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SUMMARY AND RECOMMENDATIONS

Early in August, 1969 Geo-X Surveys Limited completed 74 line miles of total field aeromagnetic surveying on the Mel Claim Group, situated at the headwaters of Otter Creek, between the Coal and Rock Rivers, Yukon Territory, and on behalf of Winco Mining and Exploration, Limited.

The survey was completed in an Excalibur 800 fixed wing aircraft with a Varian V4937A proton precession magnetometer (±1 gamma); SDV 4991 digital recorder and analog chart recorders. Flight line positioning was facilitated by 35 mm strip photography matched to mosaics prepared from Government airphotos (see accompanying Figure 3). Terrain clearance was recorded in analog mode by radar-type pulse altimeter.

Data processing was conducted by Geo-X Surveys Ltd. personnel using IBM equipment in Vancouver.

The total field isomagnetic plan (Figure 4, 1"= 1000') was plotted by a computer-plotter unit at a contour interval of 5 gammas.

Computer programmed trend surface residual analysis of the contoured magnetic data was also completed. Figure 5 is the resulting isoresidual magnetic map contoured at an interval of 5 gammas.

The total field intensity map shows predominantly north-northeast, south-southwest trends across the claim group.

The lowest values occurred in the north (59035) and increased only very slightly to a maximum of 59095 in the south survey area. The isoresidual plan features a north-northeast trending positive arch centered on the north half of the claims. One of the residual maximums in this zone is situated just north of the intersection of two major photo linears and north of the showings area.

Respectfully submitted,

Glen E. White, B.Sc.,
Geophysicist

PROFESSIONAL ENGINEER
PROVINCE OF BRITISH COLUMBIA
D. R. COCHRANE

D.R. Cochrane
Professional Engineer

PREFACE

Since ferromagnetic susceptibility and natural rock magnetism change measurably from one rock type to another, accurate detailed mapping of the geomagnetic field often provides valuable information about the subsurface geology (even in heavily driftcovered areas). Aeromagnetic surveys provide new knowledge of the type, general attitude, configuration and complexity of the geosuperstructure and often identifies local elements which sometimes indicate or identify ore bodies. Aeromagnetic prospecting can be applied to the delineation of buried contacts and disruptions, or the location of areas of possible plutonic differentiation and its varied products. Considerable speed and accuracy is inherent in this survey method. When it comes to interpretation, however, there are two factors which can exert considerable influence. The first is geologic control, which reduces the number of variables that the interpreter must consider. The second is data analysis, which is essentially the use of filtering techniques. Filtering can remove noise, regional variation, and the effects of various physical phenomena (such as the effect of topography, or changing depth of burial). In addition, interpretation techniques (explaining the data) must be flexible enough to be revised in the light of new or revised geological, geochemical or geophysical information.

INTRODUCTION

On August 9, 1969, Geo-X Surveys Limited of Vancouver, British Columbia, on behalf of Winco Mining and Exploration Limited, conducted an airborne magnetometer survey over a group of claims in the Coal River Area of the Yukon Territory.

A total of 74 line miles of total intensity airborne magnetometer surveying was conducted. This report describes the instrumentation, field procedure and data processing, and discusses the results obtained.

LOCATION AND ACCESS

The group of mineral claims covered by this report is centered at latitude 60° 21'N and longitude 127° 25'W at the headwaters of Otter Creek, between the Coal and Rock Rivers and some 15 miles north 45° west of the junction of the above rivers, Yukon Territory.

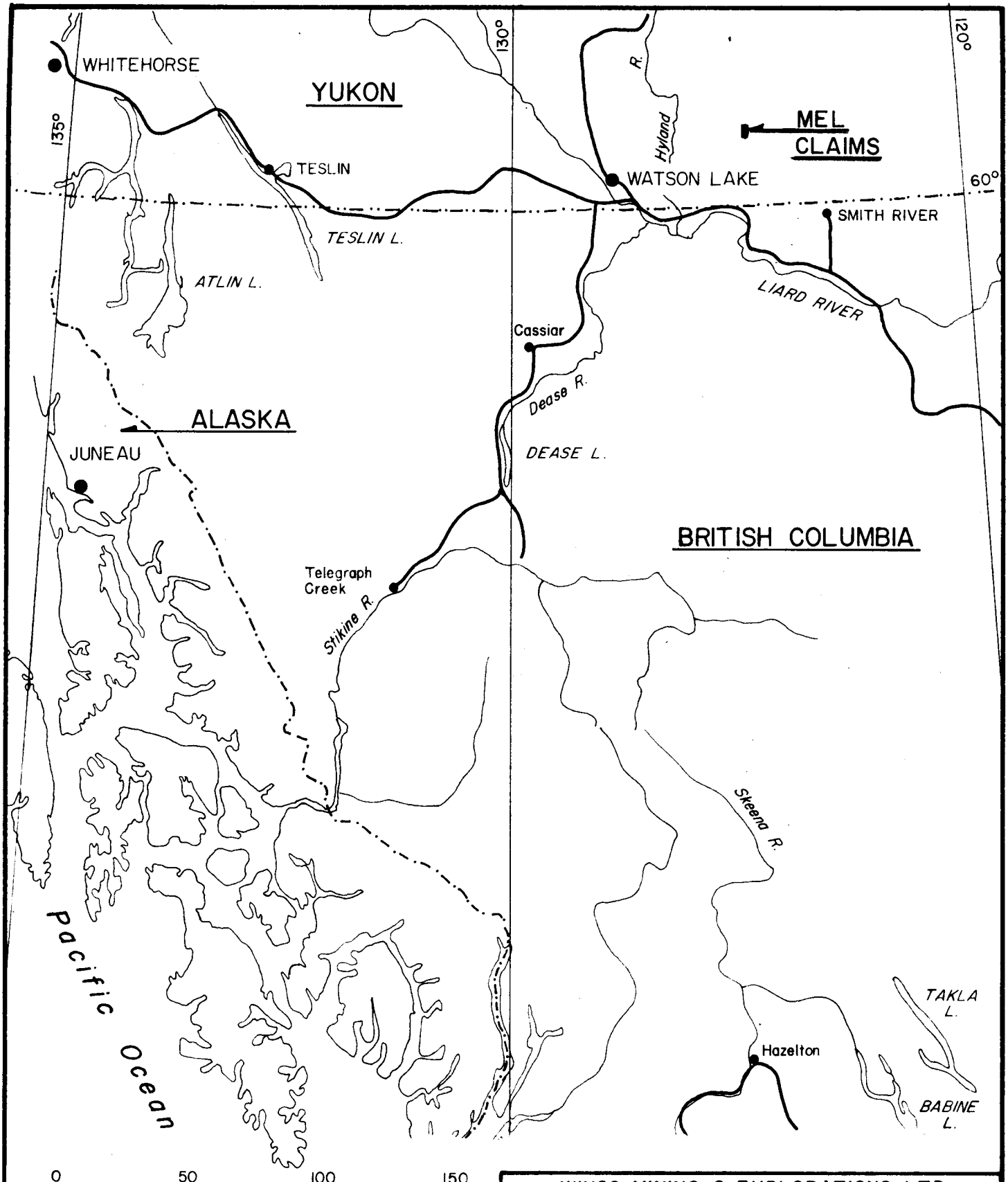
Access to the property is by helicopter or a catipillar trail heading northeast to the claim group, some 27 miles from the Alaska Highway, or some 7 miles from the Coal River; See N.T.S. map 95D.

