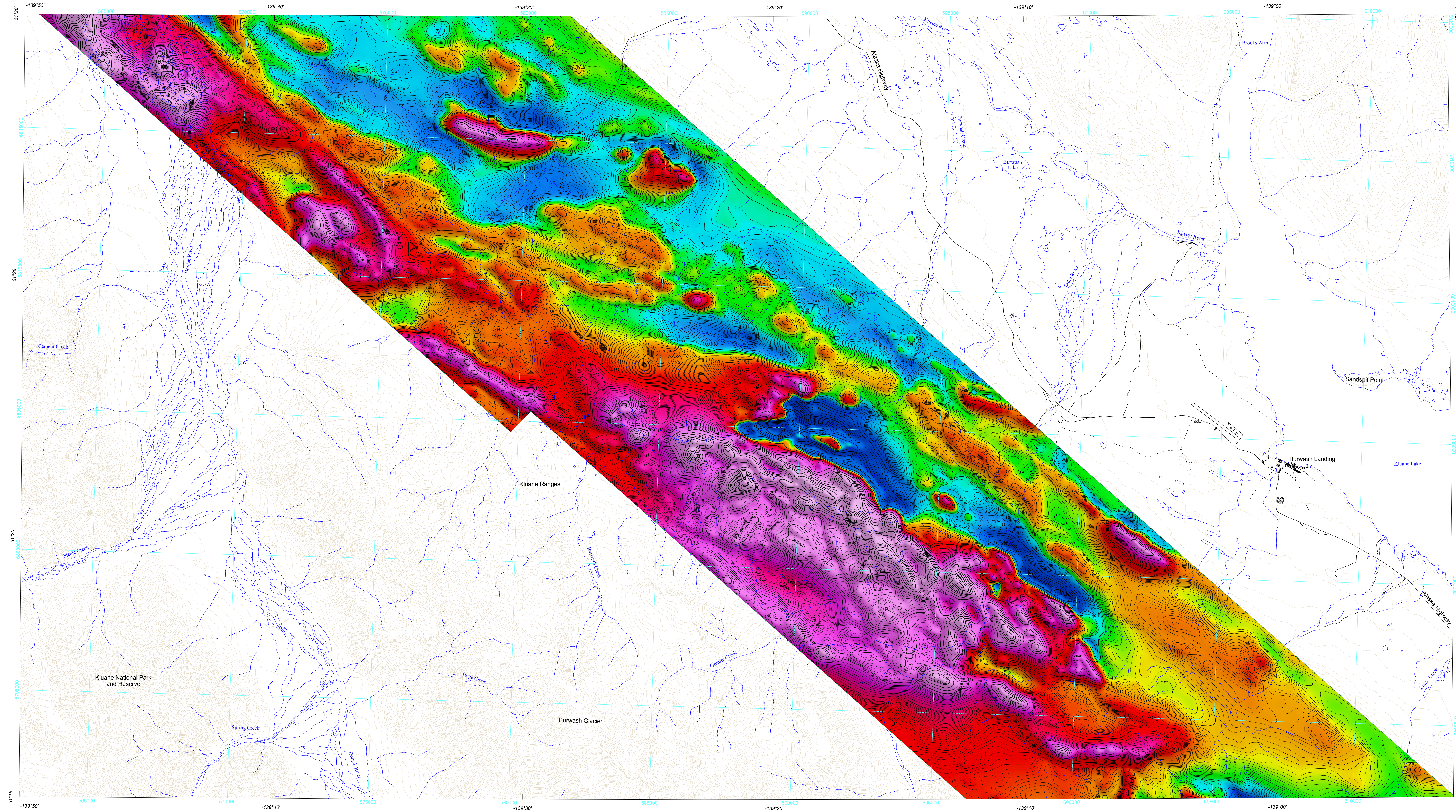
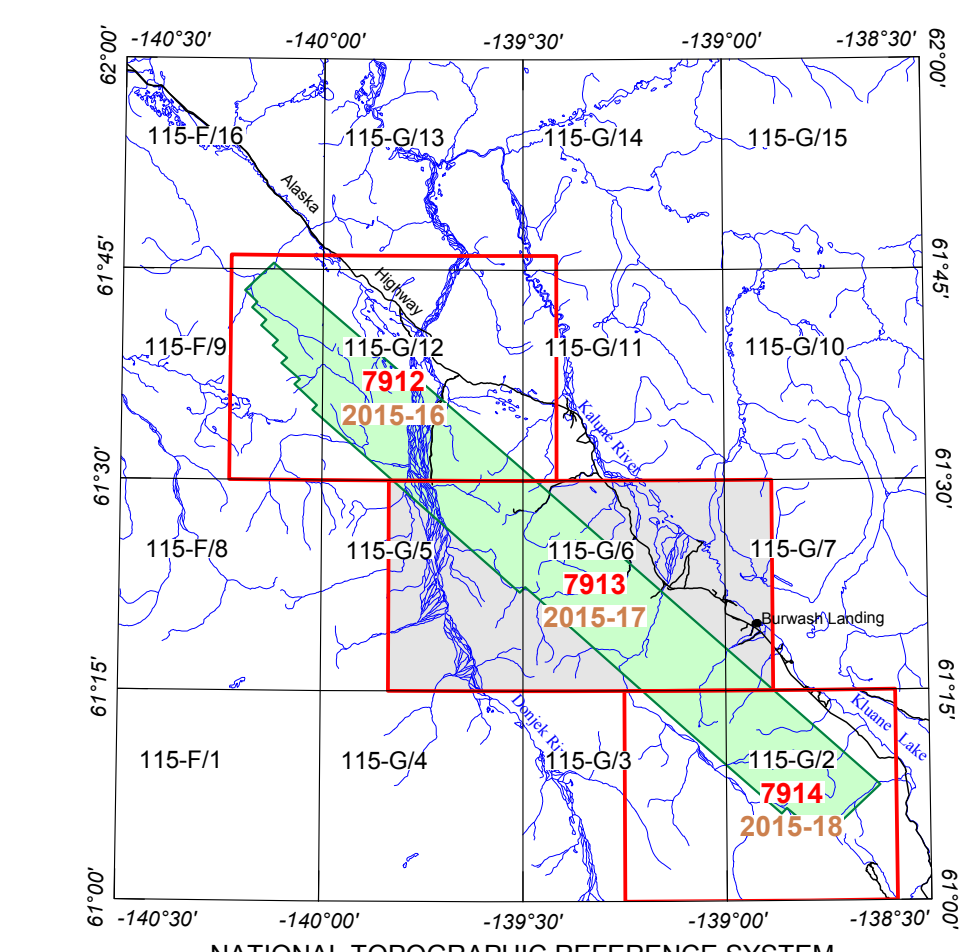
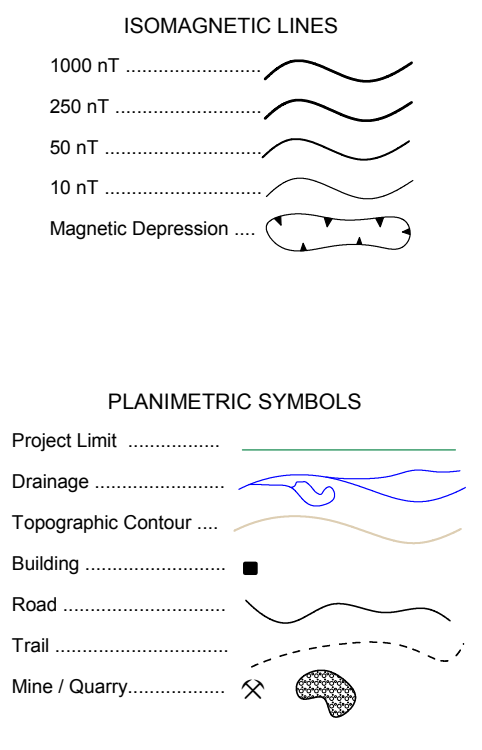
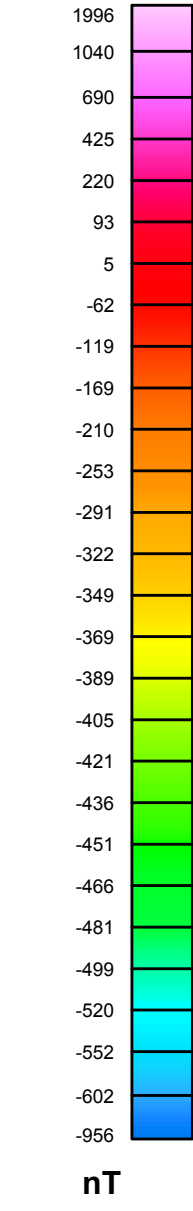


