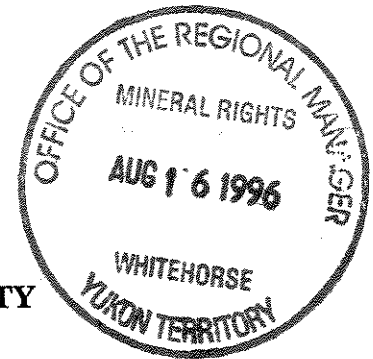


Report #1247

**DIGHEM^V SURVEY
FOR
NORDAC RESOURCES LTD.
CONVERT PROPERTY, SIMPSON PROPERTY
WATSON LAKE, YUKON**



NTS 105B/5, 105A/12,13

093505



Dighem, A division of CGG Canada Ltd.
Mississauga, Ontario
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SUMMARY

This report describes the logistics and results of a DIGHEM^V airborne geophysical survey carried out for Nordac Resources Ltd., over two properties located near Watson Lake, Yukon (Convert and Simpson Properties). Total coverage of the survey blocks amounted to 568 km. The survey was flown from February 15 to February 21, 1996.

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

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

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

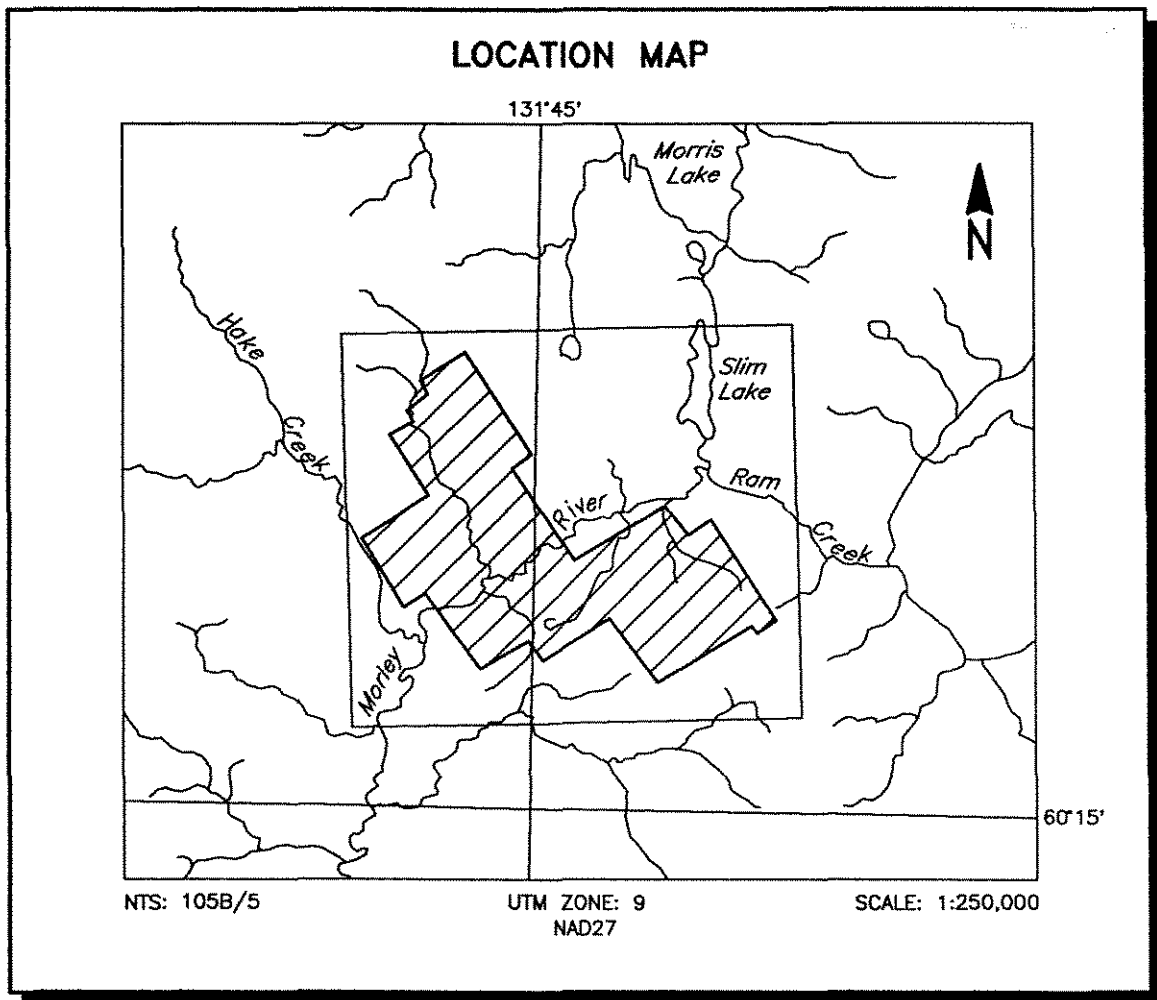


FIGURE 1
NORDAC RESOURCES LTD.
CONVERT PROPERTY, YUKON
SURVEY #1247

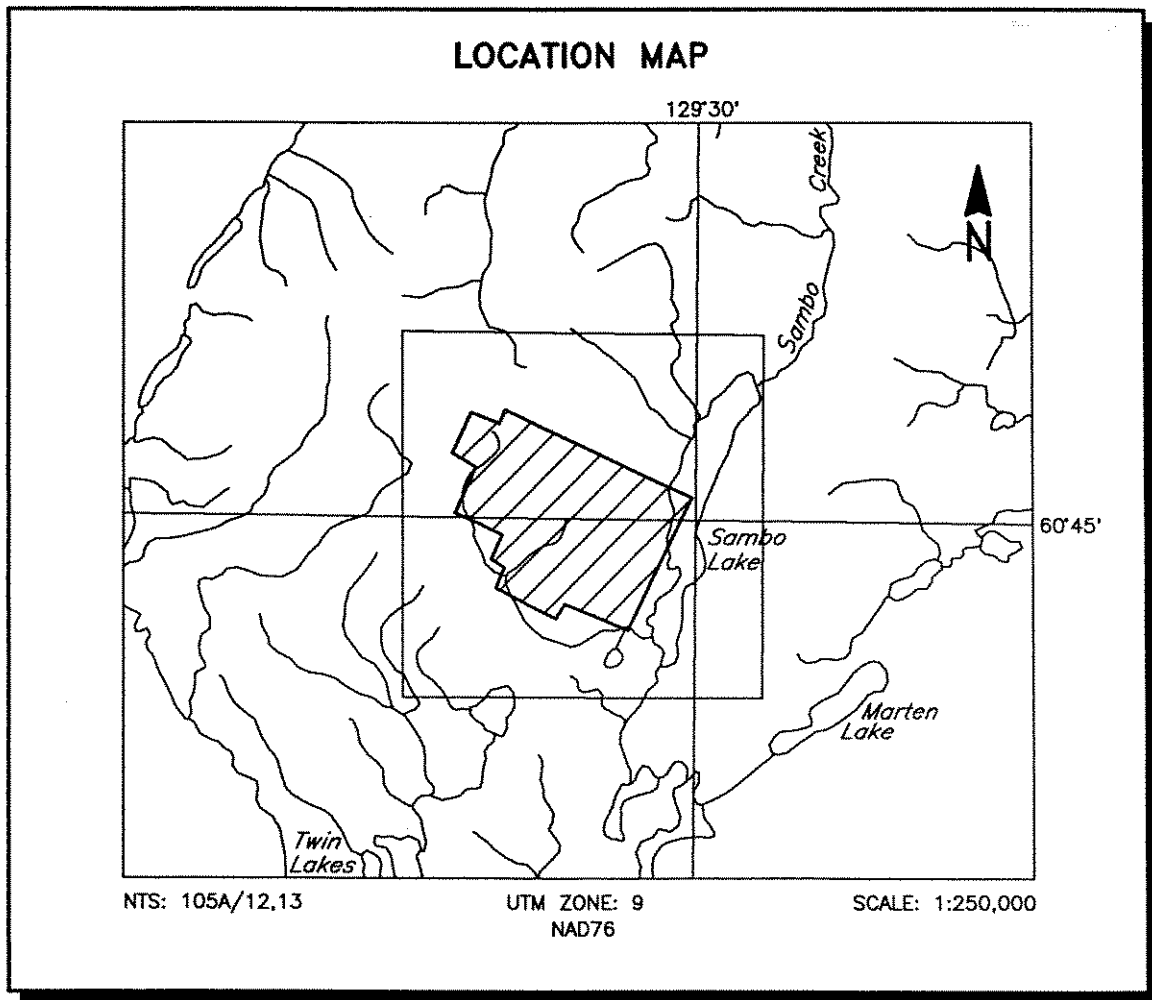


FIGURE 2
NORDAC RESOURCES LTD.
SIMPSON PROPERTY, YUKON
SURVEY #1247

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INTRODUCTION

A DIGHEM^V electromagnetic/resistivity/magnetic survey was flown for Nordac Resources Ltd., from February 15 to February 21, 1996, over two survey blocks located near Watson Lake, Yukon (Convert and Simpson Properties). The survey areas can be located on NTS map sheets 105B/5 and 105A/12,13 (see Figures 1 and 2).

Survey coverage consisted of approximately 568 line-km, including tie lines. Refer to Table 1-1 for a breakdown of the line-km per block, flight direction, and line separation.

Table 1-1

Block	Azimuth	Line Spacing (m)	Traverse Lines (line-km)	Tie Lines (line-km)	Total
Convert Property	55°/235°	200	349	26	375
Simpson Property	113°/293°	200	182	11	193
TOTAL			531	37	568

The survey employed the DIGHEM^V electromagnetic system. Ancillary equipment consisted of a magnetometer, radar altimeter, video camera, analog and digital recorders and an electronic navigation system. The instrumentation was installed in an Aerospatiale AS350BA turbine helicopter (Registration C-FSWI) which was provided by

Hi-Wood Helicopters Ltd. The helicopter flew at an average airspeed of 100 km/h with an EM bird height of approximately 30 m.

Section 2 provides details on the survey equipment, the data channels, their respective sensitivities, and the navigation/flight path recovery procedure. Noise levels of less than 2 ppm are generally maintained for wind speeds up to 35 km/h. Higher winds may cause the system to be grounded because excessive bird swinging produces difficulties in flying the helicopter. The swinging results from the 5 m² of area which is presented by the bird to broadside gusts.

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

SURVEY EQUIPMENT

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

Electromagnetic System

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

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

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

Magnetometer

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

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

Magnetic Base Station

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

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

Radar Altimeter

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

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

Analog Recorder

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

The analog profiles are recorded on chart paper in the aircraft during the survey.

Table 2-1 lists the geophysical data channels and the vertical scale of each profile.

Digital Data Acquisition System

Manufacturer: RMS Instruments

Model: DGR 33

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

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

Table 2-1. The Analog Profiles

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

Table 2-2. The Digital Profiles

Channel Name (Freq)	Observed parameters	Scale units/mm
MAG	magnetics	5 nT
ALT	bird height	6 m
CXI (900 Hz)	vertical coaxial coil-pair inphase	2 ppm
CXQ (900 Hz)	vertical coaxial coil-pair quadrature	2 ppm
CPI (900 Hz)	horizontal coplanar coil-pair inphase	2 ppm
CPQ (900 Hz)	horizontal coplanar coil-pair quadrature	2 ppm
CXI (5500 Hz)	vertical coaxial coil-pair inphase	4 ppm
CXQ (5500 Hz)	vertical coaxial coil-pair quadrature	4 ppm
CPI (7200 Hz)	horizontal coplanar coil-pair inphase	4 ppm
CPQ (7200 Hz)	horizontal coplanar coil-pair quadrature	4 ppm
CPI (56 kHz)	horizontal coplanar coil-pair inphase	10 ppm
CPQ (56 kHz)	horizontal coplanar coil-pair quadrature	10 ppm
CXS	coaxial spherics monitor	
CXP	coaxial powerline monitor	
CPS	coplanar spherics monitor	
CPP	coplanar powerline monitor	
3PS	coplanar spherics monitor	
4XS	coaxial spherics monitor	
<u>Computed Parameters</u>		
DFI (900 Hz)	difference function inphase from CXI and CPI	2 ppm
DFQ (900 Hz)	difference function quadrature from CXQ and CPQ	2 ppm
RES (900 Hz)	log resistivity	.06 decade
RES (7200 Hz)	log resistivity	.06 decade
RES (56 kHz)	log resistivity	.06 decade
DP (900 Hz)	apparent depth	6 m
DP (7200 Hz)	apparent depth	6 m
DP (56 kHz)	apparent depth	6 m
CDT	conductance	1 grade

Tracking Camera

Type: Panasonic Video

Model: AG 2400/WVCD132

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

Navigation System (RT-DGPS)

Model: Sercel NR106, Real-time differential positioning

Type: SPS (L1 band), 10-channel, C/A code, 1575.42 MHz.

Sensitivity: -132 dBm, 0.5 second update

Accuracy: < 5 metres in differential mode,
± 50 metres in S/A (non differential) mode

The Global Positioning System (GPS) is a line of sight, satellite navigation system which utilizes time-coded signals from at least four of the twenty-four NAVSTAR satellites. In the differential mode, two GPS receivers are used. The base station unit is used as a reference which transmits real-time corrections to the mobile unit in the aircraft, via a UHF radio datalink. The on-board system calculates the flight path of the

helicopter while providing real-time guidance. The raw XYZ data are recorded for both receivers, thereby permitting post-survey processing for accuracies of approximately 5 metres.

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

Field Workstation

Manufacturer:	Dighem
Model:	FWS: V2.71
Type:	Pentium based P.C.

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

PRODUCTS AND PROCESSING TECHNIQUES

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

Base Maps

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

Electromagnetic Anomalies

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

Table 3-1 Survey Products

1. Preliminary Products @ 1:20,000

"Redball" EM anomalies with 900 Hz coaxial profiles
Total field magnetic contours
2. Final Transparent Maps (+3 prints) @ 1:20,000

Dighem EM anomalies
Total field magnetic contours
Calculated vertical magnetic gradient contours
Resistivity (7200 Hz) contours
Resistivity (56,000 Hz) contours
3. Colour Maps (2 sets) @ 1:20,000

Total field magnetics
Calculated vertical magnetic gradient
Resistivity (7200 Hz)
Resistivity (56,000 Hz)
Colour shadowed magnetic maps
4. Additional Products

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

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

Resistivity

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

EM Magnetite

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

Total Field Magnetics

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

Enhanced Magnetics

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

Magnetic Derivatives

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

first vertical derivative (vertical gradient)

second vertical derivative

magnetic susceptibility with reduction to the pole

upward/downward continuations

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

Multi-channel Stacked Profiles

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

Contour, Colour and Shadow Map Displays

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

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

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

Conductivity-depth Sections

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

Conductivity-depth sections can be generated in two formats:

- (1) Sengpiel resistivity sections, where the apparent resistivity for each frequency is plotted at the depth of the centroid of the inphase current flow¹; and,
- (2) Differential resistivity sections, where the differential resistivity is plotted at the differential depth².

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

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

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

SURVEY RESULTS

GENERAL DISCUSSION

The survey results are presented on two separate map sheets for each parameter at a scale of 1:20,000. Tables 4-1 and 4-2 summarize the EM responses in the survey areas, with respect to conductance grade and interpretation.

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

TABLE 4-1
EM ANOMALY STATISTICS
CONVERT PROPERTY, YUKON

CONDUCTOR GRADE	CONDUCTANCE RANGE SIEMENS (MHOS)	NUMBER OF RESPONSES
7	>100	4
6	50 - 100	11
5	20 - 50	49
4	10 - 20	134
3	5 - 10	243
2	1 - 5	297
1	<1	44
*	INDETERMINATE	157
TOTAL		939

CONDUCTOR MODEL	MOST LIKELY SOURCE	NUMBER OF RESPONSES
D	DISCRETE BEDROCK CONDUCTOR	499
B	DISCRETE BEDROCK CONDUCTOR	350
S	CONDUCTIVE COVER	40
H	ROCK UNIT OR THICK COVER	47
E	EDGE OF WIDE CONDUCTOR	3
TOTAL		939

(SEE EM MAP LEGEND FOR EXPLANATIONS)

TABLE 4-2
EM ANOMALY STATISTICS
SIMPSON PROPERTY, YUKON

CONDUCTOR GRADE	CONDUCTANCE RANGE SIEMENS (MHOS)	NUMBER OF RESPONSES
7	>100	0
6	50 - 100	0
5	20 - 50	0
4	10 - 20	1
3	5 - 10	3
2	1 - 5	8
1	<1	19
*	INDETERMINATE	68
TOTAL		99

CONDUCTOR MODEL	MOST LIKELY SOURCE	NUMBER OF RESPONSES
B	DISCRETE BEDROCK CONDUCTOR	27
S	CONDUCTIVE COVER	71
H	ROCK UNIT OR THICK COVER	1
TOTAL		99

(SEE EM MAP LEGEND FOR EXPLANATIONS)

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

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

Magnetics

A Scintrex MEP-710 cesium vapour magnetometer was operated at the survey base to record diurnal variations of the earth's magnetic field. The clock of the base station was synchronized with that of the airborne system to permit subsequent removal of diurnal drift.

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

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

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

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

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

Resistivity

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

Electromagnetics

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

The second class of anomalies comprises moderately broad responses which exhibit the characteristics of a half space and do not yield well-defined inflections on the difference channels. Anomalies in this category are usually given an "S" or "H" interpretive symbol. The lack of a difference channel response usually implies a broad or flat-lying conductive source such as overburden. Some of these anomalies may reflect conductive rock units or zones of deep weathering.

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

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

areas where magnetite causes the inphase components to become negative, the apparent conductance and depth of EM anomalies may be unreliable.

As economic mineralization within the area may be associated with massive to weakly disseminated sulphides, which may or may not be hosted by magnetite-rich rocks, it is difficult to assess the relative merits of EM anomalies on the basis of conductance. It is recommended that an attempt be made to compile a suite of geophysical "signatures" over areas of interest. Anomaly characteristics are clearly defined on the computer-processed geophysical data profiles which are supplied as one of the survey products.

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

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

In areas where several conductors or conductive trends appear to be related to a common geological unit, these have been outlined as "zones" on the EM anomaly maps.

The zone outlines usually approximate the limits of conductive units defined by the resistivity contours.

Convert Property

Many anomalies have been interpreted to be of bedrock origin within this survey block. Most are contained within a highly conductive zone outlined on the EM anomaly map in the northern portion of the survey area. The approximate limit of this zone is the 80 ohm-metre contour on the 7200 Hz resistivity map. Resistivities of less than 5 ohm-metres are evident within portions of this zone. The anomalies within this zone reflect multiple, thin bedrock sources which are very closely-spaced. Dips of the conductors within the zone, have not been determined due to their proximity to each other. This zone is generally associated with an area of low gradient magnetics, and few anomalies display any direct magnetic correlation. There are several anomalies near the perimeter of the conductive zone, however, which display some correlation with weakly magnetic units.

This conductive zone is truncated at its southern limit by a northeast/southwest trending structural feature associated with Morley River. It is also evident on the resistivity maps as a broad conductive feature. The resistivities within this zone are higher than those associated with the bedrock conductors, but lower than background

resistivities. Most of the conductive trends are truncated by this feature, although many strong conductive trends are situated southeast of the break.

One conductive unit, situated south of the break, extends northwest/southeast in the vicinity of tie line 19021 over lines 10341 through 10501. Anomaly characteristics are similar to those within the highly conductive zone situated in the northern portion of the area, as it consists of closely-spaced thin bedrock sources. Calculated resistivities are not as low, only between 30 and 250 ohm-metres. Anomaly strengths decrease from northwest to southeast within this feature. No direct magnetic correlation exists, although the northern portion of the zone is situated at a magnetic contrast.

Three thin, highly conductive zones trend northwest/southeast immediately southeast of the Morley River break. Each contains one or two parallel conductive trends which are indicative of thin, strong bedrock sources. All three conductive trends display some correlation with magnetic features and some anomalies are directly coincident with magnetic peaks. The magnetic trends associated with these trends are intersected by a prominent northeast/southwest trending possible structural break and several other smaller breaks. Changes in magnetic intensity are evident either side of the break. Anomalies within these three conductive trends display limited evidence of dips to the southwest.

A fourth conductive zone trends northwest/southeast approximately 200 metres north of the previous conductive trends. It displays higher resistivities than the previous trends and anomaly shapes are much less well-defined. It reflects a broader conductive unit consisting of multiple, closely-spaced anomalous sources. No direct magnetic correlation exists, although there is a general association of the central portion of this zone with a moderately magnetic trend.

The magnetic trends associated with these thin conductive zones are truncated by a east-northeast/west-southwest trending magnetic low which extends from the western end of line 10501 to fiducial 1040 on line 10450. Many possible bedrock anomalies are associated with this trend.

Several thin, highly magnetic trends extend northwest/southeast over lines 10401 through 10580. Several moderately strong anomalies indicative of bedrock sources are associated with these trends.

One magnetic feature, which extends southeast from fiducial 1276 on line 10401 to fiducial 3040 on line 10531, displays a very sharp contact at its east edge. Conductors 10440S-10471K, 10481O-10510D, and 10520D-10531D are situated on its western flank, whereas 10401S-10410S, 10410R-10420T, 10460P-10501M, 10501N-10510E and 10520E-10531E are associated with the sharp contact with less magnetic material to the east. All reflect thin, dyke-like bedrock sources.

A group of closely-spaced conductors is situated within a magnetic low immediately east of a thin northwest/southeast trending magnetic feature. Conductors 10440P-10450N, 10440Q-10510B, 10460K-10481K, 10460L-10520A, and 10491G-10501F all reflect moderately strong, thin bedrock sources.

Other possible conductors which reflect bedrock sources are evident within the area. Most reflect weak sources of limited strike length. Several possible bedrock features are associated with an area of complex magnetic trends situated over the western ends of lines 10180 through 10311.

Simpson Property

The topographic relief in this area is just under 3000 feet, rising from approximately 2600 feet near the eastern edge of the property to over 5500 feet near the northwest corner of the block. The terrain caused some problems, as the average flying height of 30 metres was not maintained for reasons of safety. This is especially evident over the central region of lines 20120 through 20270.

The resistivity data display good agreement with topographic features. The area of low relief near the lake in the eastern portion of the survey block is generally associated with a moderately conductive zone. Conductivity is due to surficial sources.

Topographic highs are generally resistive, with some conductivity associated with the intervening river valleys.

Most of the conductivity is probably due to surficial sources, although several weak possible bedrock anomalies are evident within the block. None display any strike extent as they all reflect single-line sources. Most are weakly conductive, and give rise to quadrature anomalies only. Some appear to be associated with an arcuate, thin magnetic trend which is the most prominent feature on the magnetic map.

BACKGROUND INFORMATION

This section provides background information on parameters which are available from the survey data. Those which have not been supplied as survey products may be generated later from raw data on the digital archive tape.

ELECTROMAGNETICS

DIGHEM electromagnetic responses fall into two general classes, discrete and broad. The discrete class consists of sharp, well-defined anomalies from discrete conductors such as sulfide lenses and steeply dipping sheets of graphite and sulfides. The broad class consists of wide anomalies from conductors having a large horizontal surface such as flatly dipping graphite or sulfide sheets, saline water-saturated sedimentary formations, conductive overburden and rock, and geothermal zones. A vertical conductive slab with a width of 200 m would straddle these two classes.

The vertical sheet (half plane) is the most common model used for the analysis of discrete conductors. All anomalies plotted on the electromagnetic map are analyzed according to this model. The following section entitled **Discrete Conductor Analysis** describes this model in detail, including the effect of using it on anomalies caused by broad conductors such as conductive overburden.

The conductive earth (half space) model is suitable for broad conductors. Resistivity contour maps result from the use of this model. A later section entitled **Resistivity Mapping** describes the method further, including the effect of using it on anomalies caused by discrete conductors such as sulfide bodies.

Geometric interpretation

The geophysical interpreter attempts to determine the geometric shape and dip of the conductor. Figure 5-1 shows typical DIGHEM anomaly shapes which are used to guide the geometric interpretation.

Discrete conductor analysis

The EM anomalies appearing on the electromagnetic map are analyzed by computer to give the conductance (i.e., conductivity-thickness product) in Siemens (mhos) of a vertical sheet model. This is done regardless of the interpreted geometric shape of the conductor. This is not an unreasonable procedure, because the computed conductance increases as the electrical quality of the conductor increases, regardless of its true shape. DIGHEM anomalies are divided into seven grades of conductance, as shown in Table 5-1 below. The conductance in Siemens (mhos) is the reciprocal of resistance in ohms.

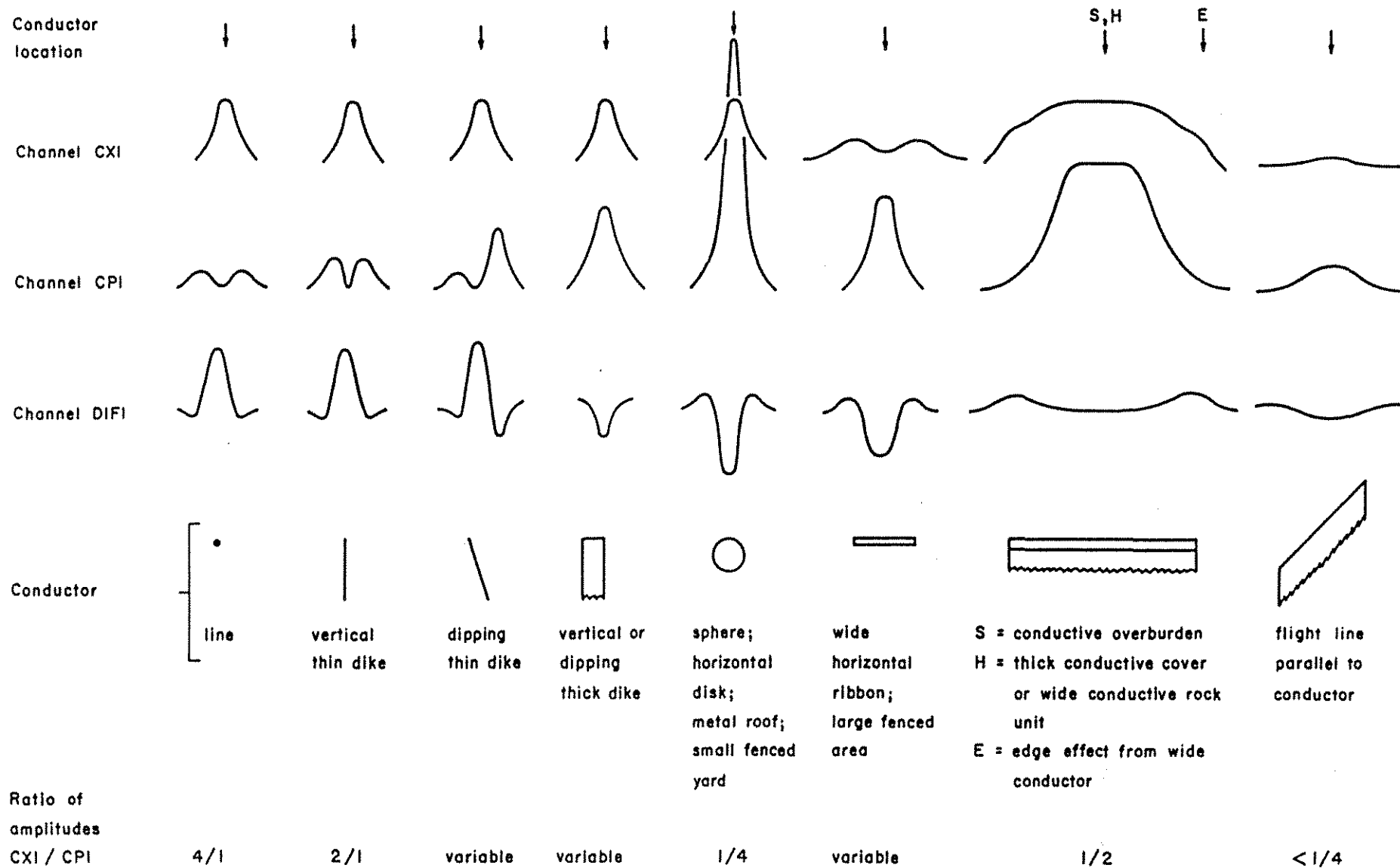


Fig. 5-1 Typical DIGHEM anomaly shapes

Table 5-1. EM Anomaly Grades

<u>Anomaly Grade</u>	<u>Siemens</u>
7	> 100
6	50 - 100
5	20 - 50
4	10 - 20
3	5 - 10
2	1 - 5
1	< 1

The conductance value is a geological parameter because it is a characteristic of the conductor alone. It generally is independent of frequency, flying height or depth of burial, apart from the averaging over a greater portion of the conductor as height increases. Small anomalies from deeply buried strong conductors are not confused with small anomalies from shallow weak conductors because the former will have larger conductance values.

