

Side 1

INTERDEPARTMENTAL COMMITTEE ON AIR SURVEY  
AIR PHOTOGRAPHY REPORT

ICAS 2  
1963

|                             |                           |                       |                      |                           |                                   |
|-----------------------------|---------------------------|-----------------------|----------------------|---------------------------|-----------------------------------|
| Contract No.                |                           | Camera Type<br>RC-8   | Camera Body No.      | Film Type<br>COLOUR (NEG) | Library Roll No.<br>A30390        |
| Type of Photog.<br>VERTICAL | eq'd True Alt.<br>7500'   | Calibrated F.L.<br>6" | Optical Unit No.     | Expiry Date               | Contractor's Roll No.<br>QSC 71/1 |
| verage Scale                | Filter Type & No.<br>A.V. | Lens No.              | Emulsion No.<br>2445 | Magazine No.<br>403       |                                   |

| Date  | Annotated Neg. Nos. | Line No. & Direction | Exposure No. |        | GMT   |        | Indicated Altitude at Start of Line | Camera Exposure | REMARKS<br>(Position, base, light, sub-scale setting, etc.) |
|---|---------------------|----------------------|--------------|--------|-------|--------|-------------------------------------|-----------------|---|
|   |                     |                      | Start        | Finish | Start | Finish |                                     |                 |   |
| 4 Jul '71   | 1-71                | 9 E                  | 1            | 71     | 09.32 | 09.52  | 8000'                               | 1/300 f6.8      | F/C METER 130   |
|   | 72-137              | 7 W                  | 72           | 137    | 10.00 | 10.20  | "                                   | "               | "   |
|   | 138-210             | 5 E                  | 138          | 210    | 10.23 | 10.45  | "                                   | "               | "   |
| <i>Verified on processing. Four wide blue bands from lights along total length of film.</i> |                     |                      |              |        |       |        |                                     |                 |   |

SUSPECTED INSTRUMENT FAULTS

OPEN FILE  
DOSSIER PUBLIC  
0100  
GEOLOGICAL SURVEY OF CANADA  
COMMISSION GEOLOGIQUE DU CANADA  
OTTAWA  
1972

ALTIMETRIC DATA

| DATE   | Take-off                   |          | Landing |          | Take-off |          | Landing |          | Take-off |          | Landing |          | ICAN Standard |       |     |
|--|----------------------------|----------|---------|----------|----------|----------|---------|----------|----------|----------|---------|----------|---------------|-------|-----|
|  | Ht                         | Temp. °C | B.F.    | Temp. °C | Ht       | Temp. °C | B.F.    | Temp. °C | Ht       | Temp. °C | B.F.    | Temp. °C | Height        | Temp. |     |
| CONTRACTOR   | 1000'                      |          | 18      |          | 1000'    |          | 18      |          | 1000'    |          | 18      |          | 1000          | 13    |     |
|  | 2                          |          | 19      |          | 2        |          | 19      |          | 2        |          | 19      |          | 2000          | 11    |     |
|  | 3                          |          | 20      |          | 3        |          | 20      |          | 3        |          | 20      |          | 3000          | 9     |     |
|  | 4                          |          | 21      |          | 4        |          | 21      |          | 4        |          | 21      |          | 4000          | 7     |     |
|  | 5                          |          | 22      |          | 5        |          | 22      |          | 5        |          | 22      |          | 5000          | 5     |     |
|  | AIRCRAFT                   | 6        |         | 23       |          | 6        |         | 23       |          | 6        |         | 23       |               | 6000  | 3   |
|  |                            | 7        |         | 24       |          | 7        |         | 24       |          | 7        |         | 24       |               | 7000  | 1   |
|  |                            | 8        |         | 25       |          | 8        |         | 25       |          | 8        |         | 25       |               | 8000  | -1  |
|  |                            | 9        |         | 26       |          | 9        |         | 26       |          | 9        |         | 26       |               | 9000  | -3  |
|  |                            | 10       |         | 27       |          | 10       |         | 27       |          | 10       |         | 27       |               | 10000 | -5  |
|  | CAMERA PORT CATEGORY & No. | 11       |         | 28       |          | 11       |         | 28       |          | 11       |         | 28       |               | 11000 | -7  |
|  |                            | 12       |         | 29       |          | 12       |         | 29       |          | 12       |         | 29       |               | 12000 | -9  |
|  |                            | 13       |         | 30       |          | 13       |         | 30       |          | 13       |         | 30       |               | 13000 | -11 |
|  | ALTIMETER NO.              | 14       |         | 31       |          | 14       |         | 31       |          | 14       |         | 31       |               | 14000 | -13 |
|  |                            | 15       |         | 32       |          | 15       |         | 32       |          | 15       |         | 32       |               | 15000 | -15 |
| 16   |                            |          | 33      |          | 16       |          | 33      |          | 16       |          | 33      |          | 16000         | -17   |     |
| PHOTOGRAPHER<br>J.B. EMSLIE<br>NAVIGATOR<br>V.R. SLANEY<br>PILOT<br>DMADDEN &<br>T. ROGERSON | 17                         |          | 34      |          | 17       |          | 34      |          | 17       |          | 34      |          | 17000         | -19   |     |
|  | Sub.                       |          | 35      |          | Sub.     |          | 35      |          | Sub.     |          | 35      |          | 18000         | -21   |     |
|  | Total                      |          |         |          |          |          |         |          |          |          |         |          | 19000         | -23   |     |
|  | Average                    |          |         |          |          |          |         |          |          |          |         |          | 20000         | -25   |     |
|  | Speed Corr'n.              |          |         |          |          |          |         |          |          |          |         |          | 21000         | -27   |     |
|  | Corr. Average              |          |         |          |          |          |         |          |          |          |         |          | 22000         | -29   |     |
|  | ICAN Average               |          |         |          |          |          |         |          |          |          |         |          | 23000         | -31   |     |
|  | Difference                 |          |         |          |          |          |         |          |          |          |         |          | 24000         | -33   |     |
|  |                            |          |         |          |          |          |         |          |          |          |         |          | 25000         | -35   |     |
|  |                            |          |         |          |          |          |         |          |          |          |         |          | 26000         | -37   |     |
|  |                            |          |         |          |          |          |         |          |          |          |         |          | 27000         | -39   |     |
|  |                            |          |         |          |          |          |         |          |          |          |         |          | 28000         | -41   |     |
|  |                            |          |         |          |          |          |         |          |          |          |         |          | 29000         | -43   |     |
|  |                            |          |         |          |          |          |         |          |          |          |         |          | 30000         | -45   |     |
|  |                            |          |         |          |          |          |         |          |          |          |         |          | 31000         | -47   |     |
|  |                            |          |         |          |          |          |         |          |          |          |         |          | 32000         | -49   |     |
|  |                            |          |         |          |          |          |         |          |          |          |         |          | 33000         | -51   |     |
|  |                            |          |         |          |          |          |         |          |          |          |         |          | 34000         | -53   |     |
|  |                            |          |         |          |          |          |         |          |          |          |         |          | 35000         | -55   |     |

N.B. If actual average temp. is warmer than ICAN average, subtract corr'n.

Diff. x 3.67 x Ht. in Thousands = Corr'n.

|                       |  |  |  |          |       |
|-----------------------|--|--|--|----------|-------|
| Req'd. True Alt.      |  |  |  | Total    | _____ |
| Corr'n. for Air Temp. |  |  |  |          |       |
| Altimeter Error       |  |  |  |          |       |
| Indicated Ht. to Fly  |  |  |  | ICAN Av. | _____ |



INTERDEPARTMENTAL COMMITTEE ON AIR SURVEY  
AIR PHOTOGRAPHY REPORT

|                             |  |                           |  |                  |  |                           |  |                                   |  |
|-----------------------------|--|---------------------------|--|------------------|--|---------------------------|--|-----------------------------------|--|
| Contract No.                |  | Camera Type<br>RC-8       |  | Camera Body No.  |  | Film Type<br>COLOUR (NEG) |  | Library Roll No.<br>A 30392       |  |
| Type of Photog.<br>VERTICAL |  | Calibrated F.L.<br>6"     |  | Optical Unit No. |  | Expiry Date               |  | Contractor's Roll No.<br>GSC 71/3 |  |
| Req'd True Alt.<br>7500'    |  | Filter Type & No.<br>A.V. |  | Lens No.         |  | Emulsion No.<br>2445      |  | Magazine No.<br>403               |  |

| Date         | Annotated Neg. Nos. | Line No. & Direction | Exposure No. |        | GMT   |        | Indicated Altitude at Start of Line | Camera Exposure        | REMARKS<br>(Position, base, light, sub-scale setting, etc.) |
|--------------|---------------------|----------------------|--------------|--------|-------|--------|-------------------------------------|------------------------|---|
|              |                     |                      | Start        | Finish | Start | Finish |                                     |                        |   |
| JULY<br>1971 | 1-64                | 21 E                 | 1            | 64     | 9:00  | 9:19   | 8000'                               | 1/300 f 6.8            | FC METER 125  |
|              | 65-143              | 15 E                 | 66           | 145    | 2:43  | 3:15   | "                                   | 1/300 - 1/250<br>f 6.8 | " " 115   |

SUSPECTED INSTRUMENT  
FAULTS. (1-64) INCL.

Verified on processing. Four wide blue bands from lights along length of film (1-64) incl. Trouble remedied after 65.