CLAIMS AND OWNERSHIP

The "Mel" Claim Group on which the airborne magnetometer survey was conducted consists of some 75 contiguous mining claims listed as follows:

Claim Names

Mel 1 - 75 inclusive



WINCO MINING & EXPLORATIONS LTD.
WATSON LAKE AREA - WATSON LAKE M.D.
YUKON

LOCATION MAP

GEO - X SURVEYS LTD.

Drawn D.E.Y.	Dated OCT. 20/69	Fig. No. 1
Checked	Job No. 1117	

Claim Numbers

Y 17410 - Y 17413 inclusive

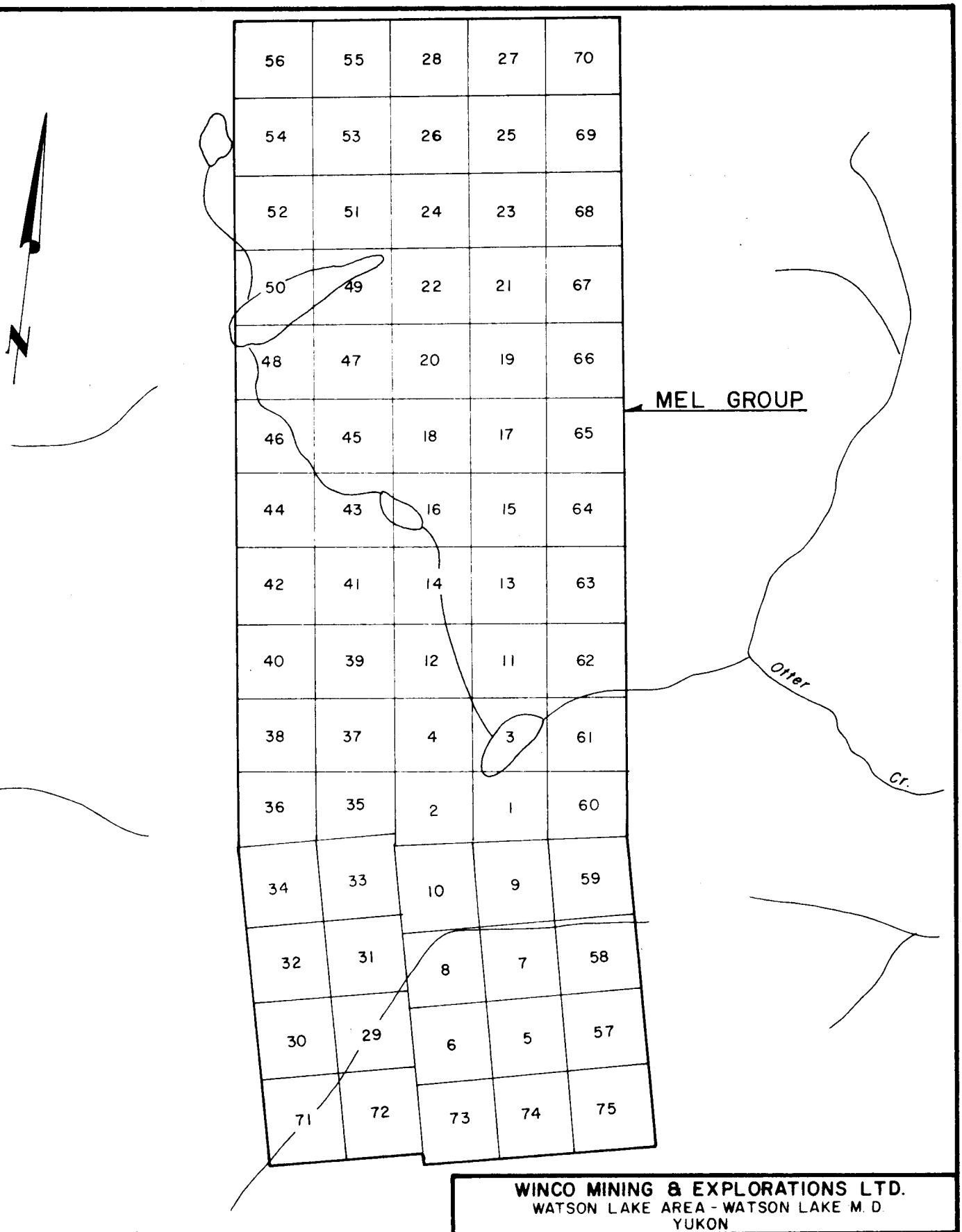
Y 17573 - Y 17578 inclusive

Y 22230 - Y 22294 inclusive

The survey was conducted on behalf of Winco Mining and Exploration Limited registered office 1108 - 1111 West Hastings Street, Vancouver, B.C.