RESIDUAL TOTAL MAGNETIC FIELD



**Residual Total Magnetic Field**  
 This map of the residual total magnetic field was derived from data acquired during an aeromagnetic survey carried out by GSC from March 6, 2015 to April 15, 2015. The data were recorded using a split-beam cesium vapour magnetometer (sensitivity = 0.005 nT) mounted in a stinger rig attached to an Aerogeomatics AS350 helicopter (CFR441). The nominal traverse and control line spacing were, respectively, 250 m and 1000 m, and the aircraft flew at a nominal terrain clearance of 100 m. Traverse lines were oriented NE-SW with orthogonal control lines. The flight path was recovered following post-flight differential corrections to the real-time Global Positioning System (GPS) data and inspection of ground images recorded by a vertically-mounted video camera. The survey was flown on a pre-determined flight surface to minimize differences in magnetic values at the intersections of control and traverse lines. These differences were computer-analysed to obtain a mutually levelled set of flightline magnetic data. The levelled values were then interpolated to a 50 m grid. The International Geomagnetic Reference Field (IGRF) obtained at the average GPS altitude of 550 m for the year 2015.2 was then removed. Removal of the IGRF, representing the magnetic field of Earth's core, produces a residual component related almost entirely to magnetizations within Earth's crust.

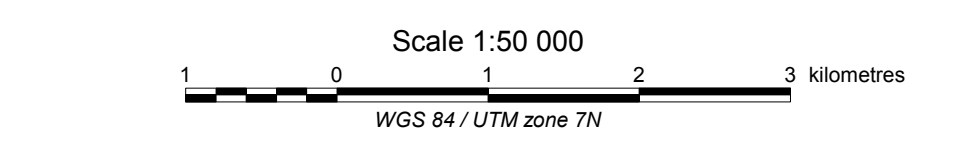


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**RESIDUAL TOTAL MAGNETIC FIELD**

**KLANE LAKE WEST AEROMAGNETIC SURVEY**  
 YUKON  
 NTS 115-G/6 and parts of 115-G/5 and 7



**KLANE LAKE WEST AEROMAGNETIC SURVEY**

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