ALTIMETRIC DATA

| DATE                                | Take-off                      |          | Landing |          | Take-off |          | Landing |          | Take-off |          | Landing |          | ICAN Standard<br>Height | Temp. |     |
|-------------------------------------|-------------------------------|----------|---------|----------|----------|----------|---------|----------|----------|----------|---------|----------|-------------------------|-------|-----|
|                                     | Ht                            | Temp. °C | B.F.    | Temp. °C | Ht       | Temp. °C | B.F.    | Temp. °C | Ht       | Temp. °C | B.F.    | Temp. °C |                         |       |     |
| CONTRACTOR                          | 1000'                         |          | 18      |          | 1000'    |          | 18      |          | 1000'    |          | 18      |          | 1000                    | 13    |     |
|                                     | 2                             |          | 19      |          | 2        |          | 19      |          | 2        |          | 19      |          | 2000                    | 11    |     |
|                                     | 3                             |          | 20      |          | 3        |          | 20      |          | 3        |          | 20      |          | 3000                    | 9     |     |
|                                     | 4                             |          | 21      |          | 4        |          | 21      |          | 4        |          | 21      |          | 4000                    | 7     |     |
|                                     | 5                             |          | 22      |          | 5        |          | 22      |          | 5        |          | 22      |          | 5000                    | 5     |     |
|                                     | AIRCRAFT                      | 6        |         | 23       |          | 6        |         | 23       |          | 6        |         | 23       |                         | 6000  | 3   |
|                                     |                               | 7        |         | 24       |          | 7        |         | 24       |          | 7        |         | 24       |                         | 7000  | 1   |
|                                     |                               | 8        |         | 25       |          | 8        |         | 25       |          | 8        |         | 25       |                         | 8000  | -1  |
|                                     |                               | 9        |         | 26       |          | 9        |         | 26       |          | 9        |         | 26       |                         | 9000  | -3  |
|                                     | CAMERA PORT<br>CATEGORY & NO. | 10       |         | 27       |          | 10       |         | 27       |          | 10       |         | 27       |                         | 10000 | -5  |
|                                     |                               | 11       |         | 28       |          | 11       |         | 28       |          | 11       |         | 28       |                         | 11000 | -7  |
|                                     |                               | 12       |         | 29       |          | 12       |         | 29       |          | 12       |         | 29       |                         | 12000 | -9  |
|                                     | ALTIMETER NO.                 | 13       |         | 30       |          | 13       |         | 30       |          | 13       |         | 30       |                         | 13000 | -11 |
|                                     |                               | 14       |         | 31       |          | 14       |         | 31       |          | 14       |         | 31       |                         | 14000 | -13 |
|                                     |                               | 15       |         | 32       |          | 15       |         | 32       |          | 15       |         | 32       |                         | 15000 | -15 |
| PHOTOGRAPHER<br>J.B. EMSLIE         | 16                            |          | 33      |          | 16       |          | 33      |          | 16       |          | 33      |          | 16000                   | -17   |     |
|                                     | 17                            |          | 34      |          | 17       |          | 34      |          | 17       |          | 34      |          | 17000                   | -19   |     |
|                                     | Sub.                          |          | 35      |          | Sub.     |          | 35      |          | Sub.     |          | 35      |          | 18000                   | -21   |     |
| NAVIGATOR<br>V.R. SLANEY            | Total                         |          |         |          |          |          |         |          |          |          |         |          | 19000                   | -23   |     |
|                                     | Average                       |          |         |          |          |          |         |          |          |          |         |          | 20000                   | -25   |     |
|                                     | Speed Corr'n.                 |          |         |          |          |          |         |          |          |          |         |          | 21000                   | -27   |     |
|                                     | Corr. Average                 |          |         |          |          |          |         |          |          |          |         |          | 22000                   | -29   |     |
|                                     | ICAN Average                  |          |         |          |          |          |         |          |          |          |         |          | 23000                   | -31   |     |
| PILOT<br>D. MADDEN &<br>T. ROGERSON | Difference                    |          |         |          |          |          |         |          |          |          |         |          | 24000                   | -33   |     |
|                                     |                               |          |         |          |          |          |         |          |          |          |         |          | 25000                   | -35   |     |
|                                     |                               |          |         |          |          |          |         |          |          |          |         |          | 26000                   | -37   |     |
|                                     |                               |          |         |          |          |          |         |          |          |          |         | 27000    | -39                     |       |     |
|                                     |                               |          |         |          |          |          |         |          |          |          |         | 28000    | -41                     |       |     |
|                                     |                               |          |         |          |          |          |         |          |          |          |         | 29000    | -43                     |       |     |
|                                     |                               |          |         |          |          |          |         |          |          |          |         | 30000    | -45                     |       |     |
|                                     |                               |          |         |          |          |          |         |          |          |          |         | 31000    | -47                     |       |     |
|                                     |                               |          |         |          |          |          |         |          |          |          |         | 32000    | -49                     |       |     |
|                                     |                               |          |         |          |          |          |         |          |          |          |         | 33000    | -51                     |       |     |
|                                     |                               |          |         |          |          |          |         |          |          |          |         | 34000    | -53                     |       |     |
|                                     |                               |          |         |          |          |          |         |          |          |          |         | 35000    | -55                     |       |     |

N.B. If actual average temp. is warmer than ICAN average, subtract corr'n.

$DIFF \times 3.67 \times Ht. \text{ in Thousands} = \text{--- Corr'n. --- Corr'n. --- Corr'n.}$

|                       |  |  |  |          |  |
|-----------------------|--|--|--|----------|--|
| Req'd. True Alt.      |  |  |  | Total    |  |
| Corr'n. for Air Temp. |  |  |  |          |  |
| Altimeter Error       |  |  |  | ICAN Av. |  |
| Indicated Ht. to Fly  |  |  |  |          |  |

Side 1

# INTERDEPARTMENTAL COMMITTEE ON AIR SURVEY AIR PHOTOGRAPHY REPORT

ICAS 2  
1963

|  |                                 |                            |                             |  |                                   |
|--|---------------------------------|----------------------------|-----------------------------|--|-----------------------------------|
| Contract No.                             |                                 | Camera Type<br><i>RC-8</i> | Camera Body No.             | Film Type<br><i>COLOUR (NEG)</i>         | Library Roll No.<br><i>A30393</i> |
| Orientation of Photos<br><i>VERTICAL</i> | Calibrated F.L.<br><i>6"</i>    | Optical Unit No.           | Expiry Date                 | Contractor's Roll No.<br><i>GSC 71/4</i> |                                   |
| Req'd True Alt.<br><i>7500'</i>          | Filter Type & No.<br><i>A.V</i> | Lens No.                   | Emulsion No.<br><i>2445</i> | Magazine No.<br><i>404</i>               |                                   |
| Image Scale                              |                                 |                            |                             |  |                                   |

| Date             | Annotated Neg. No. | Line No. & Direction | Exposure No. |            | GMT         |             | Indicated Altitude at Start of Line | Camera Exposure   | REMARKS<br>(Position, haze, light, sub-scale setting, etc.) |
|------------------|--------------------|----------------------|--------------|------------|-------------|-------------|-------------------------------------|-------------------|---|
|                  |                    |                      | Start        | Finish     | Start       | Finish      |                                     |                   |   |
| <i>JULY 1971</i> |                    | <i>37 W</i>          | <i>1</i>     | <i>76</i>  | <i>9.02</i> | <i>9.27</i> | <i>8000'</i>                        | <i>1/300 f6.8</i> |   |
|                  |                    | <i>35 E</i>          | <i>77</i>    | <i>148</i> | <i>9.30</i> | <i>9.55</i> | <i>"</i>                            | <i>"</i>          | <i>MA9. RAN OUT ON EXP.</i>                                 |
|                  |                    |                      |              |            |             |             |                                     |                   |   |
|                  |                    |                      |              |            |             |             |                                     |                   |   |
|                  |                    |                      |              |            |             |             |                                     |                   |   |
|                  |                    |                      |              |            |             |             |                                     |                   |   |
|                  |                    |                      |              |            |             |             |                                     |                   |   |
|                  |                    |                      |              |            |             |             |                                     |                   |   |
|                  |                    |                      |              |            |             |             |                                     |                   |   |
|                  |                    |                      |              |            |             |             |                                     |                   |   |
|                  |                    |                      |              |            |             |             |                                     |                   |   |
|                  |                    |                      |              |            |             |             |                                     |                   |   |
|                  |                    |                      |              |            |             |             |                                     |                   |   |
|                  |                    |                      |              |            |             |             |                                     |                   |   |
|                  |                    |                      |              |            |             |             |                                     |                   |   |
|                  |                    |                      |              |            |             |             |                                     |                   |   |
|                  |                    |                      |              |            |             |             |                                     |                   |   |
|                  |                    |                      |              |            |             |             |                                     |                   |   |
|                  |                    |                      |              |            |             |             |                                     |                   |   |
|                  |                    |                      |              |            |             |             |                                     |                   |   |

### ALTIMETRIC DATA

| DATE                                | Take-off      |          | Landing |          | Take-off |          | Landing |          | Take-off |          | Landing |          | ICAN Standard Height | Temp. |
|-------------------------------------|---------------|----------|---------|----------|----------|----------|---------|----------|----------|----------|---------|----------|----------------------|-------|
|                                     | Ht            | Temp. °C | B.F.    | Temp. °C | Ht       | Temp. °C | B.F.    | Temp. °C | Ht       | Temp. °C | B.F.    | Temp. °C |                      |       |
| CONTRACTOR                          | 1000'         |          | 18      |          | 1000'    |          | 18      |          | 1000'    |          | 18      |          | 1000                 | 13    |
|                                     | 2             |          | 19      |          | 2        |          | 19      |          | 2        |          | 19      |          | 2000                 | 11    |
|                                     | 3             |          | 20      |          | 3        |          | 20      |          | 3        |          | 20      |          | 3000                 | 9     |
|                                     | 4             |          | 21      |          | 4        |          | 21      |          | 4        |          | 21      |          | 4000                 | 7     |
|                                     | 5             |          | 22      |          | 5        |          | 22      |          | 5        |          | 22      |          | 5000                 | 5     |
|                                     | 6             |          | 23      |          | 6        |          | 23      |          | 6        |          | 23      |          | 6000                 | 3     |
| AIRCRAFT                            | 7             |          | 24      |          | 7        |          | 24      |          | 7        |          | 24      |          | 7000                 | 1     |
|                                     | 8             |          | 25      |          | 8        |          | 25      |          | 8        |          | 25      |          | 8000                 | - 1   |
|                                     | 9             |          | 26      |          | 9        |          | 26      |          | 9        |          | 26      |          | 9000                 | - 3   |
| CAMERA PORT CATEGORY & No.          | 10            |          | 27      |          | 10       |          | 27      |          | 10       |          | 27      |          | 10000                | - 5   |
|                                     | 11            |          | 28      |          | 11       |          | 28      |          | 11       |          | 28      |          | 11000                | - 7   |
| ALTIMETER NO.                       | 12            |          | 29      |          | 12       |          | 29      |          | 12       |          | 29      |          | 12000                | - 9   |
|                                     | 13            |          | 30      |          | 13       |          | 30      |          | 13       |          | 30      |          | 13000                | -11   |
|                                     | 14            |          | 31      |          | 14       |          | 31      |          | 14       |          | 31      |          | 14000                | -13   |
| PHOTOGRAPHER                        | 15            |          | 32      |          | 15       |          | 32      |          | 15       |          | 32      |          | 15000                | -15   |
| <i>J. B. EMSLIE</i>                 | 16            |          | 33      |          | 16       |          | 33      |          | 16       |          | 33      |          | 16000                | -17   |
| NAVIGATOR                           | 17            |          | 34      |          | 17       |          | 34      |          | 17       |          | 34      |          | 17000                | -19   |
| <i>V. R. SLANEY.</i>                | Sub.          |          | 35      |          | Sub.     |          | 35      |          | Sub.     |          | 35      |          | 18000                | -21   |
| PILOT                               | Total         |          |         |          |          |          |         |          |          |          |         |          | 19000                | -23   |
| <i>D. MADDEN &amp; T. ROGERSON.</i> | Average       |          |         |          |          |          |         |          |          |          |         |          | 20000                | -25   |
|                                     | Speed Corr'n. |          |         |          |          |          |         |          |          |          |         |          | 21000                | -27   |
|                                     | Corr. Average |          |         |          |          |          |         |          |          |          |         |          | 22000                | -29   |
|                                     | ICAN Average  |          |         |          |          |          |         |          |          |          |         |          | 23000                | -31   |
|                                     | Difference    |          |         |          |          |          |         |          |          |          |         |          | 24000                | -33   |
|                                     |               |          |         |          |          |          |         |          |          |          |         |          | 25000                | -35   |
|                                     |               |          |         |          |          |          |         |          |          |          |         |          | 26000                | -37   |
|                                     |               |          |         |          |          |          |         |          |          |          |         |          | 27000                | -39   |
|                                     |               |          |         |          |          |          |         |          |          |          |         |          | 28000                | -41   |
|                                     |               |          |         |          |          |          |         |          |          |          |         |          | 29000                | -43   |
|                                     |               |          |         |          |          |          |         |          |          |          |         |          | 30000                | -45   |
|                                     |               |          |         |          |          |          |         |          |          |          |         |          | 31000                | -47   |
|                                     |               |          |         |          |          |          |         |          |          |          |         |          | 32000                | -49   |
|                                     |               |          |         |          |          |          |         |          |          |          |         |          | 33000                | -51   |
|                                     |               |          |         |          |          |          |         |          |          |          |         |          | 34000                | -53   |
|                                     |               |          |         |          |          |          |         |          |          |          |         |          | 35000                | -55   |

N.B. If actual average temp. is warmer than ICAN average, subtract corr'n.

