093733

CONSOLIDATED SHOSHONI GOLD INC.

AIRBORNE GEOPHYSICAL REPORT
on
THE AU and IT CLAIMS

Yukon Territory
NTS 105G/10, 14, 15
61°45' North Latitude 131°00' West Longitude

Prepared for

CONSOLIDATED SHOSHONI GOLD INC.
609-475 Howe Street
Vancouver, B.C., Canada
V6C 2B3

on work completed May 12 to May 15, 1997

EQUITY ENGINEERING LTD.
207-675 West Hastings Street
Vancouver, B.C., Canada
V6B 1N2

August 1997

This report has been examined by the Geological Evaluation Unit under Section 53 (4) Yukon Quartz Mining Act and is allowed as representation work in the amount of $ ~~28,166.00~~ 80,200.00 MB

M. Burke

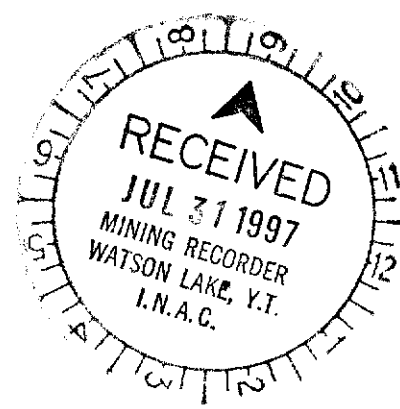
for Regional Manager, Exploration and Geological Services for Commissioner of Yukon Territory.

REPORT

ON A
COMBINED HELICOPTER-BORNE
ELECTROMAGNETIC AND MAGNETIC SURVEY
CENTRAL BLOCK PROPERTY
FINLAYSON LAKE AREA
YUKON
NTS 105 G/10,14,15

FOR

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July 17, 1997

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Consulting Geophysicist

J9746

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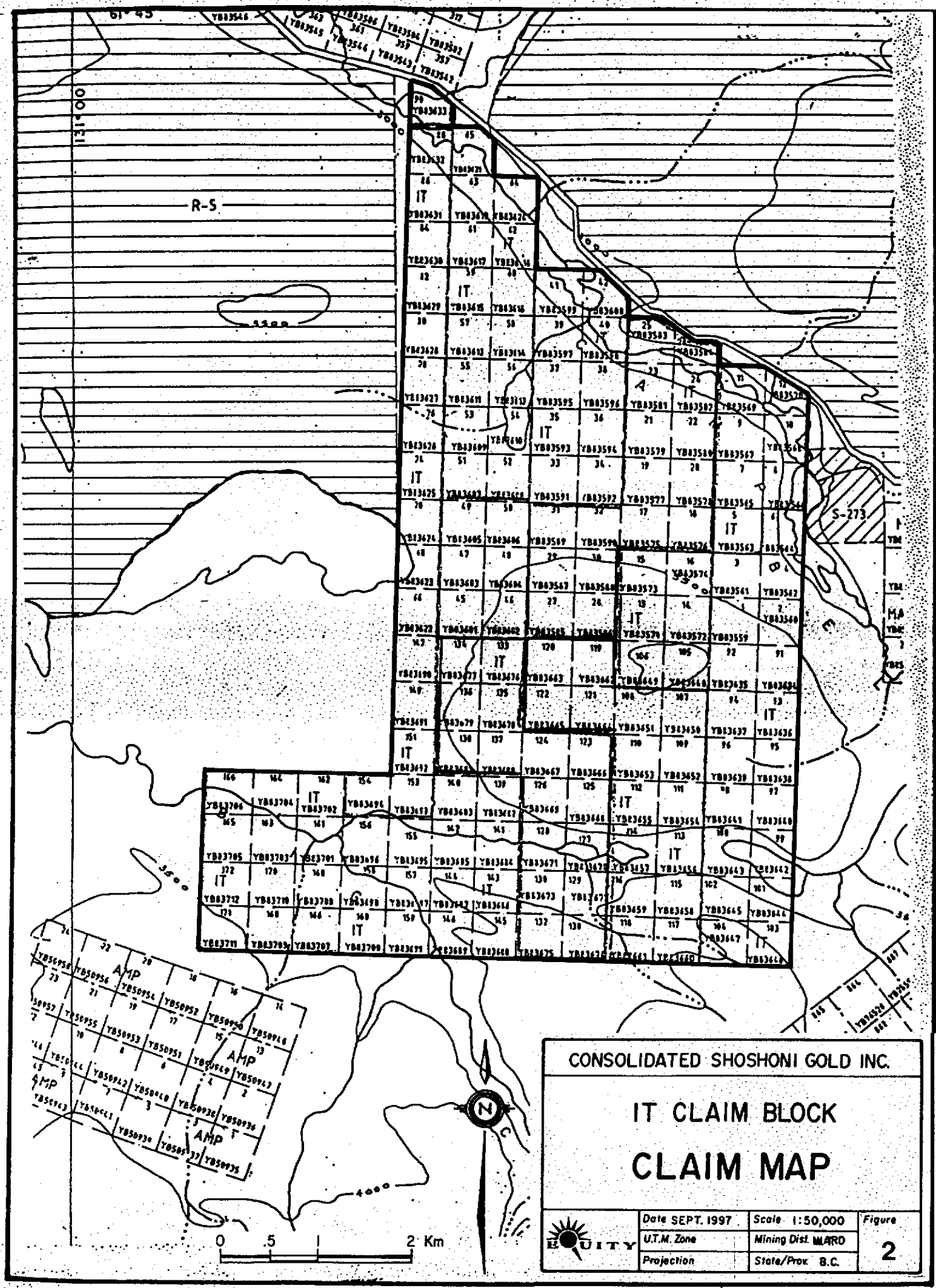
1.0 LIST OF CLAIMS

The AU and IT claims are comprised of 518 Yukon mineral claims in two contiguous blocks, located in the Watson Lake Mining District. These claims are owned by Lawrence Barry and are under option to Consolidated Shoshoni Gold Inc. Claim data for the AU and IT claims is summarized in the table below.

CLAIM DATA

Claim Name	Grant Number	No. of Claims	Expiry Date
AU 1-82	YB83195-3276	82	May 15, ****
AU 85-148	YB83277-3340	64	May 15, ****
AU 152-214	YB83341-3403	63	May 15, ****
AU 218-272	YB83404-3458	55	May 15, ****
AU 274-357	YB83459-3542	84	May 15, ****
AU 359	YB83543	1	May 15, ****
AU 361	YB83544	1	May 15, ****
AU 363	YB83545	1	May 15, ****
AU 365	YB83546	1	May 15, ****
AU 367-378	YB83547-3558	12	May 15, ****
IT 1-42	YB83559-3600	42	May 15, ****
IT 45-65	YB83601-3621	21	May 15, ****
IT 68	YB83622	1	May 15, ****
IT 70	YB83623	1	May 15, ****
IT 72	YB83624	1	May 15, ****
IT 74	YB83625	1	May 15, ****
IT 76	YB83626	1	May 15, ****
IT 78	YB83627	1	May 15, ****
IT 80	YB83628	1	May 15, ****
IT 82	YB83629	1	May 15, ****
IT 84	YB83630	1	May 15, ****
IT 86	YB83631	1	May 15, ****
IT 88	YB83632	1	May 15, ****
IT 90-147	YB83633-3690	58	May 15, ****
IT 149	YB83691	1	May 15, ****
IT 151	YB83692	1	May 15, ****
IT 153-172	YB83693-3712	20	May 15, ****
		518	

*Subject to approval of assessment work covered by this report.

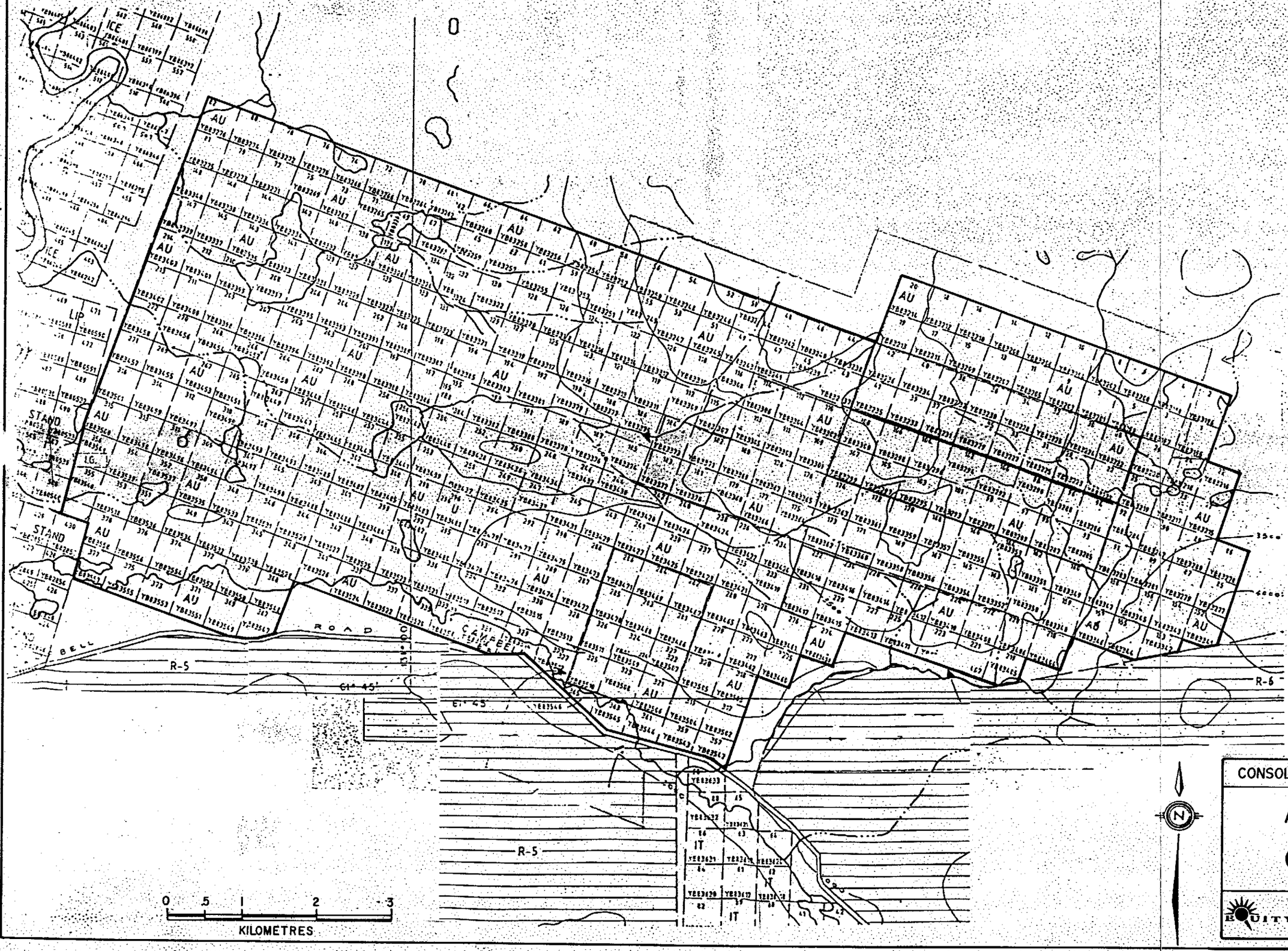


CONSOLIDATED SHOSHONI GOLD INC.

IT CLAIM BLOCK

CLAIM MAP

EQUITY	Date SEPT. 1997	Scale 1:50,000	Figure 2
	U.T.M. Zone	Mining Dist. MARO	
	Projection	State/Prov. B.C.	