Conductive overburden generally produces broad EM responses which may not be shown as anomalies on the EM maps. However, patchy conductive overburden in otherwise resistive areas can yield discrete anomalies with a conductance grade (cf. Table 5-1) of 1, 2 or even 3 for conducting clays which have resistivities as low as 50 ohm-m. In areas where ground resistivities are below 10 ohm-m, anomalies caused by weathering variations and similar causes can have any conductance grade. The anomaly shapes from the multiple coils often allow such conductors to be recognized, and these are indicated by the letters S, H, and sometimes E on the electromagnetic anomaly map (see EM map legend).

For bedrock conductors, the higher anomaly grades indicate increasingly higher conductances. Examples: DIGHEM's New Inco copper discovery (Noranda, Canada) yielded a grade 5 anomaly, as did the neighbouring copper-zinc Magusi River ore body; Mattabi (copper-zinc, Sturgeon Lake, Canada) and Whistle (nickel, Sudbury, Canada) gave grade 6; and DIGHEM's Montcalm nickel-copper discovery (Timmins, Canada) yielded a grade 7 anomaly. Graphite and sulfides can span all grades but, in any particular survey area, field work may show that the different grades indicate different types of conductors.

Strong conductors (i.e., grades 6 and 7) are characteristic of massive sulfides or graphite. Moderate conductors (grades 4 and 5) typically reflect graphite or sulfides of a less massive character, while weak bedrock conductors (grades 1 to 3) can signify poorly connected graphite or heavily disseminated sulfides. Grades 1 and 2 conductors may not respond to ground EM equipment using frequencies less than 2000 Hz.

The presence of sphalerite or gangue can result in ore deposits having weak to moderate conductances. As an example, the three million ton lead-zinc deposit of Restigouche Mining Corporation near Bathurst, Canada, yielded a well-defined grade 2 conductor. The 10 percent by volume of sphalerite occurs as a coating around the fine grained massive pyrite, thereby inhibiting electrical conduction.

Faults, fractures and shear zones may produce anomalies which typically have low conductances (e.g., grades 1 to 3). Conductive rock formations can yield anomalies of any

conductance grade. The conductive materials in such rock formations can be salt water, weathered products such as clays, original depositional clays, and carbonaceous material.

On the interpreted electromagnetic map, a letter identifier and an interpretive symbol are plotted beside the EM grade symbol. The horizontal rows of dots, under the interpretive symbol, indicate the anomaly amplitude on the flight record. The vertical column of dots, under the anomaly letter, gives the estimated depth. In areas where anomalies are crowded, the letter identifiers, interpretive symbols and dots may be obliterated. The EM grade symbols, however, will always be discernible, and the obliterated information can be obtained from the anomaly listing appended to this report.

The purpose of indicating the anomaly amplitude by dots is to provide an estimate of the reliability of the conductance calculation. Thus, a conductance value obtained from a large ppm anomaly (3 or 4 dots) will tend to be accurate whereas one obtained from a small ppm anomaly (no dots) could be quite inaccurate. The absence of amplitude dots indicates that the anomaly from the coaxial coil-pair is 5 ppm or less on both the inphase and quadrature channels. Such small anomalies could reflect a weak conductor at the surface or a stronger conductor at depth. The conductance grade and depth estimate illustrates which of these possibilities fits the recorded data best.

Flight line deviations occasionally yield cases where two anomalies, having similar conductance values but dramatically different depth estimates, occur close together on the same

conductor. Such examples illustrate the reliability of the conductance measurement while showing that the depth estimate can be unreliable. There are a number of factors which can produce an error in the depth estimate, including the averaging of topographic variations by the altimeter, overlying conductive overburden, and the location and attitude of the conductor relative to the flight line. Conductor location and attitude can provide an erroneous depth estimate because the stronger part of the conductor may be deeper or to one side of the flight line, or because it has a shallow dip. A heavy tree cover can also produce errors in depth estimates. This is because the depth estimate is computed as the distance of bird from conductor, minus the altimeter reading. The altimeter can lock onto the top of a dense forest canopy. This situation yields an erroneously large depth estimate but does not affect the conductance estimate.

Dip symbols are used to indicate the direction of dip of conductors. These symbols are used only when the anomaly shapes are unambiguous, which usually requires a fairly resistive environment.

A further interpretation is presented on the EM map by means of the line-to-line correlation of anomalies, which is based on a comparison of anomaly shapes on adjacent lines. This provides conductor axes which may define the geological structure over portions of the survey area. The absence of conductor axes in an area implies that anomalies could not be correlated from line to line with reasonable confidence.

DIGHEM electromagnetic maps are designed to provide a correct impression of conductor quality by means of the conductance grade symbols. The symbols can stand alone with geology when planning a follow-up program. The actual conductance values are printed in the attached anomaly list for those who wish quantitative data. The anomaly ppm and depth are indicated by inconspicuous dots which should not distract from the conductor patterns, while being helpful to those who wish this information. The map provides an interpretation of conductors in terms of length, strike and dip, geometric shape, conductance, depth, and thickness. The accuracy is comparable to an interpretation from a high quality ground EM survey having the same line spacing.

The attached EM anomaly list provides a tabulation of anomalies in ppm, conductance, and depth for the vertical sheet model. The EM anomaly list also shows the conductance and depth for a thin horizontal sheet (whole plane) model, but only the vertical sheet parameters appear on the EM map. The horizontal sheet model is suitable for a flatly dipping thin bedrock conductor such as a sulfide sheet having a thickness less than 10 m. The list also shows the resistivity and depth for a conductive earth (half space) model, which is suitable for thicker slabs such as thick conductive overburden. In the EM anomaly list, a depth value of zero for the conductive earth model, in an area of thick cover, warns that the anomaly may be caused by conductive overburden.

Since discrete bodies normally are the targets of EM surveys, local base (or zero) levels are used to compute local anomaly amplitudes. This contrasts with the use of true zero levels

which are used to compute true EM amplitudes. Local anomaly amplitudes are shown in the EM anomaly list and these are used to compute the vertical sheet parameters of conductance and depth. Not shown in the EM anomaly list are the true amplitudes which are used to compute the horizontal sheet and conductive earth parameters.

Questionable Anomalies

DIGHEM maps may contain EM responses which are displayed as asterisks (*). These responses denote weak anomalies of indeterminate conductance, which may reflect one of the following: a weak conductor near the surface, a strong conductor at depth (e.g., 100 to 120 m below surface) or to one side of the flight line, or aerodynamic noise. Those responses that have the appearance of valid bedrock anomalies on the flight profiles are indicated by appropriate interpretive symbols (see EM map legend). The others probably do not warrant further investigation unless their locations are of considerable geological interest.

The thickness parameter

DIGHEM can provide an indication of the thickness of a steeply dipping conductor. The amplitude of the coplanar anomaly (e.g., CPI channel on the digital profile) increases relative to the coaxial anomaly (e.g., CXI) as the apparent thickness increases, i.e., the thickness in the horizontal plane. (The thickness is equal to the conductor width if the conductor dips at 90

degrees and strikes at right angles to the flight line.) This report refers to a conductor as thin when the thickness is likely to be less than 3 m, and thick when in excess of 10 m. Thick conductors are indicated on the EM map by parentheses "()". For base metal exploration in steeply dipping geology, thick conductors can be high priority targets because many massive sulfide ore bodies are thick, whereas non-economic bedrock conductors are often thin. The system cannot sense the thickness when the strike of the conductor is subparallel to the flight line, when the conductor has a shallow dip, when the anomaly amplitudes are small, or when the resistivity of the environment is below 100 ohm-m.

Resistivity mapping

Areas of widespread conductivity are commonly encountered during surveys. In such areas, anomalies can be generated by decreases of only 5 m in survey altitude as well as by increases in conductivity. The typical flight record in conductive areas is characterized by inphase and quadrature channels which are continuously active. Local EM peaks reflect either increases in conductivity of the earth or decreases in survey altitude. For such conductive areas, apparent resistivity profiles and contour maps are necessary for the correct interpretation of the airborne data. The advantage of the resistivity parameter is that anomalies caused by altitude changes are virtually eliminated, so the resistivity data reflect only those anomalies caused by conductivity changes. The resistivity analysis also helps the interpreter to differentiate between conductive trends in the bedrock and those patterns typical of conductive overburden. For

example, discrete conductors will generally appear as narrow lows on the contour map and broad conductors (e.g., overburden) will appear as wide lows.

The resistivity profiles and the resistivity contour maps present the apparent resistivity using the so-called pseudo-layer (or buried) half space model defined by Fraser (1978)¹. This model consists of a resistive layer overlying a conductive half space. The depth channels give the apparent depth below surface of the conductive material. The apparent depth is simply the apparent thickness of the overlying resistive layer. The apparent depth (or thickness) parameter will be positive when the upper layer is more resistive than the underlying material, in which case the apparent depth may be quite close to the true depth.

The apparent depth will be negative when the upper layer is more conductive than the underlying material, and will be zero when a homogeneous half space exists. The apparent depth parameter must be interpreted cautiously because it will contain any errors which may exist in the measured altitude of the EM bird (e.g., as caused by a dense tree cover). The inputs to the resistivity algorithm are the inphase and quadrature components of the coplanar coil-pair. The outputs are the apparent resistivity of the conductive half space (the source) and the sensor-source distance. The flying height is not an input variable, and the output resistivity and sensor-source distance are independent of the flying height. The apparent depth, discussed above, is

¹ Resistivity mapping with an airborne multicoil electromagnetic system: Geophysics, v. 43, p.144-172

simply the sensor-source distance minus the measured altitude or flying height. Consequently, errors in the measured altitude will affect the apparent depth parameter but not the apparent resistivity parameter.

The apparent depth parameter is a useful indicator of simple layering in areas lacking a heavy tree cover. The DIGHEM system has been flown for purposes of permafrost mapping, where positive apparent depths were used as a measure of permafrost thickness. However, little quantitative use has been made of negative apparent depths because the absolute value of the negative depth is not a measure of the thickness of the conductive upper layer and, therefore, is not meaningful physically. Qualitatively, a negative apparent depth estimate usually shows that the EM anomaly is caused by conductive overburden. Consequently, the apparent depth channel can be of significant help in distinguishing between overburden and bedrock conductors.

The resistivity map often yields more useful information on conductivity distributions than the EM map. In comparing the EM and resistivity maps, keep in mind the following:

- (a) The resistivity map portrays the apparent value of the earth's resistivity, where $\text{resistivity} = 1/\text{conductivity}$.
- (b) The EM map portrays anomalies in the earth's resistivity. An anomaly by definition is a change from the norm and so the EM map displays anomalies, (i)

over narrow, conductive bodies and (ii) over the boundary zone between two wide formations of differing conductivity.

The resistivity map might be likened to a total field map and the EM map to a horizontal gradient in the direction of flight². Because gradient maps are usually more sensitive than total field maps, the EM map therefore is to be preferred in resistive areas. However, in conductive areas, the absolute character of the resistivity map usually causes it to be more useful than the EM map.

Interpretation in conductive environments

Environments having background resistivities below 30 ohm-m cause all airborne EM systems to yield very large responses from the conductive ground. This usually prohibits the recognition of discrete bedrock conductors. However, DIGHEM data processing techniques produce three parameters which contribute significantly to the recognition of bedrock conductors. These are the inphase and quadrature difference channels (DFI and DFQ), and the resistivity and depth channels (RES and DP) for each coplanar frequency.

² The gradient analogy is only valid with regard to the identification of anomalous locations.

The EM difference channels (DFI and DFQ) eliminate most of the responses from conductive ground, leaving responses from bedrock conductors, cultural features (e.g., telephone lines, fences, etc.) and edge effects. Edge effects often occur near the perimeter of broad conductive zones. This can be a source of geologic noise. While edge effects yield anomalies on the EM difference channels, they do not produce resistivity anomalies. Consequently, the resistivity channel aids in eliminating anomalies due to edge effects. On the other hand, resistivity anomalies will coincide with the most highly conductive sections of conductive ground, and this is another source of geologic noise. The recognition of a bedrock conductor in a conductive environment therefore is based on the anomalous responses of the two difference channels (DFI and DFQ) and the resistivity channels (RES). The most favourable situation is where anomalies coincide on all channels.

The DP channels, which give the apparent depth to the conductive material, also help to determine whether a conductive response arises from surficial material or from a conductive zone in the bedrock. When these channels ride above the zero level on the digital profiles (i.e., depth is negative), it implies that the EM and resistivity profiles are responding primarily to a conductive upper layer, i.e., conductive overburden. If the DP channels are below the zero level, it indicates that a resistive upper layer exists, and this usually implies the existence of a bedrock conductor. If the low frequency DP channel is below the zero level and the high frequency DP is above, this suggests that a bedrock conductor occurs beneath conductive cover.

The conductance channel CDT identifies discrete conductors which have been selected by computer for appraisal by the geophysicist. Some of these automatically selected anomalies on channel CDT are discarded by the geophysicist. The automatic selection algorithm is intentionally oversensitive to assure that no meaningful responses are missed. The interpreter then classifies the anomalies according to their source and eliminates those that are not substantiated by the data, such as those arising from geologic or aerodynamic noise.

Reduction of geologic noise

Geologic noise refers to unwanted geophysical responses. For purposes of airborne EM surveying, geologic noise refers to EM responses caused by conductive overburden and magnetic permeability. It was mentioned previously that the EM difference channels (i.e., channel DFI for inphase and DFQ for quadrature) tend to eliminate the response of conductive overburden. This marked a unique development in airborne EM technology, as DIGHEM is the only EM system which yields channels having an exceptionally high degree of immunity to conductive overburden.

Magnetite produces a form of geological noise on the inphase channels of all EM systems. Rocks containing less than 1% magnetite can yield negative inphase anomalies caused by magnetic permeability. When magnetite is widely distributed throughout a survey area, the inphase EM channels may continuously rise and fall, reflecting variations in the magnetite percentage, flying height, and overburden thickness. This can lead to difficulties in recognizing

deeply buried bedrock conductors, particularly if conductive overburden also exists. However, the response of broadly distributed magnetite generally vanishes on the inphase difference channel DFI. This feature can be a significant aid in the recognition of conductors which occur in rocks containing accessory magnetite.

EM magnetite mapping

The information content of DIGHEM data consists of a combination of conductive eddy current responses and magnetic permeability responses. The secondary field resulting from conductive eddy current flow is frequency-dependent and consists of both inphase and quadrature components, which are positive in sign. On the other hand, the secondary field resulting from magnetic permeability is independent of frequency and consists of only an inphase component which is negative in sign. When magnetic permeability manifests itself by decreasing the measured amount of positive inphase, its presence may be difficult to recognize. However, when it manifests itself by yielding a negative inphase anomaly (e.g., in the absence of eddy current flow), its presence is assured. In this latter case, the negative component can be used to estimate the percent magnetite content.

A magnetite mapping technique was developed for the coplanar coil-pair of DIGHEM. The technique yields a channel (designated FEO) which displays apparent weight percent

magnetite according to a homogeneous half space model.³ The method can be complementary to magnetometer mapping in certain cases. Compared to magnetometry, it is far less sensitive but is more able to resolve closely spaced magnetite zones, as well as providing an estimate of the amount of magnetite in the rock. The method is sensitive to 1/4% magnetite by weight when the EM sensor is at a height of 30 m above a magnetitic half space. It can individually resolve steep dipping narrow magnetite-rich bands which are separated by 60 m. Unlike magnetometry, the EM magnetite method is unaffected by remanent magnetism or magnetic latitude.

The EM magnetite mapping technique provides estimates of magnetite content which are usually correct within a factor of 2 when the magnetite is fairly uniformly distributed. EM magnetite maps can be generated when magnetic permeability is evident as negative inphase responses on the data profiles.

Like magnetometry, the EM magnetite method maps only bedrock features, provided that the overburden is characterized by a general lack of magnetite. This contrasts with resistivity mapping which portrays the combined effect of bedrock and overburden.

³ Refer to Fraser, 1981, Magnetite mapping with a multi-coil airborne electromagnetic system: Geophysics, v. 46, p. 1579-1594.

Recognition of culture

Cultural responses include all EM anomalies caused by man-made metallic objects. Such anomalies may be caused by inductive coupling or current gathering. The concern of the interpreter is to recognize when an EM response is due to culture. Points of consideration used by the interpreter, when coaxial and coplanar coil-pairs are operated at a common frequency, are as follows:

1. Channels CXP and CPP monitor 60 Hz radiation. An anomaly on these channels shows that the conductor is radiating power. Such an indication is normally a guarantee that the conductor is cultural. However, care must be taken to ensure that the conductor is not a geologic body which strikes across a power line, carrying leakage currents.
2. A flight which crosses a "line" (e.g., fence, telephone line, etc.) yields a center-peaked coaxial anomaly and an m-shaped coplanar anomaly.⁴ When the flight crosses the cultural line at a high angle of intersection, the amplitude ratio of coaxial/coplanar response is 4. Such an EM anomaly can only be caused by a line. The geologic body which yields anomalies most closely resembling a line is the vertically dipping thin dike. Such a body, however, yields an amplitude ratio of 2 rather than 4. Consequently, an

⁴ See Figure 5-1 presented earlier.

m-shaped coplanar anomaly with a CXI/CPI amplitude ratio of 4 is virtually a guarantee that the source is a cultural line.

3. A flight which crosses a sphere or horizontal disk yields center-peaked coaxial and coplanar anomalies with a CXI/CPI amplitude ratio (i.e., coaxial/coplanar) of 1/4. In the absence of geologic bodies of this geometry, the most likely conductor is a metal roof or small fenced yard.⁵ Anomalies of this type are virtually certain to be cultural if they occur in an area of culture.
4. A flight which crosses a horizontal rectangular body or wide ribbon yields an m-shaped coaxial anomaly and a center-peaked coplanar anomaly. In the absence of geologic bodies of this geometry, the most likely conductor is a large fenced area.⁵ Anomalies of this type are virtually certain to be cultural if they occur in an area of culture.
5. EM anomalies which coincide with culture, as seen on the camera film or video display, are usually caused by culture. However, care is taken with such coincidences because a geologic conductor could occur beneath a fence, for example. In this example, the fence would be expected to yield an m-shaped coplanar anomaly as in case #2 above.

⁵ It is a characteristic of EM that geometrically similar anomalies are obtained from: (1) a planar conductor, and (2) a wire which forms a loop having dimensions identical to the perimeter of the equivalent planar conductor.

If, instead, a center-peaked coplanar anomaly occurred, there would be concern that a thick geologic conductor coincided with the cultural line.

6. The above description of anomaly shapes is valid when the culture is not conductively coupled to the environment. In this case, the anomalies arise from inductive coupling to the EM transmitter. However, when the environment is quite conductive (e.g., less than 100 ohm-m at 900 Hz), the cultural conductor may be conductively coupled to the environment. In this latter case, the anomaly shapes tend to be governed by current gathering. Current gathering can completely distort the anomaly shapes, thereby complicating the identification of cultural anomalies. In such circumstances, the interpreter can only rely on the radiation channels and on the camera film or video records.

MAGNETICS

The existence of a magnetic correlation with an EM anomaly is indicated directly on the EM map. In some geological environments, an EM anomaly with magnetic correlation has a greater likelihood of being produced by sulfides than one that is non-magnetic. However, sulfide ore bodies may be non-magnetic (e.g., the Kidd Creek deposit near Timmins, Canada) as well as magnetic (e.g., the Mattabi deposit near Sturgeon Lake, Canada).

The magnetometer data are digitally recorded in the aircraft to an accuracy of 0.01 nT for cesium magnetometers. The digital tape is processed by computer to yield a total field magnetic contour map. When warranted, the magnetic data may also be treated mathematically to enhance the magnetic response of the near-surface geology, and an enhanced magnetic contour map is then produced. The response of the enhancement operator in the frequency domain is illustrated in Figure 5-2. This figure shows that the passband components of the airborne data are amplified 20 times by the enhancement operator. This means, for example, that a 100 nT anomaly on the enhanced map reflects a 5 nT anomaly for the passband components of the airborne data.

The enhanced map, which bears a resemblance to a downward continuation map, is produced by the digital bandpass filtering of the total field data. The enhancement is equivalent to continuing the field downward to a level (above the source) which is 1/20th of the actual sensor-source distance.

Because the enhanced magnetic map bears a resemblance to a ground magnetic map, it simplifies the recognition of trends in the rock strata and the interpretation of geological structure. It defines the near-surface local geology while de-emphasizing deep-seated regional features. It primarily has application when the magnetic rock units are steeply dipping and the earth's field dips in excess of 60 degrees.

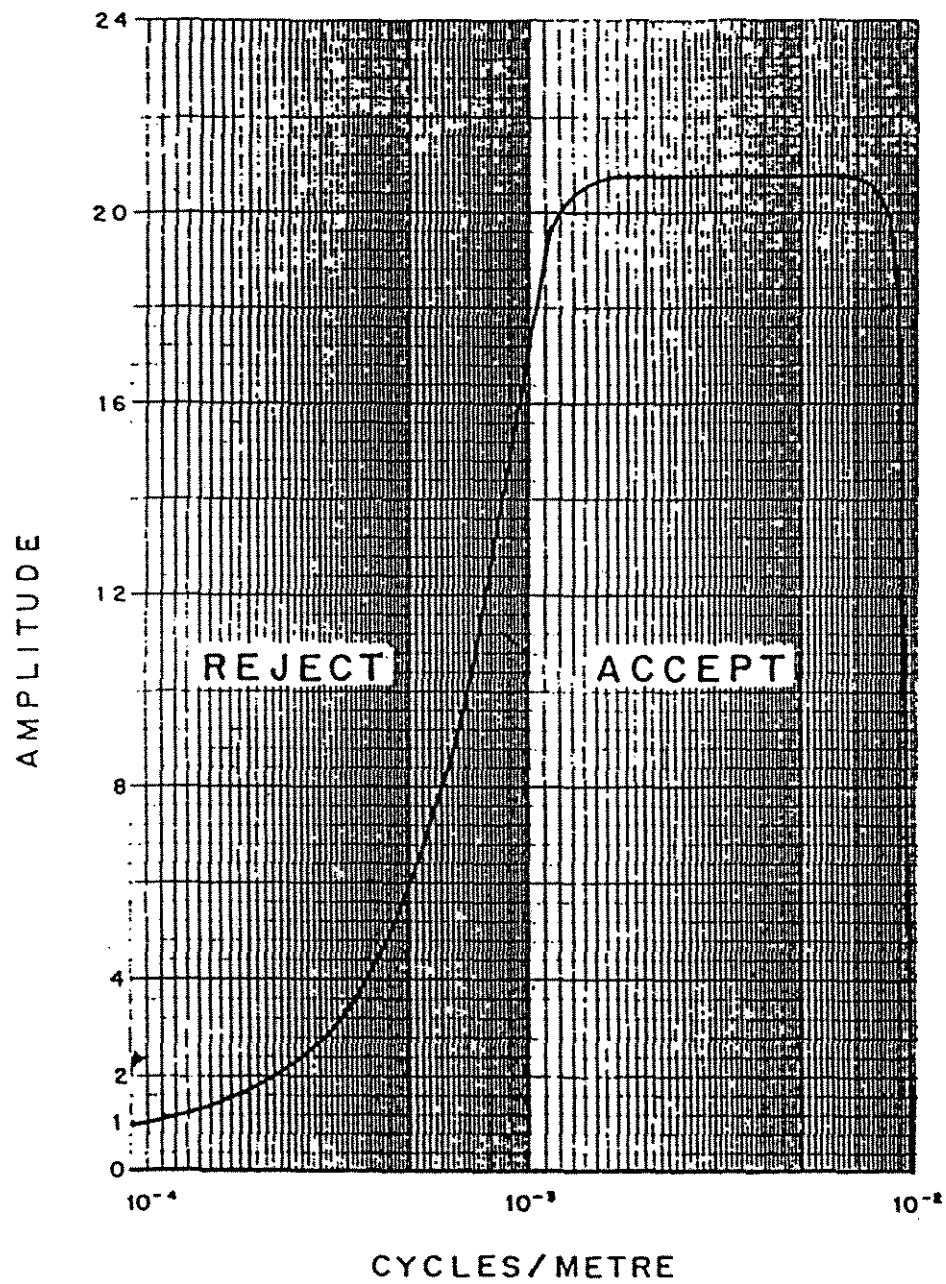


Fig. 5-2 Frequency response of magnetic enhancement operator.

Any of a number of filter operators may be applied to the magnetic data, to yield vertical derivatives, continuations, magnetic susceptibility, etc. These may be displayed in contour, colour or shadow.

VLF

VLF transmitters produce high frequency uniform electromagnetic fields. However, VLF anomalies are not EM anomalies in the conventional sense. EM anomalies primarily reflect eddy currents flowing in conductors which have been energized inductively by the primary field. In contrast, VLF anomalies primarily reflect current gathering, which is a non-inductive phenomenon. The primary field sets up currents which flow weakly in rock and overburden, and these tend to collect in low resistivity zones. Such zones may be due to massive sulfides, shears, river valleys and even unconformities.

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

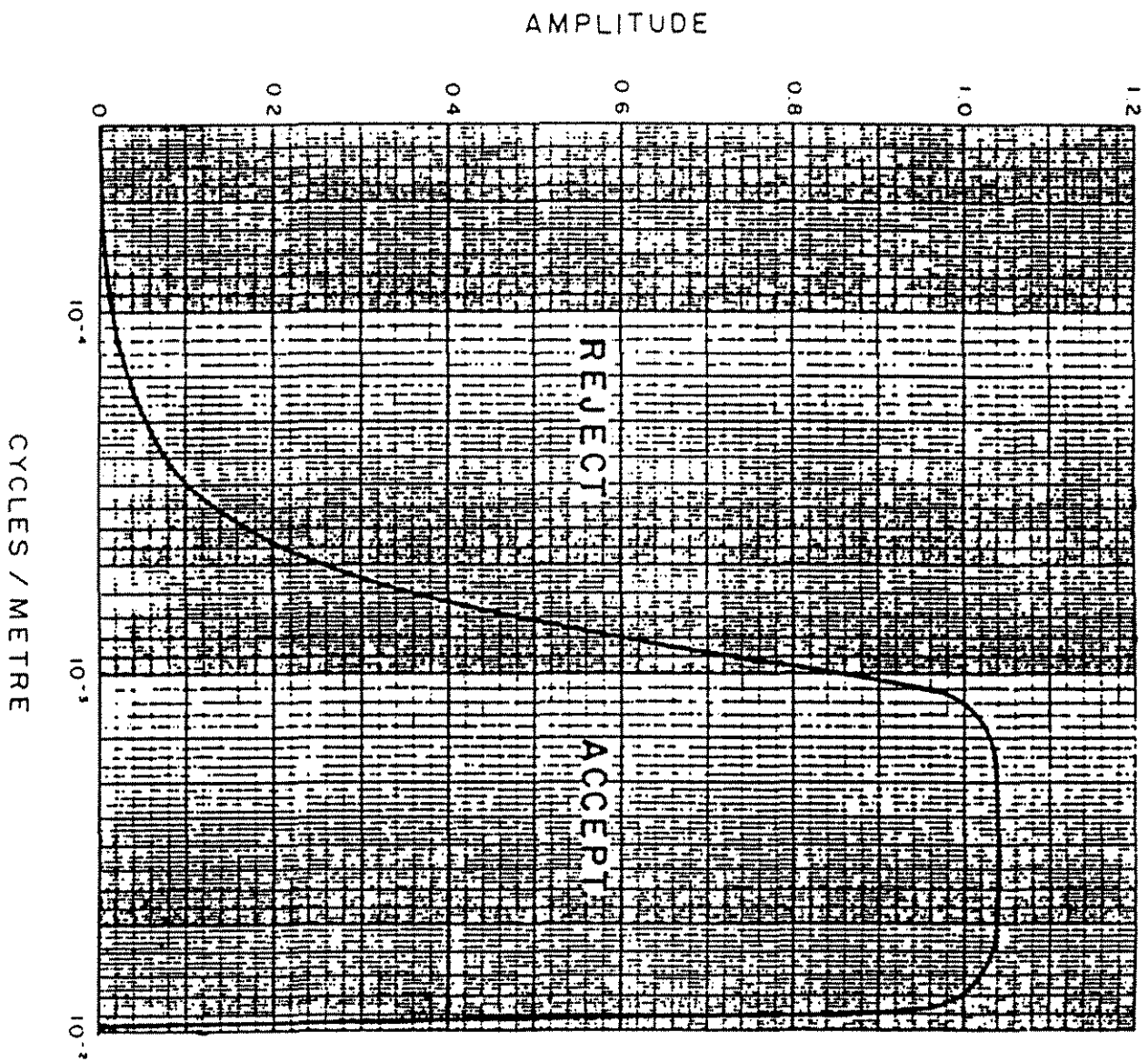


Fig. 5-3 Frequency response of VLF operator.