GENERAL SETTING

The "Mel" Claim Group is situated in the southern section of the Hyland Plateau which is adjacent and north of the Liard Plain and a subdivision of the Northern Interior Plateau and Mountain Physiographic Division. The surface of the Hyland Plateau is characterized by rolling hills rising to an elevation of approximately 4000 feet (ASL). West of Rock River, four mountain groups rise above the mean plateau level to elevations of 5000 to 6000 feet and these are separated by broad "U" shaped valleys including those of the Hyland, Rock and Coal Rivers. The plateau is underlain by paleozoic sediments intruded by acidic plutons of possible Jurassic and/or Cretaceous age. Much of the plateau is covered by a mantle of glacial drift deposited during Pleistocene time. The area surveyed is relatively gently undulating with major physiographic trends in a northerly direction. The highest elevations are found in the northeast and southeast survey area quadrants.



Copied From Claim Map Supplied By
Weymark Engineering Ltd.

WINCO MINING & EXPLORATIONS LTD.
WATSON LAKE AREA - WATSON LAKE M.D.
YUKON

CLAIM MAP

GEO – X SURVEYS LTD.	Drawn D. E. Y. / Checked	Dated OCT. 20/69 / Job No. 1117	Fig. No. 2

AIRBORNE FIELD PROCEDURE

The total intensity of the geomagnetic field was measured and recorded along 14 north-south directed flight lines, at an average terrain clearance of 500 feet.

The survey was flown in a fixed wing aircraft, towing an airfoil sensor. A proton magnetometer, digital and chart recorders, camera and altimeter were mounted in the aircraft. The magnetometer and chart recorder continuously measured and recorded the magnetic field intensity. At one second intervals, the field amplitude and fiducial number were recorded on punch tape by the digital recording system. At thirty second intervals, the time and line number were punched on the tape. At two second intervals, a split image camera simultaneously photographed (1) the terrain, and (2) the clock and fiducial display panel. Thus each terrain photograph is bordered by a photograph of the clock and fiducial number.

The terrain clearance was measured with a Bonzar pulse type radar altimeter and recorded in analog mode by a G-2000 chart recorder.

Solar flare warning and prediction, issued daily at the Space Disturbance Forecast Center in Boulder, Colorado, were used to schedule the flight during a magnetically quiet period.

The punch tape, chart and strip photograph processing is described in the following section. Instrument specifications are in Appendix IV.

DATA PROCESSING

The data processing procedure consisted of four steps, discussed under the following headings:

1. Flight line X-Y positioning.
2. Editing of the paper tape.
3. Tabulation of critical fiducial numbers and their X-Y coordinates.
4. Contour plotting;

1. Flight Line X-Y Positioning

From the aircraft, while the lines were being flown, the flight lines were roughly positioned on government aerial photographs. In the office, the beginning and end of each flight line was marked on the strip photographs. From the strip photos Geo-X personnel transferred the flight lines on to a mosaic prepared from the government photos. An X-Y coordinate system was also superimposed on the flight line mosaic with +Y north and +X east (see Figure 3). Thus, every position along a flight line was defined in terms of X (number of feet east of the origin) and Y (number of feet north of the origin), and has a corresponding magnetic value in gammas.

2. Editing of the Paper Tape

A listing of the contents of the paper tape was made

by IBM of Vancouver. The listing was examined and compared with the analog record as a guard against possible machine or operator error.

3. Tabulation of Critical Fiducial Numbers

The first and last fiducial number on each line were tabulated along with their X-Y coordinates. In addition, points where the flight line changed direction were tabulated along with the appropriate fiducial number. The tabulated information was keypunched onto computer cards and sent with the punch tape to IBM.

4. Contour Plotting of the Isomagnetic Map

IBM fed the punch tape to its computer, along with the X-Y coordinates of the start, end and any changes of direction that may have occurred in the flight line. The data sampling interval along the flight lines was roughly 160 feet. The magnetometer readings were evenly spaced along the line segments and contoured by a computer-plotter unit at a contour interval of 05 gammas.

Part II - Trend Residual Surface Computation

The total intensity of the geomagnetic field is the sum of the earth's deep-seated field and the fields produced by near surface conducting or magnetic bodies (there are other contributions as well, but they need not be considered here). The interpretation of isomagnetic maps and their specific

features can often be greatly facilitated by decomposing the recorded field into various components. Thus the uninteresting components may be removed and ignored, leaving the interpreter focused on specific anomalies. Many methods of separating the field are in common use today; one of them is trend surface-residual analysis, and this was the method selected. This computational procedure assumes that the trend surface represents deep-seated effects, and the residual values (original data minus computed trend data) are near surface contributions to the magnetic field (hence of possible economic interest).

In this case, since the magnetic terrain exhibited only slight relief, the regional trend can be approximated by a gently south-north, slightly east to west dipping planar surface. The grid mesh point coordinates for the planar surface where chosen identical with those used for contouring the total field magnetic data. The trend surface grid values were then subtracted from the data grid values with a "Grid to Grid Operations" program. The resulting residual grid was contoured at an interval of 05 gammas by a Cal-Comp plotter. (See Figure 5, Isoresidual plan).