AU
ICE
LIP
STAND
IT
LG.
ROAD
CAMP
R-5
R-6
61° 45'
0 .5 1 2 3
KILOMETRES
CONSOLIDATED SHOSHONI GOLD INC.
AU CLAIM BLOCK
CLAIM MAP
Date SEPT. 1997
Scale 1:50,000
Figure 2
U.T.M. Zone
Mining Dist. W.L.
Projection
State/Prov. B.C.

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DwG(1)

2.0 STATEMENT OF EXPENDITURES for the AU and IT CLAIMS on work performed May 12 to May 15,1997

CANADA) In the matter of an evaluation program on the AU and IT Claims

I, Stewart Harris for Equity Engineering Ltd., 207, 675 West Hastings Street, Vancouver, B.C. do solemnly declare that a program consisting of an airborne geophysical survey was carried out on the AU and IT Mineral Claims during the period May 12 to 15, 1997. The following expenses were incurred during the course of this work and in the compilation and reporting of the results:

And I make this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and by virtue of the Canada Evidence Act.

AIRBORNE GEOPHYSICAL PROGRAM

PROFESSIONAL FEES AND WAGES

Henry J. Awmack, P.Eng.		
0.875 days @ $425/day	$ 371.88	
Stewart Harris, P.Geo.		
3.25 days @ $425/day	1,381.25	
Clerical		
3.5 hours @ $25/hour	87.50	1,840.63

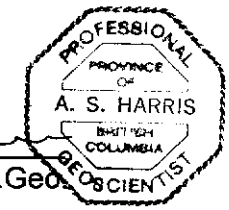
EXPENSES

Airborne Geophysics	$ 26,603.20	
Courier	66.25	
Drafting	252.00	
Freight	37.50	
Geophysical Services	2,520.00	
Printing and Reproductions	70.35	
Stationery	33.55	
Telephone Distance Charges	125.23	
		29,708.08

PROJECT SUPERVISION CHARGE

12% on first $100,000	$ 3,564.97		
		$	3,564.97
SUBTOTAL		$	35,113.68
G.S.T.	7%	$	2,457.96
TOTAL		$	37,571.64

Declared before me at Vancouver in the)
Province of British Columbia this)
25th day of August, 1997)



Stewart Harris, P.Geo.

Notary Public for the Province of British Columbia

IAN J. TALBOT
Barrister & Solicitor
657 - 409 Granville Street
Vancouver, B.C. V6C 1T2

REPORT ON A
COMBINED HELICOPTER-BORNE
ELECTROMAGNETIC AND MAGNETIC SURVEY
CENTRAL BLOCK PROPERTY
FINLAYSON LAKE AREA
YUKON

1. INTRODUCTION

This is a report on an airborne geophysical survey carried out for Equity Engineering Ltd. by Aerodat Inc. under a contract dated April 15, 1997. Principal geophysical sensors included a five frequency electromagnetic system, a high sensitivity cesium vapour magnetometer and a two frequency VLF-EM system. Ancillary equipment included a colour video tracking camera, Global Positioning System (GPS) navigation instrumentation, a radar altimeter, a power line monitor and a base station magnetometer.

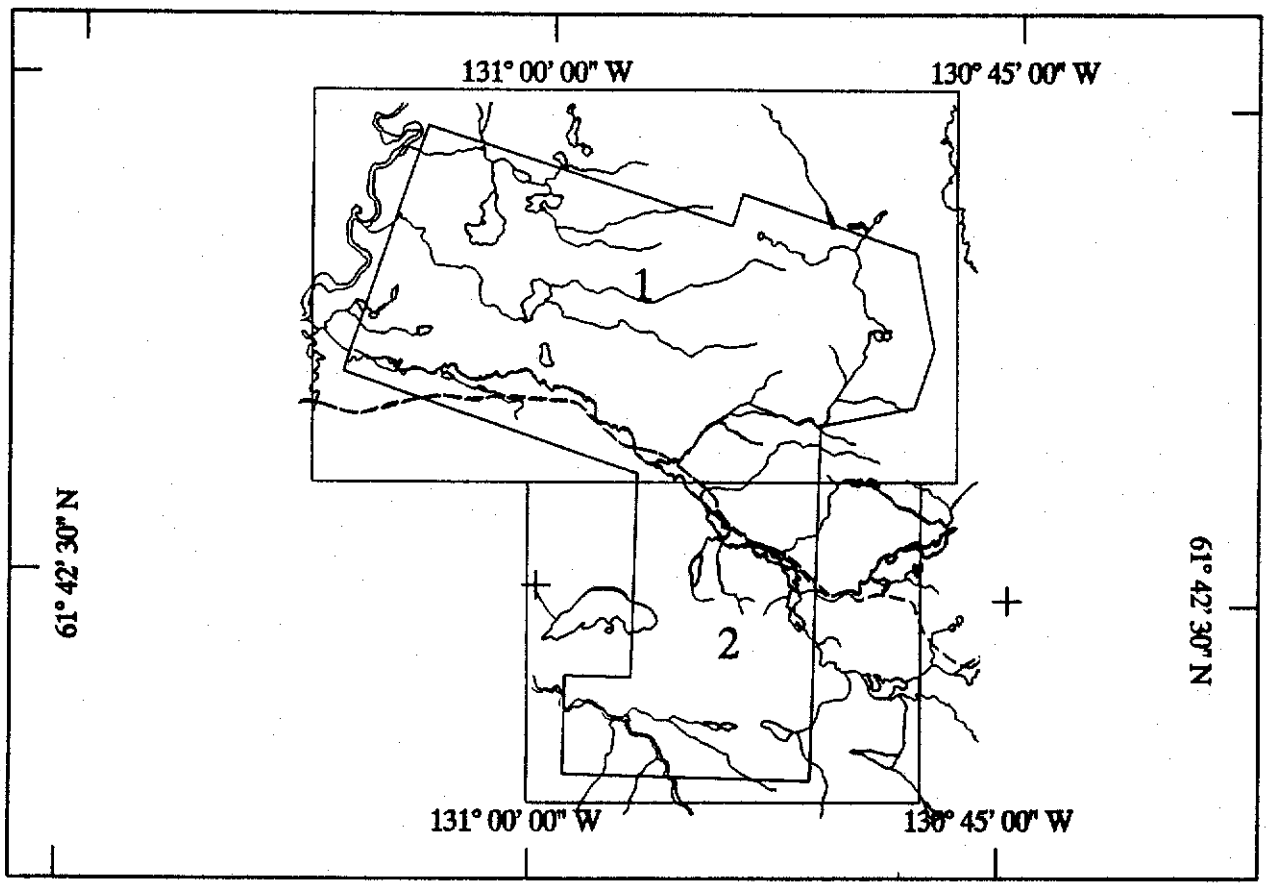
The survey covered an area of about 170 square kilometres located 75 km east-southeast of Ross River. Total survey coverage is approximately 926 line kilometres including 61 kilometres of tie lines. The Aerodat Job Number is J9746.

This report describes the survey, the data processing, data presentation and interpretation of the geophysical results. Identified electromagnetic anomalies appear on selected map products as anomaly symbols with interpreted source characteristics. The interpretation map indicates conductive areas of possible interest. It also shows prominent structural features interpreted from the magnetic results. Significant structural, conductive and/or magnetic associations are the basis for the selection of specific geophysical anomalies for further investigation.

2. SURVEY AREA

The area straddles the Robert Campbell Highway just 15 km west of the west end of Finlayson Lake. Topography is shown on the 1:50,000 scale NTS map sheets 105 G/10,14,15. Local relief is very rugged. Elevations range from 850 m to over 1,300 m above mean sea level. The survey area is shown in the attached index map that includes local topography and latitude - longitude coordinates. This index map also appears on all map products. The flight line direction is north 15° east. Line spacing is 200 metres.

INDEX MAP



3. AIRCRAFT AND SURVEY EQUIPMENT

3.1 Aircraft

The survey aircraft was an Aerospatialle AS 315B helicopter (C-FJJW), piloted by D. Rokosh, owned and operated by Turbowest Helicopters Ltd. J. Douglas of Aerodat acted as navigator and equipment operator. Aerodat performed the installation of the geophysical and ancillary equipment. The survey aircraft is flown at a mean terrain clearance of 60 metres and speed of 60 knots.

3.2 Electromagnetic System

The **H**elicopter **E**lectro**M**agnetic system (HEM) is an Aerodat multi-frequency configuration. Two vertical coaxial coil pairs operate at frequency ranges of 900 Hz and 4,500 Hz and two or three horizontal coplanar coil pairs at frequency ranges of 900, 4,500 Hz and 33 kHz. The actual frequencies used depend on the particular bird configuration. At the present time Aerodat has ten bird systems.

This survey utilized the Harrier bird with frequencies of 913 Hz and 4,427 Hz for the coaxial coil pairs and 858 Hz, 4,830 Hz and 32,550 Hz for the coplanar coil pairs. The transmitter-receiver separation is 6.4 metres. Inphase and quadrature signals are measured simultaneously for the five frequencies with a time constant of 0.1 seconds. The HEM bird is towed 30 metres below the helicopter.

3.3 VLF-EM System

The VLF-EM System is a Herz Totem 2A. This instrument measures the total field and vertical quadrature components of two selected frequencies. The sensor is towed in a bird 10 metres below the helicopter.

VLF transmitters are designated "Line" and "Ortho". The line station is in a direction from the survey area, ideally, normal to the flight line direction. This is the VLF station most often used because of optimal coupling with near vertical conductors running perpendicular to the flight line direction. The ortho station is ideally 90 degrees in azimuth away from the line station.

The transmitters used for this survey are:

NAA, Cutler, Maine broadcasting at 24.0 kHz. (line)

NLK, Jim Creek, Washington broadcasting at 24.8 kHz. (ortho)

NSS, Annapolis, Maryland broadcasting at 21.4 kHz. (line)

Unfortunately, after processing the data the results proved to be extremely noisy. The signals from the line stations were too weak to provide reliable data and the results are not presented. It has been noted over the years since the VLF method was first utilized that this very high frequency type of survey, utilizing fixed government communication transmitter stations, tends to detect long strike length and/or surficial poor conductivity sources such as swamps, creeks and rivers. Conductors that are optimum coupled with the primary field will usually predominate over those with other strike directions. In some instances anomalies will be produced by variations in topographic relief. In most survey areas the VLF method provides little bedrock information. The HEM system provides much better conductor resolution and diagnostic information on the conductive responses.

3.4 Magnetometer

A Scintrex H8 cesium, optically pumped magnetometer sensor, measures the earth's magnetic field. The sensitivity of this instrument is 0.001 nanoTesla at a sampling rate of 0.2 second. The sensor is towed in a bird 15 metres below the helicopter 45 metres above the ground.

3.5 Ancillary Systems

Base Station Magnetometer

A Gem Systems, Inc. GSM19 magnetometer, or similar unit, is set up at the base of operations to record diurnal variations of the earth's magnetic field. Synchronization of the clock of the base station with that of the airborne system is checked each day to insure diurnal corrections will be accurate. Recording resolution is 1 nT with an update rate of four seconds. Magnetic field variation data are plotted on a 3" wide gridded paper chart analog recorder. Each division of the grid (0.25") is equivalent to one minute (chart speed) or five nT (vertical sensitivity). The date, time and current total field magnetic value are automatically recorded every 10 minutes. The data is also saved to digital tape.

Radar Altimeter

A King KRA-10 radar altimeter records terrain clearance. The output from the instrument is a linear function of altitude. The radar altimeter is pre-calibrated by the manufacturer and is checked after installation using an internal calibration procedure.

Tracking Camera

A Panasonic colour video camera records the flight path on VHS video tape. The camera operates in continuous mode. The video tape also shows the flight number, 24 hour clock time (to .01 second), and manual fiducial number.

