small exposure of quartz monzonite and hornfelsed phyllite. No mineralization has been found in the area.

(H) McRAE FORK ANOMALY

Located at the upper reaches of McRae Creek, the anomaly includes a small magnetic low and a coincident resistivity high. The anomaly is on the margin of the resistivity low that defines the Minto Lake anomaly. There is no known mineralization in the area and McRae Creek has never been placer mined.

(I) SATELLITE ANOMALY

The Satellite Anomaly, a north-south elongated magnetic high covers the Satellite Stock, is located on the east side of a prominent fault zone, expressed as a magnetic and resistivity low, that follows Harvey Gulch to Highet Creek and may continue under Bill's Creek. This fault zone was exposed in Trench 95-2. The Satellite Stock, a quartz monzonite body presumably of the Tombstone Suite, is the sole source of the quartz monzonite boulders found in Highet Creek. Although the stock is cut by the occasional quartz veinlet it is not mineralized.

(j) HARVEY ZONE

The Harvey Zone, located on the east side of the major north-south trending fault exposed in Trench 95-2 (included in the Harvey Zone), covers part of the magnetic and resistivity low associated with the fault and the area to the east. East of the fault the area has a positive magnetic expression and a broad resistivity high. Mineralization is found in Trench 95-2, as described above under "Property Mineralization" and a soil sample line down the ridge returned highly anomalous gold values.

(K) BILL'S CREEK ANOMALY

Bill's Creek is underlain by a magnetic low and a small resistivity high (7200Hz). The creek is also suspected of being the surface trace of a north-south fault. The anomaly is on the edge of the broad resistivity low that surrounds the Minto Creek Stock. Mineralization is restricted to occurrences of quartz arsenopyrite veins and replacements located at the head of the creek and mineralized float within the creek. The creek was tested for placer gold in 1995 with apparently poor results.

(L) HAWTHORNE ZONE

The Hawthorne Zone includes the ridge where the Hawthorne quartz-arsenopyrite-stibnite vein is exposed, Swede Gulch to the west, up to Trench 95-2 (the Harvey Zone) and the area west of Harvey Gulch. The anomaly consists of an approximately east-west trending magnetic low and a resistivity high. Both Harvey and Swede Gulch's are resistivity and magnetic lows. Mineralization on Hawthorne Ridge, other than the Hawthorne Vein, consists of east-west trending north dipping auriferous quartz-arsenopyrite veins on joint sets. Vein type mineralization is also exposed on the west sides of Harvey and Swede Gulches.

(M) COMINCO ZONE

The Cominco Zone resides in an area of moderate magnetic response and high resistivity. The pyrrhotite skarns that make up the zone appear on 4 flight lines as weak EM anomalies. As the EM anomalies do not line up two hypothesis are suggested: either multiple skarn horizons or a folded and or faulted horizon is suspected.

(N) TOBY CREEK ZONE

There are a number of areas of interest in the Toby Creek drainage. Near its mouth a

number of quartz-arsenopyrite veins have been found, in the central part of the drainage significant intrusive bodies have been mapped and near the headwaters more veining and quartz monzonite dykes have been mapped. Like the McRae Fork and Bill's Creek anomalies the Toby Creek Zone straddles the resistivity high - low contact (900Hz map, Figure 7). Small but distinct magnetic lows (Vertical Gradient Magnetics, Figure 6) are found near the head of the creek and in the central portion. These magnetic lows cannot be attributed directly to either known mineralization or intrusive activity.

(O) CARLSON ANOMALY

The geophysical survey did not cover the entire intrusive located at the head of Carlson Creek resulting in a semi-circular magnetic high anomaly. Stream sediment samples from this area were anomalous in gold and float of recrystallized limestone with arsenopyrite was found in the creek. The resistivity signature consists of mixed highs and lows that do not define the stock.

(P) MINTON ANOMALY

The Minton anomaly is defined by elongated northeast trending magnetic and resistivity lows. The anomalous lows are over and parallel the Minton quartz monzonite intrusive which outcrops intermittently along the same trend. To date stream sediment, rock and soil samples have returned relatively low values for gold.

(Q) JOHNSON ANOMALY

The Johnson anomaly, a magnetic low, is located in the extreme southeast corner of the property. Little is known of the geology and mineralization in this area. The resistivity response consists of mixed magnetic highs and lows.

(R) SHEETED ZONE

Located in Scheelite Gulch, the Sheeted Zone is defined by resistivity lows (900Hz, 7200Hz and 56000Hz, Figures 7 to 9) in an area of moderate magnetic relief. Mineralization at the Sheeted Zone consists of auriferous quartz-arsenopyrite veins in an area where soil geochemistry returned anomalous gold values. The anomalous resistivity low straddles the Scheelite Dome intrusive contact while suspected faults are defined by the linear drainages.

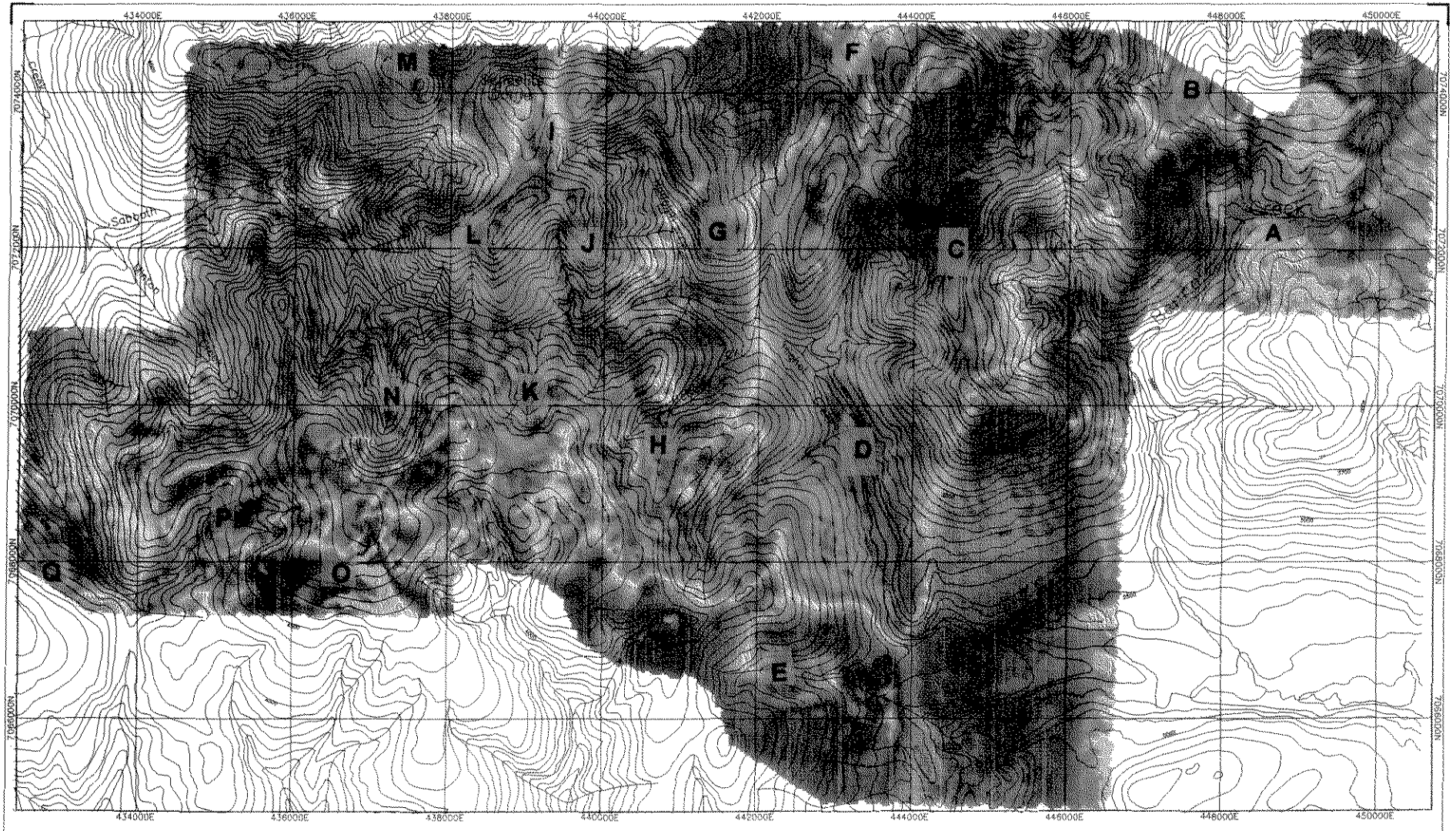
## 7.0 CONCLUSIONS AND RECOMMENDATIONS

The Scheelite Dome property has the potential to host a significant gold deposit. Structurally controlled auriferous quartz-arsenopyrite vein mineralization, calc-silicate, skarn and disseminated sulfide mineralization are correlated with the 95-90 Ma Tombstone intrusive suite due to the spatial relationship with the intrusives and the geochemical signature of the mineralization. Mineralization is predominantly structurally controlled with the more significant mineralization found in east-west trending joint and fault structures that are probably related to the McQuesten Anticline.

The airborne magnetic, resistivity and EM surveys delineated a number of discrete terrains with differing geophysical responses. Major faults can be identified by coincident EM anomalies, magnetic and resistivity lows. Most of the intrusives on the property could not be readily identified by the geophysical survey. The better mineralized zones, DH Grid, Blieler, Merle, Highet Creek and Hawthorne are found within magnetic lows. The resistivity response over the mineralized zones is more variable with both highs and lows. Some zones, like the Sheeted Zone are situated within discrete resistivity lows. Other zones such as the DH Grid and Harvey Zone are found within broad resistivity highs.

Magnetic low signatures may be indicative of hydrothermal activity destroying magnetite and or ilmenite. These magnetic lows are found within intrusives, along conduits such as faults and joints and along permeable horizons within the metasediments - primarily the gritty quartzites.

Based on the results of the 1995 airborne geophysical survey over the Scheelite Dome property further work is warranted. Additional gridding, mapping and sampling is recommended over areas with magnetic and or resistivity lows coincident with indications of mineralization, ie. Toby Creek, Bleiler, Harvey and Hawthorne areas. Bulldozer and/or excavator trenching would be required over most anomalies prior to being drill tested.




**D** **Anomalous Area**

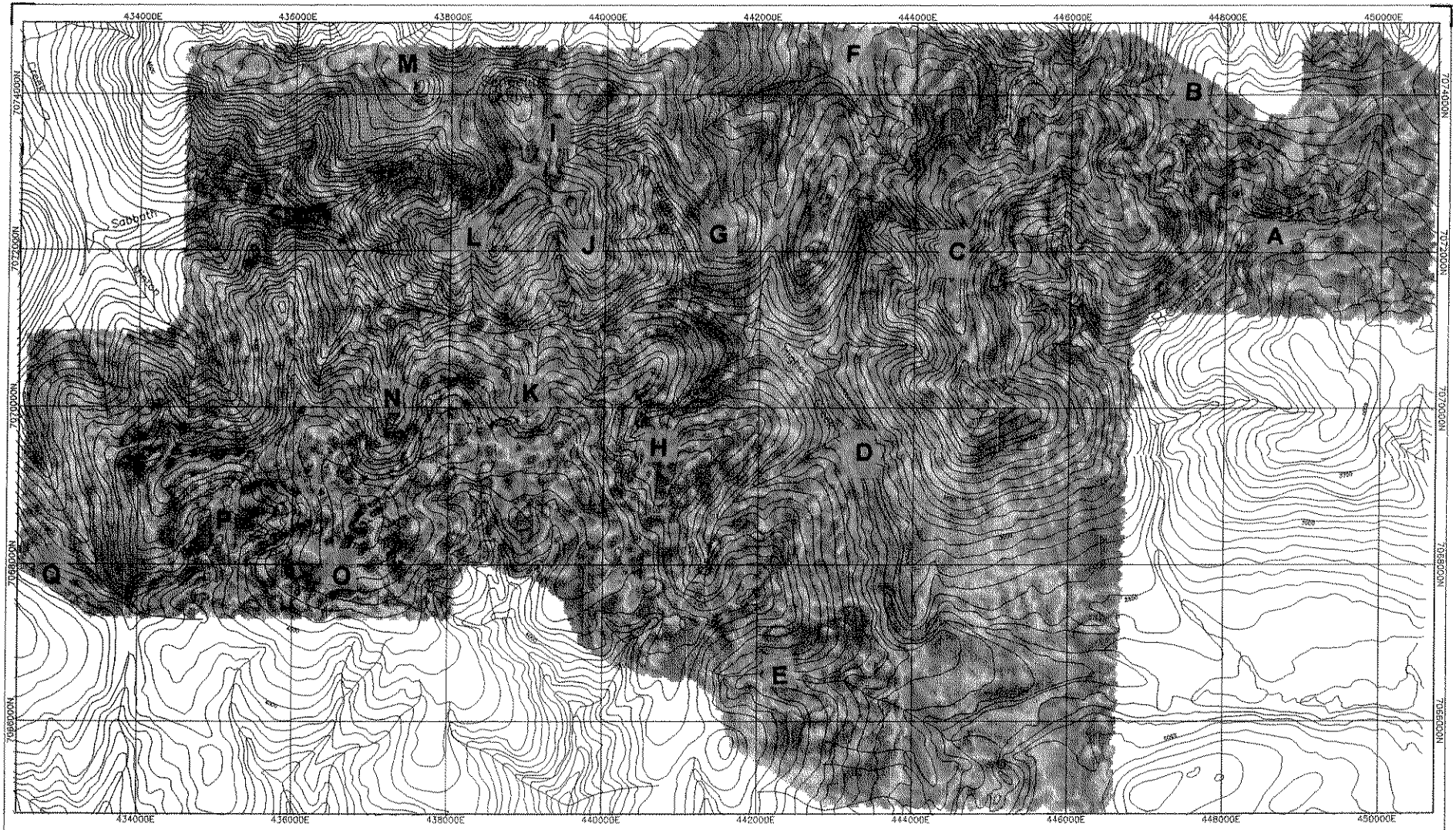
Kennecott Canada Inc.
Vancouver

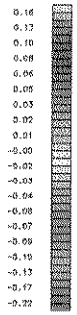
**SC CLAIMS**

**HELICOPTER MAGNETICS**

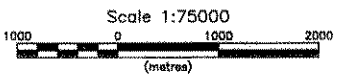
**YUKON, CANADA**

| | | |
|---|---|---|
| Date: 04\05\98 | Author: | |
| File: R56k | PS: | Figure 5 |




D **Anomalous Area**




Kennecott Canada Inc.
Vancouver

**SC CLAIMS**

**HELICOPTER MAGNETICS**
**(VERICAL GRADIENT)**

**YUKON, CANADA**

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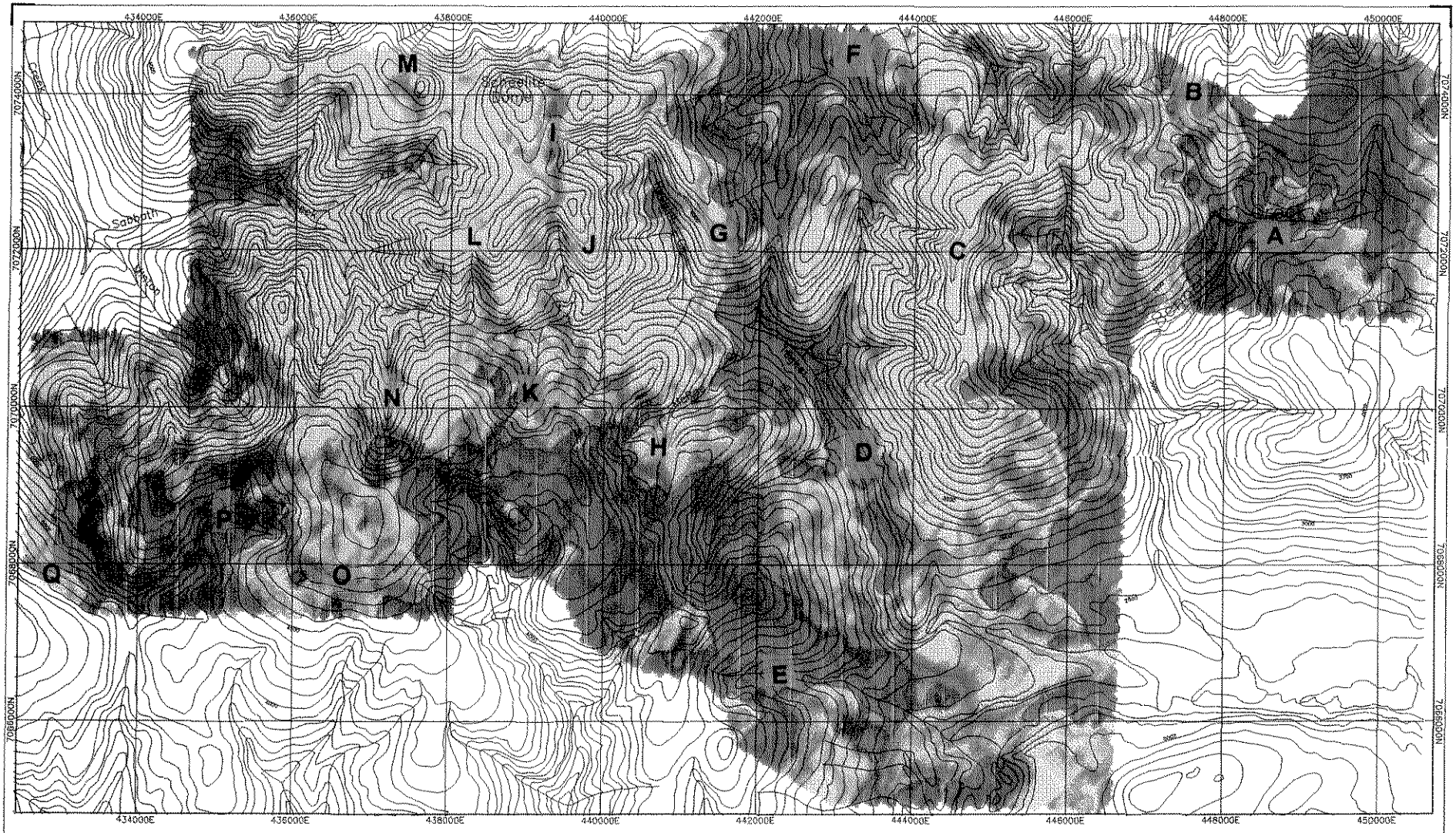


Kennecott Canada Inc.
Vancouver

**SC CLAIMS**

## HELICOPTER RESISTIVITY
**(900 Hz)**

**YUKON, CANADA**

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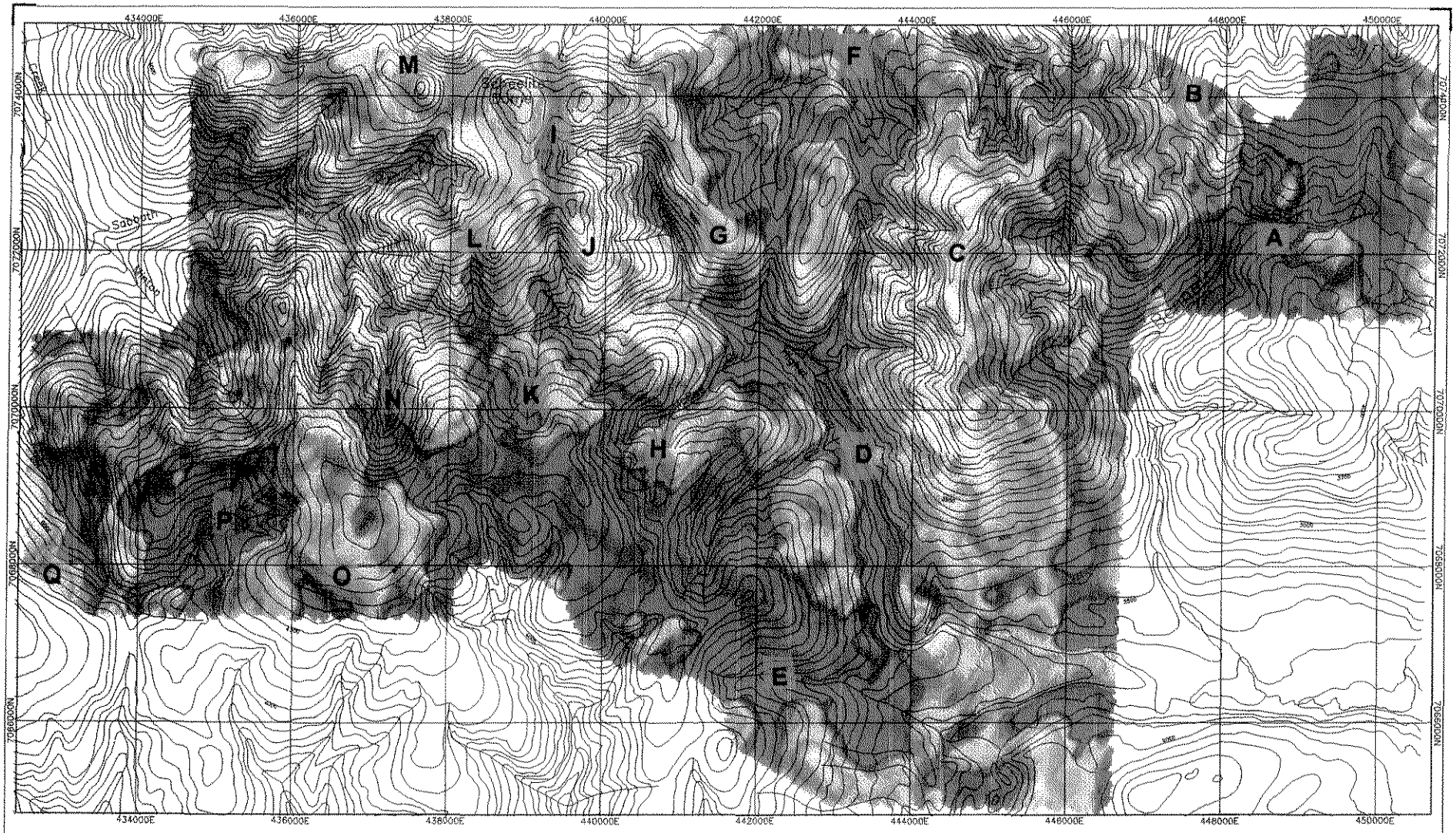
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(metres)
RESISTIVITY
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Kennecott Canada Inc.
Vancouver
SC CLAIMS
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(7200 Hz)
YUKON, CANADA
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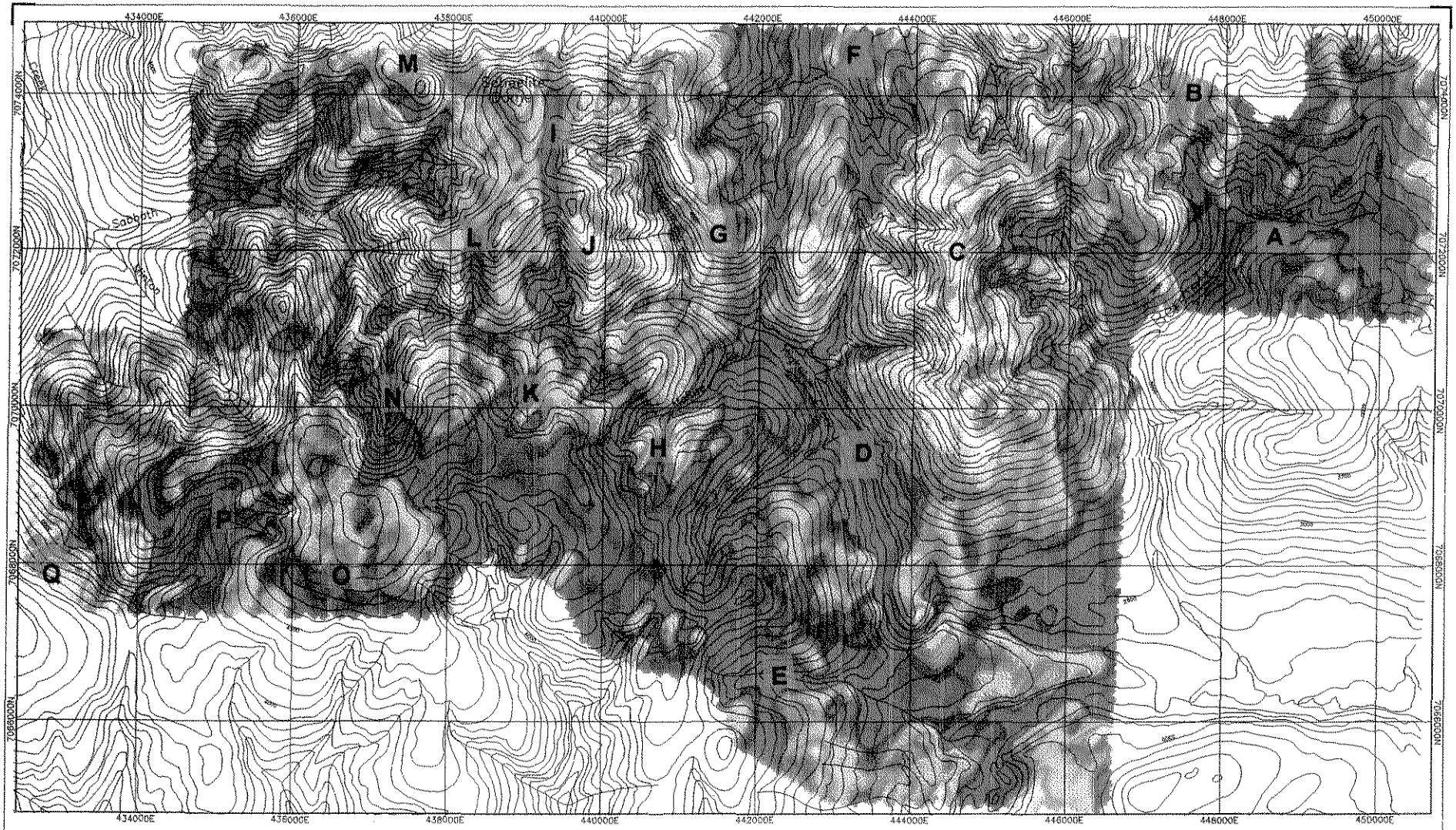
Figure 8



Scale 1:75000

1000 0 1000 2000

(metres)

**D** **Anomalous Area**

Kennecott Canada Inc.
Vancouver

**SC CLAIMS**

## HELICOPTER RESISTIVITY
**(56000 Hz)**

**YUKON, CANADA**

| | | |
|---|---|---|
| Date: 04\05\98 | Author: | |
| File: R56k | PS: | Figure 9 |

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## 9.0 STATEMENT OF QUALIFICATIONS

I, Rick J. Zuran, B.Sc., with a business address:

Kennecott Canada Inc.
3169 Third Avenue
Whitehorse,Y.T.,
Y1A 1G4

and residential address in Whitehorse, Yukon Territory, do hereby certify that:

1. I am a graduate of the University of British Columbia with a Bachelor Degree in Geological Sciences (1988).

2. I have been engaged in mineral exploration since 1977 for base metals, uranium, and precious metals in the Yukon Territory, Northwest Territories, British Columbia, Labrador, and Saskatchewan.

3. I have been associated as an employee/contractor with the following companies and universities in mineral exploration and academic work:

| | |
|---|---|
| Denison Mines Ltd. | OBI Resources |
| Anaconda Canada Exploration Ltd. | Mt. Skukum Gold Mining Corp. |
| Selco Ltd. | Total Energold Corp. |
| BP Minerals Ltd | Energold Minerals Inc. |
| University of Ottawa | North American Metals Corp. |
| University of British Columbia | Kennecott Canada Inc. |

4. I am a member of the Yukon Chamber of Mines.

5. I am the co-author of this report on the Scheelite Dome property, Mayo Mining District, Yukon, which is based on my review of collected data and on referenced sources.

Dated at Whitehorse, Yukon Territory this 30th day of October, 1996.

Respectfully submitted,

Rick J. Zuran

I, Roger W. Hulstein, with business address:

Kennecott Canada Inc.
354-200 Granville Street
Vancouver, B.C.
V6C 1S4

and residential address in Whitehorse, Yukon Territory, do hereby certify that:

1. I am a geologist with Kennecott Canada Inc.

2. I am a graduate of Saint Mary's University, Halifax, with a degree in geology (B.Sc., 1981) and have been involved in geology and mineral exploration continuously since 1978.

3. I am a fellow of the Geological Association of Canada (F3572).

4. I am registered as a professional geoscientist (No. 19127) with the Association of Professional Engineers and Geoscientists of the Province of British Columbia.

5. I am the co-author of this report on the Scheelite Dome, Mayo Mining District, Yukon, which is based on my personal examination of the ground during June - Oct., 1995 and on referenced sources.

Dated at Whitehorse, Yukon Territory this 29 day of October, 1996.

Respectfully submitted,

Roger Hulstein, B.Sc., FGAC, P.Geo.

**APPENDIX A**
**Dighem Report #1243**
**By: R. Pritchard**
**for**
**Kennecott Canada Inc.**
**Scheelite Dome Area**
**Central Yukon**
**NTS. 115P/9, 16**

Report #1243

# DIGHEM$^V$ SURVEY
# FOR
# KENNECOTT CANADA INC.
# SCHEELITE DOME AREA
# CENTRAL YUKON

## NTS 115P/9,16

Dighem, A division of CGG Canada Ltd.
Mississauga, Ontario
March 22, 1996

Ruth A. Pritchard
Geophysicist

A1243MAR.96R

# SUMMARY

This report describes the logistics and results of a DIGHEM$^V$ airborne geophysical survey carried out for Kennecott Canada Inc., over a property located in the Scheelite Dome area, Central Yukon. Total coverage of the survey block amounted to 1275 km. The survey was flown from January 3 to January 11, 1996.

The purpose of the survey was to detect zones of conductive mineralization and to provide information that could be used to map the geology and structure of the survey area. This was accomplished by using a DIGHEM$^V$ multi-coil, multi-frequency electromagnetic system, supplemented by a high sensitivity Cesium magnetometer and a four-channel VLF receiver. The information from these sensors was processed to produce maps which display the magnetic and conductive properties of the survey area. A GPS electronic navigation system, utilizing a UHF link, ensured accurate positioning of the geophysical data with respect to the base maps. Visual flight path recovery techniques were used to confirm the location of the helicopter where visible topographic features could be identified on the ground.

The survey property contains several anomalous features, some of which may be considered as exploration targets. Most of the inferred bedrock conductors appear to warrant further investigation using appropriate surface exploration techniques. Areas of interest may be assigned priorities on the basis of supporting geophysical, geochemical and/or geological information. After initial investigations have been carried out, it may

be necessary to re-evaluate the remaining anomalies based on information acquired from the follow-up program.

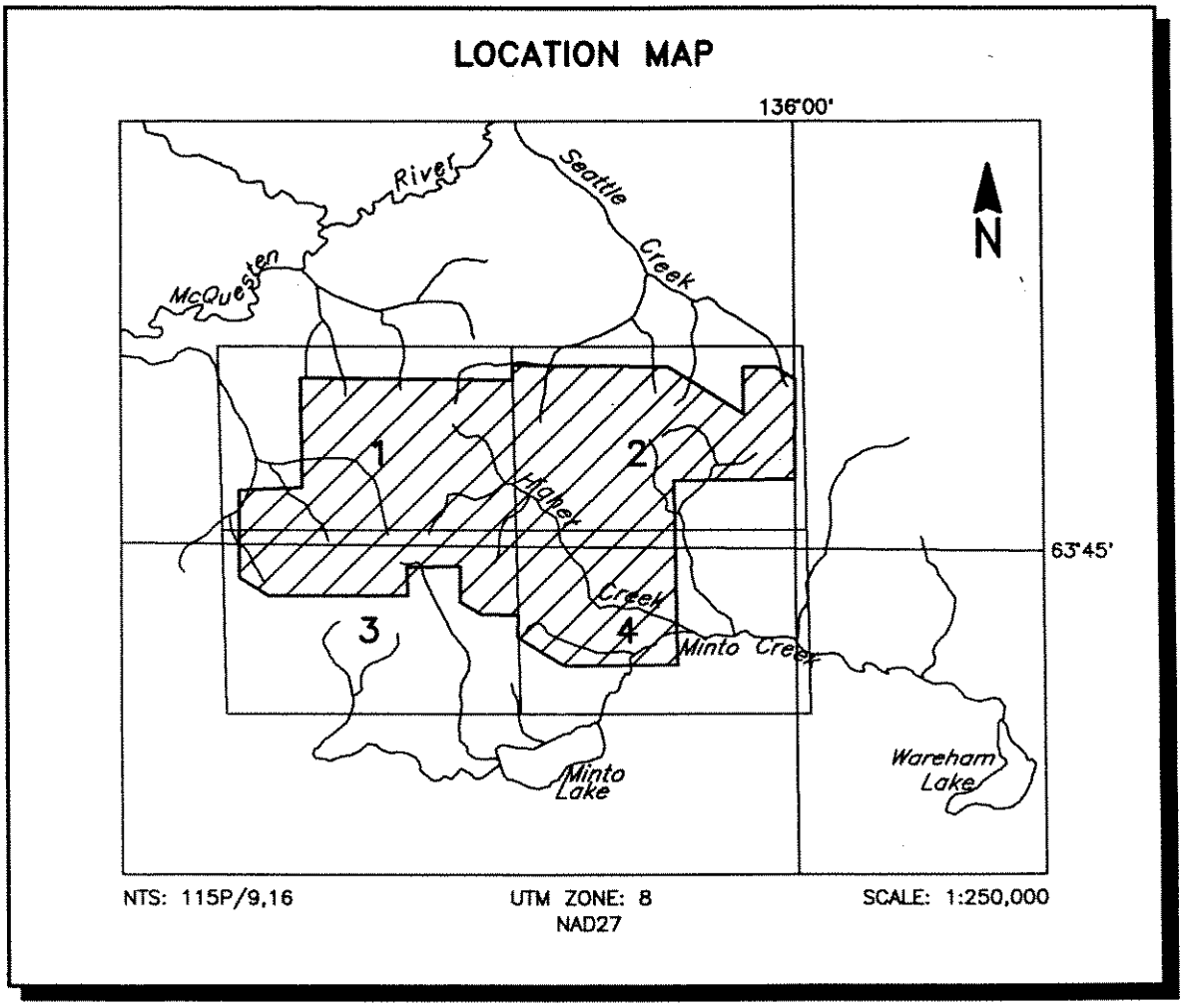


FIGURE 1
KENNECOTT CANADA INC.
SCHEELITE DOME AREA, CENTRAL YUKON
JOB 1243

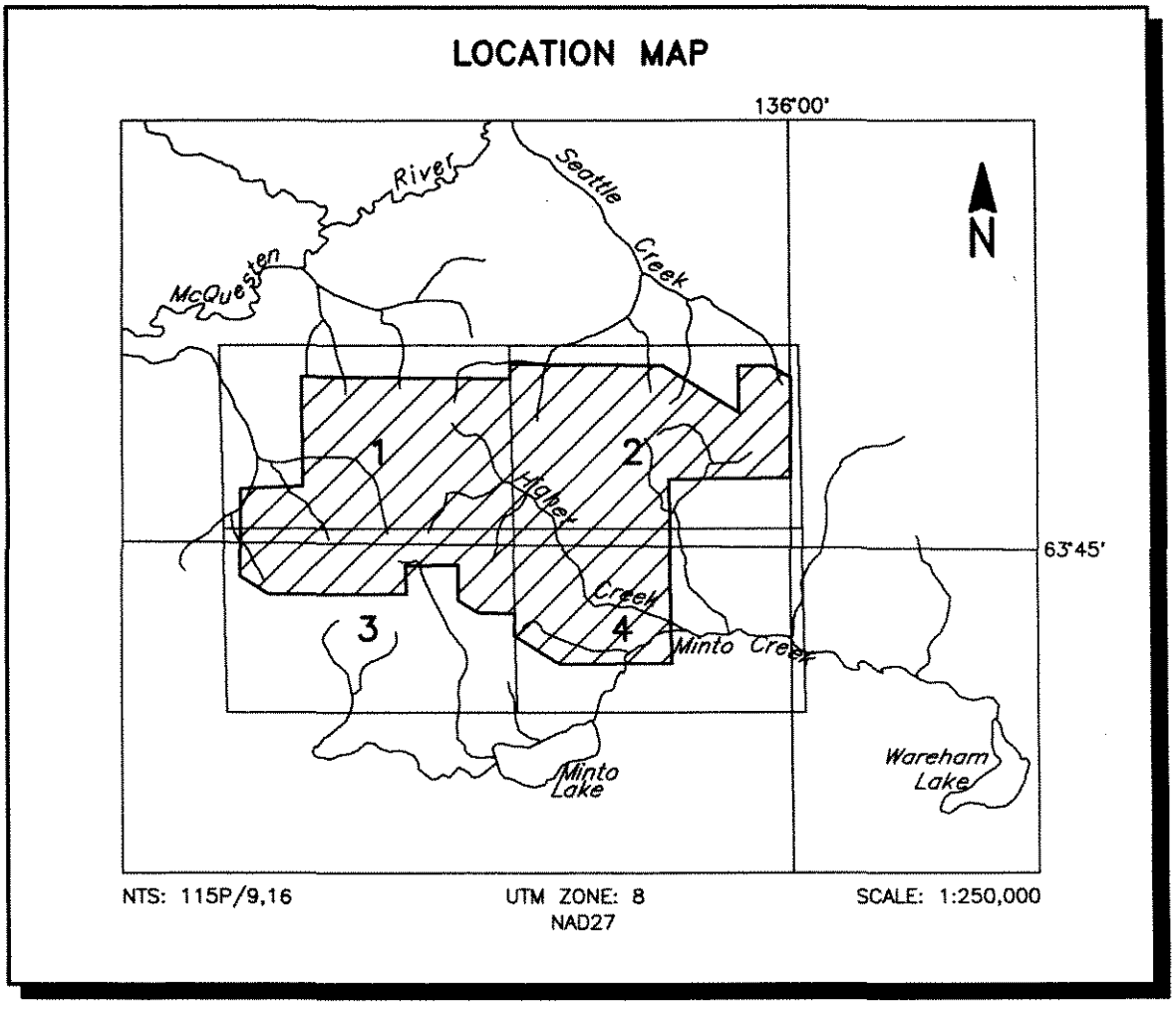


FIGURE 1
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# INTRODUCTION

A DIGHEM$^V$ electromagnetic/resistivity/magnetic survey was flown for Kennecott Canada Inc., from January 3 to January 11, 1996, over a survey block located in the Scheelite Dome area, Central Yukon. The survey area can be located on NTS map sheet 115P/9,16 (see Figure 1).

Survey coverage consisted of approximately 1275 line-km, including 40 line-km of tie lines. Flight lines were flown in an azimuthal direction of 125°/305° with a line separation of 100 metres.

The survey employed the DIGHEM$^V$ electromagnetic system. Ancillary equipment consisted of a magnetometer, radar altimeter, video camera, analog and digital recorders, a VLF receiver and an electronic navigation system. The instrumentation was installed in an Aerospatiale AS350B turbine helicopter (Registration FSWI) which was provided by Hi-Wood Helicopters Ltd. The helicopter flew at an average airspeed of 101 km/h with an EM bird height of approximately 30 m.

Section 2 provides details on the survey equipment, the data channels, their respective sensitivities, and the navigation/flight path recovery procedure. Noise levels of less than 2 ppm are generally maintained for wind speeds up to 35 km/h. Higher winds may cause the system to be grounded because excessive bird swinging produces

difficulties in flying the helicopter. The swinging results from the 5 $m^2$ of area which is presented by the bird to broadside gusts.

In some portions of the survey area, the steep topography forced the pilot to exceed normal terrain clearance for reasons of safety. It is possible that some weak conductors may have escaped detection in areas where the bird height exceeded 120 m. In difficult areas where near-vertical climbs were necessary, the forward speed of the helicopter was reduced to a level which permitted excessive bird swinging. This problem, combined with the severe stresses to which the bird was subjected, gave rise to aerodynamic noise levels which are slightly higher than normal. Where warranted, reflights were carried out to minimize these adverse effects.

# SURVEY EQUIPMENT

This section provides a brief description of the geophysical instruments used to acquire the survey data:

## Electromagnetic System

| | |
|---|---|
| Model: | DIGHEM$^V$ |
| Type: | Towed bird, symmetric dipole configuration operated at a nominal survey altitude of 30 metres. Coil separation is 8 metres for 900 Hz, 5500 Hz and 7200 Hz, and 6.3 metres for the 56,000 Hz coil-pair. |
| Coil orientations/frequencies: | coaxial / 900 Hz<br>coplanar / 900 Hz<br>coaxial / 5,500 Hz<br>coplanar / 7,200 Hz<br>coplanar / 56,000 Hz |
| Channels recorded: | 5 inphase channels<br>5 quadrature channels<br>2 monitor channels |
| Sensitivity: | 0.06 ppm at 900 Hz<br>0.10 ppm at 5,500 Hz<br>0.10 ppm at 7,200 Hz<br>0.30 ppm at 56,000 Hz |
| Sample rate: | 10 per second |

The electromagnetic system utilizes a multi-coil coaxial/coplanar technique to energize conductors in different directions. The coaxial coils are vertical with their axes

in the flight direction. The coplanar coils are horizontal. The secondary fields are sensed simultaneously by means of receiver coils which are maximum coupled to their respective transmitter coils. The system yields an inphase and a quadrature channel from each transmitter-receiver coil-pair.

## Magnetometer

| | |
|---|---|
| Model: | Picodas 3340 |
| Type: | Optically pumped Cesium vapour |
| Sensitivity: | 0.01 nT |
| Sample rate: | 10 per second |

The magnetometer sensor is towed in a bird 20 m below the helicopter.

## Magnetic Base Station

| | |
|---|---|
| Model: | Scintrex MEP-710 |
| Type: | Digital recording cesium vapour |
| Sensitivity: | 0.01 nT |
| Sample rate: | 1 per second |

A digital recorder is operated in conjunction with the base station magnetometer to record the diurnal variations of the earth's magnetic field. The clock of the base station is synchronized with that of the airborne system to permit subsequent removal of diurnal drift.

## VLF System

| | | |
|---|---|---|
| Manufacturer: | Herz Industries Ltd. | |
| Type: | Totem-2A | |
| Sensitivity: | 0.1% | |
| Stations: | Seattle, Washington; | NLK, 24.8 kHz |
| | Annapolis, Maryland; | NSS, 21.4 kHz |
| | Cutler, Maine; | NAA, 24.0 kHz |
| | Lualaulei, Hawaii; | NPM, 23.4 kHz |

The VLF receiver measures the total field and vertical quadrature components of the secondary VLF field. Signals from two separate transmitters can be measured simultaneously. The VLF sensor is housed in the same bird as the magnetic sensor, and is towed 20 m below the helicopter.

## Radar Altimeter

| | |
|---|---|
| Manufacturer: | Honeywell/Sperry |
| Type: | AA 220 |
| Sensitivity: | 0.3 m |

The radar altimeter measures the vertical distance between the helicopter and the ground. This information is used in the processing algorithm which determines conductor depth.

## Analog Recorder

| | |
|---|---|
| Manufacturer: | RMS Instruments |
| Type: | DGR33 dot-matrix graphics recorder |
| Resolution: | 4x4 dots/mm |
| Speed: | 1.5 mm/sec |

The analog profiles are recorded on chart paper in the aircraft during the survey. Table 2-1 lists the geophysical data channels and the vertical scale of each profile.