Diff. × 3.67 × Ht. in Thousands = Corr'n.

|                       |          |
|-----------------------|----------|
| Req'd. True Alt.      | Total    |
| Corr'n. for Air Temp. | ICAN Av. |
| Altimeter Error       |          |
| Indicated Ht. to Fly  |          |

CONTRACTOR'S JOB NO.

I.C.A.S. JOB NO.

**AIR PHOTOGRAPHY REPORT**

|                                     |                                  |  |   |
|-------------------------------------|----------------------------------|--|---|
| DATE OF PHOTG.<br><b>NOV 2 1969</b> | CAMERA TYPE<br><b>R.P.8</b>      | FILM TYPE<br><b>35mm 2445 COLOR NEGATIVE</b> | LIBRARY ROLL NO.<br><b>A 30394</b>                |
| 3000' TRUE ALT.<br><b>7500'</b>     | CALIBRATED F.L.<br><b>6"</b>     | OPTICAL UNIT NO.                             | CONTRACTOR'S ROLL NO.<br><b>Roll # G.S.C 71/5</b> |
| MAGNIFICATION SCALE                 | FILTER TYPE & NO.<br><b>A.V.</b> | LENS NO.                                     | MAGAZINE NO.<br><b>4035</b>                       |
|                                     |                                  |  |   |

| Date           | Annotated Neg. Nos. | Line No. & Direction | Exposure No. |            | GMT         |             | Indicated Altitude at Start of Line | Camera Exposure     | REMARKS<br>(Position of start & finish, area no. or letter, geographical names, etc.) |
|----------------|---------------------|----------------------|--------------|------------|-------------|-------------|-------------------------------------|---------------------|---|
|                |                     |                      | Start        | Finish     | Start       | Finish      |                                     |                     |   |
| <b>11/8/69</b> | <b>1-93</b>         | <b>LINE 35E</b>      | <b>1</b>     | <b>93</b>  | <b>1005</b> | <b>1032</b> | <b>8000'</b>                        | <b>1/350 @ f/68</b> | <b>(130)</b>  |
|                | <b>84-147</b>       | <b>" 37W</b>         | <b>94</b>    | <b>147</b> | <b>1036</b> | <b>1054</b> | <b>"</b>                            | <b>"</b>            | <b>DUNCAN LAKE AREA.</b>  |
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|------------------------|---------------|---------------------------------|
| AIRCRAFT REGISTRATION  | CONTRACTOR    | NAVIGATOR <b>V.R. SLANEY</b>    |
| TYPE                   |               | PHOTOGRAPHER <b>J.B. EMSLIE</b> |
| AIRCRAFT PORT CATEGORY |               | PILOT <b>D. MADDEN</b>          |
| AIRCRAFT PORT NO.      | ALTIMETER NO. | <b>T. ROGERSON</b>              |

# INTERDEPARTMENTAL COMMITTEE ON AIR SURVEY AIR PHOTOGRAPHY REPORT

ICAS 2  
1963

|                                 |                                 |                            |                             |  |                                   |
|---------------------------------|---------------------------------|----------------------------|-----------------------------|--|-----------------------------------|
| Contract No.                    |                                 | Camera Type<br><i>RC 8</i> | Camera Body No.             | Film Type<br><i>COLOUR (NEG)</i>         | Library Roll No.<br><i>A30395</i> |
| no of Photos<br><i>VERTICAL</i> | Calibrated F.L.<br><i>6"</i>    | Optical Unit No.           | Expiry Date                 | Contractor's Roll No.<br><i>GSC 71/6</i> |                                   |
| Req'd True Alt.<br><i>7500'</i> | Filter Type & No.<br><i>A.V</i> | Lens No.                   | Emulsion No.<br><i>2445</i> | Magazine No.<br><i>404</i>               |                                   |

| Date           | Annotated Neg. Nos. | Line No. & Direction | Exposure No. |            | GMT          |              | Indicated Altitude at Start of Line | Camera Exposure    | REMARKS<br>(Position, base, light, sub-scale setting, etc.) |
|----------------|---------------------|----------------------|--------------|------------|--------------|--------------|-------------------------------------|--------------------|---|
|                |                     |                      | Start        | Finish     | Start        | Finish       |                                     |                    |   |
| <i>JUL '71</i> | <i>1-32</i>         | <i>37 E</i>          | <i>1</i>     | <i>32</i>  | <i>12:25</i> | <i>12:35</i> | <i>8000'</i>                        | <i>1/400 f/6.8</i> | <i>114.00 W - 113.15 W</i>                                  |
|                | <i>33-128</i>       | <i>39 W</i>          | <i>33</i>    | <i>128</i> | <i>12:42</i> | <i>1:15</i>  | "                                   | "                  | <i>113.33 W → WEST.</i>                                     |
|                | <i>129-147</i>      | <i>41 E</i>          | <i>129</i>   | <i>147</i> | <i>1:20</i>  | <i>1:25</i>  | "                                   | "                  | <i>115.35 W → EAST.</i>                                     |
|                |                     |                      |              |            |              |              |                                     |                    | <i>F/C METER 140</i>  |
|                |                     |                      |              |            |              |              |                                     |                    | <i>MA9 RAN OUT ON END</i>                                   |

### ALTIMETRIC DATA

| DATE   | Take-off                   |          | Landing |          | Take-off |          | Landing |          | Take-off |          | Landing |          | ICAN Standard Height | Temp. |     |
|--|----------------------------|----------|---------|----------|----------|----------|---------|----------|----------|----------|---------|----------|----------------------|-------|-----|
|  | Ht                         | Temp. °C | Ht      | Temp. °C | Ht       | Temp. °C | Ht      | Temp. °C | Ht       | Temp. °C | Ht      | Temp. °C |                      |       |     |
| CONTRACTOR                                   | 1000'                      |          | 18      |          | 1000'    |          | 18      |          | 1000'    |          | 18      |          | 1000                 | 13    |     |
|  | 2                          |          | 19      |          | 2        |          | 19      |          | 2        |          | 19      |          | 2000                 | 11    |     |
|  | 3                          |          | 20      |          | 3        |          | 20      |          | 3        |          | 20      |          | 3000                 | 9     |     |
|  | 4                          |          | 21      |          | 4        |          | 21      |          | 4        |          | 21      |          | 4000                 | 7     |     |
|  | 5                          |          | 22      |          | 5        |          | 22      |          | 5        |          | 22      |          | 5000                 | 5     |     |
|  | AIRCRAFT                   | 6        |         | 23       |          | 6        |         | 23       |          | 6        |         | 23       |                      | 6000  | 3   |
|  |                            | 7        |         | 24       |          | 7        |         | 24       |          | 7        |         | 24       |                      | 7000  | 1   |
|  |                            | 8        |         | 25       |          | 8        |         | 25       |          | 8        |         | 25       |                      | 8000  | -1  |
|  |                            | 9        |         | 26       |          | 9        |         | 26       |          | 9        |         | 26       |                      | 9000  | -3  |
|  | CAMERA PORT CATEGORY & No. | 10       |         | 27       |          | 10       |         | 27       |          | 10       |         | 27       |                      | 10000 | -5  |
|  |                            | 11       |         | 28       |          | 11       |         | 28       |          | 11       |         | 28       |                      | 11000 | -7  |
|  |                            | 12       |         | 29       |          | 12       |         | 29       |          | 12       |         | 29       |                      | 12000 | -9  |
|  |                            | 13       |         | 30       |          | 13       |         | 30       |          | 13       |         | 30       |                      | 13000 | -11 |
|  | ALTIMETER NO.              | 14       |         | 31       |          | 14       |         | 31       |          | 14       |         | 31       |                      | 14000 | -13 |
|  |                            | 15       |         | 32       |          | 15       |         | 32       |          | 15       |         | 32       |                      | 15000 | -15 |
| 16   |                            |          | 33      |          | 16       |          | 33      |          | 16       |          | 33      |          | 16000                | -17   |     |
| PHOTOGRAPHER<br><i>J.B. EMSLIE</i>           | 17                         |          | 34      |          | 17       |          | 34      |          | 17       |          | 34      |          | 17000                | -19   |     |
|  | 18                         |          | 35      |          | 18       |          | 35      |          | 18       |          | 35      |          | 18000                | -21   |     |
|  | Sub.                       |          | Sub.    |          | Sub.     |          | Sub.    |          | Sub.     |          | Sub.    |          | 19000                | -23   |     |
| NAVIGATOR<br><i>V.R. SLANEY</i>              | Total                      |          |         |          |          |          |         |          |          |          |         |          | 20000                | -25   |     |
|  | Average                    |          |         |          |          |          |         |          |          |          |         |          | 21000                | -27   |     |
|  | Speed Corr'n.              |          |         |          |          |          |         |          |          |          |         |          | 22000                | -29   |     |
| PILOT<br><i>D. MADDEN &amp; T. ROGERSON.</i> | Corr. Average              |          |         |          |          |          |         |          |          |          |         |          | 23000                | -31   |     |
|  | ICAN Average               |          |         |          |          |          |         |          |          |          |         |          | 24000                | -33   |     |
|  | Difference                 |          |         |          |          |          |         |          |          |          |         |          | 25000                | -35   |     |

N.B. If actual average temp. is warmer than ICAN average, subtract corr'n.

Diff. × 3.67 × Ht. in Thousands =          Corr'n.               Corr'n.               Corr'n.

|                       |  |  |  |          |       |
|-----------------------|--|--|--|----------|-------|
| Req'd True Alt        |  |  |  | Total    | _____ |
| Corr'n. for Air Temp. |  |  |  | ICAN Av. | _____ |
| Altimeter Error       |  |  |  |          |       |
| Indicated Ht. to Fly  |  |  |  |          |       |

E 1

INTERDEPARTMENTAL COMMITTEE ON AIR SURVEY

(C.A.S.)  
195

CONTRACTOR'S JOB NO.

I.C.A.S. JOB NO.