Global Positioning System (GPS)

Global Positioning Systems utilize at present 25 active satellites orbiting the earth. The orbital period for each satellite is approximately 12 hours with an altitude of approximately 12,600 miles (~ 20,000 km). Each satellite contains a very accurate cesium clock which is synchronized to a common clock by the ground control stations (operated by the U.S. Air Force).

The satellites radiate individually coded radio signals which are received by the user's GPS receiver. Along with timing information, each satellite transmits ephemeris (astronomical almanac or table) information which enables the receiver to compute the satellite's precise spatial position. The receiver decodes the timing signals from the satellites in view (4 or more for a three dimensional fix) and, knowing their respective locations from the ephemeris information, computes a latitude, longitude, and altitude for the user. This position fix process is continuous and can be updated once per second.

Differential GPS is employed to eliminate the problem of selective availability where the US Defence Department corrupts the satellite's timing signal. Differential GPS utilizes a GPS reference receiver which must be established within a few hundred miles from the survey aircraft. The GPS System computes differential corrections as a post-processing operation to achieve accuracies in the 2 to 5 metre range.

A Magnavox 9212 (12 channel) GPS receiver is used in the aircraft. Nortech differential GPS processing software is used to compute the differentially corrected GPS positions on a daily flight basis. The navigational unit in the aircraft supplies continuous information to the pilot and allows multiple way point entry.

The Picodas PNAV 2001 survey navigation system is utilized on the aircraft to provide a left/right indicator for the pilot. The single point GPS positions are logged onto the PICODAS or RMS digital acquisition systems along with the magnetometer data. The single point GPS accuracy is much better than 25 metres. The GPS positions are converted to NAD27 format for inclusion in the technical report and in the digital archive data.

Analog Recorder

An RMS dot matrix recorder displays the data during the survey. Record contents are as follows:

LABEL	PARAMETER	CHART SCALE
MAGF	Total Field Magnetics, Fine	2.5 nT/mm
MAGC	Total Field Magnetics, Coarse	25 nT/mm
VLT	VLF-EM, Total Field, Line Station	2.5% / mm
VLQ	VLF-EM, Vert. Quadrature, Line Station	2.5% / mm
VOT	VLF-EM, Total Field, Ortho Station	2.5% / mm
VOQ	VLF-EM, Vert. Quadrature, Ortho Station	2.5% / mm
L9XI	900 Hz, Coaxial, Inphase	2.5 ppm/mm
L9XQ	900 Hz,Coaxial,Quadrature	2.5 ppm/mm
M4XI	4,500 Hz, Coaxial, Inphase	2.5 ppm/mm
M4XQ	4,500 Hz, Coaxial, Quadrature	2.5 ppm/mm
L8PI	900 Hz, Coplanar, Inphase	10 ppm/mm
L8PQ	900 Hz, Coplanar, Quadrature	10 ppm/mm
M4PI	4,500 Hz, Coplanar, Inphase	10 ppm/mm
M4PQ	4,500 Hz, Coplanar, Quadrature	10 ppm/mm
H3PI	33,000 Hz, Coplanar, Inphase	20 ppm/mm
H3PQ	33,000 Hz, Coplanar, Quadrature	20 ppm/mm
BALT	Barometer	50 ft/mm
RALT	Radar Altimeter	10 ft/mm
PWRL	50/60 Hz Power Line Monitor	-

Data is recorded with positive - up, negative - down. The analog zero of the radar altimeter is 5 cm from the top of the analog record. A helicopter terrain clearance of 60 m should therefore be seen some 3 cm from the top of the analog record.

Chart speed is 2 mm/second. The 24-hour clock time is printed every 20 seconds. The total magnetic field value is printed every 30 seconds. The ranges from the radar navigation system are printed every minute.

Vertical lines crossing the record are manual fiducial markers activated by the operator. The start of any survey line is identified by two closely spaced manual fiducials. The end of any survey line is identified by three closely spaced manual fiducials. Manual fiducials are numbered in order. Every tenth manual fiducial is indicated by its number, printed at the bottom of the record.

Calibration sequences are located at the start and end of each flight and at intermediate times where needed.

Digital Recorder

A DGR-33 data system records the digital survey data on magnetic media. Contents and update rates are as follows:

DATA TYPE	RECORDING INTERVAL	RECORDING RESOLUTION
Magnetometer	0.1 second	0.001 nT
VLF-EM (4 Channels)	0.2 second	0.03%
HEM, (8 or 10 Channels)	0.1 second	
HEM, coaxial- 900 Hz/4,500 Hz		0.03 ppm
HEM, coplanar- 900 Hz/4,500 Hz		0.06 ppm
HEM, coplanar- 33,000 Hz		0.125 ppm
Position (2 Channels)	0.2 second	0.1 m
Altimeter	0.2 second	0.05 m
Power Line Monitor	0.2 second	
Manual Fiducial		
Clock Time		

4. SURVEY LOGISTICS AND CALIBRATION

4.1 Survey

The survey was completed in the period May 13 to June 6, 1997. Principal personnel are listed in Appendix I. A total of 15 survey flights was required to complete the project. Aircraft ground speed is maintained at approximately 60 knots (30 metres per second) and mean terrain clearance of 60 metres consistent with the safety of the aircraft and crew.

4.2 Navigation

A global positioning system (GPS) consisting of a Magnavox MX 9212, or similar system, operated in differential mode guides aircraft navigation and flight line control. Field processing of the differential GPS data in the field utilizes a PC using software supplied by the manufacturer. One system is installed in the survey helicopter. This involves mounting the receiver antenna on the casing ("bird") containing the magnetometer sensor. A second system acts as the base station.

The published NTS maps provide the Universal Transverse Mercator (UTM) coordinates of the survey area corners. These coordinates program the navigation system. A test flight confirms if area coverage is correct. Thereafter the navigation system guides the pilot along the survey traverse lines marked on the topographic map. The operator also enters manual fiducials over prominent topographic features. Survey lines showing excessive deviation are re-flown.

The operator calibrates the geophysical systems at the start, middle (if required) and end of every survey flight. During calibration the aircraft is flown away from ground effects to record electromagnetic zero levels.

4.3 Calibration and Data Verification

The operator calibrates the geophysical systems including the barometric altimeter at the start, middle (if required) and end of every survey flight. Immediately after takeoff and before landing the altimeter values are compared with the 30 m separation between the helicopter and EM sensor. The geophysical systems are calibrated and monitored as follows:

Electromagnetics

The system is nulled and phased according to Aerodat's standard procedures. Any discrepancies from previous surveys require an external Q coil calibration. The External Calibration Procedure is done at the start of every survey and every week thereafter until the survey has been completed. There are four parts to the External Calibration Procedure. After system has warmed up, they are:

1.) Null each frequency
2.) Phase each frequency
3.) Set the gain for each frequency
4.) Note the response of the internal Cal-coil

The phasing is done with a ferrite bar. The gain calibration is done using a calibration coil which is mounted at a pre-set location off the end of the bird.

The phasing and calibration is checked with the internal Q coil. The internal Q coil is activated prior to and at the end of each flight with the system flying out of ground effect (250 m or higher) to assure correct EM calibration. Analog trace locations are corrected for all channels when the system is out of ground effect. If excessive drift is present on the EM system the preceding procedures are repeated as required.

Magnetics

The airborne magnetic data is monitored in the aircraft by means of a 4th difference of the data which is calculated and presented on the airborne analog recorder. Should the 4th difference exceed the allowable specification, the portion of the flight line thereby affected is reflown.

The fourth difference is defined as:

$$FD_i = X_{i+2} - 4x_{i+1} + 6x_i - 4x_{i-1} + X_{i-2}$$

where X_i is the i^{th} total field sample. The fourth difference in this form has units of nT. High frequency noise should be such that the fourth differences divided by 16 are generally less than ± 0.1 nT The fourth difference is displayed on analog at scales of 0.20 nT/cm.

Altimeters

The radar altimeter test is carried out before and after the survey and if any of the altitude equipment is changed. The radar altimeter reading is determined when flying at barometric altitudes of 60, 120, 180 and 240 meters above the base airstrip. Also, the barometric altimeter is calibrated pre-flight and post-flight using the radar altimeter to determine the drift and this drift is applied to the data in the subsequent data processing.
Video Flight Path Verification

The record from the video camera is monitored continuously in flight. The video tape is reviewed immediately after each flight to ensure that the quality is acceptable. Selective flight path verification is performed as necessary.

Lag Tests

Before survey production commences and when any major survey equipment modification or replacement occurs, a lag test is performed to determine the time difference between the magnetometer reading, the electronic navigation reading and the operation of the positioning equipment. These tests are flown at the survey flight altitude in two (2) directions across a distinct magnetic anomaly and a recognizable feature whose exact location is known.

5. DATA PROCESSING AND PRESENTATION

5.1 Base Map

The base map is taken from a photographic enlargement of the NTS topographic maps. A UTM reference grid (grid lines usually every kilometre) and the survey area boundaries are added. After registration of the flight path to the topographic base map, some topographic detail and the survey boundary are added digitally. This digital image forms the base for the colour and shadow maps.

5.2 Flight Path Map

Global Positioning System

The GPS receiver takes in coded data from satellites in view and there after calculates the range to each satellite. The coded data must therefore include the instantaneous position of the satellite relative to some agreed earth-fixed coordinate system.

A further calculation using ranges to several satellites gives the position of the receiver in that coordinate system (eg. UTM, lat/long.). The elevation of the receiver is given with respect to a model ellipsoidal earth.

Normally the receiver must see four satellites for a full positional determination (three space coordinates and time). If the elevation is known in advance, only three satellites are needed. These are termed 3D and 2D solutions.

The position of the receiver is updated every tenth of a second. The accuracy of any one position determination is described by the Circular Error Probability (CEP). Ninety-five percent of all position determinations will fall within a circle of a certain radius. If the horizontal position accuracy is 25 m CEP, for example, 95% of all trials will fall within a circle of 25 m radius centred on the mean. The system may be degraded for civilian use and the autonomous accuracy is then 100 m CEP. This situation is called selective availability (SA). Much of this error (due principally to satellite position/time errors and atmospheric delays) can be removed using two GPS receivers operating simultaneously. One receiver acting as the base station, is at a known position. The second remote receiver is in the unknown position. Differential corrections determined for the base station may then be applied to the remote station. Differential positions are accurate to five m CEP (for a one second sample). Averaging will reduce this error further.

Flight Path

The flight path is drawn using linear interpolation between x,y positions from the navigation system. These positions are updated every second (or about 1.5 mm at a scale of 1:20,000). Occasional dropouts occur when the optimum number of satellites are not available for the GPS to make accurate positional determinations. Interpolation is used to cover short flight path gaps. The navigator's flight path and/or the flight path recovered from the video tape may be stitched in to cover larger gaps. Such gaps may be recognized by the distinct straight line character of the flight path.

The manual fiducials are shown as a small circle and labelled by fiducial number. The 24-hour clock time is shown as a small square, plotted every 30 seconds. Small tick marks are plotted every two seconds. Larger tick marks are plotted every 10 seconds. The line and flight numbers are given at the start and end of each survey line.

The aircraft position is expressed in geographic latitude and longitude coordinates, using the **N**orth **A**merican **D**atum NAD27 based on the Clarke 1866 ellipsoid. Any particular survey area located on the globe has a specific reference ellipsoid or projection zone. A further refinement for a better fit to the earth's surface at the survey location is applied by adding or subtracting slight x, y and/or z datum shifts (a few metres to hundreds of metres) to the origin of the ellipsoid. The geographic coordinates are converted to fit this ellipsoid before calculating the UTM coordinates. The UTM coordinates are expressed as UTM eastings (x) and UTM northings (y).