## Table 2-1. The Analog Profiles

| Channel Name | Parameter | Scale units/mm | Designation on digital profile |
|---|---|---|---|
| 1X9I | coaxial inphase ( 900 Hz) | 2.5 ppm | CXI ( 900 Hz) |
| 1X9Q | coaxial quad ( 900 Hz) | 2.5 ppm | CXQ ( 900 Hz) |
| 3P4I | coplanar inphase ( 900 Hz) | 2.5 ppm | CPI ( 900 Hz) |
| 3P4Q | coplanar quad ( 900 Hz) | 2.5 ppm | CPQ ( 900 Hz) |
| 2P7I | coplanar inphase (7200 Hz) | 5 ppm | CPI (7200 Hz) |
| 2P7Q | coplanar quad (7200 Hz) | 5 ppm | CPQ (7200 Hz) |
| 4X7I | coaxial inphase (5500 Hz) | 5 ppm | CXI (5500 Hz) |
| 4X7Q | coaxial quad (5500 Hz) | 5 ppm | CXQ (5500 Hz) |
| 5P5I | coplanar inphase(56000 Hz) | 10 ppm | CPI (56 kHz) |
| 5P5Q | coplanar quad (56000 Hz) | 10 ppm | CPQ (56 kHz) |
| ALTR | altimeter | 3 m | ALT |
| MAGC | magnetics, coarse | 20 nT | MAG |
| MAGF | magnetics, fine | 2.0 nT | |
| VF1T | VLF-total: primary stn. | 2% | |
| VF1Q | VLF-quad: primary stn. | 2% | |
| VF2T | VLF-total: secondary stn. | 2% | |
| VF2Q | VLF-quad: secondary stn. | 2% | |
| CXSP | coaxial spherics monitor | | CXS |
| CPSP | coplanar spherics monitor | | CPS |
| CPPL | coplanar powerline monitor | | |
| 4XSP | coaxial spherics monitor | | |

## Table 2-2. The Digital Profiles

| Channel Name (Freq) | Observed parameters | Scale units/mm |
|---|---|---|
| MAG | magnetics | 5 nT |
| ALT | bird height | 6 m |
| CXI ( 900 Hz) | vertical coaxial coil-pair inphase | 2 ppm |
| CXQ ( 900 Hz) | vertical coaxial coil-pair quadrature | 2 ppm |
| CPI ( 900 Hz) | horizontal coplanar coil-pair inphase | 2 ppm |
| CPQ ( 900 Hz) | horizontal coplanar coil-pair quadrature | 2 ppm |
| CXI (5500 Hz) | vertical coaxial coil-pair inphase | 4 ppm |
| CXQ (5500 Hz) | vertical coaxial coil-pair quadrature | 4 ppm |
| CPI (7200 Hz) | horizontal coplanar coil-pair inphase | 4 ppm |
| CPQ (7200 Hz) | horizontal coplanar coil-pair quadrature | 4 ppm |
| CPI (56 kHz) | horizontal coplanar coil-pair inphase | 10 ppm |
| CPQ (56 kHz) | horizontal coplanar coil-pair quadrature | 10 ppm |
| CXS | coaxial spherics monitor | |
| CPS | coplanar spherics monitor | |
| | Computed Parameters | |
| DFI (7200 Hz) | difference function inphase from CXI and CPI | 4 ppm |
| DFQ (7200 Hz) | difference function quadrature from CXQ and CPQ | 4 ppm |
| RES ( 900 Hz) | log resistivity | .06 decade |
| RES (7200 Hz) | log resistivity | .06 decade |
| RES (56 kHz) | log resistivity | .06 decade |
| DP ( 900 Hz) | apparent depth | 6 m |
| DP (7200 Hz) | apparent depth | 6 m |
| DP (56 kHz) | apparent depth | 6 m |
| CDT | conductance | 1 grade |

## Digital Data Acquisition System

Manufacturer: RMS Instruments

Model: DGR 33

Recorder: RMS TCR-12, 6400 bpi, tape cartridge recorder

The digital data are used to generate several computed parameters. Both measured and computed parameters are plotted as "multi-channel stacked profiles" during data processing. These parameters are shown in Table 2-2. In Table 2-2, the log resistivity scale of 0.06 decade/mm means that the resistivity changes by an order of magnitude in 16.6 mm. The resistivities at 0, 33 and 67 mm up from the bottom of the digital profile are respectively 1, 100 and 10,000 ohm-m.

## Tracking Camera

Type: Panasonic Video

Model: AG 2400/WVCD132

Fiducial numbers are recorded continuously and are displayed on the margin of each image. This procedure ensures accurate correlation of analog and digital data with respect to visible features on the ground.

## Navigation System (RT-DGPS)

| | |
|---|---|
| Model: | Sercel NR106, Real-time differential positioning |
| Type: | SPS (L1 band), 10-channel, C/A code, 1575.42 MHz. |
| Sensitivity: | -132 dBm, 0.5 second update |
| Accuracy: | < 5 metres in differential mode,<br>± 50 metres in S/A (non differential) mode |

The Global Positioning System (GPS) is a line of sight, satellite navigation system which utilizes time-coded signals from at least four of the twenty-four NAVSTAR satellites. In the differential mode, two GPS receivers are used. The base station unit is used as a reference which transmits real-time corrections to the mobile unit in the aircraft, via a UHF radio datalink. The on-board system calculates the flight path of the helicopter while providing real-time guidance. The raw XYZ data are recorded for both receivers, thereby permitting post-survey processing for accuracies of approximately 5 metres.

Although the base station receiver is able to calculate its own latitude and longitude, a higher degree of accuracy can be obtained if the reference unit is established on a known benchmark or triangulation point. The GPS records data relative to the WGS84 ellipsoid, which is the basis of the revised North American Datum (NAD83).

Conversion software is used to transform the WGS84 coordinates to the system displayed on the base maps.

## Field Workstation

| | |
|---|---|
| Manufacturer: | Dighem |
| Model: | FWS: V2.65 |
| Type: | 80486 based P.C. |

A portable PC-based field workstation is used at the survey base to verify data quality and completeness. Flight tapes are dumped to a hard drive to permit the creation of a database. This process allows the field operators to display both the positional (flight path) and geophysical data on a screen or printer.

# PRODUCTS AND PROCESSING TECHNIQUES

The following products are available from the survey data. Those which are not part of the survey contract may be acquired later. Refer to Table 3-1 for a summary of the products which are required under the terms of the contract. Most parameters can be displayed as contours, profiles, or in colour.

## Base Maps

Base maps of the survey area have been produced from published topographic maps. These provide a relatively accurate, distortion-free base which facilitates correlation of the navigation data to the UTM grid.

## Electromagnetic Anomalies

Anomalous electromagnetic responses are selected and analysed by computer to provide a preliminary electromagnetic anomaly map. This preliminary map is used, by the geophysicist, in conjunction with the computer-generated digital profiles, to produce the final interpreted EM anomaly map. This map includes bedrock surficial and cultural conductors. A map containing only bedrock conductors can be generated, if desired.

## Table 3-1 Survey Products

1. Preliminary Products @ 1:20,000

   "Redball" EM anomalies with 5500 Hz coaxial profiles
   Total field magnetic contours

2. Final Transparent Maps (+3 prints) @ 1:10,000

   Dighem EM anomalies
   Total field magnetic contours
   Calculated vertical magnetic gradient contours
   Resistivity (900 Hz) contours
   Resistivity (7200 Hz) contours
   Resistivity (56,000 Hz) contours

3. Colour Maps (2 sets) @ 1:10,000

   Total field magnetics
   Calculated vertical magnetic gradient
   Resistivity (900 Hz)
   Resistivity (7200 Hz)
   Resistivity (56,000 Hz)

4. Additional Products

   Digital XYZ archive in Geosoft format (CD-ROM)
   Digital grid archives in I-POWER format (CD-ROM)
   Survey report (3 copies)
   Multi-channel stacked profiles
   Analog chart records
   Flight path video cassettes

Note: Other products can be produced from existing survey data, if requested.

## Resistivity

The apparent resistivity in ohm-m can be generated from the inphase and quadrature EM components for any of the frequencies, using a pseudo-layer halfspace model. A resistivity map portrays all the EM information for that frequency over the entire survey area. This contrasts with the electromagnetic anomaly map which provides information only over interpreted conductors. The large dynamic range makes the resistivity parameter an excellent mapping tool.

## EM Magnetite

The apparent percent magnetite by weight is computed wherever magnetite produces a negative inphase EM response. This calculation is more meaningful in resistive areas.

## Total Field Magnetics

The aeromagnetic data are corrected for diurnal variation using the magnetic base station data. The regional IGRF can be removed from the data, if requested.

## Enhanced Magnetics

The total field magnetic data are subjected to a processing algorithm. This algorithm enhances the response of magnetic bodies in the upper 500 m and attenuates the response of deeper bodies. The resulting enhanced magnetic map provides better definition and resolution of near-surface magnetic units. It also identifies weak magnetic features which may not be evident on the total field magnetic map. However, regional magnetic variations, and magnetic lows caused by remanence, are better defined on the total field magnetic map. The technique is described in more detail in Section 5.

## Magnetic Derivatives

The total field magnetic data may be subjected to a variety of filtering techniques to yield maps of the following:

first vertical derivative (vertical gradient)

second vertical derivative

magnetic susceptibility with reduction to the pole

upward/downward continuations

All of these filtering techniques improve the recognition of near-surface magnetic bodies, with the exception of upward continuation. Any of these parameters can be produced on request. Dighem's proprietary enhanced magnetic technique is designed to provide a general "all-purpose" map, combining the more useful features of the above parameters.

## Multi-channel Stacked Profiles

Distance-based profiles of the digitally recorded geophysical data are generated and plotted by computer. These profiles also contain the calculated parameters which are used in the interpretation process. These are produced as worksheets prior to interpretation, and can also be presented in the final corrected form after interpretation. The profiles display electromagnetic anomalies with their respective interpretive symbols.

## Contour, Colour and Shadow Map Displays

The geophysical data are interpolated onto a regular grid using a modified Akima spline technique. The resulting grid is suitable for generating contour maps of excellent quality. The grid cell size is usually 25% of the line interval.

Colour maps are produced by interpolating the grid down to the pixel size. The parameter is then incremented with respect to specific amplitude ranges to provide colour "contour" maps. Colour maps of the total magnetic field are particularly useful in defining the lithology of the survey area.

Monochromatic shadow maps are generated by employing an artificial sun to cast shadows on a surface defined by the geophysical grid. There are many variations in the shadowing technique. These techniques may be applied to total field or enhanced magnetic data, magnetic derivatives, VLF, resistivity, etc. The shadow of the enhanced magnetic parameter is particularly suited for defining geological structures with crisper images and improved resolution.

## Conductivity-depth Sections

The apparent resistivities for all frequencies can be displayed simultaneously as coloured conductivity-depth sections. Usually, only the coplanar data are displayed as the quality tends to be higher than that of the coaxial data.

Conductivity-depth sections can be generated in two formats:

(1) Sengpiel resistivity sections, where the apparent resistivity for each frequency is plotted at the depth of the centroid of the inphase current flow[1]; and,

(2) Differential resistivity sections, where the differential resistivity is plotted at the differential depth[2].

Both the Sengpiel and differential methods are derived from the pseudo-layer halfspace model. Both yield a coloured conductivity-depth section which attempts to portray a smoothed approximation of the true resistivity distribution with depth. Conductivity-depth sections are most useful in conductive layered situations, but may be unreliable in areas of moderate to high resistivity where signal amplitudes are weak. In areas where inphase responses have been suppressed by the effects of magnetite, the computed resistivities shown on the sections may be unreliable. The differential resistivity technique was developed by Dighem. It is more sensitive than the Sengpiel section to changes in the earth's resistivity and it reaches deeper.

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1 Approximate Inversion of Airborne EM Data from Multilayered Ground: Sengpiel, K.P., Geophysical Prospecting 36, 446-459, 1988.

2 The Differential Resistivity Method for Multi-frequency Airborne EM Sounding: Huang, H. and Fraser, D.C., presented at Intern. Airb. EM Workshop, Tucson, Ariz., 1993.

# SURVEY RESULTS

## GENERAL DISCUSSION

The survey results are presented on four separate map sheets for each parameter at a scale of 1:10,000. Table 4-1 summarizes the EM responses in the survey area, with respect to conductance grade and interpretation.

The anomalies shown on the electromagnetic anomaly maps are based on a near-vertical, half plane model. This model best reflects "discrete" bedrock conductors. Wide bedrock conductors or flat-lying conductive units, whether from surficial or bedrock sources, may give rise to very broad anomalous responses on the EM profiles. These may not appear on the electromagnetic anomaly map if they have a regional character rather than a locally anomalous character. These broad conductors, which more closely approximate a half space model, will be maximum coupled to the horizontal (coplanar) coil-pair and should be more evident on the resistivity parameter. Resistivity maps, therefore, may be more valuable than the electromagnetic anomaly maps, in areas where broad or flat-lying conductors are considered to be of importance. Contoured resistivity maps, based on the 900 Hz, 7200 Hz and 56,000 Hz coplanar data are included with this report.

# TABLE 4-1

## EM ANOMALY STATISTICS

## SCHEELITE DOME AREA, YUKON

| CONDUCTOR GRADE | CONDUCTANCE RANGE SIEMENS (MHOS) | NUMBER OF RESPONSES |
|---|---|---|
| 7 | >100 | 0 |
| 6 | 50 - 100 | 0 |
| 5 | 20 - 50 | 0 |
| 4 | 10 - 20 | 9 |
| 3 | 5 - 10 | 24 |
| 2 | 1 - 5 | 198 |
| 1 | <1 | 337 |
| * | INDETERMINATE | 523 |
| TOTAL | | 1091 |

| CONDUCTOR MODEL | MOST LIKELY SOURCE | NUMBER OF RESPONSES |
|---|---|---|
| D | DISCRETE BEDROCK CONDUCTOR | 44 |
| B | DISCRETE BEDROCK CONDUCTOR | 325 |
| S | CONDUCTIVE COVER | 703 |
| H | ROCK UNIT OR THICK COVER | 16 |
| E | EDGE OF WIDE CONDUCTOR | 3 |
| TOTAL | | 1091 |

(SEE EM MAP LEGEND FOR EXPLANATIONS)

Excellent resolution and discrimination of conductors was accomplished by using a fast sampling rate of 0.1 sec and by employing a common frequency (900 Hz) on two orthogonal coil-pairs (coaxial and coplanar). The resulting "difference channel" parameters often permit differentiation of bedrock and surficial conductors, even though they may exhibit similar conductance values.

Anomalies which occur near the ends of the survey lines (i.e., outside the survey area), should be viewed with caution. Some of the weaker anomalies could be due to aerodynamic noise, i.e., bird bending, which is created by abnormal stresses to which the bird is subjected during the climb and turn of the aircraft between lines. Such aerodynamic noise is usually manifested by an anomaly on the coaxial inphase channel only, although severe stresses can affect the coplanar inphase channels as well.

## Magnetics

A Scintrex MEP-710 cesium vapour magnetometer was operated at the survey base 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 permit subsequent removal of diurnal drift.

The background magnetic level has been adjusted to match the International Geomagnetic Reference Field (IGRF) for the survey area. The IGRF gradient across the survey block is left intact.

The total field magnetic data have been presented as contours on the base maps using a contour interval of 5 nT where gradients permit. The maps show the magnetic properties of the rock units underlying the survey area.

The total field magnetic data have been subjected to a processing algorithm to produce first vertical magnetic gradient maps. This procedure enhances near-surface magnetic units and suppresses regional gradients. It also provides better definition and resolution of magnetic units and displays weak magnetic features which may not be clearly evident on the total field maps. Maps of the second vertical magnetic derivative can also be prepared from existing survey data, if requested.

If a specific magnetic intensity can be assigned to the rock type which is believed to host the target mineralization, it may be possible to select areas of higher priority on the basis of the total field magnetic data. This is based on the assumption that the magnetite content of the host rocks will give rise to a limited range of contour values which will permit differentiation of various lithological units.

The magnetic results, in conjunction with the other geophysical parameters, should provide valuable information which can be used to effectively map the geology and structure in the survey area.

## VLF

VLF results were obtained from the transmitting stations at Cutler, Maine (NAA - 24.0 kHz), Seattle, Washington (NLK - 24.8 kHz), Annapolis, Maryland (NSS - 21.4 kHz) and Lualualei, Hawaii (NPM - 23.4 kHz).

The VLF method is quite sensitive to the angle of coupling between the conductor and the propagated EM field. Consequently, conductors which strike towards the VLF station will usually yield a stronger response than conductors which are nearly orthogonal to it.

The VLF parameter does not normally provide the same degree of resolution available from the EM data. Closely-spaced conductors, conductors of short strike length or conductors which are poorly coupled to the VLF field, may escape detection with this method. Erratic signals from the VLF transmitters can also give rise to strong, isolated anomalies which should be viewed with caution. VLF was not required under the terms of the contract.

## Resistivity

Resistivity maps, which display the conductive properties of the survey area, were produced from the 900 Hz, 7200 Hz and 56,000 Hz coplanar data. The maximum resistivity values, which are calculated for each frequency, are 1,000, 8,000 and 20,000 ohm-m respectively. These cutoffs eliminate the meaningless higher resistivities which would result from very small EM amplitudes. The minimum resistivity value is 0.000017 times the frequency. This minimum resistivity cutoff eliminates errors due to the lack of an absolute phase control for the EM data.

## Electromagnetics

The EM anomalies resulting from this survey appear to fall within one of two general categories. The first type consists of discrete, well-defined anomalies which yield marked inflections on the difference channels. These anomalies are usually attributed to conductive sulphides or graphite and are generally given a "B", "T" or "D" interpretive symbol, denoting a bedrock source.

The second class of anomalies comprises moderately broad responses which exhibit the characteristics of a half space and do not yield well-defined inflections on the difference channels. Anomalies in this category are usually given an "S" or "H"

interpretive symbol. The lack of a difference channel response usually implies a broad or flat-lying conductive source such as overburden. Some of these anomalies may reflect conductive rock units or zones of deep weathering.

The effects of conductive overburden are evident over portions of the survey area. Although the difference channels (DFI and DFQ) are extremely valuable in detecting bedrock conductors which are partially masked by conductive overburden, sharp undulations in the bedrock/overburden interface can yield anomalies in the difference channels which may be interpreted as possible bedrock conductors. Such anomalies usually fall into the "S?" or "B?" classification but may also be given an "E" interpretive symbol, denoting a resistivity contrast at the edge of a conductive unit.

In areas where EM responses are evident primarily on the quadrature components, zones of poor conductivity are indicated. Where these responses are coincident with magnetic anomalies, it is possible that the inphase component amplitudes have been suppressed by the effects of magnetite. Most of these poorly-conductive magnetic features give rise to resistivity anomalies which are only slightly below background. If it is expected that poorly-conductive economic mineralization may be associated with magnetite-rich units, most of these weakly anomalous features will be of interest. In areas where magnetite causes the inphase components to become negative, the apparent conductance and depth of EM anomalies may be unreliable.

It is difficult to assess the relative merits of EM anomalies on the basis of conductance. It is recommended that an attempt be made to compile a suite of geophysical "signatures" over areas of interest. Anomaly characteristics are clearly defined on the computer-processed geophysical data profiles which are supplied as one of the survey products.

A complete assessment and evaluation of the survey data should be carried out by one or more qualified professionals who have access to, and can provide a meaningful compilation of, all available geophysical, geological and geochemical data.

## CONDUCTORS IN THE SURVEY AREA

The electromagnetic anomaly maps show the anomaly locations with the interpreted conductor type, dip, conductance and depth being indicated by symbols. Direct magnetic correlation is also shown if it exists. The strike direction and length of the conductors are indicated when anomalies can be correlated from line to line. When studying the map sheets, consult the anomaly listings appended to this report.

The magnetic data display a dynamic range of slightly under 400 nT. They also display good correlation with the topography. Many of the rivers and creeks in the area are evident on the magnetic map as possible structural breaks. This suggests that the river systems in the area may be structurally controlled.

A large semi-circular feature, situated in the southern portion of the block, displays distinct magnetic characteristics. This zone is most clearly defined on the vertical derivative and shadow magnetics. The southern extent of this zone is undefined by the survey area, and it is bounded to the east by a prominent structural break associated with Highet Creek. It displays a general association with a topographic high. Many possible bedrock anomalies have been interpreted within this magnetic feature, between tie lines 19020 and 19030. Most reflect weakly conductive sources within a broad conductive zone which displays conductivities of between 250 and 600 ohm-metres. Several conductive trends are indicative of thin dyke-like sources (10290H-10300E, 10310E-10330I and 10360I-10390G).

Several bedrock conductors have been interpreted along the western edge of the large circular feature above.

Conductor 10040B-10110B reflects a moderately weak, thin bedrock source. It is situated at a magnetic contrast at the edge of a magnetic low which appears to define the western extent of the circular feature.

Conductors 10220C-10230C, 10220D-10260D, 10250B, 10270C and 10270D are associated with an elongate, moderately magnetic unit. Conductor 10220D-10260D is coincident with a thin, weakly magnetic trend situated on the east flank of the magnetic feature associated with this group of conductors.

Scheelite Dome, a topographic high, is situated near the northern edge of the western portion of the survey block. A moderately magnetic zone is generally associated with it. Several possible bedrock anomalies have been interpreted in the vicinity of this topographic high. Most reflect weak sources of possible bedrock origin situated on the southern slope of the topographic high.

A thin magnetic trend strikes north/south immediately east of Scheelite Dome. It is associated with a prominent structural break which also extends north/south from the north end of line 10960 to the south end of line 10340. Conductor 10780E-10850A is indicative of a thin, moderately weak bedrock source coincident with this magnetic trend. It is situated at the eastern edge of a thin, moderately conductive trend. This conductive trend probably reflects a surficial source, as it is associated with a topographic low cointaining several creeks.

Two interesting magnetic features are centered at fiducial 2688 on line 10541 and 4042 on line 10570. Both are circular magnetic lows which may reflect remanent magnetism. They are situated within a topographic low containing Sabbath Creek. A broad zone of conductivity is associated with the topographic low.

Anomaly 10620E is situated in the central region of the block. It is one of the stronger, better defined anomalies in the area. It reflects a single line, thin dyke-like

source possibly dipping to the southwest. It is situated at the western edge of a broad, moderately magnetic feature which trends north/south.

Conductors 10810G-10870F, 10870G-10890E, 10890C, 10890D, 10920F-10930F, and 10930E are associated with a broad, east/west trending resistivity low. The source of this conductivity appears to be at depth. Conductor 10810G-10870F reflects a thin dyke-like source situated at the western edge of the conductive zone.

Another broad conductive zone whose source seems to be at depth is situated near the northern edge of the join between sheets 1 and 2.

Few other conductors display well-defined anomaly shapes indicative of discrete bedrock sources or any extended strike length. Most reflect weak possible bedrock sources. Many possible anomalous features are associated with the northern portion of a broad magnetic low which trends approximately north/south through the centre of the survey block.

# CONCLUSIONS AND RECOMMENDATIONS

This report provides a very brief description of the survey results and describes the equipment, procedures and logistics of the survey.

The survey was successful in locating many moderately weak or broad conductors which may warrant additional work. The various maps included with this report display the magnetic and conductive properties of the survey area. It is recommended that the survey results be reviewed in detail, in conjunction with all available geophysical, geological and geochemical information. Particular reference should be made to the computer generated data profiles which clearly define the characteristics of the individual anomalies.

The interpreted bedrock conductors defined by the survey should be subjected to further investigation, using appropriate surface exploration techniques. Anomalies which are currently considered to be of moderately low priority may require upgrading if follow-up results are favourable.

It is also recommended that image processing of existing geophysical data be considered, in order to extract the maximum amount of information from the survey results. Current software and imaging techniques often provide valuable information on structure and lithology, which may not be clearly evident on the contour and colour

maps. These techniques can yield images which define subtle, but significant, structural details.

Respectfully submitted,

**DIGHEM**

Ruth A. Pritchard
Geophysicist

RAP/sdp

A1243MAR.96R

# APPENDIX A

## LIST OF PERSONNEL

The following personnel were involved in the acquisition, processing, interpretation and presentation of data, relating to a DIGHEM$^{V}$ airborne geophysical survey carried out for Kennecott Canada Inc., in the Scheelite Dome area, Central Yukon.

| | |
|---|---|
| Chris Nind | Manager, Helicopter Geophysics |
| Greg Paleolog | Manager, Field Operations |
| Steve Haney | Senior Geophysical Operator |
| Paul Kendall | Pilot (Hi-Wood Helicopters Ltd.) |
| Gordon Smith | Data Processing Supervisor |
| Ruth Pritchard | Interpretation Geophysicist |
| Lyn Vanderstarren | Drafting Supervisor |
| Mike Armstrong | Draftsperson (CAD) |
| Susan Pothiah | Word Processing Operator |
| Albina Tonello | Secretary/Expeditor |

The survey consisted of 1275 km of coverage, flown from January 3 to January 11, 1996.

All personnel are employees of Dighem, except for the pilot who is an employee of Hi-Wood Helicopters Ltd.

**DIGHEM**

R. Pritchard

Ruth A. Pritchard
Geophysicist

RAP/sdp

A1243MAR.96R

# APPENDIX B

# STATEMENT OF COST

Date: March 22, 1996

## IN ACCOUNT WITH DIGHEM

To: Dighem flying of Agreement dated December 1, 1995, pertaining to an Airborne Geophysical Survey in the Scheelite Dome area, Central Yukon.

Survey Charges

| | |
|---|---|
| Fixed charge for 1275 line-km of flying plus mobilizatin costs of $2,000.00. | $119,800.00 |

Allocation of Costs

| | |
|---|---|
| - Data Acquisition | (60%) |
| - Data Processing | (20%) |
| - Interpretation, Report and Maps | (20%) |

**DIGHEM**

Ruth A. Pritchard
Geophysicist

RAP/sdp

A1243MAR.96R

# APPENDIX C

# EM ANOMALY LIST

| | COAXIAL 1049 HZ | | COPLANAR 891 HZ | | COPLANAR 7312 HZ | | VERTICAL DIKE | | | HORIZONTAL CONDUCTIVE SHEET | | | | MAG CORR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ANOMALY/ FID/INTERP | REAL PPM | QUAD PPM | REAL PPM | QUAD PPM | REAL PPM | QUAD PPM | COND SIEMEN | DEPTH* M | | COND SIEMEN | DEPTH M | RESIS OHM-M | DEPTH M | NT |
| LINE 10020 | (FLIGHT 1) | | | | | | | | | | | | | |
| A 1036S | 2 | 4 | 1 | 3 | 6 | 17 | 1.9 | 31 | | 1 | 98 | 689 | 5 | 0 |
| B 1061S? | 2 | 3 | 1 | 3 | 6 | 18 | 1.9 | 43 | | 1 | 85 | 521 | 11 | 0 |
| LINE 10030 | (FLIGHT 1) | | | | | | | | | | | | | |
| A 1168S | 0 | 1 | 0 | 2 | 2 | 4 | - | - | | - | - | - | - | 0 |
| B 1144S? | 0 | 5 | 1 | 3 | 6 | 14 | 0.4 | 0 | | 1 | 100 | 802 | 3 | 0 |
| LINE 10040 | (FLIGHT 12) | | | | | | | | | | | | | |
| A 4637B? | 0 | 2 | 1 | 2 | 2 | 4 | - | - | | - | - | - | - | 0 |
| B 4617D | 0 | 2 | 1 | 3 | 8 | 21 | 0.4 | 0 | | 1 | 77 | 413 | 14 | 0 |
| LINE 10050 | (FLIGHT 12) | | | | | | | | | | | | | |
| A 4757B? | 1 | 3 | 1 | 3 | 4 | 18 | 0.8 | 10 | | 1 | 73 | 327 | 19 | 0 |
| LINE 10060 | (FLIGHT 12) | | | | | | | | | | | | | |
| A 4864S | 0 | 1 | 1 | 2 | 2 | 4 | - | - | | - | - | - | - | 0 |
| B 4843B? | 0 | 2 | 2 | 3 | 8 | 11 | 0.4 | 0 | | 1 | 95 | 299 | 37 | 0 |
| LINE 10070 | (FLIGHT 12) | | | | | | | | | | | | | |
| A 5061S | 0 | 1 | 1 | 2 | 2 | 4 | - | - | | - | - | - | - | 0 |
| B 5088B? | 0 | 3 | 1 | 3 | 8 | 19 | 0.4 | 0 | | 1 | 100 | 223 | 47 | 0 |
| C 5098E | 0 | 1 | 1 | 4 | 7 | 28 | 0.4 | 0 | | 1 | 126 | 464 | 37 | 0 |
| LINE 10080 | (FLIGHT 12) | | | | | | | | | | | | | |
| A 5217S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | | - | - | - | - | 0 |
| B 5181B? | 0 | 3 | 2 | 4 | 9 | 16 | 0.4 | 0 | | 1 | 76 | 211 | 25 | 0 |
| C 5165S | 0 | 3 | 1 | 7 | 11 | 44 | 0.4 | 0 | | 1 | 58 | 525 | 3 | 0 |
| LINE 10090 | (FLIGHT 12) | | | | | | | | | | | | | |
| A 5329S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | | - | - | - | - | 0 |
| B 5378D | 0 | 2 | 2 | 4 | 9 | 10 | 0.4 | 0 | | 1 | 95 | 244 | 37 | 0 |
| C 5396S | 0 | 3 | 1 | 5 | 9 | 27 | 0.5 | 0 | | 1 | 57 | 377 | 5 | 14 |
| LINE 10100 | (FLIGHT 13) | | | | | | | | | | | | | |
| A 725S | 0 | 1 | 1 | 2 | 2 | 4 | - | - | | - | - | - | - | 0 |
| B 674B? | 0 | 6 | 2 | 9 | 14 | 43 | 0.4 | 0 | | 1 | 38 | 487 | 0 | 0 |
| C 654S | 0 | 6 | 1 | 14 | 19 | 96 | 0.4 | 0 | | 1 | 27 | 535 | 0 | 0 |
| LINE 10110 | (FLIGHT 13) | | | | | | | | | | | | | |
| A 810S | 1 | 3 | 1 | 2 | 12 | 27 | 0.9 | 18 | | 1 | 73 | 647 | 0 | 0 |
| B 883B? | 1 | 3 | 1 | 4 | 14 | 16 | 0.6 | 0 | | 1 | 69 | 626 | 0 | 0 |

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| ANOMALY/ FID/INTERP | COAXIAL 1049 HZ REAL PPM | COAXIAL 1049 HZ QUAD PPM | COPLANAR 891 HZ REAL PPM | COPLANAR 891 HZ QUAD PPM | COPLANAR 7312 HZ REAL PPM | COPLANAR 7312 HZ QUAD PPM | VERTICAL DIKE COND SIEMEN | VERTICAL DIKE DEPTH* M | HORIZONTAL SHEET COND SIEMEN | HORIZONTAL SHEET DEPTH M | CONDUCTIVE EARTH RESIS OHM-M | CONDUCTIVE EARTH DEPTH M | MAG CORR NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 10110 | (FLIGHT 13) | | | | | | | | | | | | |
| C 901S | 0 | 3 | 1 | 8 | 12 | 48 | 0.4 | 0 | 1 | 42 | 488 | 0 | 18 |
| LINE 10120 | (FLIGHT 13) | | | | | | | | | | | | |
| A 1072S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 1018S? | 0 | 2 | 1 | 5 | 13 | 25 | 0.4 | 0 | 1 | 50 | 387 | 0 | 0 |
| C 1012S? | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| D 1006S? | 1 | 5 | 1 | 7 | 11 | 34 | 0.9 | 16 | 1 | 54 | 337 | 8 | 5 |
| E 990S | 0 | 3 | 0 | 4 | 7 | 23 | 0.4 | 0 | 1 | 69 | 713 | 0 | 0 |
| F 975S? | 0 | 0 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 15 |
| LINE 10130 | (FLIGHT 13) | | | | | | | | | | | | |
| A 1179B? | 0 | 1 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 1200B? | 1 | 1 | 0 | 1 | 3 | 8 | 2.3 | 76 | 1 | 114 | 613 | 20 | 0 |
| C 1236S | 0 | 2 | 1 | 2 | 2 | 2 | - | - | - | - | - | - | 0 |
| D 1258S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 10140 | (FLIGHT 13) | | | | | | | | | | | | |
| A 1441B? | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 1423B? | 0 | 1 | 1 | 4 | 5 | 13 | 0.4 | 0 | 1 | 78 | 620 | 3 | 0 |
| C 1391S? | 1 | 5 | 1 | 7 | 16 | 42 | 1.0 | 13 | 1 | 34 | 560 | 0 | 0 |
| D 1378S | 0 | 4 | 2 | 8 | 13 | 36 | 0.4 | 0 | 1 | 51 | 398 | 6 | 0 |
| LINE 10150 | (FLIGHT 13) | | | | | | | | | | | | |
| A 1549B? | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 1586B? | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| C 1599B? | 0 | 1 | 1 | 0 | 1 | 4 | - | - | - | - | - | - | 0 |
| D 1614S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| E 1643B? | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| F 1670B? | 0 | 1 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 10 |
| LINE 10160 | (FLIGHT 13) | | | | | | | | | | | | |
| A 1845S? | 0 | 1 | 0 | 3 | 7 | 13 | 0.8 | 4 | 1 | 110 | 1024 | 0 | 0 |
| B 1812E | 0 | 2 | 0 | 6 | 6 | 8 | 0.4 | 0 | 1 | 55 | 811 | 0 | 0 |
| C 1809S | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| D 1777H | 0 | 3 | 1 | 6 | 5 | 16 | 0.4 | 0 | 1 | 52 | 501 | 0 | 0 |
| E 1740S | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 10170 | (FLIGHT 13) | | | | | | | | | | | | |
| A 2135B? | 0 | 1 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 2167H | 1 | 5 | 2 | 6 | 12 | 32 | 0.8 | 15 | 1 | 43 | 544 | 0 | 0 |
| C 2203S | 0 | 1 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |

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| ANOMALY/ FID/INTERP | COAXIAL 1049 HZ REAL PPM | COAXIAL 1049 HZ QUAD PPM | COPLANAR 891 HZ REAL PPM | COPLANAR 891 HZ QUAD PPM | COPLANAR 7312 HZ REAL PPM | COPLANAR 7312 HZ QUAD PPM | VERTICAL DIKE COND SIEMEN | VERTICAL DIKE DEPTH* M | HORIZONTAL SHEET COND SIEMEN | HORIZONTAL SHEET DEPTH M | CONDUCTIVE EARTH RESIS OHM-M | CONDUCTIVE EARTH DEPTH M | MAG CORR NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 10180 | (FLIGHT 13) | | | | | | | | | | | | |
| A 2374H | 0 | 2 | 1 | 6 | 12 | 39 | 0.4 | 0 | 1 | 44 | 602 | 0 | 0 |
| B 2337H | 1 | 2 | 1 | 8 | 15 | 42 | 0.9 | 16 | 1 | 35 | 577 | 0 | 0 |
| C 2290H | 0 | 2 | 1 | 4 | 3 | 24 | 0.4 | 0 | 1 | 67 | 783 | 0 | 0 |
| LINE 10190 | (FLIGHT 13) | | | | | | | | | | | | |
| A 2579S | 0 | 3 | 0 | 8 | 8 | 51 | 0.4 | 0 | 1 | 50 | 660 | 0 | 0 |
| B 2608D | 0 | 3 | 1 | 4 | 2 | 27 | 0.4 | 0 | 1 | 45 | 525 | 0 | 0 |
| C 2617S | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 6 |
| D 2652B? | 0 | 1 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| E 2670S? | 0 | 2 | 0 | 4 | 2 | 26 | 0.4 | 0 | 1 | 70 | 858 | 0 | 0 |
| LINE 10200 | (FLIGHT 13) | | | | | | | | | | | | |
| A 2836S? | 0 | 2 | 0 | 5 | 6 | 31 | 0.4 | 0 | 1 | 64 | 841 | 0 | 0 |
| B 2820B? | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| C 2809B? | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| D 2802D | 1 | 2 | 1 | 2 | 10 | 5 | 0.8 | 6 | 1 | 51 | 469 | 0 | 0 |
| E 2793B | 0 | 4 | 2 | 7 | 10 | 44 | 0.4 | 0 | 1 | 48 | 415 | 3 | 0 |
| F 2781B? | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| G 2748S? | 0 | 1 | 0 | 1 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 10210 | (FLIGHT 13) | | | | | | | | | | | | |
| A 3075B? | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 3080B? | 0 | 0 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| C 3149B? | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| D 3161B? | 0 | 1 | 0 | 5 | 5 | 37 | 0.4 | 0 | 1 | 45 | 679 | 0 | 0 |
| E 3165B? | 0 | 3 | 1 | 7 | 12 | 37 | 0.4 | 0 | 1 | 39 | 627 | 0 | 0 |
| F 3185S? | 0 | 1 | 1 | 1 | 1 | 4 | - | - | - | - | - | - | 0 |
| LINE 10220 | (FLIGHT 13) | | | | | | | | | | | | |
| A 3668S | 0 | 1 | 0 | 1 | 1 | 4 | - | - | - | - | - | - | 0 |
| B 3636S? | 0 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| C 3601B? | 0 | 3 | 1 | 2 | 15 | 7 | 0.4 | 0 | 1 | 61 | 550 | 0 | 0 |
| D 3596B? | 0 | 1 | 1 | 3 | 15 | 8 | 0.4 | 0 | 1 | 35 | 475 | 0 | 0 |
| E 3589B? | 0 | 1 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| F 3582S? | 0 | 1 | 1 | 1 | 2 | 4 | - | - | - | - | - | - | 0 |
| G 3576B? | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 50 |
| LINE 10230 | (FLIGHT 13) | | | | | | | | | | | | |
| A 3830B? | 0 | 4 | 0 | 3 | 7 | 20 | 0.4 | 0 | 1 | 86 | 776 | 3 | 0 |
| B 3838B? | 0 | 2 | 1 | 0 | 2 | 4 | - | - | - | - | - | - | 0 |
| C 3867B? | 0 | 3 | 1 | 5 | 20 | 16 | 0.4 | 0 | 1 | 47 | 473 | 0 | 0 |

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| ANOMALY/ FID/INTERP | COAXIAL 1049 HZ REAL PPM | COAXIAL 1049 HZ QUAD PPM | COPLANAR 891 HZ REAL PPM | COPLANAR 891 HZ QUAD PPM | COPLANAR 7312 HZ REAL PPM | COPLANAR 7312 HZ QUAD PPM | VERTICAL DIKE COND SIEMEN | VERTICAL DIKE DEPTH* M | HORIZONTAL SHEET COND SIEMEN | HORIZONTAL SHEET DEPTH M | CONDUCTIVE EARTH RESIS OHM-M | CONDUCTIVE EARTH DEPTH M | MAG CORR NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 10230 | (FLIGHT 13) | | | | | | | | | | | | |
| D 3870B? | 0 | 2 | 2 | 5 | 20 | 16 | 0.4 | 0 | 1 | 44 | 316 | 0 | 8 |
| E 3944S? | 0 | 2 | 1 | 2 | 2 | 12 | 0.4 | 0 | 1 | 94 | 903 | 0 | 0 |
| LINE 10240 | (FLIGHT 1) | | | | | | | | | | | | |
| A 1541S? | 4 | 5 | 1 | 8 | 22 | 40 | 4.8 | 38 | 1 | 48 | 525 | 0 | 0 |
| B 1580S? | 1 | 5 | 2 | 6 | 22 | 23 | 0.5 | 0 | 1 | 48 | 291 | 1 | 17 |
| C 1602S? | 5 | 5 | 2 | 5 | 14 | 28 | 5.2 | 44 | 1 | 60 | 448 | 7 | 0 |
| LINE 10250 | (FLIGHT 1) | | | | | | | | | | | | |
| A 2443S? | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 2473D | 2 | 3 | 2 | 6 | 17 | 17 | 3.2 | 28 | 1 | 38 | 273 | 0 | 0 |
| C 2484D | 0 | 6 | 3 | 6 | 21 | 20 | 0.4 | 0 | 1 | 51 | 294 | 3 | 12 |
| D 2490B? | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| E 2498S? | 1 | 1 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| F 2507S? | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| G 2555S? | 0 | 2 | 0 | 1 | 2 | 4 | - | - | - | - | - | - | 5 |
| H 2572S | 0 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| I 2600D | 1 | 8 | 1 | 10 | 25 | 54 | 0.4 | 0 | 1 | 39 | 651 | 0 | 0 |
| LINE 10260 | (FLIGHT 1) | | | | | | | | | | | | |
| A 2850S | 0 | 1 | 0 | 1 | 1 | 5 | 0.5 | 1 | 1 | 133 | 938 | 14 | 0 |
| B 2825S | 1 | 1 | 0 | 1 | 2 | 4 | - | - | - | - | - | - | 0 |
| C 2768S? | 2 | 4 | 1 | 6 | 12 | 21 | 1.8 | 18 | 1 | 40 | 727 | 0 | 60 |
| D 2761B? | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| E 2751S | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| F 2733S | 0 | 2 | 0 | 3 | 2 | 20 | 0.4 | 0 | 1 | 98 | 996 | 0 | 20 |
| G 2712S | 0 | 2 | 0 | 4 | 5 | 26 | 0.4 | 0 | 1 | 79 | 890 | 0 | 0 |
| H 2678B? | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| I 2672B? | 2 | 4 | 1 | 4 | 10 | 10 | 2.6 | 31 | 1 | 60 | 715 | 0 | 0 |
| LINE 10270 | (FLIGHT 1) | | | | | | | | | | | | |
| A 2978S? | 1 | 1 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 7 |
| B 3035S? | 0 | 3 | 1 | 3 | 8 | 16 | 0.4 | 0 | 1 | 125 | 625 | 23 | 0 |
| C 3076B? | 1 | 4 | 1 | 7 | 18 | 24 | 0.5 | 0 | 1 | 55 | 495 | 0 | 40 |
| D 3080B? | 0 | 3 | 2 | 7 | 18 | 24 | 0.4 | 0 | 1 | 46 | 480 | 0 | 0 |
| E 3145B? | 1 | 2 | 0 | 1 | 1 | 4 | - | - | - | - | - | - | 0 |
| F 3193B? | 2 | 7 | 2 | 9 | 24 | 39 | 1.4 | 3 | 1 | 40 | 547 | 0 | 0 |
| G 3195B? | 2 | 7 | 2 | 9 | 24 | 39 | 1.5 | 8 | 1 | 39 | 384 | 0 | 0 |
| LINE 10280 | (FLIGHT 1) | | | | | | | | | | | | |
| A 3590S? | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 10280 | (FLIGHT 1) | | | | | | | | | | | | |
| B 3553D | 1 | 5 | 0 | 4 | 8 | 29 | 0.4 | 1 | 1 | 115 | 1024 | 0 | 0 |
| C 3487S | 0 | 4 | 1 | 8 | 18 | 49 | 0.4 | 0 | 1 | 55 | 625 | 0 | 30 |
| D 3433S | 0 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| E 3397S? | 0 | 7 | 2 | 5 | 15 | 26 | 0.4 | 0 | 1 | 48 | 551 | 0 | 0 |
| LINE 10290 | (FLIGHT 1) | | | | | | | | | | | | |
| A 3634B? | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 3653S? | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| C 3763H | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 4 |
| D 3832S | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| E 3853B? | 1 | 1 | 0 | 0 | 1 | 4 | - | - | - | - | - | - | 0 |
| F 3873B? | 1 | 2 | 0 | 1 | 1 | 4 | - | - | - | - | - | - | 30 |
| G 3881B? | 1 | 2 | 0 | 1 | 1 | 7 | 2.9 | 78 | 1 | 96 | 934 | 5 | 0 |
| H 3933B? | 1 | 4 | 2 | 3 | 10 | 16 | 0.8 | 0 | 1 | 56 | 453 | 0 | 8 |
| LINE 10300 | (FLIGHT 1) | | | | | | | | | | | | |
| A 4187S? | 0 | 2 | 1 | 1 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 4122S | 1 | 5 | 1 | 8 | 14 | 49 | 0.5 | 0 | 1 | 53 | 656 | 0 | 0 |
| C 4085S | 1 | 1 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| D 4048S | 0 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| E 4033D | 1 | 5 | 1 | 5 | 10 | 11 | 0.7 | 6 | 1 | 53 | 594 | 0 | 0 |
| LINE 10310 | (FLIGHT 1) | | | | | | | | | | | | |
| A 4510B? | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 4590S? | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| C 4649S? | 1 | 3 | 0 | 4 | 6 | 18 | 0.8 | 22 | 1 | 77 | 870 | 0 | 9 |
| D 4667S? | 0 | 1 | 1 | 2 | 1 | 4 | - | - | - | - | - | - | 0 |
| E 4694D? | 1 | 4 | 0 | 4 | 9 | 22 | 0.8 | 12 | 1 | 71 | 392 | 14 | 0 |
| LINE 10320 | (FLIGHT 1) | | | | | | | | | | | | |
| A 4930B? | 0 | 1 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 4892B? | 1 | 4 | 0 | 4 | 6 | 24 | 0.8 | 2 | 1 | 106 | 1024 | 0 | 0 |
| C 4828B? | 1 | 0 | 0 | 0 | 1 | 4 | - | - | - | - | - | - | 0 |
| D 4812D | 0 | 7 | 1 | 5 | 8 | 26 | 0.4 | 0 | 1 | 55 | 497 | 0 | 0 |
| LINE 10323 | (FLIGHT 13) | | | | | | | | | | | | |
| A 4061B? | 0 | 2 | 1 | 6 | 12 | 20 | 0.4 | 0 | 1 | 56 | 624 | 0 | 0 |
| LINE 10325 | (FLIGHT 13) | | | | | | | | | | | | |
| A 4128B? | 0 | 1 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 4141B? | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |

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| ANOMALY/ FID/INTERP | COAXIAL 1049 HZ REAL PPM | COAXIAL 1049 HZ QUAD PPM | COPLANAR 891 HZ REAL PPM | COPLANAR 891 HZ QUAD PPM | COPLANAR 7312 HZ REAL PPM | COPLANAR 7312 HZ QUAD PPM | VERTICAL DIKE COND SIEMEN | VERTICAL DIKE DEPTH* M | HORIZONTAL SHEET COND SIEMEN | HORIZONTAL SHEET DEPTH M | CONDUCTIVE EARTH RESIS OHM-M | CONDUCTIVE EARTH DEPTH M | MAG CORR NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 10330 | (FLIGHT 1) | | | | | | | | | | | | |
| A 5054S | 0 | 2 | 0 | 1 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 5070S? | 0 | 3 | 0 | 4 | 6 | 26 | 0.4 | 0 | 1 | 117 | 1024 | 0 | 0 |
| C 5093B? | 3 | 8 | 3 | 8 | 17 | 28 | 1.8 | 17 | 1 | 61 | 329 | 13 | 0 |
| D 5115B? | 0 | 5 | 1 | 5 | 8 | 20 | 0.4 | 0 | 1 | 79 | 786 | 0 | 0 |
| E 5165B? | 0 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| F 5185B? | 1 | 6 | 0 | 2 | 2 | 23 | 0.4 | 3 | 1 | 102 | 956 | 7 | 0 |
| G 5228S | 0 | 4 | 0 | 4 | 5 | 24 | 0.4 | 0 | 1 | 90 | 939 | 0 | 0 |
| H 5274B? | 0 | 2 | 0 | 2 | 1 | 3 | - | - | - | - | - | - | 0 |
| I 5294D | 3 | 7 | 2 | 6 | 8 | 25 | 1.9 | 18 | 1 | 55 | 275 | 10 | 0 |
| LINE 10335 | (FLIGHT 1) | | | | | | | | | | | | |
| A 5368H | 0 | 5 | 1 | 6 | 11 | 22 | 0.4 | 0 | 1 | 50 | 588 | 0 | 0 |
| B 5382B? | 0 | 5 | 1 | 1 | 5 | 16 | 0.4 | 0 | 1 | 92 | 952 | 0 | 5 |
| C 5392S | 0 | 5 | 1 | 6 | 9 | 42 | 0.4 | 0 | 1 | 50 | 725 | 0 | 0 |
| LINE 10336 | (FLIGHT 15) | | | | | | | | | | | | |
| A 5427S | 0 | 3 | 1 | 5 | 8 | 27 | 0.4 | 0 | 1 | 58 | 550 | 0 | 0 |
| LINE 10340 | (FLIGHT 2) | | | | | | | | | | | | |
| A 728B? | 0 | 2 | 0 | 2 | 7 | 3 | 0.5 | 0 | 1 | 149 | 1024 | 0 | 0 |
| B 663B? | 0 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| C 620S | 0 | 1 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| D 594S | 0 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 10343 | (FLIGHT 2) | | | | | | | | | | | | |
| A 504S? | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 493D | 3 | 7 | 1 | 3 | 11 | 18 | 1.8 | 9 | 1 | 91 | 926 | 0 | 0 |
| C 479S | 0 | 4 | 0 | 8 | 15 | 51 | 0.4 | 0 | 1 | 61 | 832 | 0 | 0 |
| LINE 10345 | (FLIGHT 2) | | | | | | | | | | | | |
| A 412S | 0 | 4 | 1 | 7 | 11 | 43 | 0.4 | 0 | 1 | 47 | 597 | 0 | 0 |
| LINE 10350 | (FLIGHT 2) | | | | | | | | | | | | |
| A 831B? | 0 | 2 | 0 | 1 | 8 | 6 | 0.4 | 0 | 1 | 132 | 1024 | 0 | 0 |
| B 851S | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 10351 | (FLIGHT 2) | | | | | | | | | | | | |
| A 1049B? | 2 | 7 | 0 | 4 | 4 | 24 | 1.3 | 25 | 1 | 103 | 956 | 8 | 0 |
| B 1086S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| C 1111S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| D 1136B? | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 10351 | (FLIGHT 2) | | | | | | | | | | | | |
| E 1157B? | 1 | 4 | 1 | 7 | 20 | 54 | 1.2 | 27 | 1 | 54 | 768 | 0 | 15 |
| F 1160D? | 2 | 6 | 1 | 8 | 21 | 54 | 1.1 | 19 | 1 | 40 | 637 | 0 | 0 |
| G 1169B? | 1 | 1 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 10353 | (FLIGHT 2) | | | | | | | | | | | | |
| A 1221B? | 1 | 4 | 1 | 7 | 22 | 43 | 0.9 | 22 | 1 | 38 | 558 | 0 | 0 |
| B 1224B? | 1 | 4 | 1 | 7 | 21 | 43 | 0.6 | 7 | 1 | 39 | 491 | 0 | 0 |
| C 1227B? | 1 | 1 | 1 | 7 | 21 | 38 | 3.3 | 78 | 1 | 52 | 458 | 3 | 0 |
| D 1240S | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| E 1251B? | 2 | 4 | 0 | 1 | 9 | 9 | 1.4 | 25 | 1 | 125 | 1024 | 0 | 0 |
| F 1261E | 0 | 5 | 0 | 10 | 18 | 65 | 0.4 | 0 | 1 | 53 | 780 | 0 | 0 |
| G 1267S | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 10355 | (FLIGHT 2) | | | | | | | | | | | | |
| A 1311S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 1344S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 10360 | (FLIGHT 2) | | | | | | | | | | | | |
| A 1782S | 0 | 2 | 1 | 3 | 10 | 18 | 0.4 | 0 | 1 | 67 | 288 | 13 | 0 |
| B 1698S | 0 | 3 | 1 | 4 | 9 | 17 | 0.4 | 0 | 1 | 73 | 369 | 13 | 0 |
| C 1678B? | 0 | 3 | 1 | 3 | 8 | 15 | 0.5 | 0 | 1 | 78 | 558 | 2 | 0 |
| D 1657B? | 0 | 1 | 1 | 1 | 5 | 13 | 0.4 | 0 | 1 | 76 | 557 | 2 | 4 |
| E 1650B? | 0 | 2 | 0 | 1 | 3 | 13 | 0.4 | 0 | 1 | 68 | 490 | 2 | 0 |
| F 1642B? | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| G 1633B? | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| H 1620B? | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| I 1617B? | 0 | 2 | 2 | 5 | 13 | 16 | 0.4 | 0 | 1 | 58 | 521 | 0 | 0 |
| J 1606S | 0 | 4 | 1 | 4 | 12 | 15 | 0.4 | 0 | 1 | 70 | 455 | 6 | 0 |
| LINE 10363 | (FLIGHT 2) | | | | | | | | | | | | |
| A 1582S | 1 | 7 | 2 | 10 | 13 | 33 | 0.4 | 0 | 1 | 29 | 451 | 0 | 0 |
| B 1569S? | 1 | 4 | 2 | 5 | 11 | 49 | 0.7 | 10 | 1 | 42 | 338 | 0 | 0 |
| C 1544S? | 2 | 3 | 0 | 6 | 8 | 40 | 2.5 | 42 | 1 | 72 | 882 | 0 | 0 |
| D 1537S? | 1 | 1 | 0 | 1 | 2 | 4 | - | - | - | - | - | - | 0 |
| E 1531S? | 1 | 2 | 0 | 2 | 1 | 4 | - | - | - | - | - | - | 0 |
| F 1525S? | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 10365 | (FLIGHT 2) | | | | | | | | | | | | |
| A 1509S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 1484B? | 1 | 2 | 1 | 3 | 7 | 15 | 1.2 | 35 | 1 | 71 | 829 | 0 | 0 |
| LINE 10370 | (FLIGHT 2) | | | | | | | | | | | | |
| A 1930S | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 10370 | (FLIGHT 2) | | | | | | | | | | | | |
| B 2033S? | 0 | 2 | 0 | 1 | 1 | 4 | - | - | - | - | - | - | 0 |
| C 2076B? | 0 | 5 | 1 | 2 | 6 | 7 | 0.4 | 0 | 1 | 66 | 859 | 0 | 0 |
| D 2097S | 0 | 2 | 0 | 2 | 1 | 4 | - | - | - | - | - | - | 0 |
| E 2109S | 0 | 2 | 1 | 2 | 2 | 3 | - | - | - | - | - | - | 0 |
| F 2126B? | 1 | 4 | 0 | 5 | 9 | 28 | 0.7 | 9 | 1 | 53 | 761 | 0 | 0 |
| G 2143B? | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| H 2147D | 1 | 5 | 2 | 7 | 19 | 28 | 0.4 | 0 | 1 | 50 | 464 | 0 | 0 |
| I 2161B? | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 9 |
| J 2164B? | 1 | 6 | 2 | 8 | 21 | 18 | 0.6 | 0 | 1 | 49 | 473 | 0 | 0 |
| LINE 10373 | (FLIGHT 2) | | | | | | | | | | | | |
| A 2193S | 1 | 9 | 2 | 12 | 19 | 55 | 0.4 | 0 | 1 | 29 | 345 | 0 | 0 |
| B 2200B? | 1 | 3 | 1 | 7 | 1 | 28 | 1.0 | 23 | 1 | 52 | 325 | 6 | 0 |
| C 2204B? | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| D 2236S | 1 | 3 | 0 | 3 | 3 | 24 | 1.1 | 37 | 1 | 63 | 809 | 0 | 0 |
| LINE 10375 | (FLIGHT 2) | | | | | | | | | | | | |
| A 2274S | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 10380 | (FLIGHT 2) | | | | | | | | | | | | |
| A 2627S | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 2611B? | 2 | 4 | 1 | 4 | 9 | 20 | 1.6 | 26 | 1 | 45 | 457 | 0 | 0 |
| C 2588D | 2 | 6 | 1 | 4 | 9 | 20 | 1.5 | 16 | 1 | 45 | 526 | 0 | 0 |
| D 2577D | 1 | 2 | 1 | 1 | 8 | 8 | 1.4 | 31 | 1 | 71 | 823 | 0 | 0 |
| E 2562B? | 2 | 5 | 2 | 7 | 21 | 21 | 1.5 | 19 | 1 | 46 | 325 | 0 | 0 |
| F 2559B? | 1 | 3 | 3 | 7 | 21 | 21 | 1.2 | 0 | 1 | 34 | 551 | 0 | 0 |
| G 2542S | 0 | 8 | 2 | 13 | 35 | 73 | 0.4 | 0 | 1 | 30 | 361 | 0 | 0 |
| H 2500S | 2 | 4 | 1 | 2 | 4 | 15 | 1.7 | 27 | 1 | 71 | 782 | 0 | 0 |
| LINE 10385 | (FLIGHT 2) | | | | | | | | | | | | |
| A 2444S | 1 | 2 | 0 | 2 | 1 | 4 | - | - | - | - | - | - | 12 |
| LINE 10390 | (FLIGHT 2) | | | | | | | | | | | | |
| A 2996S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 3032S | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| C 3069S | 0 | 2 | 1 | 3 | 4 | 1 | 0.4 | 0 | 1 | 47 | 506 | 0 | 0 |
| D 3090B? | 4 | 5 | 0 | 3 | 2 | 25 | 3.9 | 41 | 1 | 50 | 659 | 0 | 0 |
| E 3097B? | 1 | 3 | 2 | 8 | 20 | 31 | 1.2 | 11 | 1 | 40 | 525 | 0 | 0 |
| F 3101B? | 4 | 6 | 3 | 7 | 20 | 31 | 3.1 | 36 | 1 | 65 | 385 | 15 | 0 |
| G 3110B? | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| H 3129B? | 3 | 9 | 2 | 9 | 22 | 39 | 1.8 | 10 | 1 | 52 | 358 | 5 | 0 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 10390 | (FLIGHT 2) | | | | | | | | | | | | |
| I 3171B? | 1 | 4 | 0 | 4 | 21 | 17 | 0.9 | 22 | 1 | 48 | 526 | 0 | 6 |
| J 3175B? | 0 | 2 | 1 | 2 | 2 | 2 | - | - | - | - | - | - | 0 |
| K 3187B? | 1 | 4 | 1 | 2 | 7 | 7 | 0.6 | 0 | 1 | 89 | 808 | 0 | 0 |
| L 3197S | 0 | 1 | 0 | 3 | 5 | 23 | 0.4 | 0 | 1 | 73 | 882 | 0 | 0 |
| M 3216S | 1 | 2 | 1 | 3 | 4 | 15 | 1.0 | 24 | 1 | 63 | 743 | 0 | 0 |
| N 3238S? | 0 | 4 | 1 | 4 | 6 | 21 | 0.4 | 0 | 1 | 68 | 727 | 0 | 0 |
| O 3280S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 10400 | (FLIGHT 2) | | | | | | | | | | | | |
| A 3760B? | 2 | 4 | 1 | 2 | 7 | 9 | 2.1 | 27 | 1 | 55 | 435 | 0 | 0 |
| B 3751B? | 3 | 4 | 1 | 4 | 13 | 22 | 2.8 | 35 | 1 | 59 | 469 | 2 | 0 |
| C 3747B? | 1 | 4 | 2 | 3 | 13 | 22 | 1.2 | 3 | 1 | 55 | 381 | 0 | 0 |
| D 3724S | 2 | 6 | 2 | 7 | 4 | 6 | 1.5 | 17 | 1 | 48 | 406 | 1 | 0 |
| E 3697S | 1 | 4 | 2 | 7 | 23 | 31 | 1.3 | 35 | 1 | 41 | 295 | 2 | 0 |
| F 3695B? | 2 | 3 | 1 | 7 | 23 | 31 | 1.7 | 42 | 1 | 43 | 313 | 3 | 0 |
| G 3675B? | 4 | 3 | 2 | 4 | 10 | 14 | 7.2 | 52 | 1 | 67 | 765 | 0 | 0 |
| H 3664S | 0 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| I 3648S? | 1 | 4 | 0 | 4 | 7 | 24 | 0.9 | 17 | 1 | 66 | 829 | 0 | 0 |
| J 3624B? | 2 | 4 | 1 | 4 | 9 | 19 | 1.7 | 30 | 1 | 51 | 640 | 0 | 0 |
| K 3558S | 0 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 18 |
| LINE 10401 | (FLIGHT 14) | | | | | | | | | | | | |
| A 5332S | 1 | 1 | 0 | 5 | 3 | 30 | 4.3 | 90 | 1 | 58 | 789 | 0 | 7 |
| B 5415S? | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| C 5451S | 0 | 5 | 1 | 4 | 12 | 24 | 0.4 | 0 | 1 | 36 | 622 | 0 | 0 |
| D 5480S | 0 | 3 | 0 | 10 | 8 | 62 | 0.4 | 0 | 1 | 34 | 652 | 0 | 0 |
| LINE 10410 | (FLIGHT 3) | | | | | | | | | | | | |
| A 174S | 0 | 1 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 255S? | 0 | 5 | 0 | 3 | 5 | 16 | 0.4 | 0 | 1 | 122 | 1024 | 0 | 0 |
| C 274S | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| D 303S? | 1 | 3 | 0 | 3 | 6 | 13 | 1.1 | 27 | 1 | 60 | 832 | 0 | 0 |
| E 344S | 0 | 3 | 0 | 4 | 8 | 28 | 0.4 | 0 | 1 | 50 | 732 | 0 | 0 |
| F 355B? | 1 | 4 | 1 | 4 | 14 | 22 | 0.4 | 0 | 1 | 33 | 691 | 0 | 0 |
| G 359B? | 0 | 4 | 1 | 4 | 14 | 22 | 0.4 | 0 | 1 | 28 | 544 | 0 | 0 |
| H 364B? | 1 | 1 | 0 | 2 | 18 | 34 | 4.8 | 86 | 1 | 40 | 653 | 0 | 0 |
| I 369B? | 0 | 5 | 2 | 7 | 18 | 35 | 0.4 | 0 | 1 | 38 | 610 | 0 | 0 |
| J 397S | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| K 402B? | 1 | 3 | 1 | 2 | 11 | 17 | 1.0 | 14 | 1 | 64 | 703 | 0 | 0 |
| L 430B? | 1 | 6 | 2 | 12 | 5 | 10 | 0.9 | 13 | 1 | 27 | 399 | 0 | 0 |
| M 434D? | 1 | 5 | 1 | 6 | 17 | 26 | 1.0 | 19 | 1 | 38 | 368 | 0 | 0 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 10410 | (FLIGHT 3) | | | | | | | | | | | | |
| N 454B? | 2 | 6 | 2 | 8 | 14 | 38 | 1.6 | 29 | 1 | 55 | 441 | 8 | 0 |
| O 465S | 0 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| P 482S | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 4 |
| Q 505S | 1 | 5 | 1 | 7 | 16 | 37 | 0.6 | 7 | 1 | 46 | 616 | 0 | 0 |
| R 553S | 0 | 4 | 0 | 6 | 9 | 38 | 0.4 | 0 | 1 | 64 | 789 | 0 | 20 |
| S 571S | 0 | 2 | 2 | 4 | 7 | 22 | 0.4 | 0 | 1 | 71 | 355 | 20 | 0 |
| LINE 10420 | (FLIGHT 3) | | | | | | | | | | | | |
| A 994S | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 976S | 1 | 1 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| C 900S | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 20 |
| D 885S? | 2 | 4 | 1 | 4 | 11 | 25 | 2.4 | 25 | 1 | 48 | 655 | 0 | 0 |
| E 875S? | 3 | 2 | 1 | 3 | 10 | 17 | 8.6 | 58 | 1 | 60 | 691 | 0 | 17 |
| F 854S | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| G 825S | 2 | 9 | 3 | 9 | 2 | 61 | 1.3 | 14 | 1 | 21 | 424 | 0 | 0 |
| H 821B? | 7 | 6 | 2 | 10 | 25 | 6 | 6.8 | 40 | 1 | 28 | 379 | 0 | 0 |
| I 813S? | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| J 761S | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| K 749B? | 4 | 6 | 2 | 7 | 20 | 28 | 3.5 | 24 | 1 | 52 | 263 | 6 | 0 |
| L 698S | 2 | 6 | 1 | 4 | 8 | 26 | 1.9 | 24 | 1 | 57 | 597 | 0 | 0 |
| M 660B? | 0 | 5 | 2 | 7 | 21 | 19 | 0.4 | 0 | 1 | 65 | 327 | 15 | 0 |
| LINE 10430 | (FLIGHT 3) | | | | | | | | | | | | |
| A 1090S | 0 | 2 | 1 | 1 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 1133S? | 0 | 3 | 0 | 3 | 6 | 14 | 0.4 | 0 | 1 | 136 | 1024 | 0 | 0 |
| C 1320S | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| D 1335S? | 1 | 5 | 1 | 7 | 17 | 38 | 0.5 | 0 | 1 | 56 | 615 | 0 | 0 |
| E 1342S? | 2 | 3 | 0 | 1 | 2 | 3 | 1.6 | 36 | 1 | 54 | 657 | 0 | 0 |
| F 1355S? | 3 | 4 | 1 | 5 | 8 | 31 | 2.7 | 43 | 1 | 46 | 603 | 0 | 0 |
| G 1362B? | 2 | 3 | 1 | 3 | 1 | 18 | 2.4 | 48 | 1 | 60 | 499 | 3 | 0 |
| H 1383B? | 2 | 4 | 1 | 8 | 9 | 34 | 2.6 | 40 | 1 | 38 | 508 | 0 | 0 |
| I 1388S | 4 | 14 | 2 | 8 | 10 | 9 | 1.5 | 3 | 1 | 28 | 372 | 0 | 0 |
| J 1411S | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 4 |
| K 1426S | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| L 1469S | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| M 1484S | 1 | 2 | 0 | 2 | 2 | 3 | - | - | - | - | - | - | 6 |
| N 1542S | 0 | 12 | 2 | 22 | 46 | 149 | 0.4 | 0 | 1 | 35 | 241 | 0 | 0 |
| LINE 10440 | (FLIGHT 4) | | | | | | | | | | | | |
| A 1226S | 1 | 2 | 0 | 4 | 3 | 26 | 1.0 | 33 | 1 | 68 | 497 | 10 | 0 |
| B 1176B? | 0 | 2 | 0 | 6 | 20 | 29 | 0.6 | 0 | 1 | 87 | 996 | 0 | 0 |

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| ANOMALY/ FID/INTERP | COAXIAL 1049 HZ REAL PPM | COAXIAL 1049 HZ QUAD PPM | COPLANAR 891 HZ REAL PPM | COPLANAR 891 HZ QUAD PPM | COPLANAR 7312 HZ REAL PPM | COPLANAR 7312 HZ QUAD PPM | VERTICAL DIKE COND SIEMEN | VERTICAL DIKE DEPTH* M | HORIZONTAL SHEET COND SIEMEN | HORIZONTAL SHEET DEPTH M | CONDUCTIVE EARTH RESIS OHM-M | CONDUCTIVE EARTH DEPTH M | MAG CORR NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 10440 | (FLIGHT 4) | | | | | | | | | | | | |
| C 1140B? | 0 | 2 | 0 | 2 | 2 | 14 | 0.4 | 0 | 1 | 158 | 1024 | 0 | 0 |
| D 1075S | 0 | 4 | 0 | 6 | 12 | 34 | 0.4 | 0 | 1 | 63 | 823 | 0 | 0 |
| E 1058B? | 0 | 2 | 0 | 2 | 11 | 13 | 0.4 | 0 | 1 | 65 | 832 | 0 | 0 |
| F 1052B? | 0 | 3 | 0 | 4 | 12 | 20 | 0.4 | 0 | 1 | 46 | 747 | 0 | 0 |
| G 1033S | 0 | 4 | 1 | 6 | 12 | 30 | 0.4 | 0 | 1 | 34 | 661 | 0 | 0 |
| H 1017S | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| I 1008B? | 0 | 3 | 0 | 7 | 20 | 13 | 0.4 | 0 | 1 | 33 | 657 | 0 | 0 |
| J 1002S | 1 | 8 | 1 | 11 | 28 | 37 | 0.4 | 0 | 1 | 18 | 543 | 0 | 0 |
| K 978B? | 6 | 9 | 1 | 4 | 5 | 17 | 3.9 | 20 | 1 | 58 | 693 | 0 | 0 |
| L 883S | 0 | 2 | 1 | 0 | 1 | 4 | - | - | - | - | - | - | 0 |
| M 810S | 1 | 11 | 1 | 21 | 40 | 132 | 0.4 | 0 | 1 | 19 | 599 | 0 | 0 |
| LINE 10450 | (FLIGHT 4) | | | | | | | | | | | | |
| A 1494S | 0 | 0 | 0 | 2 | 1 | 13 | 2.1 | 68 | 1 | 113 | 1024 | 0 | 0 |
| B 1638S | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| C 1656S? | 2 | 1 | 0 | 1 | 1 | 6 | 15.0 | 81 | 1 | 62 | 851 | 0 | 13 |
| D 1666S? | 0 | 4 | 1 | 6 | 11 | 32 | 0.4 | 0 | 1 | 43 | 633 | 0 | 0 |
| E 1697S | 1 | 7 | 1 | 14 | 32 | 54 | 0.5 | 5 | 1 | 21 | 543 | 0 | 0 |
| F 1733S | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| G 1790B? | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| H 1805S | 0 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| I 1865S | 0 | 8 | 4 | 16 | 29 | 99 | 0.4 | 0 | 1 | 17 | 459 | 0 | 0 |
| LINE 10460 | (FLIGHT 4) | | | | | | | | | | | | |
| A 2387S | 1 | 1 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 2282S | 0 | 1 | 0 | 1 | 2 | 4 | - | - | - | - | - | - | 0 |
| C 2215B? | 0 | 3 | 1 | 5 | 7 | 34 | 0.4 | 0 | 1 | 54 | 720 | 0 | 0 |
| D 2211B? | 0 | 3 | 0 | 4 | 4 | 34 | 0.4 | 0 | 1 | 51 | 755 | 0 | 0 |
| E 2207B? | 0 | 3 | 0 | 3 | 6 | 22 | 0.4 | 0 | 1 | 49 | 743 | 0 | 0 |
| F 2203B? | 1 | 2 | 1 | 3 | 6 | 22 | 1.0 | 20 | 1 | 53 | 763 | 0 | 0 |
| G 2189S? | 1 | 2 | 0 | 1 | 6 | 12 | 1.7 | 47 | 1 | 60 | 743 | 0 | 0 |
| H 2165S | 0 | 2 | 1 | 3 | 6 | 18 | 0.4 | 0 | 1 | 48 | 588 | 0 | 0 |
| I 2154S? | 0 | 3 | 1 | 3 | 7 | 22 | 0.4 | 0 | 1 | 39 | 587 | 0 | 0 |
| J 2125S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| K 2117S? | 0 | 2 | 1 | 3 | 7 | 18 | 0.4 | 0 | 1 | 53 | 598 | 0 | 0 |
| L 2096S | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| M 2035S? | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| N 2019S | 0 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| O 1954S | 0 | 5 | 2 | 9 | 10 | 51 | 0.4 | 0 | 1 | 43 | 371 | 0 | 0 |
| LINE 10473 | (FLIGHT 14) | | | | | | | | | | | | |
| A 3335B? | 0 | 3 | 0 | 3 | 5 | 19 | 0.6 | 3 | 1 | 86 | 928 | 0 | 0 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 10473 | (FLIGHT 14) | | | | | | | | | | | | |
| B 3349B? | 0 | 1 | 0 | 3 | 5 | 16 | 0.4 | 0 | 1 | 77 | 886 | 0 | 0 |
| C 3358B? | 0 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| D 3364B? | 1 | 1 | 1 | 1 | 2 | 4 | - | - | - | - | - | - | 4 |
| E 3374S? | 0 | 1 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| F 3381B? | 1 | 3 | 0 | 6 | 12 | 43 | 1.6 | 40 | 1 | 36 | 659 | 0 | 0 |
| G 3385B? | 2 | 2 | 2 | 6 | 12 | 43 | 3.5 | 70 | 1 | 54 | 589 | 0 | 0 |
| H 3390B? | 0 | 0 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| I 3400B? | 0 | 2 | 1 | 4 | 8 | 27 | 0.4 | 0 | 1 | 49 | 659 | 0 | 0 |
| J 3408B? | 0 | 1 | 0 | 4 | 8 | 29 | 0.4 | 0 | 1 | 51 | 749 | 0 | 0 |
| K 3414B? | 2 | 3 | 1 | 5 | 9 | 10 | 2.2 | 59 | 1 | 49 | 647 | 0 | 0 |
| L 3444B? | 0 | 3 | 1 | 7 | 18 | 27 | 0.4 | 0 | 1 | 40 | 321 | 0 | 0 |
| M 3462B? | 0 | 3 | 1 | 5 | 15 | 23 | 0.4 | 0 | 1 | 37 | 332 | 0 | 14 |
| N 3518S | 0 | 2 | 1 | 4 | 9 | 21 | 0.8 | 11 | 1 | 42 | 769 | 0 | 0 |
| O 3560S | 1 | 4 | 0 | 7 | 12 | 48 | 1.1 | 23 | 1 | 30 | 656 | 0 | 0 |
| P 3566B? | 1 | 2 | 2 | 7 | 9 | 51 | 2.3 | 56 | 1 | 53 | 309 | 6 | 0 |
| Q 3569B? | 3 | 3 | 0 | 6 | 12 | 47 | 3.8 | 41 | 1 | 70 | 678 | 0 | 0 |
| LINE 10474 | (FLIGHT 14) | | | | | | | | | | | | |
| A 2965B? | 1 | 1 | 0 | 0 | 0 | 4 | - | - | - | - | - | - | 0 |
| LINE 10481 | (FLIGHT 14) | | | | | | | | | | | | |
| A 3946S? | 0 | 2 | 0 | 4 | 5 | 22 | 0.4 | 0 | 1 | 64 | 870 | 0 | 7 |
| B 3934B? | 1 | 2 | 0 | 3 | 3 | 22 | 1.6 | 52 | 1 | 59 | 811 | 0 | 0 |
| C 3926S? | 1 | 2 | 0 | 2 | 3 | 17 | 1.0 | 34 | 1 | 57 | 777 | 0 | 0 |
| D 3917S? | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| E 3907B? | 1 | 3 | 0 | 6 | 8 | 34 | 1.1 | 32 | 1 | 42 | 703 | 0 | 15 |
| F 3876B? | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| G 3870B? | 2 | 1 | 1 | 5 | 5 | 31 | 4.4 | 81 | 1 | 59 | 727 | 0 | 0 |
| H 3819S? | 1 | 2 | 1 | 7 | 13 | 27 | 2.4 | 64 | 1 | 36 | 624 | 0 | 0 |
| I 3802S? | 1 | 1 | 1 | 2 | 3 | 11 | 2.5 | 77 | 1 | 56 | 616 | 0 | 0 |
| J 3758S | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| K 3675S? | 1 | 6 | 1 | 12 | 14 | 78 | 0.8 | 5 | 1 | 25 | 676 | 0 | 0 |
| LINE 10491 | (FLIGHT 14) | | | | | | | | | | | | |
| A 4186S | 0 | 1 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 4437B? | 0 | 1 | 1 | 2 | 2 | 2 | - | - | - | - | - | - | 0 |
| C 4445S? | 0 | 2 | 1 | 2 | 2 | 13 | 0.4 | 0 | 1 | 78 | 797 | 0 | 0 |
| D 4454B? | 0 | 2 | 1 | 2 | 4 | 10 | 0.4 | 0 | 1 | 76 | 728 | 0 | 0 |
| E 4466S? | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| F 4471B? | 0 | 4 | 1 | 6 | 11 | 36 | 0.4 | 0 | 1 | 44 | 671 | 0 | 0 |
| G 4486S | 0 | 4 | 1 | 8 | 12 | 48 | 0.4 | 0 | 1 | 39 | 574 | 0 | 8 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 10491 | (FLIGHT 14) | | | | | | | | | | | | |
| H 4499S | 0 | 3 | 1 | 7 | 8 | 42 | 0.4 | 0 | 1 | 44 | 543 | 0 | 0 |
| I 4531S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| J 4574S | 0 | 3 | 1 | 3 | 4 | 20 | 0.4 | 0 | 1 | 66 | 711 | 0 | 0 |
| K 4598S | 0 | 2 | 0 | 3 | 6 | 18 | 0.4 | 0 | 1 | 52 | 814 | 0 | 17 |
| L 4625S | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 10501 | (FLIGHT 14) | | | | | | | | | | | | |
| A 5034S | 0 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 5005B? | 0 | 1 | 0 | 4 | 7 | 13 | 0.4 | 0 | 1 | 62 | 817 | 0 | 14 |
| C 4993B? | 1 | 2 | 0 | 3 | 5 | 20 | 1.1 | 33 | 1 | 48 | 712 | 0 | 0 |
| D 4972S? | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| E 4963B? | 1 | 4 | 2 | 8 | 16 | 45 | 1.3 | 31 | 1 | 34 | 626 | 0 | 0 |
| F 4952S | 0 | 3 | 0 | 6 | 6 | 39 | 0.4 | 0 | 1 | 40 | 631 | 0 | 0 |
| G 4909S? | 1 | 3 | 0 | 4 | 6 | 30 | 0.7 | 16 | 1 | 47 | 740 | 0 | 0 |
| H 4848S | 1 | 1 | 0 | 1 | 2 | 4 | - | - | - | - | - | - | 0 |
| I 4796S | 1 | 1 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 10510 | (FLIGHT 4) | | | | | | | | | | | | |
| A 5817S? | 0 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 5858S? | 0 | 4 | 2 | 7 | 9 | 33 | 0.4 | 0 | 1 | 67 | 467 | 9 | 0 |
| C 5892S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| D 5905S | 1 | 7 | 0 | 10 | 20 | 64 | 0.4 | 0 | 1 | 35 | 541 | 0 | 0 |
| E 5919S? | 0 | 1 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| F 5943S | 0 | 2 | 1 | 1 | 2 | 4 | - | - | - | - | - | - | 0 |
| G 6005S | 0 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| H 6024S | 1 | 4 | 0 | 6 | 9 | 40 | 0.7 | 16 | 1 | 73 | 851 | 0 | 0 |
| I 6047S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 10520 | (FLIGHT 5) | | | | | | | | | | | | |
| A 856S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 786S | 0 | 1 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| C 744S? | 0 | 1 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| D 723S? | 2 | 5 | 1 | 7 | 16 | 47 | 1.5 | 19 | 1 | 32 | 561 | 0 | 0 |
| E 543S? | 1 | 1 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| F 515S? | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 10530 | (FLIGHT 5) | | | | | | | | | | | | |
| A 1429S | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 8 |
| B 1500S? | 0 | 1 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| C 1534S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| D 1556S? | 0 | 1 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 11 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 10530 | (FLIGHT 5) | | | | | | | | | | | | |
| E 1588S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| F 1609B? | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| G 1614B? | 1 | 4 | 1 | 0 | 7 | 11 | 1.3 | 22 | 1 | 94 | 641 | 7 | 0 |
| H 1629H | 0 | 1 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| I 1642B? | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 8 |
| J 1662S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| K 1717S | 0 | 1 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| L 1740S | 0 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| M 1766S | 0 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| N 1810S | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 10540 | (FLIGHT 5) | | | | | | | | | | | | |
| A 2358S? | 0 | 2 | 0 | 3 | 3 | 13 | 0.4 | 0 | 1 | 119 | 868 | 7 | 0 |
| B 2262B? | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 8 |
| C 2253B? | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| D 2194S? | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| E 2179B? | 0 | 1 | 0 | 3 | 5 | 21 | 0.4 | 0 | 1 | 96 | 945 | 0 | 0 |
| F 2170B? | 1 | 2 | 0 | 3 | 6 | 16 | 1.5 | 48 | 1 | 139 | 1024 | 0 | 0 |
| G 2153B? | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| H 2141B? | 0 | 5 | 0 | 6 | 11 | 39 | 0.4 | 0 | 1 | 61 | 763 | 0 | 0 |
| I 2132B? | 1 | 3 | 1 | 3 | 7 | 20 | 1.3 | 30 | 1 | 43 | 525 | 0 | 0 |
| J 1980S | 0 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| K 1950S | 1 | 1 | 0 | 1 | 2 | 4 | - | - | - | - | - | - | 0 |
| L 1918S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 10541 | (FLIGHT 5) | | | | | | | | | | | | |
| A 2692H | 0 | 1 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 12 |
| LINE 10550 | (FLIGHT 5) | | | | | | | | | | | | |
| A 2891H | 1 | 1 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 2996S? | 1 | 2 | 0 | 1 | 2 | 4 | - | - | - | - | - | - | 0 |
| C 3008S? | 1 | 4 | 0 | 1 | 1 | 6 | 1.3 | 17 | 1 | 123 | 1024 | 0 | 0 |
| D 3061S | 0 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| E 3074B? | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| F 3129B? | 0 | 2 | 0 | 2 | 7 | 15 | 0.4 | 0 | 1 | 110 | 777 | 11 | 0 |
| G 3152D? | 0 | 3 | 0 | 1 | 2 | 6 | 0.4 | 0 | 1 | 135 | 1024 | 0 | 0 |
| H 3168H | 0 | 3 | 2 | 4 | 11 | 19 | 0.4 | 0 | 1 | 65 | 263 | 13 | 0 |
| I 3224S | 0 | 1 | 1 | 1 | 1 | 4 | - | - | - | - | - | - | 0 |
| J 3248S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| K 3277S | 0 | 1 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| L 3304S | 0 | 3 | 1 | 7 | 10 | 41 | 0.4 | 0 | 1 | 63 | 782 | 0 | 0 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 10560 | (FLIGHT 5) | | | | | | | | | | | | |
| A 3913S | 2 | 3 | 1 | 8 | 12 | 35 | 2.8 | 53 | 1 | 47 | 482 | 0 | 0 |
| B 3849S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| C 3832S | 0 | 1 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| D 3793S | 0 | 2 | 1 | 3 | 5 | 18 | 0.4 | 0 | 1 | 106 | 471 | 24 | 0 |
| E 3745S | 0 | 1 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| F 3726B? | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| G 3705S | 1 | 3 | 1 | 6 | 14 | 31 | 0.8 | 14 | 1 | 74 | 386 | 17 | 0 |
| H 3666S | 2 | 4 | 0 | 7 | 13 | 48 | 1.6 | 32 | 1 | 73 | 740 | 0 | 0 |
| I 3604S | 2 | 4 | 1 | 4 | 11 | 24 | 2.5 | 39 | 1 | 68 | 583 | 0 | 0 |
| J 3548S | 1 | 1 | 1 | 1 | 2 | 4 | - | - | - | - | - | - | 0 |
| K 3505S | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| L 3467S | 1 | 1 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| M 3433S | 0 | 2 | 1 | 4 | 8 | 19 | 0.6 | 0 | 1 | 89 | 520 | 10 | 0 |
| LINE 10570 | (FLIGHT 5) | | | | | | | | | | | | |
| A 4029S | 0 | 3 | 1 | 3 | 4 | 19 | 0.4 | 0 | 1 | 82 | 375 | 23 | 0 |
| B 4049S | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| C 4106B? | 0 | 2 | 0 | 1 | 2 | 4 | - | - | - | - | - | - | 0 |
| D 4150S | 0 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| E 4171S | 0 | 2 | 0 | 0 | 2 | 4 | - | - | - | - | - | - | 0 |
| F 4188S? | 0 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| G 4197S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| H 4215B? | 0 | 2 | 1 | 0 | 1 | 3 | 0.4 | 0 | 1 | 159 | 1024 | 0 | 0 |
| I 4241B? | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| J 4268B? | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 19 |
| K 4295S | 0 | 3 | 1 | 4 | 9 | 30 | 0.4 | 0 | 1 | 67 | 296 | 18 | 0 |
| L 4332S | 0 | 1 | 1 | 2 | 3 | 11 | 0.7 | 3 | 1 | 104 | 743 | 5 | 0 |
| M 4375B? | 1 | 2 | 0 | 1 | 2 | 4 | - | - | - | - | - | - | 0 |
| N 4400S | 1 | 1 | 0 | 1 | 1 | 4 | - | - | - | - | - | - | 0 |
| O 4422S | 0 | 3 | 1 | 7 | 12 | 37 | 0.4 | 0 | 1 | 60 | 698 | 0 | 0 |
| P 4440S | 3 | 2 | 1 | 4 | 8 | 22 | 6.0 | 66 | 1 | 90 | 911 | 0 | 0 |
| LINE 10580 | (FLIGHT 5) | | | | | | | | | | | | |
| A 4975S | 0 | 3 | 2 | 6 | 9 | 29 | 0.4 | 0 | 1 | 53 | 499 | 0 | 18 |
| B 4891B? | 1 | 2 | 0 | 0 | 2 | 4 | - | - | - | - | - | - | 0 |
| C 4879S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| D 4840S | 0 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 6 |
| E 4801S? | 1 | 3 | 1 | 6 | 11 | 31 | 1.0 | 26 | 1 | 74 | 675 | 0 | 0 |
| F 4786S | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| G 4766S? | 2 | 3 | 0 | 6 | 12 | 40 | 2.1 | 45 | 1 | 91 | 945 | 0 | 0 |
| H 4712S | 1 | 1 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 10580 | (FLIGHT 5) | | | | | | | | | | | | |
| I 4618S | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| J 4572S | 1 | 2 | 0 | 1 | 2 | 4 | - | - | - | - | - | - | 0 |
| K 4535S | 0 | 2 | 1 | 6 | 11 | 27 | 0.4 | 0 | 1 | 63 | 494 | 1 | 0 |
| LINE 10590 | (FLIGHT 5) | | | | | | | | | | | | |
| A 5086S | 0 | 3 | 1 | 7 | 13 | 39 | 0.4 | 0 | 1 | 61 | 550 | 1 | 12 |
| B 5282S | 0 | 3 | 1 | 5 | 10 | 32 | 0.4 | 0 | 1 | 78 | 791 | 0 | 0 |
| C 5355S | 0 | 2 | 1 | 4 | 7 | 20 | 0.4 | 0 | 1 | 72 | 324 | 18 | 0 |
| D 5396S | 0 | 1 | 0 | 2 | 1 | 4 | - | - | - | - | - | - | 0 |
| E 5485S | 0 | 4 | 2 | 6 | 11 | 33 | 0.4 | 0 | 1 | 66 | 438 | 10 | 0 |
| LINE 10591 | (FLIGHT 15) | | | | | | | | | | | | |
| A 4498S | 0 | 1 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 4534B? | 0 | 3 | 0 | 3 | 8 | 22 | 0.4 | 0 | 1 | 103 | 982 | 4 | 0 |
| C 4569S | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| D 4586S | 0 | 3 | 1 | 3 | 4 | 18 | 0.4 | 0 | 1 | 71 | 882 | 0 | 0 |
| E 4614S | 0 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 10600 | (FLIGHT 6) | | | | | | | | | | | | |
| A 936B? | 1 | 2 | 0 | 3 | 10 | 12 | 2.0 | 50 | 1 | 66 | 553 | 0 | 0 |
| B 912B? | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| C 833S | 1 | 1 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| D 790S | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| E 717S | 2 | 3 | 1 | 2 | 4 | 10 | 3.4 | 37 | 1 | 78 | 437 | 6 | 0 |
| F 668S | 1 | 1 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| G 553S | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| H 524B? | 4 | 4 | 2 | 5 | 12 | 21 | 4.9 | 42 | 1 | 87 | 853 | 0 | 0 |
| I 486B? | 4 | 3 | 0 | 3 | 7 | 16 | 6.9 | 54 | 1 | 98 | 939 | 1 | 0 |
| J 424S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 10610 | (FLIGHT 6) | | | | | | | | | | | | |
| A 1130S | 3 | 2 | 1 | 4 | 5 | 8 | 9.8 | 80 | 1 | 69 | 551 | 7 | 0 |
| LINE 10611 | (FLIGHT 6) | | | | | | | | | | | | |
| A 1516B? | 1 | 3 | 1 | 3 | 7 | 18 | 0.7 | 8 | 1 | 107 | 427 | 31 | 0 |
| B 1549S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| C 1563S | 0 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| D 1575S | 0 | 4 | 0 | 4 | 8 | 29 | 0.4 | 0 | 1 | 84 | 913 | 0 | 7 |
| E 1625S | 0 | 1 | 0 | 0 | 2 | 4 | - | - | - | - | - | - | 19 |
| F 1651B? | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| G 1699B? | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 10681 | (FLIGHT 15) | | | | | | | | | | | | |
| B 4194B? | 0 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| C 4199S | 0 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| D 4247S | 0 | 1 | 0 | 4 | 4 | 19 | 0.4 | 0 | 1 | 92 | 975 | 0 | 0 |
| E 4356S | 0 | 1 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 10690 | (FLIGHT 15) | | | | | | | | | | | | |
| A 4072S | 0 | 1 | 0 | 2 | 2 | 13 | 0.4 | 0 | 1 | 154 | 1024 | 0 | 0 |
| B 4041S | 0 | 1 | 0 | 5 | 4 | 30 | 0.4 | 0 | 1 | 72 | 861 | 0 | 0 |
| C 3980S | 0 | 1 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| D 3757S | 1 | 1 | 1 | 1 | 2 | 4 | - | - | - | - | - | - | 0 |
| E 3706S | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| F 3688S? | 2 | 3 | 2 | 4 | 10 | 23 | 3.5 | 51 | 1 | 61 | 436 | 5 | 0 |
| G 3645S | 0 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 10700 | (FLIGHT 15) | | | | | | | | | | | | |
| A 3098S? | 0 | 1 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 3118S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| C 3183S? | 0 | 4 | 1 | 5 | 11 | 25 | 0.4 | 0 | 1 | 61 | 778 | 0 | 0 |
| D 3204S? | 0 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| E 3266S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| F 3341S | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| G 3355S | 0 | 4 | 1 | 8 | 7 | 57 | 0.4 | 3 | 1 | 47 | 712 | 0 | 16 |
| H 3400S | 3 | 2 | 0 | 5 | 4 | 35 | 8.3 | 67 | 1 | 60 | 835 | 0 | 0 |
| I 3414S | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| J 3458S | 1 | 1 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 10710 | (FLIGHT 15) | | | | | | | | | | | | |
| A 3028S | 0 | 1 | 0 | 3 | 2 | 17 | 0.4 | 0 | 1 | 108 | 1024 | 0 | 0 |
| B 3006B? | 1 | 2 | 1 | 6 | 5 | 39 | 0.9 | 17 | 1 | 93 | 845 | 0 | 0 |
| C 3003B? | 0 | 2 | 0 | 6 | 3 | 39 | 0.4 | 0 | 1 | 86 | 913 | 0 | 0 |
| D 2979B? | 0 | 2 | 1 | 1 | 2 | 4 | - | - | - | - | - | - | 0 |
| E 2930B? | 2 | 2 | 1 | 3 | 10 | 15 | 2.2 | 50 | 1 | 101 | 648 | 11 | 0 |
| F 2926S? | 0 | 3 | 2 | 4 | 10 | 17 | 0.4 | 0 | 1 | 53 | 411 | 0 | 5 |
| G 2829S | 0 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| H 2737S | 1 | 2 | 0 | 4 | 4 | 28 | 1.4 | 58 | 1 | 78 | 841 | 3 | 0 |
| I 2721S? | 0 | 2 | 0 | 4 | 11 | 20 | 0.4 | 0 | 1 | 59 | 806 | 0 | 16 |
| J 2714S | 0 | 3 | 0 | 3 | 4 | 21 | 0.4 | 0 | 1 | 52 | 777 | 0 | 0 |
| K 2694S | 0 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 10720 | (FLIGHT 15) | | | | | | | | | | | | |
| A 2084B? | 1 | 1 | 0 | 1 | 0 | 4 | - | - | - | - | - | - | 0 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 10720 | (FLIGHT 15) | | | | | | | | | | | | |
| B 2098S | 1 | 3 | 0 | 3 | 4 | 18 | 1.1 | 18 | 1 | 95 | 887 | 0 | 0 |
| C 2278B? | 0 | 3 | 0 | 2 | 4 | 17 | 0.4 | 0 | 1 | 143 | 1024 | 0 | 0 |
| D 2321S | 0 | 5 | 1 | 8 | 10 | 52 | 0.4 | 0 | 1 | 43 | 701 | 0 | 0 |
| E 2339S | 0 | 1 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| F 2361S | 0 | 3 | 1 | 10 | 15 | 56 | 0.4 | 0 | 1 | 36 | 658 | 0 | 0 |
| LINE 10730 | (FLIGHT 15) | | | | | | | | | | | | |
| A 1936S | 0 | 1 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 4 |
| B 1915S? | 0 | 1 | 1 | 2 | 0 | 4 | - | - | - | - | - | - | 0 |
| C 1894B? | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| D 1883B? | 0 | 2 | 1 | 2 | 11 | 6 | 0.4 | 0 | 1 | 89 | 474 | 9 | 0 |
| E 1785S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| F 1656S | 0 | 1 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| G 1636S | 1 | 3 | 0 | 3 | 2 | 22 | 1.9 | 49 | 1 | 65 | 848 | 0 | 0 |
| H 1617S | 1 | 2 | 0 | 4 | 2 | 25 | 1.1 | 33 | 1 | 77 | 886 | 0 | 6 |
| I 1589S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 10740 | (FLIGHT 15) | | | | | | | | | | | | |
| A 948B? | 0 | 1 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 1038S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| C 1095S | 0 | 2 | 0 | 2 | 3 | 16 | 0.4 | 0 | 1 | 145 | 1024 | 0 | 0 |
| D 1127S? | 2 | 6 | 1 | 10 | 11 | 57 | 1.1 | 16 | 1 | 46 | 717 | 0 | 0 |
| E 1148S | 1 | 2 | 0 | 1 | 2 | 4 | - | - | - | - | - | - | 5 |
| F 1161B? | 1 | 4 | 2 | 7 | 17 | 27 | 1.1 | 23 | 1 | 45 | 525 | 0 | 0 |
| G 1275S | 0 | 1 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 10750 | (FLIGHT 11) | | | | | | | | | | | | |
| A 1708S | 0 | 1 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 1680S | 0 | 3 | 3 | 6 | 9 | 18 | 0.4 | 0 | 1 | 43 | 292 | 0 | 0 |
| C 1661S | 0 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| D 1560S | 0 | 1 | 0 | 3 | 5 | 12 | 0.8 | 18 | 1 | 65 | 761 | 0 | 0 |
| LINE 10752 | (FLIGHT 15) | | | | | | | | | | | | |
| A 768S? | 0 | 1 | 1 | 4 | 5 | 15 | 0.4 | 0 | 1 | 126 | 1024 | 0 | 0 |
| B 736B? | 0 | 2 | 0 | 1 | 2 | 4 | - | - | - | - | - | - | 0 |
| C 730B? | 0 | 1 | 1 | 3 | 8 | 10 | 0.4 | 0 | 1 | 133 | 1024 | 0 | 0 |
| D 724B? | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| E 700S | 0 | 2 | 1 | 2 | 1 | 4 | - | - | - | - | - | - | 0 |
| F 653S? | 0 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 10760 | (FLIGHT 11) | | | | | | | | | | | | |
| A 1101B? | 2 | 2 | 0 | 1 | 1 | 4 | 5.7 | 67 | 1 | 142 | 1024 | 0 | 0 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 10800 | (FLIGHT 10) | | | | | | | | | | | | |
| D 4728S? | 0 | 2 | 0 | 2 | 0 | 13 | 0.4 | 0 | 1 | 111 | 1024 | 0 | 0 |
| E 4711S | 0 | 3 | 0 | 6 | 12 | 29 | 0.4 | 0 | 1 | 65 | 823 | 0 | 0 |
| F 4707B? | 0 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| G 4678S | 1 | 2 | 1 | 1 | 2 | 4 | - | - | - | - | - | - | 0 |
| H 4592S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| I 4556B? | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| J 4496S? | 0 | 1 | 0 | 2 | 2 | 11 | 0.4 | 0 | 1 | 160 | 1024 | 0 | 0 |
| K 4407S | 2 | 1 | 1 | 5 | 4 | 28 | 6.0 | 99 | 1 | 55 | 699 | 0 | 0 |
| LINE 10810 | (FLIGHT 10) | | | | | | | | | | | | |
| A 4023S | 1 | 2 | 1 | 2 | 1 | 4 | - | - | - | - | - | - | 11 |
| B 4086S | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| C 4093B? | 3 | 2 | 0 | 2 | 10 | 25 | 5.4 | 50 | 1 | 136 | 1024 | 0 | 0 |
| D 4145S | 0 | 1 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| E 4182S | 1 | 1 | 1 | 1 | 2 | 0 | - | - | - | - | - | - | 0 |
| F 4208S | 2 | 2 | 1 | 3 | 7 | 16 | 4.0 | 47 | 1 | 75 | 595 | 0 | 0 |
| G 4273B? | 3 | 2 | 0 | 0 | 1 | 5 | 6.4 | 63 | 1 | 201 | 1024 | 0 | 0 |
| H 4315S | 1 | 1 | 1 | 0 | 1 | 4 | - | - | - | - | - | - | 0 |
| I 4336S | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 4 |
| LINE 10820 | (FLIGHT 10) | | | | | | | | | | | | |
| A 3896S | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 3847B? | 2 | 6 | 0 | 9 | 13 | 61 | 1.3 | 18 | 1 | 82 | 908 | 0 | 0 |
| C 3782B? | 1 | 2 | 0 | 1 | 2 | 4 | - | - | - | - | - | - | 0 |
| D 3775B? | 1 | 1 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| E 3674S | 3 | 3 | 1 | 2 | 5 | 13 | 3.5 | 32 | 1 | 70 | 694 | 0 | 0 |
| F 3624B? | 1 | 2 | 0 | 0 | 2 | 1 | - | - | - | - | - | - | 0 |
| G 3519S | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 10830 | (FLIGHT 10) | | | | | | | | | | | | |
| A 3173D | 0 | 3 | 0 | 5 | 12 | 34 | 0.5 | 0 | 1 | 107 | 1024 | 0 | 30 |
| B 3216B? | 1 | 3 | 1 | 5 | 7 | 19 | 1.3 | 32 | 1 | 93 | 971 | 0 | 0 |
| C 3221B? | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| D 3279S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| E 3289S | 1 | 1 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| F 3315S | 2 | 3 | 4 | 6 | 11 | 35 | 3.2 | 49 | 1 | 63 | 551 | 0 | 0 |
| G 3386D? | 1 | 3 | 0 | 1 | 2 | 7 | 1.5 | 37 | 1 | 166 | 1024 | 0 | 0 |
| H 3446S | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 10840 | (FLIGHT 10) | | | | | | | | | | | | |
| A 2982B? | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 10840 | (FLIGHT 10) | | | | | | | | | | | | |
| B 2919B | 3 | 3 | 1 | 3 | 12 | 13 | 5.8 | 49 | 1 | 78 | 592 | 2 | 0 |
| C 2875D | 0 | 2 | 0 | 1 | 2 | 13 | 0.6 | 11 | 1 | 99 | 636 | 15 | 0 |
| D 2863D | 0 | 1 | 0 | 2 | 0 | 13 | 0.5 | 0 | 1 | 121 | 618 | 25 | 0 |
| E 2826H | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| F 2773S | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| G 2728B? | 1 | 2 | 0 | 3 | 6 | 7 | 1.4 | 27 | 1 | 168 | 1024 | 0 | 0 |
| H 2717B? | 1 | 1 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 10850 | (FLIGHT 10) | | | | | | | | | | | | |
| A 2236D | 1 | 3 | 0 | 5 | 7 | 28 | 1.0 | 13 | 1 | 92 | 1019 | 0 | 0 |
| B 2273B? | 1 | 2 | 0 | 1 | 2 | 4 | - | - | - | - | - | - | 0 |
| C 2285B? | 2 | 4 | 1 | 7 | 13 | 17 | 2.0 | 3 | 1 | 41 | 870 | 0 | 0 |
| D 2327B? | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 20 |
| E 2333B? | 1 | 1 | 0 | 2 | 1 | 4 | - | - | - | - | - | - | 0 |
| F 2345B? | 1 | 1 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| G 2472D | 2 | 2 | 0 | 3 | 6 | 17 | 3.2 | 64 | 1 | 107 | 1024 | 0 | 0 |
| H 2535S | 0 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 10860 | (FLIGHT 10) | | | | | | | | | | | | |
| A 2012S | 0 | 3 | 0 | 8 | 11 | 54 | 0.4 | 0 | 1 | 57 | 789 | 0 | 0 |
| B 1964S | 0 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| C 1933B? | 1 | 3 | 1 | 2 | 13 | 9 | 1.2 | 0 | 1 | 63 | 605 | 0 | 0 |
| D 1919B? | 0 | 1 | 0 | 1 | 2 | 4 | - | - | - | - | - | - | 0 |
| E 1883S | 0 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| F 1859S | 1 | 1 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| G 1798S | 0 | 1 | 0 | 1 | 2 | 3 | - | - | - | - | - | - | 0 |
| H 1740B? | 2 | 2 | 0 | 4 | 9 | 16 | 2.5 | 45 | 1 | 121 | 1024 | 0 | 0 |
| I 1662S | 0 | 1 | 0 | 2 | 2 | 2 | - | - | - | - | - | - | 0 |
| LINE 10870 | (FLIGHT 10) | | | | | | | | | | | | |
| A 1242S? | 1 | 2 | 0 | 7 | 11 | 27 | 2.6 | 61 | 1 | 69 | 870 | 0 | 0 |
| B 1290D | 2 | 3 | 0 | 6 | 15 | 18 | 3.2 | 38 | 1 | 92 | 1024 | 0 | 0 |
| C 1336B? | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| D 1347B? | 0 | 1 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| E 1381S | 0 | 1 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 60 |
| F 1487B? | 1 | 2 | 0 | 2 | 13 | 12 | 2.6 | 69 | 1 | 113 | 1024 | 0 | 0 |
| G 1497B? | 2 | 2 | 6 | 6 | 13 | 13 | 2.8 | 55 | 1 | 93 | 98 | 51 | 0 |
| H 1514S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| I 1536S | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 10880 | (FLIGHT 10) | | | | | | | | | | | | |
| A 819B? | 0 | 3 | 1 | 5 | 14 | 20 | 0.4 | 0 | 1 | 83 | 927 | 0 | 0 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 10880 | (FLIGHT 10) | | | | | | | | | | | | |
| B 774S | 0 | 1 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| C 714S | 0 | 0 | 0 | 1 | 0 | 4 | - | - | - | - | - | - | 0 |
| D 586B? | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 10881 | (FLIGHT 10) | | | | | | | | | | | | |
| A 966S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 10890 | (FLIGHT 9) | | | | | | | | | | | | |
| A 5574S | 0 | 1 | 0 | 3 | 5 | 15 | 0.4 | 0 | 1 | 126 | 1024 | 0 | 0 |
| B 5408S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| C 5282B? | 1 | 2 | 0 | 0 | 2 | 4 | - | - | - | - | - | - | 7 |
| D 5275B? | 1 | 2 | 0 | 2 | 1 | 4 | - | - | - | - | - | - | 0 |
| E 5265B? | 1 | 1 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| F 5224S? | 2 | 1 | 1 | 1 | 5 | 18 | 15.1 | 108 | 1 | 89 | 596 | 9 | 0 |
| LINE 10900 | (FLIGHT 9) | | | | | | | | | | | | |
| A 4840S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 4929S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 20 |
| C 4950S | 0 | 3 | 2 | 5 | 8 | 27 | 0.4 | 0 | 1 | 74 | 346 | 20 | 0 |
| D 5075S? | 0 | 3 | 5 | 6 | 14 | 14 | 0.4 | 0 | 1 | 91 | 103 | 49 | 0 |
| E 5102B? | 0 | 3 | 2 | 5 | 9 | 31 | 0.4 | 0 | 1 | 65 | 634 | 0 | 0 |
| LINE 10910 | (FLIGHT 9) | | | | | | | | | | | | |
| A 4755S | 1 | 3 | 1 | 5 | 5 | 36 | 0.8 | 23 | 1 | 88 | 716 | 7 | 15 |
| B 4652S | 0 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| C 4627S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| D 4460S? | 0 | 1 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 10920 | (FLIGHT 9) | | | | | | | | | | | | |
| A 4074S | 0 | 5 | 1 | 3 | 5 | 25 | 0.4 | 0 | 1 | 143 | 454 | 45 | 0 |
| B 4078B? | 0 | 2 | 1 | 3 | 1 | 24 | 0.4 | 0 | 1 | 187 | 501 | 0 | 10 |
| C 4112S | 0 | 1 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| D 4151S | 1 | 1 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| E 4179S | 0 | 2 | 1 | 5 | 7 | 19 | 0.4 | 0 | 1 | 71 | 553 | 4 | 0 |
| F 4320B? | 0 | 2 | 2 | 4 | 10 | 12 | 0.4 | 0 | 1 | 93 | 561 | 12 | 0 |
| G 4336B? | 1 | 1 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| H 4343B? | 0 | 3 | 1 | 5 | 11 | 21 | 0.4 | 0 | 1 | 90 | 877 | 0 | 0 |
| LINE 10930 | (FLIGHT 9) | | | | | | | | | | | | |
| A 3996S | 0 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 3975S | 1 | 3 | 1 | 4 | 4 | 24 | 1.8 | 49 | 1 | 102 | 821 | 8 | 0 |