AIR PHOTOGRAPHY REPORT

|                                  |                                  |   |              |   |
|----------------------------------|----------------------------------|---|--------------|---|
| TYPE OF PHOTOG.<br><i>COLOUR</i> | CAMERA TYPE<br><i>R.C. 8</i>     | FILM TYPE<br><i>2445 COLOR NEGATIVE</i> |              | LIBRARY ROLL NO.<br><i>A30396</i>                 |
| WIND DIRECTION<br><i>7500'</i>   | CALIBRATED F.L.<br><i>6"</i>     | OPTICAL UNIT NO.                        | EXPIRY DATE  | CONTRACTOR'S ROLL NO.<br><i>ROLL # G.S.C. #17</i> |
| SCALE<br><i>1:1</i>              | FILTER TYPE & NO.<br><i>A.V.</i> | LENS NO.                                | EMULSION NO. | MAGAZINE NO.<br><i>403 f 505</i>                  |

| Date              | Annotated Neg. No. | Line No. & Direction | Exposure No. |            | GMT         |             | Indicated Altitude at Start of Line | Camera Exposure   | REMARKS<br>(Position of start & finish, area no. or letter geographical names, etc.) |
|-------------------|--------------------|----------------------|--------------|------------|-------------|-------------|-------------------------------------|-------------------|--|
|                   |                    |                      | Start        | Finish     | Start       | Finish      |                                     |                   |  |
| <i>18 July 71</i> | <i>1-139</i>       | <i>LINE 41E</i>      | <i>1</i>     | <i>139</i> | <i>1.34</i> | <i>2.10</i> | <i>8000'</i>                        | <i>1/200 f 68</i> |  |
|                   |                    |                      |              |            |             |             |                                     |                   |  |
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| AIRCRAFT REGISTRATION | CONTRACTOR    | NAVIGATOR    | <i>V.R. SLANEY</i> |
| TYPE                  |               | PHOTOGRAPHER | <i>J.B. EMSLIE</i> |
| CAMERA PORT CATEGORY  |               | PILOT        | <i>D. HADDEN</i>   |
| CAMERA PORT NO.       | ALTIMETER NO. |              | <i>T. DANFORTH</i> |

CONTRACTOR'S JOB NO.

I.C.A.S. JOB NO.

### AIR PHOTOGRAPHY REPORT

|                                  |                                  |                              |   |             |   |
|----------------------------------|----------------------------------|------------------------------|---|-------------|---|
| TYPE OF PHOTOG.<br><b>COLOUR</b> |                                  | CAMERA TYPE<br><b>R.C.8</b>  | FILM TYPE<br><b>2445 COLOR NEGATIVE</b> |             | LIBRARY ROLL NO.<br><b>A 30397</b>                |
| REQ'D TRUE ALT.<br><b>7500'</b>  |                                  | CALIBRATED F.L.<br><b>6"</b> | OPTICAL UNIT NO.                        | EXPIRY DATE | CONTRACTOR'S ROLL NO.<br><b>ROLL # G.S.C 71/8</b> |
| AVERAGE SCALE                    | FILTER TYPE & NO.<br><b>A.V.</b> | LENS NO.                     | EMULSION NO.                            |             | MAGAZINE NO.<br><b>404</b>                        |

| Date      | Annotated Neg. Nos. | Line No. & Direction | Exposure No. |        | GMT   |        | Indicated Altitude at Start of Line | Camera Exposure | REMARKS<br>(Position of start & finish, area no. or letter geographical names, etc.) |
|-----------|---------------------|----------------------|--------------|--------|-------|--------|-------------------------------------|-----------------|--|
|           |                     |                      | Start        | Finish | Start | Finish |                                     |                 |  |
| 18 JUL 77 | 1-85                | 13 EAST              | 1            | 85     | 3.54  | 4.17   | 8000'                               | 350 + 6.8 → 56  | (120)  |
|           | 86-101              | 15 WEST              | 86           | 101    | 4.24  | 4.29   | "                                   | 300 + 5.6       | (125)  |
|           | 102-138             | 11 WEST              | 102          | 138    | 4.36  | 4.50   | "                                   | " "             | (90) CLOUD SHADOW-END  |

AIRCRAFT REGISTRATION

TYPE

CAMERA PORT CATEGORY

CAMERA PORT NO.

CONTRACTOR

ALTIMETER NO.

NAVIGATOR **V.R. SLANEY**  
 PHOTOGRAPHER **J.B. EMSLIE**  
 PILOT **D.MADDEN & T. ROGERSON**



# 110577

## INTERDEPARTMENTAL COMMITTEE ON AIR SURVEY

ICAS 8  
1960

CONTRACTOR'S JOB NO.

I.C.A.S. JOB NO.

### AIR PHOTOGRAPHY REPORT

|                                       |                                  |                              |   |             |  |
|---------------------------------------|----------------------------------|------------------------------|---|-------------|--|
| KIND OF PHOTOG.<br><b>COLOUR</b>      |                                  | CAMERA TYPE<br><b>R.C.8</b>  | FILM TYPE<br><b>2445 COLOR NEGATIVE</b> |             | LIBRARY ROLL NO.<br><b>A30398</b>                  |
| APPROXIMATE TRUE ALT.<br><b>7500'</b> |                                  | CALIBRATED F.L.<br><b>6"</b> | OPTICAL UNIT NO.                        | EXPIRY DATE | CONTRACTOR'S ROLL NO.<br><b>ROLL # G.S.C. 7/19</b> |
| SCALE                                 | FILTER TYPE & NO.<br><b>A.V.</b> | LENS NO.                     | EMULSION NO.                            |             | MAGAZINE NO.<br><b>404</b>                         |

| Date      | Annotated Neg. Nos. | Line No. & Direction | Exposure No. |        | GMT   |        | Indicated Altitude at Start of Line | Camera Exposure | REMARKS<br>(Position of start & finish, area no. or letter, geographical names, etc.) |
|-----------|---------------------|----------------------|--------------|--------|-------|--------|-------------------------------------|-----------------|---|
|           |                     |                      | Start        | Finish | Start | Finish |                                     |                 |   |
| 18 Jun 77 | 1-43                | 11-W                 | 1            | 43     | 4.57  | 5.12   | 8000'                               | K500 f5.6       | (100) WEDGES START  |
| 21 Jul 77 | 44-126              | 43-W                 | 44           | 126    | 08.42 | 09.06  | "                                   | "               | (100) + FINISH  |
|           | 127-142             | 45-E                 | 127          | 142    | 9.16  | 9.21   | "                                   | f6.9            | (119)   |
|           |                     |                      |              |        |       |        |                                     |                 |   |
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|                       |               |  |
|-----------------------|---------------|--|
| AIRCRAFT REGISTRATION | CONTRACTOR    | NAVIGATOR <b>V.R. SLANEY</b>             |
| TYPE                  |               | PHOTOGRAPHER <b>J.B. EMSLIE</b>          |
| CAMERA PORT CATEGORY  |               | PILOT <b>D. MADDEN &amp; T. ROGERSON</b> |
|                       | ALTIMETER NO. |  |

DISPATCH COPY  
INTERDEPARTMENTAL COMMITTEE ON AIR SURVEY

ICAS 2  
1960

CONTRACTOR'S JOB NO.

AIR PHOTOGRAPHY REPORT

I.C.A.S. JOB NO.

|                                  |                                |   |  |
|----------------------------------|--------------------------------|---|--|
| TYPE OF PHOTOG.<br><b>COLOUR</b> | CAMERA TYPE<br><b>RC.8</b>     | FILM TYPE<br><b>2445 COLOR NEGATIVE</b> | LIBRARY ROLL NO.<br><b>A30399</b>                |
| WIND TRUE ALT.<br><b>7500'</b>   | CALIBRATED F.L.<br><b>6"</b>   | OPTICAL UNIT NO.                        | EXPIRY DATE                                      |
| MAGNIFICATION SCALE              | FILTER TYPE & NO.<br><b>AV</b> | LENS NO.                                | EMULSION NO.                                     |
|                                  |                                |   | CONTRACTOR'S ROLL NO.<br><b>ROLL # S.C. 7/10</b> |
|                                  |                                |   | MAGAZINE NO.<br><b>403</b>                       |

| Date       | Annotated Neg. Nos. | Line No. & Direction | Exposure No. |        | GMT   |        | Indicated Altitude at Start of Line | Camera Exposure | REMARKS<br>(Position of start & finish, area no. or letter, geographical names, etc.) |
|------------|---------------------|----------------------|--------------|--------|-------|--------|-------------------------------------|-----------------|---|
|            |                     |                      | Start        | Finish | Start | Finish |                                     |                 |   |
| 21 JULY 77 | 1-69                | 45 E                 | 1            | 69     | 9.26  | 9.49   | 8000'                               | 1/325 f6.8      | (120)   |
| 22 JULY 77 | 70-94               | 33 W                 | 70           | 94     | 2.17  | 2.25   | "                                   | 1/400 f6.8      | (139) FINISH  |
| "          | 95-143              | 31 E                 | 95           | 143    | 2.30  | 2.44   | "                                   | "               | "   |
|            |                     |                      |              |        |       |        |                                     |                 |   |
|            |                     |                      |              |        |       |        |                                     |                 |   |
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| <p>AIRCRAFT REGISTRATION</p> <p>TYPE</p> <p>VEHICLE PORT CATEGORY</p> <p>AIRCRAFT PORT NO.</p> | <p>CONTRACTOR</p> <p>ALTIMETER NO.</p> | <p>NAVIGATOR <b>V.R. SLANEY</b></p> <p>PHOTOGRAPHER <b>J.B. EMSLIE</b></p> <p>PILOT <b>D. MADDEN &amp; T. ROGERSON</b></p> |
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CONTRACTOR'S JOB NO.

I.C.A.S. JOB NO.

AIR PHOTOGRAPHY REPORT

|                                  |                                  |   |  |
|----------------------------------|----------------------------------|---|--|
| TYPE OF PHOTOG.<br><b>COLOUR</b> | CAMERA TYPE<br><b>R.C.8</b>      | FILM TYPE<br><b>2445 COLOR NEGATIVE</b> | LIBRARY ROLL NO.<br><b>A30400</b>                |
| FIELD TRUE ALT.<br><b>7500'</b>  | CALIBRATED F.L.<br><b>6"</b>     | OPTICAL UNIT NO.                        | CONTRACTOR'S ROLL NO.<br><b>ROLL#G.S.C. 7/11</b> |
| IMAGE SCALE                      | FILTER TYPE & NO.<br><b>A.V.</b> | LENS NO.                                | MAGAZINE NO.<br><b>404</b>                       |

| Date       | Annotated Neg. Nos. | Line No. & Direction | Exposure No. |        | GMT   |        | Indicated Altitude at Start of Line | Camera Exposure | REMARKS<br>(Position of start & finish, area no. or letter, geographical names, etc.) |
|------------|---------------------|----------------------|--------------|--------|-------|--------|-------------------------------------|-----------------|---|
|            |                     |                      | Start        | Finish | Start | Finish |                                     |                 |   |
| JULY 26/71 | 1-29                | LINE 31E             | 1            | 29     | 2.50  | 3.00   | 8000'                               | 1/400 f 6.8     | (125)   |
|            | 30-85               | LINE 33W             | 30           | 85     | 3.05  | 3.22   | "                                   | 1/350 f 6.8     | (120)   |
|            | 86-140              | LINE 29E             | 86           | 140    | 3.33  | 3.51   | "                                   | " "             | " "   |

|                       |               |                                 |
|-----------------------|---------------|---------------------------------|
| AIRCRAFT REGISTRATION | CONTRACTOR    | NAVIGATOR <b>V.R. SLANEY</b>    |
| TYPE                  |               | PHOTOGRAPHER <b>J.B. EMSLIE</b> |
| AIRCRAFT CATEGORY     |               | PILOT <b>D. MADDEN</b>          |
|                       | ALTIMETER NO. |                                 |

# USER'S COPY

INTERDEPARTMENTAL COMMITTEE ON AIR SURVEY

ICAS 2  
1969

CONTRACTOR'S JOB NO.