The flight path map is merged with the base map by matching UTM coordinates from the base maps and the flight path record. The match is confirmed by checking the position of prominent topographic features as recorded by manual fiducial marks or as seen on the flight path video record.

5.3 Electromagnetic Survey Data

The electromagnetic data are recorded digitally at a sample rate of 10 per second with a time constant of 0.1 seconds. A two stage digital filtering process rejects major sferic events and reduces system noise. Local sferic activity can produce sharp, large amplitude events that cannot be removed by conventional filtering procedures. Smoothing or stacking will reduce their amplitude but leave a broader residual response that can be confused with geological phenomena. To avoid this possibility, a computer algorithm searches out and rejects the major sferic events. This is referred to as a "surgical mute" in signal processing terms. The signal to noise ratio is further enhanced by the application of a low pass digital filter. This filter has zero phase shift that prevents any lag or peak displacement from occurring, and it suppresses only variations with a wavelength less than about 0.25 seconds. This low effective time constant gives minimal profile distortion.

Following the filtering process, a base level correction is made using electromagnetic zero levels determined during high altitude calibration sequences. The correction applied is a linear function of time that ensures the corrected amplitude of the various inphase and quadrature components is zero when no conductive or permeable source is present. The filtered and levelled data are the basis for the determination of apparent resistivity (see following section). The inphase and quadrature responses along the flight line are presented in profile form offset along the flight lines. Differentiation of the various profiles is achieved using two colours (coaxial and coplanar) and two line weights (inphase and quadrature). For interpretation purposes the coaxial and coplanar data sets for a similar frequency range are presented together on one map (900 Hz and/or 4,500 Hz)

5.4 Total Field Magnetics

The aeromagnetic data is corrected for diurnal variations by adjustment with the recorded base station magnetic values. No corrections for regional variations are applied. The corrected profile data are interpolated on to a regular grid using an Akima spline technique. The grid provided the basis for threading the presented contours. The minimum contour interval is 2 nT with a grid cell size of 50 m. Magnetic high areas are assigned warm colours (orange/red) while magnetic low areas show as cool colours (blue).

5.5 Calculated Vertical Magnetic Gradient

The vertical magnetic gradient is calculated from the gridded total field magnetic data. The calculation is based on a 17 x 17 point convolution in the space domain or FFT processing which involves using a two dimensional Fourier Transform, applying a vertical derivative operator and transforming the filtered data back into the space domain. The results are contoured using a minimum contour interval of 0.01 nT/m. Grid cell sizes are the same as those used in processing the total field data. The high and low amplitude responses are give the same colour representation as the total field contours.

5.6 Colour Relief or Shadow Map of Total Field Magnetics

A useful manipulation of the magnetic data is the production of a colour shadow map. It is an aid in the interpretation and presentation of the magnetic information. The shadow map displays two independent variables simultaneously on the same map. The two variables are the amplitude and the gradient of the quantity measured over the mapping region. At every point or grid cell on the map the hue represents the amplitude of the magnetic value and the lightness/darkness of the hue is varied according to the slope or gradient of the data at the cell location. The gradient is translated into a reflectance parameter with respect to a chosen illumination direction. Subtle magnetic structures having a specific trend are enhanced or attenuated depending on the position and angle to the horizon of the light source relative to the trend. If the light source is orthogonal to the trend there will be maximum shadow relief. Regional discontinuities representing fault structures are easily recognized with shadow enhancement.

5.7 Apparent Resistivity

The apparent resistivity is calculated by assuming a 200 metre thick conductive layer over resistive bedrock. The computer determines the resistivity that would be consistent with the sensor elevation and recorded inphase and quadrature response amplitudes at the selected frequency. The apparent resistivity profile data is re-interpolated onto a regular grid at a 50 metres true scale interval using an Akima spline technique and contoured using logarithmically arranged contour intervals. The minimum contour interval depends on the selected frequency and is in units of log(ohm.m) in logarithmic intervals of 0.1, 0.5, 1.0, 5.0 etc. The colour presentation assigns warmer colours (reds) to low resistivity or very conductive responses and cooler colours (blues) to high resistivity or poor conductivity responses.

The highest measurable resistivity is approximately equal to the transmitter frequency. The lower limit on apparent resistivity is rarely reached.

6. DELIVERABLES

The report on the results of the survey is presented in four copies. The report includes folded white print copies of all black line maps. Four copies of the colour and shadow maps are in accompanying map tube(s).

The black line maps show topography, UTM grid coordinates and the survey boundary. The survey data are presented in sets of numbered maps in the following format:

I BLACK LINE MAPS: (Scale 1:20,000)

Map No. Description

1. BASE MAP; screened topographic base map plus survey area boundary, and UTM grid.

2. COMPILATION / INTERPRETATION MAP; with base map, flight path map and HEM anomaly symbols with interpretation .

3. TOTAL FIELD MAGNETIC CONTOURS; with base map, HEM anomaly symbols and flight lines.

4. VERTICAL MAGNETIC GRADIENT CONTOURS; with base map, HEM anomaly symbols and flight lines.

5A. APPARENT RESISTIVITY CONTOURS; apparent resistivity calculated for the coplanar 900 Hz data, with base map, HEM anomaly symbols and flight lines.

5B. APPARENT RESISTIVITY CONTOURS; apparent resistivity calculated for the coaxial 4,500 Hz data, with base map, HEM anomaly symbols and flight lines.

5C. APPARENT RESISTIVITY CONTOURS; apparent resistivity calculated for the coplanar 4,500 Hz data, with base map, HEM anomaly symbols and flight lines.

II COLOUR MAPS: (Scale 1:20,000)

1. TOTAL FIELD MAGNETICS; with superimposed contours, flight lines, topographic features and HEM anomaly symbols.

2. VERTICAL MAGNETIC GRADIENT; with superimposed contours, flight lines, topographic features and HEM anomaly symbols.

3A. HEM OFFSET PROFILES; coplanar 900 Hz and coaxial 900 Hz data with flight lines, topographic features and HEM anomaly symbols.

3B. HEM OFFSET PROFILES; coplanar 4,500 Hz and coaxial 4,500 Hz data with flight lines, topographic features and HEM anomaly symbols.

3C. HEM OFFSET PROFILES; coplanar 33,000 Hz data with flight lines, topographic features and HEM anomaly symbols.

4A. APPARENT RESISTIVITY; calculated for the coplanar 900 Hz data with superimposed contours, flight lines, topographic features and HEM anomaly symbols.

4B. APPARENT RESISTIVITY; calculated for the coaxial 4,500 Hz data with superimposed contours, flight lines, topographic features and HEM anomaly symbols.

4C. APPARENT RESISTIVITY; calculated for the coplanar 4,500 Hz data with superimposed contours, flight lines, topographic features and HEM anomaly symbols.

III SHADOW DERIVATIVE: (Scale 1:20,000)

1. TOTAL FIELD MAGNETICS SHADOW MAP; with suitable sun angle

The processed digital data, including both the profile and the gridded data, is on CD ROM'S (ISO 9660). Profile data is written as columnar ASCII records and the gridded data as standard Geosoft PC grids. A full description of the format is included with the package. All gridded data can be displayed on IBM compatible microcomputers using the Aerodat AXIS (Aerodat Extended Imaging System) or RTI (Real Time Imaging) software package. The complete data package includes all analog records, base station magnetometer records, flight path video tape and original map cronaflexes.

7. INTERPRETATION

7.1 Area Geology

The property covers the mid-Palaeozoic volcanic-plutonic rocks of the Yukon-Tanana Terrane comprising, in part, mafic and felsic metavolcanics, carbonaceous metasediments, quartzeye grits and orthogneiss intruded by felsic and mafic stocks. The property is just south of the Campbell Range Belt consisting of massive carbonate, chert with minor mafic and felsic metavolcanics and serpentinite. Cominco Ltd.'s ABM deposit at its Kudz Ze Kayah project is 40 km to the southeast of the survey area.

This massive sulphide, Kuroko-style, base metal deposit is hosted by Devonian to Mississippian age interlayered metavolcanic and metasedimentary rocks of the Yukon-Tanana Terrane. The deposit hosts a reserve, minable by open-pit methods, of 11.3 million tonnes grading 5.9% zinc, 1.5% lead and 0.9% copper. The Wolverine and Lynx deposits discovered by Westmin Resources are similar orebodies located about 20 km east of the ABM deposit. A geological resource estimate for these deposits totals 5.3 million tonnes grading 13.0% zinc, 1.5% lead and 1.4% copper plus values in gold and silver (The Northern Miner, June 23, 1997).

7.2 Magnetic Interpretation

The total field magnetic responses reflect major changes in the magnetite content of the underlying rock units. The amplitude of the magnetic responses relative to the regional background help to assist in identifying specific magnetic and nonmagnetic units related to, for example, mafic flows or tuffs, mafic to ultramafic intrusives, felsic intrusives, felsic volcanics and/or sediments etc. Obviously, several geological sources can produce the same magnetic response. These ambiguities can be reduced considerably if basic geological information on the area is available to the geophysical interpreter.

In addition to amplitude variations, magnetic patterns related to the geometry of the particular rock unit also help in determining the probable source of the magnetic response. For instance, long narrow magnetic linears usually reflect mafic tuff/flow horizons or mafic intrusive dyke structures while semi-circular features with complex magnetic amplitudes may be produced by local plug-like intrusive sources such as pegmatites, carbonatites or kimberlites.

The calculated vertical magnetic gradient assists considerably in mapping weaker magnetic linears that are partially masked by nearby higher amplitude magnetic features. The broad zones of higher magnetic amplitude, however, are severely attenuated in the vertical magnetic gradient results. These higher amplitude zones reflect rock units having magnetic susceptibility signatures. For this reason both the total and gradient magnetic data sets must be evaluated.

Theoretically the magnetic gradient zero contour line marks the contacts or limits of large magnetic sources. This applies to wide sources, greater than 50 metres, having simple slab geometries and shallow depth.(See discussion in Appendix II) Thus the gradient map also aids in the more accurate delineation of contacts between differing magnetic rock units.

The cross cutting structures, shown on the interpretation map as faults, are based on interruptions and discontinuities in the magnetic trends. Generally, sharp folding of magnetic units will produce a magnetic pattern indistinguishable from a fault break. Thus, if anomaly displacements are small such fault structures, where they mark an anomaly interruption, may actually represent a deformation node rather than faulting.

7.3 Magnetic Survey Results and Conclusions

To facilitate the following discussion of the magnetic results it is suggested the interpretation map be compared with the total field and vertical gradient magnetic colour contour maps either as overlays or side by side.

The magnetic background is interpreted to be approximately 58,225 nanoTesla (nT). Amplitudes range from about 725 nT below background to over 2,000 nT above background.

There are four types of magnetic signatures designated on the interpretation maps. Semi-circular distinct anomalies, low amplitude and high amplitude magnetic trends and non-magnetic zones. Apparent discrete and usually small semi-circular magnetic centres are outlined and cross hatched. These anomalies are thought to be possible mafic intrusive vertical plug-like source bodies such as diatremes. Similar circular magnetic patterns but with a central negative core are outlined with depression tick marks. These features are either felsic intrusive plug-like sources or mafic bodies intruded during a magnetic pole reversal. Low amplitude subtle magnetic trends or linears are shown with thin lines and the relatively higher amplitude linear horizons are indicated with thick lines. These magnetic trends are typical of mafic volcanic units, sills or dyke structures. Below background non-magnetic zones are the fourth type of magnetic signature indicated on the interpretation maps. These zones usually map felsic or sedimentary rocks. Local small negative zones can also indicate possible alteration effects. The more significant below background zones are outlined with thick dashed lines and triangular depression symbols.