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| ANOMALY/ FID/INTERP | COAXIAL 1049 HZ REAL PPM | COAXIAL 1049 HZ QUAD PPM | COPLANAR 891 HZ REAL PPM | COPLANAR 891 HZ QUAD PPM | COPLANAR 7312 HZ REAL PPM | COPLANAR 7312 HZ QUAD PPM | VERTICAL DIKE COND SIEMEN | VERTICAL DIKE DEPTH* M | HORIZONTAL SHEET COND SIEMEN | HORIZONTAL SHEET DEPTH M | CONDUCTIVE EARTH RESIS OHM-M | CONDUCTIVE EARTH DEPTH M | MAG CORR NT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 10930 | (FLIGHT 9) | | | | | | | | | | | | |
| C 3938S | 0 | 0 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| D 3783S | 0 | 1 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 5 |
| E 3754B? | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| F 3749B? | 2 | 1 | 0 | 3 | 10 | 11 | 4.3 | 67 | 1 | 82 | 882 | 0 | 0 |
| G 3727B? | 0 | 2 | 1 | 5 | 9 | 26 | 0.4 | 0 | 1 | 65 | 678 | 0 | 0 |
| LINE 10940 | (FLIGHT 9) | | | | | | | | | | | | |
| A 3270S | 0 | 2 | 0 | 2 | 3 | 10 | 0.4 | 0 | 1 | 64 | 335 | 12 | 0 |
| B 3339B? | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| C 3441H | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| D 3458H | 0 | 3 | 1 | 6 | 9 | 32 | 0.4 | 0 | 1 | 72 | 582 | 5 | 0 |
| LINE 10950 | (FLIGHT 9) | | | | | | | | | | | | |
| A 3057B? | 0 | 1 | 1 | 1 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 3036S | 0 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| C 2914S | 0 | 1 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 5 |
| LINE 10960 | (FLIGHT 9) | | | | | | | | | | | | |
| A 2558S? | 0 | 3 | 2 | 5 | 9 | 23 | 0.4 | 0 | 1 | 53 | 425 | 2 | 0 |
| B 2571B? | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| C 2578B? | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| D 2606B? | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| E 2753S? | 0 | 3 | 0 | 4 | 5 | 22 | 0.4 | 0 | 1 | 86 | 918 | 0 | 0 |
| LINE 10970 | (FLIGHT 9) | | | | | | | | | | | | |
| A 2409S | 0 | 1 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 2378S? | 0 | 1 | 1 | 2 | 6 | 20 | 0.4 | 0 | 1 | 87 | 738 | 0 | 0 |
| C 2348S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| D 2306S | 0 | 2 | 0 | 2 | 1 | 4 | - | - | - | - | - | - | 0 |
| E 2222S | 0 | 3 | 0 | 4 | 7 | 25 | 0.4 | 0 | 1 | 78 | 918 | 0 | 0 |
| F 2186S | 0 | 1 | 0 | 1 | 2 | 4 | - | - | - | - | - | - | 0 |
| G 2154B? | 0 | 2 | 0 | 1 | 6 | 9 | 0.7 | 0 | 1 | 122 | 1024 | 0 | 0 |
| LINE 10980 | (FLIGHT 9) | | | | | | | | | | | | |
| A 1860S | 0 | 2 | 0 | 2 | 1 | 4 | - | - | - | - | - | - | 0 |
| B 1872B? | 0 | 4 | 2 | 5 | 11 | 26 | 0.4 | 0 | 1 | 60 | 391 | 10 | 0 |
| C 1897S? | 2 | 3 | 3 | 7 | 12 | 37 | 3.3 | 58 | 1 | 68 | 277 | 21 | 0 |
| D 1939B? | 0 | 4 | 1 | 8 | 19 | 34 | 0.4 | 0 | 1 | 46 | 553 | 0 | 0 |
| E 1942B? | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| F 2015S | 0 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| G 2035S | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |

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| | COAXIAL 1049 HZ | | COPLANAR 891 HZ | | COPLANAR 7312 HZ | | VERTICAL DIKE | | HORIZONTAL SHEET | | CONDUCTIVE EARTH | | MAG CORR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ANOMALY/ FID/INTERP | REAL PPM | QUAD PPM | REAL PPM | QUAD PPM | REAL PPM | QUAD PPM | COND SIEMEN | DEPTH* M | COND SIEMEN | DEPTH M | RESIS OHM-M | DEPTH M | NT |
| LINE 10980 | (FLIGHT | 9) | | | | | | | | | | | |
| H 2082B? | 0 | 1 | 2 | 2 | 7 | 10 | 0.4 | 0 | 1 | 134 | 905 | 12 | 0 |
| LINE 10990 | (FLIGHT | 9) | | | | | | | | | | | |
| A 1590S | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 1540S? | 2 | 3 | 3 | 4 | 12 | 21 | 2.3 | 33 | 1 | 58 | 312 | 7 | 0 |
| C 1511S | 0 | 2 | 2 | 5 | 10 | 26 | 0.4 | 0 | 1 | 73 | 430 | 15 | 0 |
| D 1472S | 3 | 3 | 0 | 9 | 16 | 30 | 3.5 | 46 | 1 | 39 | 738 | 0 | 0 |
| E 1344B? | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| F 1334S | 0 | 2 | 0 | 2 | 1 | 4 | - | - | - | - | - | - | 0 |
| G 1298B? | 1 | 2 | 0 | 1 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 11000 | (FLIGHT | 9) | | | | | | | | | | | |
| A 994S? | 0 | 3 | 2 | 5 | 10 | 17 | 0.4 | 0 | 1 | 52 | 523 | 0 | 0 |
| B 1000B? | 0 | 1 | 1 | 2 | 2 | 3 | - | - | - | - | - | - | 0 |
| C 1021S? | 1 | 4 | 3 | 7 | 14 | 31 | 0.7 | 8 | 1 | 68 | 299 | 18 | 0 |
| D 1064S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| E 1233S | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 11010 | (FLIGHT | 9) | | | | | | | | | | | |
| A 859D? | 1 | 3 | 1 | 4 | 9 | 12 | 0.8 | 5 | 1 | 72 | 557 | 0 | 0 |
| B 834S? | 0 | 2 | 2 | 5 | 10 | 23 | 0.4 | 0 | 1 | 68 | 232 | 19 | 0 |
| C 798S | 0 | 4 | 1 | 5 | 9 | 26 | 0.4 | 0 | 1 | 74 | 801 | 0 | 30 |
| D 528S | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 11020 | (FLIGHT | 8) | | | | | | | | | | | |
| A 5336B? | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 5360B? | 0 | 3 | 3 | 7 | 15 | 34 | 0.4 | 0 | 1 | 70 | 226 | 23 | 0 |
| C 5397S | 0 | 2 | 1 | 6 | 11 | 33 | 0.4 | 0 | 1 | 62 | 603 | 0 | 20 |
| D 5521S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 11030 | (FLIGHT | 8) | | | | | | | | | | | |
| A 5231S | 1 | 1 | 1 | 1 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 5203S? | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 19 |
| C 5190B? | 1 | 1 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| D 5174S? | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 19 |
| E 5167S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| F 5118B? | 1 | 2 | 0 | 1 | 2 | 4 | - | - | - | - | - | - | 0 |
| G 5020S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 11040 | (FLIGHT | 8) | | | | | | | | | | | |
| A 4757S | 1 | 2 | 1 | 4 | 8 | 24 | 1.4 | 40 | 1 | 59 | 702 | 0 | 0 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 11040 | (FLIGHT 8) | | | | | | | | | | | | |
| B 4782S | 0 | 2 | 0 | 4 | 6 | 29 | 0.4 | 0 | 1 | 49 | 635 | 0 | 0 |
| C 4795B? | 2 | 3 | 11 | 9 | 14 | 11 | 2.8 | 54 | 2 | 86 | 43 | 54 | 0 |
| D 4814B? | 3 | 2 | 2 | 8 | 18 | 37 | 7.3 | 72 | 1 | 65 | 382 | 15 | 0 |
| LINE 11050 | (FLIGHT 8) | | | | | | | | | | | | |
| A 4654S | 0 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 4634S | 0 | 2 | 1 | 4 | 8 | 33 | 0.4 | 0 | 1 | 54 | 574 | 0 | 10 |
| C 4604S | 0 | 2 | 0 | 4 | 7 | 20 | 0.4 | 0 | 1 | 59 | 525 | 0 | 0 |
| LINE 11060 | (FLIGHT 8) | | | | | | | | | | | | |
| A 4209B? | 0 | 1 | 1 | 3 | 8 | 15 | 2.1 | 66 | 1 | 78 | 860 | 0 | 0 |
| B 4232S | 0 | 4 | 1 | 6 | 8 | 37 | 0.4 | 0 | 1 | 59 | 598 | 0 | 6 |
| C 4264S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 11070 | (FLIGHT 8) | | | | | | | | | | | | |
| A 4120S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 4096S | 0 | 2 | 1 | 6 | 8 | 33 | 0.4 | 0 | 1 | 61 | 551 | 0 | 8 |
| C 4070S | 0 | 2 | 1 | 4 | 10 | 22 | 0.4 | 0 | 1 | 49 | 402 | 1 | 0 |
| D 3968B? | 0 | 3 | 3 | 12 | 34 | 25 | 0.4 | 0 | 1 | 42 | 221 | 0 | 20 |
| LINE 11080 | (FLIGHT 8) | | | | | | | | | | | | |
| A 3537B? | 1 | 2 | 1 | 2 | 6 | 9 | 2.3 | 45 | 1 | 78 | 706 | 0 | 0 |
| B 3555S | 0 | 4 | 1 | 7 | 8 | 47 | 0.4 | 0 | 1 | 50 | 689 | 0 | 0 |
| C 3583S | 0 | 4 | 1 | 5 | 12 | 8 | 0.4 | 0 | 1 | 44 | 526 | 0 | 0 |
| LINE 11090 | (FLIGHT 8) | | | | | | | | | | | | |
| A 3454B? | 0 | 2 | 0 | 1 | 6 | 5 | 0.4 | 0 | 1 | 59 | 524 | 0 | 0 |
| B 3426S | 0 | 2 | 0 | 4 | 2 | 30 | 0.4 | 0 | 1 | 52 | 688 | 0 | 0 |
| C 3412S | 0 | 1 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| D 3396S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| E 3302S | 0 | 1 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| F 3281S | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 11100 | (FLIGHT 8) | | | | | | | | | | | | |
| A 2838S | 0 | 2 | 1 | 6 | 8 | 39 | 0.4 | 0 | 1 | 64 | 664 | 0 | 0 |
| B 2893B? | 1 | 1 | 0 | 0 | 6 | 15 | 3.7 | 101 | 1 | 60 | 596 | 0 | 0 |
| C 2898B? | 1 | 1 | 0 | 2 | 6 | 7 | 2.9 | 64 | 1 | 35 | 608 | 0 | 0 |
| D 2905S | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| E 2916B? | 0 | 3 | 1 | 3 | 4 | 13 | 0.6 | 4 | 1 | 80 | 589 | 6 | 0 |
| F 3020S | 0 | 2 | 1 | 3 | 3 | 14 | 0.4 | 0 | 1 | 92 | 904 | 0 | 0 |
| LINE 11110 | (FLIGHT 8) | | | | | | | | | | | | |
| A 2766S | 0 | 3 | 2 | 4 | 8 | 23 | 0.4 | 0 | 1 | 78 | 227 | 25 | 0 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 11110 | (FLIGHT 8) | | | | | | | | | | | | |
| B 2745S | 0 | 2 | 0 | 6 | 9 | 34 | 0.4 | 0 | 1 | 52 | 548 | 0 | 0 |
| C 2730S | 0 | 4 | 1 | 6 | 8 | 43 | 0.4 | 0 | 1 | 56 | 588 | 0 | 60 |
| D 2696B? | 0 | 1 | 1 | 1 | 2 | 4 | - | - | - | - | - | - | 0 |
| E 2605S | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| F 2552S | 0 | 2 | 2 | 6 | 14 | 21 | 0.5 | 0 | 1 | 36 | 366 | 0 | 0 |
| LINE 11120 | (FLIGHT 8) | | | | | | | | | | | | |
| A 2124S | 0 | 4 | 1 | 8 | 13 | 54 | 0.4 | 0 | 1 | 40 | 564 | 0 | 0 |
| B 2140S? | 0 | 2 | 1 | 5 | 9 | 29 | 0.5 | 0 | 1 | 86 | 765 | 0 | 0 |
| C 2145S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| D 2168S | 0 | 3 | 0 | 4 | 5 | 32 | 0.4 | 0 | 1 | 71 | 841 | 0 | 50 |
| E 2207B? | 0 | 1 | 0 | 0 | 6 | 12 | 0.4 | 0 | 1 | 149 | 1024 | 0 | 0 |
| F 2213B? | 0 | 2 | 1 | 3 | 6 | 16 | 0.6 | 11 | 1 | 113 | 729 | 19 | 30 |
| G 2318S | 0 | 7 | 3 | 13 | 5 | 66 | 0.4 | 0 | 1 | 33 | 340 | 0 | 7 |
| LINE 11130 | (FLIGHT 8) | | | | | | | | | | | | |
| A 2028B? | 0 | 3 | 1 | 4 | 6 | 24 | 0.4 | 0 | 1 | 64 | 823 | 0 | 0 |
| B 2012S | 0 | 3 | 0 | 5 | 7 | 39 | 0.4 | 0 | 1 | 73 | 848 | 0 | 60 |
| C 1831B? | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| D 1809S? | 0 | 2 | 1 | 5 | 9 | 22 | 0.4 | 0 | 1 | 36 | 525 | 0 | 0 |
| LINE 11140 | (FLIGHT 8) | | | | | | | | | | | | |
| A 1524S | 0 | 4 | 1 | 6 | 10 | 36 | 0.4 | 0 | 1 | 51 | 450 | 0 | 0 |
| B 1540S | 0 | 1 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 40 |
| C 1545B? | 0 | 2 | 0 | 3 | 5 | 19 | 0.4 | 0 | 1 | 74 | 890 | 0 | 0 |
| D 1567S | 0 | 1 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| E 1613B? | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| F 1631B? | 1 | 2 | 1 | 1 | 2 | 4 | - | - | - | - | - | - | 0 |
| G 1710B? | 1 | 4 | 2 | 4 | 10 | 25 | 0.7 | 0 | 1 | 60 | 282 | 7 | 0 |
| LINE 11150 | (FLIGHT 8) | | | | | | | | | | | | |
| A 1449B? | 0 | 4 | 1 | 6 | 10 | 37 | 0.4 | 0 | 1 | 71 | 740 | 0 | 0 |
| B 1436S | 0 | 1 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| C 1400B? | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 19 |
| D 1388B? | 1 | 3 | 2 | 4 | 11 | 15 | 1.0 | 28 | 1 | 192 | 1024 | 0 | 0 |
| E 1383B? | 3 | 1 | 2 | 4 | 11 | 15 | 13.9 | 52 | 1 | 141 | 1024 | 0 | 20 |
| F 1372B? | 1 | 1 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| G 1354S | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| H 1243S? | 0 | 1 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| I 1236S | 0 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| J 1214B? | 0 | 1 | 2 | 2 | 5 | 9 | 0.4 | 0 | 1 | 56 | 673 | 0 | 0 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 11160 | (FLIGHT 8) | | | | | | | | | | | | |
| A 812S? | 0 | 3 | 0 | 3 | 7 | 24 | 0.4 | 0 | 1 | 85 | 903 | 0 | 0 |
| B 871B? | 1 | 2 | 1 | 1 | 2 | 4 | - | - | - | - | - | - | 0 |
| C 879B? | 0 | 3 | 1 | 2 | 6 | 11 | 0.4 | 0 | 1 | 111 | 805 | 5 | 0 |
| D 888B? | 1 | 2 | 0 | 1 | 2 | 6 | 1.4 | 35 | 1 | 132 | 1024 | 0 | 0 |
| E 981S | 0 | 1 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 11170 | (FLIGHT 8) | | | | | | | | | | | | |
| A 708S | 0 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 682B? | 0 | 3 | 0 | 2 | 1 | 14 | 0.4 | 2 | 1 | 165 | 1024 | 0 | 0 |
| C 671B? | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| D 560B? | 0 | 3 | 0 | 4 | 11 | 22 | 0.4 | 0 | 1 | 110 | 983 | 0 | 0 |
| E 538S? | 1 | 2 | 0 | 5 | 16 | 26 | 0.9 | 15 | 1 | 43 | 589 | 0 | 0 |
| F 510S | 0 | 2 | 1 | 4 | 6 | 14 | 0.4 | 0 | 1 | 66 | 776 | 0 | 0 |
| LINE 11180 | (FLIGHT 7) | | | | | | | | | | | | |
| A 4704S | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 4715S? | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| C 4796S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| D 4826B? | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| E 4834S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 11190 | (FLIGHT 7) | | | | | | | | | | | | |
| A 4629S | 0 | 2 | 1 | 2 | 1 | 4 | - | - | - | - | - | - | 0 |
| B 4586S? | 1 | 1 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| C 4550S | 1 | 2 | 0 | 2 | 1 | 4 | - | - | - | - | - | - | 0 |
| D 4456B? | 0 | 2 | 0 | 2 | 3 | 6 | 0.4 | 0 | 1 | 131 | 1024 | 0 | 0 |
| E 4407S | 0 | 2 | 2 | 5 | 7 | 27 | 0.4 | 0 | 1 | 59 | 474 | 5 | 0 |
| F 4377S | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 11200 | (FLIGHT 7) | | | | | | | | | | | | |
| A 4103S | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 4124S | 2 | 3 | 2 | 3 | 8 | 20 | 2.1 | 35 | 1 | 86 | 296 | 30 | 0 |
| C 4166S | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 10 |
| D 4218S? | 0 | 2 | 1 | 3 | 4 | 18 | 0.4 | 0 | 1 | 125 | 1024 | 0 | 0 |
| E 4231S? | 0 | 2 | 0 | 3 | 6 | 19 | 0.4 | 0 | 1 | 113 | 1024 | 0 | 0 |
| F 4247S | 3 | 3 | 1 | 3 | 11 | 11 | 4.1 | 43 | 1 | 63 | 641 | 0 | 0 |
| G 4266S | 1 | 4 | 0 | 4 | 5 | 28 | 1.5 | 35 | 1 | 63 | 600 | 0 | 0 |
| LINE 11210 | (FLIGHT 7) | | | | | | | | | | | | |
| A 3979D | 2 | 2 | 0 | 3 | 9 | 9 | 4.2 | 61 | 1 | 85 | 840 | 0 | 0 |
| B 3962S | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 5 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 11210 | (FLIGHT 7) | | | | | | | | | | | | |
| C 3892S | 1 | 1 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| D 3844S | 1 | 1 | 0 | 2 | 2 | 2 | - | - | - | - | - | - | 0 |
| E 3768S | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 11220 | (FLIGHT 7) | | | | | | | | | | | | |
| A 3516H | 1 | 1 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 3525B? | 4 | 4 | 1 | 5 | 4 | 20 | 5.4 | 50 | 1 | 129 | 855 | 19 | 0 |
| C 3533D? | 1 | 0 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| D 3539D | 5 | 4 | 1 | 3 | 4 | 20 | 6.0 | 46 | 1 | 112 | 816 | 11 | 0 |
| E 3545D | 6 | 3 | 1 | 5 | 17 | 10 | 14.2 | 55 | 1 | 124 | 669 | 23 | 0 |
| F 3558D | 5 | 5 | 0 | 2 | 16 | 22 | 6.1 | 37 | 1 | 98 | 434 | 25 | 0 |
| G 3615S | 2 | 2 | 1 | 4 | 3 | 32 | 3.5 | 67 | 1 | 85 | 811 | 4 | 11 |
| H 3622S? | 0 | 2 | 1 | 2 | 6 | 18 | 0.4 | 0 | 1 | 76 | 701 | 0 | 0 |
| I 3627B? | 2 | 2 | 1 | 1 | 2 | 10 | 5.3 | 56 | 1 | 82 | 747 | 0 | 18 |
| J 3638S | 3 | 4 | 2 | 6 | 16 | 26 | 4.2 | 32 | 1 | 41 | 475 | 0 | 0 |
| K 3665S | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 11230 | (FLIGHT 7) | | | | | | | | | | | | |
| A 3430S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 3393S? | 0 | 2 | 2 | 6 | 14 | 32 | 0.4 | 0 | 1 | 69 | 436 | 12 | 0 |
| C 3342S | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| D 3282S | 1 | 3 | 0 | 8 | 9 | 53 | 1.1 | 31 | 1 | 46 | 750 | 0 | 0 |
| E 3268S | 6 | 3 | 0 | 5 | 5 | 34 | 11.7 | 45 | 1 | 64 | 851 | 0 | 16 |
| F 3245S? | 1 | 4 | 1 | 7 | 3 | 39 | 0.7 | 2 | 1 | 29 | 722 | 0 | 13 |
| LINE 11240 | (FLIGHT 7) | | | | | | | | | | | | |
| A 2900B? | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 2904B? | 1 | 4 | 2 | 3 | 10 | 18 | 1.1 | 21 | 1 | 95 | 914 | 0 | 0 |
| C 2922D | 4 | 9 | 2 | 6 | 22 | 55 | 2.2 | 17 | 1 | 34 | 477 | 0 | 0 |
| D 2932S? | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| E 2947S | 1 | 1 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| F 2971S | 0 | 1 | 1 | 2 | 2 | 20 | 0.4 | 0 | 1 | 121 | 942 | 7 | 0 |
| G 2983S | 0 | 3 | 1 | 4 | 7 | 22 | 0.4 | 0 | 1 | 76 | 558 | 0 | 0 |
| H 2999B? | 3 | 5 | 2 | 8 | 20 | 49 | 2.1 | 25 | 1 | 48 | 548 | 0 | 0 |
| I 3012S | 5 | 2 | 1 | 6 | 13 | 34 | 13.8 | 49 | 1 | 40 | 590 | 0 | 0 |
| J 3027S | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| K 3046S | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| L 3068S | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 11250 | (FLIGHT 7) | | | | | | | | | | | | |
| A 2800S? | 0 | 1 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 50 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 11250 | (FLIGHT 7) | | | | | | | | | | | | |
| B 2783D | 1 | 5 | 2 | 9 | 22 | 44 | 0.7 | 13 | 1 | 55 | 548 | 0 | 0 |
| C 2774S? | 1 | 2 | 1 | 7 | 6 | 43 | 1.2 | 44 | 1 | 54 | 587 | 0 | 0 |
| D 2766B? | 2 | 2 | 1 | 10 | 33 | 39 | 4.2 | 63 | 1 | 56 | 572 | 0 | 0 |
| E 2762B? | 1 | 3 | 1 | 10 | 33 | 39 | 1.2 | 42 | 1 | 54 | 566 | 0 | 0 |
| F 2745B? | 1 | 0 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| G 2709S | 0 | 2 | 0 | 3 | 2 | 19 | 0.4 | 0 | 1 | 108 | 964 | 7 | 0 |
| H 2697S | 2 | 3 | 1 | 5 | 6 | 32 | 1.8 | 42 | 1 | 74 | 755 | 0 | 4 |
| I 2671S | 4 | 2 | 0 | 6 | 16 | 17 | 10.7 | 48 | 1 | 44 | 793 | 0 | 0 |
| J 2650S | 0 | 5 | 2 | 9 | 17 | 48 | 0.4 | 0 | 1 | 38 | 577 | 0 | 0 |
| K 2614S | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| L 2600S | 2 | 4 | 1 | 9 | 9 | 37 | 1.4 | 30 | 1 | 62 | 756 | 0 | 0 |
| LINE 11260 | (FLIGHT 7) | | | | | | | | | | | | |
| A 2351S? | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 2390S | 1 | 2 | 0 | 1 | 2 | 4 | - | - | - | - | - | - | 13 |
| C 2409S | 0 | 2 | 1 | 3 | 2 | 21 | 0.4 | 0 | 1 | 102 | 520 | 22 | 16 |
| D 2430S | 1 | 3 | 1 | 4 | 6 | 19 | 0.8 | 5 | 1 | 91 | 283 | 34 | 0 |
| E 2448S? | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| F 2457S | 3 | 4 | 1 | 7 | 15 | 38 | 3.8 | 38 | 1 | 48 | 616 | 0 | 0 |
| G 2475S | 2 | 2 | 2 | 4 | 4 | 16 | 2.4 | 42 | 1 | 50 | 496 | 0 | 0 |
| H 2516S | 1 | 1 | 0 | 0 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 11270 | (FLIGHT 7) | | | | | | | | | | | | |
| A 2256S | 0 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 5 |
| B 2243B? | 2 | 4 | 1 | 4 | 8 | 26 | 2.2 | 38 | 1 | 72 | 877 | 0 | 0 |
| C 2220S | 0 | 2 | 0 | 2 | 1 | 4 | - | - | - | - | - | - | 0 |
| D 2184S | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| E 2155B? | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| F 2150S | 1 | 2 | 0 | 5 | 14 | 7 | 1.5 | 42 | 1 | 45 | 791 | 0 | 0 |
| G 2130B? | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| H 2127S? | 1 | 2 | 0 | 6 | 12 | 5 | 1.5 | 40 | 1 | 47 | 793 | 0 | 0 |
| I 2095S | 0 | 2 | 0 | 4 | 6 | 22 | 0.4 | 0 | 1 | 62 | 806 | 0 | 13 |
| J 2084S | 2 | 4 | 0 | 8 | 11 | 49 | 2.0 | 46 | 1 | 56 | 767 | 0 | 0 |
| LINE 11280 | (FLIGHT 7) | | | | | | | | | | | | |
| A 1869S | 0 | 1 | 1 | 6 | 14 | 17 | 0.4 | 0 | 1 | 67 | 788 | 0 | 13 |
| B 1881S? | 1 | 1 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| C 1921S | 2 | 2 | 2 | 3 | 5 | 18 | 2.9 | 56 | 1 | 92 | 521 | 15 | 17 |
| D 1940S | 1 | 3 | 0 | 5 | 11 | 24 | 1.7 | 41 | 1 | 68 | 882 | 0 | 0 |
| E 1946S | 2 | 3 | 0 | 5 | 11 | 29 | 1.9 | 34 | 1 | 50 | 798 | 0 | 0 |
| F 1967S | 0 | 3 | 0 | 4 | 9 | 24 | 0.4 | 0 | 1 | 58 | 832 | 0 | 0 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 11280 | (FLIGHT 7) | | | | | | | | | | | | |
| G 1990S | 1 | 1 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| H 2000S | 1 | 2 | 0 | 4 | 13 | 23 | 1.1 | 23 | 1 | 68 | 882 | 0 | 0 |
| LINE 11290 | (FLIGHT 7) | | | | | | | | | | | | |
| A 1683S | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 1664S | 2 | 1 | 0 | 2 | 3 | 14 | 9.2 | 95 | 1 | 99 | 975 | 1 | 0 |
| C 1642S | 1 | 1 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| D 1614S? | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| E 1608S | 2 | 3 | 0 | 2 | 15 | 16 | 2.0 | 35 | 1 | 61 | 873 | 0 | 0 |
| F 1589S | 2 | 3 | 0 | 5 | 9 | 25 | 2.0 | 45 | 1 | 67 | 870 | 0 | 0 |
| G 1579S | 0 | 1 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| H 1551S | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 11300 | (FLIGHT 7) | | | | | | | | | | | | |
| A 1336B? | 2 | 3 | 0 | 3 | 10 | 16 | 2.3 | 39 | 1 | 168 | 1024 | 0 | 0 |
| B 1375S | 0 | 3 | 1 | 4 | 4 | 27 | 0.4 | 1 | 1 | 106 | 561 | 25 | 0 |
| C 1383S | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| D 1415S | 0 | 3 | 2 | 6 | 12 | 28 | 0.4 | 0 | 1 | 80 | 923 | 0 | 0 |
| E 1452S | 3 | 4 | 2 | 5 | 13 | 27 | 3.4 | 35 | 1 | 53 | 361 | 4 | 0 |
| F 1466S | 1 | 1 | 1 | 5 | 8 | 28 | 2.0 | 73 | 1 | 59 | 615 | 0 | 0 |
| LINE 11310 | (FLIGHT 7) | | | | | | | | | | | | |
| A 1165S | 1 | 1 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 6 |
| B 1155S | 0 | 2 | 0 | 6 | 6 | 35 | 0.5 | 10 | 1 | 82 | 813 | 5 | 0 |
| C 1125B? | 0 | 4 | 1 | 5 | 7 | 20 | 0.4 | 0 | 1 | 73 | 717 | 0 | 0 |
| D 1116D | 2 | 4 | 1 | 5 | 14 | 28 | 2.9 | 48 | 1 | 77 | 877 | 0 | 10 |
| E 1112B? | 2 | 1 | 2 | 5 | 14 | 28 | 12.0 | 83 | 1 | 63 | 715 | 0 | 0 |
| F 1080S | 2 | 2 | 3 | 5 | 12 | 25 | 3.8 | 45 | 1 | 61 | 313 | 9 | 0 |
| G 1065S | 1 | 2 | 1 | 1 | 2 | 4 | - | - | - | - | - | - | 0 |
| H 1050S | 2 | 3 | 2 | 4 | 9 | 30 | 3.3 | 49 | 1 | 50 | 525 | 0 | 0 |
| LINE 11320 | (FLIGHT 7) | | | | | | | | | | | | |
| A 885S | 1 | 1 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 909S | 0 | 2 | 1 | 4 | 8 | 18 | 0.4 | 0 | 1 | 91 | 782 | 0 | 0 |
| C 943B? | 4 | 4 | 2 | 4 | 7 | 16 | 4.7 | 47 | 1 | 75 | 492 | 11 | 0 |
| D 957S | 1 | 4 | 3 | 9 | 26 | 40 | 1.1 | 13 | 1 | 44 | 268 | 0 | 0 |
| E 969S | 2 | 4 | 2 | 9 | 9 | 41 | 1.8 | 39 | 1 | 39 | 453 | 0 | 0 |
| LINE 11330 | (FLIGHT 7) | | | | | | | | | | | | |
| A 692B? | 1 | 1 | 0 | 2 | 9 | 23 | 2.0 | 62 | 1 | 141 | 1024 | 0 | 0 |
| B 686D | 1 | 3 | 1 | 5 | 14 | 33 | 0.7 | 11 | 1 | 75 | 613 | 4 | 0 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LINE 11330 | (FLIGHT 7) | | | | | | | | | | | | |
| C 660D | 0 | 2 | 0 | 1 | 7 | 10 | 0.4 | 0 | 1 | 91 | 701 | 6 | 0 |
| D 648D | 1 | 3 | 1 | 5 | 9 | 27 | 0.7 | 17 | 1 | 68 | 733 | 1 | 0 |
| E 617S? | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| F 580S | 1 | 2 | 3 | 6 | 15 | 30 | 1.6 | 56 | 1 | 50 | 296 | 5 | 20 |
| G 573S | 2 | 4 | 2 | 14 | 22 | 53 | 1.4 | 30 | 1 | 32 | 525 | 0 | 0 |
| LINE 11340 | (FLIGHT 6) | | | | | | | | | | | | |
| A 4673B? | 0 | 3 | 1 | 1 | 2 | 11 | 0.4 | 0 | 1 | 144 | 966 | 18 | 0 |
| B 4680D | 1 | 2 | 0 | 2 | 8 | 15 | 1.3 | 39 | 1 | 121 | 1024 | 0 | 0 |
| C 4706S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| D 4722S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| E 4753S | 0 | 3 | 2 | 5 | 7 | 23 | 0.4 | 0 | 1 | 68 | 245 | 20 | 0 |
| LINE 11350 | (FLIGHT 6) | | | | | | | | | | | | |
| A 4477S? | 1 | 2 | 1 | 5 | 13 | 26 | 1.4 | 44 | 1 | 77 | 890 | 0 | 10 |
| B 4448S | 1 | 2 | 0 | 2 | 2 | 4 | - | - | - | - | - | - | 30 |
| C 4431S | 1 | 1 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 5 |
| LINE 11355 | (FLIGHT 6) | | | | | | | | | | | | |
| A 4545S? | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| B 4525D | 0 | 5 | 1 | 8 | 14 | 27 | 0.4 | 1 | 1 | 67 | 644 | 3 | 20 |
| C 4511S? | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 11360 | (FLIGHT 6) | | | | | | | | | | | | |
| A 4316S | 1 | 3 | 1 | 6 | 12 | 38 | 0.8 | 15 | 1 | 57 | 573 | 0 | 0 |
| B 4333S | 2 | 2 | 1 | 5 | 8 | 25 | 4.5 | 68 | 1 | 68 | 317 | 16 | 0 |
| LINE 11370 | (FLIGHT 6) | | | | | | | | | | | | |
| A 4220S | 3 | 1 | 1 | 4 | 5 | 25 | 14.0 | 83 | 1 | 50 | 639 | 0 | 0 |
| B 4211S | 2 | 2 | 1 | 4 | 7 | 23 | 3.3 | 63 | 1 | 55 | 594 | 0 | 0 |
| C 4199S | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 11380 | (FLIGHT 6) | | | | | | | | | | | | |
| A 4029S | 1 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 11390 | (FLIGHT 6) | | | | | | | | | | | | |
| A 3924S | 0 | 2 | 1 | 4 | 6 | 33 | 0.4 | 1 | 1 | 50 | 682 | 0 | 0 |
| B 3913S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| C 3899S | 0 | 2 | 1 | 2 | 2 | 4 | - | - | - | - | - | - | 0 |
| LINE 11400 | (FLIGHT 6) | | | | | | | | | | | | |
| A 3805S? | 1 | 3 | 0 | 4 | 6 | 26 | 1.1 | 30 | 1 | 75 | 555 | 4 | 0 |