I.C.A.S. JOB NO.

## AIR PHOTOGRAPHY REPORT

|                               |                                  |   |              |  |
|-------------------------------|----------------------------------|---|--------------|--|
| E OF PHOTOG.<br><b>COLOUR</b> | CAMERA TYPE<br><b>R.C.8</b>      | FILM TYPE<br><b>2445 COLOR NEGATIVE</b> |              | LIBRARY ROLL NO.<br><b>A 30401</b>                 |
| TRUE ALT.<br><b>7500'</b>     | CALIBRATED F.L.<br><b>6"</b>     | OPTICAL UNIT NO.                        | EXPIRY DATE  | CONTRACTOR'S ROLL NO.<br><b>Roll # G.S.C 71/13</b> |
| RANGE SCALE                   | FILTER TYPE & NO.<br><b>A.V.</b> | LENS NO.                                | EMULSION NO. | MAGAZINE NO.<br><b>403</b>                         |

| Date       | Annotated Neg. Nos. | Line No. & Direction | Exposure No. |        | GMT   |        | Indicated Altitude at Start of Line | Camera Exposure | REMARKS<br>(Position of start & finish, area no. or letter, geographical names, etc.) |
|------------|---------------------|----------------------|--------------|--------|-------|--------|-------------------------------------|-----------------|---|
|            |                     |                      | Start        | Finish | Start | Finish |                                     |                 |   |
| 27 JULY 77 | 1-81                | 45 E                 | 1            | 81     | 8.55  | 9.21   | 8000'                               | 1/300 f68       | (100)   |
|            | 82-144              | 39 W                 | 82           | 144    | 9.27  | 9.45   | "                                   | "               | "   |
|            |                     |                      |              |        |       |        |                                     |                 |   |
|            |                     |                      |              |        |       |        |                                     |                 |   |
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| AIRCRAFT REGISTRATION<br><br>TYPE<br><br>AIRCRAFT PORT CATEGORY<br><br>AIRCRAFT PORT NO. | CONTRACTOR<br><br><br><br>ALTIMETER NO. | NAVIGATOR <b>V.R. SLANEY</b><br>PHOTOGRAPHER <b>J.B. EMSLIE</b><br>PILOT <b>D. MADDEN T. ROBERTSON</b> |
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# SUNBELT CO. DIV.

DE 1

INTERDEPARTMENTAL COMMITTEE ON AIR SURVEY

 ICAS 2  
1968

CONTRACTOR'S JOB NO.

I.C.A.S. JOB NO.

## AIR PHOTOGRAPHY REPORT

|                                  |                                  |   |  |
|----------------------------------|----------------------------------|---|--|
| TYPE OF PHOTOG.<br><b>COLOUR</b> | CAMERA TYPE<br><b>R.C. 8</b>     | FILM TYPE<br><b>2445 COLOR NEGATIVE</b> | LIBRARY ROLL NO.<br><b>A30402</b>                  |
| 3'D TRUE ALT.<br><b>7500'</b>    | CALIBRATED F.L.<br><b>6"</b>     | OPTICAL UNIT NO.                        | CONTRACTOR'S ROLL NO.<br><b>Roll # G.S.C. 7/13</b> |
| IMAGE SCALE                      | FILTER TYPE & NO.<br><b>A.V.</b> | LENS NO.                                | MAGAZINE NO.<br><b>404</b>                         |

| Date           | Annotated Neg. Nos. | Line No. & Direction | Exposure No. |            | GMT          |              | Indicated Altitude at Start of Line | Camera Exposure   | REMARKS<br>(Position of start & finish, area no. or letter, geographical names, etc.) |
|----------------|---------------------|----------------------|--------------|------------|--------------|--------------|-------------------------------------|-------------------|---|
|                |                     |                      | Start        | Finish     | Start        | Finish       |                                     |                   |   |
| <b>27 JUNE</b> | <b>1-78</b>         | <b>LINE 43E</b>      | <b>1</b>     | <b>78</b>  | <b>9.54</b>  | <b>10.18</b> | <b>8000'</b>                        | <b>1/300 f 63</b> | <b>(100)</b>  |
|                | <b>79-136</b>       | <b>LINE 27N</b>      | <b>79</b>    | <b>136</b> | <b>12.15</b> | <b>12.36</b> | <b>"</b>                            | <b>1/400 f 63</b> | <b>(133)</b>  |
|                |                     |                      |              |            |              |              |                                     |                   |   |
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|------------------------|------------|--|
| AIRCRAFT REGISTRATION  | CONTRACTOR | NAVIGATOR <b>V.R. SLANEY</b>             |
| TYPE                   |            | PHOTOGRAPHER <b>J.B. EMSLIE</b>          |
| AIRCRAFT PORT CATEGORY |            | PILOT <b>D. MADDEN &amp; T. ROGERSON</b> |

1E 1

INTERDEPARTMENTAL COMMITTEE ON AIR SURVEY

ICAS 19

CONTRACTOR'S JOB NO.

I.C.A.S. JOB NO.

AIR PHOTOGRAPHY REPORT

|                                  |                                 |   |   |
|----------------------------------|---------------------------------|---|---|
| TYPE OF PHOTOG.<br><b>COLOUR</b> | CAMERA TYPE<br><b>R.C. 8</b>    | FILM TYPE<br><b>2445 COLOR NEGATIVE</b> | LIBRARY ROLL NO.<br><b>A30403</b>                 |
| Q'D TRUE ALT.<br><b>7500'</b>    | CALIBRATED F.L.<br><b>6"</b>    | OPTICAL UNIT NO.                        | CONTRACTOR'S ROLL NO.<br><b>ROLL G.S.C. 71/14</b> |
| SCALE                            | FILTER TYPE & NO.<br><b>A.V</b> | LENS NO.                                | MAGAZINE NO.<br><b>403</b>                        |

| Date       | Annotated Neg. Nos. | Line No. & Direction | Exposure No. |        | GMT   |        | Indicated Altitude at Start of Line | Camera Exposure | REMARKS<br>(Position of start & finish, area no. or letter geographical names, etc.) |
|------------|---------------------|----------------------|--------------|--------|-------|--------|-------------------------------------|-----------------|--|
|            |                     |                      | Start        | Finish | Start | Finish |                                     |                 |  |
| 27 JULY 74 |                     | 1-74 LINE 25E        | 1            | 74     | 12.40 | 1.05   | 8000'                               | 1/400 f6.8      | (135)  |
|            |                     | 75-145 LINE 23N      | 75           | 145    | 1.08  | 1.30   | "                                   | " "             |  |
|            |                     |                      |              |        |       |        |                                     |                 |  |
|            |                     |                      |              |        |       |        |                                     |                 |  |
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| AIRCRAFT REGISTRATION | CONTRACTOR    | NAVIGATOR <b>V.R. SLANEY</b>         |
| TYPE                  |               | PHOTOGRAPHER <b>J.B. EMSLIE</b>      |
| CAMERA PORT CATEGORY  |               | PILOT <b>D. MADDEN / T. ROGERSON</b> |
| CAMERA PORT NO.       | ALTIMETER NO. |                                      |

CONTRACTOR'S JOB NO.

I.C.A.S. JOB NO.

AIR PHOTOGRAPHY REPORT

|                                  |                                  |   |              |   |
|----------------------------------|----------------------------------|---|--------------|---|
| TYPE OF PHOTOG.<br><b>COLOUR</b> | CAMERA TYPE<br><b>R.C.8</b>      | FILM TYPE<br><b>2445 COLOR NEGATIVE</b> |              | LIBRARY ROLL NO.<br><b>A22404</b>               |
| QUOTED TRUE ALT.<br><b>7500'</b> | CALIBRATED F.L.                  | OPTICAL UNIT NO.                        | EXPIRY DATE  | CONTRACTOR'S ROLL NO.<br><b>Roll # 656 7 15</b> |
| IMAGE SCALE                      | FILTER TYPE & NO.<br><b>A.V.</b> | LENS NO.                                | EMULSION NO. | MAGAZINE NO.<br><b>403</b>                      |

| Date      | Annotated Neg. Nos. | Line No. & Direction | Exposure No. |        | GMT   |        | Indicated Altitude at Start of Line | Camera Exposure | REMARKS<br>(Position of start & finish, area no. or letter, geographical names, etc.) |
|-----------|---------------------|----------------------|--------------|--------|-------|--------|-------------------------------------|-----------------|---|
|           |                     |                      | Start        | Finish | Start | Finish |                                     |                 |   |
| 27 JUL 68 | 1-69                | Line 19E             | 1            | 69     | 3.03  | 3.27   | 8000'                               | 1/350 f6.8      | (20)  |
|           |                     |                      |              |        |       |        |                                     |                 |   |
|           |                     |                      |              |        |       |        |                                     |                 |   |
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|------------------------|---------------|--------------------------------------|
| AIRCRAFT REGISTRATION  | CONTRACTOR    | NAVIGATOR <b>V.R. SLANEY</b>         |
| TYPE                   |               | PHOTOGRAPHER <b>J.B. EMSLIE</b>      |
| AIRCRAFT PORT CATEGORY |               | PILOT <b>D. MADDEN / T. ROGERSON</b> |
| AIRCRAFT PORT NO.      | ALTIMETER NO. |                                      |

CONTRACTOR'S JOB NO.

I.C.A.S. JOB NO.

AIR PHOTOGRAPHY REPORT

|                                  |                                |   |   |
|----------------------------------|--------------------------------|---|---|
| TYPE OF PHOTOG.<br><b>COLOUR</b> | CAMERA TYPE<br><b>R.C. 8</b>   | FILM TYPE<br><b>2445 COLOR NEGATIVE</b> | LIBRARY ROLL NO.<br><b>A30405</b>                   |
| Q'D TRUE ALT.<br><b>7500'</b>    | CALIBRATED F.L.<br><b>6"</b>   | OPTICAL UNIT NO.                        | CONTRACTOR'S ROLL NO.<br><b>ROLL # G.S.C. 71/16</b> |
| SCALE                            | FILTER TYPE & NO.<br><b>AV</b> | LENS NO.                                | MAGAZINE NO.<br><b>404</b>                          |

| Date      | Annotated Neg. Nos. | Line No. & Direction | Exposure No. |        | GMT   |        | Indicated Altitude at Start of Line | Camera Exposure | REMARKS<br>(Position of start & finish, area no. or letter, geographical names, etc.) |
|-----------|---------------------|----------------------|--------------|--------|-------|--------|-------------------------------------|-----------------|---|
|           |                     |                      | Start        | Finish | Start | Finish |                                     |                 |   |
| 27 JUL 77 | 1-72                | LINE 17W             | 1            | 72     | 3.30  | 3.52   | 8000'                               | 1/325 f 6.8     | (115)   |
|           | 73-144              | LINE 21E             | 73           | 144    | 4.00  | 4.23   | "                                   | 1/300 f 6.8     | (116)   |
|           |                     |                      |              |        |       |        |                                     |                 |   |
|           |                     |                      |              |        |       |        |                                     |                 |   |
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|-----------------------|---------------|--|
| AIRCRAFT REGISTRATION | CONTRACTOR    | NAVIGATOR <b>V.R. SLANEY</b>             |
| TYPE                  | ALTIMETER NO. | PHOTOGRAPHER <b>J.B. EMSLIE</b>          |
| CAMERA PORT CATEGORY  |               | PILOT <b>D. MADDEN &amp; T. ROGERSON</b> |
| CAMERA PORT NO.       |               |  |



CONTRACTOR'S JOB NO.