The Herz Industries Ltd. Totem VLF-electromagnetometer measures the total field and vertical quadrature components. Both of these components are digitally recorded in the aircraft with a sensitivity of 0.1 percent. The total field yields peaks over VLF current concentrations whereas the quadrature component tends to yield crossovers. Both appear as traces on the profile records. The total field data are filtered digitally and displayed as contours to facilitate the recognition of trends in the rock strata and the interpretation of geologic structure.

The response of the VLF total field filter operator in the frequency domain (Figure 5-3) is basically similar to that used to produce the enhanced magnetic map (Figure 5-2). The two filters are identical along the abscissa but different along the ordinant. The VLF filter removes long wavelengths such as those which reflect regional and wave transmission variations. The filter sharpens short wavelength responses such as those which reflect local geological variations.

CONCLUSIONS AND RECOMMENDATIONS

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

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

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

It is also recommended that image processing of existing geophysical data be considered, in order to extract the maximum amount of information from the survey results. Current software and imaging techniques often provide valuable information on

structure and lithology, which may not be clearly evident on the contour and colour maps. These techniques can yield images which define subtle, but significant, structural details.

Respectfully submitted,

DIGHEM

A handwritten signature in black ink, appearing to read 'R. Pritchard', with a stylized, cursive script.

Ruth A. Pritchard
Geophysicist

RAP/sdp

A1247APR.96R

APPENDIX A

LIST OF PERSONNEL

The following personnel were involved in the acquisition, processing, interpretation and presentation of data, relating to a DIGHEM^V airborne geophysical survey carried out for Nordac Resources Ltd., near Watson Lake, Yukon.

Chris Nind	Manager, Helicopter Geophysics
Greg Paleolog	Manager, Field Operations
Doug McConnell	Manager, Computer Production
Phil Miles	Senior Geophysical Operator
Felix Dolezel	Second Operator/Field Dataman
P. Kendall	Pilot (Hi-Wood Helicopters Ltd.)
Gordon Smith	Data Processing Supervisor
Theron Greenaway	Computer Processor
Ruth Pritchard	Interpretation Geophysicist
Lyn Vanderstarren	Drafting Supervisor
Mike Armstrong	Draftsperson (CAD)
Susan Pothiah	Word Processing Operator
Albina Tonello	Secretary/Expeditor

The survey consisted of 568 km of coverage, flown from February 15 to February 21, 1996.

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

DIGHEM



Ruth A. Pritchard
Geophysicist

RAP/sdp

A1247APR.96R

APPENDIX B
STATEMENT OF COST

Date: April 12, 1996

IN ACCOUNT WITH DIGHEM

To: Dighem flying of Agreement dated January 12, 1996, pertaining to an Airborne Geophysical Survey in the Watson Lake area, Yukon.

Survey Charges

Fixed charge for 500 line-km of flying
plus mobilization costs of \$5,000.00.

\$62,500.00

Allocation of Costs

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

DIGHEM



Ruth A. Pritchard
Geophysicist

RAP/sdp

A1247APR.96R

APPENDIX C

EM ANOMALY LIST

1247 A YUKON, CONVERT PROPERTY

	COAXIAL 1054 HZ		COPLANAR 853 HZ		COPLANAR 7322 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10010	(FLIGHT 2)												
A 4524B?	15	23	17	31	105	91	4.9	3	1	25	55	0	0
B 4516B?	29	35	56	63	153	82	7.9	3	4	35	12	17	0
C 4513B	29	35	55	63	153	44	7.9	0	2	64	25	37	4
D 4507B	3	4	12	8	17	47	3.7	32	2	71	30	41	11
E 4504D	23	34	44	58	169	102	6.2	0	3	72	24	45	0
F 4501D	23	34	55	69	204	102	6.2	2	3	37	18	16	0
G 4498D	10	36	55	69	204	57	2.0	0	4	32	12	15	0
H 4495D	8	17	49	69	204	18	3.0	7	3	38	17	18	0
I 4490B	20	18	51	49	133	55	9.8	15	5	35	7	19	0
J 4485B?	20	13	38	3	19	31	13.9	18	3	52	14	31	0
K 4479D	31	22	39	31	103	62	15.0	10	5	39	7	23	0
L 4475B	31	25	39	31	103	62	13.6	13	4	53	11	35	0
M 4471B	15	23	25	40	118	64	5.0	7	3	42	15	22	0
LINE 10020	(FLIGHT 2)												
A 4549B	21	22	24	48	132	68	8.8	11	3	30	21	10	0
B 4555B	25	31	63	60	162	77	7.2	5	4	37	8	21	0
C 4564D	9	8	9	13	38	23	7.9	31	3	65	23	40	0
D 4568B	4	10	7	16	48	41	2.1	14	2	59	28	33	0
E 4574E	41	46	53	75	232	135	9.8	0	3	50	18	28	0
F 4576B	41	46	53	75	232	135	9.8	4	3	33	14	15	0
G 4580B	37	38	41	50	139	135	10.6	2	5	32	7	16	0
H 4588D	17	23	39	52	140	90	5.8	13	4	40	10	23	0
I 4591B	20	29	39	52	141	87	6.1	9	4	36	8	20	0
J 4598D	27	14	124	111	288	144	22.4	15	5	41	7	25	0
K 4601B	67	55	124	111	288	144	16.5	5	4	32	9	17	0
LINE 10030	(FLIGHT 2)												
A 4727B?	7	25	11	19	130	172	1.7	0	1	20	111	0	0
B 4721D	1	2	1	2	2	4	-	-	-	-	-	-	0
C 4718B	1	2	1	2	2	4	-	-	-	-	-	-	0
D 4710B	30	36	80	63	187	97	8.0	3	4	31	10	14	0
E 4707D	5	6	80	53	143	32	4.1	34	4	34	11	17	11
F 4705B	5	25	78	53	143	32	1.2	0	3	32	14	14	0
G 4702B	12	12	24	14	35	39	7.9	13	3	37	16	16	0
H 4697D	25	21	20	49	122	6	11.8	3	5	37	8	20	0
I 4695D	28	29	46	49	122	62	9.5	5	3	43	20	21	0
J 4689D	5	2	8	4	53	55	16.9	46	3	75	18	50	0
K 4683D	17	24	12	31	99	94	5.9	6	2	50	35	24	0
L 4681D	17	23	27	31	99	94	6.2	7	3	47	23	24	0
M 4677D	17	17	20	4	22	19	8.4	11	4	43	12	23	0

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	COAXIAL		COPLANAR		COPLANAR		VERTICAL		HORIZONTAL	CONDUCTIVE			MAG
	1054 HZ		853 HZ		7322 HZ		DIKE		SHEET	EARTH			CORR
ANOMALY/	REAL	QUAD	REAL	QUAD	REAL	QUAD	COND	DEPTH*	COND	DEPTH	RESIS	DEPTH	
FID/INTERP	PPM	PPM	PPM	PPM	PPM	PPM	SIEMEN	M	SIEMEN	M	OHM-M	M	NT
LINE 10030	(FLIGHT	2)											
N 4673B?	1	2	1	2	2	4	-	-	-	-	-	-	0
O 4670D	23	9	23	18	34	13	31.7	18	6	36	4	22	0
P 4667D	29	7	23	25	48	71	60.4	11	8	30	3	18	0
Q 4663D	10	20	10	31	92	87	3.5	11	6	39	5	25	0
R 4661D	16	29	20	48	127	87	4.2	9	5	37	6	23	0
S 4658D	15	34	20	48	127	31	3.7	4	5	35	6	21	0
T 4653D	1	2	1	2	2	4	-	-	-	-	-	-	0
U 4651D	20	31	22	65	193	123	5.4	6	5	31	7	17	0
V 4648D	31	14	75	15	193	123	28.1	16	6	39	4	25	0
W 4645D	70	27	75	30	60	50	43.7	13	4	41	8	26	0
X 4639D	15	33	13	42	115	99	3.5	7	3	63	21	40	9
LINE 10040	(FLIGHT	2)											
A 4745B?	8	20	10	33	160	116	2.7	0	1	31	69	1	7
B 4748B?	10	13	10	33	160	116	5.2	15	1	28	62	1	0
C 4755B	3	8	2	12	50	34	1.5	11	1	48	78	15	6
D 4757B	1	2	1	2	2	4	-	-	-	-	-	-	0
E 4764D	27	30	48	59	168	71	8.3	8	3	38	18	17	0
F 4769B	15	9	48	52	74	29	14.3	28	3	37	20	16	0
G 4774B	35	61	50	92	300	213	6.0	1	3	30	17	12	0
H 4777B	1	2	1	2	2	4	-	-	-	-	-	-	0
I 4781D	14	9	12	35	103	38	13.6	26	3	76	25	49	0
J 4784D	11	13	12	15	42	24	6.2	20	3	63	21	39	0
K 4790B	4	8	62	59	177	96	2.6	17	2	66	41	36	0
L 4794B	17	32	89	59	177	96	4.3	1	4	35	10	17	0
M 4798D	47	18	89	61	173	49	39.1	6	6	37	4	23	0
N 4803D	21	11	76	31	99	15	21.1	17	9	34	2	23	0
O 4805D	26	12	76	31	99	13	23.8	12	9	35	2	23	0
P 4807D	13	12	38	14	57	14	8.0	14	8	38	2	25	0
Q 4810D	11	6	49	80	222	69	13.3	30	6	48	4	33	0
R 4814B	20	54	49	80	226	123	3.5	0	5	28	7	14	0
LINE 10050	(FLIGHT	2)											
A 4950S	1	1	0	1	1	8	5.4	107	1	55	725	0	70
B 4935H	9	12	18	50	159	134	4.7	24	1	28	74	2	0
C 4931B	8	15	18	49	157	125	3.1	12	1	44	71	14	0
D 4915B?	17	24	30	16	52	75	5.9	5	3	35	22	14	0
E 4909D	10	17	24	48	165	128	3.7	10	3	41	21	19	0
F 4905D	5	30	13	48	165	128	1.2	0	3	32	21	12	0
G 4903D	5	23	29	48	165	128	1.5	0	3	38	20	17	0
H 4897D	14	23	11	16	56	71	4.4	10	2	46	40	20	0

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	COAXIAL 1054 HZ	COPLANAR 853 HZ	COPLANAR 7322 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN	COND DEPTH M	COND DEPTH SIEMEN	COND DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10050	(FLIGHT	2)											
I 4892B	21	21	21	37	93	46	8.6	14	3	47	19	25	0
J 4878B	41	38	148	75	151	27	12.3	0	9	26	2	15	0
K 4870D	1	1	1	2	2	4	-	-	-	-	-	-	0
L 4867D	22	4	47	13	49	7	85.8	14	10	38	2	26	0
M 4861D	11	3	31	7	69	4	36.2	26	7	51	4	35	0
N 4856D	27	15	47	50	116	63	20.4	10	5	38	7	22	0
O 4854D	23	20	47	50	116	63	10.4	15	4	45	11	27	0
LINE 10060	(FLIGHT	2)											
A 4977S	4	4	0	9	19	20	4.9	43	1	63	790	0	0
B 4993H	4	3	13	32	87	51	8.2	50	1	34	79	3	17
C 5005B	24	21	41	39	43	52	11.3	10	3	37	21	15	0
D 5007B	20	21	55	39	43	52	8.2	9	3	32	16	13	0
E 5011B	20	16	55	43	94	49	11.6	16	4	36	8	20	0
F 5015D	12	12	55	43	124	72	7.2	23	3	60	17	37	0
G 5018D	29	27	30	41	124	72	10.8	11	2	37	30	14	0
H 5024D	30	32	49	52	130	45	9.2	8	3	48	20	27	0
I 5026D	34	28	49	52	130	45	13.1	9	3	46	20	24	0
J 5029D	19	15	28	32	84	33	11.8	17	2	46	35	20	0
K 5036B	74	36	150	81	242	56	33.8	4	7	33	3	21	0
L 5038B	72	36	150	81	242	28	31.9	6	8	34	3	22	0
M 5044D	5	5	46	37	155	7	5.3	32	5	45	6	29	0
N 5049B	28	17	48	7	29	22	18.1	7	7	41	4	27	0
O 5051B	22	14	48	7	29	22	15.4	11	8	44	3	30	0
P 5060D	15	6	11	9	68	27	24.7	16	4	54	13	32	0
LINE 10070	(FLIGHT	2)											
A 5197B?	4	12	8	19	73	90	1.9	14	1	29	237	0	0
B 5186B?	2	5	5	5	18	40	1.2	13	1	49	70	16	0
C 5176D	22	19	11	29	87	45	10.2	7	3	39	18	17	0
D 5170D	6	3	11	24	73	29	13.2	47	4	56	9	37	0
E 5166D	19	16	35	32	88	33	10.2	4	3	44	13	23	0
F 5164B	20	16	35	32	88	35	11.2	10	4	40	12	21	0
G 5163D	18	16	35	32	88	35	9.9	12	3	43	18	21	0
H 5159D	6	14	29	12	35	29	2.6	8	2	61	45	31	0
I 5153B	16	24	29	41	124	81	5.4	7	2	41	28	17	0
J 5150D	16	19	24	35	88	44	6.8	9	3	39	22	17	0
K 5148D	1	2	1	2	2	4	-	-	-	-	-	-	0
L 5143B	25	9	38	23	68	69	32.8	18	3	52	15	31	0
M 5136D	8	6	37	14	30	15	8.9	22	4	47	9	28	0
N 5126D	27	21	36	45	122	40	13.4	3	6	36	5	21	0

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		COAXIAL 1054 HZ		COPLANAR 853 HZ		COPLANAR 7322 HZ		VERTICAL DIKE		HORIZONTAL SHEET	CONDUCTIVE EARTH		MAG CORR	
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND .SIEMEN	DEPTH* M		COND .SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10070	(FLIGHT	2)												
O 5123D	16	11	36	45	122	40	13.4	19		4	41	9	23	0
P 5117B	32	30	42	55	149	47	10.8	13		4	39	9	23	0
Q 5116B	32	30	42	55	149	47	10.8	14		4	38	12	21	0
LINE 10080	(FLIGHT	3)												
A 334S	3	6	0	7	2	50	2.5	32		1	52	738	0	0
B 312H	1	9	13	14	35	17	0.4	0		1	37	58	8	0
C 305B?	3	3	0	6	18	30	4.7	47		2	52	30	26	0
D 301B?	8	7	10	9	26	30	7.7	33		3	54	23	31	0
E 293D	13	20	38	51	20	53	4.9	3		3	35	18	14	0
F 289B	11	37	57	51	20	108	2.2	0		3	37	12	19	0
G 286B	11	37	70	67	20	108	2.2	0		5	35	7	19	0
H 285B	33	35	70	67	89	91	9.7	0		5	28	7	13	0
I 279D	8	14	33	16	145	88	3.7	5		2	46	33	20	0
J 267D	20	16	14	25	53	41	11.4	12		2	46	30	21	0
K 266D	20	12	10	25	53	41	16.3	18		2	49	31	24	0
L 260D	31	7	35	26	70	24	72.0	22		4	63	9	44	0
M 257D	31	19	35	26	70	25	18.8	10		3	47	13	27	0
N 251D	22	13	69	24	56	17	17.4	14		7	36	4	22	0
O 244D	29	7	44	18	28	19	69.4	20		6	34	4	20	0
P 237D	24	31	52	16	18	83	6.9	1		3	40	15	20	0
LINE 10090	(FLIGHT	3)												
A 450S	1	2	0	2	2	4	-	-		-	-	-	-	0
B 463D	1	2	1	2	2	4	-	-		-	-	-	-	13
C 472B	15	15	32	31	71	7	8.2	10		3	39	18	18	15
D 485B	15	17	18	24	68	60	7.4	17		3	52	21	29	0
E 487B	9	20	7	22	62	60	3.0	2		3	46	22	22	0
F 490B	10	23	11	22	62	60	3.1	0		3	33	22	11	0
G 500B	40	22	57	42	123	53	23.3	15		5	52	6	36	0
H 510D	14	21	11	19	60	74	4.8	10		2	55	48	25	0
I 514B	10	8	5	7	22	10	9.3	27		2	64	32	36	0
J 517B	8	5	7	6	21	6	11.9	24		2	56	42	25	0
K 522B	9	7	37	5	101	23	8.8	28		3	78	19	52	0
L 526B	29	16	37	32	101	53	20.5	16		3	48	13	28	0
M 535D	26	14	44	26	74	33	20.2	11		7	40	4	26	0
N 538B	41	15	72	32	100	31	39.7	2		7	41	4	26	4
LINE 10100	(FLIGHT	3)												
A 719B	9	18	20	34	62	31	3.2	6		1	24	66	0	0
B 711B	7	6	13	7	22	19	7.2	33		2	35	37	10	0

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ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* .SIEMEN	COND DEPTH M	COND DEPTH .SIEMEN	COND DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10100	(FLIGHT	3)											
C 704H	7	16	23	39	86	64	2.9	12	3	45	23	23	20
D 692B	5	6	7	1	9	35	4.0	26	2	71	44	38	0
E 677D	12	16	13	18	57	43	5.6	11	3	55	23	31	0
F 673D	14	8	24	14	41	26	15.1	26	4	53	9	35	0
G 670D	14	15	24	18	51	26	7.4	10	4	47	12	27	0
H 666D	8	7	19	18	51	26	7.3	27	3	56	20	32	0
I 660D	16	18	23	33	101	48	6.8	13	3	50	16	28	0
J 657D	16	24	23	33	101	47	5.1	7	3	44	20	22	6
K 652D	10	15	3	15	22	30	4.5	10	2	55	36	27	0
L 648D	6	13	10	6	24	48	2.6	8	2	64	52	32	0
M 642B?	1	2	1	2	2	4	-	-	-	-	-	-	0
N 637D	12	14	26	18	62	22	6.5	15	5	70	8	50	0
O 628D	55	25	80	36	115	18	33.1	7	8	38	3	25	0
P 620D	45	39	72	57	49	77	13.6	9	4	42	8	26	0
Q 615D	8	14	72	57	164	67	3.3	17	5	49	7	33	0
R 600B?	10	10	10	4	14	33	7.7	11	2	46	33	19	0
S 593H	6	10	13	3	61	34	1.0	0	1	39	56	23	0
LINE 10110	(FLIGHT	3)											
A 927H	6	10	25	19	62	16	3.1	8	2	25	33	0	40
B 935H	10	3	26	33	80	51	41.2	36	3	41	21	18	0
C 939B?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 947B	8	6	14	10	27	21	9.0	22	2	63	33	34	0
E 963B	10	8	12	3	13	25	8.6	15	2	72	32	42	0
F 968B	7	6	13	7	19	19	8.0	23	4	62	12	40	0
G 975D	25	14	32	20	57	17	19.4	6	4	58	9	38	0
H 978D	12	11	32	20	56	16	8.4	22	3	91	21	64	0
I 991D	2	14	15	16	53	46	0.7	0	3	69	25	42	0
J 993D	14	4	15	16	53	46	42.0	39	3	77	17	53	0
K 995D	14	4	63	36	115	46	45.5	26	3	68	17	43	0
L 1002D	51	30	64	49	138	62	22.6	7	4	42	10	24	0
M 1013D	17	10	8	13	37	44	14.4	16	2	51	47	21	0
N 1017D	7	16	13	9	31	39	2.9	7	1	47	97	13	0
O 1020D	6	8	13	9	31	39	4.5	0	1	53	310	0	0
LINE 10120	(FLIGHT	5)											
A 3340H	5	6	3	7	12	32	5.0	33	1	48	66	16	0
B 3357D	1	2	1	2	2	4	-	-	-	-	-	-	0
C 3366B?	1	2	1	2	2	1	-	-	-	-	-	-	0
D 3376B	1	2	1	2	2	4	-	-	-	-	-	-	0
E 3384D	8	5	10	11	34	12	10.7	36	3	67	22	41	0

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	COAXIAL 1054 HZ		COPLANAR 853 HZ		COPLANAR 7322 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10120	(FLIGHT 5)												
F 3392D	10	22	21	45	134	90	3.1	5	3	50	22	27	0
G 3395D	10	15	21	45	134	90	4.7	12	2	57	32	29	6
H 3406D	17	15	25	28	68	27	9.4	16	3	69	22	43	0
I 3415D	15	22	18	28	88	68	5.3	2	2	43	26	19	0
J 3421B	14	5	22	25	88	68	32.2	19	3	41	18	18	0
K 3424D	14	9	22	25	63	24	13.9	18	4	50	12	30	0
L 3427B	1	2	1	2	2	4	-	-	-	-	-	-	0
M 3432D	7	7	14	13	37	31	6.9	19	2	55	30	27	0
N 3435D	1	2	1	2	2	4	-	-	-	-	-	-	0
O 3438D	15	10	13	15	45	29	13.5	19	3	62	22	37	0
P 3442B	12	6	19	31	87	74	17.5	21	2	74	48	40	0
Q 3447D	18	28	19	31	86	87	5.2	7	1	39	105	6	0
LINE 10130	(FLIGHT 3)												
A 1383H	2	7	7	13	31	25	0.9	4	2	53	52	22	14
B 1395H	6	4	3	8	28	4	7.8	34	1	50	86	15	15
C 1402B?	8	5	12	10	3	6	11.2	29	1	59	66	24	0
D 1407B?	13	9	15	11	31	23	11.5	14	2	52	25	27	0
E 1415D	9	11	11	19	54	36	5.2	14	3	59	23	34	0
F 1420D	13	11	11	19	54	45	8.7	19	3	62	24	37	0
G 1427D	8	4	11	3	9	37	18.2	40	2	80	26	52	0
H 1432D	12	8	13	11	29	37	11.0	19	3	86	25	57	0
I 1438D	7	6	36	33	96	47	6.6	9	3	68	17	41	4
J 1444B	8	22	21	39	106	47	2.3	0	4	44	9	25	0
K 1449D	10	1	19	12	30	20	49.0	34	3	64	16	40	0
L 1456D	17	15	20	22	56	27	9.6	9	3	52	16	29	0
M 1460D	12	7	20	22	57	16	15.1	15	2	50	38	21	0
N 1466D	16	18	13	17	20	31	7.2	0	1	48	118	9	0
LINE 10140	(FLIGHT 3)												
A 1752H	4	7	3	8	16	35	2.9	25	1	56	73	22	0
B 1730D	6	7	11	7	20	17	5.2	19	2	53	56	20	0
C 1726B	7	9	21	18	46	5	4.8	12	3	52	19	28	0
D 1722B	1	2	1	2	2	4	-	-	-	-	-	-	0
E 1715B?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 1710D	34	11	28	35	49	31	42.2	15	3	44	16	23	0
G 1704D	32	21	33	32	83	33	16.6	13	4	40	10	22	0
H 1700D	48	37	62	66	163	53	15.9	5	4	38	10	21	0
I 1686D	31	18	19	23	70	48	18.5	18	2	63	25	38	0
J 1683D	1	2	1	2	2	4	-	-	-	-	-	-	0
K 1679D	8	8	31	16	46	15	6.9	20	5	43	8	25	0

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	COAXIAL 1054 HZ	COPLANAR 853 HZ	COPLANAR 7322 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN	COND DEPTH M	COND DEPTH SIEMEN	COND DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10140	(FLIGHT	3)											
L 1677D	20	9	31	16	46	11	23.1	16	5	43	7	26	0
M 1669D	11	12	8	16	55	56	6.1	18	3	46	22	23	0
N 1666D	4	10	8	16	55	56	2.2	11	3	56	23	31	0
O 1659B	19	15	8	34	94	46	11.6	18	2	41	31	17	0
P 1655D	10	10	18	34	94	46	7.6	24	2	58	40	30	0
Q 1646D	16	21	20	30	76	57	6.2	4	1	50	79	16	0
LINE 10151	(FLIGHT	5)											
A 3284H	2	3	4	5	14	17	0.8	0	1	26	127	8	0
B 3266D	4	2	6	10	21	73	14.8	70	2	60	45	30	0
C 3260D	8	14	6	20	33	58	3.5	7	2	55	45	25	0
D 3236D	12	32	6	70	119	97	2.9	0	3	45	20	23	0
E 3233D	10	9	7	70	119	97	7.8	19	3	29	13	10	0
F 3230B	34	28	7	51	118	39	13.3	8	4	44	9	26	0
G 3218D	1	2	1	2	2	4	-	-	-	-	-	-	0
H 3214D	7	8	24	7	40	41	5.1	20	3	59	22	34	0
I 3206B	21	11	41	34	88	34	19.6	16	4	39	10	21	0
J 3196D	6	13	17	24	64	37	2.5	6	2	47	36	20	0
K 3194D	12	14	17	24	64	37	6.5	20	1	54	56	24	0
L 3183D	7	12	9	19	62	54	3.5	13	1	34	286	0	0
LINE 10160	(FLIGHT	3)											
A 2252D	3	4	10	12	30	30	3.0	28	2	102	58	63	0
B 2269B?	1	4	1	5	20	50	1.0	21	2	66	46	36	0
C 2279D	4	6	16	4	18	19	3.8	25	2	63	48	31	0
D 2283B	8	1	16	17	51	46	185.7	50	3	81	21	54	0
E 2308B	18	9	27	20	36	11	19.0	0	4	48	11	27	0
F 2310B	17	9	27	20	36	11	17.8	2	4	50	10	29	0
G 2317D	8	2	8	9	27	22	37.1	32	3	63	18	37	0
H 2324B	16	9	22	19	48	21	17.4	17	3	48	15	27	0
I 2334B?	10	4	14	5	12	3	19.6	29	2	55	37	26	0
J 2341B?	7	8	8	14	3	20	4.9	23	1	47	249	4	20
K 2352S	1	4	1	5	8	31	0.2	0	1	30	340	3	0
LINE 10171	(FLIGHT	6)											
A 4624S	2	5	1	9	15	38	1.3	12	1	15	610	0	0
B 4661B?	4	13	5	22	82	98	1.7	1	1	19	570	0	0
C 4692B	9	6	16	14	2	14	10.0	24	2	79	32	48	0
D 4700B	19	18	41	38	93	10	9.1	0	4	30	10	11	0
E 4718B	9	8	17	19	58	49	7.0	0	2	39	28	12	0
F 4723B	7	10	17	17	48	29	4.8	22	3	78	23	51	0

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	COAXIAL 1054 HZ		COPLANAR 853 HZ		COPLANAR 7322 HZ		VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR			
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN	COND DEPTH M	COND DEPTH SIEMEN	COND DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10171	(FLIGHT 6)												
G 4736B	8	12	5	20	58	51	4.1	6	2	58	39	28	0
H 4738D	8	12	26	20	58	51	4.1	13	2	56	28	30	0
I 4743D	18	17	15	19	47	29	9.0	10	3	47	16	25	0
J 4746D	1	2	1	2	2	4	-	-	-	-	-	-	0
K 4758B	26	17	43	37	88	32	16.1	8	3	39	13	19	0
L 4774B	5	2	6	5	15	11	15.1	49	1	55	89	19	0
M 4781D	4	8	5	13	35	31	2.6	16	1	41	462	0	0
N 4798D	2	10	2	9	29	33	1.1	1	1	61	735	0	0
LINE 10180	(FLIGHT 3)												
A 2731H	1	2	1	2	2	4	-	-	-	-	-	-	0
B 2744B?	1	3	0	8	27	37	0.5	1	1	46	701	0	0
C 2757B	7	9	7	12	30	20	5.3	15	1	42	228	0	40
D 2771B	6	9	8	13	36	23	3.7	7	1	56	107	16	0
E 2789B	13	14	26	24	77	37	6.9	0	3	53	19	28	0
F 2800B	18	11	49	23	23	19	14.6	8	5	35	7	18	0
G 2802B	27	18	49	32	79	34	15.2	12	5	44	7	28	0
H 2814D	10	7	12	9	16	15	9.9	25	2	53	32	27	0
I 2821D	7	4	29	8	24	7	10.5	26	3	43	18	20	0
J 2823D	19	17	29	7	68	32	10.0	5	4	51	13	29	0
K 2826B	14	10	29	23	68	32	11.3	7	4	53	11	32	0
L 2839B	6	8	43	26	73	18	4.2	20	5	51	7	34	0
M 2852B	17	16	18	28	79	53	8.6	6	1	42	67	10	0
N 2867D	2	7	2	6	17	21	1.3	2	1	70	532	0	0
LINE 10190	(FLIGHT 3)												
A 3074D	1	3	0	3	18	8	1.2	31	1	59	527	0	30
B 3069D	1	2	1	2	2	4	-	-	-	-	-	-	0
C 3057D	6	17	9	22	68	54	2.2	0	1	40	161	0	0
D 3054D	1	2	1	2	2	4	-	-	-	-	-	-	90
E 3035H	6	2	10	6	17	14	19.8	44	1	43	80	9	14
F 3024H	5	5	19	13	44	25	5.7	37	3	53	18	30	13
G 3017D	8	8	17	29	91	38	6.6	23	4	62	10	42	0
H 3010B	23	21	23	31	84	68	10.0	15	3	38	14	19	0
I 3004B	7	1	106	98	235	55	49.0	59	4	38	9	22	0
J 3000B	41	42	106	98	236	87	11.0	9	5	31	7	17	0
K 2993D	1	1	1	2	2	4	-	-	-	-	-	-	0
L 2989D	9	11	6	19	55	33	5.3	19	2	50	51	21	0
M 2978B	13	37	61	60	190	89	2.8	0	4	39	9	22	0
N 2972D	39	7	12	8	20	18	124.2	19	4	44	9	27	0
O 2969B	30	27	52	53	140	89	11.7	11	2	43	26	20	0