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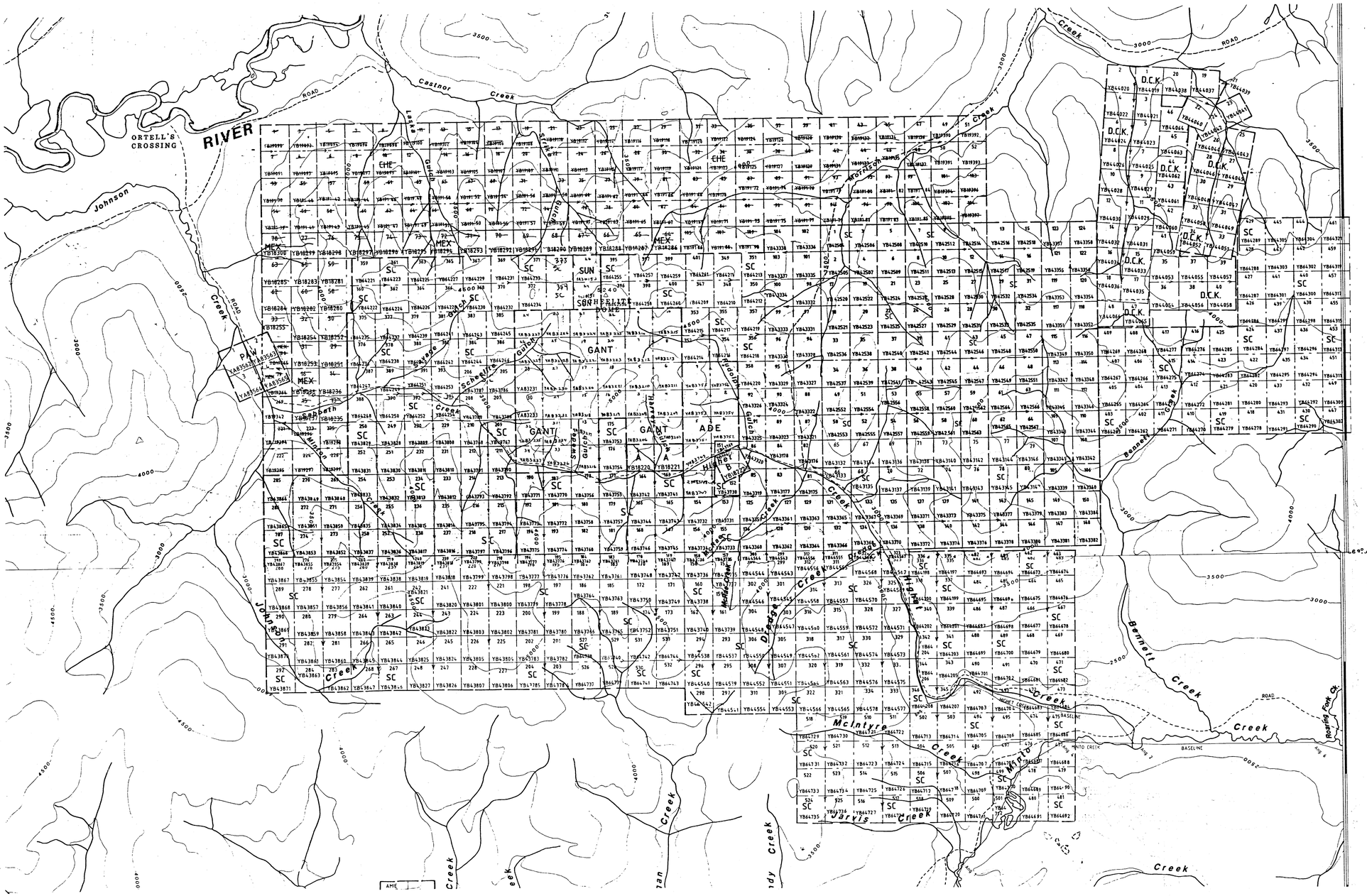
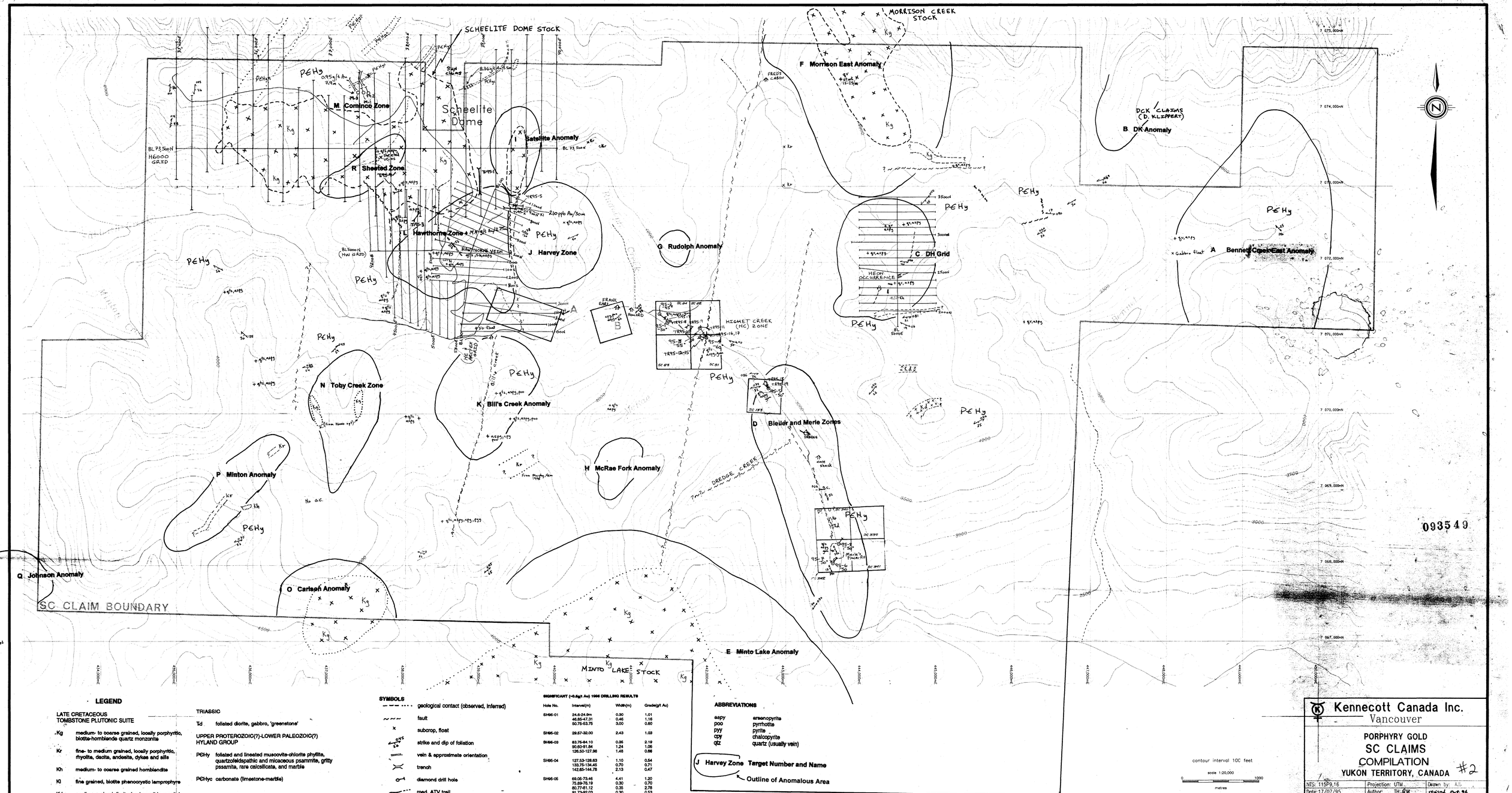



093549

Kennecott Canada Inc.
Vancouver

SC CLAIMS
CLAIM
MAP #1
YUKON, CANADA

| | | | |
|---|---|---|---|
| NTS: 115P/9,16 | Projection: UTM | Drawn by: MJD | |
| Date: 13/2/96 | Author: | | Figure 2 |
| File: | Scale: 1:30,000 | | |




## LEGEND

LATE CRETACEOUS
TOMBSTONE PLUTONIC SUITE

- Kg — medium- to coarse grained, locally porphyritic, biotite-hornblende quartz monzonite
- Kr — fine- to medium grained, locally porphyritic, rhyolite, dacite, andesite, dykes and sills
- Kh — medium- to coarse grained hornblendite
- Kl — fine grained, biotite phenocrystic lamprophyre
- Kd — medium grained diorite (and possible syenite)

TRIASSIC

- Td — foliated diorite, gabbro, 'greenstone'

UPPER PROTEROZOIC(?)-LOWER PALEOZOIC(?)
HYLAND GROUP

- PEHy — foliated and lineated muscovite-chlorite phyllite, quartzofeldspathic and micaceous psammite, gritty psammite, rare calcsilicate, and marble
- PEHyc — carbonate (limestone-marble)

## SYMBOLS

- geological contact (observed, inferred)
- fault
- subcrop, float
- strike and dip of foliation
- vein & approximate orientation
- trench
- diamond drill hole
- road, ATV trail

## SIGNIFICANT (>0.6g/t Au) 1995 DRILLING RESULTS

| Hole No. | Interval(m) | Width(m) | Grade(g/t Au) |
|---|---|---|---|
| SH96-01 | 24.6-24.9m | 0.30 | 1.01 |
| | 46.85-47.31 | 0.46 | 1.16 |
| | 50.75-53.75 | 3.00 | 0.60 |
| SH96-02 | 29.57-32.00 | 2.43 | 1.03 |
| SH96-03 | 83.76-84.10 | 0.35 | 2.19 |
| | 90.60-91.84 | 1.24 | 1.06 |
| | 126.50-127.96 | 1.46 | 0.66 |
| SH96-04 | 127.53-128.63 | 1.10 | 0.54 |
| | 133.75-134.45 | 0.70 | 0.71 |
| | 142.65-144.78 | 2.13 | 0.47 |
| SH96-05 | 69.06-73.46 | 4.41 | 1.20 |
| | 75.89-76.19 | 0.30 | 0.70 |
| | 80.77-81.12 | 0.35 | 2.78 |
| | 91.73-92.03 | 0.30 | 0.53 |

## ABBREVIATIONS

| | |
|---|---|
| aspy | arsenopyrite |
| poo | pyrrhotite |
| pyy | pyrite |
| cpy | chalcopyrite |
| qtz | quartz (usually vein) |

J Harvey Zone — Target Number and Name

Outline of Anomalous Area

contour interval 10C feet

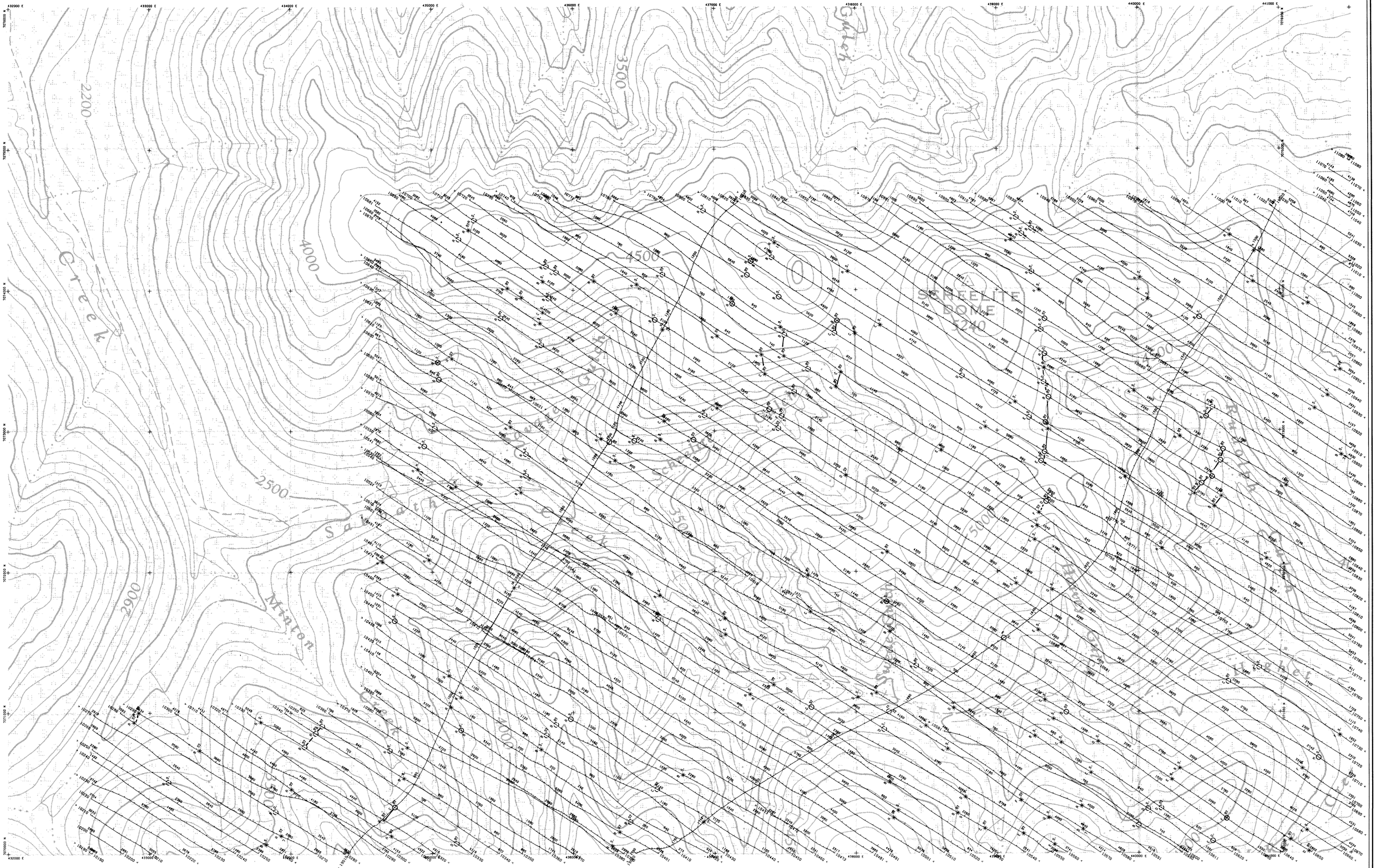
scale 1:20,000

0 1000 metres

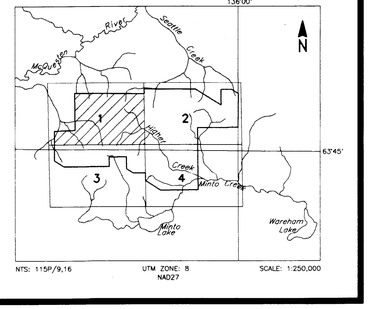
Kennecott Canada Inc.
Vancouver

PORPHYRY GOLD
SC CLAIMS
COMPILATION
YUKON TERRITORY, CANADA #2

| | | |
|---|---|---|
| NTS: 115P9,16 | Projection: UTM | Drawn by: AB |
| Date: 17/07/95 | Author: TH, RH | revised Oct 96 |
| File: SCCL20 | Scale: 1:20,000 | FIGURE: 4 |




## LOCATION MAP



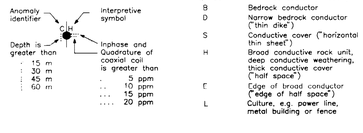

## TECHNICAL SUMMARY

| | |
|---|---|
| Navigation | Sercel differential GPS positioning |
| Data reduction grid interval | 25 metres |
| Terrain clearance | Helicopter 60 m<br>Electromagnetic sensor 30 m<br>Magnetometer 40 m |
| Data sampling interval | 0.1 second |
| Magnetometer / sensitivity | Scintrex cesium / 0.01 nT |
| Electromagnetic system | DIGHEM$^V$ |

| Frequency | Sensitivity | Coil Orientation |
|---|---|---|
| 900 Hz | 0.1 ppm | Vertical coaxial |
| 5500 Hz | 0.2 ppm | Vertical coaxial |
| 900 Hz | 0.1 ppm | Horizontal coplanar |
| 7200 Hz | 0.2 ppm | Horizontal coplanar |
| 56000 Hz | 0.5 ppm | Horizontal coplanar |

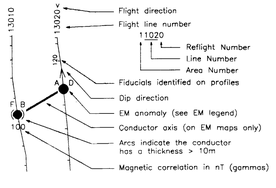
## ELECTROMAGNETIC ANOMALIES

| Grade | Anomaly | Conductance |
|---|---|---|
| 7 | ● | >100 siemens |
| 6 | ◕ | 50–100 siemens |
| 5 | ◒ | 20–50 siemens |
| 4 | ◔ | 10–20 siemens |
| 3 | ⊕ | 5–10 siemens |
| 2 | ○ | 1–5 siemens |
| 1 | ○ | < 1 siemens |
| – | ✳ | Questionable anomaly |




| Interpretive symbol | Conductor ("model") |
|---|---|
| B | Bedrock conductor |
| D | Narrow bedrock conductor ("thin dike") |
| S | Conductive cover ("horizontal thin sheet") |
| H | Broad conductive rock unit, deep conductive weathering, thick conductive cover ("half space") |
| E | Edge of broad conductor ("edge of half space") |
| L | Culture, e.g. power line, metal building or fence |

## FLIGHT LINES WITH EM ANOMALIES




# KENNECOTT CANADA INC.

## SCHEELITE DOME AREA, CENTRAL YUKON

## ELECTROMAGNETIC ANOMALIES

| | | |
|---|---|---|
| DIGHEM $^V$ SURVEY | NTS: 115P/9,16 | GEOPHYSICIST: RP |
| DATE: JANUARY, 1996 | JOB: 1243 | SHEET: 1 |

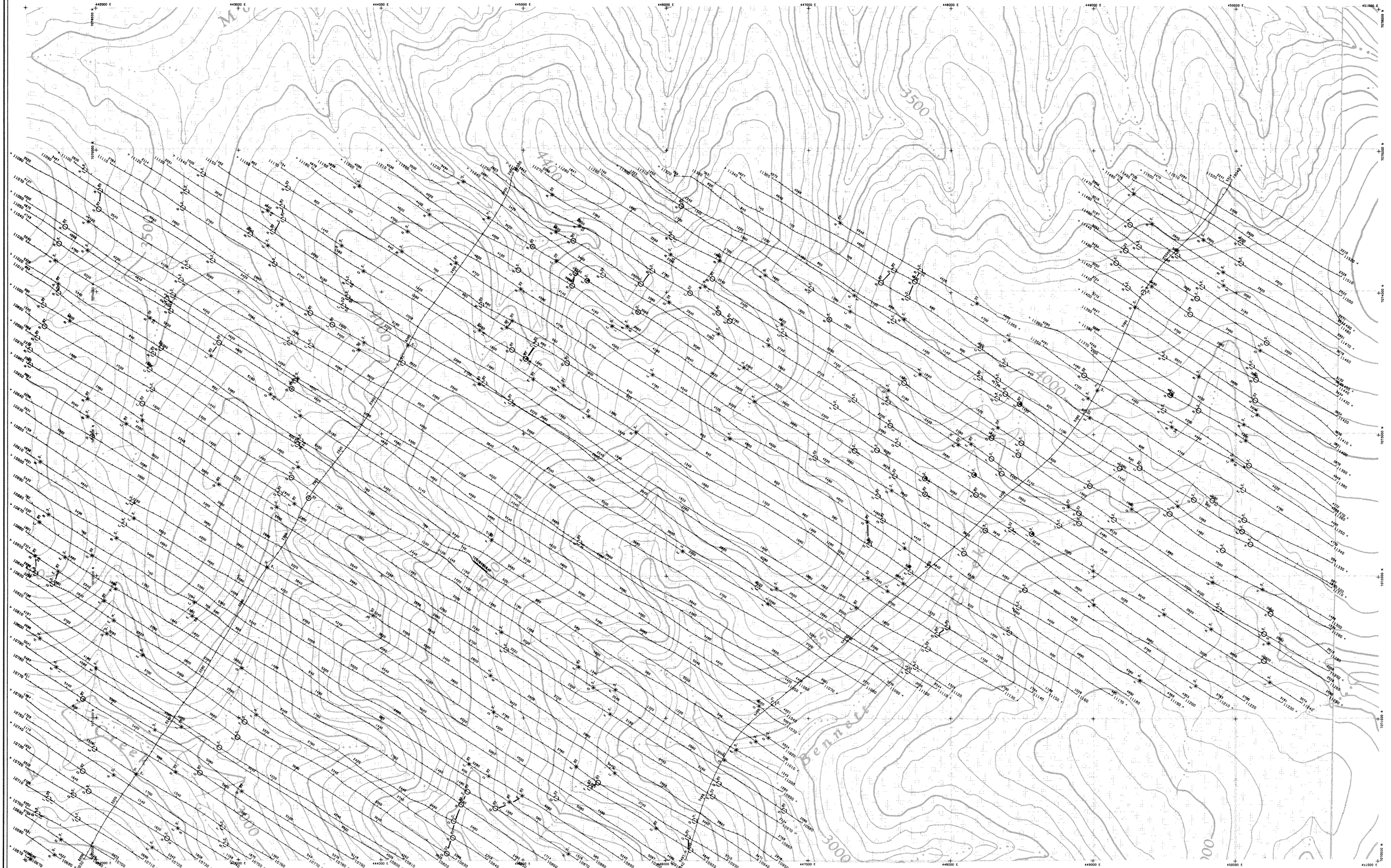
DIGHEM, A division of CGG Canada Ltd.

0 0.5 1.0 Km
0 0.5 Mi
Scale 1:10 000

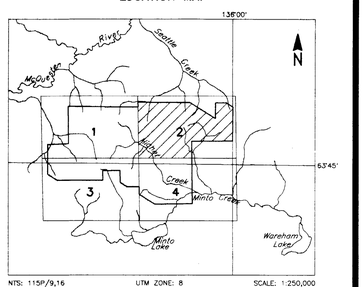
DIGHEM
Quality and Service in Airborne Geophysics

093549

#3




## LOCATION MAP



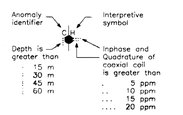

## TECHNICAL SUMMARY

| | |
|---|---|
| Navigation | Sercel differential GPS positioning |
| Data reduction grid interval | 25 metres |
| Terrain clearance | Helicopter 60 m<br>Electromagnetic sensor 30 m<br>Magnetometer 40 m |
| Data sampling interval | 0.1 second |
| Magnetometer / sensitivity | Scintrex cesium / 0.01 nT |
| Electromagnetic system | DIGHEM$^v$ |

| Frequency | Sensitivity | Coil Orientation |
|---|---|---|
| 900 Hz | 0.1 ppm | Vertical coaxial |
| 5500 Hz | 0.2 ppm | Vertical coaxial |
| 900 Hz | 0.1 ppm | Horizontal coplanar |
| 7200 Hz | 0.2 ppm | Horizontal coplanar |
| 56000 Hz | 0.5 ppm | Horizontal coplanar |

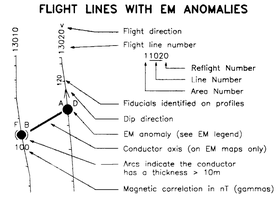
## ELECTROMAGNETIC ANOMALIES

| Grade | Anomaly | Conductance |
|---|---|---|
| 7 | ● | >100 siemens |
| 6 | ◕ | 50–100 siemens |
| 5 | ◑ | 20–50 siemens |
| 4 | ◔ | 10–20 siemens |
| 3 | ⊕ | 5–10 siemens |
| 2 | ○ | 1–5 siemens |
| 1 | ◌ | < 1 siemens |
| – | ✶ | Questionable anomaly |




| Interpretive symbol | Conductor ("model") |
|---|---|
| B | Bedrock conductor |
| D | Narrow bedrock conductor ("thin dike") |
| S | Conductive cover ("horizontal thin sheet") |
| H | Broad conductive rock unit, deep conductive weathering, thick conductive cover ("half space") |
| E | Edge of broad conductor ("edge of half space") |
| L | Culture, e.g. power line, metal building or fence |

## FLIGHT LINES WITH EM ANOMALIES




# KENNECOTT CANADA INC.

## SCHEELITE DOME AREA, CENTRAL YUKON

## ELECTROMAGNETIC ANOMALIES

| | | |
|---|---|---|
| DIGHEM$^v$ SURVEY | NTS: 115P/9,16 | GEOPHYSICIST: |
| DATE: JANUARY, 1996 | JOB: 1243 | SHEET: 2 |

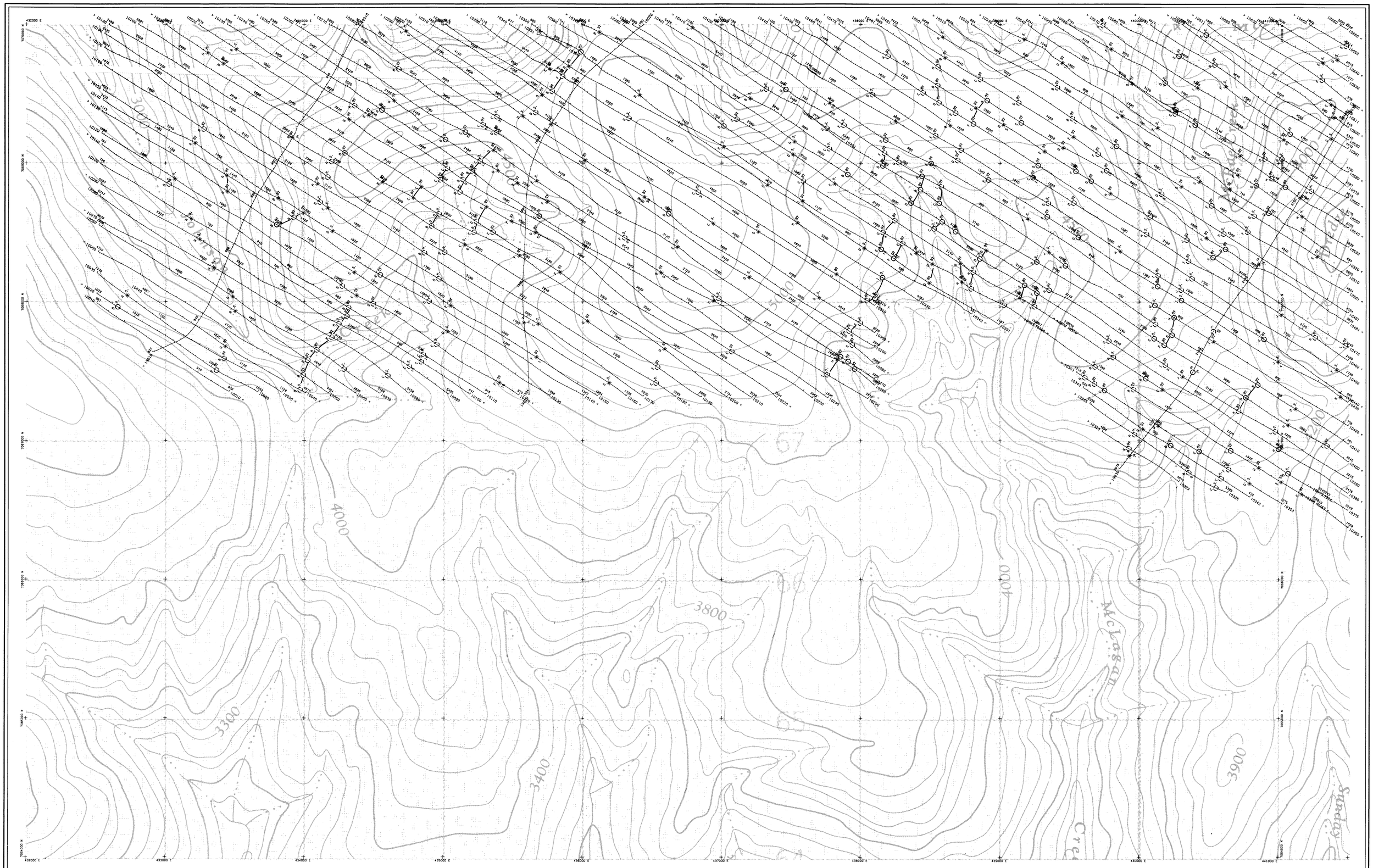
DIGHEM, A division of CGG Canada Ltd.

0 0.5 1.0 Km
0 0.5 Mi
Scale 1:10 000

**DIGHEM**
Quality and Service in Airborne Geophysics

003549

#4




## LOCATION MAP

## TECHNICAL SUMMARY

| | |
|---|---|
| Navigation | Sercel differential GPS positioning |
| Data reduction grid interval | 25 metres |
| Terrain clearance | Helicopter 60 m<br>Electromagnetic sensor 30 m<br>Magnetometer 40 m |
| Data sampling interval | 0.1 second |
| Magnetometer / sensitivity | Scintrex cesium / 0.01 nT |
| Electromagnetic system | DIGHEM* |

| Frequency | Sensitivity | Coil Orientation |
|---|---|---|
| 900 Hz | 0.1 ppm | Vertical coaxial |
| 5500 Hz | 0.2 ppm | Vertical coaxial |
| 900 Hz | 0.1 ppm | Horizontal coplanar |
| 7200 Hz | 0.2 ppm | Horizontal coplanar |
| 56000 Hz | 0.5 ppm | Horizontal coplanar |

## ELECTROMAGNETIC ANOMALIES

| Grade | Anomaly | Conductance |
|---|---|---|
| 7 | ● | >100 siemens |
| 6 | ◕ | 50–100 siemens |
| 5 | ◑ | 20–50 siemens |
| 4 | ◔ | 10–20 siemens |
| 3 | ⊕ | 5–10 siemens |
| 2 | ○ | 1–5 siemens |
| 1 | ◌ | < 1 siemens |
| ~ | ✳ | Questionable anomaly |

Anomaly identifier — Interpretive symbol

Depth is greater than
- . 15 m
- : 30 m
- : 45 m
- : 60 m

Inphase and Quadrature of coaxial coil is greater than
- . 5 ppm
- .. 10 ppm
- ... 15 ppm
- .... 20 ppm

| Interpretive symbol | Conductor ("model") |
|---|---|
| B | Bedrock conductor |
| D | Narrow bedrock conductor ("thin dike") |
| S | Conductive cover ("horizontal thin sheet") |
| H | Broad conductive rock unit, deep conductive weathering, thick conductive cover ("half space") |
| E | Edge of broad conductor ("edge of half space") |
| L | Culture, e.g. power line, metal building or fence |

## FLIGHT LINES WITH EM ANOMALIES

- Flight direction
- Flight line number (11020: 11 = Reflight Number, 10 = Line Number, 20 = Area Number)
- Fiducials identified on profiles
- Dip direction
- EM anomaly (see EM legend)
- Conductor axis (on EM maps only)
- Arcs indicate the conductor has a thickness > 10m
- Magnetic correlation in nT (gammas)

# KENNECOTT CANADA INC.
## SCHEELITE DOME AREA, CENTRAL YUKON

## ELECTROMAGNETIC ANOMALIES

| | | |
|---|---|---|
| DIGHEM * SURVEY | NTS: 115P/9,16 | GEOPHYSICIST: RP |
| DATE: JANUARY, 1996 | JOB: 1243 | SHEET: 3 |

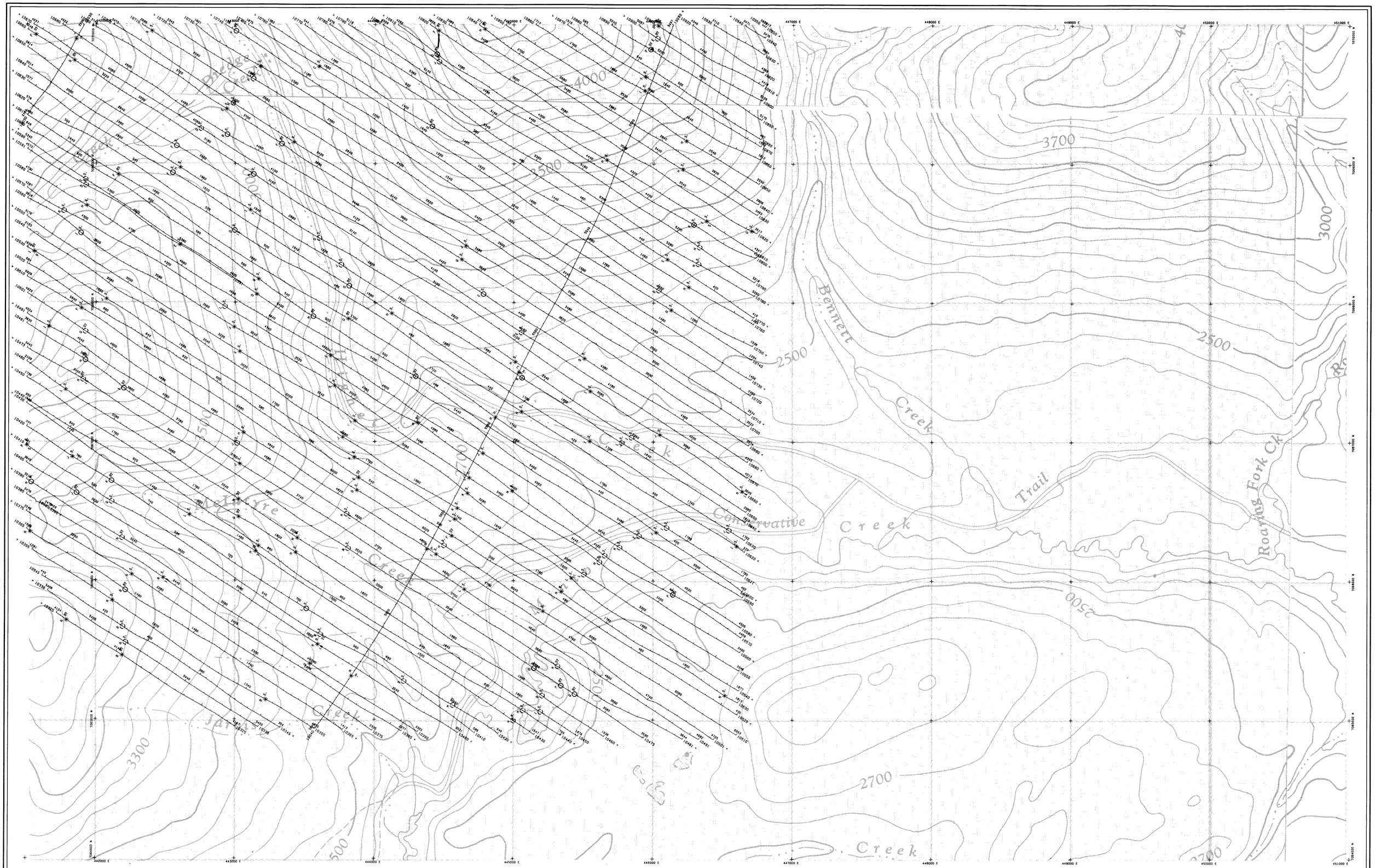
DIGHEM, A division of CGG Canada Ltd.