I.C.A.S. JOB NO.

AIR PHOTOGRAPHY REPORT

|                                  |                                 |   |   |
|----------------------------------|---------------------------------|---|---|
| TYPE OF PHOTOG.<br><b>COLOUR</b> | CAMERA TYPE<br><b>R.C. 8</b>    | FILM TYPE<br><b>2445 COLOR NEGATIVE</b> | LIBRARY ROLL NO.<br><b>A30406</b>                   |
| 'D TRUE ALT.<br><b>7500'</b>     | CALIBRATED F.L.<br><b>6"</b>    | OPTICAL UNIT NO.                        | CONTRACTOR'S ROLL NO.<br><b>ROLL # G.S.C. 71/17</b> |
| MAGNIFICATION SCALE              | FILTER TYPE & NO.<br><b>AV.</b> | LENS NO.                                | MAGAZINE NO.<br><b>403</b>                          |

| Date      | Annotated Neg. Nos. | Line No. & Direction | Exposure No. |        | GMT   |        | Indicated Altitude at Start of Line | Camera Exposure | REMARKS<br>(Position of start & finish, area no. or letter, geographical names, etc.) |
|-----------|---------------------|----------------------|--------------|--------|-------|--------|-------------------------------------|-----------------|---|
|           |                     |                      | Start        | Finish | Start | Finish |                                     |                 |   |
| 28 JUL 77 | 1-74                | LINE 27E             | 1            | 74     | 9.08  | 9.28   | 8000'                               | 1/500 f6.8      | (100) VERY HAZY   |
|           | 75-78               | LINE 33W             | 75           | 79     | 9.32  | 9.34   | "                                   | "               | LINE BROKEN OFF.  |
| 31 JULY   | 79-174              | LINE 31E             | 79           | 174    | 3.45  | 4.05   | "                                   | 1/325 f6.8      | (TOO HAZY)<br>(115)   |

AIRCRAFT REGISTRATION  
TYPE  
CAMERA PORT CATEGORY

CONTRACTOR

ALTIMETER NO.

NAVIGATOR **V.R. SLANEY**  
PHOTOGRAPHER **J.B. EMSLIE**  
PILOT **D. MADDEN & T. ROGERS**

INTERDEPARTMENTAL COMMITTEE ON AIR SURVEY  
AIR PHOTOGRAPHY REPORT

|                                 |  |                                  |  |                  |  |                                  |  |  |  |
|---------------------------------|--|----------------------------------|--|------------------|--|----------------------------------|--|--|--|
| Contract No.                    |  | Camera Type<br><i>RC-8</i>       |  | Camera Body No.  |  | Film Type<br><i>COLOUR (NEG)</i> |  | Library Roll No.<br><i>A30407</i>            |  |
| No of Photos<br><i>VERTICAL</i> |  | Calibrated F.L.<br><i>6"</i>     |  | Optical Unit No. |  | Expiry Date                      |  | Contractor's Roll No.<br><i>G.S.C. 71/18</i> |  |
| 1/4 True Alt.<br><i>7500'</i>   |  | Filter Type & No.<br><i>A.V.</i> |  | Lens No.         |  | Emulsion No.<br><i>M.S. 2448</i> |  | Magazine No.<br><i>404</i>                   |  |
| Image Scale                     |  |                                  |  |                  |  |                                  |  |  |  |

| Date        | Annotated Neg. Nos. | Line No. & Direction | Exposure No. |            | GMT         |             | Indicated Altitude at Start of Line | Camera Exposure  | REMARKS<br>(Position, haze, light, sub-scale setting, etc.) |
|-------------|---------------------|----------------------|--------------|------------|-------------|-------------|-------------------------------------|------------------|---|
|             |                     |                      | Start        | Finish     | Start       | Finish      |                                     |                  |   |
| <i>JULY</i> |                     |                      |              |            |             |             |                                     |                  | <i>F/C METER 12.5</i>                                       |
| <i>1971</i> | <i>V-56</i>         | <i>25 E</i>          | <i>1</i>     | <i>56</i>  | <i>2:43</i> | <i>3:00</i> | <i>8000'</i>                        | <i>1/50 f5.6</i> | <i>STARTING AT HIDDEN LAKE</i>                              |
|             | <i>57-139</i>       | <i>29 W</i>          | <i>57</i>    | <i>139</i> | <i>3:08</i> | <i>3:35</i> | <i>"</i>                            | <i>"</i>         | <i>"</i>  |
|             |                     |                      |              |            |             |             |                                     |                  |   |
|             |                     |                      |              |            |             |             |                                     |                  |   |
|             |                     |                      |              |            |             |             |                                     |                  |   |
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|             |                     |                      |              |            |             |             |                                     |                  |   |
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|             |                     |                      |              |            |             |             |                                     |                  |   |
|             |                     |                      |              |            |             |             |                                     |                  |   |
|             |                     |                      |              |            |             |             |                                     |                  |   |
|             |                     |                      |              |            |             |             |                                     |                  |   |

ALTIMETRIC DATA

| DATE | Take-off |          | Landing |          | Take-off |          | Landing |          | Take-off |          | Landing |          | ICAN Standard |       |
|------|----------|----------|---------|----------|----------|----------|---------|----------|----------|----------|---------|----------|---------------|-------|
|      | Ht       | Temp. °C | Ht      | Temp. °C | Ht       | Temp. °C | Ht      | Temp. °C | Ht       | Temp. °C | Ht      | Temp. °C | Height        | Temp. |
|      |          |          |         |          |          |          |         |          |          |          |         |          | 1000          | 13    |
|      |          |          |         |          |          |          |         |          |          |          |         |          | 2000          | 11    |
|      |          |          |         |          |          |          |         |          |          |          |         |          | 3000          | 9     |
|      |          |          |         |          |          |          |         |          |          |          |         |          | 4000          | 7     |
|      |          |          |         |          |          |          |         |          |          |          |         |          | 5000          | 5     |
|      |          |          |         |          |          |          |         |          |          |          |         |          | 6000          | 3     |
|      |          |          |         |          |          |          |         |          |          |          |         |          | 7000          | 1     |
|      |          |          |         |          |          |          |         |          |          |          |         |          | 8000          | -1    |
|      |          |          |         |          |          |          |         |          |          |          |         |          | 9000          | -3    |
|      |          |          |         |          |          |          |         |          |          |          |         |          | 10000         | -5    |
|      |          |          |         |          |          |          |         |          |          |          |         |          | 11000         | -7    |
|      |          |          |         |          |          |          |         |          |          |          |         |          | 12000         | -9    |
|      |          |          |         |          |          |          |         |          |          |          |         |          | 13000         | -11   |
|      |          |          |         |          |          |          |         |          |          |          |         |          | 14000         | -13   |
|      |          |          |         |          |          |          |         |          |          |          |         |          | 15000         | -15   |
|      |          |          |         |          |          |          |         |          |          |          |         |          | 16000         | -17   |
|      |          |          |         |          |          |          |         |          |          |          |         |          | 17000         | -19   |
|      |          |          |         |          |          |          |         |          |          |          |         |          | 18000         | -21   |
|      |          |          |         |          |          |          |         |          |          |          |         |          | 19000         | -23   |
|      |          |          |         |          |          |          |         |          |          |          |         |          | 20000         | -25   |
|      |          |          |         |          |          |          |         |          |          |          |         |          | 21000         | -27   |
|      |          |          |         |          |          |          |         |          |          |          |         |          | 22000         | -29   |
|      |          |          |         |          |          |          |         |          |          |          |         |          | 23000         | -31   |
|      |          |          |         |          |          |          |         |          |          |          |         |          | 24000         | -33   |
|      |          |          |         |          |          |          |         |          |          |          |         |          | 25000         | -35   |
|      |          |          |         |          |          |          |         |          |          |          |         |          | 26000         | -37   |
|      |          |          |         |          |          |          |         |          |          |          |         |          | 27000         | -39   |
|      |          |          |         |          |          |          |         |          |          |          |         |          | 28000         | -41   |
|      |          |          |         |          |          |          |         |          |          |          |         |          | 29000         | -43   |
|      |          |          |         |          |          |          |         |          |          |          |         |          | 30000         | -45   |
|      |          |          |         |          |          |          |         |          |          |          |         |          | 31000         | -47   |
|      |          |          |         |          |          |          |         |          |          |          |         |          | 32000         | -49   |
|      |          |          |         |          |          |          |         |          |          |          |         |          | 33000         | -51   |
|      |          |          |         |          |          |          |         |          |          |          |         |          | 34000         | -53   |
|      |          |          |         |          |          |          |         |          |          |          |         |          | 35000         | -55   |

N.B. If actual average temp. is warmer than ICAN average, subtract corr'n.

Diff. x 3.67 x Ht. in Thousands = Corr'n.

|                       |  |  |  |  |  |  |  |  |  |  |  |  |          |  |
|-----------------------|--|--|--|--|--|--|--|--|--|--|--|--|----------|--|
| Req'd. True Alt.      |  |  |  |  |  |  |  |  |  |  |  |  | Total    |  |
| Corr'n. for Air Temp. |  |  |  |  |  |  |  |  |  |  |  |  | ICAN Av. |  |
| Altimeter Error       |  |  |  |  |  |  |  |  |  |  |  |  |          |  |

CONTRACTOR  
*G.S.C*

AIRCRAFT

CAMERA PORT CATEGORY & No.

ALTIMETER NO.

PHOTOGRAPHER  
*J.B. EMSLIE*

NAVIGATOR  
*V.R. SLANEY*

PILOT  
*D. MADDEN & T. ROGERSON*

# INTERDEPARTMENTAL COMMITTEE ON AIR SURVEY AIR PHOTOGRAPHY REPORT

CONTRACTOR'S JOB NO.