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	COAXIAL		COPLANAR		COPLANAR		VERTICAL		HORIZONTAL		CONDUCTIVE		MAG	
	1054 HZ		853 HZ		7322 HZ		DIKE		SHEET		EARTH		CORR	
ANOMALY/ FID/INTERP	REAL	QUAD	REAL	QUAD	REAL	QUAD	COND	DEPTH*	COND	DEPTH	RESIS	DEPTH		
	PPM	PPM	PPM	PPM	PPM	PPM	SIEMEN	M	SIEMEN	M	OHM-M	M		NT
LINE 10190	(FLIGHT		3)											
P 2958B	23	11	14	17	52	11	23.6	11	5	53	8	34		0
Q 2951D	18	20	5	34	84	54	7.7	15	4	47	10	29		0
R 2949D	14	22	5	34	84	13	4.9	15	3	47	12	28		0
S 2927D	16	15	16	25	72	52	8.8	14	1	47	75	14		0
T 2909D	7	6	0	5	8	29	6.7	34	1	78	532	7		0
LINE 10200	(FLIGHT		3)											
A 3128B?	1	2	1	2	2	4	-	-	-	-	-	-		0
B 3155D	6	13	2	12	45	69	2.6	8	1	30	394	0		0
C 3166B	6	7	6	11	36	27	5.1	7	1	60	200	11		0
D 3183B?	11	11	15	22	1	39	7.2	14	1	52	71	18		0
E 3190D	20	17	42	45	80	53	10.6	10	3	32	18	12		0
F 3192D	24	15	42	17	49	33	15.6	15	3	38	17	17		0
G 3199D	16	6	34	24	65	28	29.1	20	4	41	9	22		0
H 3209D	3	5	7	14	48	30	2.9	15	2	52	30	24		0
I 3212D	3	10	7	14	48	32	1.7	0	2	42	38	15		0
J 3214D	3	10	7	9	36	32	1.5	0	2	48	46	18		5
K 3220D	40	11	70	32	91	14	61.4	10	4	60	11	39		0
L 3222D	40	26	70	32	91	6	18.9	3	7	40	3	26		0
M 3225D	49	11	69	45	119	58	88.2	7	5	40	6	24		0
N 3237B	19	10	36	23	69	3	20.6	16	4	65	12	43		0
O 3240D	11	15	36	11	55	16	5.0	5	4	49	9	30		0
P 3243D	11	13	11	11	55	16	5.8	13	4	53	11	33		0
Q 3247B	15	13	28	23	69	50	9.1	23	2	55	33	29		0
R 3252D	2	5	0	23	26	27	1.3	18	2	87	55	51		0
S 3256B	13	14	13	22	67	42	7.5	11	2	55	44	25		0
T 3257B	13	16	13	22	67	42	6.3	10	2	51	56	20		0
LINE 10210	(FLIGHT		2)											
A 4193S	2	8	1	13	34	88	1.0	10	1	17	461	0		0
B 4202S	2	3	0	5	20	32	2.4	41	1	28	535	0	100	
C 4215D	7	15	3	18	67	94	2.6	11	1	28	269	0	60	
D 4224B	6	10	8	15	31	36	3.5	8	1	41	121	4		0
E 4241E	12	13	23	30	10	41	6.7	14	1	35	137	0		0
F 4251D	12	5	11	4	19	29	20.2	35	3	53	23	29		0
G 4254D	3	8	10	4	19	29	1.6	13	2	51	30	26		0
H 4258H	6	3	11	5	19	19	12.1	46	2	50	24	26		0
I 4272B	2	8	43	10	53	68	1.2	5	1	45	61	15		0
J 4277B	51	30	82	51	123	25	22.2	8	5	37	6	22		0
K 4280B	51	12	82	24	71	6	79.1	12	6	46	5	30		0
L 4284B	40	30	62	46	126	19	15.3	4	4	41	10	23		0

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ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10210	(FLIGHT 2)												
M 4295B	23	13	37	27	76	14	18.5	10	4	47	10	28	0
N 4301B	14	10	10	33	94	20	12.0	17	4	43	9	25	0
O 4305D	17	11	41	33	94	20	15.2	13	2	54	26	28	0
P 4313D	19	20	15	17	44	32	8.2	7	2	52	49	22	0
Q 4316B	17	20	22	28	73	32	6.7	0	2	45	33	17	0
LINE 10221	(FLIGHT 5)												
A 2955B	5	6	0	6	12	17	4.0	27	1	40	727	0	4
B 2966B	4	10	2	13	48	2	2.1	6	1	11	500	0	17
C 2973B	6	2	0	8	24	39	31.9	57	1	62	802	0	0
D 2980D	6	10	4	13	44	41	3.5	14	1	25	284	0	0
E 2988D	9	17	19	22	58	52	3.6	2	1	26	114	0	0
F 2990B	9	17	19	22	56	22	3.6	1	2	37	39	10	0
G 3016B	2	5	12	22	25	6	1.5	25	1	41	58	12	14
H 3020D	8	3	12	10	11	26	23.2	43	2	51	30	25	0
I 3024B	1	2	1	2	2	4	-	-	-	-	-	-	0
J 3028D	1	2	1	2	2	4	-	-	-	-	-	-	0
K 3032D	8	15	21	19	20	30	3.4	14	2	40	36	15	0
L 3038D	8	12	21	29	83	36	3.8	18	1	43	55	15	0
M 3048B	17	17	86	49	83	96	8.1	17	2	32	33	9	0
N 3052D	20	22	24	49	83	76	7.7	15	4	29	10	13	0
O 3054D	15	22	24	41	130	76	5.4	14	4	35	9	19	7
P 3057D	33	30	78	10	75	29	11.5	9	3	32	13	14	0
Q 3060D	33	17	78	10	75	30	22.6	14	2	34	38	9	0
R 3067D	37	18	58	60	168	106	25.9	21	3	60	16	38	0
S 3069D	37	30	58	60	168	106	13.6	10	3	35	15	16	0
T 3077D	7	7	36	23	104	6	6.4	32	3	57	20	34	0
U 3083B	23	22	37	53	134	64	9.5	9	2	33	32	9	0
V 3086D	1	2	1	2	2	4	-	-	-	-	-	-	0
W 3092D	8	7	19	11	32	20	6.5	27	1	63	69	28	0
LINE 10231	(FLIGHT 5)												
A 2926H	1	7	1	17	53	90	0.5	0	1	13	572	0	0
B 2912H	2	6	3	10	30	37	1.4	20	1	16	396	0	0
C 2903B?	1	5	4	6	16	51	0.9	16	1	26	466	0	60
D 2892D	9	16	12	20	69	62	3.8	13	1	40	124	6	0
E 2859B	13	13	13	26	62	9	7.5	19	2	35	40	10	0
F 2853D	1	2	1	2	2	4	-	-	-	-	-	-	0
G 2842H	5	9	13	25	68	53	2.8	18	2	42	41	15	0
H 2829B	38	40	17	76	208	85	10.2	6	5	34	7	19	0
I 2825D	31	40	17	76	208	70	7.7	2	4	45	11	27	20

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	COAXIAL 1054 HZ		COPLANAR 853 HZ		COPLANAR 7322 HZ		VERTICAL DIKE	HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR	
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND .SIEMEN	DEPTH* M	COND .SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10231	(FLIGHT 5)												
J 2821B	9	20	31	11	78	71	3.1	6	2	36	40	11	0
K 2815D	6	16	43	17	46	76	2.1	8	2	48	52	19	0
L 2809D	21	41	50	63	167	74	4.4	0	3	31	14	12	0
M 2807D	31	34	50	59	157	82	9.1	7	3	37	14	18	0
N 2803D	4	3	58	64	182	46	5.9	52	4	39	10	21	0
O 2800B	32	30	58	64	182	54	10.9	6	2	33	33	9	0
P 2789D	28	24	44	43	116	42	11.6	10	3	43	14	23	0
LINE 10240	(FLIGHT 2)												
A 3726H	1	2	1	2	2	4	-	-	-	-	-	-	0
B 3709D	4	13	3	15	49	94	1.8	9	1	37	265	0	150
C 3699B	19	25	31	74	214	119	6.3	13	1	60	105	24	0
D 3694B	20	37	31	74	214	114	4.6	0	2	28	44	3	0
E 3665D	17	26	4	4	131	109	5.4	11	1	34	78	5	0
F 3660B	12	19	18	32	98	69	4.3	13	2	44	29	20	0
G 3644D	15	24	6	10	36	39	4.9	9	2	39	27	16	0
H 3642D	1	2	1	2	2	4	-	-	-	-	-	-	0
I 3634D	17	35	40	67	176	98	3.9	4	3	35	21	15	0
J 3632D	17	35	40	67	176	98	4.0	0	2	34	30	11	0
K 3622D	17	21	12	11	32	14	6.7	10	3	75	20	50	0
L 3617B	13	17	35	51	138	69	5.8	5	3	40	14	19	0
M 3614B	24	33	35	51	138	92	6.6	6	3	42	16	22	0
N 3607D	1	2	1	2	2	4	-	-	-	-	-	-	0
O 3606D	21	24	33	41	134	109	7.6	12	2	38	29	15	0
P 3604D	21	25	27	41	134	109	7.3	14	1	42	56	14	0
Q 3598D	1	2	1	2	2	4	-	-	-	-	-	-	0
R 3596D	1	2	1	2	2	4	-	-	-	-	-	-	0
S 3593D	26	25	37	33	86	46	10.2	8	3	38	14	19	0
T 3590B	10	14	36	33	86	43	4.9	14	3	48	19	26	0
U 3585D	38	32	36	27	79	81	13.3	9	2	43	25	21	0
LINE 10251	(FLIGHT 5)												
A 2598H	2	6	4	11	27	47	1.0	10	1	41	197	3	0
B 2613D	6	9	6	11	41	25	4.2	22	1	41	244	0	0
C 2623B	13	33	24	61	212	153	3.0	0	1	48	89	14	0
D 2626B	13	33	24	61	212	153	3.0	0	1	19	55	0	0
E 2630B	13	33	24	61	212	66	3.0	0	1	28	77	0	0
F 2633D	8	6	13	27	100	65	8.9	28	1	52	164	10	0
G 2640S	1	8	3	12	25	86	0.4	0	1	29	530	0	0
H 2652D	19	19	30	30	85	43	8.3	8	1	46	106	10	0
I 2660B	13	16	25	29	76	28	5.8	4	3	39	16	18	0

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1247 A YUKON, CONVERT PROPERTY

	COAXIAL 1054 HZ		COPLANAR 853 HZ		COPLANAR 7322 HZ		VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR			
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10251	(FLIGHT	5)											
J 2662D	12	16	25	29	76	28	5.2	9	2	37	25	14	6
K 2672B	7	8	28	20	61	34	4.8	28	2	46	24	22	0
L 2678B	18	9	9	10	66	19	18.9	22	5	47	8	30	0
M 2685D	8	9	8	15	36	25	5.4	20	2	51	33	24	0
N 2698D	11	15	34	24	69	28	5.1	7	3	48	22	24	0
O 2704B	28	29	36	43	118	51	9.4	6	2	38	22	16	0
P 2714D	15	10	53	57	146	68	13.1	23	3	53	16	31	5
Q 2717D	39	27	53	57	147	73	16.8	5	2	32	23	10	0
R 2723D	17	12	26	18	44	34	12.3	11	2	40	25	16	0
LINE 10261	(FLIGHT	5)											
A 2558H	2	2	1	2	10	19	0.4	0	1	41	250	19	0
B 2550H	2	5	2	8	2	28	1.5	29	1	52	286	9	10
C 2530D	10	18	21	33	96	40	4.0	6	1	39	118	4	0
D 2526B	5	12	21	33	96	40	2.3	4	2	45	49	16	0
E 2514D	1	2	1	2	2	4	-	-	-	-	-	-	0
F 2509B	11	39	22	68	210	117	2.2	0	1	25	56	0	0
G 2508B	8	37	22	68	210	117	1.6	0	1	22	60	0	0
H 2489B	14	31	21	67	207	138	3.5	0	1	36	217	0	0
I 2486B	14	31	21	67	207	138	3.5	0	1	21	63	0	0
J 2476B	17	21	27	40	121	100	6.5	10	2	32	25	10	0
K 2470B	79	63	161	141	353	62	18.0	3	6	23	5	11	0
L 2469B	79	56	161	141	353	116	21.0	3	7	26	3	14	0
M 2466B	47	25	138	123	330	113	24.6	10	8	33	3	21	0
N 2458B	53	49	78	74	193	102	13.2	4	5	33	6	19	0
O 2453B	14	21	68	74	186	102	5.1	12	3	46	13	27	0
P 2446B	21	28	38	44	111	92	6.5	9	4	40	10	23	0
Q 2439D	13	11	25	16	121	41	9.3	26	4	42	12	23	0
R 2437D	15	15	11	51	121	41	7.5	19	4	37	12	20	0
S 2435D	34	9	12	51	121	132	63.7	17	3	34	14	16	0
T 2431D	42	45	55	49	183	132	10.6	0	2	27	35	4	0
U 2427D	2	12	14	21	70	80	0.6	0	1	52	91	18	0
V 2421D	1	2	1	2	2	4	-	-	-	-	-	-	0
W 2417D	22	27	10	26	81	76	7.4	7	2	44	47	16	0
X 2413D	11	21	11	12	28	42	3.5	7	2	47	29	22	0
LINE 10271	(FLIGHT	5)											
A 2246S	1	2	1	2	2	4	-	-	-	-	-	-	0
B 2263B	12	17	14	31	93	55	5.2	12	1	32	108	1	0
C 2275B?	5	9	3	16	68	56	2.7	20	1	19	162	0	0
D 2283B	14	17	30	46	126	45	6.2	17	1	35	127	3	0

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1247 A YUKON, CONVERT PROPERTY

		COAXIAL 1054 HZ		COPLANAR 853 HZ		COPLANAR 7322 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M		COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10271	(FLIGHT	5)												
E 2287B	15	17	30	46	126	45	7.0	16		2	35	29	12	0
F 2290D	10	24	30	41	106	118	2.7	11		1	46	88	15	0
G 2309D	7	10	23	6	49	24	4.6	14		1	49	139	10	9
H 2317D	11	7	26	18	40	30	11.3	22		3	55	14	33	17
I 2322D	14	11	27	28	84	75	10.2	23		3	45	17	24	0
J 2325B	14	13	27	28	84	75	8.6	20		2	39	34	15	0
K 2332B	13	12	20	24	64	20	8.4	13		3	41	16	19	0
L 2333B	14	12	28	24	64	20	9.3	13		3	36	17	15	0
M 2338B	1	2	1	2	2	4	-	-		-	-	-	-	0
N 2343B	7	5	31	17	45	45	10.0	40		5	36	6	21	0
O 2351B	42	76	144	149	392	196	6.1	3		5	32	5	18	0
P 2353B	45	76	144	149	392	196	6.6	3		5	28	7	14	0
Q 2364D	6	10	6	15	49	58	3.1	20		1	48	79	16	0
R 2369D	13	2	33	38	100	82	76.4	37		2	50	43	22	0
S 2375B	26	10	54	81	155	136	30.5	24		2	32	21	11	0
T 2377B	24	42	54	81	67	135	5.2	5		2	29	47	5	0
LINE 10280	(FLIGHT	2)												
A 3048S	1	2	0	2	2	4	-	-		-	-	-	-	0
B 3033S	1	2	1	2	2	4	-	-		-	-	-	-	0
C 3019H	1	2	1	2	2	4	-	-		-	-	-	-	0
D 3001B?	6	6	1	6	27	22	5.1	34		1	46	358	2	0
E 2985D	7	16	4	27	74	61	2.7	4		1	22	176	0	0
F 2976D	7	11	10	9	26	32	3.3	17		1	66	91	29	0
G 2960B	10	18	15	34	117	55	3.8	3		2	34	40	8	0
H 2955D	2	6	30	19	42	18	1.3	11		3	54	16	32	0
I 2950D	10	7	30	19	56	16	10.1	27		4	50	13	30	0
J 2943D	2	4	28	24	65	21	1.9	40		2	60	39	31	0
K 2939B	15	13	28	24	66	25	9.0	13		3	38	16	18	0
L 2929D	1	2	1	2	2	4	-	-		-	-	-	-	0
M 2926D	1	3	2	5	16	13	1.0	0		1	42	72	25	0
N 2918B	4	4	5	8	24	11	4.0	36		2	52	48	22	0
O 2911D	5	12	5	10	32	29	2.3	7		1	45	59	15	0
P 2906B	1	4	4	8	22	21	0.8	8		2	42	51	13	0
Q 2901B	13	5	39	6	20	15	23.1	28		2	48	27	23	0
R 2896D	28	28	39	64	181	107	9.7	7		2	25	47	0	0
LINE 10290	(FLIGHT	2)												
A 2744S	1	1	0	1	1	4	-	-		-	-	-	-	0
B 2754D	4	11	0	12	33	81	2.1	8		1	36	698	0	0
C 2768D	13	16	9	19	58	54	6.2	8		1	33	251	0	40

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1247 A YUKON, CONVERT PROPERTY

	COAXIAL 1054 HZ	COPLANAR 853 HZ	COPLANAR 7322 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN	COND DEPTH M	COND DEPTH SIEMEN	COND DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10290	(FLIGHT	2)											
D 2781E	6	11	14	25	4	36	3.0	7	1	61	249	12	0
E 2787B	10	11	11	16	51	36	6.1	12	2	42	44	13	0
F 2799B	9	8	16	18	46	21	7.3	19	2	57	31	29	0
G 2801B	10	9	16	18	46	21	7.7	22	2	56	32	29	5
H 2826H	4	5	9	4	12	33	0.4	0	1	35	88	17	0
I 2838B	4	10	4	25	13	35	1.8	5	3	56	16	33	0
J 2841B	4	22	45	44	7	35	1.1	0	3	48	14	27	0
K 2844B	24	4	45	44	7	68	98.8	14	3	35	15	15	0
LINE 10300	(FLIGHT	2)											
A 2655B	3	8	0	11	30	52	1.7	19	1	62	774	0	0
B 2639D	15	18	13	19	52	39	6.5	15	1	69	181	24	0
C 2618D	9	23	13	37	121	81	2.8	3	1	44	110	10	0
D 2616D	11	4	11	37	121	81	26.3	41	1	41	74	11	0
E 2608B	23	26	22	36	112	48	8.1	18	3	47	13	28	0
F 2596B	1	2	1	2	2	4	-	-	-	-	-	-	0
G 2588D	9	5	14	9	25	14	14.3	32	3	68	20	43	0
H 2557H	4	5	6	21	17	97	4.1	43	1	41	93	9	0
I 2537D	14	7	22	2	4	3	19.8	22	6	54	5	38	0
J 2532D	13	8	22	52	140	68	13.7	23	3	40	15	20	0
K 2529D	19	21	40	52	140	68	7.7	11	1	42	64	12	0
LINE 10311	(FLIGHT	6)											
A 3869S	1	5	1	5	24	68	0.4	0	1	13	337	0	0
B 3863B?	3	7	1	7	13	15	2.0	7	1	28	575	0	0
C 3851D	7	8	2	5	12	18	5.7	19	1	109	680	8	0
D 3838B	26	19	61	50	121	13	13.4	14	5	56	7	39	0
E 3835D	14	19	61	50	121	13	5.6	14	3	53	15	32	0
F 3829D	9	11	32	34	72	21	4.9	21	3	45	22	22	20
G 3825D	1	2	1	2	2	4	-	-	-	-	-	-	0
H 3822D	16	17	25	34	75	21	7.6	2	3	34	16	13	0
I 3808D	7	8	18	14	33	6	5.4	23	2	52	29	26	7
J 3797H	1	2	3	8	25	17	1.2	43	1	39	91	9	0
K 3790H	5	7	6	17	38	77	4.4	37	1	46	56	18	0
L 3768B	1	2	1	2	2	4	-	-	-	-	-	-	0
M 3763B	10	10	17	19	53	9	7.1	12	1	39	68	7	0
LINE 10321	(FLIGHT	6)											
A 935S?	5	4	3	3	35	70	7.6	44	1	27	267	0	0
B 948D	9	17	2	16	29	10	3.3	12	1	41	451	0	0
C 960D	25	19	32	32	15	25	13.4	0	2	34	33	8	0

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	COAXIAL 1054 HZ	COPLANAR 853 HZ	COPLANAR 7322 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* .SIEMEN	COND DEPTH M	COND DEPTH .SIEMEN	COND DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10321	(FLIGHT	6)											
D 968B	1	3	9	6	16	76	0.6	3	1	27	145	0	0
E 973B	2	5	6	4	5	4	1.5	22	1	31	166	0	0
F 982H	1	2	1	2	2	4	-	-	-	-	-	-	0
G 998H	2	9	2	13	16	29	1.0	11	1	44	75	14	0
H 1009H	2	8	11	13	13	41	1.5	20	1	44	63	16	19
I 1045H	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10331	(FLIGHT	5)											
A 2122D?	3	4	1	10	32	72	3.8	35	1	54	790	0	0
B 2114S	2	5	1	13	31	73	1.5	19	1	18	534	0	0
C 2103B	16	10	30	26	67	19	15.7	20	3	51	22	27	0
D 2095S	2	3	7	1	21	40	0.6	0	1	18	133	1	0
E 2079H	4	3	8	7	12	7	5.5	47	1	50	81	17	0
F 2054H	7	6	16	19	29	44	6.5	45	2	52	26	29	0
G 2046B	14	8	30	8	44	55	16.0	34	2	57	34	31	0
H 2023H	3	4	10	6	15	9	4.5	40	3	73	24	46	0
LINE 10341	(FLIGHT	5)											
A 1877B	4	14	5	6	74	135	1.7	2	1	23	287	0	0
B 1881D	11	14	12	6	73	135	5.0	7	1	48	80	14	0
C 1888B	11	12	14	17	46	56	6.9	19	1	35	153	0	0
D 1904B	10	10	14	16	38	9	7.2	21	1	50	63	19	0
E 1923B	1	2	1	2	2	4	-	-	-	-	-	-	0
F 1926B	5	9	9	6	11	6	3.1	15	3	40	19	18	0
G 1932B	12	17	25	20	96	9	5.3	5	2	32	38	7	0
H 1945B	2	2	1	3	14	16	4.5	59	1	39	586	0	0
I 1954B	16	8	3	15	42	3	17.7	18	3	61	17	37	0
J 1958B	7	1	10	8	4	9	49.0	44	4	59	11	37	0
K 1964B	10	5	5	11	22	24	17.1	36	1	65	65	31	0
LINE 10351	(FLIGHT	5)											
A 1755D	16	15	11	17	32	46	8.9	17	1	61	128	21	11
B 1744D	13	14	17	29	97	48	7.2	19	1	45	77	14	0
C 1741D	18	4	17	28	97	125	56.7	34	1	38	80	8	0
D 1721B	22	25	37	47	120	33	8.0	7	2	40	25	17	0
E 1719B	22	11	37	47	120	33	22.5	19	1	37	66	8	0
F 1709H	3	5	5	11	27	35	2.1	25	1	40	109	6	0
G 1698S	1	2	1	2	2	4	-	-	-	-	-	-	0
H 1678D	1	3	2	2	2	24	0.8	14	1	112	752	11	0
I 1666D	17	32	67	56	142	60	4.2	0	3	40	13	20	0
J 1662D	36	20	51	37	92	23	21.6	6	5	28	8	12	0

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	COAXIAL 1054 HZ	COPLANAR 853 HZ	COPLANAR 7322 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND .SIEMEN	DEPTH* M	COND .SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10351	(FLIGHT	5)											
K 1659D	6	12	51	37	92	60	2.6	9	4	35	11	17	10
L 1656B	31	5	33	33	32	60	135.6	19	2	37	38	12	0
LINE 10361	(FLIGHT	5)											
A 1515B	30	37	45	65	149	102	8.0	2	2	40	25	18	220
B 1518D	27	28	44	65	149	83	9.4	3	2	37	45	10	0
C 1527D	44	24	57	42	108	47	24.1	12	3	50	16	30	0
D 1532D	18	18	26	21	25	44	8.6	5	1	46	136	7	0
E 1548B	21	16	28	37	97	52	12.2	12	3	41	21	18	0
F 1550D	21	18	28	37	97	52	10.9	11	2	32	44	6	0
G 1557B	10	7	5	7	21	19	9.4	23	1	52	107	15	0
H 1560B	9	8	5	8	24	49	7.8	23	1	62	117	22	0
I 1563B	4	8	5	8	24	49	2.5	18	1	46	128	9	0
J 1568B	4	5	5	10	26	49	3.9	35	1	47	190	6	0
K 1582H	2	5	2	7	24	29	2.1	35	1	49	686	0	0
L 1596D	34	32	45	53	151	93	11.2	7	2	38	30	15	0
M 1607B	41	30	53	57	153	62	16.0	2	4	30	12	12	0
N 1612D	24	13	55	55	48	73	19.6	15	2	37	39	12	30
O 1615D	14	19	36	32	84	25	5.7	13	1	46	164	8	0
LINE 10371	(FLIGHT	5)											
A 1448D	37	7	42	48	127	85	100.1	17	2	43	27	19	90
B 1444D	28	24	42	48	127	85	11.6	2	2	44	32	18	0
C 1436D	1	2	1	2	2	4	-	-	-	-	-	-	0
D 1432D	24	18	19	35	91	55	12.6	8	2	36	49	9	0
E 1428D	15	22	19	32	93	81	5.4	8	1	43	79	11	0
F 1413D	18	24	33	50	94	48	6.0	6	3	45	23	22	0
G 1412B	18	16	33	50	94	48	9.3	13	2	35	31	12	0
H 1405D	2	4	2	4	19	6	1.0	0	1	32	76	15	0
I 1401D	6	5	3	11	38	32	8.2	42	1	48	104	13	0
J 1399D	1	2	1	2	2	4	-	-	-	-	-	-	0
K 1393D	5	8	2	6	31	17	3.4	26	1	60	128	21	0
L 1389D	5	12	3	18	31	28	2.4	16	1	51	100	17	0
M 1386D	11	17	11	18	51	50	4.7	15	1	33	161	0	0
N 1379D	1	2	0	2	2	4	-	-	-	-	-	-	0
O 1373D	8	14	5	7	16	23	3.7	17	1	59	676	0	4
P 1362B	33	30	64	71	173	67	11.5	6	3	34	12	16	0
Q 1357D	0	2	1	2	2	4	-	-	-	-	-	-	0
R 1353D	10	11	28	42	121	74	6.2	24	2	67	33	39	0
S 1349D	19	31	28	42	80	81	5.1	1	2	36	26	13	0
T 1346D	19	16	32	42	80	35	10.5	14	2	37	32	13	4