The north map sheet is dominated by numerous semi-circular to elliptical shaped shallow source positive and negative anomalies. As mentioned, these are thought to be intrusive plug-like bodies such as diatremes and/or small stocks. None of these features have any noticeable topographic signature. On the west side of the map sheet there is a marked change from a elevated magnetic area to the east and lower magnetic levels to the west eventually becoming below background non-magnetic zones on the west boundary of the survey area. This transition zone is thought to mark a contact zone as indicated by the

fault/contact symbols on the interpretation map. The highest magnetic levels are just east of this line and dissipate to the east and south into the south map sheet. The centre of the main magnetic source body is thought to be in the region of location A where a broad magnetic anomaly is present with a central core anomaly marked as a possible deep source.

The weak sinuous magnetic trends scattered throughout the survey block, most noticeable on the vertical gradient map, probably reflect intermediate volcanic flows associated with the volcanic activity. The low amplitude and general characteristics of these magnetic units suggest they be under some depth of non-magnetic cover rocks such as sediments.

To the south, on the south map sheet, magnetic characteristics are different from those seen on the north map sheet. The marked difference is the much higher amplitude east-west striking linear horizons B and C in the south half of the sheet as well as the more extensive non-magnetic below background zones in the central and southwest portions of the sheet. The high amplitude linears are probably major mafic volcanic bodies. The negative central zone between the two western linear complexes suggest the linears may dip away from each other and are shallow. To the east, a broader area of elevated magnetic response around location D suggests a deeper source is indicated. This area corresponds to a broad topographic high area and possibly indicates a siliceous source rock may be present in this vicinity. The below background zones in the centre of the south sheet indicate the area of thickest cover of non-magnetic material such as sedimentary or felsic rocks.

7.4 Electromagnetic Anomaly Selection/Interpretation

Vertical to Near Vertical Tabular Conductive Sources

Usually two sets of stacked colour coded profile maps of one coaxial and one coplanar inphase and quadrature responses are used to select conductive anomalies of interest. These HEM intercepts are automatically plotted on the various map products listed previously. Selection of HEM anomaly intercepts is based on conductivity as indicated by the inphase to quadrature ratios of the 900 Hz and/or 4,500 Hz coaxial data, anomaly shape, and anomaly profile characteristics relative to coaxial and corresponding coplanar responses. The peak of the coaxial responses is picked for digitizing as that defines the position of any near vertical to dipping tabular source.

These response shapes are illustrated in Appendix II, in the figure entitled "HEM Response Profile Shapes .....". Profile A illustrates the coaxial and coplanar signature of a vertical source while profiles B and C show the effect of dip on the coplanar and coaxial profiles. For a gently dipping source the small up-dip tail of the coplanar profiles B and C is not present and there is just a shift of the coplanar peak down dip from the coaxial peak.

Flat Lying Conductive Sources

Flat lying responses are characterized by identically shaped coaxial and coplanar response profiles. Profile I, Appendix II, illustrates a flat source response. Variations in the conductivity and thickness of flat lying sources produces peaks and valleys in the profile data. Ordinarily the anomaly peaks from flat lying sources are not selected for plotting as HEM intercepts. Their locations have little meaning if the source is flat lying. Nevertheless, if the sources are gently dipping the peaks sometimes have line to line continuity and may show the "grain" of the underlying geology. For this particular area all the anomaly peaks were selected for plotting in the event line to line continuity would indicate some geological structure. A much better presentation of conductive flat lying sources is achieved by the resistivity calculations and map plots. Comparison of the resistivity data with geological information can then ascertain if the source of the responses are of possible geological interest.

It is difficult to differentiate between responses associated with the edge effects of flat lying conductors and actual poor conductivity bedrock conductors on the edge of or overlain by flat lying conductors. Extensive flat lying to gently dipping conductors often have an "edge effect" anomaly which is a coaxial peak on the flank of the coplanar responses similar to one side of profile E, G or H, Appendix II. Often only one edge can be seen if the source is dipping. Such edge effect anomalies are often seen marking the perimeter of lakes or swamps containing conductive material.

Poor conductivity bedrock conductors having low dips will also exhibit responses that may be interpreted as surficial overburden conductors. In such cases, where the source of the conductive response appears to be ambiguous, the coaxial peak of the anomaly is still selected for plotting. In some situations the conductive response has line to line continuity and some magnetic association thus providing possible evidence that the response is related to an actual bedrock source.

Flat lying limited width ribbon type conductive responses with some strike length are sometimes also present. These responses are characterized by a "M" shaped coaxial anomaly with a single peaked coplanar anomaly centred in the trough between the two coaxial peaks. This is illustrated in Appendix II in the same figure as previously mentioned (see profile shape E or G). The actual geometry of the source of these ribbon type responses is difficult to determine. They could represent a synclinal structure such as would be produced by combining dipping profiles C and B.

Negative Inphase Responses

In some areas the inphase profile component exhibits a negative anomaly response usually over obvious magnetic areas. This is produced by local concentrations of magnetite and usually occurs when the sensor is flying close to the ground surface. If only magnetite is present there will be no quadrature response associated with the negative inphase response. If conductive material is present, however, such as graphite or sulphides, a positive quadrature response will be evident with the negative inphase response. In this case the anomaly is selected for plotting and evaluation and designated as a magnetic/conductive response.

Depth and Conductivity Calculation

The calculation of the depth to the conductive source and its conductivity is based on the 4,500 Hz coaxial data assuming a thin vertical sheet model. The amplitude of the inphase and quadrature responses are used for the calculations which are automatically determined by computer. These data are listed in Appendix III and the depth and conductivity values are shown with each plotted anomaly. Further detailed discussion and illustration of the determination of these values is contained in Appendix II. Note the depth calculation for those conductors having a gently dipping to flat lying profile signature will not be accurate although the conductivity value will have some relative meaning.

The selected HEM intercepts are automatically categorized according to their conductivity and amplitude. The calculation of the conductivity of low amplitude anomalies can be very inaccurate. Therefore, anomalies having amplitudes below a certain level and/or low conductivity value are given a zero rating with the category increasing for increasing conductivity values that are statistically reliable.

7.5 Electromagnetic Survey Results and Conclusions

Very conductive flat lying to gently dipping material is contributing to the electromagnetic responses in various degrees throughout the survey block. There is some correlation between low resistivity and topographically low areas along drainage gulleys and on the flanks of hills. This usually immediately implies conductive overburden is the main source of the conductive effects. The one to one correlation is not perfect, however, and in several areas the low resistivity outline does not conform to topography but follows elevated magnetic areas. In addition, some low lying areas do not have any accompanying low resistivity signature. Finally, the extreme low resistivity levels, from 50 down to below 10 ohm metres, are more indicative of graphitic/pyritic sediments rather than conductive alluvial material. Thus, it is postulated, the low resistivity zones are mapping stratigraphy, at least in some locations. Therefore, in order to compare these conductive areas with the magnetic structures, the limits of low resistivity zones of less than 16 ohm metres for the 900 Hz coplanar channel are outlined on the interpretation map with thick dashed lines.

An orebody of the type associated with those present in the Finlayson Lake area would

be expected to have a high conductivity signature. Graphitic sediments can have the same type of signature. Thus an orebody could be hidden anywhere within the numerous conductive zones and horizons. A specific area, however, may have more geological potential for hosting an orebody. Therefore a number of high conductivity responses within the conductive zones are circled and designated with a number for investigation. Selection is based on the conductors having the best conductivity. In all 38 conductive zones are indicated on the interpretation map. Most of the conductors form small clusters but some have considerable strike length and linearity.

Of the 38 conductors, the two of most interest are numbers 35 and 38 on the west boundary and south part, respectively, of the south map sheet. Conductor 35 has a lower conductivity than many of the other selections but it is coincident with a portion of a high amplitude magnetic zone. Number 38 has similar conductive attributes as 35 and also correlates with a high amplitude magnetic zone. These correlations are unique to the survey area and are considered as first priority exploration targets. Although the other conductors have excellent conductivity they are generally within broader areas of low resistivity related to flat lying sources and are suspicious as possible conductive sediments. For this reason the other designated conductors are assigned second or third priority status depending on their amplitudes and linear characteristics.

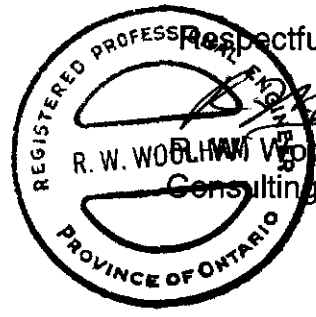
8. RECOMMENDATIONS

Selection of geophysical anomalies for further investigation is based on the structural and magnetic associations of the designated conductors as well as their relative conductivity. Prior to any ground follow-up, the following priority categories should be reviewed with respect to the geological target model being sought and known geology and mineralization in the area.

The conductors are prioritized as first, second or third priority investigation targets on the basis of their amplitudes, geometry and magnetic correlations as discussed previously and are tabulated following:

Sheet	First Priority	Second Priority	Third Priority
North	None	1, 4, 9, 10, 23, 25	2, 3, 5 to 8, 11 to 22, 24, 26, 27
South	35, 38	29, 32, 37	28, 30, 31, 33, 34, 36

The magnetic and conductive anomalies recommended for investigation represent a first phase exploration program. Additional work will be contingent on the results of this program. More detailed geological information used in conjunction with geophysics may help to direct further exploration efforts.



Respectfully submitted,

R.W. Woolham, P.Eng.
Consulting Geophysicist

for

AERODAT INC.

July 17, 1997

J9746

APPENDIX I

PERSONNEL

FIELD

Flown	May 13 to June 6, 1997
Pilot(s)	D. Rokosh
Operator(s)	J. Douglas

OFFICE

Processing	Darcy McGill George McDonald
Report	R. W. Woolham

APPENDIX II

GENERAL INTERPRETIVE CONSIDERATIONS

GENERAL INTERPRETIVE CONSIDERATIONS

Electromagnetic

The Aerodat electromagnetic system utilized two different transmitter-receiver coil geometries. The traditional coaxial coil configuration is operated at widely separated frequencies. The horizontal coplanar coil configuration is similarly operated at different frequencies where at least one pair is approximately aligned with one of the coaxial frequencies.

