

*1-7-68*  
*FAIRCLOUGH*  
WHITEHORSE  
667-4113

# ARCHER, CATHRO & ASSOCIATES LTD.

CONSULTING GEOLOGICAL ENGINEERS

P.O. Box 1051  
WHITEHORSE

August 6, 1966

013839

Dear Aaro,

Enclosed are three copies of our progress report and estimate of expenditures on the Fairclough Project.

The area covered by Stan to date consists of cold metamorphic rocks warped into large folds. Dips are generally high and exposure is excellent. The predominant rock-types are phyllitic schists, shale, quartzite, and coarse greywacke. Disseminated pyrite is common and minor amounts of copper stain were seen in a few scattered localities. No intrusives or flows have been found to date. Rocks encountered during my traverse to the Cantung Road were similar to those described above.

Stan is somewhat discouraged now at this lack of success to date, which is only natural for someone who is conscientious and thrifty. I talked with him at length during our Cantung trip and feel that we have been looking too far north. Stan has a map in Ross River with him showing the traverses made to date and he can show you where we planned to move him. His intention was to try to retrace his steps over the divide from the headwaters of the Yusezyu into the headwaters of Hyland and try, in that way, to find the route he followed to Memory Lake.

The G.S.C. has been mapping this general area of the Yukon

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this summer and one approach may be to investigate intrusive areas or belts shown on their maps when they are released. The intrusive Stan found was about a mile long on a hill or ridge several miles long and there were probably other intrusives in the same area. Reconnaissance geochem is certainly feasible for this program but helicopter expenses will be high.

Yours very truly,



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R.J. Cathro

VANCOUVER  
434-1197

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PROGRESS REPORT

FAIRCLOUGH PROJECT

August 5, 1966

1.

Stan Fairclough flew to Whitehorse from Vancouver on July 4 and completed plans and briefing with Al Archer the same day. The following day he flew to Pontoon Lake, (24 miles NW of Ross River settlement) in a Super-cub on charter from Coast Range Airways, Atlin, piloted by Doug Moore. He was met at Pontoon by the writer who completed last minute arrangements with him.

Commencing in the evening of July 5, a systematic search was started of the region east and south of Ross River settlement. The object of the search was the three lakes which Fairclough recalled as lying en echelon, about 8 miles long each and with a distinctive shoreline feature on the middle lake. Some 12 hours had been flown in this fashion, encompassing parts of the Quiet Lake, Wolf Lake, Frances Lake & Finlayson Lake sheets, when the three lakes were conclusively located on the morning of July 7.

The three lakes in question turned out to be, from east to west, (the original traverse directions) Tustles, Tillei and Mc Pherson, in the northwest corner of the Frances Lake sheet, 105H. Fairclough was able to recognize the drop-off point on Mc Pherson Lake and a few prominent landmarks in between. The original traverse had consisted of two large loops with the centre point, where Fairclough and his partner met overnight, about 3 to 4 miles up the valley above Tillei Lake. The last loop, on which the showing was found, thus lay within a loop having a maximum circumference of about 35 miles (3 days travel for <sup>an</sup> experienced traveller of 23, travelling light). This placed the target area somewhere in the vast

highland, most of it above 5000 feet elevation, which is in the Logan Mountain Range and is bisected by the Yukon-N.W.T. boundary. It lies in the Nahanni sheet, 105J between the headwaters of Yusezyu and Hyland rivers, which flow south to join the Liard, the Wood side, which flows west to join the Pelly, and the headwaters of South Nahanni River.

Due to the relative inaccessibility of the area from present aircraft bases, it was obvious that the budget would soon be exceeded in aircraft charge and Messrs. Chisholm and Aho were contacted for approval to proceed.

A routine inspection on the Super Cub was now due and when it returned on the evening of July 8 I accompanied it from Whitehorse. The following day, base camp was established on the nearest suitable site, a lake about one mile long straddling the boundary between the Frances Lake and Nahanni sheets and just east of Yusezyu River. This lake, which was given the name Memory Lake, is almost 100 miles due east of Ross River. Camp equipment and a student assistant, Jim McPherson, were supplied by Archer, Cathro & Assoc. Ltd., and a visit<sup>was</sup> made to Memory Lake by the writer in the Super-Cub on July 9. A gas cache and most of the camp equipment was trucked from Ross River to the east end of Finlayson Lake. July 10 and 11 were spent in grid flying the target area in an unsuccessful attempt to locate the showing.

It was then decided to begin a program of ground traverses from fly camps which would be serviced by helicopter from Ross River. The Super-Cub returned to Whitehorse on the morning of

July 12, having flown a total of 38 hours, 20 minutes, and on the morning of July 14, the writer moved 3 drums of avgas and groceries to Memory Lake via G.N.A. Beaver, piloted by Lloyd Ryder. A return trip was made the same evening with the Atlas helicopter and the camp move completed. Unfortunately, a fast developing thunderstorm and near darkness prevented any geological reconnaissance.

Mr. Archer next visited the area, again with the Atlas helicopter, on July 20. Finding that Fairclough had been unsuccessful, he moved him to another small lake on the upland. It was impossible to do any geology on this trip, as well, due to a generator failure on the helicopter which made it impossible to stop the engine.

After considerable difficulty in obtaining a helicopter, I flew to the area again on July 28, in a Høller 126 on contract to North Lake Mines, piloted by Fred Leach. Fairclough was still unsuccessful and I decided to move him into the upper Hyland River valley for one last try. Following the camp move I decided to do a little reconnaissance flying and examine a crossan near Memory Lake before flying over to check on Fairclough's new location. A lengthy search revealed that Fairclough had made a navigational error and had camped in a valley five miles northeast of the proper location. In attempting to move him again to the chosen spot, the helicopter suffered tail rotor and tail boom damage. Nobody was injured and it was decided the following morning, after radio communication had been unsuccessful, and in continuing poor weather, that Fairclough and I would walk to the Santung Road, 20 miles east, and direct search planes to the downed


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aircraft. This was accomplished by 12 am on July 30 but by this time the helicopter had been spotted by Klondike Helicopters' Cessna 180.

Fairclough and I made our way to Ross River by road on the evening of July 30 and Fairclough was awaiting transportation back to his camp when instructions were received from Chisholm on August 3 to discontinue the project. McPherson and the camp were recovered by helicopter on August 5.

A map of the area and traverses walked will be forwarded shortly.

Respectively submitted,  
ARCHER, SMITH & ASSOCIATES LTD.

  
R.J. Cathro

RJC:ps

ESTIMATED EXPENDITURES- FAIRCLOUGH PROJECT

July 4- August 4, 1966

TRAVEL EXPENDITURE

Fairclough- Vancouver-Whitehorse return.	150.00
Reconnaissance- Super-Cub	1300.00
Camp supply, Misc. travel- Beaver & 180.	<u>250.00</u>

3825.00

SUPPLIES

Avgas- 6 drums	200.00
Camp rental	75.00
Groceries	500.00
Radio, expediting, maps.	50.00
Room and board- Ross River, Pontoon Lake, Whitehorse.	<u>200.00</u>

1025.00

WAGES & PROFESSIONAL FEES

S. Fairclough- 1 month.	600.00
J. McPherson- 27 days @ salary & 50%. )	600.00
P. Turner- 2 days @ salary & 50%. )	
A. Archer- 1 day @ \$100.00	150.00
R. Cathro- 3 days @ 100.00	<u>350.00</u>

1700.00

Sub-total-

6550.00

Prior to July 4.

Travel expenses, professional fees.

417.00

Grand total-

6967.00

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