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ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN	M	COND DEPTH SIEMEN	M	OHM-M	DEPTH M	NT
LINE 10381	(FLIGHT	5)											
A 1203D	59	53	59	85	239	146	14.3	4	2	33	23	12	18
B 1206D	35	37	59	85	239	146	9.6	4	2	40	46	14	15
C 1215D	8	15	50	13	42	48	3.4	10	1	80	64	44	0
D 1219D	41	25	50	36	95	46	20.5	6	2	47	26	23	5
E 1222D	1	2	1	2	2	4	-	-	-	-	-	-	0
F 1233B	14	19	24	39	111	61	5.7	4	2	39	33	14	0
G 1234B	14	21	24	39	111	61	5.2	3	1	33	55	5	0
H 1243B	5	8	5	10	33	32	3.4	21	1	54	62	22	0
I 1248D	17	18	16	25	73	56	8.2	13	1	37	73	7	0
J 1253D	6	11	8	9	30	26	3.5	19	1	60	98	23	0
K 1259D	6	11	9	14	36	14	3.4	16	2	54	50	24	16
L 1261B	11	8	9	14	36	10	10.5	29	1	48	104	13	0
M 1270B	0	5	1	7	26	43	0.4	0	1	37	503	0	0
N 1277D	4	7	0	5	18	31	2.4	19	1	67	758	0	0
O 1281D	1	2	1	2	2	4	-	-	-	-	-	-	0
P 1291D	9	17	10	17	48	37	3.6	7	1	57	78	22	0
Q 1299D	20	12	27	18	44	8	16.1	19	3	57	19	34	0
R 1302B	14	12	27	18	44	8	8.6	17	2	51	31	25	0
LINE 10391	(FLIGHT	5)											
A 1140D	53	44	49	62	161	96	14.8	1	3	46	20	24	0
B 1137D	27	44	49	62	161	96	5.6	3	2	50	42	23	30
C 1127D	9	17	3	10	29	42	3.4	11	1	75	211	27	0
D 1121D	28	13	22	32	84	11	27.2	14	2	61	46	31	0
E 1117D	13	23	22	32	84	74	3.9	4	1	43	108	9	0
F 1105B	15	16	17	28	81	47	7.5	12	1	43	65	12	0
G 1093B	11	9	9	15	43	11	8.8	18	2	48	56	16	4
H 1091D	1	2	1	2	2	4	-	-	-	-	-	-	0
I 1089B	6	4	3	2	8	21	9.8	51	2	70	47	39	0
J 1086D	6	6	7	6	6	6	5.8	28	2	60	51	28	0
K 1082D	6	19	7	28	25	20	2.0	2	2	61	47	31	0
L 1079B	12	15	14	28	25	50	5.6	15	1	40	129	5	0
M 1064D	2	4	0	6	16	35	1.7	31	1	66	782	0	0
N 1051D	6	9	5	12	38	7	3.6	22	1	54	120	17	0
O 1041D	26	28	7	43	22	60	8.5	6	3	39	19	18	13
P 1035D	16	12	4	4	18	24	12.0	15	2	42	52	13	0
Q 1028B	2	7	6	11	35	35	1.6	13	1	48	223	5	0
R 1027B	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10401	(FLIGHT	6)											
A 1423D	27	22	31	35	99	59	12.3	2	2	50	31	23	0

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1247 A YUKON, CONVERT PROPERTY

	COAXIAL 1054 HZ	COPLANAR 853 HZ	COPLANAR 7322 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN	COND DEPTH M	COND DEPTH SIEMEN	COND DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10401	(FLIGHT	6)											
B 1419D	15	17	31	35	99	43	7.1	2	2	43	44	14	80
C 1412D	4	8	5	5	17	21	2.6	13	1	83	196	32	0
D 1400D	16	15	12	10	32	42	8.4	7	1	84	80	44	0
E 1386D	10	9	14	17	43	23	7.7	16	1	69	69	32	0
F 1374D	1	2	1	2	2	4	-	-	-	-	-	-	0
G 1370D	13	14	13	20	47	21	7.1	11	2	62	58	29	0
H 1363D	19	20	23	24	58	50	8.2	9	2	48	29	23	0
I 1361D	19	19	23	24	63	50	9.0	10	2	47	46	19	0
J 1357B	13	17	15	28	81	80	5.4	11	1	34	173	0	50
K 1338D	1	2	1	2	2	4	-	-	-	-	-	-	13
L 1336D	1	2	1	2	2	4	-	-	-	-	-	-	0
M 1332D	4	11	4	6	19	40	2.0	4	1	35	255	0	0
N 1326D	1	6	1	3	26	25	0.8	15	1	71	348	20	7
O 1322D	1	2	1	2	2	4	-	-	-	-	-	-	0
P 1315B	31	28	41	62	193	137	11.4	12	2	34	25	13	0
Q 1315D	31	28	41	62	193	137	11.4	14	2	38	24	17	0
R 1304D	1	2	1	2	2	4	-	-	-	-	-	-	0
S 1269D	4	4	1	3	13	12	5.3	44	1	47	365	2	0
T 1259D	1	2	1	2	2	4	-	-	-	-	-	-	0
U 1255D	1	2	0	2	2	4	-	-	-	-	-	-	8
V 1206S	1	6	1	7	18	16	0.5	0	1	35	628	0	0
LINE 10410	(FLIGHT	1)											
A 4112B	20	21	36	36	98	52	8.1	2	3	70	17	45	0
B 4114B	22	21	36	36	98	52	9.3	4	3	48	15	26	0
C 4117B	11	13	36	36	98	52	6.4	10	2	86	57	50	30
D 4125D	1	2	0	1	2	4	-	-	-	-	-	-	9
E 4137B	19	12	27	24	63	22	15.0	3	3	50	16	27	40
F 4142D	3	5	21	22	57	15	2.4	13	1	120	164	64	0
G 4148B	9	9	17	22	56	23	5.9	17	2	64	26	37	0
H 4149B	10	10	17	22	56	23	7.7	12	2	49	54	17	0
I 4155D	1	2	0	2	2	4	-	-	-	-	-	-	0
J 4164D	1	2	1	2	2	4	-	-	-	-	-	-	0
K 4169B	11	6	17	11	20	18	17.6	29	2	61	35	32	0
L 4175D	8	9	13	10	26	17	5.5	14	1	62	198	15	0
M 4189B	2	5	0	4	47	36	1.6	20	1	93	781	0	0
N 4196B	1	9	5	20	54	41	0.6	0	1	32	393	0	0
O 4216B	8	14	24	12	37	67	3.7	0	2	62	41	29	0
P 4222B	18	22	24	38	108	72	6.5	1	1	37	74	6	0
Q 4241B?	2	6	0	2	14	11	1.2	3	1	55	529	0	0
R 4251D	5	10	6	11	37	16	2.5	14	1	44	202	4	0

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1247 A YUKON, CONVERT PROPERTY

	COAXIAL 1054 HZ	COPLANAR 853 HZ	COPLANAR 7322 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN	COND DEPTH M	COND DEPTH SIEMEN	COND DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10410	(FLIGHT	1)											
S 4254D	2	4	4	10	32	15	1.6	28	1	47	482	0	120
T 4296S	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10420	(FLIGHT	1)											
A 4056B	15	11	19	5	11	21	11.1	20	3	77	20	51	0
B 4050B	19	7	16	22	49	55	30.4	30	2	67	35	39	14
C 4047B	9	11	16	22	49	55	5.3	20	2	83	52	49	0
D 4035D	1	2	0	1	2	4	-	-	-	-	-	-	0
E 4023D	9	5	6	5	12	8	13.5	15	1	106	110	57	0
F 4013D	5	8	3	4	13	17	2.8	14	1	107	144	56	0
G 4000B	12	20	20	32	85	60	4.4	11	2	47	47	19	0
H 3984B	1	2	1	2	2	4	-	-	-	-	-	-	0
I 3980D	1	2	1	2	2	4	-	-	-	-	-	-	0
J 3975B	7	4	10	8	22	1	11.9	31	2	64	39	33	0
K 3966D	8	12	8	12	29	25	4.3	19	1	67	242	20	0
L 3954D	0	3	0	3	5	10	0.4	0	1	89	606	6	0
M 3950D	1	2	0	2	2	4	-	-	-	-	-	-	0
N 3938B?	1	7	2	14	34	33	0.5	0	1	44	245	3	0
O 3901B	8	10	18	24	21	13	5.1	6	2	87	63	49	0
P 3894B	11	20	22	32	67	36	4.0	3	1	36	56	8	0
Q 3871B?	1	2	0	1	2	4	-	-	-	-	-	-	0
R 3866B?	1	2	1	1	2	4	-	-	-	-	-	-	0
S 3856B	4	11	4	15	34	72	1.9	14	1	41	205	4	0
T 3852B	3	4	3	11	9	66	3.2	26	1	32	311	0	0
U 3827H	5	4	1	3	2	18	7.4	43	1	53	652	0	0
V 3783S	4	4	0	1	2	7	4.8	40	1	50	757	0	0
LINE 10430	(FLIGHT	1)											
A 3546B	14	12	14	17	48	30	8.6	15	2	68	46	36	0
B 3565D	7	8	7	7	17	8	5.5	4	1	96	147	44	50
C 3572D	4	5	4	6	16	16	3.8	17	1	93	497	5	0
D 3580D	8	7	9	8	26	10	8.1	3	1	50	121	8	0
E 3588D	2	5	1	6	27	45	1.2	20	1	55	320	9	0
F 3595D	10	7	12	8	28	11	9.1	29	2	75	48	42	0
G 3599B	10	7	1	9	1	1	11.3	20	2	61	48	29	0
H 3604D	11	12	13	16	46	30	6.3	15	1	58	117	19	0
I 3621B?	1	1	1	2	2	4	-	-	-	-	-	-	0
J 3625D	1	2	1	5	17	15	1.4	31	1	66	467	0	0
K 3630D	5	4	3	2	4	13	7.6	31	1	111	172	57	0
L 3635D	1	2	1	2	2	4	-	-	-	-	-	-	0
M 3639D	3	6	10	5	20	16	1.8	0	1	87	95	43	0

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ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN	COND DEPTH M	COND DEPTH* SIEMEN	COND DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10430	(FLIGHT	1)											
N 3644B	11	16	18	24	68	43	4.7	2	2	59	37	29	0
O 3646B	11	14	18	24	68	33	5.2	2	2	41	38	13	0
P 3677H	3	2	2	3	15	5	1.0	0	1	32	140	11	0
Q 3687H	2	3	1	4	12	20	0.5	0	1	31	250	8	0
R 3706H	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10440	(FLIGHT	1)											
A 3478D	15	10	14	15	24	22	12.8	18	1	68	69	32	0
B 3474D	7	8	14	15	24	11	5.5	28	2	91	44	58	13
C 3468D	1	2	1	2	2	4	-	-	-	-	-	-	0
D 3436D	9	10	3	4	12	17	6.3	14	1	98	705	1	0
E 3430D	6	9	3	7	17	22	4.1	12	1	87	614	0	9
F 3414D	10	14	15	20	64	47	5.1	8	1	44	103	8	0
G 3406D	1	2	0	2	2	4	-	-	-	-	-	-	0
H 3386D	5	19	10	5	75	57	1.7	0	2	47	50	18	0
I 3381D	7	20	10	5	75	59	2.2	0	1	37	102	4	0
J 3373D	3	9	1	6	13	31	1.6	10	1	63	419	7	7
K 3353B	4	7	2	13	34	52	2.7	23	1	56	226	12	0
L 3348B	2	7	3	13	34	52	1.5	12	1	64	175	19	7
M 3337B	33	26	8	37	45	58	13.9	7	3	51	14	30	0
N 3336B	31	26	8	37	45	58	12.8	8	3	46	21	24	11
O 3332D	17	22	30	36	59	60	6.0	14	2	63	52	33	0
P 3310D	17	19	25	41	119	86	7.0	12	2	41	36	16	0
Q 3306D	16	15	19	11	117	85	8.2	12	1	59	107	20	0
R 3288S	1	2	1	2	2	4	-	-	-	-	-	-	0
S 3275D	5	8	2	6	19	23	2.7	18	1	36	449	0	0
T 3269B?	1	2	0	0	2	4	-	-	-	-	-	-	610
U 3250H	5	3	0	1	4	7	10.9	57	1	43	685	0	0
V 3239H	5	4	0	2	4	28	6.5	48	1	48	730	0	0
W 3216H	1	2	0	2	2	4	-	-	-	-	-	-	4
LINE 10450	(FLIGHT	1)											
A 949D	8	10	7	14	29	38	5.5	5	1	70	87	30	0
B 952D	8	10	7	14	29	38	5.2	19	1	92	111	48	0
C 972D	5	5	4	3	13	6	5.6	10	1	125	161	67	0
D 976D	1	2	1	2	2	4	-	-	-	-	-	-	0
E 987D	9	10	11	14	37	34	5.8	12	1	56	71	21	0
F 990B	1	2	1	2	2	4	-	-	-	-	-	-	0
G 995D	3	5	0	6	27	26	2.7	22	1	80	571	0	0
H 1007B	12	21	9	9	26	94	4.0	0	2	51	44	21	0
I 1009B	2	21	9	9	26	94	0.6	0	2	50	38	23	0

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ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN	COND DEPTH M	COND DEPTH SIEMEN	COND DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10450	(FLIGHT	1)											
J 1011B	12	22	9	9	26	94	3.7	13	2	47	46	20	60
K 1019D	3	4	2	7	23	9	3.4	35	1	62	239	14	0
L 1034D	1	2	1	2	2	4	-	-	-	-	-	-	0
M 1043D	9	13	11	19	52	58	4.7	19	1	61	147	21	0
N 1062B	17	23	21	38	103	98	5.9	14	2	46	42	20	0
O 1064D	17	23	21	38	103	98	6.1	13	1	44	93	12	0
P 1070D	1	2	1	2	2	4	-	-	-	-	-	-	0
Q 1083B	6	10	3	11	21	32	3.1	16	1	27	531	0	0
R 1089B	1	2	1	2	2	4	-	-	-	-	-	-	0
S 1093D	3	4	1	4	5	4	3.1	40	1	55	632	0	0
T 1098B	1	2	1	2	2	4	-	-	-	-	-	-	0
U 1115S	1	3	1	4	12	24	0.5	0	1	29	382	4	0
LINE 10460	(FLIGHT	1)											
A 1381D	4	9	5	4	23	19	2.1	6	1	42	193	1	0
B 1377D	4	13	4	16	52	36	1.8	10	1	45	255	5	0
C 1375D	5	13	3	16	52	36	2.1	10	1	36	682	0	0
D 1358B	14	18	15	24	31	38	6.0	4	1	40	59	10	0
E 1355B	8	18	12	24	31	38	2.9	0	2	50	49	19	0
F 1350B	12	8	12	20	59	39	11.3	22	1	38	105	4	0
G 1328B	1	2	1	2	2	4	-	-	-	-	-	-	0
H 1323B	5	10	6	11	54	63	2.5	19	1	39	120	6	0
I 1307D	6	10	2	4	11	13	3.5	23	1	62	722	0	0
J 1300B?	2	1	1	0	15	8	9.8	84	1	68	444	8	0
K 1287B	4	5	15	21	50	4	3.8	41	2	50	49	21	0
L 1285B	6	7	15	12	19	16	4.8	29	1	45	65	15	0
M 1280D	8	11	4	19	19	16	4.6	16	1	38	188	0	0
N 1261B?	1	2	1	2	2	4	-	-	-	-	-	-	0
O 1256D	5	7	4	7	27	9	4.0	30	1	41	681	0	0
P 1249D	1	2	1	2	2	4	-	-	-	-	-	-	0
Q 1234S	1	2	0	2	2	4	-	-	-	-	-	-	0
R 1208S	1	0	0	1	2	4	-	-	-	-	-	-	0
LINE 10471	(FLIGHT	6)											
A 1995D	1	4	2	7	27	16	1.1	11	1	26	486	0	0
B 1991D	3	7	0	8	24	9	2.0	13	1	35	721	0	20
C 1975B	4	10	1	3	15	26	1.9	13	1	62	66	29	0
D 1971B	1	2	1	2	2	4	-	-	-	-	-	-	0
E 1966B	1	2	1	2	2	4	-	-	-	-	-	-	0
F 1958B	5	14	9	10	34	29	1.8	0	1	24	128	0	0
G 1935B?	0	4	2	7	15	30	0.4	0	1	31	365	0	0

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	COAXIAL 1054 HZ	COPLANAR 853 HZ	COPLANAR 7322 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10471	(FLIGHT	6)											
H 1916D	17	38	23	17	98	65	3.6	0	1	37	58	8	8
I 1913D	32	38	23	17	31	84	8.5	2	1	32	92	1	0
J 1909D	8	11	12	29	6	4	4.2	11	1	43	346	0	0
K 1887D	7	17	4	7	27	34	2.6	3	1	39	711	0	0
L 1880B	4	7	2	1	3	17	2.5	24	1	49	586	0	0
M 1872S	1	2	0	2	2	4	-	-	-	-	-	-	0
N 1852S	0	2	0	2	2	4	-	-	-	-	-	-	0
O 1805S	1	1	0	1	2	4	-	-	-	-	-	-	5
LINE 10481	(FLIGHT	6)											
A 2056D	1	2	1	2	2	4	-	-	-	-	-	-	0
B 2069B	7	26	12	52	159	160	1.9	0	1	22	92	0	4
C 2078B	4	17	5	28	79	34	1.3	0	1	28	113	0	0
D 2082D	6	15	5	28	79	34	2.3	8	1	35	150	1	0
E 2095D	12	9	15	25	37	52	9.8	10	1	41	61	9	0
F 2099D	8	7	11	12	37	52	7.1	38	1	43	198	6	40
G 2100D	6	7	8	3	37	52	4.6	29	1	40	295	0	0
H 2120D	1	2	0	2	2	4	-	-	-	-	-	-	11
I 2125D	1	4	1	7	20	28	0.7	8	1	55	764	0	0
J 2141D	1	2	1	2	2	4	-	-	-	-	-	-	0
K 2154D	7	12	5	17	36	24	3.4	10	1	58	99	20	0
L 2159D	9	15	7	17	28	36	3.8	17	1	62	150	22	7
M 2167D	4	7	2	6	13	17	2.8	29	1	100	335	37	0
N 2179D	1	2	1	2	2	4	-	-	-	-	-	-	0
O 2189D	7	15	7	16	10	45	2.9	9	1	50	156	11	0
P 2194D	7	11	4	10	26	16	3.9	10	1	13	425	0	0
Q 2196D	7	10	4	10	26	16	4.3	13	1	41	251	0	0
R 2201D	1	2	1	2	1	4	-	-	-	-	-	-	30
LINE 10491	(FLIGHT	6)											
A 2570D	6	10	5	17	25	28	3.2	13	1	60	112	20	0
B 2566D	3	9	4	17	25	46	1.4	9	1	49	125	12	0
C 2563D	1	2	1	2	2	4	-	-	-	-	-	-	0
D 2550B	6	13	10	25	75	64	2.4	7	1	46	94	12	16
E 2548D	6	15	10	25	75	64	2.2	4	1	39	224	0	0
F 2522B?	0	2	0	2	2	4	-	-	-	-	-	-	0
G 2508D	2	5	5	8	19	10	1.3	17	1	79	121	37	0
H 2503D	5	5	3	9	26	29	4.7	28	1	82	224	30	0
I 2498D	0	2	1	2	2	4	-	-	-	-	-	-	0
J 2486D	1	2	1	2	2	4	-	-	-	-	-	-	0
K 2476B	9	12	6	3	8	10	4.8	17	1	50	198	9	0

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1247 A YUKON, CONVERT PROPERTY

	COAXIAL 1054 HZ		COPLANAR 853 HZ		COPLANAR 7322 HZ		VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR			
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND .SIEMEN	DEPTH* M	COND .SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10491	(FLIGHT	6)											
L 2471B	7	25	6	27	75	131	1.9	3	1	28	237	0	0
M 2464D	1	2	1	2	2	4	-	-	-	-	-	-	20
LINE 10501	(FLIGHT	6)											
A 2685D	3	8	5	12	17	5	1.7	6	1	82	164	34	0
B 2696D	4	6	8	12	31	26	3.5	27	1	58	475	0	0
C 2704D	1	10	2	14	55	69	0.4	0	1	54	229	8	0
D 2717B	10	13	7	20	47	35	5.2	3	1	26	261	0	0
E 2742B?	2	2	0	0	9	24	2.4	34	1	152	980	0	0
F 2757D	5	14	5	13	39	30	2.0	13	1	53	241	12	0
G 2761D	7	16	5	9	48	16	2.7	8	1	46	346	2	0
H 2765D	0	2	1	2	2	4	-	-	-	-	-	-	0
I 2773B?	1	2	1	2	2	4	-	-	-	-	-	-	0
J 2777D	2	5	3	6	19	38	1.5	25	1	60	282	13	0
K 2781D	0	2	1	2	2	4	-	-	-	-	-	-	0
L 2786D	10	24	6	25	83	91	2.9	4	1	27	178	0	0
M 2790D	1	2	1	2	2	4	-	-	-	-	-	-	0
N 2793D	13	32	12	43	129	140	3.2	3	1	25	164	0	0
O 2809B?	0	2	1	0	2	4	-	-	-	-	-	-	0
LINE 10510	(FLIGHT	1)											
A 2904D	6	7	1	4	14	14	4.6	17	1	86	790	0	0
B 2908D	1	2	2	1	7	17	1.5	47	1	102	540	17	0
C 2918D	1	6	2	6	19	14	1.0	14	1	49	379	3	4
D 2925D	10	16	10	29	88	12	4.3	4	1	48	159	8	0
E 2929D	12	20	10	29	88	69	4.1	1	1	32	188	0	0
F 2946S?	1	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10520	(FLIGHT	3)											
A 3528D	0	6	1	7	19	26	0.4	0	1	95	752	2	0
B 3537D	0	2	1	2	2	4	-	-	-	-	-	-	0
C 3543D	1	2	1	2	2	4	-	-	-	-	-	-	50
D 3553D	5	10	3	9	27	11	2.7	0	1	96	221	39	0
E 3557D	0	10	2	9	27	33	0.4	0	1	58	450	2	0
F 3572B?	0	1	0	2	10	12	0.5	0	1	151	980	0	0
LINE 10531	(FLIGHT	6)											
A 3073D	1	5	0	3	11	24	0.4	0	1	41	639	9	0
B 3060D	4	10	1	8	28	33	2.0	16	1	77	695	1	0
C 3054D	1	2	1	1	2	4	-	-	-	-	-	-	0
D 3044D	6	9	3	6	19	38	3.9	23	1	62	353	12	0

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1247 A YUKON, CONVERT PROPERTY

	COAXIAL 1054 HZ	COPLANAR 853 HZ	COPLANAR 7322 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN	COND DEPTH M	COND DEPTH SIEMEN	COND DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10531	(FLIGHT	6)											
E 3031D	1	2	1	2	2	4	-	-	-	-	-	-	0
F 3022D	1	2	0	2	2	4	-	-	-	-	-	-	70
LINE 10540	(FLIGHT	3)											
A 3895D	0	6	1	5	11	33	0.4	0	1	121	635	23	0
B 3902D	0	2	1	1	2	4	-	-	-	-	-	-	0
C 3908D	3	6	1	3	7	8	2.3	24	1	120	643	18	0
D 3913D	0	1	1	1	2	4	-	-	-	-	-	-	0
E 3917D	0	2	1	2	2	3	-	-	-	-	-	-	20
F 3924B?	0	2	1	2	2	4	-	-	-	-	-	-	0
G 3963S	2	3	0	2	2	17	2.3	45	1	198	980	0	0
LINE 10550	(FLIGHT	3)											
A 4327D	0	2	0	2	2	4	-	-	-	-	-	-	0
B 4289D?	2	5	0	0	2	5	1.8	33	1	145	980	0	0
C 4275B?	1	2	0	2	2	4	-	-	-	-	-	-	0
D 4262D	5	7	3	5	11	16	4.3	43	1	122	980	0	30
E 4248D	1	2	1	1	2	4	-	-	-	-	-	-	0
F 4237D	4	8	0	1	6	6	2.4	17	1	111	980	0	50
G 4187B?	2	5	0	2	3	10	1.3	23	1	192	980	0	0
H 4176S?	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10560	(FLIGHT	3)											
A 4409D	2	4	1	3	5	8	2.3	5	1	129	829	0	100
B 4434S	0	4	0	3	4	20	0.4	0	1	146	980	0	0
C 4456S	0	2	0	1	2	3	-	-	-	-	-	-	0
LINE 10570	(FLIGHT	4)											
A 340S?	0	2	1	2	2	4	-	-	-	-	-	-	420
B 360D	1	3	1	3	8	13	0.7	12	1	192	337	87	12
C 372S?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 387D?	1	3	0	2	5	12	0.7	0	1	178	980	0	0
LINE 10580	(FLIGHT	6)											
A 3236B?	0	2	0	2	2	4	-	-	-	-	-	-	0
B 3251B	1	2	1	2	2	4	-	-	-	-	-	-	0
C 3257D	1	2	1	2	2	4	-	-	-	-	-	-	0
D 3271B?	0	1	0	2	2	4	-	-	-	-	-	-	10
E 3276B?	0	2	0	0	2	4	-	-	-	-	-	-	0
LINE 10590	(FLIGHT	7)											
A 1152D	1	6	2	5	13	11	0.8	0	1	140	130	84	0

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1247 A YUKON, CONVERT PROPERTY

	COAXIAL 1054 HZ	COPLANAR 853 HZ	COPLANAR 7322 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN M	COND DEPTH SIEMEN M	RESIS OHM-M	DEPTH M	NT		
LINE 10590	(FLIGHT	7)											
B 1161D	4	8	3	8	23	16	2.5	3	1	71	168	23	40
C 1168D	0	2	1	2	2	4	-	-	-	-	-	-	19
LINE 10600	(FLIGHT	7)											
A 1486D	1	2	1	2	2	4	-	-	-	-	-	-	0
B 1481B?	1	2	1	2	2	4	-	-	-	-	-	-	0
C 1480B?	2	8	3	16	44	43	0.9	3	1	79	131	35	0
D 1477D	11	19	4	16	44	43	3.7	6	1	69	207	23	80
E 1466D	11	16	7	21	56	45	4.7	19	1	49	128	13	50
F 1462D	1	2	1	2	2	4	-	-	-	-	-	-	0
G 1458D	6	10	7	15	17	34	3.5	12	1	89	194	37	0
LINE 10601	(FLIGHT	7)											
A 1624B?	0	2	1	0	1	4	-	-	-	-	-	-	0
LINE 10610	(FLIGHT	7)											
A 1787D	0	2	0	1	1	3	-	-	-	-	-	-	0
B 1807D	4	11	3	10	27	25	2.1	0	1	53	161	8	0
C 1811D	1	6	5	5	15	15	0.8	0	1	50	333	0	0
D 1890S	0	2	0	2	2	4	-	-	-	-	-	-	14
LINE 10620	(FLIGHT	7)											
A 2497D	2	7	1	8	29	37	0.8	0	1	141	555	33	30
B 2516D	1	2	0	1	2	4	-	-	-	-	-	-	0
C 2543B?	0	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10630	(FLIGHT	7)											
A 2680D	4	5	0	0	0	6	3.9	43	1	207	980	0	0
LINE 10631	(FLIGHT	7)											
A 2878S	1	0	0	0	0	0	-	-	-	-	-	-	9
LINE 10640	(FLIGHT	7)											
A 2998S	1	1	0	1	0	4	-	-	-	-	-	-	0
LINE 19010	(FLIGHT	6)											
A 4250B	7	13	10	23	56	60	3.1	15	1	39	129	5	0
B 4240B	1	2	1	2	2	4	-	-	-	-	-	-	0
C 4234B	1	2	1	2	2	4	-	-	-	-	-	-	0
D 4225B	7	5	15	8	19	13	10.1	32	1	56	61	23	0
E 4212B	13	23	17	46	124	40	3.9	0	2	28	43	3	0