DISCUSSION OF RESULTS

The area surveyed is defined on the airphotomosaic by the flight line tracks (Figure 3). It is planimetrically semicontrolled and is at an approximate scale of 1" to 1000 feet. Figure 4, the isomagnetic and general Interpretation map,

and Figure 5, the isoresidual map were plotted at this same X-Y (lateral) scale and relate directly to the photomosaic. To obtain the actual terrestrial total field magnetic value, 50,000 gammas should be added to the values assigned the isomagnetic contour. The topographic map, Figure 6, was prepared by enlarging N.T.S. Topographic Map 95 D.

The isomagnetic contour values, in general, show a north-northeast, south-southwest bias and vary from a low of 59035 gammas in the north to a high of 59095 gammas in the south of the area surveyed. The aircraft was able to maintain a fairly constant terrain clearance, thus correlation of the isomagnetic contour plan with the topography map indicates that the total field magnetic data is relatively independent of the topographic relief. The surprisingly small range of magnetic intensity that was recorded (just over 50 gammas) strongly suggests a homogeneous (monolithologic?) bedrock series of small susceptibility contrast. The isomagnetic plan is relatively simple featured, with only slight complexity throughout the center survey area. The isomagnetic surface is somewhat steeper in the north-northwest, than in the south. (Navigator's note: Viewed from the aircraft, the property appeared to be underlain possibly by steeply dipping sediments which showed evidence of structural deformation. The photolinears shown in Figure 4 appear to reflect some of the structural deformation features.)

The area of the mineral showings, reported to be barite and galena which are non-ferromagnetic minerals, is also shown on Figure 4. No magnetic disturbances or characteristic signature is apparent.

The isoresidual map (Figure 5), (from which an assumed regional gradient trending in a north-south direction and dipping slightly east-west has been removed), isolates an area of slightly higher magnetic intensity than normal, just north of the indicated showing area. The isoresidual data increased the definition of the original data and has shifted maximum values a little to the west. The southern most isoresidual maximum lies just north of the intersection of two major photolinears suggesting, therefore, a possible structural correlational cause.

Respectfully submitted,

Glen E. White, B.Sc.
Geophysicist

Supervised by:

D.R. Cochrane
Professional Engineer

APPENDIX I

PERSONNEL

NAME:	COCHRANE, Donald Robert
EDUCATION:	B.A.Sc. - University of Toronto M.Sc. (Eng.) - Queen's University
PROFESSIONAL ASSOCIATIONS:	Professional Engineer, (P. Eng.), registered in British Columbia, Ontario, Saskatchewan. M.C.I.M.M., M.E.I.C., M.G.A.C., M.M.A.C.
EXPERIENCE:	Engaged in the Profession since 1962 while employed with Noranda Exploration Co. Ltd., Quebec Cartier Mines Ltd., Meridian Exploration Syndicate. Experience in West Indies, Central and South America, U.S.A. and Canada.

APPENDIX I

PERSONNEL

Name:	WHITE, Glen E.
Education:	B.Sc. Geophysics - Geology University of British Columbia.
Professional Associations:	Associate member of Society of Exploration Geophysicists.
Experience:	Pre-Graduate experience in Geology-Geochemistry-Geophysics with Anaconda American Brass. Since Graduation in 1966 in Geophysics - Geology, has obtained experience in Mining Geophysics with Sulmac Explorations Ltd. Airborne Geophysics with Spartan Air Services consulting on second derivative. Micro-Gravity project with Velocity Surveys Ltd. Recently acted as mining Geophysicist and technical Sales Manager in the Pacific north-west for W.P. McGill and Associates. Presently employed as Airborne and Mining Geophysicist with Geo-X Surveys Ltd. Active experience in all Geologic provinces of Canada has been obtained.

APPENDIX I

PERSONNEL

NAME: CERNE, James

EDUCATION: B.S. Geology (June 1967)
Case Institute of Technology - Cleveland, Ohio.

M.S. Geophysics (August 1968)
California Institute of Technology - Pasadena, California.

EXPERIENCE: July 1965 - June 1967 - Metallurgy Dept., Case Institute of Technology - Student Asst.

June - September 1967 - N.A.S.A. Manned Spacecraft CNT. Lunar and Earth Sciences Div., Geophysics Group, Houston, Texas.

September 1967 - August 1968 - California Institute of Technology, Seismological Laboratory, Graduate Research Asst.

September 1968 - present. Employed by Geo-X Surveys Ltd. as Geophysicist.

PERSONNEL

NAME: SUTTON, Derek Howard

EDUCATION: B.Sc. Honours Physics - University of Durham, England.
M.Sc. Geophysics of Planetary Physics - University of Newcastle-on-Tyne, England.

EXPERIENCE: February 1966 to May 1969 - Employed by Pan American Petroleum Corp. Calgary, Alberta as a Geophysicist. Duties consisted of interpretation of seismic surveys and computer application to geophysical problems.

May 1969 - Presently employed by Geo-X Surveys Ltd. as a Geophysicist.

APPENDIX I

PERSONNEL

NAME:	WERNER, David Thomas
EDUCATION:	La Salle College, Philadelphia, Pa. Night school courses - Pennsylvania Military College, University of Mississippi Extension, Baylor University.
MILITARY SCHOOLS:	Aviation/Cadet Pilot Training - Laughlin A.F.B., Texas. Squadron Officers School, Maxwell A.F.B., Alabama. Instructor Pilot Instrument School, Randolph A.F.B., Texas.
EXPERIENCE:	October, 1955 to February, 1969 - Employed by the U.S. Air Force, as a Captain. Flying experience - 6,250 hours total. Duties included Fighter pilot, Assistant Operations Commander, Administrative Officer for Group Commander, Transport pilot, Instructor pilot and Officer-in-charge -- Base Instrument School. Approximately 1,000 hours flying low level missions 500 feet or less. 860 hours flying in Viet Nam using 1,250,000 charts (High and low level). July 1, 1969 - present - Employed by Geo-X Surveys Ltd. as a pilot.