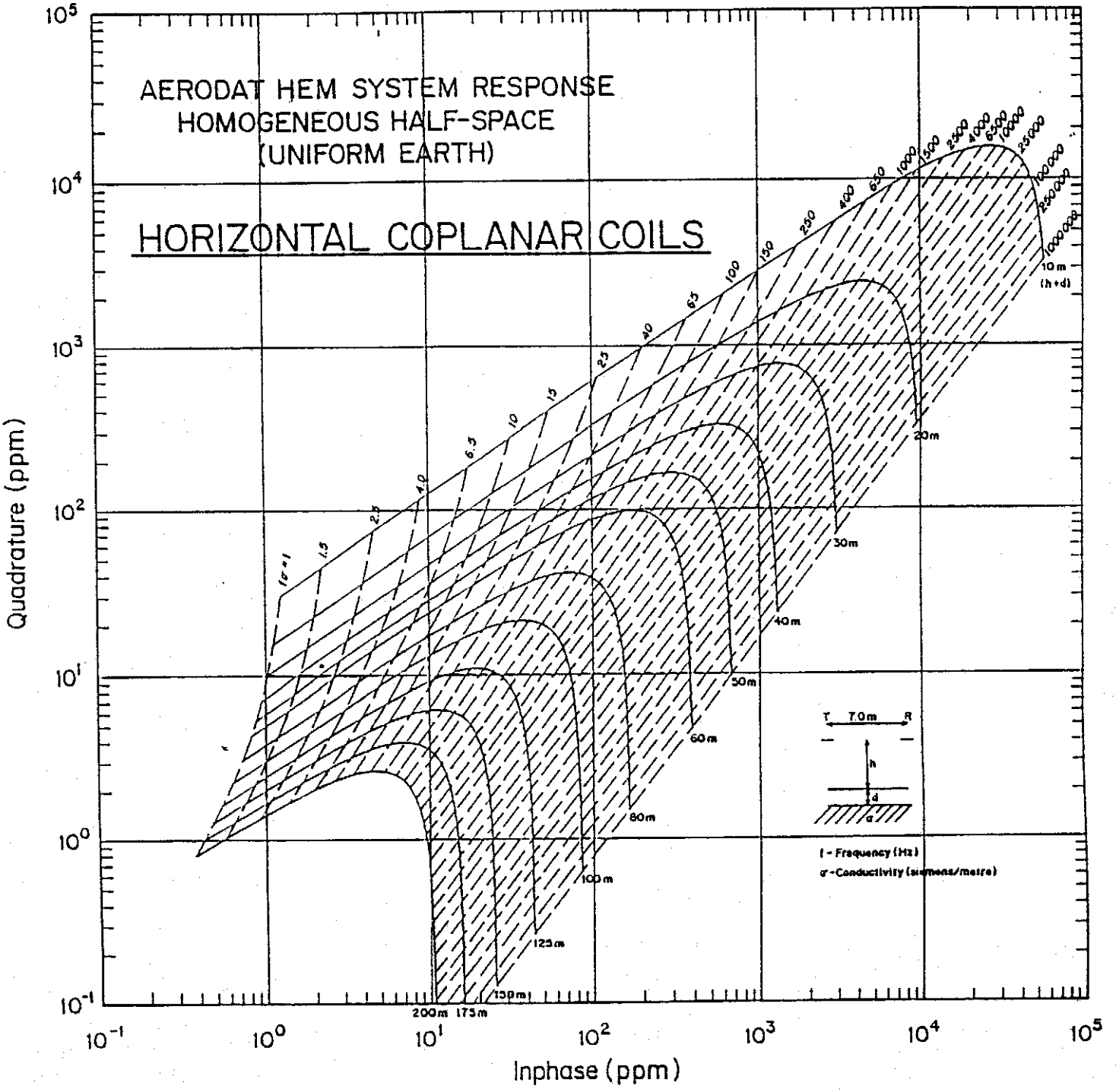
The electromagnetic response measured by the helicopter system is a function of the "electrical" and "geometrical" properties of the conductor. The "electrical" property of a conductor is determined largely by its electrical conductivity, magnetic susceptibility and its size and shape; the "geometrical" property of the response is largely a function of the conductor's shape and orientation with respect to the measuring transmitter and receiver.

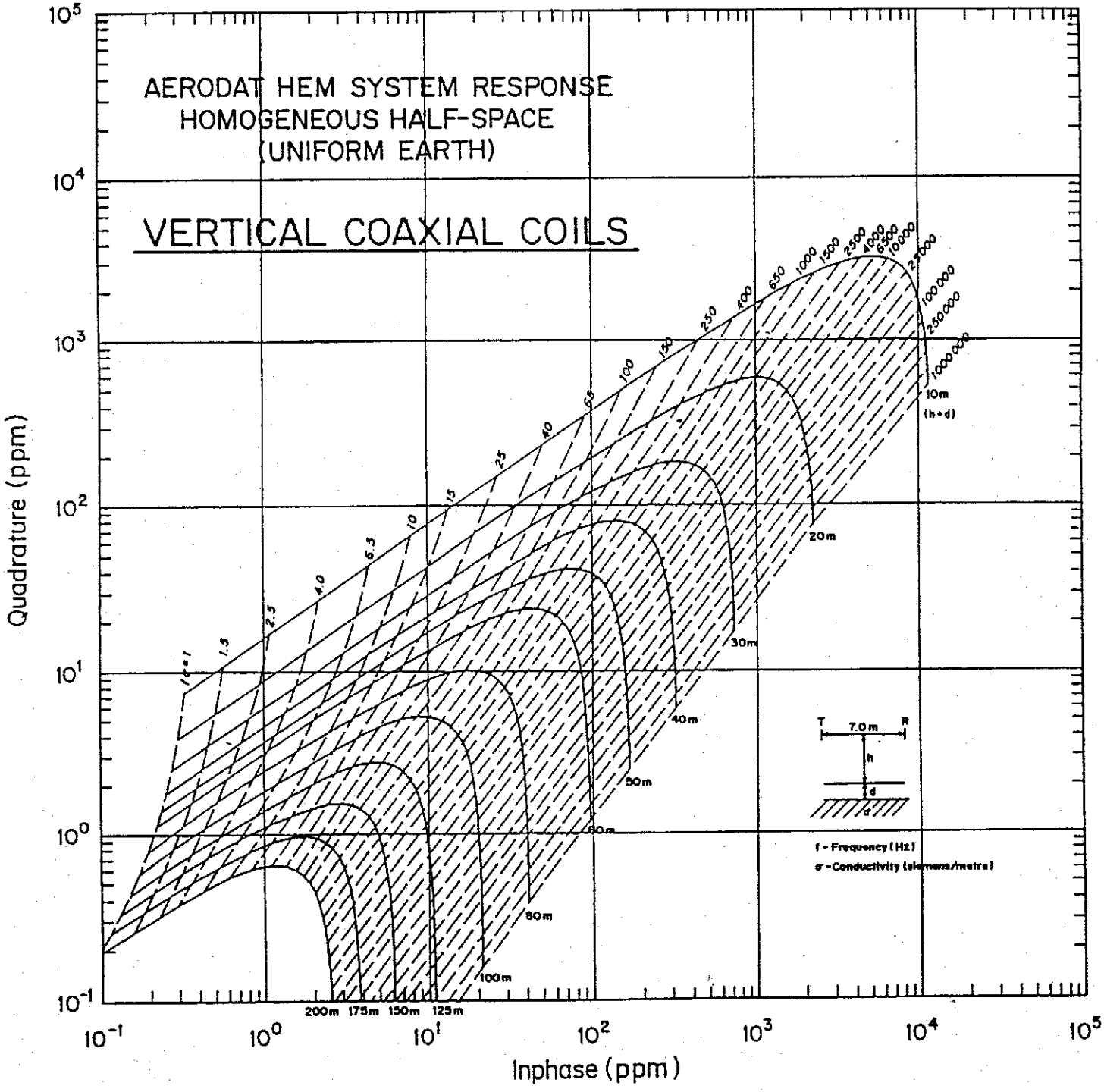
Electrical Considerations

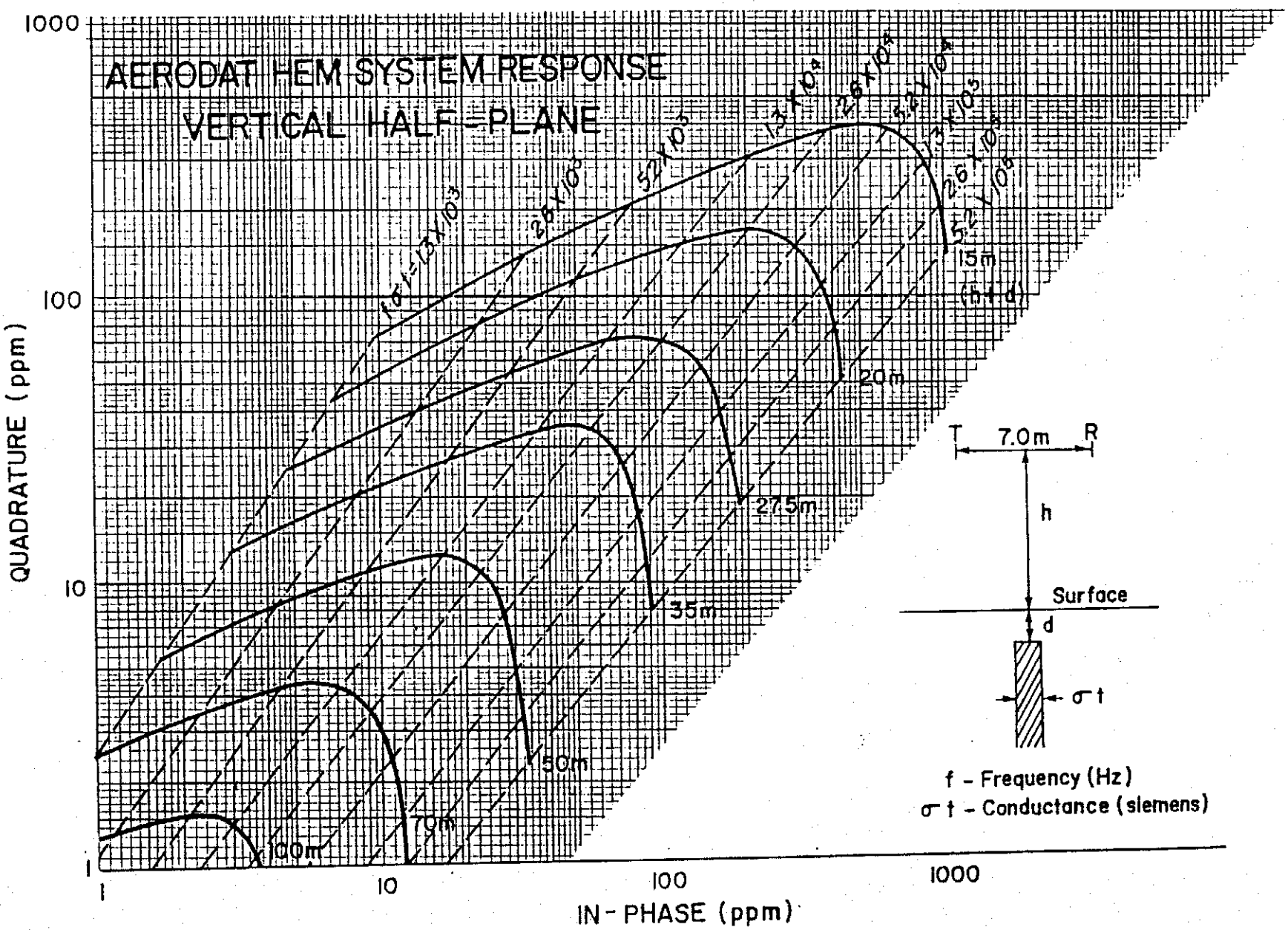
For a given conductive body the measure of its conductivity or conductance is closely related to the measured phase shift between the received and transmitted electromagnetic field. A small phase shift indicates a relatively high conductance, a large phase shift lower conductance. A small phase shift results in a large inphase to quadrature ratio and a large phase shift a low ratio. This relationship is shown quantitatively for a non-magnetic vertical half-plane and half space models on the accompanying phasor diagrams. Other physical models will show the same trend but different quantitative relationships

The phasor diagram for the vertical half-plane model, as presented, is for the coaxial coil configuration with the amplitudes in parts per million (ppm) of the primary field as measured at the response peak over the conductor. To assist the interpretation of the survey results the computer is used to identify the apparent conductance and depth at selected anomalies. The results of this calculation are presented in anomaly listings included in the survey report and the conductance and inphase amplitude are presented in symbolized form on the map presentation.

The conductance estimate is most reliable when anomaly amplitudes are large and background resistivities are high. Where the anomaly is of low amplitude and background resistivities are low, the conductance estimates are much less reliable. In such situations, the conductance estimate is often quite low regardless of the true nature of the conductor. This is due to the elevated background response levels in the quadrature channel. In an extreme case, the conductance estimate should be discounted and should not prejudice target selection.