0 0.5 1.0 Km
0 0.5 Mi
Scale 1:10 000

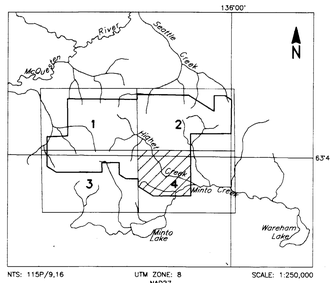
DIGHEM
Quality and Service in Airborne Geophysics

053549

#5




## LOCATION MAP



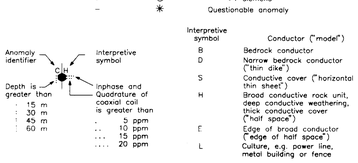

## TECHNICAL SUMMARY

| | |
|---|---|
| Navigation | Sercel differential GPS positioning |
| Data reduction grid interval | 25 metres |
| Terrain clearance | Helicopter 60 m |
| | Electromagnetic sensor 30 m |
| | Magnetometer 40 m |
| Data sampling interval | 0.1 second |
| Magnetometer / sensitivity | Scintrex cesium / 0.01 nT |
| Electromagnetic system | DIGHEM* |

| Frequency | Sensitivity | Coil Orientation |
|---|---|---|
| 900 Hz | 0.1 ppm | Vertical coaxial |
| 5500 Hz | 0.2 ppm | Vertical coaxial |
| 900 Hz | 0.1 ppm | Horizontal coplanar |
| 7200 Hz | 0.2 ppm | Horizontal coplanar |
| 56000 Hz | 0.5 ppm | Horizontal coplanar |

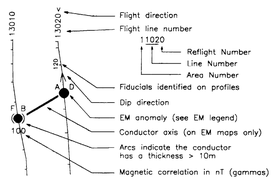
## ELECTROMAGNETIC ANOMALIES

| Grade | Anomaly | Conductance |
|---|---|---|
| 7 | ● | >100 siemens |
| 6 | ◕ | 50–100 siemens |
| 5 | ◑ | 20–50 siemens |
| 4 | ◔ | 10–20 siemens |
| 3 | ⊕ | 5–10 siemens |
| 2 | ○ | 1–5 siemens |
| 1 | ◌ | < 1 siemens |
| – | ✳ | Questionable anomaly |




| Interpretive symbol | Conductor ("model") |
|---|---|
| B | Bedrock conductor |
| D | Narrow bedrock conductor ("thin dike") |
| S | Conductive cover ("horizontal thin sheet") |
| H | Broad conductive rock unit, deep conductive weathering, thick conductive cover ("half space") |
| E | Edge of broad conductor ("edge of half space") |
| L | Culture, e.g. power line, metal building or fence |

## FLIGHT LINES WITH EM ANOMALIES




# KENNECOTT CANADA INC.

## SCHEELITE DOME AREA, CENTRAL YUKON

## ELECTROMAGNETIC ANOMALIES

| | | |
|---|---|---|
| DIGHEM * SURVEY | NTS: 115P/9,16 | GEOPHYSICIST: ef |
| DATE: JANUARY, 1996 | JOB: 1243 | SHEET: 4 |

DIGHEM, A division of CGG Canada Ltd.

0 0.5 1.0 Km

0 0.5 Mi

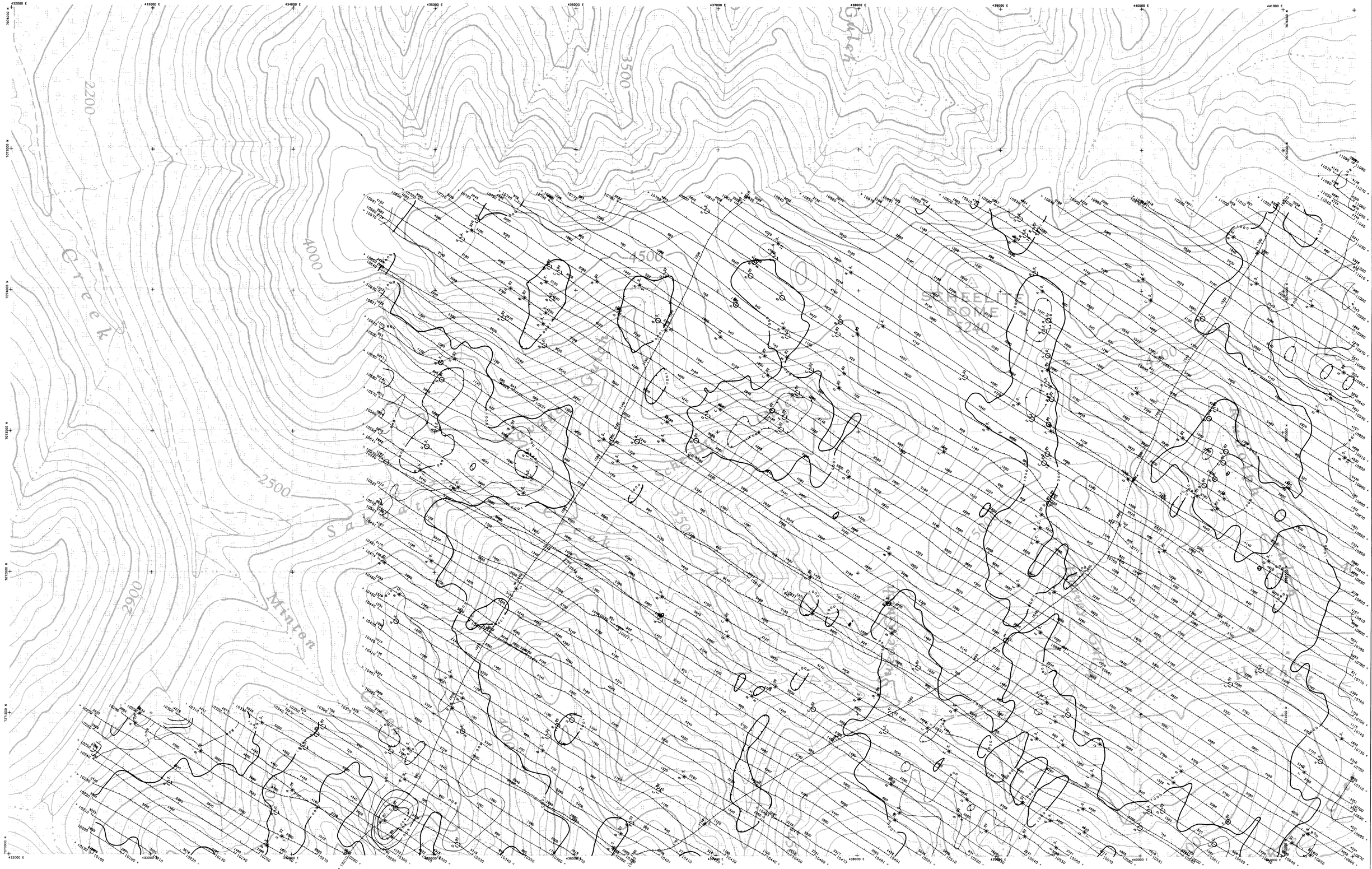
Scale 1:10 000

**DIGHEM**

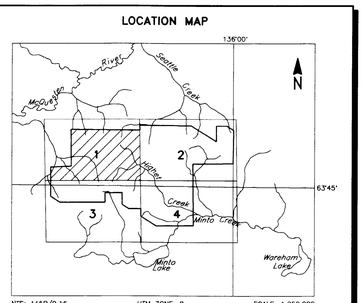
Quality and Service in Airborne Geophysics

093349

#6




## LOCATION MAP



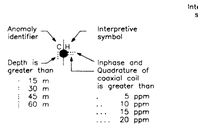

## TECHNICAL SUMMARY

| | |
|---|---|
| Navigation | Sercel differential GPS positioning |
| Data reduction grid interval | 25 metres |
| Terrain clearance | Helicopter 60 m<br>Electromagnetic sensor 30 m<br>Magnetometer 40 m |
| Data sampling interval | 0.1 second |
| Magnetometer / sensitivity | Scintrex cesium / 0.01 nT |
| Electromagnetic system | DIGHEM$^v$ |

| Frequency | Sensitivity | Coil Orientation |
|---|---|---|
| 900 Hz | 0.1 ppm | Vertical coaxial |
| 5500 Hz | 0.2 ppm | Vertical coaxial |
| 900 Hz | 0.1 ppm | Horizontal coplanar |
| 7200 Hz | 0.2 ppm | Horizontal coplanar |
| 56000 Hz | 0.5 ppm | Horizontal coplanar |

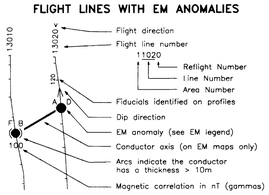
## ELECTROMAGNETIC ANOMALIES

| Grade | Anomaly | Conductance |
|---|---|---|
| 7 | ● | >100 siemens |
| 6 | ◕ | 50–100 siemens |
| 5 | ◑ | 20–50 siemens |
| 4 | ◔ | 10–20 siemens |
| 3 | ⊕ | 5–10 siemens |
| 2 | ○ | 1–5 siemens |
| 1 | ◌ | < 1 siemens |
| – | ✳ | Questionable anomaly |




| Interpretive symbol | Conductor ("model") |
|---|---|
| B | Bedrock conductor |
| D | Narrow bedrock conductor ("thin dike") |
| S | Conductive cover ("horizontal thin sheet") |
| H | Broad conductive rock unit, deep conductive weathering, thick conductive cover ("half space") |
| E | Edge of broad conductor ("edge of half space") |
| L | Culture, e.g. power line, metal building or fence |

## FLIGHT LINES WITH EM ANOMALIES




## RESISTIVITY CONTOURS

1000 Ω·m
800
600
500
400
300
250
200
150
125
100

Contours in ohm-m at 10 intervals per decade

# KENNECOTT CANADA INC.
## SCHEELITE DOME AREA, CENTRAL YUKON

## RESISTIVITY
## 900 Hz COPLANAR

| | | |
|---|---|---|
| DIGHEM$^v$ SURVEY | NTS: 115P/9,16 | GEOPHYSICIST: RF |
| DATE: JANUARY, 1996 | JOB: 1243 | SHEET: 1 |

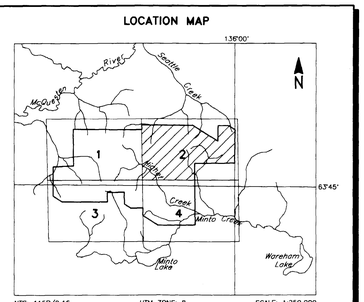
DIGHEM, A division of CGG Canada Ltd.

0 0.5 1.0 Km
0 0.5 Mi
Scale 1:10 000

DIGHEM
Quality and Service in Airborne Geophysics

093549

## LOCATION MAP




## TECHNICAL SUMMARY

| | |
|---|---|
| Navigation | Sercel differential GPS positioning |
| Data reduction grid interval | 25 metres |
| Terrain clearance | Helicopter 60 m<br>Electromagnetic sensor 30 m<br>Magnetometer 40 m |
| Data sampling interval | 0.1 second |
| Magnetometer / sensitivity | Scintrex cesium / 0.01 nT |
| Electromagnetic system | DIGHEM$^v$ |

| Frequency | Sensitivity | Coil Orientation |
|---|---|---|
| 900 Hz | 0.1 ppm | Vertical coaxial |
| 5500 Hz | 0.2 ppm | Vertical coaxial |
| 900 Hz | 0.1 ppm | Horizontal coplanar |
| 7200 Hz | 0.2 ppm | Horizontal coplanar |
| 56000 Hz | 0.5 ppm | Horizontal coplanar |

## ELECTROMAGNETIC ANOMALIES

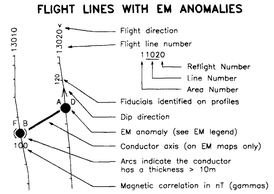
| Grade | Anomaly | Conductance |
|---|---|---|
| 7 | ● | >100 siemens |
| 6 | ◉ | 50–100 siemens |
| 5 | ◉ | 20–50 siemens |
| 4 | ⊕ | 10–20 siemens |
| 3 | ⊕ | 5–10 siemens |
| 2 | ○ | 1–5 siemens |
| 1 | ◌ | < 1 siemens |
| – | ✳ | Questionable anomaly |

Anomaly identifier — Interpretive symbol — Inphase and Quadrature of coaxial coil is greater than

Depth is greater than:
- 15 m: 5 ppm
- 30 m: 10 ppm
- 45 m: 15 ppm
- 60 m: 20 ppm

| Interpretive symbol | Conductor ("model") |
|---|---|
| B | Bedrock conductor |
| D | Narrow bedrock conductor ("thin dike") |
| S | Conductive cover ("horizontal thin sheet") |
| H | Broad conductive rock unit, deep conductive weathering, thick conductive cover ("half space") |
| E | Edge of broad conductor ("edge of half space") |
| L | Culture, e.g. power line, metal building or fence |

## FLIGHT LINES WITH EM ANOMALIES




## RESISTIVITY CONTOURS

1000 — 800 — 600 — 500 — 400 — 300 — 250 — 200 — 150 — 125 — 100

Contours in ohm-m at 10 intervals per decade

# KENNECOTT CANADA INC.

## SCHEELITE DOME AREA, CENTRAL YUKON

## RESISTIVITY
## 900 Hz COPLANAR

| | | |
|---|---|---|
| DIGHEM$^v$ SURVEY | NTS: 115P/9,16 | GEOPHYSICIST: [illegible] |
| DATE: JANUARY, 1996 | JOB: 1243 | SHEET: 2 |

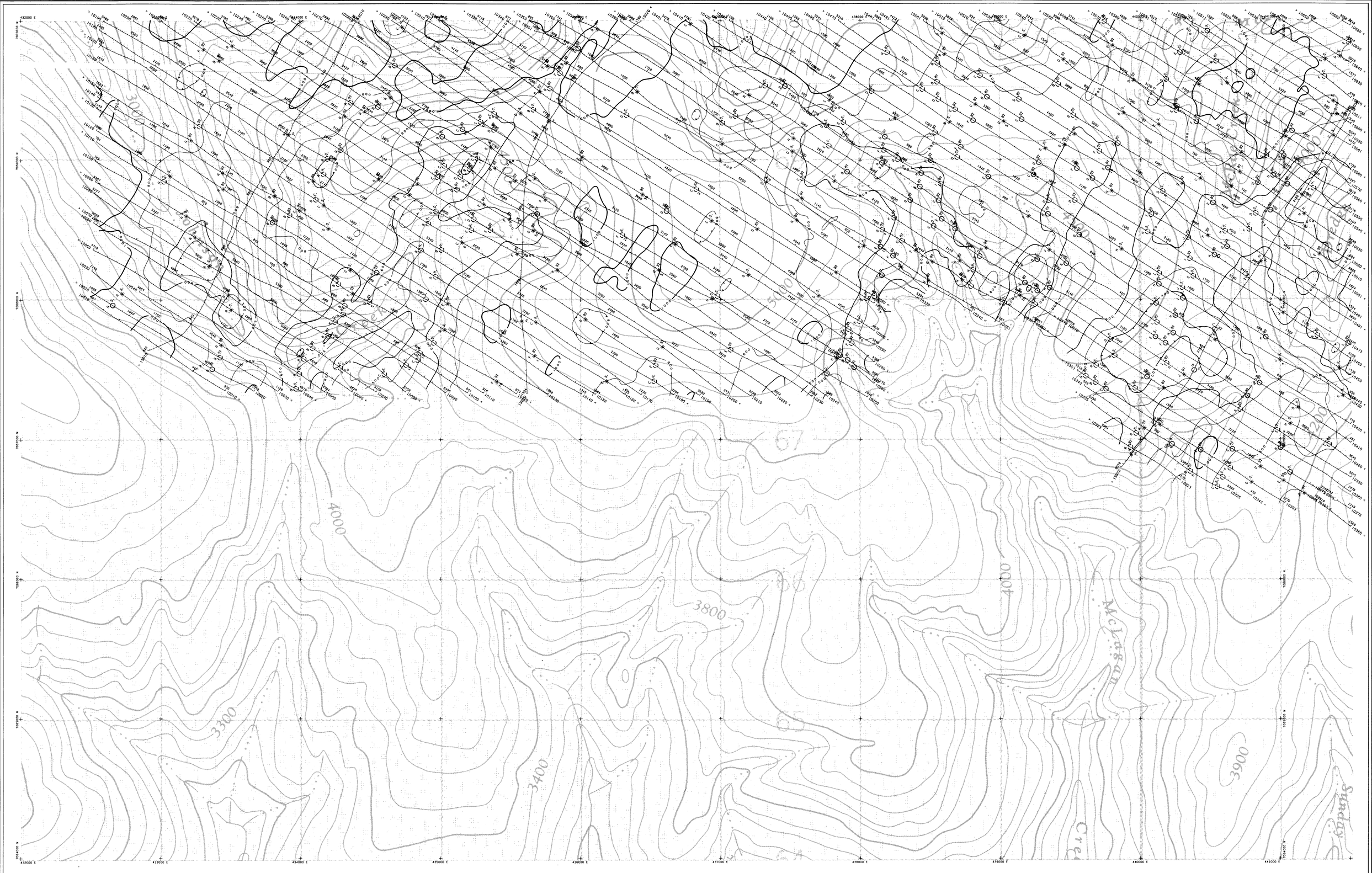
DIGHEM, A division of CGG Canada Ltd.

0 0.5 1.0 Km
0 0.5 Mi
Scale 1:10 000

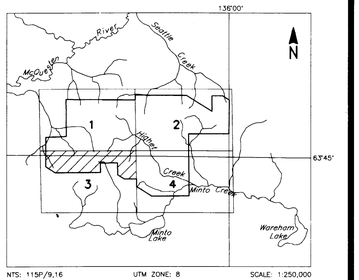
DIGHEM
Quality and Service in Airborne Geophysics

093549

#9




## LOCATION MAP




## TECHNICAL SUMMARY

| | |
|---|---|
| Navigation | Sercel differential GPS positioning |
| Data reduction grid interval | 25 metres |
| Terrain clearance | Helicopter 60 m<br>Electromagnetic sensor 30 m<br>Magnetometer 40 m |
| Data sampling interval | 0.1 second |
| Magnetometer / sensitivity | Scintrex cesium / 0.01 nT |
| Electromagnetic system | DIGHEM* |

| Frequency | Sensitivity | Coil Orientation |
|---|---|---|
| 900 Hz | 0.1 ppm | Vertical coaxial |
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| 900 Hz | 0.1 ppm | Horizontal coplanar |
| 7200 Hz | 0.2 ppm | Horizontal coplanar |
| 56000 Hz | 0.5 ppm | Horizontal coplanar |

## ELECTROMAGNETIC ANOMALIES

| Grade | Anomaly | Conductance |
|---|---|---|
| 7 | ● | >100 siemens |
| 6 | ◕ | 50–100 siemens |
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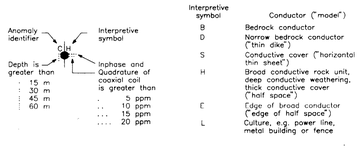
| 4 | ◔ | 10–20 siemens |
| 3 | ⊕ | 5–10 siemens |
| 2 | ○ | 1–5 siemens |
| 1 | ◌ | < 1 siemens |
| – | ✳ | Questionable anomaly |




| Interpretive symbol | Conductor ("model") |
|---|---|
| B | Bedrock conductor |
| D | Narrow bedrock conductor ("thin dike") |
| S | Conductive cover ("horizontal thin sheet") |
| H | Broad conductive rock unit, deep conductive weathering, thick conductive cover ("half space") |
| E | Edge of broad conductor ("edge of half space") |
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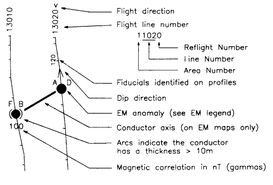
## FLIGHT LINES WITH EM ANOMALIES




## RESISTIVITY CONTOURS

1000
800
600
500
400
300
250
200
150
125
100

Contours in ohm-m at 10 intervals per decade

# KENNECOTT CANADA INC.

## SCHEELITE DOME AREA, CENTRAL YUKON

## RESISTIVITY
## 900 Hz COPLANAR

| | | |
|---|---|---|
| DIGHEM * SURVEY | NTS: 115P/9,16 | GEOPHYSICIST: JD |
| DATE: JANUARY, 1996 | JOB: 1243 | SHEET: 3 |

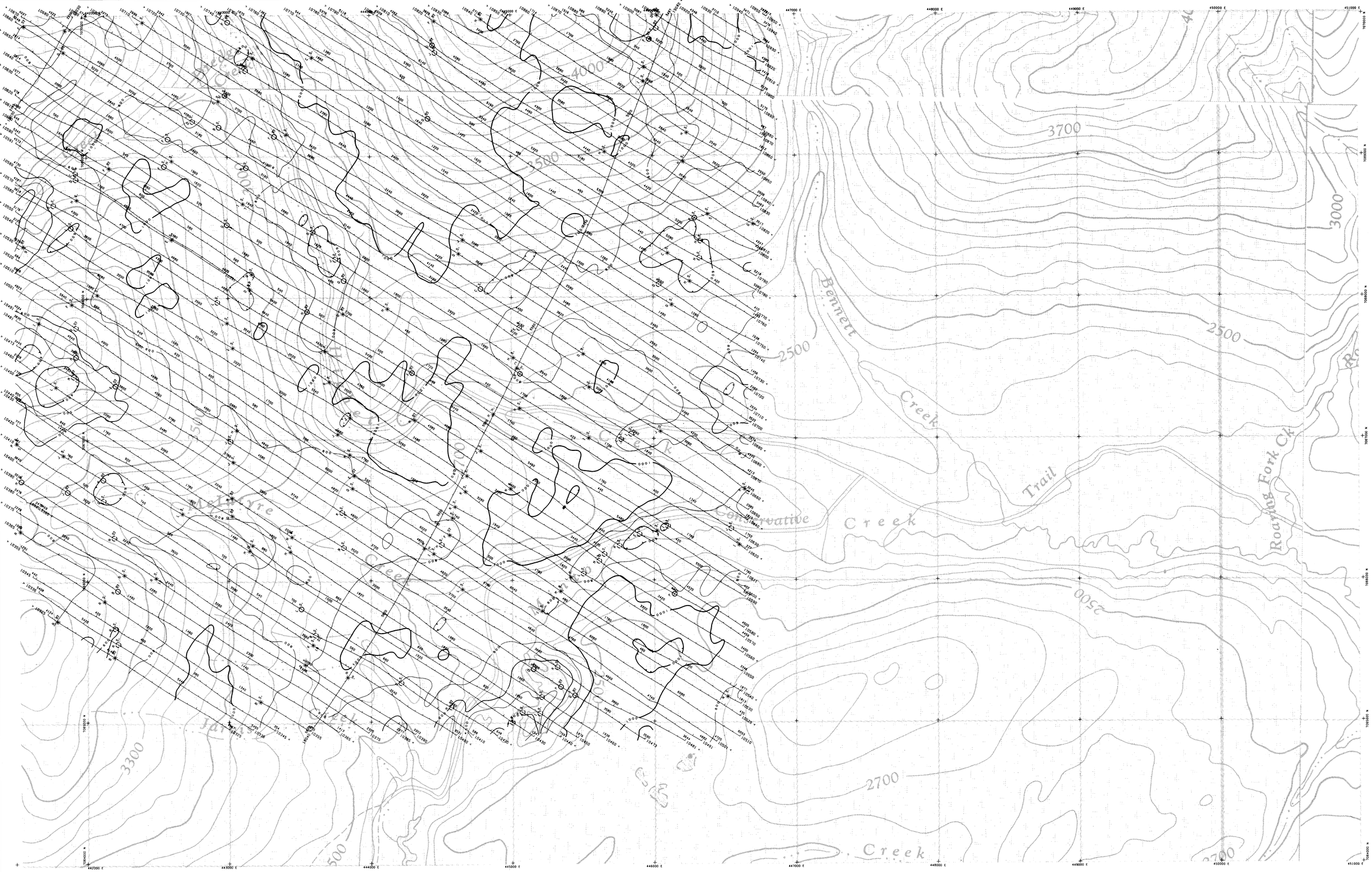
DIGHEM, A division of CGG Canada Ltd.

0 0.5 1.0 Km
0 0.5 Mi
Scale 1:10 000

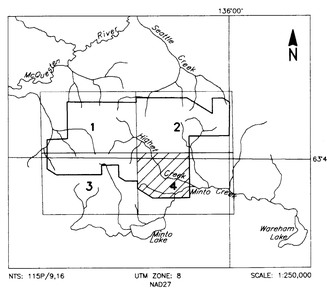
DIGHEM
Quality and Service in Airborne Geophysics

098549

#9




## LOCATION MAP



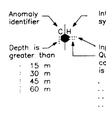

## TECHNICAL SUMMARY

| | |
|---|---|
| Navigation | Sercel differential GPS positioning |
| Data reduction grid interval | 25 metres |
| Terrain clearance | Helicopter 60 m<br>Electromagnetic sensor 30 m<br>Magnetometer 40 m |
| Data sampling interval | 0.1 second |
| Magnetometer / sensitivity | Scintrex cesium / 0.01 nT |
| Electromagnetic system | DIGHEM* |

| Frequency | Sensitivity | Coil Orientation |
|---|---|---|
| 900 Hz | 0.1 ppm | Vertical coaxial |
| 5500 Hz | 0.2 ppm | Vertical coaxial |
| 900 Hz | 0.1 ppm | Horizontal coplanar |
| 7200 Hz | 0.2 ppm | Horizontal coplanar |
| 56000 Hz | 0.5 ppm | Horizontal coplanar |

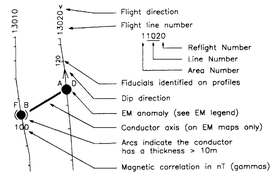
## ELECTROMAGNETIC ANOMALIES

| Grade | Anomaly | Conductance |
|---|---|---|
| 7 | ● | >100 siemens |
| 6 | ◕ | 50–100 siemens |
| 5 | ◑ | 20–50 siemens |
| 4 | ◔ | 10–20 siemens |
| 3 | ⊕ | 5–10 siemens |
| 2 | ○ | 1–5 siemens |
| 1 | ○ | < 1 siemens |
| – | ✳ | Questionable anomaly |

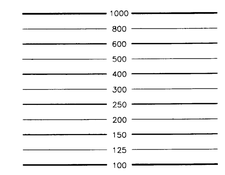



| Interpretive symbol | Conductor ("model") |
|---|---|
| B | Bedrock conductor |
| D | Narrow bedrock conductor ("thin dike") |
| S | Conductive cover ("horizontal thin sheet") |
| H | Broad conductive rock unit, deep conductive weathering, thick conductive cover ("half space") |
| E | Edge of broad conductor ("edge of half space") |
| L | Culture, e.g. power line, metal building or fence |

## FLIGHT LINES WITH EM ANOMALIES




## RESISTIVITY CONTOURS




Contours in ohm-m at 10 intervals per decade

# KENNECOTT CANADA INC.

## SCHEELITE DOME AREA, CENTRAL YUKON

## RESISTIVITY
## 900 Hz COPLANAR

| | | |
|---|---|---|
| DIGHEM * SURVEY | NTS: 115P/9,16 | GEOPHYSICIST: [illegible] |
| DATE: JANUARY, 1996 | JOB: 1243 | SHEET: 4 |

DIGHEM, A division of CGG Canada Ltd.

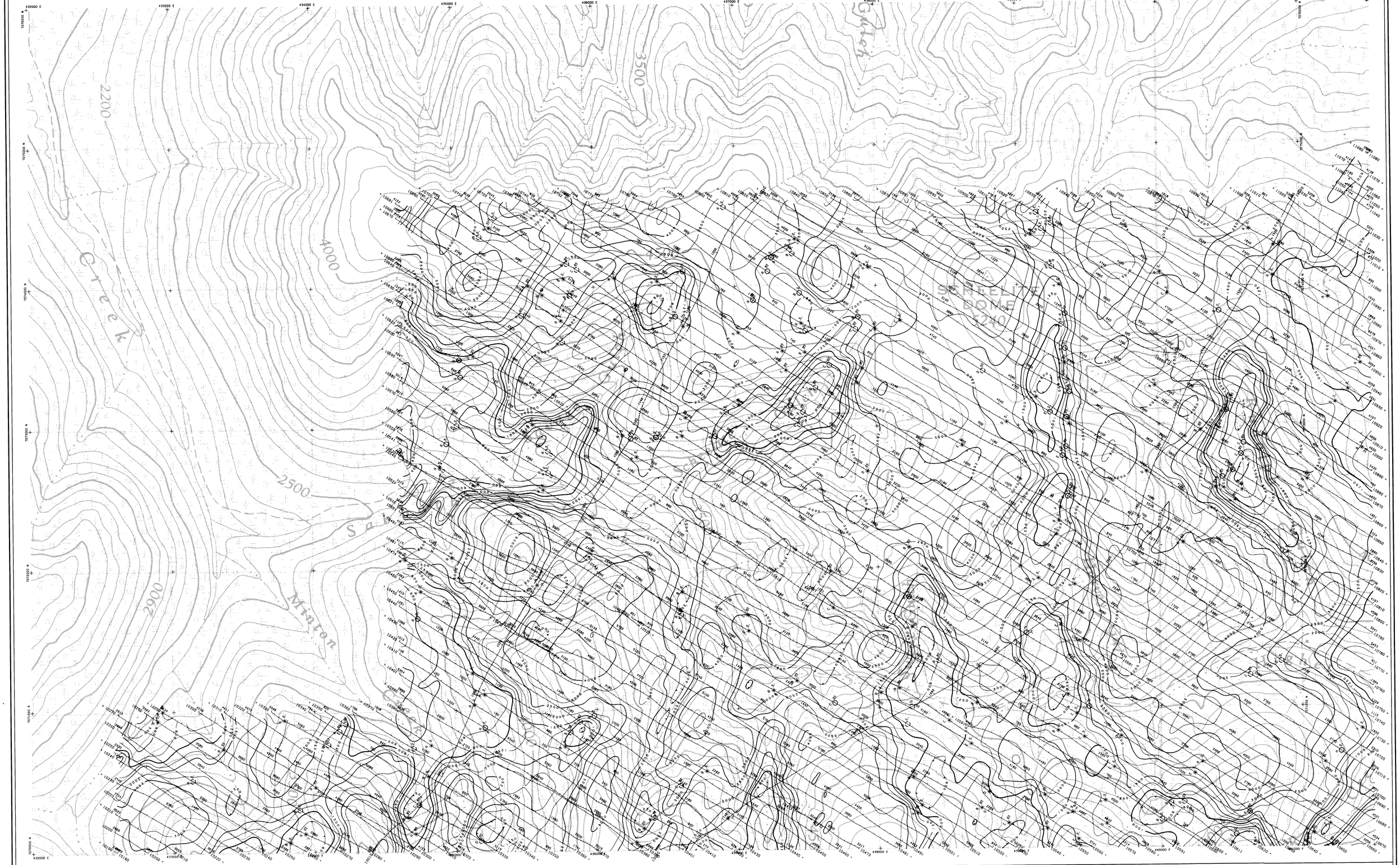
0 0.5 1.0 Km
0 0.5 Mi

Scale 1:10 000

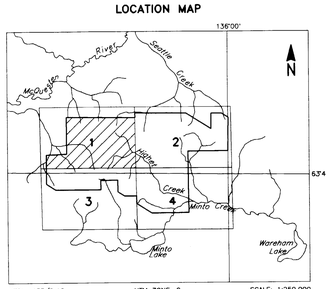
**DIGHEM**
Quality and Service in Airborne Geophysics

0035476

#10




## LOCATION MAP



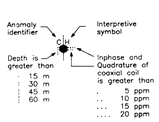

## TECHNICAL SUMMARY

| | |
|---|---|
| Navigation | Sercel differential GPS positioning |
| Data reduction grid interval | 25 metres |
| Terrain clearance | Helicopter 60 m<br>Electromagnetic sensor 30 m<br>Magnetometer 40 m |
| Data sampling interval | 0.1 second |
| Magnetometer / sensitivity | Scintrex cesium / 0.01 nT |
| Electromagnetic system | DIGHEM⁵ |

| Frequency | Sensitivity | Coil Orientation |
|---|---|---|
| 900 Hz | 0.1 ppm | Vertical coaxial |
| 5500 Hz | 0.2 ppm | Vertical coaxial |
| 900 Hz | 0.1 ppm | Horizontal coplanar |
| 7200 Hz | 0.2 ppm | Horizontal coplanar |
| 56000 Hz | 0.5 ppm | Horizontal coplanar |

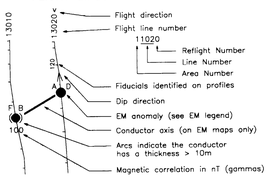
## ELECTROMAGNETIC ANOMALIES

| Grade | Anomaly | Conductance |
|---|---|---|
| 7 | ● | >100 siemens |
| 6 | ◕ | 50–100 siemens |
| 5 | ◑ | 20–50 siemens |
| 4 | ◔ | 10–20 siemens |
| 3 | ⊕ | 5–10 siemens |
| 2 | ○ | 1–5 siemens |
| 1 | ◌ | < 1 siemens |
| – | ✳ | Questionable anomaly |

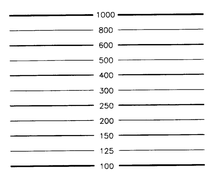



| Interpretive symbol | Conductor ("model") |
|---|---|
| B | Bedrock conductor |
| D | Narrow bedrock conductor ("thin dike") |
| S | Conductive cover ("horizontal thin sheet") |
| H | Broad conductive rock unit, deep conductive weathering, thick conductive cover ("half space") |
| E | Edge of broad conductor ("edge of half space") |
| L | Culture, e.g. power line, metal building or fence |

## FLIGHT LINES WITH EM ANOMALIES




## RESISTIVITY CONTOURS




Contours in ohm-m at 10 intervals per decade

# KENNECOTT CANADA INC.

## SCHEELITE DOME AREA, CENTRAL YUKON

## RESISTIVITY
## 7200 Hz COPLANAR

| | | |
|---|---|---|
| DIGHEM⁵ SURVEY | NTS: 115P/9,16 | GEOPHYSICIST: AP |
| DATE: JANUARY, 1996 | JOB: 1243 | SHEET: 1 |

DIGHEM, A division of CGG Canada Ltd.

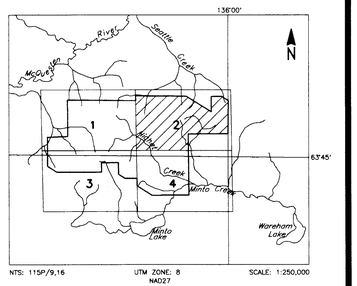
0 0.5 1.0 Km
0 0.5 Mi
Scale 1:10 000

DIGHEM
Quality and Service in Airborne Geophysics

0935 49

#11

## LOCATION MAP



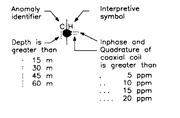

## TECHNICAL SUMMARY

| | |
|---|---|
| Navigation | Sercel differential GPS positioning |
| Data reduction grid interval | 25 metres |
| Terrain clearance | Helicopter 60 m<br>Electromagnetic sensor 30 m<br>Magnetometer 40 m |
| Data sampling interval | 0.1 second |
| Magnetometer / sensitivity | Scintrex cesium / 0.01 nT |
| Electromagnetic system | DIGHEM* |

| Frequency | Sensitivity | Coil Orientation |
|---|---|---|
| 900 Hz | 0.1 ppm | Vertical coaxial |
| 5500 Hz | 0.2 ppm | Vertical coaxial |
| 900 Hz | 0.1 ppm | Horizontal coplanar |
| 7200 Hz | 0.2 ppm | Horizontal coplanar |
| 56000 Hz | 0.5 ppm | Horizontal coplanar |

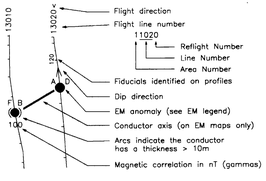
## ELECTROMAGNETIC ANOMALIES

| Grade | Anomaly | Conductance |
|---|---|---|
| 7 | ● | >100 siemens |
| 6 | ◕ | 50–100 siemens |
| 5 | ◑ | 20–50 siemens |
| 4 | ◔ | 10–20 siemens |
| 3 | ⊕ | 5–10 siemens |
| 2 | ○ | 1–5 siemens |
| 1 | ◯ | < 1 siemens |
| – | ✳ | Questionable anomaly |

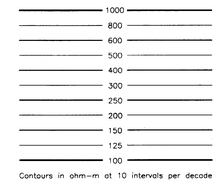



| Interpretive symbol | Conductor ("model") |
|---|---|
| B | Bedrock conductor |
| D | Narrow bedrock conductor ("thin dike") |
| S | Conductive cover ("horizontal thin sheet") |
| H | Broad conductive rock unit, deep conductive weathering, thick conductive cover ("half space") |
| E | Edge of broad conductor ("edge of half space") |
| L | Culture, e.g. power line, metal building or fence |

## FLIGHT LINES WITH EM ANOMALIES




## RESISTIVITY CONTOURS




Contours in ohm-m at 10 intervals per decade

# KENNECOTT CANADA INC.

## SCHEELITE DOME AREA, CENTRAL YUKON

## RESISTIVITY
## 7200 Hz COPLANAR

| | | |
|---|---|---|
| DIGHEM * SURVEY | NTS: 115P/9,16 | GEOPHYSICIST: RP |
| DATE: JANUARY, 1996 | JOB: 1243 | SHEET: 2 |

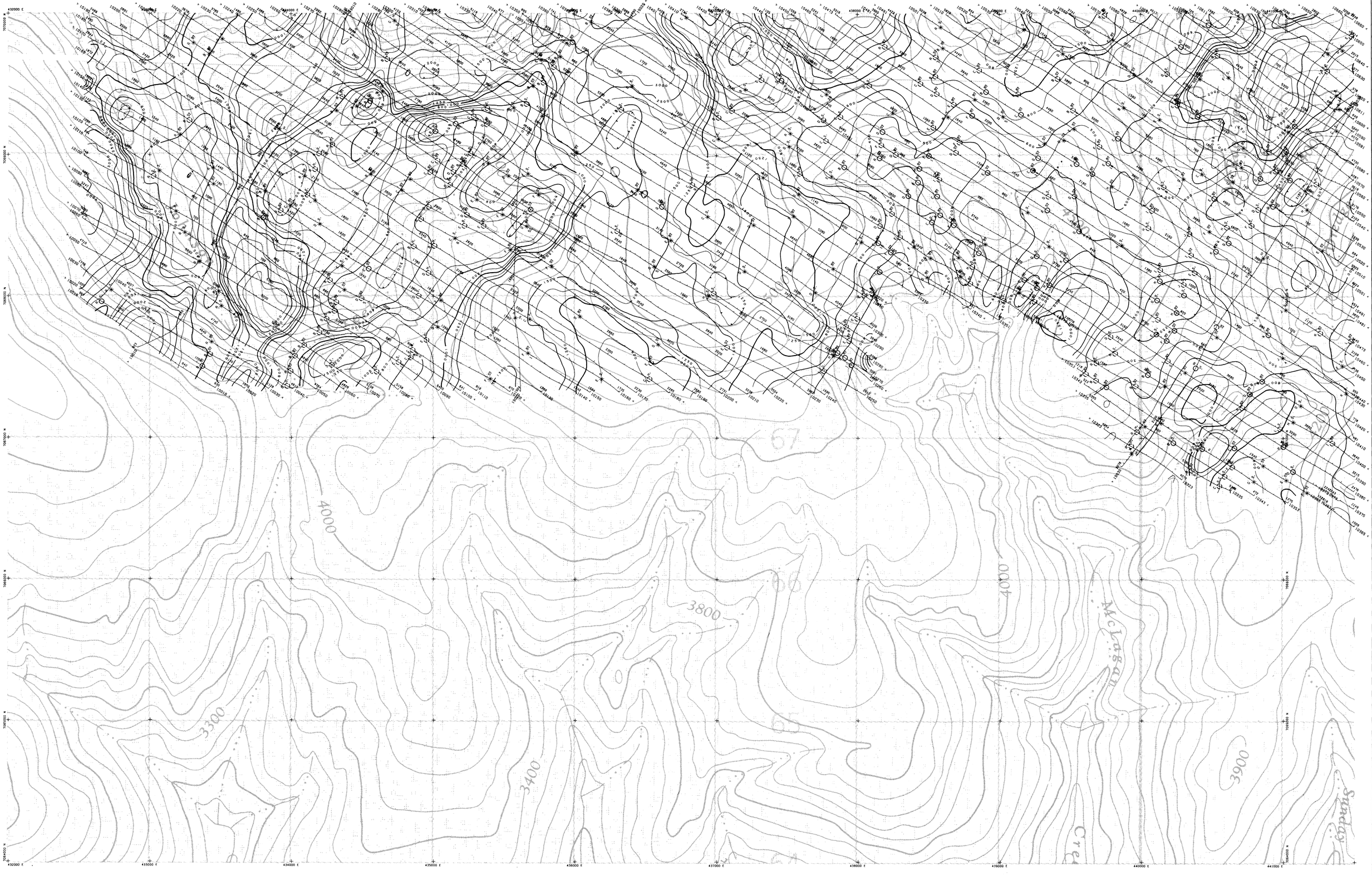
DIGHEM, A division of CGG Canada Ltd.