APPENDIX I

PERSONNEL

NAME:	WORRALL, David Spencer
EDUCATION:	B.A. B.Litt. - University of New England, Armidale, N.S.W.
PROFESSIONAL ASSOCATIONS:	N.S.W. Geography Teachers' Association Australian Geographic Society
EXPERIENCE:	Teaching Geography N.S.W. Education Department - ten years. Land-use and Population Studies (Part Time) for U.N.E. - 1965 - 1969. Employed by Geo-X Surveys Ltd. - present

APPENDIX I

PERSONNEL

NAME: RODDY, Robert B.

EDUCATION: Senior Matriculation - Alberta

Military Courses Attained:

1942 - Air Observer; 1948 - Photographic Technician; 1949 - Air Camera Operator; 1956 - Photographic Supervisor; 1956 - Camera Recorder Repair; 1957 - Junior Officer; 1957 - Public Relations Officer; 1959 - Flying Officer's Qualifying Exams; 1960 - Technical Photographic Officer; 1963 - Technical Officer's Radiological Defence; 1964 - Technical Officer's Logistics; 1966 - Royal Canadian Air Force Staff School; 1967 - Program Evaluation and Review Techniques.

EXPERIENCE:

1964 - 68: Manager-Photographic Logistics Cell at Material Command Headquarters - Canadian Armed Forces, Ottawa.

1959 - 64: Staff Officer-Photography at Training Command Headquarters, Royal Canadian Air Force, Winnipeg.

1957 - 59: Public Relations Staff Officer- at Training Command Headquarters, Royal Canadian Air Force, Trenton.

1947 - 57: Supervisor-Photographic Services Unit at various R.C.A.F. stations throughout Canada and England.

APPENDIX I

PERSONNEL

NAME: DOBSON, Lionel John

EDUCATION: June 1966 - Grade 12; Brentwood College, Mill Bay, B.C.

May 1968 - 1st year University; University of Victoria, Victoria, B.C.

December 1968 - Private Pilot licence - Victoria Flying Club.

EXPERIENCE: September 1968 - April 1969 - Mapping Assistant.

May 1969 - June 1969 - Survey Assistant.

The above positions - Employed by B.C. Government, Victoria.

June 1969 - present - Employed by Geo-X Surveys Ltd. as Air Crew Navigator and Photo Co-ordinator.

APPENDIX I

PERSONNEL

Name:	KEY, Robert A.
Education:	Grade XII Diploma. 1 year Petroleum Geology at the Institute of Technology and Arts in Calgary.
Experience:	2 years in Steam Heating Design Drafting. 12 years with Mobil Oil Canada Limited, Senior Draftsman.

APPENDIX I

PERSONNEL

Name: YIP, David Edward

Education: Grade 12 - Majors: Science, Mathematics, Social Studies and Industrial Arts.
Lake Cowichan Secondary School

1 year - Vancouver Vocational Institute - Drafting Training.

Experience: Presently employed by Geo-X Surveys Ltd. since November 27, 1967 as Draftsman.

APPENDIX I

PERSONNEL

NAME:	SCHAMPIER, Anthony Nicholas
EDUCATION:	July, 1966 - Graduated from Newent Grammar School in England.
	July, 1968 - Graduated from Richmond Highschool in Richmond, B.C. on the Industrial programme - Drafting, Mechanics, Construction, English and Mathematics.
	July 18, 1969 - Graduated from V.V.I. after taking a twelve month drafting course.
EXPERIENCE:	Presently employed with Geo-X Surveys as a Draftsman.

APPENDIX II

PERSONNEL AND DATES WORKED

The following Geo-X Surveys Ltd. personnel were employed on the Winco Mining and Exploration Limited airborne magnetometer survey project.

A. FIELD WORK

D. Werner	Pilot	August 15
D.S. Worrall	Instrument Operator	August 15
G. White	Navigator	August 15

B. DATA PROCESSING AND REPORT PREPARATION

D.R. Cochrane	October 22,23
G. White	August 8, 10-16, October 16-17,20
R. Roddy	August 8, Sept. 3-4, Oct. 8
J. Cerne	September 10
D. Sutton	September 9-12
L. Dobson	August 1-7, Sept. 3
A. Mlcuch	September 8-9
R. Shultze	September 15
W. Marsden	October 6-8

C. DRAFTING AND REPRODUCTION

R. Key	August 5,8, Sept. 15-18
D. Yip	September 5,11,17, Oct. 16-17,20,24
T. Schampier	August 4, Sept. 4, Oct. 23-24

APPENDIX III

COST BREAKDOWN

The following is a cost breakdown for an Airborne Magnetometer Survey conducted over the MEL Claim Groups by Geo-X Surveys Limited through an Agreement with Winco Mining and Explorations Limited dated October 15, 1969.

Geo-X Surveys provided the following for an all inclusive price.

(a) Air Photo Mosaic

(b) Aeromagnetic Survey Coverage

(c) Base Map Preparation

(d) Preliminary Data Preparation

(e) Computer Data Processing

(f) Report Preparation

74 line miles at $81.08 per line mile

ALL INCLUSIVE TOTAL PRICE $6,000.00

S.L. Sandner, President.

APPENDIX IV

SPECIFICATIONS OF THE V-4937A MAGNETOMETER SYSTEM

Performance

Range:	20,000 to 100,000 gamma (worldwide)
Sensitivity:	± 1/2 and ± 1 gamma in any field.
Sampling Rate:	manual and "clock" operation permits any timing sequence.