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	COAXIAL 1054 HZ	COPLANAR 853 HZ	COPLANAR 7322 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 19010	(FLIGHT	6)											
F 4198D	8	11	12	15	46	42	4.9	13	1	28	151	0	0
G 4192D	2	8	1	12	28	72	1.4	11	1	36	387	0	0
H 4158S	1	12	6	21	69	112	0.4	0	1	36	131	1	0
I 4145B	0	2	1	2	2	4	-	-	-	-	-	-	8
J 4129B	0	3	4	5	11	12	0.4	0	1	103	452	21	0
LINE 19020	(FLIGHT	6)											
A 4999B	4	14	20	55	170	117	1.7	6	1	23	66	0	0
B 5001B	7	10	20	55	170	104	3.8	20	1	25	51	0	0
C 5009B	7	6	30	22	36	22	6.5	36	3	46	20	24	0
D 5017B	3	11	6	30	104	119	1.2	10	2	52	40	25	14
E 5028B	5	4	20	16	35	12	7.4	47	4	58	12	38	0
F 5034D	2	3	30	39	92	9	1.6	28	3	59	22	34	0
G 5039B	13	20	30	48	125	76	5.0	10	3	39	20	17	0
H 5051B	4	7	12	19	43	39	2.7	28	2	54	25	29	0
I 5056D	9	9	21	25	46	43	6.9	29	2	53	34	27	0
J 5058D	9	9	21	25	46	43	6.8	29	3	45	20	24	0
K 5068D	7	9	9	4	45	43	4.4	13	3	71	22	44	0
L 5081B	1	2	1	2	2	4	-	-	-	-	-	-	0
M 5091B	2	5	4	5	16	13	1.8	0	2	71	29	40	0
N 5113B	16	12	38	2	3	26	11.2	11	4	54	9	35	0
O 5117B	3	7	38	22	55	25	2.0	18	4	47	8	29	0
P 5135D	10	11	32	28	77	48	6.3	21	3	43	13	23	0
Q 5137D	10	12	32	28	77	48	5.2	14	4	46	11	27	0
R 5138D	10	12	32	9	28	23	5.2	16	3	48	13	27	0
S 5145B	4	6	18	23	54	10	3.1	10	1	41	140	0	0
T 5153B	5	6	14	7	30	22	4.5	19	2	59	52	27	11
U 5156D	9	8	14	12	32	22	7.8	17	2	58	32	30	0
V 5159D	4	4	14	12	32	22	4.9	26	2	52	29	24	0
W 5166B	2	4	17	24	71	68	1.6	10	1	50	111	9	0
X 5171B	9	15	12	27	78	73	4.0	7	2	42	32	16	0
Y 5178B	15	12	31	42	97	40	10.5	20	3	39	14	19	0
Z 5185B	1	2	1	2	2	4	-	-	-	-	-	-	0
AA 5211D	14	13	36	56	82	54	8.2	20	3	35	17	15	0
AB 5213D	14	15	31	29	82	54	6.8	14	3	33	18	13	0
AC 5219B	3	3	1	9	28	31	4.2	43	2	34	34	9	0
AD 5230D	5	10	20	43	106	66	2.6	2	2	43	26	18	0
AE 5235D	19	23	20	43	106	66	7.2	6	2	37	28	14	0
AF 5243B	7	8	17	18	48	35	5.5	18	1	88	576	3	0
AG 5266B?	2	9	1	8	11	48	0.8	0	1	35	540	0	0
AH 5273B?	2	7	0	6	17	31	1.3	3	1	44	769	0	0

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1247 A YUKON, CONVERT PROPERTY

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ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN	COND DEPTH M	COND DEPTH SIEMEN	COND DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 19021	(FLIGHT	6)											
A 5977H	1	2	1	2	2	4	-	-	-	-	-	-	0
B 5947H	1	2	1	1	2	4	-	-	-	-	-	-	30
C 5907S	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 19030	(FLIGHT	6)											
A 3622H	2	5	0	8	21	33	1.6	19	1	36	723	0	0

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1247 B YUKON, SIMPSON PROPERTY

	COAXIAL 1054 HZ	COPLANAR 853 HZ	COPLANAR 7322 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 20010	(FLIGHT	8)											
A 3126S	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20040	(FLIGHT	8)											
A 3781S	0	7	1	8	15	69	0.4	0	1	40	569	0	0
B 3798S	0	5	0	6	12	55	0.4	0	1	53	622	0	0
LINE 20051	(FLIGHT	10)											
A 2300S	0	2	0	2	2	4	-	-	-	-	-	-	0
B 2281S	0	3	0	4	4	32	0.4	0	1	97	961	0	0
C 2265S	0	2	0	2	2	4	-	-	-	-	-	-	0
D 2249S?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20060	(FLIGHT	8)											
A 4120S	1	2	0	1	2	4	-	-	-	-	-	-	0
B 4189S?	1	2	0	2	2	4	-	-	-	-	-	-	0
LINE 20070	(FLIGHT	8)											
A 4441B?	1	3	0	1	2	5	0.8	16	1	204	980	0	0
B 4330S	0	0	1	1	2	4	-	-	-	-	-	-	0
C 4305S	0	5	0	6	10	50	0.4	0	1	53	772	0	0
D 4271S	2	10	2	14	50	83	0.7	0	1	16	445	0	0
LINE 20080	(FLIGHT	8)											
A 4562S	1	2	1	2	2	4	-	-	-	-	-	-	0
B 4636S?	1	2	0	2	2	4	-	-	-	-	-	-	0
LINE 20090	(FLIGHT	8)											
A 4900S	0	1	0	0	1	4	-	-	-	-	-	-	0
LINE 20100	(FLIGHT	8)											
A 5320S	0	2	1	1	2	4	-	-	-	-	-	-	0
B 5366S	1	1	1	1	2	4	-	-	-	-	-	-	0
C 5428S	1	1	0	2	3	9	3.2	83	1	128	980	0	0
D 5489S	0	2	0	2	2	4	-	-	-	-	-	-	0
E 5514S	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 20110	(FLIGHT	8)											
A 5780S	0	2	0	1	2	4	-	-	-	-	-	-	0
B 5718S	0	2	1	2	2	4	-	-	-	-	-	-	0
C 5610S	0	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20120	(FLIGHT	9)											
A 813S	0	2	0	2	2	4	-	-	-	-	-	-	0

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1247 B YUKON, SIMPSON PROPERTY

	COAXIAL 1054 HZ	COPLANAR 853 HZ	COPLANAR 7322 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN	COND DEPTH M	COND DEPTH* SIEMEN	COND DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 20120	(FLIGHT	9)											
B 682S	1	2	0	2	2	4	-	-	-	-	-	-	4
LINE 20130	(FLIGHT	9)											
A 1110S	1	2	1	2	2	4	-	-	-	-	-	-	0
B 1242S	0	4	0	5	15	42	0.4	0	1	61	829	0	0
LINE 20140	(FLIGHT	9)											
A 1346S	0	1	1	2	2	4	-	-	-	-	-	-	4
B 1318S	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 20141	(FLIGHT	9)											
A 1586B?	4	4	0	0	1	7	5.0	37	1	197	980	0	0
B 1560B?	1	2	0	1	2	4	-	-	-	-	-	-	0
C 1500S	1	2	0	2	1	4	-	-	-	-	-	-	0
LINE 20150	(FLIGHT	9)											
A 1809B?	1	2	1	1	0	0	-	-	-	-	-	-	0
B 1830B?	5	4	0	0	1	12	6.9	36	1	193	980	0	0
C 1866S?	1	2	0	0	2	4	-	-	-	-	-	-	0
D 1900B?	1	0	0	1	2	4	-	-	-	-	-	-	0
E 1916S	1	1	0	1	2	4	-	-	-	-	-	-	0
F 2001S	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 20151	(FLIGHT	10)											
A 2568B?	1	2	0	1	2	4	-	-	-	-	-	-	50
B 2580B?	4	4	0	0	1	4	5.8	34	1	190	980	0	0
C 2644S	2	4	0	7	7	35	2.1	38	1	57	756	0	0
D 2666S	0	4	1	6	16	44	0.4	0	1	57	790	0	0
LINE 20165	(FLIGHT	10)											
A 2743S	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 20166	(FLIGHT	10)											
A 3039S?	0	2	0	1	2	4	-	-	-	-	-	-	70
LINE 20170	(FLIGHT	10)											
A 3454S?	0	2	0	2	2	4	-	-	-	-	-	-	0
B 3478B?	1	2	0	0	1	3	-	-	-	-	-	-	0
C 3559S?	1	2	0	2	2	4	-	-	-	-	-	-	0
LINE 20180	(FLIGHT	10)											
A 4028S	0	1	0	1	4	8	0.6	4	1	175	642	45	0

* ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART
 OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT
 LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS.

1247 B YUKON, SIMPSON PROPERTY

	COAXIAL 1054 HZ	COPLANAR 853 HZ	COPLANAR 7322 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR
ANOMALY/ REAL QUAD REAL QUAD REAL QUAD . COND DEPTH* . COND DEPTH RESIS DEPTH FID/INTERP PPM PPM PPM PPM PPM PPM . SIEMEN M . SIEMEN M OHM-M M NT							
LINE 20180 (FLIGHT 10)							
B 3980S	0	1	0	0	2	1	0
C 3946B?	2	3	0	2	6	15	0
D 3942B?	1	2	1	2	2	4	0
E 3676S	1	1	0	1	2	4	7
LINE 20190 (FLIGHT 10)							
A 4144B?	1	2	0	1	2	4	0
B 4152B?	1	2	0	0	1	2	0
C 4249B?	1	2	1	2	2	4	0
D 4308S	0	2	1	2	2	4	0
E 4425S?	2	7	0	8	19	64	0
LINE 20200 (FLIGHT 10)							
A 4886S	1	2	0	2	2	4	0
B 4812B?	0	2	0	1	2	4	0
C 4504S	0	4	1	5	15	37	0
LINE 20201 (FLIGHT 10)							
A 5007S	0	2	0	2	2	4	0
LINE 20210 (FLIGHT 10)							
A 5160S	0	2	0	2	2	4	0
B 5273S?	0	2	0	2	2	4	0
C 5288B?	2	4	0	1	2	7	5
D 5450S	1	1	0	1	2	4	0
LINE 20220 (FLIGHT 10)							
A 5924B?	0	2	0	2	2	4	0
B 5530S	0	4	1	6	11	48	0
LINE 20230 (FLIGHT 10)							
A 6202B?	1	2	1	2	2	4	0
B 6236B?	0	2	0	2	2	4	0
C 6417S	1	2	1	2	2	4	0
LINE 20240 (FLIGHT 11)							
A 1082S	0	8	1	12	32	88	0
B 1055S	2	2	3	5	14	20	0
LINE 20242 (FLIGHT 11)							
A 1573B?	0	2	0	1	5	4	0

* ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART
 . OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT
 . LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS.

1247 B YUKON, SIMPSON PROPERTY

	COAXIAL 1054 HZ	COPLANAR 853 HZ	COPLANAR 7322 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR				
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN M	COND DEPTH SIEMEN M	RESIS OHM-M	DEPTH M	NT
LINE 20242	(FLIGHT	11)									
B 1557B?	0	1	0	1	2	3	-	-	-	-	0
C 1481B?	0	2	1	2	2	4	-	-	-	-	0
D 1451B?	0	2	0	1	5	4	0.4	0	1	196	4
E 1433S?	0	2	0	0	1	4	-	-	-	-	0
LINE 20250	(FLIGHT	11)									
A 1739S?	0	2	0	2	2	4	-	-	-	-	0
B 1763S	1	1	0	2	2	4	-	-	-	-	0
LINE 20251	(FLIGHT	11)									
A 3338S?	0	11	0	15	41	120	0.4	0	1	20	0
B 3317S	0	5	0	6	23	48	0.4	0	1	44	0
LINE 20260	(FLIGHT	11)									
A 2162B?	0	2	0	2	2	4	-	-	-	-	0
B 2144S	0	7	1	9	26	75	0.4	0	1	33	0
C 2126S	0	5	2	8	10	42	0.4	0	1	37	0
D 2115S	7	11	5	18	55	72	4.0	19	1	36	0
LINE 20261	(FLIGHT	11)									
A 2500S?	0	2	0	2	2	4	-	-	-	-	0
B 2384B?	0	2	0	1	1	4	-	-	-	-	0
LINE 20270	(FLIGHT	11)									
A 2769B?	4	2	0	0	1	3	12.3	53	1	191	0
B 2798S	0	2	0	2	2	13	0.4	0	1	191	0
C 2893S	1	2	1	2	2	4	-	-	-	-	16
D 2900S	0	2	0	2	2	4	-	-	-	-	0
E 2919S	1	2	1	2	2	4	-	-	-	-	0
LINE 29010	(FLIGHT	11)									
A 3899S	1	2	1	2	2	4	-	-	-	-	0
B 3866S	0	1	0	2	2	1	-	-	-	-	0
C 3748B?	1	2	0	1	1	4	-	-	-	-	0
LINE 29020	(FLIGHT	11)									
A 4070S	0	1	1	2	2	4	-	-	-	-	0
B 4104S	0	2	0	2	2	4	-	-	-	-	0
C 4170H	2	7	3	12	32	32	1.1	8	1	35	0

* ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART
OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT
LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS.

ARCHER, CATHRO
A ASSOCIATES (1981) LIMITED
CONSULTING GEOLOGICAL ENGINEERS

Box 4127, 2054 SECOND AVENUE, WHITEHORSE, Y.T. Y1A 3S9 TEL (403) 667 - 4415



AFFIDAVIT

0935

I, Joan Mariacher, of WHITEHORSE, YUKON make oath and say:

That to the best of my knowledge the attached Statement of
Expenditures for exploration work on the D2 1-108
mineral claims on Claim Sheet 105 A/B is accurate.


Joan Mariacher

Sworn before me at WHITEHORSE, YUKON
this 2ND day of
JULY, 1996


Notary, Yukon Territory

**Statement of Expenditures
D2 1-108 Claims
July 1, 1996**



Labour

R. Carne, geologist - 20 hrs August, 1995; 40 hours January, February, 1996 - total 60 hrs @ \$50/hr	\$3,210.00	
D. Eaton, geologist - 8 hrs August, 1995; 26 hrs January, February, 1996 - total 34 hrs @ \$50/hr	1,819.00	
T. Becker, geologist - 8 hrs January, February, 1996 @ \$40/hr	342.40	
F. Gish, geologist - 9 hrs August, 1995 @ \$40/hr	385.20	
Bill Wengzynowski, geologist - 52 hrs August, September, 1995; 16 hrs January, February, 1996 - total 68 hrs @ \$40/hr	2,910.40	
Brad Wengzynowski, field assistant - 6 days September, 1995 @ \$165/day	1,059.30	
A. Gelling, drafting - 8 hrs August, 1995 @ \$33.75/hr; 8 hrs January, February, 1996 @ \$34.20/hr	581.65	
J. Mariacher, expediting - 5 hrs August, 1995 @ \$42.50/hr	<u>227.38</u>	\$10,535.33

Expenses

Field room and board, 15½ mandays @ \$60/day	\$ 995.10	
Dighem - airborne survey	11,972.43	
Trans North - 13.3 hrs Bell 206B @ \$615/hr, plus fuel	9,716.91	
Frontier Helicopter - 4.3 hrs Bell 206B @ \$615/hr, plus fuel	3,174.63	
Amerok Geosciences	2,546.60	
Chemex Labs Ltd.	1,356.60	
Truck - Norcan - 3 days, August - \$159.68		
- gas - <u>85.76</u>	245.44	
Belvedere Hotel	<u>267.05</u>	<u>30,274.76</u>
		<u>\$40,810.09</u>

Job 1247-1

Invoice #960109
January 12, 1996

Nordac Resources Ltd.
1016 - 510 West Hastings Street
Vancouver, British Columbia
V6B 1L8

Attention: Mr. Doug Eaton



IN ACCOUNT WITH DIGHEM

Re: Dighem Airborne Geophysical Survey,
Convert and D2 Projects, Yukon Territory,
as per agreement dated January 12, 1996.

First invoice, pursuant to paragraph
A2.1, payable upon execution of the
agreement.

Mobilization/demobilization	\$ 5,000.00
50% of \$57,500.00	\$ <u>28,750.00</u>
Dighem net	\$ 33,750.00
GST at 7% (Registration No. R135511210)	\$ <u>2,362.50</u>
Please pay this amount	\$ <u>36,112.50</u>

DIGHEM

Jeff Kary
Manager, Marketing and Sales

JK/sdp

*and Jan 16/96
3440*

TERMS: Payment is required no later than the date specified in paragraph 12(b) of the Agreement in order for the survey to proceed.

PAYMENT: Payable to **DIGHEM**. Thank you.

JC29601.09

Job 1247-2

Invoice #960215
February 23, 1996

Nordac Resources Ltd.
1016 - 510 West Hastings Street
Vancouver, British Columbia
V6B 1L8

Attention: Mr. Doug Eaton

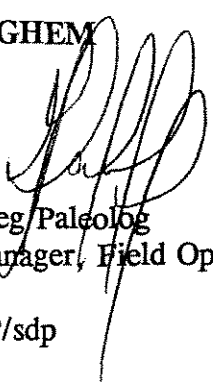
IN ACCOUNT WITH DIGHem

Re: Dighem Airborne Geophysical Survey,
Convert and D2 Projects, Yukon Territory,
as per agreement dated January 12, 1996.

Second invoice, pursuant to paragraph
A2.2, payable upon completion of the
survey flying.

35% of \$57,500.00	\$ <u>20,125.00</u>
Dighem net	\$ 20,125.00
GST at 7% (Registration No. R135511210)	\$ <u>1,408.75</u>
Please pay this amount	\$ <u>21,533.75</u>

DIGHem


Greg Paleolog
Manager, Field Operations

GP/sdp

TERMS: Payment is due upon receipt. Accounts not paid within 30 days of date of invoice
are subject to an interest charge of 1.0% per month from the date of invoice.

PAYMENT: Payable to DIGHem. Thank you.

JC29602.15



Handwritten note:
OK March 4/96
#17v

Job 1247-3

Invoice #960441
April 25, 1996

Nordac Resources Ltd.
1016 - 510 West Hastings Street
Vancouver, British Columbia
V6B 1L8

Attention: Mr. Doug Eaton

IN ACCOUNT WITH DIGHEM

Re: Dighem Airborne Geophysical Survey,
Convert and Simpson Projects, Yukon Territory,
as per agreement dated January 12, 1996.

Final invoice, pursuant to paragraph A2.3,
payable upon delivery of the final products.

Survey Charges:

Mobilization/Demobilization	\$ 5,000.00	X
Fixed Charge for up to 500 line-km	\$ <u>57,500.00</u>	
Sub-total	\$ 62,500.00	57500
Less DIGHEM net charges previously invoiced pursuant to paragraphs A2.1 and A2.2.	\$ <u>(53,875.00)</u>	
Dighem net	\$ 8,625.00	3675

GST at 7% (Registration No. R135511210)

\$ 603.75

753.75

Please pay this amount

\$ 9,228.75

3878.75

DIGHEM



Ruth A. Pritchard
Geophysicist

RAP/lct

TERMS: Payment is due upon receipt. Accounts not paid within 30 days of date of invoice are subject to an interest charge of 1.0% per month from the date of invoice.

PAYMENT: Payable to **DIGHEM**. Thank you.

JC29604.41



CREDIT NOTE

Job 1247-C

Credit Re: Invoice #960441
May 7, 1996

Nordac Resources Ltd.
1016 - 510 West Hastings Street
Vancouver, British Columbia
V6B 1L8

Attention: Mr. Doug Eaton

IN ACCOUNT WITH DIGHEM

Re: Dighem Airborne Geophysical Survey,
Convert and Simpson Projects, Yukon Territory,
as per agreement dated January 12, 1996.

To credit you for Mobilization/Demobilization charges	\$ (5,000.00)
Dighem net	\$ (5,000.00)
GST at 7% (Registration No. R135511210)	\$ (350.00)
Amount to be credited	\$ (5,350.00)

DIGHEM



Jeff Kary
Manager, Sales & Marketing

JTK/lct

JC29604.41C



*W. Kary - F
JUL 14/96
#1/89*

TRANS NORTH AIR

TRANS NORTH TURBO AIR LTD
AIRPORT HANGAR "C" • WHITEHORSE • YUKON • YIA 3E4
TELEPHONE (403) 668-2177 FAX (403) 668-3420

Nordac Resources
c/o ARCHER & CATURO

CHARTERER

Box 4127

BILLING ADDRESS

Whitehorse, Y.T. YIA 3S9

FUEL & OIL-X TMTA FUEL USED

TNTA CUST

✓

HRS/LITRES

FROM

YON

ACCOUNT NUMBER

ARCHNOR

INVOICE NUMBER

07972

INVOICE DATE

250995

A/C TYPE

206B

AIRCRAFT REGISTRATION C

FM6T

FLIGHT DATE

DAY

MONTH

YEAR

160995

PURCHASE ORDER NO.

FROM

YON

TO SIMPSON RANGE

SET OUTS &

PICK UPS

HOURS

1.5

1.3

REMARKS - NO. OF PASS - FREIGHT Kg

SUB	GL	AMOUNT
3404502		1722.00
3400131		223.30

2.8	@ 615.00	1722.00
-----	----------	---------

	@	
--	---	--

HOLDING TIME:	@	/ HR.
---------------	---	-------

0000323		136.17
---------	--	--------

FUEL	@	/ LITRE
------	---	---------

FUEL 319L	@ .70 / LITRE	223.30
-----------	---------------	--------

MEALS & LODGINGS		
------------------	--	--

OTHER		
-------	--	--

OTHER		
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SUB TOTAL		1945.30
-----------	--	---------

GOODS & SERVICES TAX		136.17
----------------------	--	--------

REGISTRATION NO. R121483135		
-----------------------------	--	--

TOTAL \$ 2081.47

CARRIAGE SUBJECT TO TERMS OF PUBLISHED TARIFF.
TARIFF AVAILABLE TO PUBLIC VIEW AT TRANS NORTH OFFICE.

THIS IS YOUR ONLY INVOICE - PAY UPON RECEIPT

TRANS NORTH AIR

TRANS NORTH TURBO AIR LTD
AIRPORT HANGAR "C" • WHITEHORSE • YUKON • YIA 3E4
TELEPHONE (403) 668-2177 FAX (403) 668-3420

Nordac Resources
c/o ARCHER CATURO & ASSOC

CHARTERER

Box 4127

BILLING ADDRESS

Whitehorse, Y.T. YIA 3S9

FUEL & OIL-X TMTA FUEL USED

TNTA CUST

✓

HRS/LITRES

FROM

YON

ACCOUNT NUMBER

ARCHNOR

INVOICE NUMBER

07970

INVOICE DATE

250995

A/C TYPE

206B

AIRCRAFT REGISTRATION C

FM6T

FLIGHT DATE

DAY

MONTH

YEAR

150995

PURCHASE ORDER NO.

FROM

WATSON

TO SIMPSON RANGE

SET OUT & PICK UP

HOURS

1.3

1.3

REMARKS - NO. OF PASS - FREIGHT Kg

SUB	GL	AMOUNT
3404502		1599.00
3400131		207.20

2.6	@ 615.00	1599.00
-----	----------	---------

	@	
--	---	--

HOLDING TIME:	@	/ HR.
---------------	---	-------

0000323		126.43
---------	--	--------

FUEL	@ .70 / LITRE	207.20
------	---------------	--------

FUEL	@	/ LITRE
------	---	---------

MEALS & LODGINGS		
------------------	--	--

OTHER		
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OTHER		
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SUB TOTAL		1806.20
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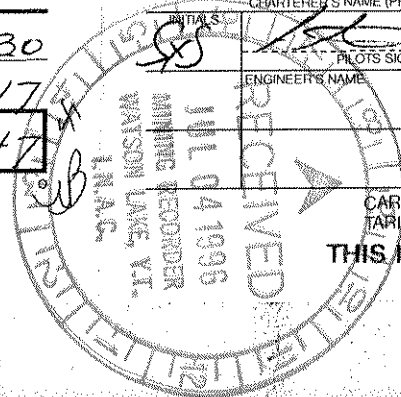
GOODS & SERVICES TAX		126.43
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REGISTRATION NO. R121483135		
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TOTAL \$ 1932.63

CARRIAGE SUBJECT TO TERMS OF PUBLISHED TARIFF.
TARIFF AVAILABLE TO PUBLIC VIEW AT TRANS NORTH OFFICE.

THIS IS YOUR ONLY INVOICE - PAY UPON RECEIPT



CARRIAGE SUBJECT TO TERMS OF PUBLISHED TARIFF.
TARIFF AVAILABLE TO PUBLIC VIEW AT TRANS NORTH OFFICE.

THIS IS YOUR ONLY INVOICE — PAY UPON RECEIPT

CARRIAGE SUBJECT TO TERMS OF PUBLISHED TARIFF.
TARIFF AVAILABLE TO PUBLIC VIEW AT TRANS NORTH OFFICE.



REMIT PAYMENT TO:
TRANS NORTH AIR
 TRANS NORTH TURBO AIR LTD
 AIRPORT HANGAR "C" • WHITEHORSE • YUKON • Y1A 3E4
 TELEPHONE (403) 688-2177 FAX (403) 688-3420

NORAD RESOURCES LTD
 % ARCHER CATHRO

CHARTERER

BOX 4127

BILLING ADDRESS

WHITEHORSE, Y.T. Y1A 3S9

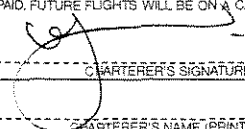
FUEL & OIL-X	TNTA FUEL USED	HRS/LITRES	FROM
TNTA CUST			
X			

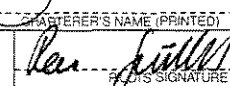
ACCOUNT NUMBER	ARCHNOR		
INVOICE NUMBER	09036		
INVOICE DATE	31/08/95		
A/C TYPE	AREA	B.C. YUKON NWT ALTA	
FLIGHT DATE	DAY	MONTH	YEAR
30	08	95	
PURCHASE ORDER NO.			

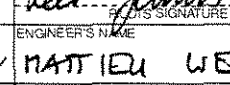
FROM	HOURS	REMARKS - NO. OF PASS - FREIGHT Kg
FINLAYSON STRIP		
TO		
SANBOLAVE	1.1	21AX + 1L X
FINLAYSON STRIP	0.9	21AX + 1L X

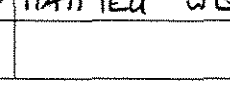
SUB	GL	AMOUNT			
1614	502	1230.00	2.0	@ 615 ⁰⁰	1230.00
				@	
			HOLDING TIME:	@ / HR.	
0000	323	86.10	FUEL	@ / LITRE	
			FUEL	@ / LITRE	

TERMS: PAYABLE UPON RECEIPT OF INVOICE.
 2% INTEREST PER MONTH (24% PER ANNUM) WILL BE CHARGED ON ALL OUTSTANDING AMOUNTS OVER 30 DAYS. IF INTEREST IS NOT PAID, FUTURE FLIGHTS WILL BE ON A CASH BASIS.

X 
 CHARTERER'S SIGNATURE

INITIALS 
 CHARTERER'S NAME (PRINTED)

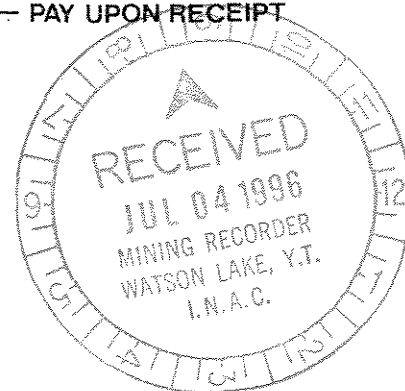
INITIALS 
 ENGINEER'S NAME

INITIALS 
 ENGINEER'S NAME

MEALS & LODGINGS	
OTHER	
OTHER	
SUB TOTAL	1230.00
GOODS & SERVICES TAX	
REGISTRATION NO. R121483135	86.10
TOTAL	\$ 1316.10

CARRIAGE SUBJECT TO TERMS OF PUBLISHED TARIFF.
 TARIFF AVAILABLE TO PUBLIC VIEW AT TRANS NORTH OFFICE.

THIS IS YOUR ONLY INVOICE - PAY UPON RECEIPT



TELEPHONE (403) 536-7766 FAX (403) 536-7705 - WATSON LAKE, YT

40893

P/CODE _____

DATE AUG 09-95

VP	DOWN	Itinerary	Time
0758	0905	DROP-OFF ROB+FRANK @ SYMBOLIC PROPERTY	1.1
1635	1743	PICK-UP CREW	1.1
		TOTAL FLIGHT HOURS	3.2

10

Approved By - Print Name _____

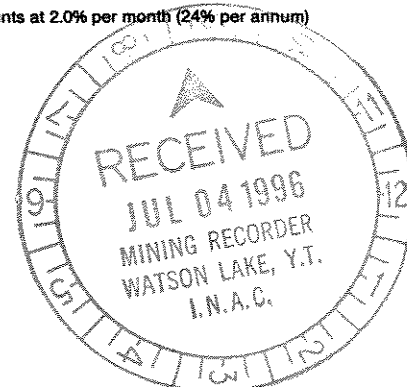
Charge ☐ TOTAL THIS REPORT \$ 1624.26

Agency Flight Report #/or Purchase Order #

Pilot Signature _____

THE CARRIAGE OF PASSENGERS, BAGGAGE AND GOODS BY FRONTIER HELICOPTERS IS SUBJECT TO THE TERMS, CONDITIONS AND LIMITATIONS OF LIABILITY SET FORTH IN ITS TARIFF (E.G. LIABILITY FOR LOSS OR DAMAGE TO GOODS IS LIMITED TO 50 CENTS PER POUND) WHICH IS AVAILABLE FOR EXAMINATION AT THE OFFICE OF FRONTIER HELICOPTERS, ABBOTSFORD AIRPORT, ABBOTSFORD, B.C.