I.C.A.S. JOB NO.

|                                  |                                |   |  |
|----------------------------------|--------------------------------|---|--|
| TYPE OF PHOTOG.<br><b>COLOUR</b> | CAMERA TYPE<br><b>R.C. 8</b>   | FILM TYPE<br><b>M.S. 2448 TO COLOR NEGATIVE</b> | PROCESSING<br><b>LIBRARY ROLL NO. A30408</b> |
| 3/4 D TRUE ALT.<br><b>7500'</b>  | CALIBRATED F.L.<br><b>6"</b>   | OPTICAL UNIT NO.                                | EXPIRY DATE                                  |
| RANGE SCALE                      | FILTER TYPE & NO.<br><b>AV</b> | LENS NO.  | EMULSION NO.                                 |
|                                  |                                |   | CONTRACTOR'S ROLL NO.<br><b>GSC 71/19</b>    |
|                                  |                                |   | MAGAZINE NO.<br><b>404</b>                   |

| Date     | Annotated Neg. Nos. | Line No. & Direction | Exposure No. |        | GMT   |        | Indicated Altitude at Start of Line | Camera Exposure.           | REMARKS<br>(Position of start & finish, area no. or letter, geographical names, etc.) |
|----------|---------------------|----------------------|--------------|--------|-------|--------|-------------------------------------|----------------------------|---|
|          |                     |                      | Start        | Finish | Start | Finish |                                     |                            |   |
| 1 AUG 71 |                     | 1-14 LINE 33E        | 1            | 14     | 10.04 | 10.09  | 8000'                               | 1/250 f 5.6                | LINE BROKEN OFF   |
|          |                     | 15-43 LINE 33E       | 15           | 43     | 1.45  | 1.55   | "                                   | "                          | TOO MUCH HAZE.  |
| 3 AUG 71 |                     | 44-97 LINE 23E       | 44           | 97     | 1.05  | 1.20   | "                                   | 1/300 @ f 5.6 <b>(140)</b> |   |
|          |                     | 98-138 LINE 19W      | 98           | 138    | 1.26  | 1.47   | "                                   | "                          |   |
|          |                     |                      |              |        |       |        |                                     |                            |   |
|          |                     |                      |              |        |       |        |                                     |                            |   |
|          |                     |                      |              |        |       |        |                                     |                            |   |
|          |                     |                      |              |        |       |        |                                     |                            |   |
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|          |                     |                      |              |        |       |        |                                     |                            |   |
|          |                     |                      |              |        |       |        |                                     |                            |   |
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|          |                     |                      |              |        |       |        |                                     |                            |   |
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|          |                     |                      |              |        |       |        |                                     |                            |   |
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|          |                     |                      |              |        |       |        |                                     |                            |   |
|          |                     |                      |              |        |       |        |                                     |                            |   |
|          |                     |                      |              |        |       |        |                                     |                            |   |
|          |                     |                      |              |        |       |        |                                     |                            |   |
|          |                     |                      |              |        |       |        |                                     |                            |   |
|          |                     |                      |              |        |       |        |                                     |                            |   |
|          |                     |                      |              |        |       |        |                                     |                            |   |
|          |                     |                      |              |        |       |        |                                     |                            |   |
|          |                     |                      |              |        |       |        |                                     |                            |   |
|          |                     |                      |              |        |       |        |                                     |                            |   |

|                       |               |  |
|-----------------------|---------------|--|
| AIRCRAFT REGISTRATION | CONTRACTOR    | NAVIGATOR <b>V. R. SLANEY</b>          |
| TYPE                  |               | PHOTOGRAPHER <b>U. B. EMSLIE</b>       |
| AIRCRAFT CATEGORY     |               | PILOT <b>DMADDEN &amp; T. ROGERSON</b> |
| AIRCRAFT NO.          | ALTIMETER NO. |  |



INTERDEPARTMENTAL COMMITTEE ON AIR SURVEY  
**AIR PHOTOGRAPHY REPORT**

181

I.C.A.S. JOB NO.  
 1966

CONTRACTOR'S JOB NO.

I.C.A.S. JOB NO.

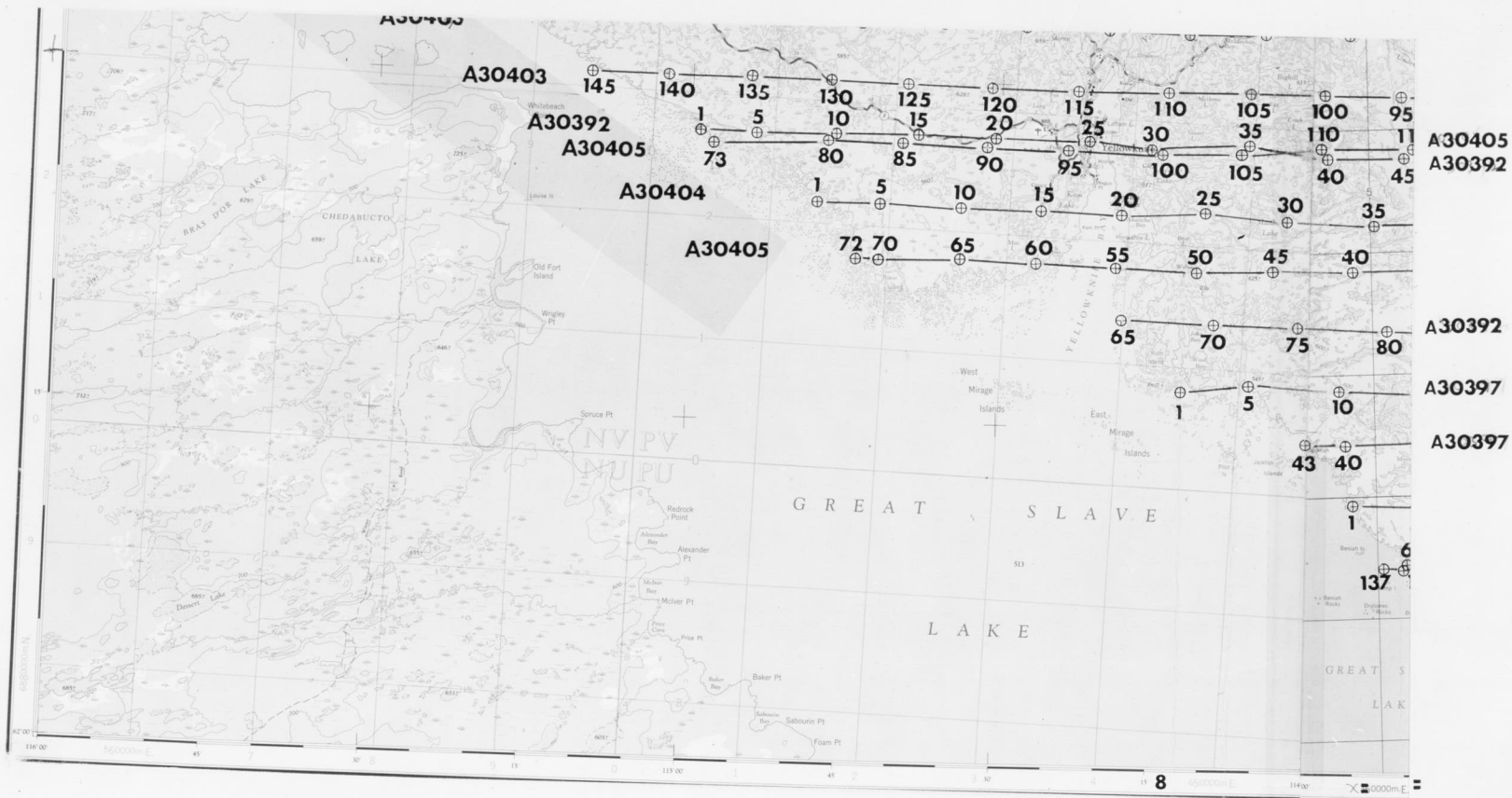
|                                 |                                  |                                       |                   |   |                                   |
|---------------------------------|----------------------------------|---------------------------------------|-------------------|---|-----------------------------------|
| TYPE OF PHOTG.<br><b>COLOUR</b> | CAMERA TYPE<br><b>R.C.8</b>      | FILM TYPE<br><b>M.S.2448 To COLOR</b> | <b>PROCESSING</b> |   | LIBRARY ROLL NO.<br><b>A30410</b> |
| MO'D TRUE ALT.<br><b>7500'</b>  | CALIBRATED F.L.<br><b>6"</b>     | OPTICAL UNIT NO.                      | EXPIRY DATE       | CONTRACTOR'S ROLL NO.<br><b>ROLL # B.S.C # 21</b> |                                   |
| MAGE SCALE                      | FILTER TYPE & NO.<br><b>A.V.</b> | LENS NO.                              | EMULSION NO.      | MAGAZINE NO.<br><b>404</b>                        |                                   |

| Date     | Annotated Neg. Nos. | Line No. & Direction | Exposure No. |        | GMT   |        | Indicated Altitude at Start of Line | Camera Exposure | REMARKS<br>(Position of start & finish, area no. or letter, geographical names, etc.) |
|----------|---------------------|----------------------|--------------|--------|-------|--------|-------------------------------------|-----------------|---|
|          |                     |                      | Start        | Finish | Start | Finish |                                     |                 |   |
| 8 AUG 61 | 1-60                | LINE 7W              | 1            | 60     | 11.45 | 12.05  | 8000'                               | 1/250 f 5.6     | VERY HAZY AT START - IMPROVING  |
|          | 61-116              | LINE 5E              | 61           | 116    | 12.08 | 12.24  | "                                   | "               | VERY HAZY ON END  |
|          | 117-139             | LINE 3W              | 117          | 139    | 12.30 | 12.37  | "                                   | "               |   |
|          |                     |                      |              |        |       |        |                                     |                 |   |
|          |                     |                      |              |        |       |        |                                     |                 |   |
|          |                     |                      |              |        |       |        |                                     |                 |   |
|          |                     |                      |              |        |       |        |                                     |                 |   |
|          |                     |                      |              |        |       |        |                                     |                 |   |
|          |                     |                      |              |        |       |        |                                     |                 |   |
|          |                     |                      |              |        |       |        |                                     |                 |   |
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|          |                     |                      |              |        |       |        |                                     |                 |   |

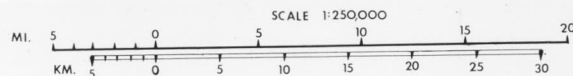
|                       |            |  |
|-----------------------|------------|--|
| AIRCRAFT REGISTRATION | CONTRACTOR | NAVIGATOR <b>V.R. SLANEY</b>           |
| TYPE                  |            | PHOTOGRAPHER <b>J.B. EMSLIE</b>        |
| AIRCRAFT CATEGORY     |            | PILOT <b>D. MADDEN &amp; T. ROGERS</b> |
| AIRCRAFT NO.          |            | ALTIMETER NO.                          |