Power Requirements

22-30 V, 6 amps for magnetometer, 60 watts for analog recorder and 100 watt maximum for digital recorder.

Physical Specifications

Console:	size - 19 x 17 x 24 inches; Weight 68 lbs.
Analog Recorder:	dual channel - 15 x 10 x 10 inches, 30 lbs.
Scanner-coupler:	fucical counter, ident. control, 24 hr. clock, 40 lbs.
Recorder:	size - 14 x 11 x 28 inches; Weight 41 lbs.

Data Output

Digital Recording:	BCD 1-2-4-8 (four line output) "O" state - 18 to -30v through 100K ohms 1 state -1 to +3v through 100k ohms
Print Command:	Positive going 12 to 25v pulse; 15M second.
Auxiliary Channels:	A & B for radio altimeter and navigation equipment.
Analog Recording:	Galvanometric -1 mA full scale into 1500 ohms Potentiometric: 100mV full scale. Minimum load resistance 20K Full scale resolution of the least most significant digits of the total geomagnetic field 0-99, 0-999 at 1 gamma sensitivity; 0-49, 0-499 at 1/2 gamma sensitivity.

APPENDIX IV

INSTRUMENT SPECIFICATIONS

Aircraft

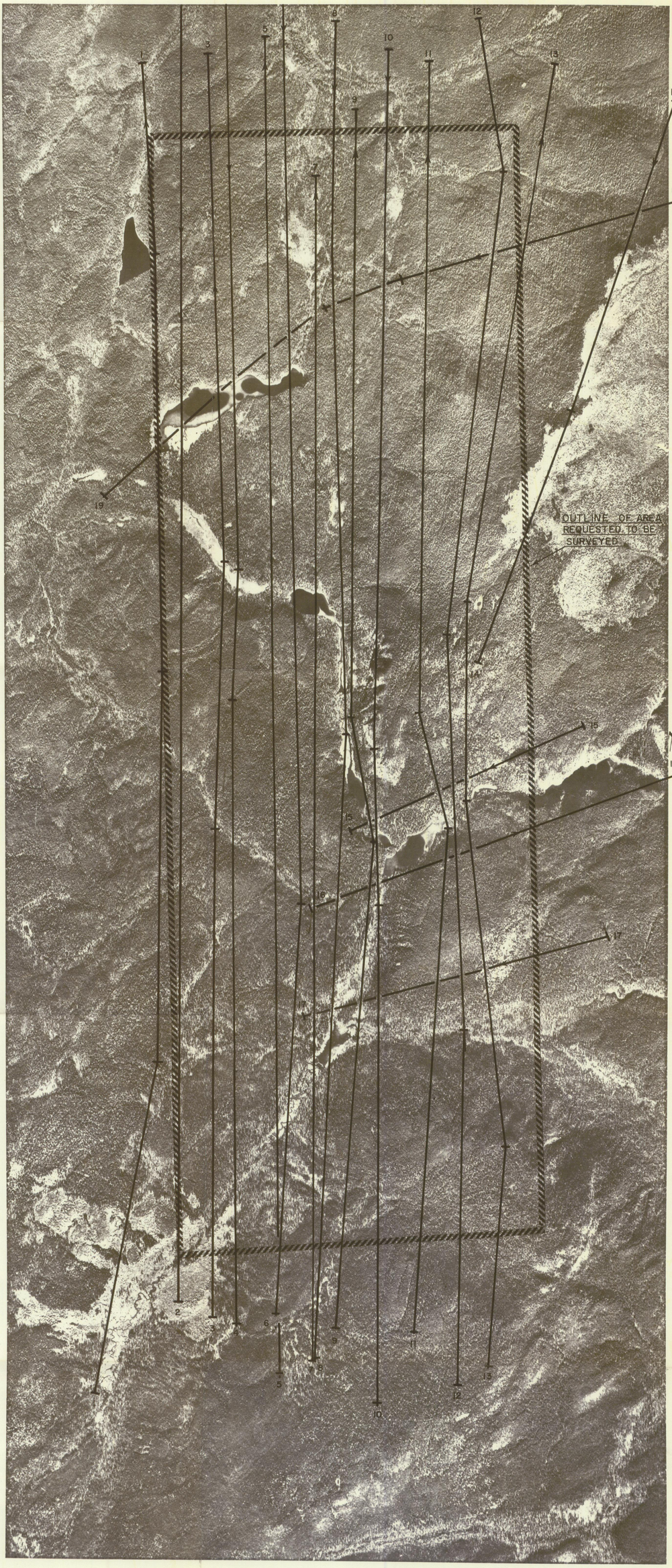
Type and Model:	Excalibur 800 (Beechcraft Twin Bonanza modified by Swearingen Aircraft, San Antonio, Texas)
Power:	Two 400 H.P. Lycoming 10-720-AIA engines.
Gross Weight:	7900 pounds
Empty Weight:	5300 pounds
Useful Load:	2600 pounds
Fuel Capacity:	230 gallons (U.S.)
Performance at 7900 lbs. Gross:	Climb - 1535 feet per minute (at sea level) Cruise - 230 miles per hour. Range - 1200 miles.

APPENDIX IV

Instrument Specifications

Camera

Type:	Neyhard Automax 35 m.m. pulse camera
Model:	G-2 with auxiliary data box
Pulse Rate:	Up to 10 frames per second
Film Format:	0.738" x 0.738" square picture with 0.200" x 0.738" data area.
Magazine:	Mitchell 400 foot 35 m.m.
Lenses:	(a) 17 m.m. F/14 Super-Takumar Fish-eye (b) 35 m.m. F/2.0 Super Takumar
Data Box:	(a) 24 hour Accutron Clock (b) Frame counter (c) Available for optional feature
Dimensions (less magazine):	8 3/8" high, 4 1/2" deep, 6 1/4" wide.
Weight (less lens and magazine):	12 lbs.