AERODAT HEM SYSTEM RESPONSE
HOMOGENEOUS HALF-SPACE
(UNIFORM EARTH)
HORIZONTAL COPLANAR COILS
Quadrature (ppm)
Inphase (ppm)
10^5
10^4
10^3
10^2
10^1
10^0
10^{-1}
10^{-1}
10^0
10^1
10^2
10^3
10^4
10^5
10m (h+d)
20m
30m
40m
50m
60m
80m
100m
125m
150m
175m
200m
T 7.0m R
h
d
f - Frequency (Hz)
σ - Conductivity (siemens/metre)


AERODAT HEM SYSTEM RESPONSE
HOMOGENEOUS HALF-SPACE
(UNIFORM EARTH)
VERTICAL COAXIAL COILS
Quadrature (ppm)
Inphase (ppm)
10m
(h+d)
20m
30m
40m
50m
60m
80m
100m
200m 175m 150m 125m
T
7.0m
R
h
d
f - Frequency (Hz)
σ - Conductivity (siemens/metre)


AERODAT HEM SYSTEM RESPONSE
VERTICAL HALF - PLANE
QUADRATURE (ppm)
IN - PHASE (ppm)
1000
100
10
1
1
10
100
1000
15m
20m
27.5m
35m
50m
70m
100m
T
7.0m
R
h
Surface
d
σ t
f - Frequency (Hz)
σ t - Conductance (siemens)

The conductance and depth vales as presented are correct only as far as the model approximates the real geological situation. The actual geological source may be of limited length, have significant dip, may be strongly magnetic. Its conductivity and thickness may vary with depth and/or strike and adjacent bodies and overburden may have modified the response. In general the conductance estimate is less affected by these limitations than is the depth estimate, but both should be considered as relative rather than absolute guides to the anomaly's properties.

Conductance in mhos is the reciprocal of resistance in ohms and in the case of narrow slab-like bodies is the product of electrical conductivity and thickness.

The higher ranges of conductance, greater than 2-4 mhos, indicate that a significant fraction of the electrical conduction is electronic rather than electrolytic in nature. Materials that conduct electronically are limited to certain metallic sulphides and to graphite. High conductance anomalies, roughly 10 mhos or greater, are generally limited to massive sulphides or graphites.

Sulphide minerals, with the exception of such ore minerals as sphalerite, cinnabar and stibnite, are good conductors. Sulphides may occur in a disseminated manner that inhibits electrical conduction through the rock mass. In this case the apparent conductance can seriously underrate the quality of the conductor in geological terms. In a similar sense the relatively non-conducting sulphide minerals noted above may be present in significant concentrations in association with minor conductive sulphides, and the electromagnetic response will only relate to the minor associated mineralization. Indicated conductance is also of little direct significance for the identification of gold mineralization. Although gold is highly conductive, it would not be expected to exist in sufficient quantity to create a recognizable anomaly. Minor accessory sulphide mineralization may however provide a useful indirect indication.

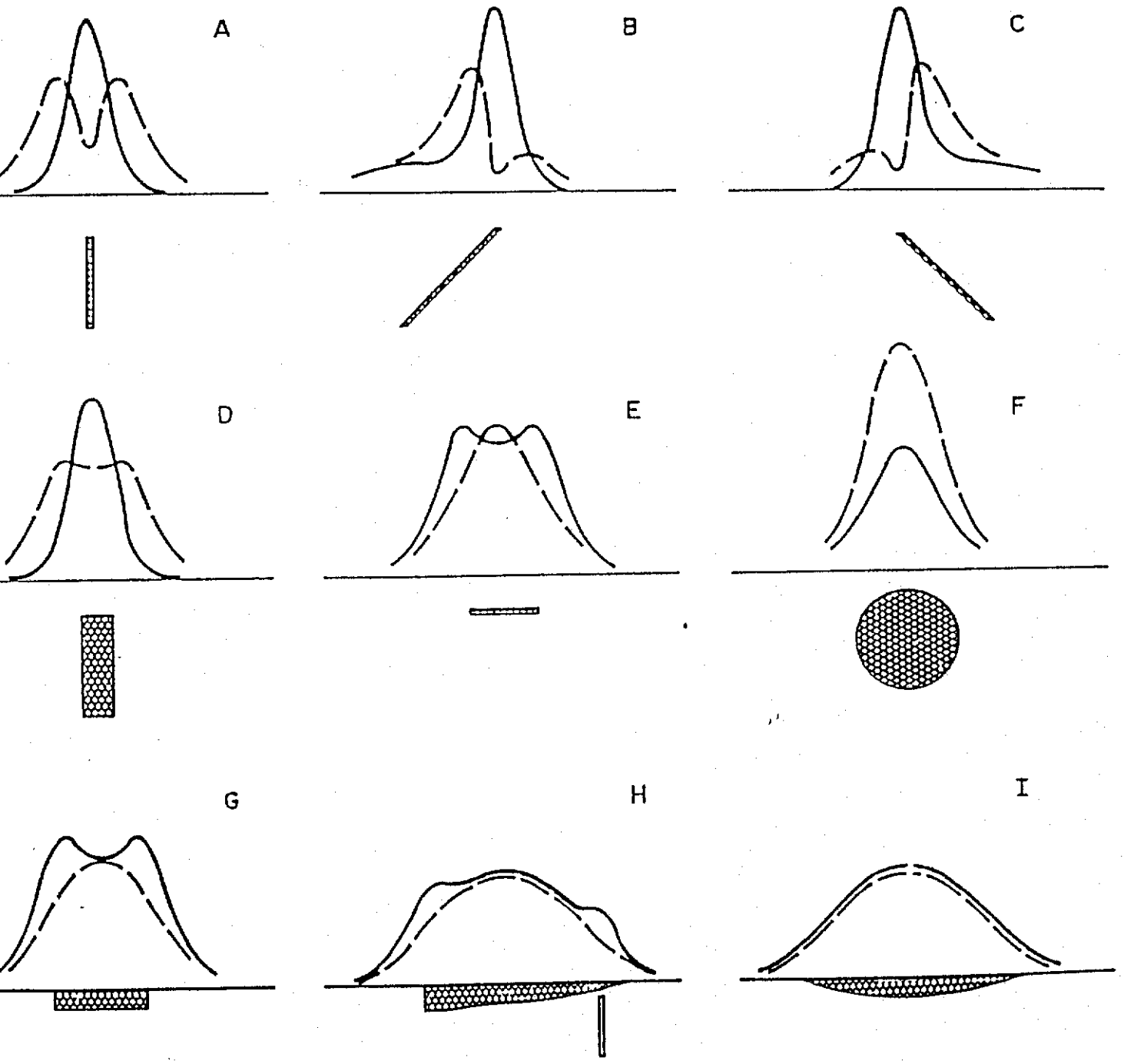
In summary, the estimated conductance of a conductor can provide a relatively positive identification of significant sulphide or graphite mineralization. A moderate to low conductance value does not rule out the possibility of significant economic mineralization.

Geometrical Considerations

Geometrical information about the geologic conductor can often be interpreted from the profile shape of the anomaly. The change in shape is primarily related to the change in inductive coupling among the transmitter, the target, and the receiver. The accompanying figure shows a selection of HEM response profile shapes from nine idealized targets. Response profiles are labelled A through I. These labels are used in the discussion which follows.

HEM RESPONSE PROFILE SHAPE AS AN INDICATOR OF CONDUCTOR GEOMETRY

——— COAXIAL vertical scale 1 ppm/unit
— — — COPLANAR vertical scale 4ppm/unit



In the case of a thin, steeply dipping, sheet-like conductor, the coaxial coil pair will yield a near symmetric peak over the conductor. On the other hand, the coplanar coil pair will pass through a null couple relationship and yield a minimum over the conductor, flanked by positive side lobes (Profile A). As the dip of the conductor decrease from vertical, the coaxial anomaly shape changes only slightly, but in the case of the coplanar coil pair the side lobe on the down dip side strengthens relative to that on the up dip side (Profiles B and C).

As the thickness of the conductor increases, induced current flow across the thickness of the conductor becomes relatively significant and complete null coupling with the coplanar coils is no longer possible (Profile D). As a result, the apparent minimum of the coplanar response over the conductor diminishes with increasing thickness, and in the limiting case of a fully 3 dimensional body or a horizontal layer or half-space, the minimum disappears completely.

A horizontal conducting layer such as a horizontal thin sheet or overburden will produce a response in the coaxial and coplanar coils that is a function of altitude (and conductivity if not uniform). The profile shape will be similar in both coil configurations with an amplitude ratio (coplanar:coaxial) of about 4:1* (Profiles E and G).

In the case of a spherical conductor, the induced currents are confined to the volume of the sphere, but not relatively restricted to any arbitrary plane as in the case of a sheet-like form. The response of the coplanar coil pair directly over the sphere may be up to 8* times greater than that of the coaxial pair (Profile F).

In summary, a steeply dipping, sheet-like conductor will display a decrease in the coplanar response coincident with the peak of the coaxial response. The relative strength of this coplanar null is related inversely to the thickness of the conductor. A pronounced null indicates a relatively thin conductor. The dip of such a conductor can be inferred from the relative amplitudes of the side-lobes.

Massive conductors that could be approximated by a conducting sphere will display a simple single peak profile form on both coaxial and coplanar coils, with a ratio between the coplanar to coaxial response amplitudes as high as 8*.

Overburden anomalies often produce broad poorly defined anomaly profiles (Profile I). In most cases, the response of the coplanar coils closely follows that of the coaxial coils with a relative amplitude ration of 4*.

Occasionally, if the edge of an overburden zone is sharply defined with some significant depth extent, an edge effect will occur in the coaxial coils. In the case of a horizontal conductive ring or ribbon, the coaxial response will consist of two peaks, one over each edge; whereas the coplanar coil will yield a single peak (Profile H).

* It should be noted at this point that Aerodat's definition of the measured ppm unit is related to the primary field sensed in the receiving coil without normalization to the maximum coupled (coaxial configuration). If such normalization were applied to the Aerodat units, the amplitude of the coplanar coil pair would be halved.

Magnetics

The Total Field Magnetic Map shows contours of the total magnetic field, uncorrected for regional variation. Whether an EM anomaly with a magnetic correlation is more likely to be caused by a sulphide deposit than one without depends on the type of mineralization. An apparent coincidence between an EM and a magnetic anomaly may be caused by a conductor which is also magnetic, or by a conductor which lies in close proximity to a magnetic body. The majority of conductors which are also magnetic are sulphides containing pyrrhotite and/or magnetite. Conductive and magnetic bodies in close association can be, and often are, graphite and magnetite. It is often very difficult to distinguish between these cases. If the conductor is also magnetic, it will usually produce an EM anomaly whose general pattern resembles that of the magnetics. Depending on the magnetic permeability of the conducting body, the amplitude of the inphase EM anomaly will be weakened, and if the conductivity is also weak, the inphase EM anomaly may even be reversed in sign.

The interpretation of contoured aeromagnetic data is a subject on its own involving an array of methods and attitudes. The interpretation of source characteristics for example from total field results is often based on some numerical modelling scheme. The vertical gradient data is more legible in some aspects however and useful inferences about source characteristics can often be read off the contoured VG map.

The zero contour lines in contoured VG data are often sited as a good approximation to the outline of the top of the magnetic source. This only applies to wide (relative to depth of burial) near vertical sources at high magnetic latitudes. It will give an incorrect interpretation in most other cases.

Theoretical profiles of total field and vertical gradient anomalies from tabular sources at a variety of magnetic inclinations are shown in the attached figure. Sources are 10, 50 and 200 m wide. The source-sensor separation is 50 m. The thin line is the total field profile. The thick line is the vertical gradient profile.