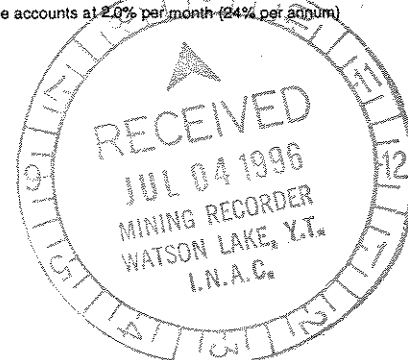
Terms - net due upon receipt of invoice. Interest charged on overdue accounts at 2.0% per month (24% per annum)

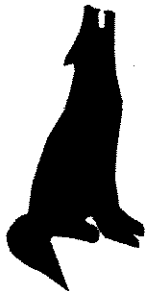


TELEPHONE (403) 536-7766 FAX (403) 536-7705 - WATSON LAKE, YT

Nº 43504

Terms: Net due upon receipt of invoice. Interest charged on overdue accounts at 2.0% per month (24% per annum).





Amerok Geosciences Ltd.

Site 6, Comp 11
Whitehorse, Yukon
Y1A 5V8
Phone/fax: (403) 668-7672
amerok@yknet.yk.ca

INVOICE

GST No.: RT89493 8588
File: 96-1

Invoice 96025
April 2, 1996

In account with: **Nordac Resources Ltd.**
1016 -510 West Hastings Street
Vancouver, BC
V6B 1L8

Re: **Convert/D2 Qualifying Reports**

Professional Services:

Qualifying report preparation (M. Power)
52.0 hours @ \$50.00/h

\$2,600.00

Data processing and CADD plots (K. Carruthers)
60.0 hours @ \$35.00/h

\$2,100.00

Expenses:

Report reproduction

\$60.00

Subtotal

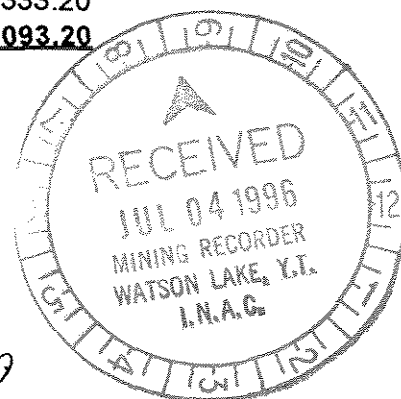
\$4,760.00

Federal GST

\$333.20

TOTAL

\$5,093.20



Terms: Net 30 days. Interest charged at 2% per month on overdue accounts



Chemex Labs Ltd.

Analytical Chemists * Geochemists * Registered Assayers
212 Brooksbank Ave., North Vancouver
British Columbia, Canada V7J 2C1
PHONE: 604-984-0221

To: NORDAC RESOURCES LTD.
C/O ARCHER, CATHRO
BOX 4127, 2054 SECOND AVE.
WHITEHORSE, YT
Y1A 3S9

INVOICE NUMBER

I 9 5 2 6 6 1 0

BILLING INFORMATION

Date: 11-SEP-95
Project: NORDAC/D2
P.O. No.:
Account: MTT

Comments:

Billing: For analysis performed on
Certificate A9526610

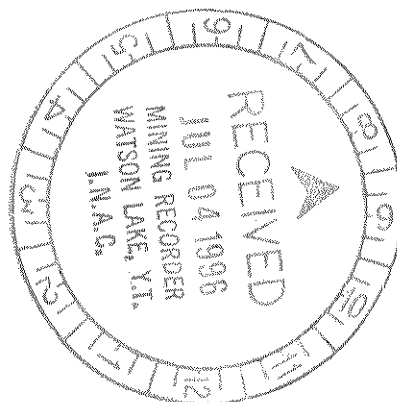
Terms: Payment due on receipt of invoice
1.25% per month (15% per annum)
charged on overdue accounts

Please Remit Payments to:

CHEMEX LABS LTD.
212 Brooksbank Ave.,
North Vancouver, B.C.
Canada V7J 2C1

# OF SAMPLES	ANALYSED FOR CODE - DESCRIPTION	UNIT PRICE	SAMPLE PRICE	AMOUNT
4	201 - Dry, sieve to -80 mesh ICP-32	1.25 7.00	8.25	33.00

Total Cost \$	33.00
Client Discount (-25%) \$	-8.25
Net Cost \$	24.75
(Reg# R100938885) GST \$	1.73
TOTAL PAYABLE (CDN) \$	26.48





Chemex Labs Ltd.

Analytical Chemists * Geochemists * Registered Assayers
212 Brooksbank Ave., North Vancouver
British Columbia, Canada V7J 2C1
PHONE: 604-984-0221

To: NORDAC RESOURCES LTD.
C/O ARCHER, CATHRO
BOX 4127, 2054 SECOND AVE.
WHITEHORSE, YT
Y1A 3S9

INVOICE NUMBER

I 9 5 2 6 6 1 1

BILLING INFORMATION

Date: 11-SEP-95
Project: NORDAC/D2
P.O. No.:
Account: MTT

Comments:

Billing: For analysis performed on
Certificate A9526611

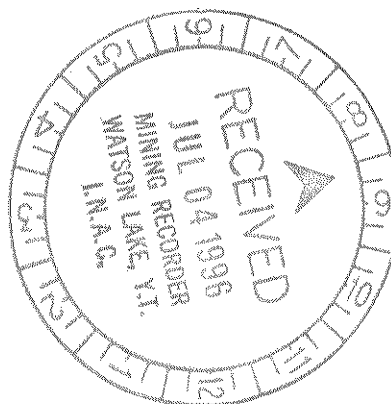
Terms: Payment due on receipt of invoice
1.25% per month (15% per annum)
charged on overdue accounts

Please Remit Payments to:

CHEMEX LABS LTD.
212 Brooksbank Ave.,
North Vancouver, B.C.
Canada V7J 2C1

# OF SAMPLES	ANALYSED FOR CODE - DESCRIPTION	UNIT PRICE	SAMPLE PRICE	AMOUNT
10	208 - Assay ring to approx 150 mesh	2.50		
	226 - 0-3 Kg crush and split	2.60		
	3202 - Rock - save entire reject	0.50		
	A-3 Cu,Pb,Zn assay group	18.75		
	ICP-32	7.00		
100	- Au ppb FA+AA	8.50	39.85	398.50

Total Cost \$	398.50
Client Discount (25%) \$	-99.63
Net Cost \$	298.87
(Reg# R100938885) GST \$	20.92
TOTAL PAYABLE (CDN) \$	319.79





Chemex Labs Ltd.

Analytical Chemists * Geochemists * Registered Assayers
212 Brooksbank Ave., North Vancouver
British Columbia, Canada V7J 2C1
PHONE: 604-984-0221

To: NORDAC RESOURCES LTD.
C/O ARCHER, CATHRO
BOX 4127, 2054 SECOND AVE.
WHITEHORSE, YT
Y1A 3S9

INVOICE NUMBER

I 9 5 2 7 6 1 7

BILLING INFORMATION

Date: 14-SEP-95
Project: SAMBO
P.O. No.:
Account: MTT

Comments:

Billing: For analysis performed on
Certificate A9527617

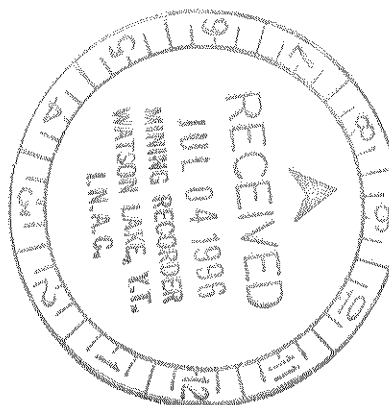
Terms: Payment due on receipt of invoice
1.25% per month (15% per annum)
charged on overdue accounts

Please Remit Payments to:

CHEMEX LABS LTD.
212 Brooksbank Ave.,
North Vancouver, B.C.
Canada V7J 2C1

# OF SAMPLES	ANALYSED FOR CODE - DESCRIPTION	UNIT PRICE	SAMPLE PRICE	AMOUNT
6	208 - Assay ring to approx 150 mesh	2.50		
	226 - 0-3 Kg crush and split	2.60		
	3204 - Save 1 Kg reject for 90 days	0.00		
	Ag,Cu,Pb,Zn package	23.50		
	998 - Au oz/T	10.75	39.35	236.10

Total Cost \$	236.10
Client Discount (25%) \$	-59.03
Net Cost \$	177.07
(Reg# R100938885) GST \$	12.39
TOTAL PAYABLE (CDN) \$	189.46





Chemex Labs Ltd.

Analytical Chemists * Geochemists * Registered Assayers
212 Brooksbank Ave., North Vancouver
British Columbia, Canada V7J 2C1
PHONE: 604-984-0221

To: NORDAC RESOURCES LTD.
C/O ARCHER, CATHRO
BOX 4127, 2054 SECOND AVE.
WHITEHORSE, YT
Y1A 3S9

INVOICE NUMBER

I 9 5 2 7 6 1 8

BILLING INFORMATION

Date: 20-SEP-95
Project: SAMBO
P.O. No.:
Account: MTT

Comments:

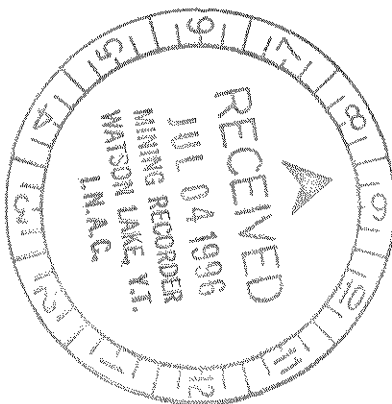
Billing: For analysis performed on
Certificate A9527618

Terms: Payment due on receipt of invoice
1.25% per month (15% per annum)
charged on overdue accounts

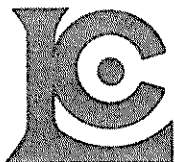
Please Remit Payments to:

CHEMEX LABS LTD.
212 Brooksbank Ave.,
North Vancouver, B.C.
Canada V7J 2C1

# OF SAMPLES	ANALYSED FOR CODE - DESCRIPTION	UNIT PRICE	SAMPLE PRICE	AMOUNT
5	201 - Dry, sieve to -80 mesh ICP-32	1.25 7.00	8.25	41.25
Total Cost \$				41.25
Client Discount (25%) \$				-10.31
Net Cost \$				30.94
(Reg# R100938885) GST \$				2.17
TOTAL PAYABLE (CDN) \$				33.11



John O. Archer
#138



Chemex Labs Ltd.

Analytical Chemists * Geochemists * Registered Assayers
212 Brooksbank Ave., North Vancouver
British Columbia, Canada V7J 2C1
PHONE: 604-984-0221

To: NORDAC RESOURCES LTD.
C/O ARCHER, CATHRO
BOX 4127, 2054 SECOND AVE.
WHITEHORSE, YT
Y1A 3S9

INVOICE NUMBER

I 9 5 2 9 2 6 7

BILLING INFORMATION

Date: 25-SEP-95
Project: D2R
P.O. No.:
Account: MTT

Comments:

Billing: For analysis performed on
Certificate A9529267

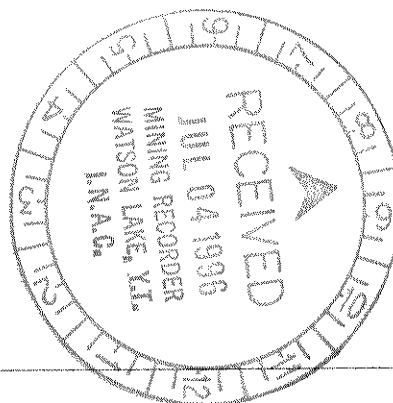
Terms: Payment due on receipt of invoice
1.25% per month (15% per annum)
charged on overdue accounts

Please Remit Payments to:

CHEMEX LABS LTD.
212 Brooksbank Ave.,
North Vancouver, B.C.
Canada V7J 2C1

# OF SAMPLES	ANALYSED FOR CODE - DESCRIPTION	UNIT PRICE	SAMPLE PRICE	AMOUNT
75	241 - RUSH: Dry, sieve to -80 mesh ICP-32	1.90 7.00	8.90	667.50

Total Cost \$	667.50
Client Discount (25%) \$	<u>-166.88</u>
Net Cost \$	500.62
(Reg# R100938885) GST \$	<u>35.04</u>
TOTAL PAYABLE (CDN) \$	535.66



On Order #138



Chemex Labs Ltd.

Analytical Chemists * Geochemists * Registered Assayers
212 Brooksbank Ave., North Vancouver
British Columbia, Canada V7J 2C1
PHONE: 604-984-0221

To: NORDAC RESOURCES LTD.
C/O ARCHER, CATHRO
BOX 4127, 2054 SECOND AVE.
WHITEHORSE, YT
Y1A 3S9

INVOICE NUMBER

I 9 5 3 0 3 2 4

BILLING INFORMATION

Date: 17-OCT-95
Project: CODE: D2
P.O. No.:
Account: MTT

Comments:

Billing: For analysis performed on
Certificate A9530324

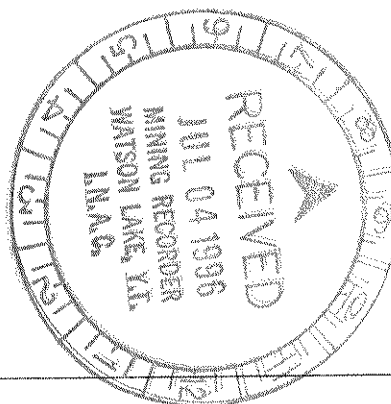
Terms: Payment due on receipt of invoice
1.25% per month (15% per annum)
charged on overdue accounts

Please Remit Payments to:

CHEMEX LABS LTD.
212 Brooksbank Ave.,
North Vancouver, B.C.
Canada V7J 2C1

# OF SAMPLES	ANALYSED FOR CODE - DESCRIPTION	UNIT PRICE	SAMPLE PRICE	AMOUNT
3	205 - Geochem ring to approx 150 mesh	2.50		
	226 - 0-3 Kg crush and split	2.60		
	3204 - Save 1 Kg reject for 90 days	0.00		
	ICP-32	7.00		
	100 - Au ppb FA+AA	8.50	20.60	61.80

Total Cost \$	61.80
Client Discount (25%) \$	-15.45
Net Cost \$	46.35
(Reg# R100938885) GST \$	3.24
TOTAL PAYABLE (CDN) \$	49.59





Chemex Labs Ltd.

Analytical Chemists * Geochemists * Registered Assayers
212 Brooksbank Ave., North Vancouver
British Columbia, Canada V7J 2C1
PHONE: 604-984-0221

To: NORDAC RESOURCES LTD.
C/O ARCHER, CATHRO
BOX 4127, 2054 SECOND AVE.
WHITEHORSE, YT
Y1A 3S9

INVOICE NUMBER

I 9 5 3 0 3 2 5

BILLING INFORMATION

Date: 23-OCT-95
Project: CODE: D2
P.O. No.:
Account: MTT

Comments:

Billing: For analysis performed on
Certificate A9530325

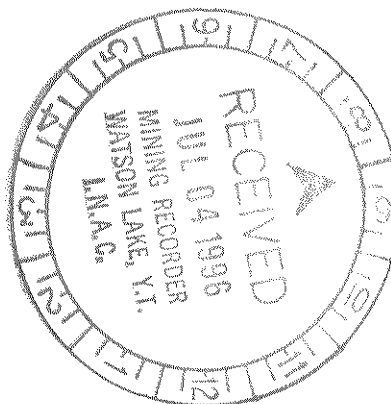
Terms: Payment due on receipt of invoice
1.25% per month (15% per annum)
charged on overdue accounts

Please Remit Payments to:

CHEMEX LABS LTD.
212 Brooksbank Ave.,
North Vancouver, B.C.
Canada V7J 2C1

# OF SAMPLES	ANALYSED FOR CODE - DESCRIPTION	UNIT PRICE	SAMPLE PRICE	AMOUNT
1	205 - Geochem ring to approx 150 mesh	2.50		
	226 - 0-3 Kg crush and split	2.60		
	3204 - Save 1 Kg reject for 90 days	0.00		
	A-22 ICP Package	16.50		
	100 - Au ppb FA+AA	8.50		
	301 - Cu %	8.00	38.10	38.10
2	205 - Geochem ring to approx 150 mesh	2.50		
	226 - 0-3 Kg crush and split	2.60		
	3204 - Save 1 Kg reject for 90 days	0.00		
	A-3 Cu,Pb,Zn assay group	18.75		
	A-22 ICP Package	16.50		
	100 - Au ppb FA+AA	8.50	48.85	97.70

Total Cost \$	135.80
Client Discount (25%) \$	-33.95
Net Cost \$	101.85
(Reg# R100938885) GST \$	7.13
TOTAL PAYABLE (CDN) \$	108.98





Chemex Labs Ltd.

Analytical Chemists * Geochemists * Registered Assayers
212 Brooksbank Ave., North Vancouver
British Columbia, Canada V7J 2C1
PHONE: 604-984-0221

To: NORDAC RESOURCES LTD.
C/O ARCHER, CATHRO
BOX 4127, 2054 SECOND AVE.
WHITEHORSE, YT
Y1A 3S9

INVOICE NUMBER

I 9 5 3 4 0 1 2

BILLING INFORMATION

Date: 24-NOV-95
Project: NORDAC D2
P.O. No.:
Account: MTT

Comments:

Billing: For analysis performed on
Certificate A9534012

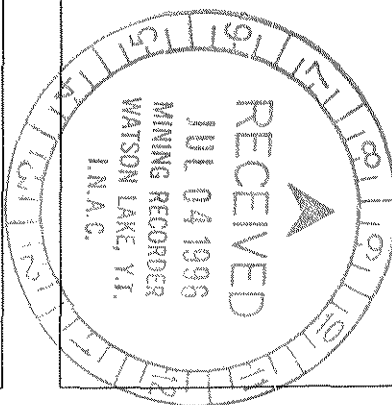
Terms: Payment due on receipt of invoice
1.25% per month (15% per annum)
charged on overdue accounts

Please Remit Payments to:

CHEMEX LABS LTD.
212 Brooksbank Ave.,
North Vancouver, B.C.
Canada V7J 2C1

# OF SAMPLES	ANALYSED FOR CODE - DESCRIPTION	UNIT PRICE	SAMPLE PRICE	AMOUNT
3	208 - Assay ring to approx 150 mesh	2.50		
	226 - 0-3 Kg crush and split	2.60		
	3202 - Rock - save entire reject	0.50		
	AG,CU,PB,ZN package	23.50		
	494 - Au g/t FA+AA	9.75	38.85	116.55

Total Cost \$	116.55
Client Discount (25%) \$	-29.14
Net Cost \$	87.41
(Reg# R100938885) GST \$	6.12
TOTAL PAYABLE (CDN) \$	93.53



NORCAN LEASING

MILE 917.4 ALASKA HIGHWAY
WHITEHORSE, YUKON Y1A 3E5

INTERIM RENTAL BILLING

THIS INVOICE NUMBER:

9569

DEPARTMENT :

EATON DOUG

VEH. RENTAL PERIOD :

FROM : August 01 1995
TO : August 31 1995

RENTAL AGREEMENT # :

31515

NORCAN VEHICLE NO. :

3302060

LICENSE PLATE NO. :

RAR 77

CONTRACT / P.O. # :

MONTHLY RENTAL

REG. MONTHLY RATE :

1650.00

TIME PERIOD BILLED :

ONE MONTH

TOTAL RENTAL CHARGE:

1650.00

PLUS 7% G. S. T. :

115.50

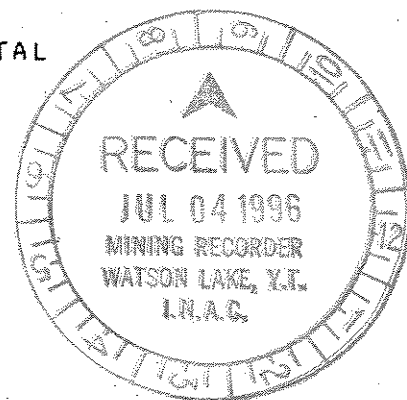
TOTAL THIS INVOICE :

1765.50

VEHICLE DESCRIPTION:

BLUE 1994 FORD
F350 CREWCAB
FOUR WHEEL DRIVE
May 29 1995

RENTAL START DATE :



160mp FH- 851.60
13 Kules- 691.95
2 NordacF- 106.45

115.50
1765.50

ARCHER CATHRO & ASSOCIATES
P. O. BOX 4127
WHITEHORSE YT
Y1A 3S9

RCC X 1st - Aug 25/91

Div Int -	1.75	24.95	01
	5.82	83.18	03
	1.98	28.22	04

Northern F -

Dr	.81	13.50	02
	5.61	80.15	04

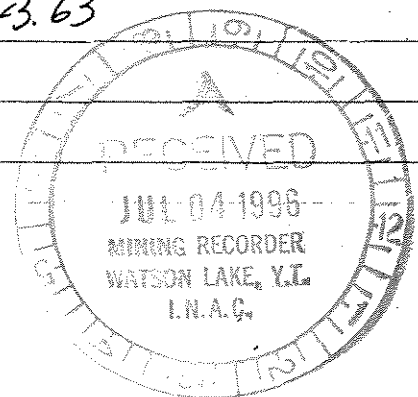
Cut	1.70	24.44	02
-----	------	-------	----

Dawson	60.90	906.34	02
	5.43	77.57	04
		221.50	F

84. 1459.63

1543.63

John April 15/91
#5344



Dr - 944.06
04 - 157.72
F - 221.50
Furness &
Rider

In Account With

NORDAC - FIELD ACCOUNT

SEPTEMBER 30, 1995

Field				
A. ARCHER - 5 HRS AT 60/Hr			300.00	
R. CARNE - 63 HRS AT 50/Hr			3150.00	
D. EATON - 22 HRS AT 50/Hr			1100.00	
B. WENZYNOWSKI - 131 HRS AT 40/Hr			5240.00	
BRAD WENZYNOWSKI - 16 DAYS AT 165 /DAY			2640.00	
Office M. COOKE - 3 1/4 HRS AT 30/Hr (Cv2)			105.00	
Accounting & Expediting J. MARIACHEL - 43 1/4 HRS AT 47.50/Hr			<u>1838.13</u>	14373.13
OTHER SERVICES				
Room & Board In Whitehorse 3 days at 60/day			180.00	
Field equipment from AC stock 32 man-days at 10/day + 39.90 + 250.03			709.93	
Photocopies, 899 copies at .25 @/copy,			224.75	
Rentals from AC. SEPT 14-27 - SBX 11 AT 10 DAY			160.00	
RENT & OFFICE SUPPORT - OCTOBER			1000.00	
Blueprinting, sq.ft. Ozalid at \$/ft, plus sq.ft. Dilar at \$/ft.				
Drafting, 15 hrs at \$33.75/hr. (Cv2-84.38 + Dr-471.87)			506.25	
LOOMIS COURIER - 1 AT 17.50 EA			<u>17.50</u>	2793.43
EXPENSES				
Petty Cash				
Telephone 4.10 + 106.53 + 13.08			123.71	
R. CARNE - XP HR - 944.06 Dr + 157.27 Dr + 221.50 F (FRESNO/RIVEL)			1323.83	
CARMACK'S HOTEL			47.80	
SECOND AVENUE CHEYRON - 38.51 + 32.71			71.22	
CAL - 115.55 + 20.10			135.65	
RECEIVER GENERAL MAPS			57.40	
FRONTIER HELICOPTERS - 444.80 Dr + 3381.30 + 2069.82			5873.92	
B. WENZYNOWSKI - XP Hr - 212.27 Dr + 110.28 Dr			322.55	
YUKON BUILDING SUPPLIES			215.23	
ALKAN AIR			86.85	
MAC'S BOOKS			11.58	
BELVEDERE MOTOR HOTEL			1283.67	
NORCAN LEASING			880.00	
CAMP-GROUND SERVICES			<u>204.66</u>	10658.02
MANAGEMENT 6% - ON EXPENSES				
- ON FIELD ATC			<u>639.48</u>	2143.74
			<u>1504.26</u>	29968.32
ST (R100247667) 7% ON 29968.32				
				2097.78
= GST Exempt				
				32066.10

= GST Exempt

ARCHER, CATHRO & ASSOCIATES (1981) LIMITED

In Account With

Project —

NORDAC-FIELD ACCOUNT

Date —

JANUARY 31, 1996

LABOUR

Field

A. ARCHER - 41 HRS AT 60/HAL

2460.00

R. CARNE - 53 HRS AT 50/HAL

2650.00

D. EATON - 29 HRS AT 50/HAL

1450.00

B. WENIGZYNOWSKI - 31 HRS AT 40/HAL

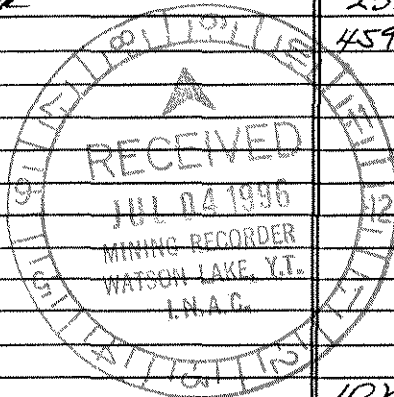
1240.00

T. BECKER - 7 HRS AT 33.75/HAL

236.25

G. BUSO - 18 DAYS AT 255/DAY

4590.00



Office M. COOKE - 31 HRS AT 33/HAL

1023.00

Accounting & Expediting J. MARIACHEL - 40 3/4 HRS AT 37.50/HAL

1578.13

15777.38

OTHER SERVICES

Room & Board in Whitehorse

Field equipment from AC stock

Printing 40.50

Photocopies 5860.25 - 146.50

187.00

Rentals from AC

FEBRUARY RENT & OFFICE SUPPORT

1000.00

Drafting, 27 hrs at \$ 34.50 /hr.