TO ACCOMPANY THE GEOPHYSICAL REPORT ON THE AEROMAGNETIC SURVEY OVER THE MEL GROUP OF CLAIMS OWNED BY WINCO MINING & EXPLORATIONS LTD.
BY G.E. WHITE, GEOPHYSICIST (READ & CHECKED BY D.R. COCHRANE, P.ENG.)
VANCOUVER, BRITISH COLUMBIA

WINCO MINING & EXPLORATIONS LTD.
WATSON LAKE AREA, YUKON
Fig. 3 FLIGHT LINES ON AERIAL MOSAIC
GEO-X SURVEYS LTD. JOB NO. 1117

0 1000 2000 3000
FEET (APPROX.)

MAP# No# Doc# 060679 (29)

NOTE VARIAN PROTON MAGNETOMETER V4937A
VARIAN DIGITAL RECORDER SDV 4991
CONTOUR INTERVAL 5 GAMMAS
EPOCH 1969 .60

1000 0 1000 2000 3000
FEET (APPROX)

TO ACCOMPANY THE GEOPHYSICAL REPORT ON THE AEROMAGNETIC SURVEY OVER THE MEL GROUP OF CLAIMS OWNED BY WINCO MINING & EXPLORATIONS LTD.
BY G.E. WHITE, GEOPHYSICIST (READ & CHECKED BY D.R. COCHRANE, P. ENG.)
VANCOUVER, BRITISH COLUMBIA

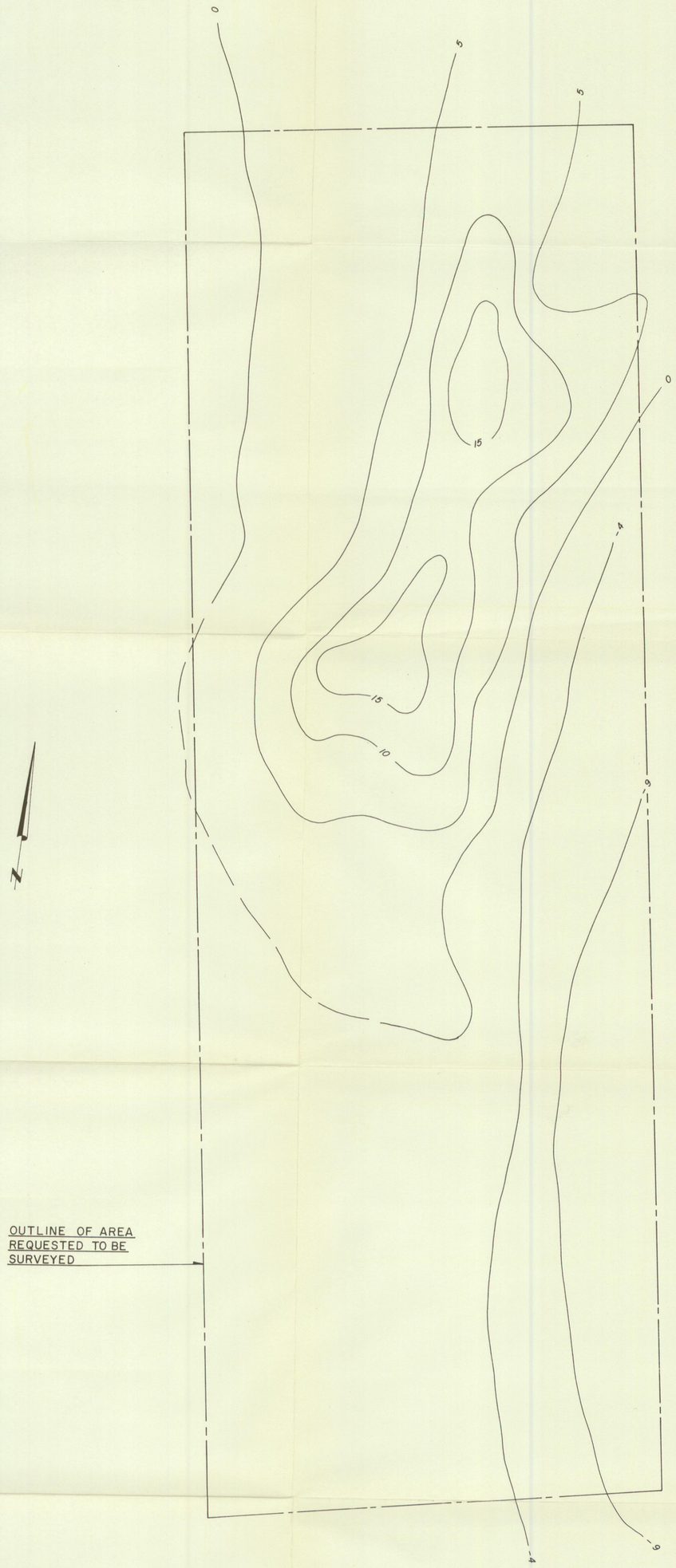
No Map# Doc# 060679 (30)

GEO - X SURVEYS LTD.

WINCO MINING & EXPLORATIONS LTD.
WATSON LAKE AREA - WATSON LAKE M.D.

AIRBORNE ISOMAGNETIC MAP WITH GENERAL INTERPRETATION

DRAWN	CROSS CANADA	JOB NO.	FIG. NO.
DATED	OCT. 20, 1969	1117	4
CHECKED			



OUTLINE OF AREA
REQUESTED TO BE
SURVEYED

NOTE: VARIAN PROTON MAGNETOMETER V4937A
VARIAN DIGITAL RECORDER SDV-4991
CONTOUR INTERVAL 5 GAMMAS
EPOCH 1969.60

1000 0 1000 2000 3000
FEET (APPROX.)