# COLOUR PHOTOGRAPHY OF YELLOWKNIFE 85J SE.&SW.

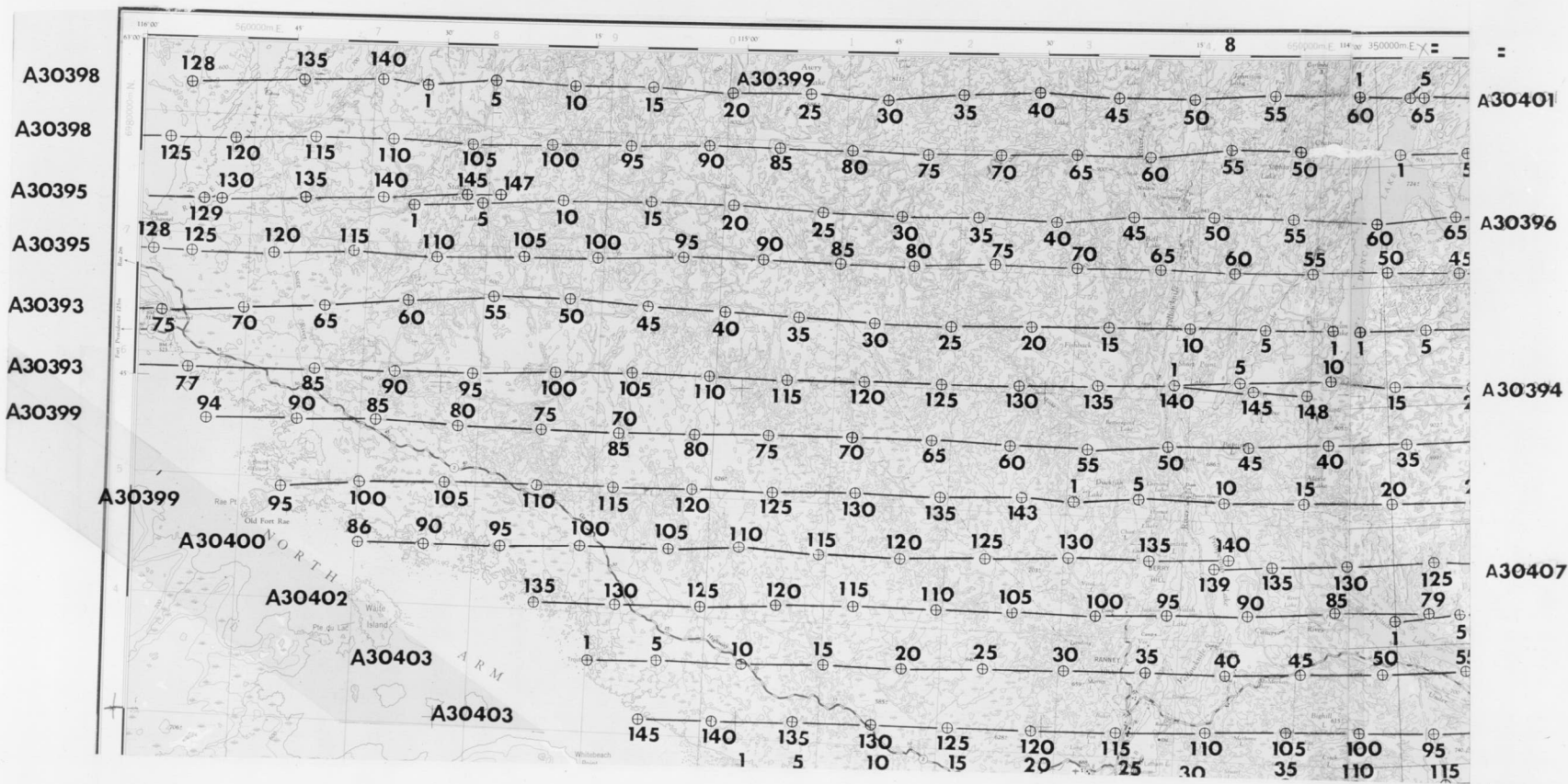
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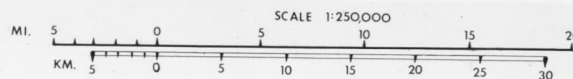
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 Film, Kodak, Type 2445 colour negative  
 Camera, Wild R.C.8 Flown in July 1971



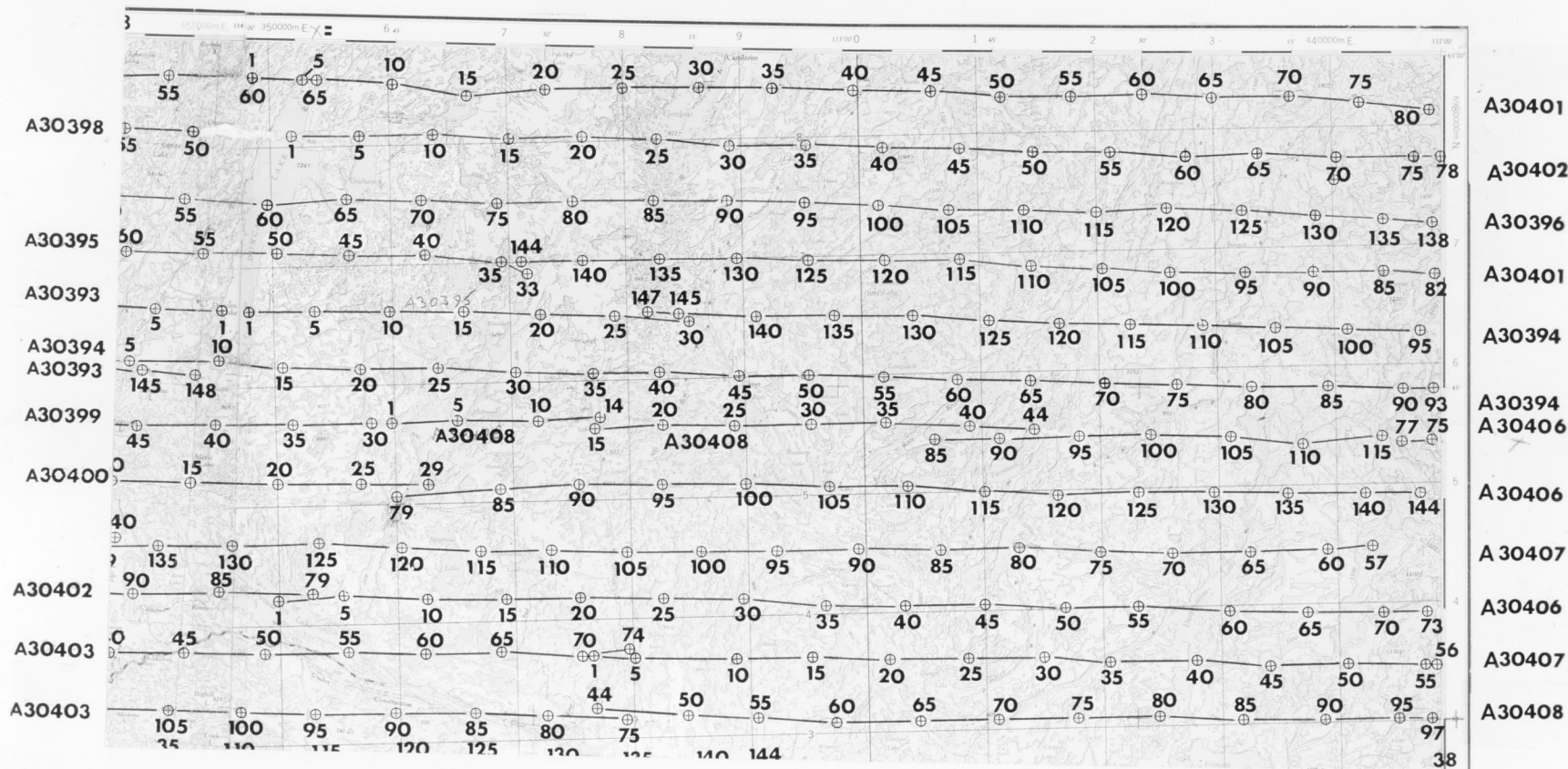
# COLOUR PHOTOGRAPHY OF YELLOWKNIFE 85J NE.&NW.



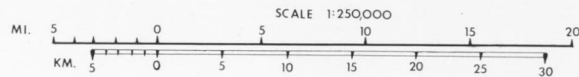
Average Photoscale 1:15000  
 Film, Kodak, Type 2445 colour negative  
 Camera, Wild R.C.8 Flown in July 1971



# COLOUR PHOTOGRAPHY OF HEARNE LAKE 85I NE.&NW.

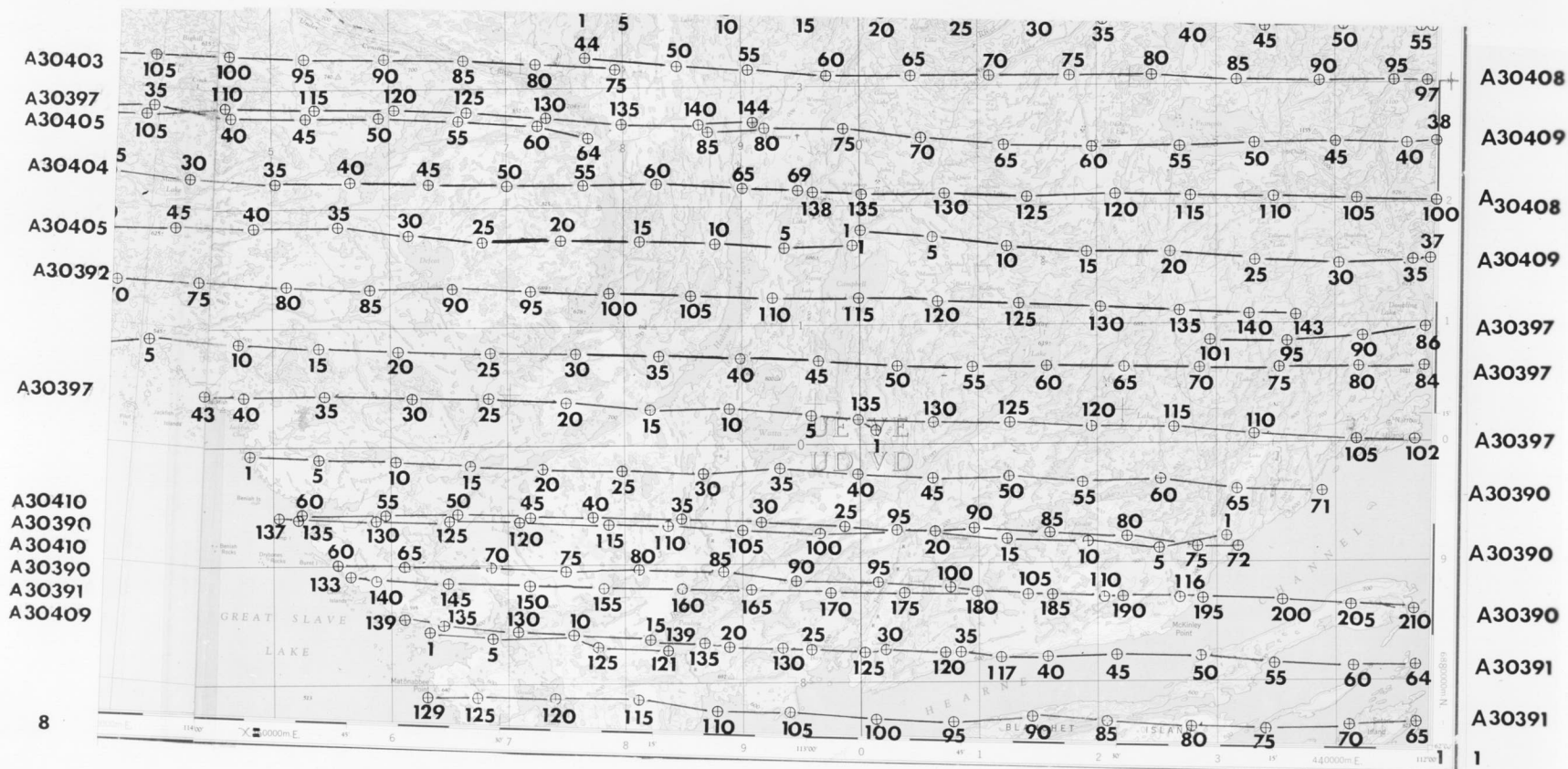


Average Photoscale 1:15,000  
 Film, Kodak, Type 2445 colour negative  
 Camera, Wild R.C.8 Flown in July 1971

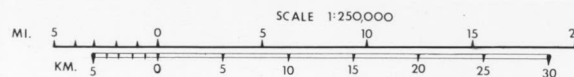




# COLOUR PHOTOGRAPHY OF HEARNE LAKE 85 I SE. & SW.



Average Photoscale 1:15000  
 Film, Kodak, Type 2445 colour negative  
 Camera, Wild R.C.8 Flown in July 1971



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