0 0.5 1.0 Km
0 0.5 Mi
Scale 1:10 000

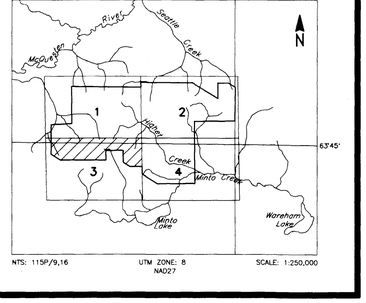
**DIGHEM**
Quality and Service in Airborne Geophysics

093549

#12




## LOCATION MAP



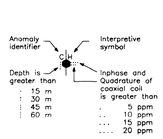

## TECHNICAL SUMMARY

| | |
|---|---|
| Navigation | Sercel differential GPS positioning |
| Data reduction grid interval | 25 metres |
| Terrain clearance | Helicopter 60 m<br>Electromagnetic sensor 30 m<br>Magnetometer 40 m |
| Data sampling interval | 0.1 second |
| Magnetometer / sensitivity | Scintrex cesium / 0.01 nT |
| Electromagnetic system | DIGHEM⁵ |

| Frequency | Sensitivity | Coil Orientation |
|---|---|---|
| 900 Hz | 0.1 ppm | Vertical coaxial |
| 5500 Hz | 0.2 ppm | Vertical coaxial |
| 900 Hz | 0.1 ppm | Horizontal coplanar |
| 7200 Hz | 0.2 ppm | Horizontal coplanar |
| 56000 Hz | 0.5 ppm | Horizontal coplanar |

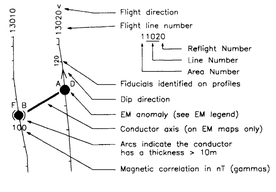
## ELECTROMAGNETIC ANOMALIES

| Grade | Anomaly | Conductance |
|---|---|---|
| 7 | ● | >100 siemens |
| 6 | ◐ | 50–100 siemens |
| 5 | ◒ | 20–50 siemens |
| 4 | ⊕ | 10–20 siemens |
| 3 | ⊕ | 5–10 siemens |
| 2 | ○ | 1–5 siemens |
| 1 | ○ | < 1 siemens |
| – | ✳ | Questionable anomaly |




| Interpretive symbol | Conductor ("model") |
|---|---|
| B | Bedrock conductor |
| D | Narrow bedrock conductor ("thin dike") |
| S | Conductive cover ("horizontal thin sheet") |
| H | Broad conductive rock unit, deep conductive weathering, thick conductive cover ("half space") |
| E | Edge of broad conductor ("edge of half space") |
| L | Culture, e.g. power line, metal building or fence |

## FLIGHT LINES WITH EM ANOMALIES




## RESISTIVITY CONTOURS

| |
|---|
| 1000 |
| 800 |
| 600 |
| 500 |
| 400 |
| 300 |
| 250 |
| 200 |
| 150 |
| 125 |
| 100 |

Contours in ohm–m at 10 intervals per decade

# KENNECOTT CANADA INC.

## SCHEELITE DOME AREA, CENTRAL YUKON

## RESISTIVITY
## 7200 Hz COPLANAR

| | | |
|---|---|---|
| DIGHEM⁵ SURVEY | NTS: 115P/9,16 | GEOPHYSICIST: EP |
| DATE: JANUARY, 1996 | JOB: 1243 | SHEET: 3 |

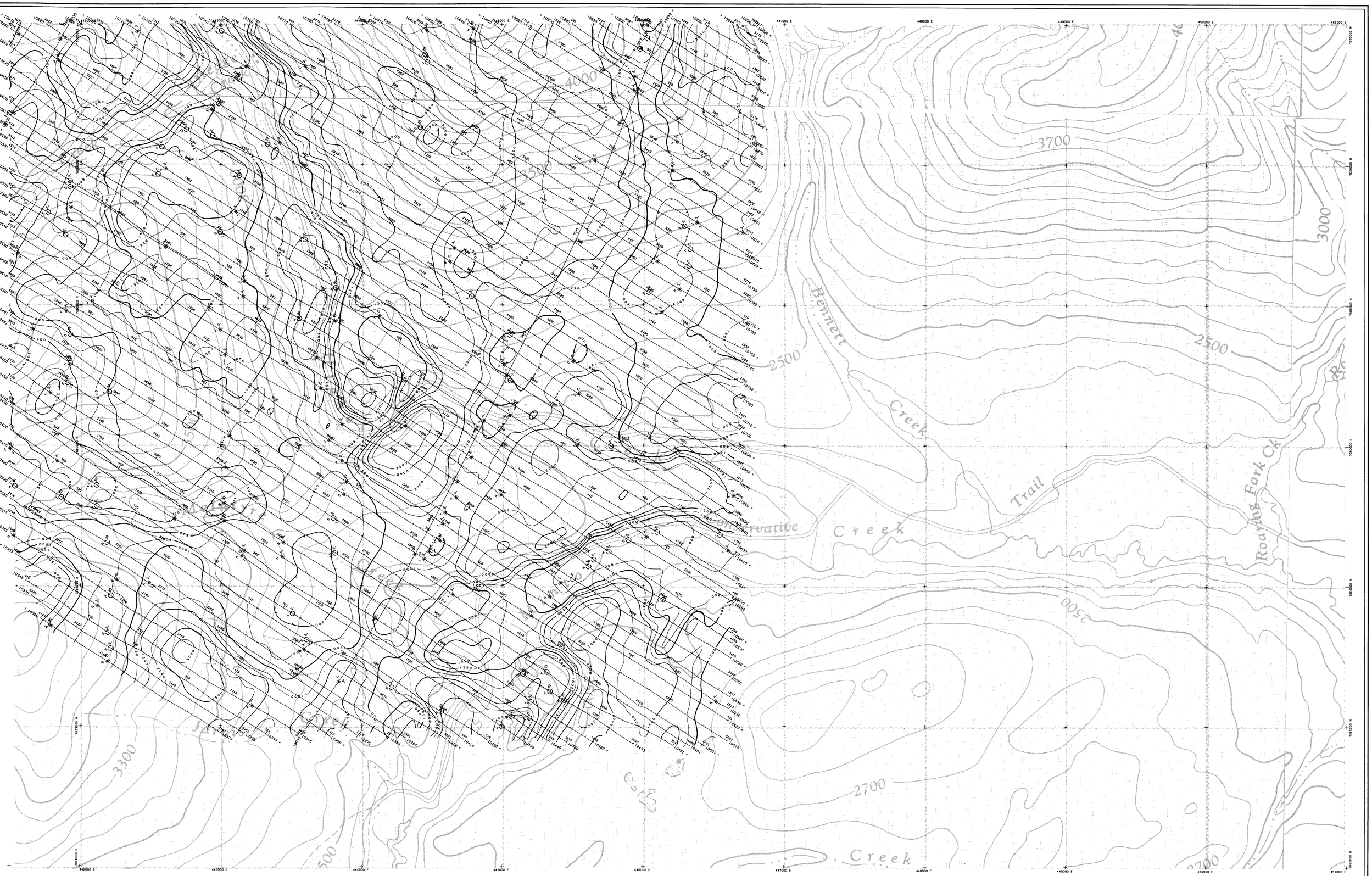
DIGHEM, A division of CGG Canada Ltd.

0 0.5 1.0 Km
0 0.5 Mi
Scale 1:10 000

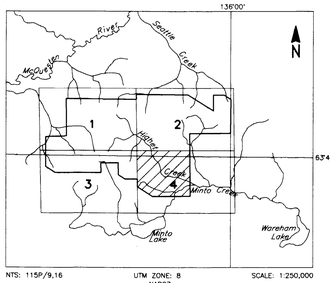
DIGHEM
Quality and Service in Airborne Geophysics

060549

#13




## LOCATION MAP



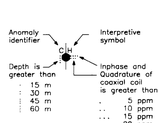

## TECHNICAL SUMMARY

| | |
|---|---|
| Navigation | Sercel differential GPS positioning |
| Data reduction grid interval | 25 metres |
| Terrain clearance | Helicopter 60 m<br>Electromagnetic sensor 30 m<br>Magnetometer 40 m |
| Data sampling interval | 0.1 second |
| Magnetometer / sensitivity | Scintrex cesium / 0.01 nT |
| Electromagnetic system | DIGHEM⁵ |

| Frequency | Sensitivity | Coil Orientation |
|---|---|---|
| 900 Hz | 0.1 ppm | Vertical coaxial |
| 5500 Hz | 0.2 ppm | Vertical coaxial |
| 900 Hz | 0.1 ppm | Horizontal coplanar |
| 7200 Hz | 0.2 ppm | Horizontal coplanar |
| 56000 Hz | 0.5 ppm | Horizontal coplanar |

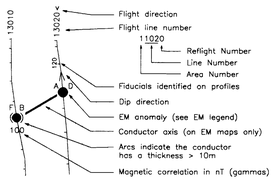
## ELECTROMAGNETIC ANOMALIES

| Grade | Anomaly | Conductance |
|---|---|---|
| 7 | ● | >100 siemens |
| 6 | ◕ | 50–100 siemens |
| 5 | ◑ | 20–50 siemens |
| 4 | ◔ | 10–20 siemens |
| 3 | ⊕ | 5–10 siemens |
| 2 | ○ | 1–5 siemens |
| 1 | ◌ | < 1 siemens |
| – | ✳ | Questionable anomaly |




| Interpretive symbol | Conductor ("model") |
|---|---|
| B | Bedrock conductor |
| D | Narrow bedrock conductor ("thin dike") |
| S | Conductive cover ("horizontal thin sheet") |
| H | Broad conductive rock unit, deep conductive weathering, thick conductive cover ("half space") |
| E | Edge of broad conductor ("edge of half space") |
| L | Culture, e.g. power line, metal building or fence |

## FLIGHT LINES WITH EM ANOMALIES




## RESISTIVITY CONTOURS

1000
800
600
500
400
300
250
200
150
125
100

Contours in ohm-m at 10 intervals per decade

# KENNECOTT CANADA INC.
## SCHEELITE DOME AREA, CENTRAL YUKON

## RESISTIVITY
## 7200 Hz COPLANAR

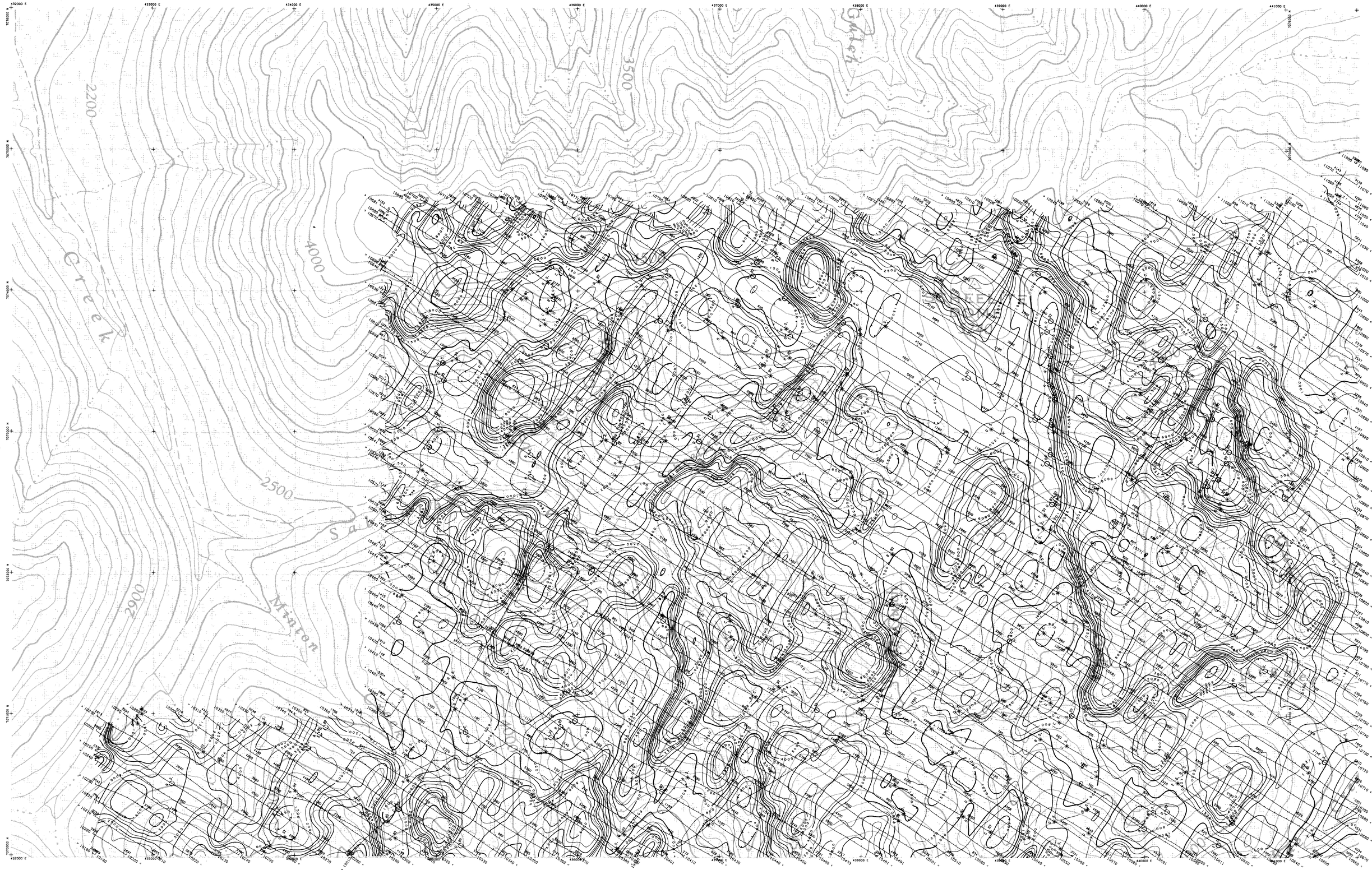
| | | |
|---|---|---|
| DIGHEM⁵ SURVEY | NTS: 115P/9,16 | GEOPHYSICIST: C.E. |
| DATE: JANUARY, 1996 | JOB: 1243 | SHEET: 4 |

DIGHEM, A division of CGG Canada Ltd.

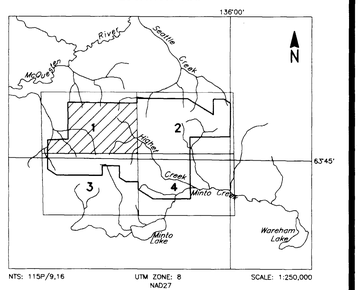
0 0.5 1.0 Km
0 0.5 Mi
Scale 1:10 000

DIGHEM
Quality and Service in Airborne Geophysics

#14




## LOCATION MAP




## TECHNICAL SUMMARY

| | |
|---|---|
| Navigation | Sercel differential GPS positioning |
| Data reduction grid interval | 25 metres |
| Terrain clearance | Helicopter 60 m<br>Electromagnetic sensor 30 m<br>Magnetometer 40 m |
| Data sampling interval | 0.1 second |
| Magnetometer / sensitivity | Scintrex cesium / 0.01 nT |
| Electromagnetic system | DIGHEM* |

| Frequency | Sensitivity | Coil Orientation |
|---|---|---|
| 900 Hz | 0.1 ppm | Vertical coaxial |
| 5500 Hz | 0.2 ppm | Vertical coaxial |
| 900 Hz | 0.1 ppm | Horizontal coplanar |
| 7200 Hz | 0.2 ppm | Horizontal coplanar |
| 56000 Hz | 0.5 ppm | Horizontal coplanar |

## ELECTROMAGNETIC ANOMALIES

| Grade | Anomaly | Conductance |
|---|---|---|
| 7 | ● | >100 siemens |
| 6 | ◕ | 50–100 siemens |
| 5 | ◑ | 20–50 siemens |
| 4 | ◔ | 10–20 siemens |
| 3 | ⊕ | 5–10 siemens |
| 2 | ○ | 1–5 siemens |
| 1 | ◌ | < 1 siemens |
| – | ✳ | Questionable anomaly |

Anomaly identifier
Interpretive symbol
Depth is greater than
15 m
30 m
45 m
60 m
Inphase and Quadrature of coaxial coil is greater than
5 ppm
10 ppm
15 ppm
20 ppm

| Interpretive symbol | Conductor ("model") |
|---|---|
| B | Bedrock conductor |
| D | Narrow bedrock conductor ("thin dike") |
| S | Conductive cover ("horizontal thin sheet") |
| H | Broad conductive rock unit, deep conductive weathering, thick conductive cover ("half space") |
| E | Edge of broad conductor ("edge of half space") |
| L | Culture, e.g. power line, metal building or fence |

## FLIGHT LINES WITH EM ANOMALIES

Flight direction
Flight line number
11020
Reflight Number
Line Number
Area Number
Fiducials identified on profiles
Dip direction
EM anomaly (see EM legend)
Conductor axis (on EM maps only)
Arcs indicate the conductor has a thickness > 10m
Magnetic correlation in nT (gammas)

## RESISTIVITY CONTOURS

1000
800
600
500
400
300
250
200
150
125
100

Contours in ohm-m at 10 intervals per decade

# KENNECOTT CANADA INC.

## SCHEELITE DOME AREA, CENTRAL YUKON

## RESISTIVITY
## 56,000 Hz COPLANAR

| | | |
|---|---|---|
| DIGHEM * SURVEY | NTS: 115P/9,16 | GEOPHYSICIST: [illegible] |
| DATE: JANUARY, 1996 | JOB: 1243 | SHEET: 1 |

DIGHEM, A division of CGG Canada Ltd.

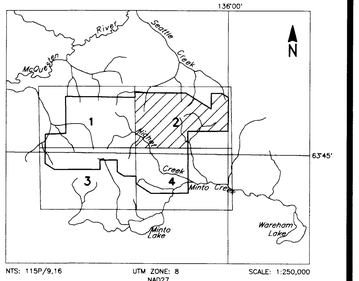
0 0.5 1.0 Km
0 0.5 Mi
Scale 1:10 000

**DIGHEM**
Quality and Service in Airborne Geophysics

093549

#15

## LOCATION MAP



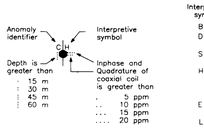

## TECHNICAL SUMMARY

| | |
|---|---|
| Navigation | Sercel differential GPS positioning |
| Data reduction grid interval | 25 metres |
| Terrain clearance | Helicopter 60 m |
| | Electromagnetic sensor 30 m |
| | Magnetometer 40 m |
| Data sampling interval | 0.1 second |
| Magnetometer / sensitivity | Scintrex cesium / 0.01 nT |
| Electromagnetic system | DIGHEM* |

| Frequency | Sensitivity | Coil Orientation |
|---|---|---|
| 900 Hz | 0.1 ppm | Vertical coaxial |
| 5500 Hz | 0.2 ppm | Vertical coaxial |
| 900 Hz | 0.1 ppm | Horizontal coplanar |
| 7200 Hz | 0.2 ppm | Horizontal coplanar |
| 56000 Hz | 0.5 ppm | Horizontal coplanar |

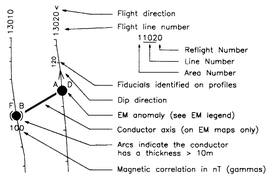
## ELECTROMAGNETIC ANOMALIES

| Grade | Anomaly | Conductance |
|---|---|---|
| 7 | ● | >100 siemens |
| 6 | ◕ | 50–100 siemens |
| 5 | ◑ | 20–50 siemens |
| 4 | ◔ | 10–20 siemens |
| 3 | ⊕ | 5–10 siemens |
| 2 | ○ | 1–5 siemens |
| 1 | ◌ | < 1 siemens |
| – | ✳ | Questionable anomaly |

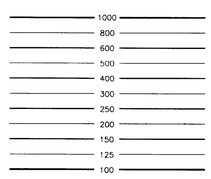



| Interpretive symbol | Conductor ("model") |
|---|---|
| B | Bedrock conductor |
| D | Narrow bedrock conductor ("thin dike") |
| S | Conductive cover ("horizontal thin sheet") |
| H | Broad conductive rock unit, deep conductive weathering, thick conductive cover ("half space") |
| E | Edge of broad conductor ("edge of half space") |
| L | Culture, e.g. power line, metal building or fence |

## FLIGHT LINES WITH EM ANOMALIES




## RESISTIVITY CONTOURS




Contours in ohm-m at 10 intervals per decade

# KENNECOTT CANADA INC.

## SCHEELITE DOME AREA, CENTRAL YUKON

## RESISTIVITY
## 56,000 Hz COPLANAR

| | | |
|---|---|---|
| DIGHEM * SURVEY | NTS: 115P/9,16 | GEOPHYSICIST: EP |
| DATE: JANUARY, 1996 | JOB: 1243 | SHEET: 2 |

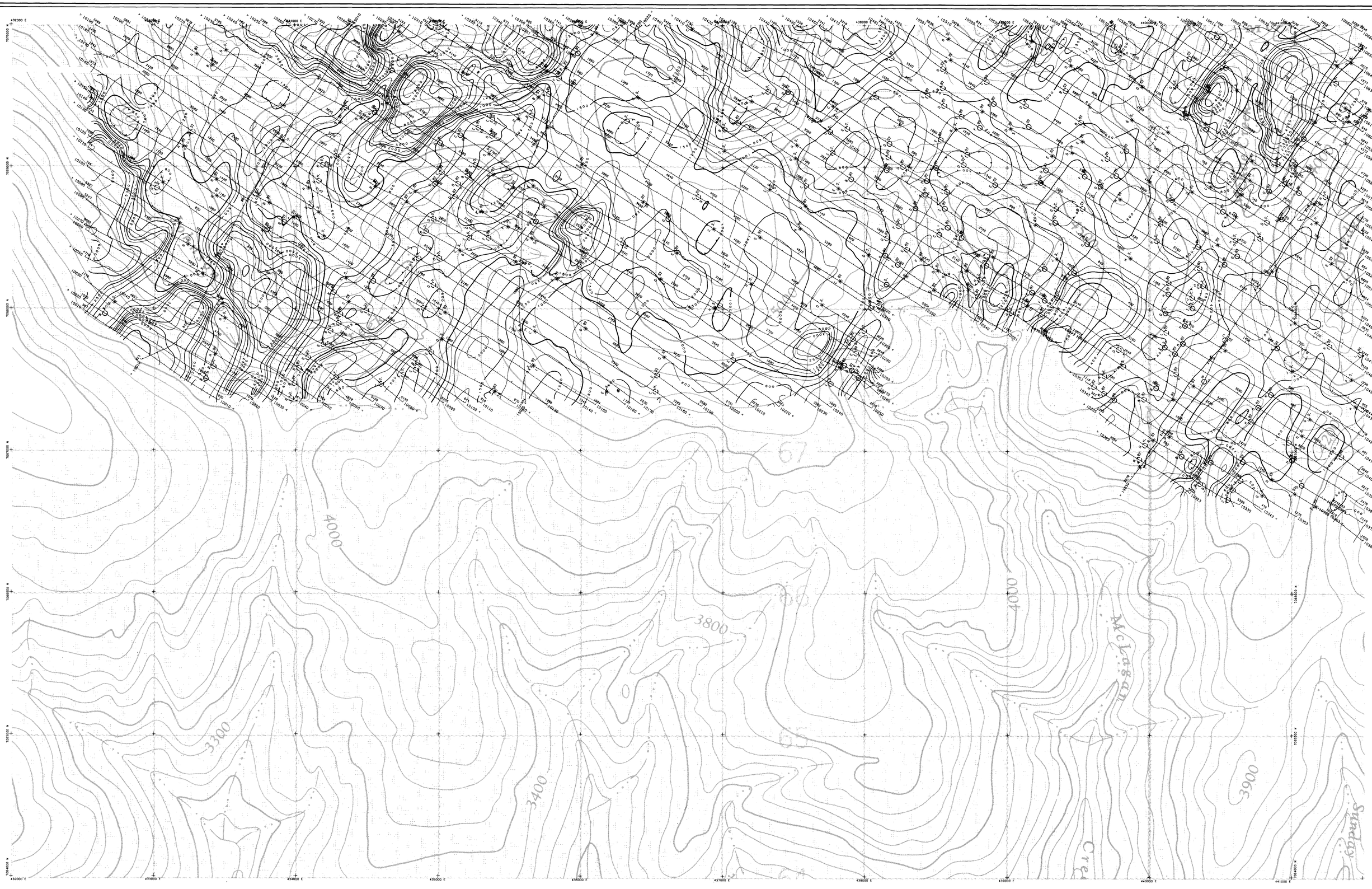
DIGHEM, A division of CGG Canada Ltd.

0 0.5 1.0 Km
0 0.5 Mi
Scale 1:10 000

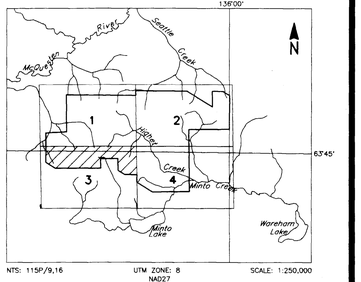
DIGHEM
Quality and Service in Airborne Geophysics

093549

#16




## LOCATION MAP



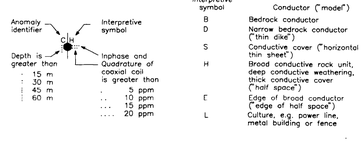

## TECHNICAL SUMMARY

| | |
|---|---|
| Navigation | Sercel differential GPS positioning |
| Data reduction grid interval | 25 metres |
| Terrain clearance | Helicopter 60 m<br>Electromagnetic sensor 30 m<br>Magnetometer 40 m |
| Data sampling interval | 0.1 second |
| Magnetometer / sensitivity | Scintrex cesium / 0.01 nT |
| Electromagnetic system | DIGHEM* |

| Frequency | Sensitivity | Coil Orientation |
|---|---|---|
| 900 Hz | 0.1 ppm | Vertical coaxial |
| 5500 Hz | 0.2 ppm | Vertical coaxial |
| 900 Hz | 0.1 ppm | Horizontal coplanar |
| 7200 Hz | 0.2 ppm | Horizontal coplanar |
| 56000 Hz | 0.5 ppm | Horizontal coplanar |

## ELECTROMAGNETIC ANOMALIES

| Grade | Anomaly | Conductance |
|---|---|---|
| 7 | | >100 siemens |
| 6 | | 50–100 siemens |
| 5 | | 20–50 siemens |
| 4 | | 10–20 siemens |
| 3 | | 5–10 siemens |
| 2 | | 1–5 siemens |
| 1 | | < 1 siemens |
| – | | Questionable anomaly |

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| D | Narrow bedrock conductor ("thin dike") |
| S | Conductive cover ("horizontal thin sheet") |
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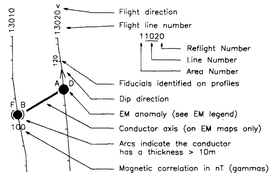
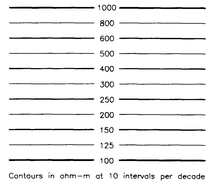
| E | Edge of broad conductor ("edge of half space") |
| L | Culture, e.g. power line, metal building or fence |

## FLIGHT LINES WITH EM ANOMALIES




## RESISTIVITY CONTOURS




Contours in ohm-m at 10 intervals per decade

# KENNECOTT CANADA INC.

## SCHEELITE DOME AREA, CENTRAL YUKON

## RESISTIVITY
## 56,000 Hz COPLANAR

| | | |
|---|---|---|
| DIGHEM V SURVEY | NTS: 115P/9,16 | GEOPHYSICIST: KF |
| DATE: JANUARY, 1996 | JOB: 1243 | SHEET: 3 |

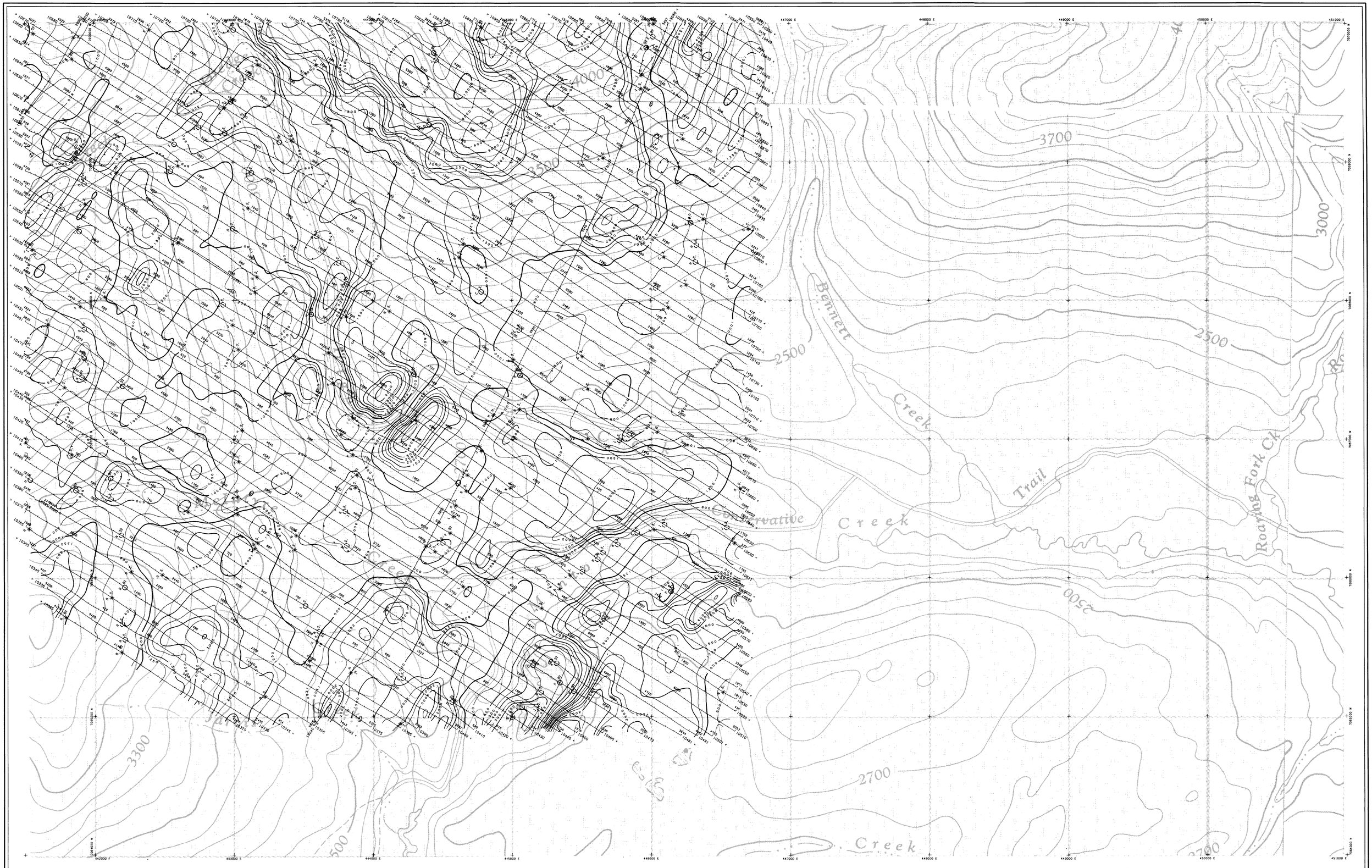
DIGHEM, A division of CGG Canada Ltd.

0 0.5 1.0 Km
0 0.5 Mi
Scale 1:10 000

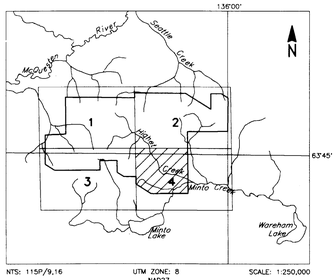
DIGHEM
Quality and Service in Airborne Geophysics

093549

#17




## LOCATION MAP




NTS: 115P/9,16 UTM ZONE: 8 NAD27 SCALE: 1:250,000

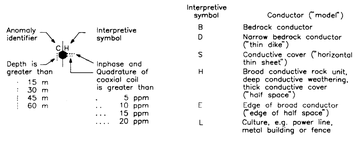
## TECHNICAL SUMMARY

| | |
|---|---|
| Navigation | Sercel differential GPS positioning |
| Data reduction grid interval | 25 metres |
| Terrain clearance | Helicopter 60 m<br>Electromagnetic sensor 30 m<br>Magnetometer 40 m |
| Data sampling interval | 0.1 second |
| Magnetometer / sensitivity | Scintrex cesium / 0.01 nT |
| Electromagnetic system | DIGHEM⁵ |

| Frequency | Sensitivity | Coil Orientation |
|---|---|---|
| 900 Hz | 0.1 ppm | Vertical coaxial |
| 5500 Hz | 0.2 ppm | Vertical coaxial |
| 900 Hz | 0.1 ppm | Horizontal coplanar |
| 7200 Hz | 0.2 ppm | Horizontal coplanar |
| 56000 Hz | 0.5 ppm | Horizontal coplanar |

## ELECTROMAGNETIC ANOMALIES

| Grade | Anomaly | Conductance |
|---|---|---|
| 7 | ● | >100 siemens |
| 6 | ◉ | 50–100 siemens |
| 5 | ◒ | 20–50 siemens |
| 4 | ⊕ | 10–20 siemens |
| 3 | ⊕ | 5–10 siemens |
| 2 | ○ | 1–5 siemens |
| 1 | ○ | < 1 siemens |
| – | ✳ | Questionable anomaly |




| Interpretive symbol | Conductor ("model") |
|---|---|
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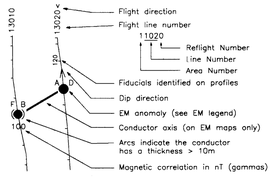
| D | Narrow bedrock conductor ("thin dike") |
| S | Conductive cover ("horizontal thin sheet") |
| H | Broad conductive rock unit, deep conductive weathering, thick conductive cover ("half space") |
| E | Edge of broad conductor ("edge of half space") |
| L | Culture, e.g. power line, metal building or fence |

## FLIGHT LINES WITH EM ANOMALIES




## RESISTIVITY CONTOURS

1000
800
600
500
400
300
250
200
150
125
100

Contours in ohm-m at 10 intervals per decade

# KENNECOTT CANADA INC.

## SCHEELITE DOME AREA, CENTRAL YUKON

## RESISTIVITY
## 56,000 Hz COPLANAR

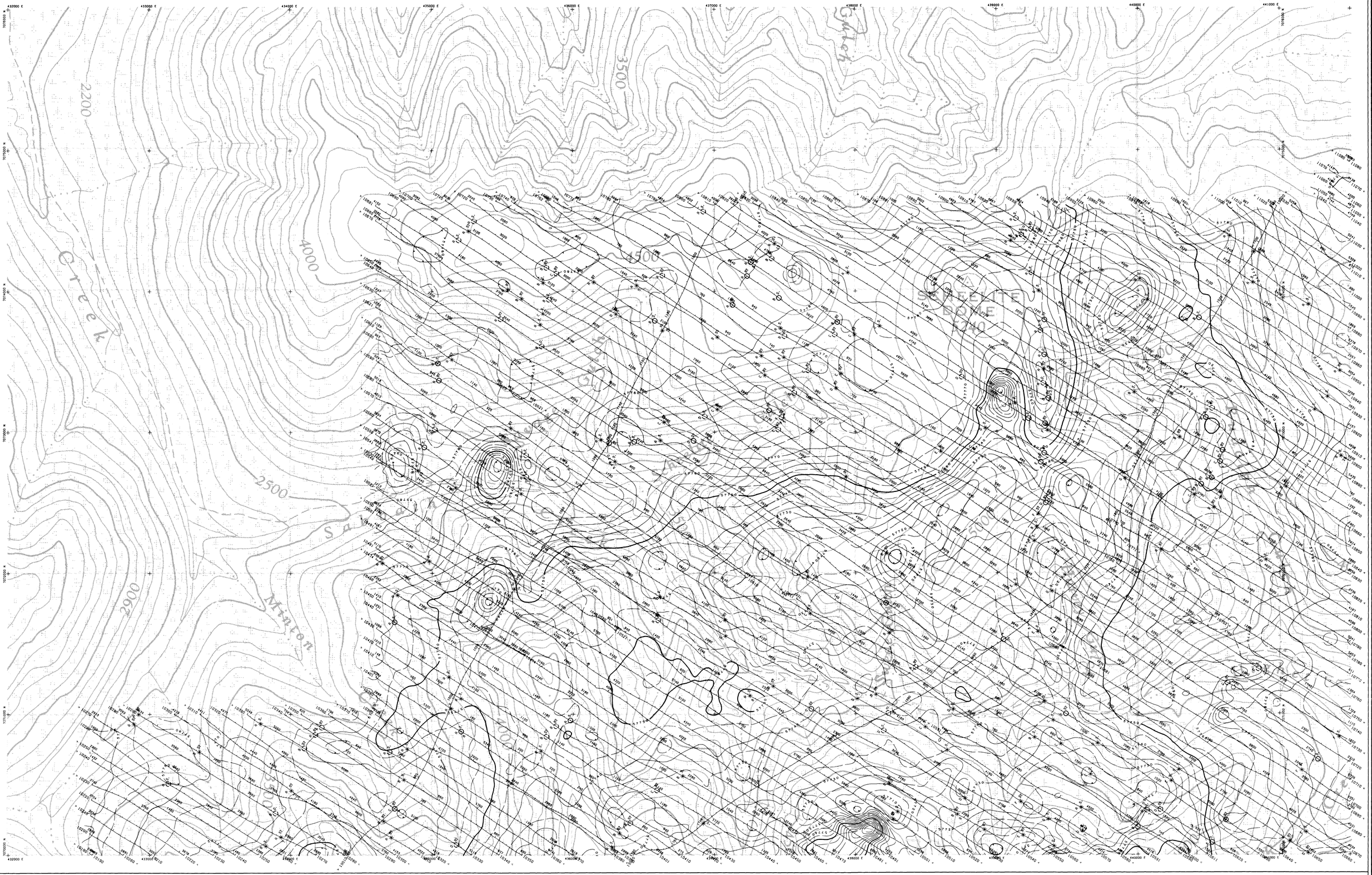
| | | |
|---|---|---|
| DIGHEM⁵ SURVEY | NTS: 115P/9,16 | GEOPHYSICIST: [illegible] |
| DATE: JANUARY, 1996 | JOB: 1243 | SHEET: 4 |

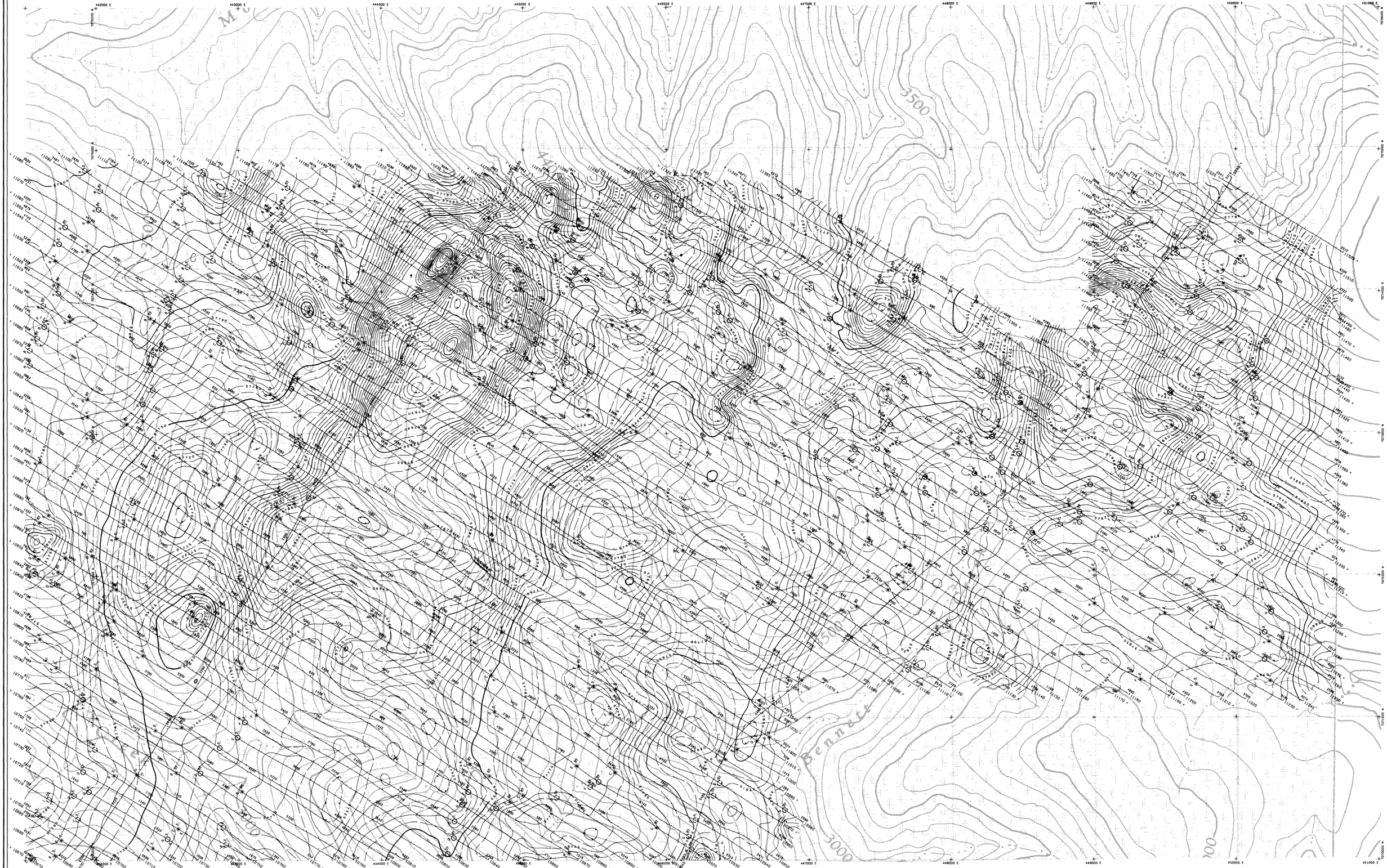
DIGHEM, A division of CGG Canada Ltd.