WINCO MINING & EXPLORATIONS LTD.
WATSON LAKE AREA - WATSON LAKE M.D.
YUKON

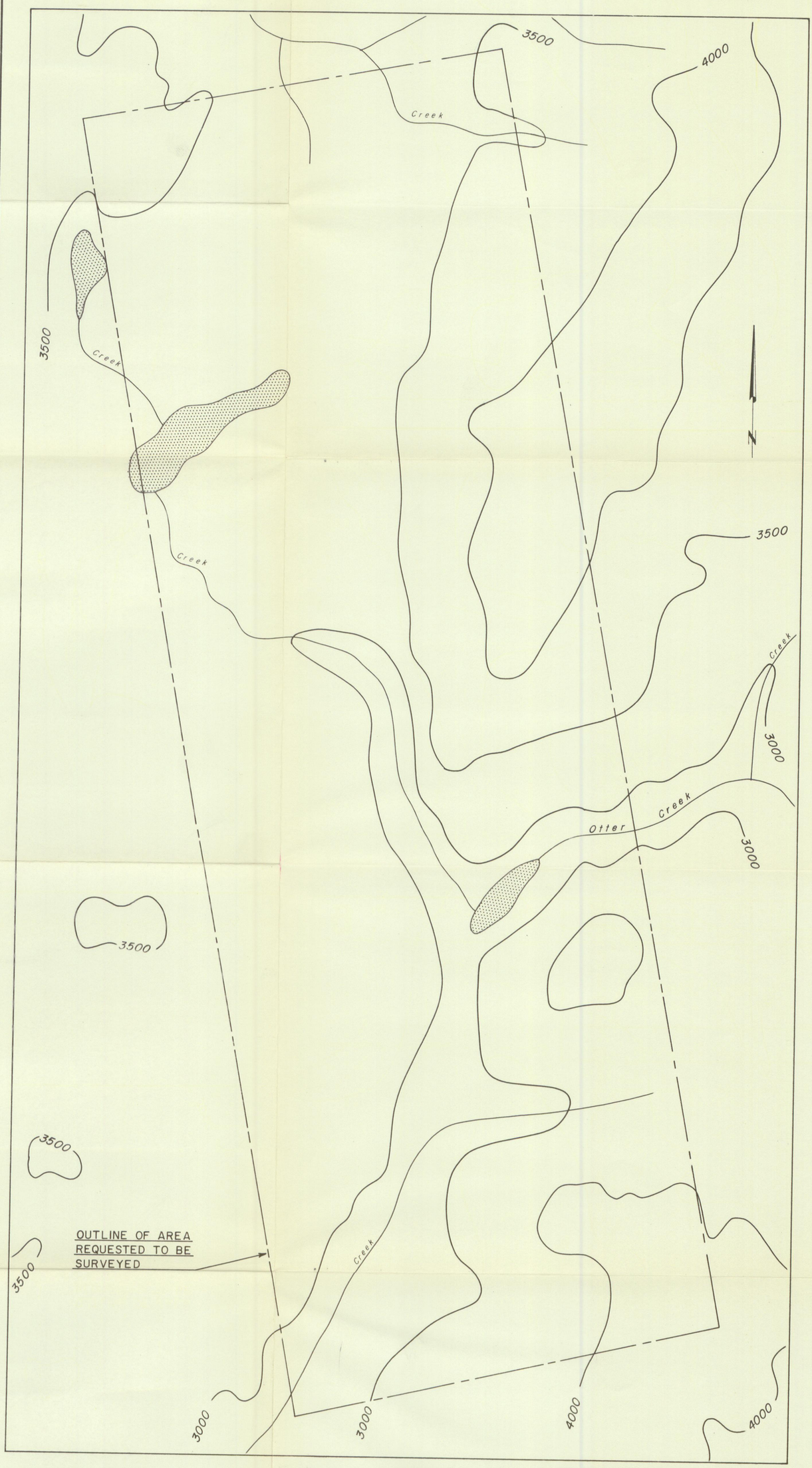
ISORESIDUAL PLAN

TO ACCOMPANY THE GEOPHYSICAL REPORT ON THE AEROMAGNETIC SURVEY OVER THE MEL GROUP OF CLAIMS OWNED BY WINCO MINING & EXPLORATIONS LTD.
BY G.E WHITE, GEOPHYSICIST (READ & CHECKED BY D.R. COCHRANE, P. ENG.)
VANCOUVER, BRITISH COLUMBIA

No MAP# Doc # 060679 (29)

GEO - X SURVEYS LTD.

DRAWN	CROSS CANADA	JOB NO.	FIG. NO.
DATED	OCT. 20, 1969	1117	5
CHECKED			



NOTE COPIED FROM ENLARGED N.T.S. MAP NO. 105-A
WATSON LAKE

1000 0 1000 2000 3000
FEET (APPROX.)

WINCO MINING & EXPLORATIONS LTD.
WATSON LAKE AREA - WATSON LAKE M.D.
YUKON

TOPOGRAPHY MAP

MAP# No# Doc# 660679 (28)

DRAWN	D.E.Y.	JOB NO.	FIG. NO.
DATED	OCT. 20, 1969	1117	6
CHECKED	[illegible]		

GEO - X SURVEYS LTD.

TO ACCOMPANY THE GEOPHYSICAL REPORT ON THE AEROMAGNETIC SURVEY OVER MEL GROUP OF CLAIMS OWNED BY WINCO MINING & EXPLORATIONS LTD. BY G.E. WHITE, GEOPHYSICIST, (READ & CHECKED BY D.R. COCHRANE, P. ENG.) VANCOUVER, BRITISH COLUMBIA