923.40

LOOMIS COURIER - 2 @ 12.50 EA

25.00

2125.40

EXPENSES

Petty Cash 69.65

69.65

Telephone 10.99

10.99

CORPORATE COURIER

23.56

DOMINION BLUE

17.47

ACCU-SCAN

497.00

CAIL

59.55

678.22

MANAGEMENT 6% - ON EXPENSES

40.69

- ON FIELD A/C

2808.25

2849.44

20840.44

GST (R100247667) 7% ON 20840.44

1458.83

E - GST Exempt

22299.27

In Account With

Project —

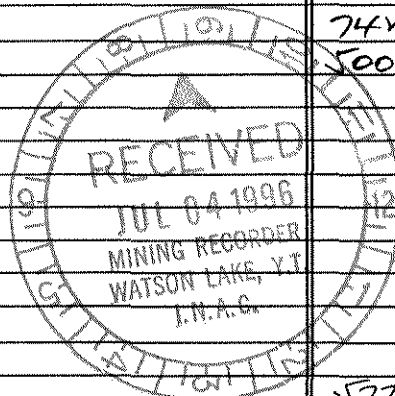
NORDAC - FIELD ACCOUNT

Date —

FEBRUARY 29, 1996

LABOUR

Field	A. ARCHER - 44 Hrs AT 60/Hr	2640.00	
	R. CARNE - 93 Hrs AT 50/Hr	4650.00	
	D. EATON - 23 Hrs AT 50/Hr	1150.00	
	B. WENIGZHOWSKI - 18 Hrs AT 40/Hr	720.00	
	T. BECKER - 22 Hrs AT 33.75/Hr	742.50	
	G. DUSO - 157 Hrs AT 31.88/Hr	5004.38	



Office M. COOKE - 17 1/2 Hrs AT 33/Hr 577.50

Accounting & Expediting J. MALACHUK - 34 1/2 Hrs AT 37.50/Hr 1293.75 16778.13

OTHER SERVICES

Room & Board in Whitehorse			
Field equipment from AC stock			
Printing 34.00	Photocopies 317 @ .35	54.75	
Rentals from AC		113.25	
MALCH RENT & OFFICE SUPPORT		1000.00	
Drafting, 111 1/4 hrs at \$34.20 /hr.		3813.30	
LOOMIS COURIER - Y @ 14.50 EA		25.00	5006.30

EXPENSES

Petty Cash 40.36 CV	40.36	
Telephone 33.15	33.15	
CORPORATE COURIER	14.89	
CAPITAL HELICOPTERS	37214.46	37307.86

MANAGEMENT 6% - ON EXPENSES
- ON FIELD AMT

2238.17
1344.85
3583.02
62670.31

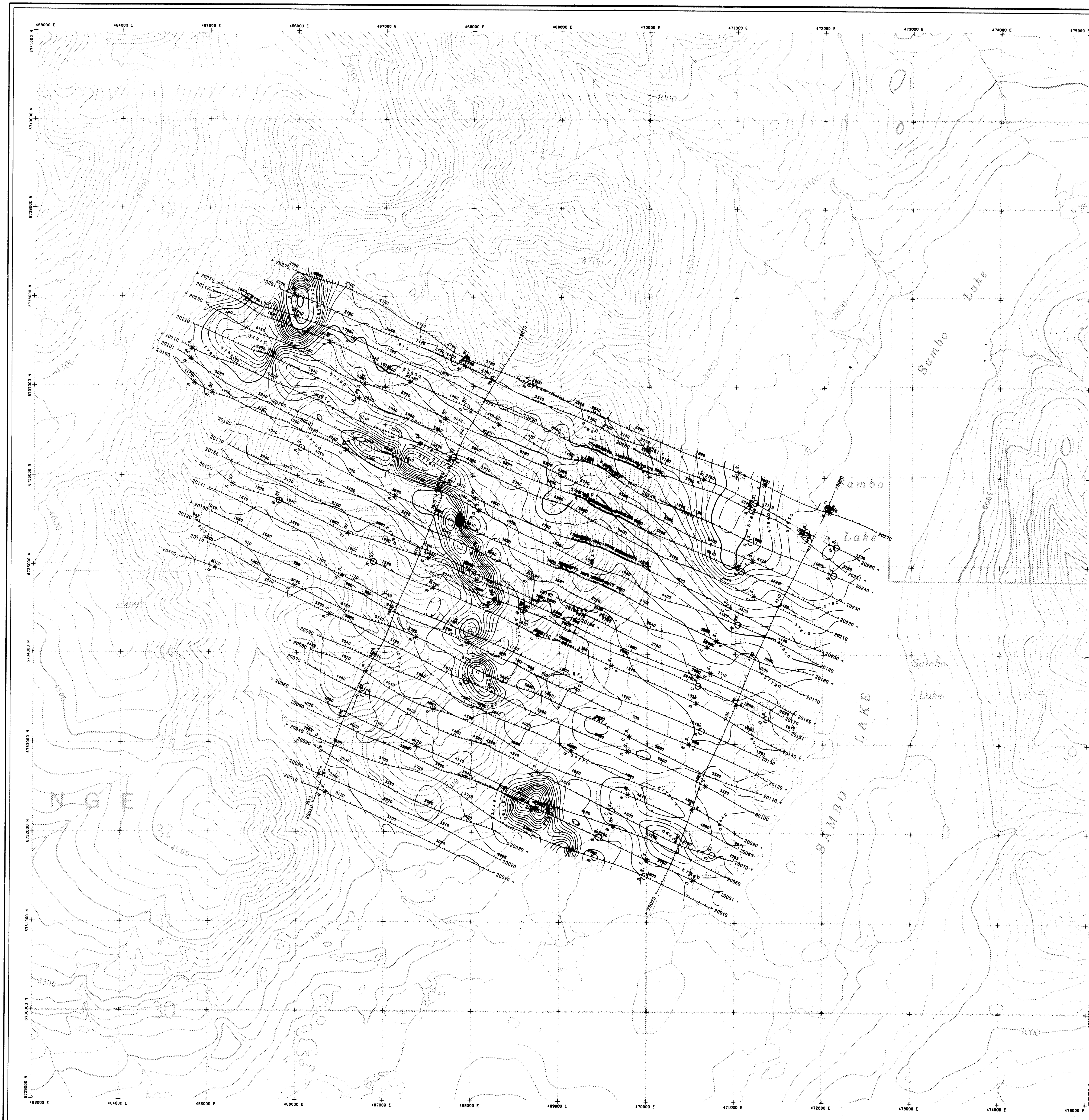
GST (R100247667) 7% ON 62670.31

4386.92

E = GST Exempt

67057.23

TOTAL



TECHNICAL SUMMARY

Navigation : Serial differential GPS positioning
 Data reduction grid interval : 50 metres
 Terrain clearance : Helicopter 60 m
 Electromagnetic sensor 30 m
 Magnetometer 40 m
 Data sampling interval : 0.1 second
 Magnetometer / sensitivity : Scintrex cesium / 0.01 nT
 Electromagnetic system : DIGHEM

Frequency	Sensitivity	Coil Orientation
900 Hz	0.1 ppm	Vertical coaxial
5500 Hz	0.2 ppm	Vertical coaxial
900 Hz	0.1 ppm	Horizontal coplanar
7200 Hz	0.2 ppm	Horizontal coplanar
55000 Hz	0.5 ppm	Horizontal coplanar

ELECTROMAGNETIC ANOMALIES

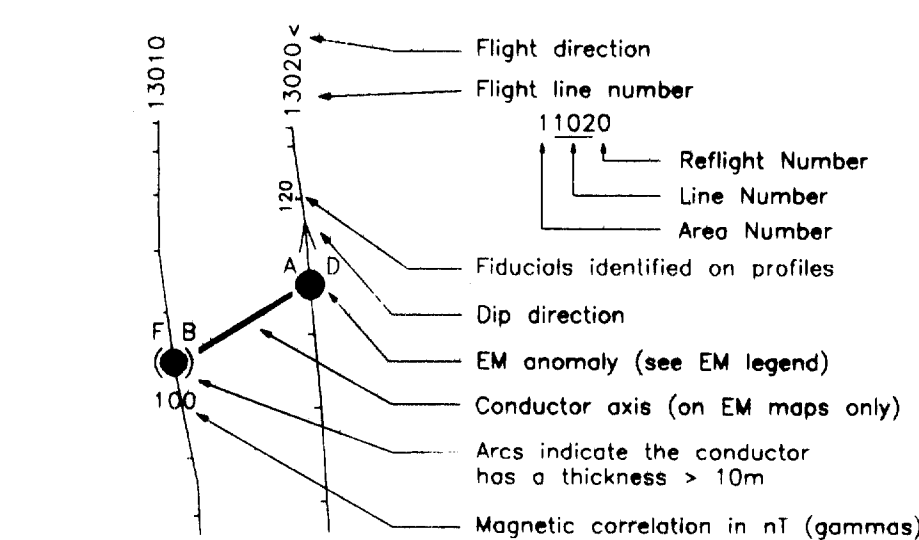
Grade	Anomaly	Conductance
7	●	>100 siemens
6	●	50-100 siemens
5	●	20-50 siemens
4	●	10-20 siemens
3	●	5-10 siemens
2	●	1-5 siemens
1	●	<1 siemens
-	*	Questionable anomaly

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

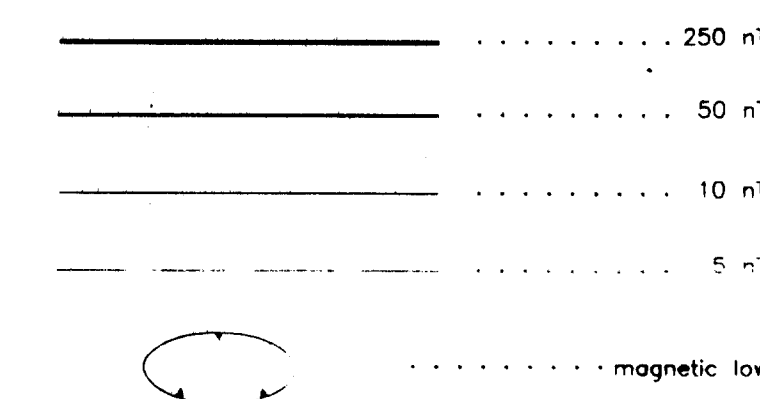
Anomaly identifier	Interpretive symbol
Depth is greater than:	
15 m	○
30 m	○
45 m	○
60 m	○

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

FLIGHT LINES WITH EM ANOMALIES

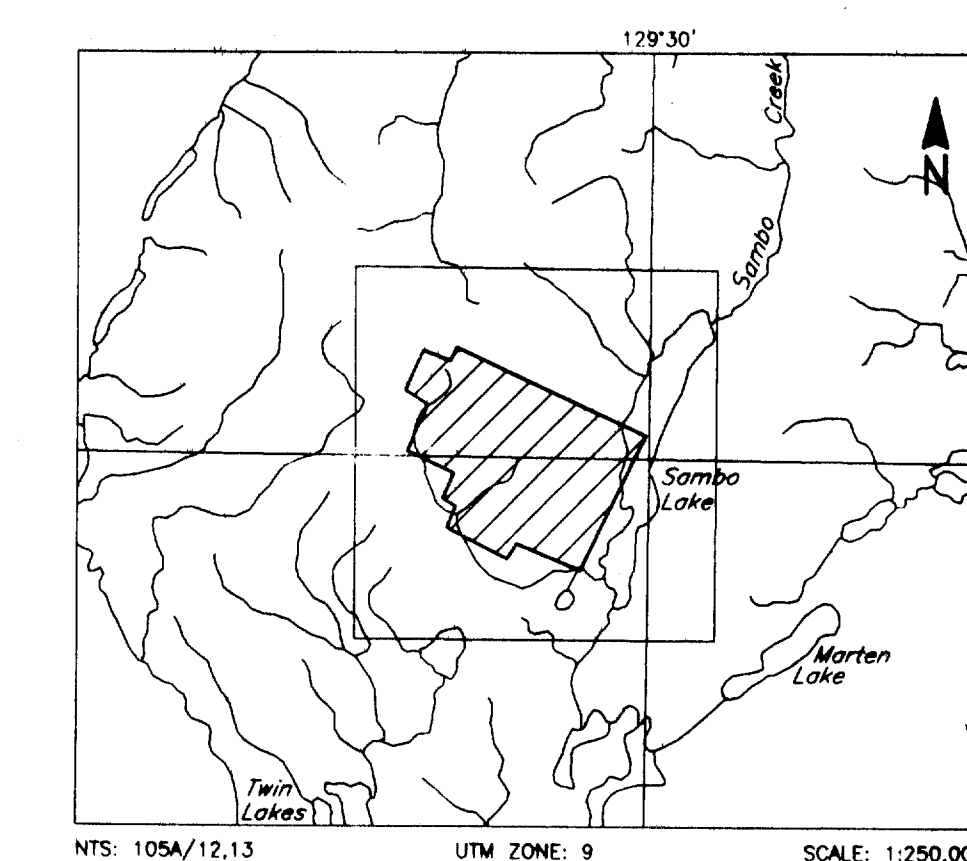


TOTAL FIELD MAGNETIC CONTOURS



Magnetic inclination within the survey area: 78 degrees N
 Magnetic declination within the survey area: 28 degrees E

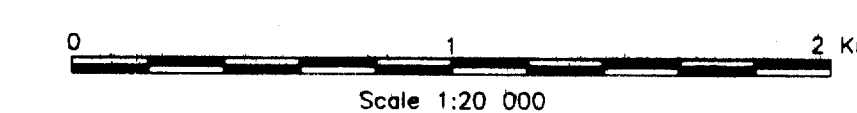
LOCATION MAP



NORDAC RESOURCES LTD.
 SIMPSON PROPERTY, YUKON

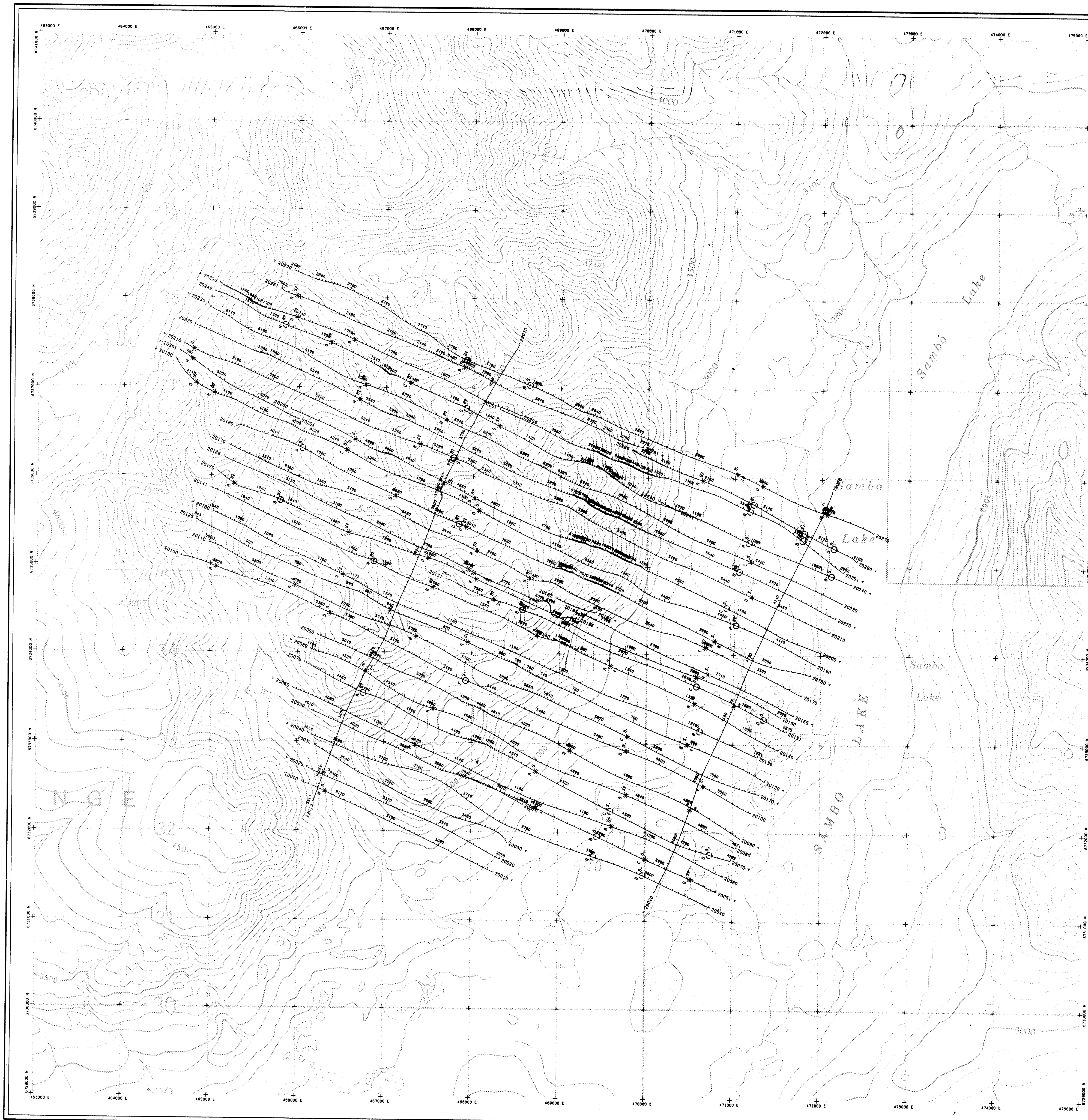
TOTAL FIELD MAGNETICS

DIGHEM SURVEY	NTS: 105A/12.13	GEOPHYSICIST: ep
DATE: JANUARY, 1996	JOB: 1247	SHEET: 1
DIGHEM, A division of CCG Canada Ltd.		



DIGHEM
 Quality and Service in Airborne Geophysics

0935 05



TECHNICAL SUMMARY

Navigation: Serial differential GPS positioning
 Data reduction grid interval: 50 metres
 Terrain clearance: Helicopter 60 m
 Electromagnetic sensor 30 m
 Magnetometer 40 m
 Data sampling interval: 0.1 second
 Magnetometer / sensitivity: Scintrex cesium / 0.01 nT
 Electromagnetic system: DIGHEM

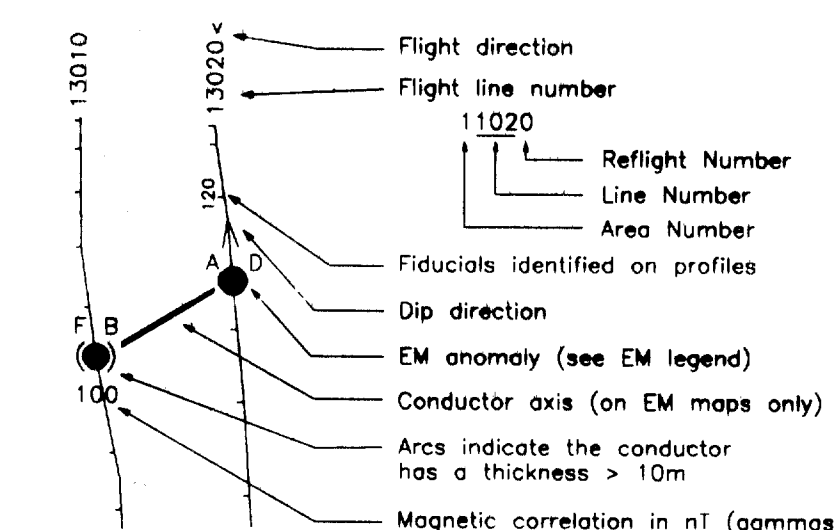
Frequency	Sensitivity	Coil Orientation
900 Hz	0.1 ppm	Vertical coaxial
5500 Hz	0.2 ppm	Vertical coaxial
900 Hz	0.1 ppm	Horizontal coplanar
7200 Hz	0.2 ppm	Horizontal coplanar
56000 Hz	0.5 ppm	Horizontal coplanar

ELECTROMAGNETIC ANOMALIES

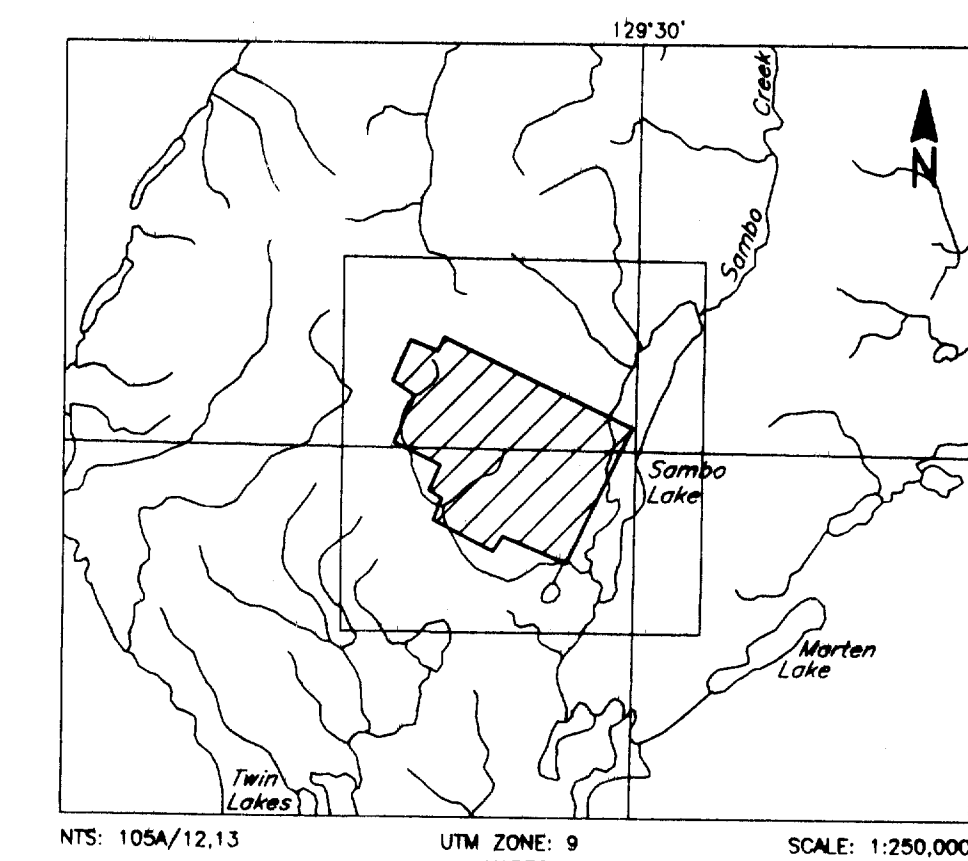
Grade	Anomaly	Conductance
7	●	>100 siemens
6	●	50-100 siemens
5	●	20-50 siemens
4	●	10-20 siemens
3	●	5-10 siemens
2	●	1-5 siemens
1	●	<1 siemens
-	*	Questionable anomaly

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

FLIGHT LINES WITH EM ANOMALIES



LOCATION MAP

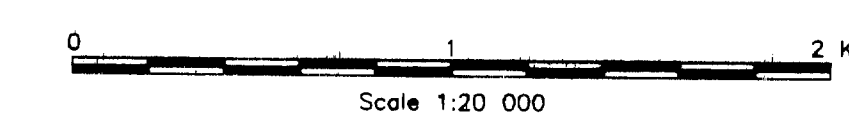


NORDAC RESOURCES LTD.
 SIMPSON PROPERTY, YUKON

ELECTROMAGNETIC ANOMALIES

DIGHEM SURVEY	NTS: 105A/12.13	GEOPHYSICIST: ep
DATE: JANUARY, 1996	JOB: 1247	SHEET: 1

DIGHEM, A division of CGG Canada Ltd.



DIGHEM
 Quality and Service in Airborne Geophysics

093505



TECHNICAL SUMMARY

Navigation		Sercol differential GPS positioning
Data reduction grid interval		50 metres
Terrain clearance		Helicopter 60 m
		Electromagnetic sensor 30 m
		Magnetometer 40 m
Data sampling interval		0.1 second
Magnetometer / sensitivity		Sintrex cesium / 0.01 nT
Electromagnetic system		DIGHEM*

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

Grade	Anomaly	Conductance
7	●	>100 siemens
6	●	50-100 siemens
5	●	20-50 siemens
4	⊙	10-20 siemens
3	⊕	5-10 siemens
2	○	1-5 siemens
1	⊖	< 1 siemens
-	★	Questionable anomaly

Anomaly identifier	Interpretive symbol	B	Bedrock conductor
		B	Narrow bedrock conductor ("thin dike")
Depth is greater than	Inphase and Quadrature coil is greater than	S	Conductive cover ("horizontal thin sheet")
... 15 m	... 5 ppm		Broad conductive rock unit, deep conductive overlying, thin conductive cover ("half space")
... 30 m	... 10 ppm	E	Edge of broad conductor ("edge of half space")
... 45 m	... 15 ppm		
... 60 m	... 20 ppm	L	Culture, e.g. power line, metal building or fence

FLIGHT LINES WITH EM ANOMALIES

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

TOTAL FIELD MAGNETIC CONTOURS

..... 250 nT

..... 50 nT

..... 10 nT

..... 5 nT

..... magnetic low

Magnetic inclination within the survey area: 77 degrees E
Magnetic declination within the survey area: 28 degrees E

[illegible]

NORDAC RESOURCES LTD.		
CONVERT PROPERTY, YUKON		
TOTAL FIELD MAGNETICS		
DIGHEM * SURVEY	NTS: 105B/5	GEOPHYSICIST: <u>Q.P.</u>
DATE: JANUARY, 1998	JOB: 1247	SHEET: 1
DIGHEM, A division of CGG Canada Ltd.		



TECHNICAL SUMMARY

Navigation Serial differential GPS positioning
 Data reduction interval 50 metres
 Terrain clearance Helicopter 60 m
 Electromagnetic sensor 30 m
 Data sampling interval 0.1 second
 Magnetometer / sensitivity Scintrex cesium / 0.01 nT
 Electromagnetic system DIGHEM[®]

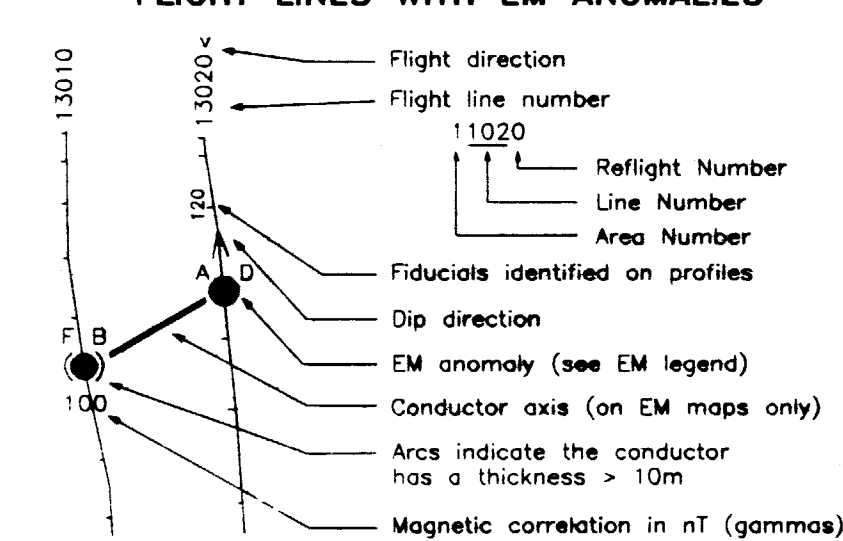
Frequency	Sensitivity	Coil Orientation
300 Hz	0.1 ppm	Vertical coaxial
5500 Hz	0.2 ppm	Vertical coaxial
900 Hz	0.1 ppm	Horizontal coplanar
7200 Hz	0.2 ppm	Horizontal coplanar
56000 Hz	0.5 ppm	Horizontal coplanar

ELECTROMAGNETIC ANOMALIES

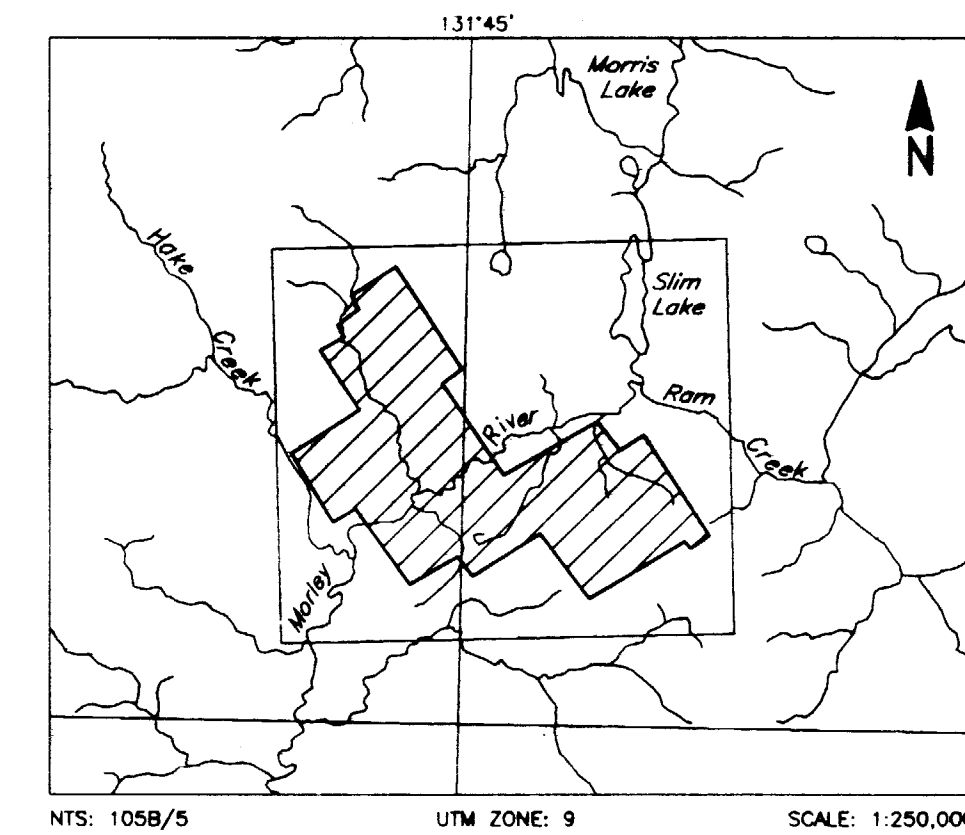
Grade	Anomaly	Conductance
7	●	>100 siemens
6	●	50-100 siemens
5	●	20-50 siemens
4	●	10-20 siemens
3	●	5-10 siemens
2	●	1-5 siemens
1	●	<1 siemens
-	●	Questionable anomaly

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

FLIGHT LINES WITH EM ANOMALIES



LOCATION MAP



NORDAC RESOURCES LTD.
 CONVERT PROPERTY, YUKON

ELECTROMAGNETIC ANOMALIES

DIGHEM[®] SURVEY NTS: 1058/5 GEOPHYSICIST: **GP**
 DATE: JANUARY, 1998 JOB: 1247 SHEET: 1
 DIGHEM, A division of CGG Canada Ltd.

Scale 1:20 000

DIGHEM
 Quality and Service in Airborne Geophysics

093505