0 0.5 1.0 Km
0 0.5 Mi
Scale 1:10 000

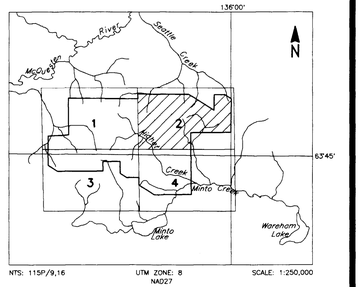
DIGHEM
Quality and Service in Airborne Geophysics

#18


SCHEELITE DOME
Mount Minto
Minto Creek
Wareham Lake
Minto Lake
Scottie Creek
McQuesten River
Hidden Creek
Sarah Creek
Quartz Creek
Granite Creek
Ogilvie Mountains
Tintina Trench
Dublin Gulch
Haggart Creek
Flat Creek
Lightning Creek
Hayward Creek
Clear Creek
Gold Run
Gold Hill
Gold Bottom
Gold Chain
Gold Dust
Gold Nugget
Gold Rush
Gold Digger
Gold Pan
Gold Mine
Gold Claim
Gold Vein
Gold Ore
Gold Bar
Gold Coin
Gold Ring
Gold Watch
Gold Tooth
Gold Medal
Gold Star
Gold Cup
Gold Plate
Gold Leaf
Gold Foil
Gold Wire
Gold Thread
Gold Cloth
Gold Paint
Gold Ink
Gold Pen
Gold Pencil
Gold Eraser
Gold Sharpener
Gold Ruler
Gold Compass
Gold Protractor
Gold Scale
Gold Calculator
Gold Computer
Gold Monitor
Gold Keyboard
Gold Mouse
Gold Printer
Gold Scanner
Gold Camera
Gold Lens
Gold Flash
Gold Tripod
Gold Case
Gold Strap
Gold Battery
Gold Charger
Gold Cable
Gold Adapter
Gold Plug
Gold Socket
Gold Switch
Gold Button
Gold Knob
Gold Dial
Gold Meter
Gold Gauge
Gold Sensor
Gold Probe
Gold Antenna
Gold Receiver
Gold Transmitter
Gold Transceiver
Gold Modem
Gold Router
Gold Hub
Gold Switch
Gold Server
Gold Client
Gold Network
Gold Internet
Gold Web
Gold Site
Gold Page
Gold Link
Gold Button
Gold Banner
Gold Ad
Gold Pop-up
Gold Window
Gold Frame
Gold Table
Gold Cell
Gold Row
Gold Column
Gold Header
Gold Footer
Gold Menu
Gold Item
Gold Submenu
Gold Toolbar
Gold Icon
Gold Cursor
Gold Pointer
Gold Hand
Gold Finger
Gold Thumb
Gold Nail
Gold Palm
Gold Wrist
Gold Arm
Gold Elbow
Gold Shoulder
Gold Neck
Gold Head
Gold Face
Gold Eye
Gold Ear
Gold Nose
Gold Mouth
Gold Lip
Gold Tongue
Gold Tooth
Gold Hair
Gold Beard
Gold Mustache
Gold Eyebrow
Gold Eyelash
Gold Eyelid
Gold Pupil
Gold Iris
Gold Retina
Gold Optic Nerve
Gold Brain
Gold Skull
Gold Spine
Gold Rib
Gold Heart
Gold Lung
Gold Liver
Gold Kidney
Gold Stomach
Gold Intestine
Gold Colon
Gold Rectum
Gold Anus
Gold Penis
Gold Testicle
Gold Vagina
Gold Uterus
Gold Ovary
Gold Fallopian Tube
Gold Cervix
Gold Vulva
Gold Clitoris
Gold Labia
Gold Hymen
Gold Breast
Gold Nipple
Gold Areola
Gold Milk
Gold Duct
Gold Gland
Gold Hormone
Gold Insulin
Gold Glucose
Gold Sugar
Gold Salt
Gold Water
Gold Blood
Gold Plasma
Gold Cell
Gold Nucleus
Gold Chromosome
Gold DNA
Gold RNA
Gold Protein
Gold Amino Acid
Gold Peptide
Gold Enzyme
Gold Antibody
Gold Antigen
Gold Virus
Gold Bacteria
Gold Fungus
Gold Parasite
Gold Worm
Gold Insect
Gold Spider
Gold Scorpion
Gold Snake
Gold Lizard
Gold Frog
Gold Toad
Gold Turtle
Gold Bird
Gold Fish
Gold Mammal
Gold Human
Gold Man
Gold Woman
Gold Child
Gold Baby
Gold Family
Gold Friend
Gold Enemy
Gold Stranger
Gold Neighbor
Gold Citizen
Gold Country
Gold Nation
Gold State
Gold City
Gold Town
Gold Village
Gold Farm
Gold Ranch
Gold Field
Gold Forest
Gold Tree
Gold Flower
Gold Grass
Gold Weed
Gold Bush
Gold Vine
Gold Leaf
Gold Root
Gold Seed
Gold Fruit
Gold Vegetable
Gold Meat
Gold Fish
Gold Bread
Gold Cheese
Gold Milk
Gold Egg
Gold Butter
Gold Oil
Gold Fat
Gold Sugar
Gold Salt
Gold Water
Gold Wine
Gold Beer
Gold Coffee
Gold Tea
Gold Juice
Gold Soda
Gold Ice
Gold Snow
Gold Rain
Gold Cloud
Gold Sky
Gold Sun
Gold Moon
Gold Star
Gold Planet
Gold Earth
Gold Space
Gold Time
Gold Day
Gold Night
Gold Year
Gold Month
Gold Week
Gold Hour
Gold Minute
Gold Second
Gold Clock
Gold Watch
Gold Calendar
Gold Date
Gold Number
Gold Letter
Gold Word
Gold Sentence
Gold Paragraph
Gold Book
Gold Page
Gold Chapter
Gold Title
Gold Author
Gold Publisher
Gold Library
Gold School
Gold Teacher
Gold Student
Gold Class
Gold Lesson
Gold Test
Gold Grade
Gold Diploma
Gold Degree
Gold University
Gold College
Gold Institute
Gold Academy
Gold Research
Gold Science
Gold Math
Gold Physics
Gold Chemistry
Gold Biology
Gold Geology
Gold Astronomy
Gold Meteorology
Gold Oceanography
Gold Ecology
Gold Environment
Gold Pollution
Gold Recycling
Gold Waste
Gold Energy
Gold Power
Gold Electricity
Gold Magnetism
Gold Gravity
Gold Light
Gold Sound
Gold Heat
Gold Cold
Gold Temperature
Gold Pressure
Gold Density
Gold Mass
Gold Weight
Gold Volume
Gold Area
Gold Length
Gold Width
Gold Height
Gold Depth
Gold Speed
Gold Velocity
Gold Acceleration
Gold Force
Gold Work
Gold Power
Gold Energy
Gold Heat




## LOCATION MAP




NTS: 115P/9,16 UTM ZONE: 8 NAD27 SCALE: 1:250,000

## TECHNICAL SUMMARY

| | |
|---|---|
| Navigation | Sercel differential GPS positioning |
| Data reduction grid interval | 25 metres |
| Terrain clearance | Helicopter 60 m<br>Electromagnetic sensor 30 m<br>Magnetometer 40 m |
| Data sampling interval | 0.1 second |
| Magnetometer / sensitivity | Scintrex cesium / 0.01 nT |
| Electromagnetic system | DIGHEM* |

| Frequency | Sensitivity | Coil Orientation |
|---|---|---|
| 900 Hz | 0.1 ppm | Vertical coaxial |
| 5500 Hz | 0.2 ppm | Vertical coaxial |
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## ELECTROMAGNETIC ANOMALIES

| Grade | Anomaly | Conductance |
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| 7 | ● | >100 siemens |
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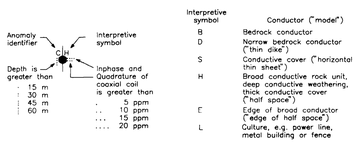


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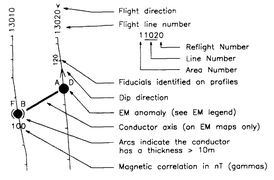
## FLIGHT LINES WITH EM ANOMALIES




## TOTAL FIELD MAGNETIC CONTOURS

250 nT
50 nT
10 nT
5 nT
magnetic low

Magnetic inclination within the survey area: 78 degrees N
Magnetic declination within the survey area: 30 degrees E

# KENNECOTT CANADA INC.
## SCHEELITE DOME AREA, CENTRAL YUKON

## TOTAL FIELD MAGNETICS

| | | |
|---|---|---|
| DIGHEM* SURVEY | NTS: 115P/9,16 | GEOPHYSICIST: ep |
| DATE: JANUARY, 1996 | JOB: 1243 | SHEET: 2 |

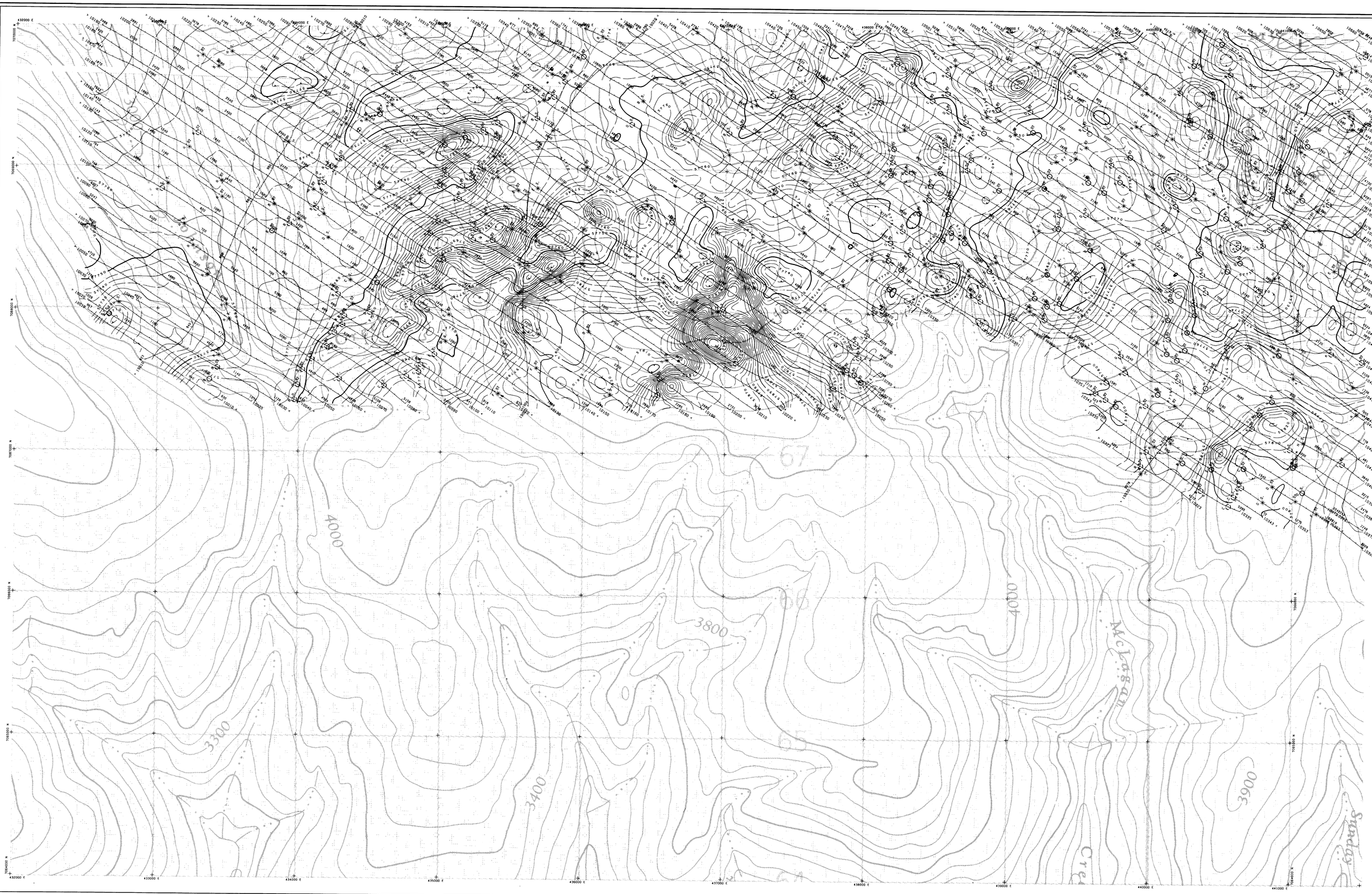
DIGHEM, A division of CGG Canada Ltd.

0 0.5 1.0 Km
0 0.5 Mi
Scale 1:10 000

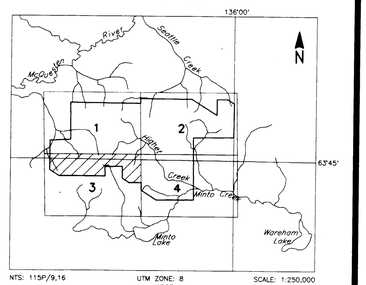
DIGHEM
Quality and Service in Airborne Geophysics

#20

093E 16




## LOCATION MAP




NTS: 115P/9,16 UTM ZONE: 8 NAD27 SCALE: 1:250,000

## TECHNICAL SUMMARY

| | |
|---|---|
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| Data reduction grid interval | 25 metres |
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| Frequency | Sensitivity | Coil Orientation |
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| 3 | ⊕ | 5–10 siemens |
| 2 | ○ | 1–5 siemens |
| 1 | ◌ | < 1 siemens |
| – | ✳ | Questionable anomaly |

Anomaly identifier — Interpretive symbol

Depth is greater than:
- 15 m
- 30 m
- 45 m
- 60 m

Inphase and Quadrature of coaxial coil is greater than:
- . . 5 ppm
- . . 10 ppm
- . . . 15 ppm
- . . . 20 ppm

| Interpretive symbol | Conductor ("model") |
|---|---|
| B | Bedrock conductor |
| D | Narrow bedrock conductor ("thin dike") |
| S | Conductive cover ("horizontal thin sheet") |
| H | Broad conductive rock unit, deep conductive weathering, thick conductive cover ("half space") |
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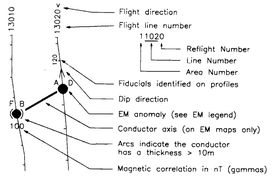
## FLIGHT LINES WITH EM ANOMALIES




- Flight direction
- Flight line number
  - Reflight Number
  - Line Number
  - Area Number
- Fiducials identified on profiles
- Dip direction
- EM anomaly (see EM legend)
- Conductor axis (on EM maps only)
- Arcs indicate the conductor has a thickness > 10m
- Magnetic correlation in nT (gammas)

## TOTAL FIELD MAGNETIC CONTOURS

- . . . . . 250 nT
- . . . . . 50 nT
- . . . . . 10 nT
- . . . . . 5 nT
- . . . . . magnetic low

Magnetic inclination within the survey area: 78 degrees N
Magnetic declination within the survey area: 30 degrees E

# KENNECOTT CANADA INC.
## SCHEELITE DOME AREA, CENTRAL YUKON

## TOTAL FIELD MAGNETICS

| | | |
|---|---|---|
| DIGHEM * SURVEY | NTS: 115P/9,16 | GEOPHYSICIST: EP |
| DATE: JANUARY, 1996 | JOB: 1243 | SHEET: 3 |

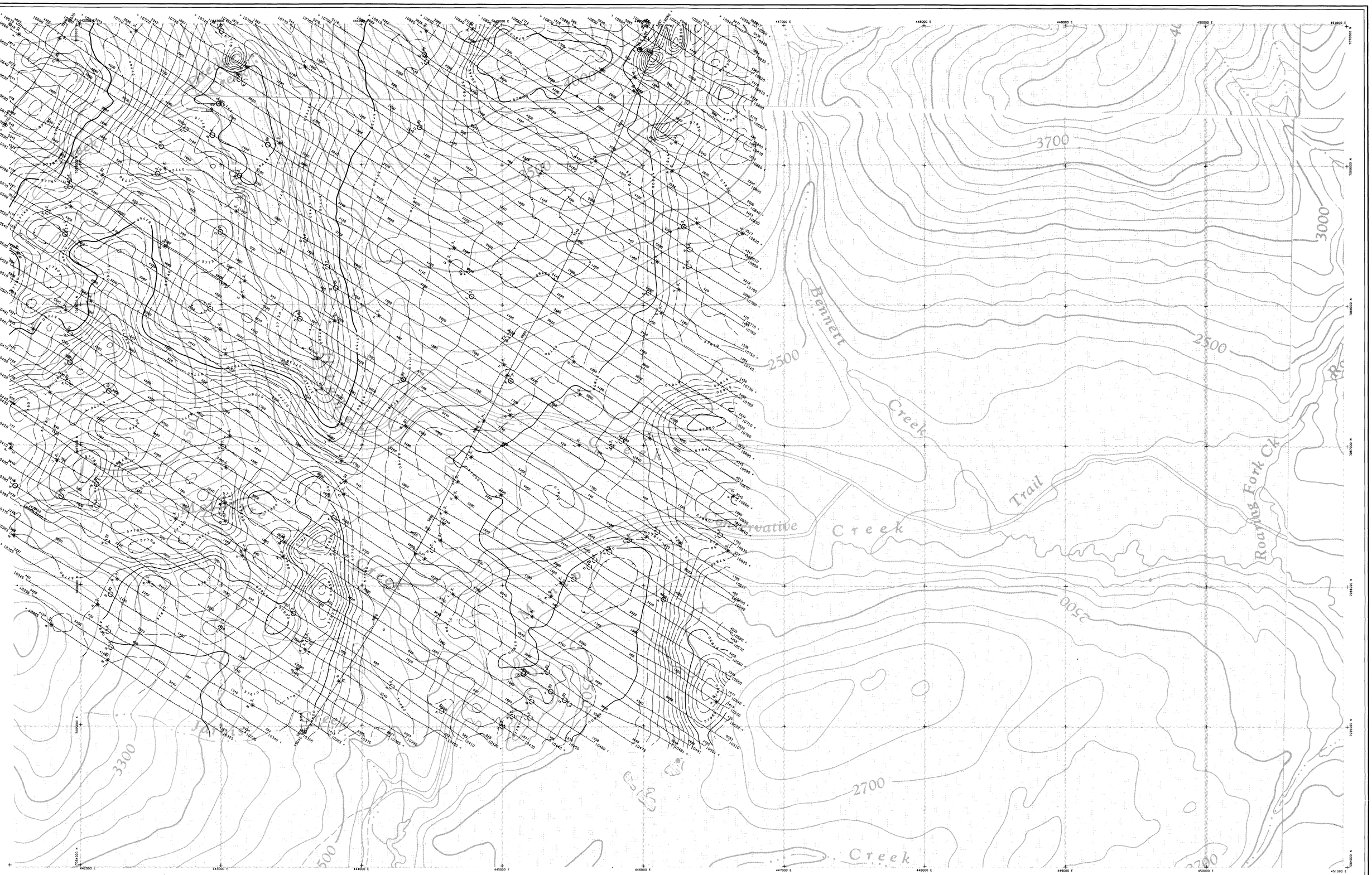
DIGHEM, A division of CGG Canada Ltd.

0 0.5 1.0 Km
0 0.5 Mi
Scale 1:10 000

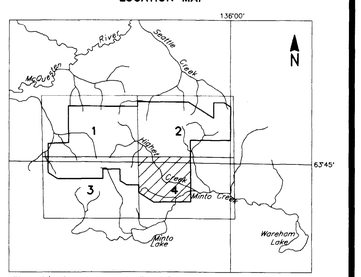
DIGHEM
Quality and Service in Airborne Geophysics

#21

0983 49




## LOCATION MAP




NTS: 115P/9,16 UTM ZONE: 8 NAD27 SCALE: 1:250,000

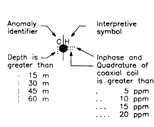
## TECHNICAL SUMMARY

Navigation . . . . . Sercel differential GPS positioning
Data reduction grid interval . . . . 25 metres
Terrain clearance . . . . . Helicopter 60 m
Electromagnetic sensor 30 m
Magnetometer 40 m
Data sampling interval . . . . . 0.1 second
Magnetometer / sensitivity . . . . Scintrex cesium / 0.01 nT
Electromagnetic system . . . . . DIGHEM*

| Frequency | Sensitivity | Coil Orientation |
|---|---|---|
| 900 Hz | 0.1 ppm | Vertical coaxial |
| 5500 Hz | 0.2 ppm | Vertical coaxial |
| 900 Hz | 0.1 ppm | Horizontal coplanar |
| 7200 Hz | 0.2 ppm | Horizontal coplanar |
| 56000 Hz | 0.5 ppm | Horizontal coplanar |

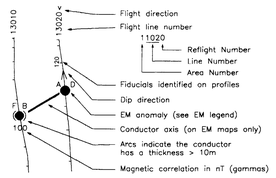
## ELECTROMAGNETIC ANOMALIES

| Grade | Anomaly | Conductance |
|---|---|---|
| 7 | ● | >100 siemens |
| 6 | ◒ | 50–100 siemens |
| 5 | ◒ | 20–50 siemens |
| 4 | ◒ | 10–20 siemens |
| 3 | ⊕ | 5–10 siemens |
| 2 | ○ | 1–5 siemens |
| 1 | ○ | < 1 siemens |
| – | ✳ | Questionable anomaly |




| Interpretive symbol | Conductor ("model") |
|---|---|
| B | Bedrock conductor |
| D | Narrow bedrock conductor ("thin dike") |
| S | Conductive cover ("horizontal thin sheet") |
| H | Broad conductive rock unit, deep conductive weathering, thick conductive cover ("half space") |
| E | Edge of broad conductor ("edge of half space") |
| L | Culture, e.g. power line, metal building or fence |

## FLIGHT LINES WITH EM ANOMALIES




## TOTAL FIELD MAGNETIC CONTOURS

250 nT
50 nT
10 nT
5 nT
magnetic low

Magnetic inclination within the survey area: 78 degrees N
Magnetic declination within the survey area: 30 degrees E

# KENNECOTT CANADA INC.

## SCHEELITE DOME AREA, CENTRAL YUKON

## TOTAL FIELD MAGNETICS

| | | |
|---|---|---|
| DIGHEM * SURVEY | NTS: 115P/9,16 | GEOPHYSICIST: EP |
| DATE: JANUARY, 1996 | JOB: 1243 | SHEET: 4 |

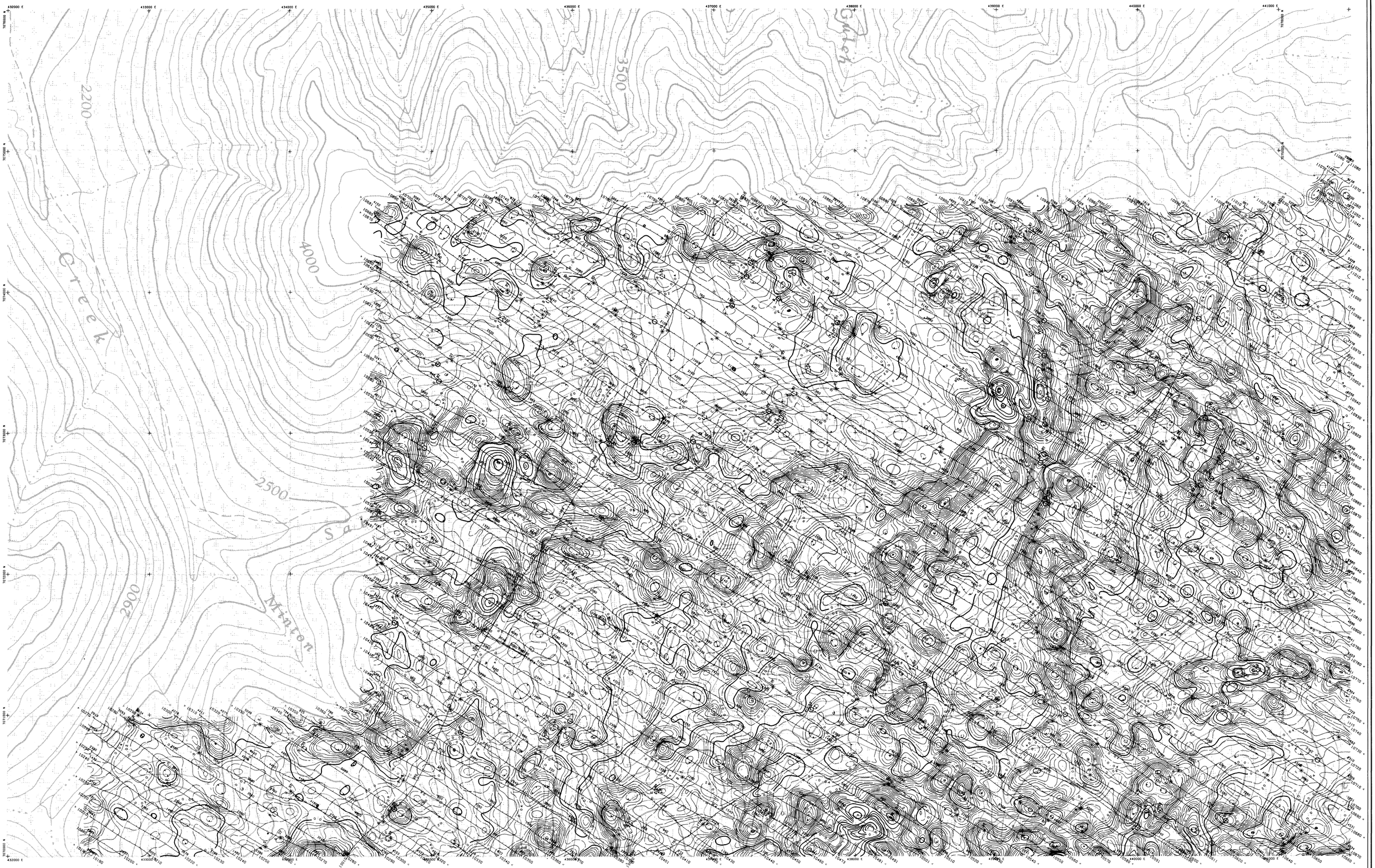
DIGHEM, A division of CGG Canada Ltd.

0 0.5 1.0 Km
0 0.5 Mi
Scale 1:10 000

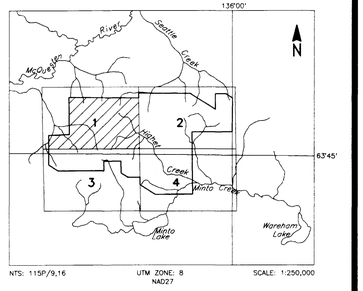
DIGHEM
Quality and Service in Airborne Geophysics

#22

0935 49




## LOCATION MAP



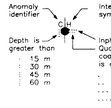

## TECHNICAL SUMMARY

| | |
|---|---|
| Navigation | Sercel differential GPS positioning |
| Data reduction grid interval | 25 metres |
| Terrain clearance | Helicopter 60 m<br>Electromagnetic sensor 30 m<br>Magnetometer 40 m |
| Data sampling interval | 0.1 second |
| Magnetometer / sensitivity | Scintrex cesium / 0.01 nT |
| Electromagnetic system | DIGHEM⁴ |

| Frequency | Sensitivity | Coil Orientation |
|---|---|---|
| 900 Hz | 0.1 ppm | Vertical coaxial |
| 5500 Hz | 0.2 ppm | Vertical coaxial |
| 900 Hz | 0.1 ppm | Horizontal coplanar |
| 7200 Hz | 0.2 ppm | Horizontal coplanar |
| 56000 Hz | 0.5 ppm | Horizontal coplanar |

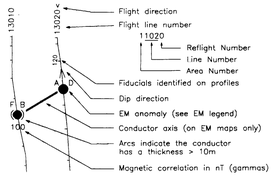
## ELECTROMAGNETIC ANOMALIES

| Grade | Anomaly | Conductance |
|---|---|---|
| 7 | ● | >100 siemens |
| 6 | ◕ | 50–100 siemens |
| 5 | ◕ | 20–50 siemens |
| 4 | ◑ | 10–20 siemens |
| 3 | ◔ | 5–10 siemens |
| 2 | ○ | 1–5 siemens |
| 1 | ◌ | < 1 siemens |
| – | ✳ | Questionable anomaly |




| Interpretive symbol | Conductor ("model") |
|---|---|
| B | Bedrock conductor |
| D | Narrow bedrock conductor ("thin dike") |
| S | Conductive cover ("horizontal thin sheet") |
| H | Broad conductive rock unit, deep conductive weathering, thick conductive cover ("half space") |
| E | Edge of broad conductor ("edge of half space") |
| L | Culture, e.g. power line, metal building or fence |

## FLIGHT LINES WITH EM ANOMALIES




## CALCULATED VERTICAL GRADIENT CONTOURS

| | |
|---|---|
| ——— | 0.5 nT/metre |
| ——— | 0.1 nT/metre |
| ——— | 0.02 nT/metre |
| — — — — | 0.01 nT/metre |

# KENNECOTT CANADA INC.

## SCHEELITE DOME AREA, CENTRAL YUKON

## CALCULATED VERTICAL GRADIENT MAGNETICS

| | | |
|---|---|---|
| DIGHEM⁴ SURVEY | NTS: 115P/9,16 | GEOPHYSICIST: RL |
| DATE: JANUARY, 1996 | JOB: 1243 | SHEET: 1 |

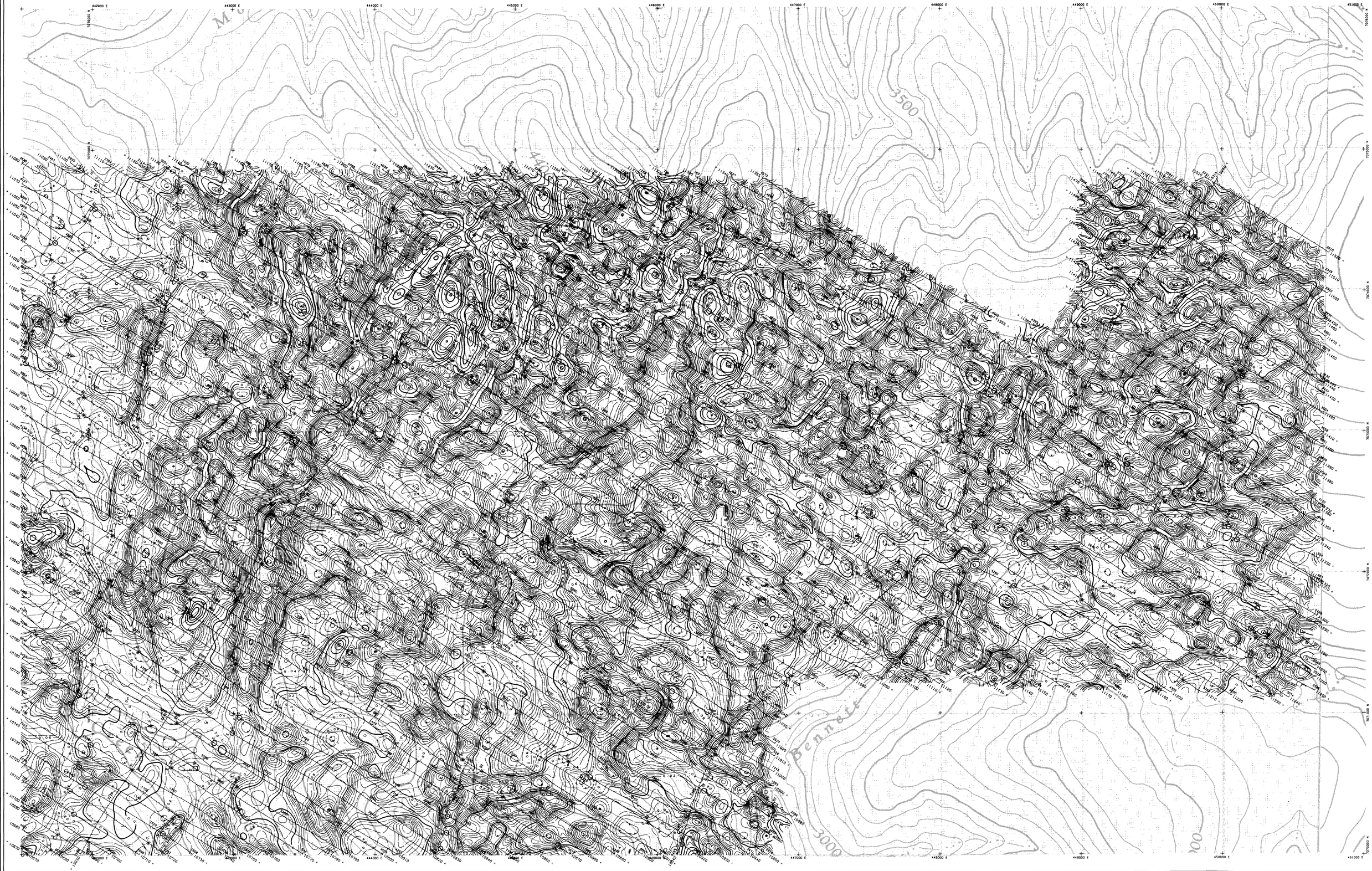
DIGHEM, A division of CGG Canada Ltd.

0 0.5 1.0 Km
0 0.5 Mi
Scale 1:10 000

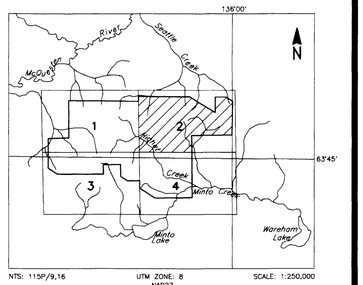
DIGHEM
Quality and Service in Airborne Geophysics

#23

0985469




## LOCATION MAP




## TECHNICAL SUMMARY

| | |
|---|---|
| Navigation | Sercel differential GPS positioning |
| Data reduction grid interval | 25 metres |
| Terrain clearance | Helicopter 60 m |
| | Electromagnetic sensor 30 m |
| | Magnetometer 40 m |
| Data sampling interval | 0.1 second |
| Magnetometer / sensitivity | Scintrex cesium / 0.01 nT |
| Electromagnetic system | DIGHEM* |

| Frequency | Sensitivity | Coil Orientation |
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| 900 Hz | 0.1 ppm | Horizontal coplanar |
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## ELECTROMAGNETIC ANOMALIES

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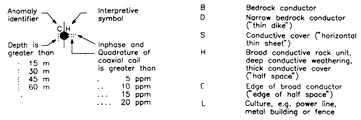
| 2 | ○ | 1–5 siemens |
| 1 | ◌ | < 1 siemens |
| – | ✳ | Questionable anomaly |




| Interpretive symbol | Conductor ("model") |
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| B | Bedrock conductor |
| D | Narrow bedrock conductor ("thin dike") |
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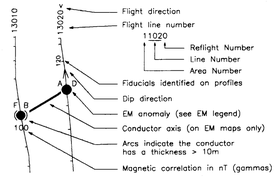
| H | Broad conductive rock unit, deep conductive weathering, thick conductive cover ("half space") |
| Γ | Edge of broad conductor ("edge of half space") |
| L | Culture, e.g. power line, metal building or fence |

## FLIGHT LINES WITH EM ANOMALIES




## CALCULATED VERTICAL GRADIENT CONTOURS

0.5 nT/metre
0.1 nT/metre
0.02 nT/metre
0.01 nT/metre

# KENNECOTT CANADA INC.

## SCHEELITE DOME AREA, CENTRAL YUKON

## CALCULATED VERTICAL GRADIENT MAGNETICS

| | | |
|---|---|---|
| DIGHEM * SURVEY | NTS: 115P/9,16 | GEOPHYSICIST: |
| DATE: JANUARY, 1996 | JOB: 1243 | SHEET: 2 |

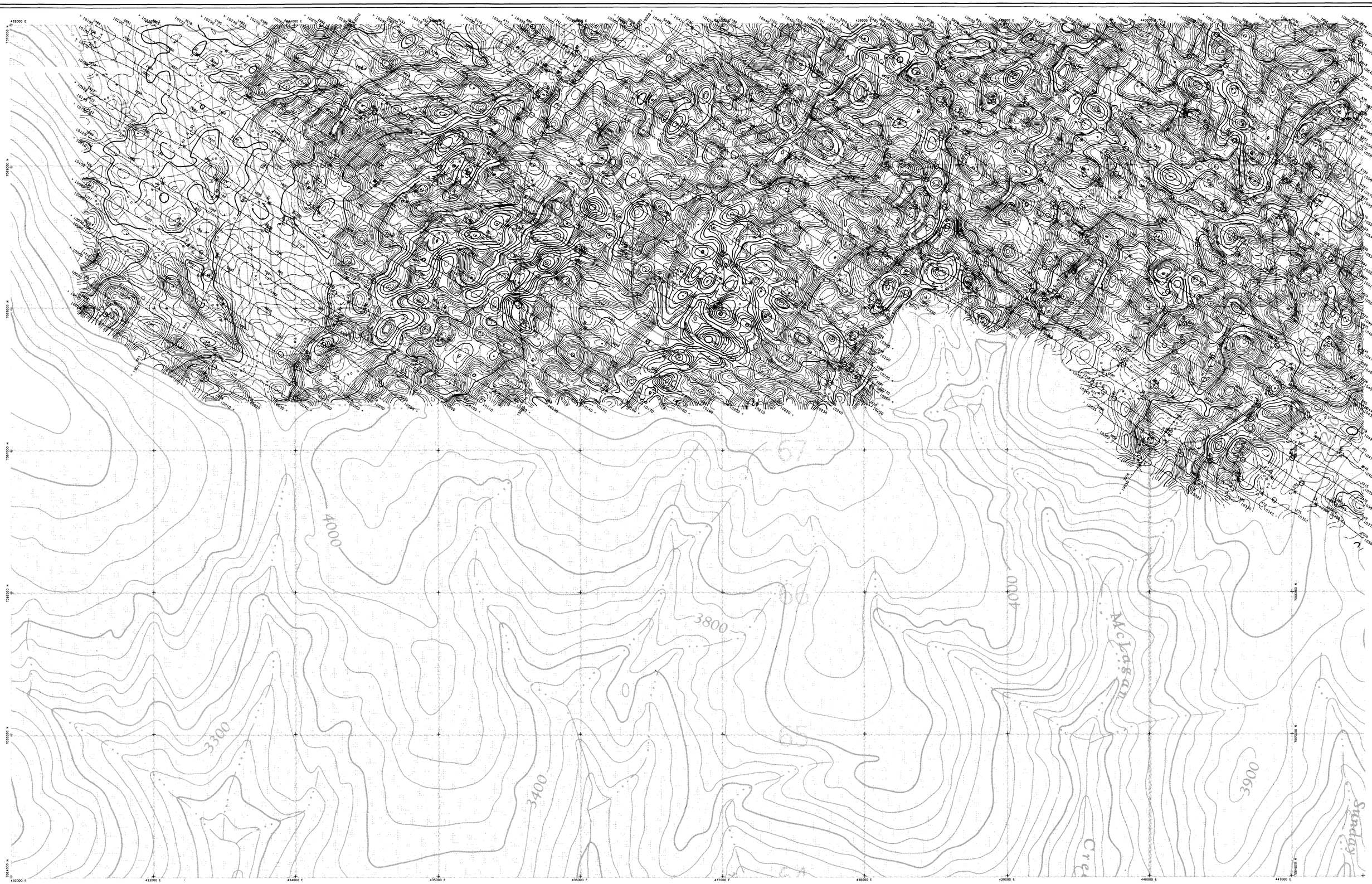
DIGHEM, A division of CGG Canada Ltd.

0 0.5 1.0 Km
0 0.5 Mi
Scale 1:10 000

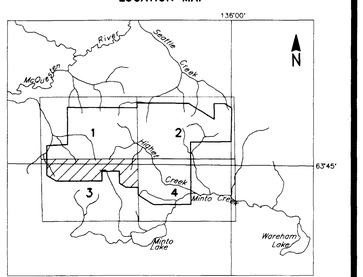
DIGHEM
Quality and Service in Airborne Geophysics

#24

093549




## LOCATION MAP




NTS: 115P/9,16 UTM ZONE: 8 NAD27 SCALE: 1:250,000

## TECHNICAL SUMMARY

| | |
|---|---|
| Navigation | Sercel differential GPS positioning |
| Data reduction grid interval | 25 metres |
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| 3 | ⊕ | 5–10 siemens |
| 2 | ○ | 1–5 siemens |
| 1 | ◌ | < 1 siemens |
| – | ✳ | Questionable anomaly |

Anomaly identifier; Interpretive symbol; Depth is greater than: 15 m, 30 m, 45 m, 60 m; Inphase and Quadrature of coaxial coil is greater than: . 5 ppm, .. 10 ppm, ... 15 ppm, .... 20 ppm

| Interpretive symbol | Conductor ("model") |
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## FLIGHT LINES WITH EM ANOMALIES

Flight direction; Flight line number (11020: 1 Reflight Number, 1 Line Number, 020 Area Number); Fiducials identified on profiles; Dip direction; EM anomaly (see EM legend); Conductor axis (on EM maps only); Arcs indicate the conductor has a thickness > 10m; Magnetic correlation in nT (gammas)

## CALCULATED VERTICAL GRADIENT CONTOURS

0.5 nT/metre; 0.1 nT/metre; 0.02 nT/metre; 0.01 nT/metre

# KENNECOTT CANADA INC.

## SCHEELITE DOME AREA, CENTRAL YUKON

## CALCULATED VERTICAL GRADIENT MAGNETICS

| | | |
|---|---|---|
| DIGHEM⁵ SURVEY | NTS: 115P/9,16 | GEOPHYSICIST: RD |
| DATE: JANUARY, 1996 | JOB: 1243 | SHEET: 3 |

DIGHEM, A division of CGG Canada Ltd.

0 0.5 1.0 Km
0 0.5 Mi
Scale 1:10 000

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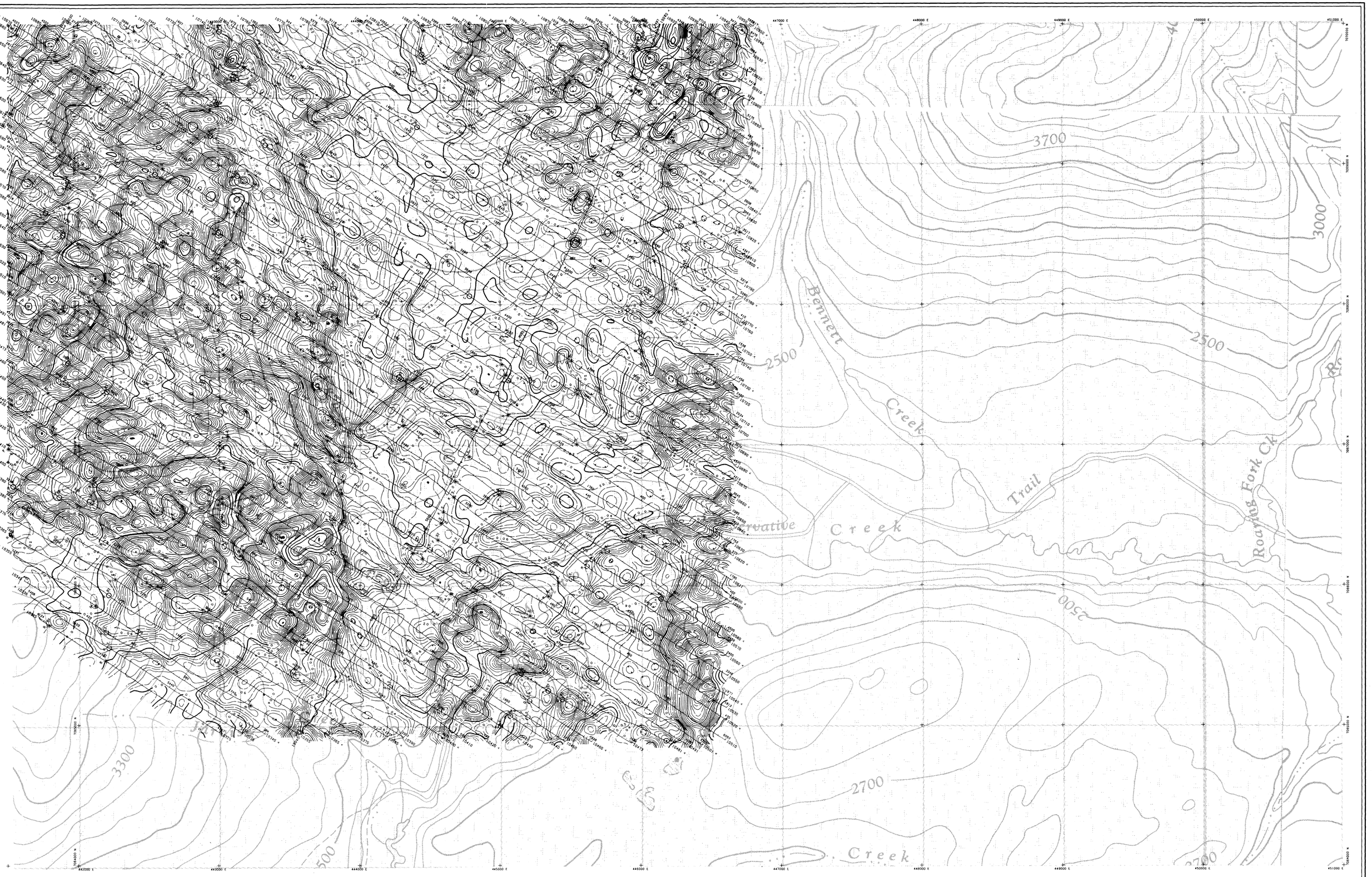
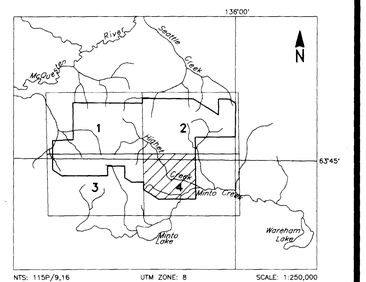
#25

093549




## LOCATION MAP




## TECHNICAL SUMMARY

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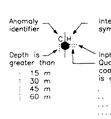
| 3 | ⊕ | 5–10 siemens |
| 2 | ○ | 1–5 siemens |
| 1 | ◌ | < 1 siemens |
| – | ✳ | Questionable anomaly |

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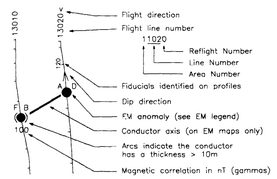
## FLIGHT LINES WITH EM ANOMALIES




## CALCULATED VERTICAL GRADIENT CONTOURS

0.5 nT/metre

0.1 nT/metre

0.02 nT/metre

0.01 nT/metre

# KENNECOTT CANADA INC.

## SCHEELITE DOME AREA, CENTRAL YUKON

## CALCULATED VERTICAL GRADIENT MAGNETICS

| | | |
|---|---|---|
| DIGHEM * SURVEY | NTS: 115P/9,16 | GEOPHYSICIST: [illegible] |
| DATE: JANUARY, 1996 | JOB: 1243 | SHEET: 4 |

DIGHEM, A division of CGG Canada Ltd.

0 0.5 1.0 Km

0 0.5 MI

Scale 1:10 000

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#26

093549