The following comments about source geometry apply to contoured vertical gradient data for magnetic inclinations of 70 to 80°.

Outline

Where the VG anomaly has a single sharp peak, the source may be a thin near-vertical tabular source. It may be represented as a magnetic axis or as a tabular source of measurable width - the choice is one of geological preference.

Where the VG anomaly has a broad, flat or inclined top, the source may be a thick tabular source. It may be represented as a thick body where the width is taken from the zero contour lines if the body dips to magnetic north. If the source appears to be dipping to the south (i.e. the VG anomaly is asymmetric), the zero contours are less reliable indicators of outline. The southern most zero contour line should be ignored and the outline taken from the northern zero contour line and the extent of the anomaly peak width.

Dip

A symmetrical vertical gradient response is produced by a body dipping to magnetic north. An asymmetrical response is produced by a body which is vertical or dipping to the south. For southern dips, the southern most zero contour line may be several hundred meters south of the source.

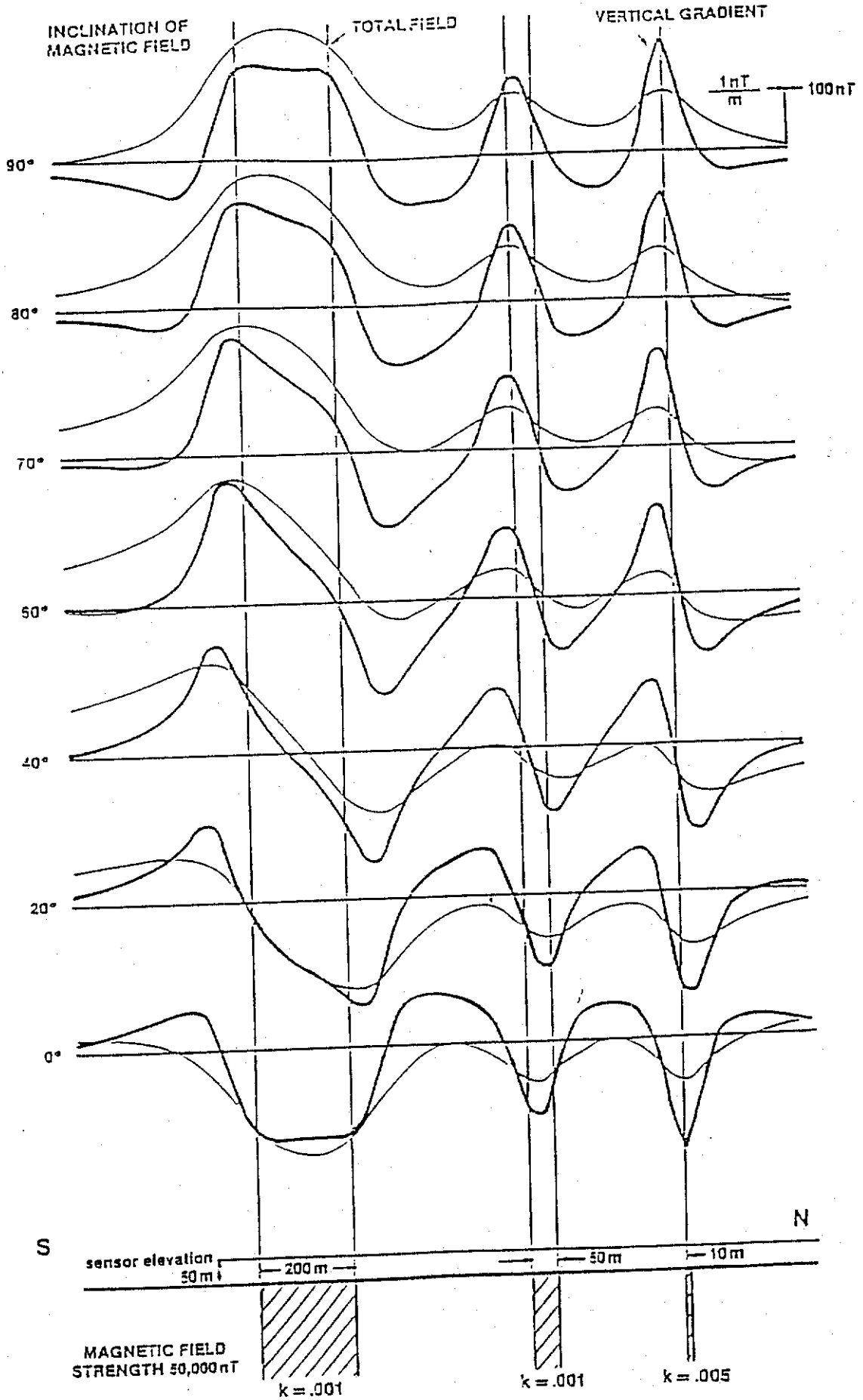
Depth of Burial

The source-sensor separation is about equal to half of the distance between the zero contour lines for thin near-vertical sources. The estimated depth of burial for such sources is this separation minus 50 m. If a variety of VG anomaly widths are seen in an area, use the narrowest width seen to estimate local depths.

VLF Electromagnetics

The VLF-EM method employs the radiation from powerful military radio transmitters as the primary signals. The magnetic field associated with the primary field is locally horizontal and normal to a line pointing at the transmitter.

The Herz Totem uses three coils in the X, Y, Z configuration to measure the total field and vertical quadrature component from two VLF stations. These stations are designated Line and Ortho. The line station is ideally in a direction from the survey area at right angles to the flight line direction. Conductors normal to the flight line direction point at the line station and are therefore optimally coupled to VLF magnetic fields and in the best situation to gather secondary VLF currents. The ortho station is ideally 90 degrees in azimuth from the line station.


INCLINATION OF MAGNETIC FIELD
TOTAL FIELD
VERTICAL GRADIENT
1nT/m
100nT
90°
80°
70°
60°
40°
20°
0°
S
N
sensor elevation 50 m
200 m
50 m
10 m
MAGNETIC FIELD STRENGTH 50,000nT
k = .001
k = .001
k = .005

The relatively high frequency of VLF (15-25) kHz provides high response factors for bodies of low conductance. Relatively "disconnected" sulphide ores have been found to produce measurable VLF signals. For the same reason, poor conductors such as sheared contacts, breccia zones, narrow faults, alteration zones and porous flow tops normally produce VLF anomalies. The method can therefore be used effectively for geological mapping. The only relative disadvantage of the method lies in its sensitivity to conductive overburden. In conductive ground to depth of exploration is severely limited.

The effect of strike direction is important in the sense of the relation of the conductor axis relative to the energizing electromagnetic field. A conductor aligned along a radius drawn from a transmitting station will be in a maximum coupled orientation and thereby produce a stronger response than a similar conductor at a different strike angle. Theoretically, it would be possible for a conductor, oriented tangentially to the transmitter to produce no signal. The most obvious effect of the strike angle consideration is that conductors favourably oriented with respect to the transmitter location and also near perpendicular to the flight direction are most clearly rendered and usually dominate the map presentation.

The total field anomaly is an indicator of the existence and position of a conductor. The response will be a maximum over the conductor, without any special filtering, and strongly favour the upper edge of the conductor even in the case of a relatively shallow dip.

Conversely a negative total field anomaly is often seen over local resistivity highs. This is because the VLF field produces electrical currents which flow towards (or away from) the transmitter. These currents are gathered into a conductor and are taken from resistive bodies. The VLF system sees the currents gathered into the conductor as a total field high. It sees the relative absence of secondary currents in the resistor as a total field low.

As noted, VLF anomaly trends show a strong bias towards the VLF transmitter. Structure which is normal to this direction may have no associated VLF anomaly but may be seen as a break or interruption in VLF anomalies. If these structures are of particular interest, maps of the ortho station data may be worthwhile.

Conductive overburden will obscure VLF responses from bedrock sources and may produce low amplitude, broad anomalies which reflect variations in the resistivity of thickness of the overburden.

Extreme topographic relief will produce VLF anomalies which may bear no relationship to variations in electrical conductivity. Deep gullies which are too narrow to have been surveyed at a uniform sensor height often show up as VLF total field lows. Sharp ridges show up as total field highs.

The vertical quadrature component over steeply dipping sheet-like conductor will be a cross-over type response with the cross-over closely associated with the upper edge of the conductor.

The response is a cross-over type due to the fact that it is the vertical rather than total field quadrature component that is measured. The response shape is due largely to geometrical rather than conductivity considerations and the distance between the maximum and minimum on either side of the cross-over is related to target depth. For a given target geometry, the larger this distance the greater the depth.

The vertical quadrature component is rarely presented. Experience has shown the total field to be more sensitive to bedrock conductors and less affected by variations in conductive overburden.

Apparent Resistivity/Conductivity Maps

Overburden and different types of bedrock may be modelled as a large area horizontal conductor of fixed thickness. A phasor diagram may be constructed, in the same fashion as for the vertical sheet, to convert the measured HEM in-phase and quadrature response to a depth and conductivity value for a horizontal layer. Traditionally if the thickness is large, an infinite half-space, the associated conductivity value is referred to as "apparent conductivity". We have generalized the use of the word "apparent" to include any model where the thickness of the layer is a fixed as opposed to a variable parameter. The units of apparent resistivity are ohm-m and those of apparent conductivity are the inverse mhos/m or siemen/m. If the chosen model layer thickness is close to the true thickness of the conductor then the apparent conductivity will closely conform to the true value; however, if the thickness is inappropriate the apparent value may be considerably different from the true value.

The benefit of the apparent conductivity mapping is that it provides a simple robust method of converting the HEM in-phase and quadrature response to apparent change in ground conductivity.

A phasor diagram for several apparent resistivity models is presented. The general forms for the various thicknesses is very similar and also closely resembles the diagram for the vertical sheet. The diagrams also show the curves for apparent depth. As with the conductivity value the depth value is meaningful if the model thickness closely resembles the true conductive layer thickness. If the HEM response from a thin conducting layer is applied to a thick layer model the apparent conductivity and depth will be less than the true conductivity and depth.

APPENDIX III

ANOMALY LISTINGS

EQUITY ENGINEERING LTD. -- CENTRAL BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS		
4	10010	A/	0	18.7	23.1	0.9	3	35	389202.2	6850098.5
4	10010	B/	1	25.1	28.1	1.2	2	34	389632.0	6851357.0
4	10020	A/	0	16.5	27.4	0.6	0	42	390463.0	6853211.5
4	10020	B/	2	55.6	42.6	2.6	0	33	389878.5	6851365.5
4	10020	C/	2	78.9	63.8	2.7	0	27	389777.9	6851094.5
4	10020	D/	1	53.5	51.8	1.9	3	26	389744.3	6851019.5
4	10020	E/	1	29.4	35.6	1.1	5	27	389703.3	6850916.5
4	10020	F/	1	55.6	82.5	1.1	0	27	389608.9	6850664.0
4	10020	G/	1	22.1	22.6	1.3	2	37	389405.3	6850052.0
13	10031	A/	2	38.4	31.5	2.1	0	39	390660.3	6853143.0
13	10031	B/	2	38.6	31.8	2.1	0	36	390037.2	6851296.5
13	10031	C/	2	60.3	43.0	2.9	0	34	389952.7	6851015.5
13	10031	D/	1	52.6	75.4	1.1	0	31	389895.2	6850847.5
13	10031	E/	2	56.6	41.2	2.8	2	29	389740.7	6850397.5
13	10031	F/	1	21.0	20.7	1.3	0	40	389613.2	6850050.0
13	10041	A/	1	19.4	22.2	1.0	5	34	389785.7	6850048.5
13	10041	B/	2	47.9	42.7	2.0	2	29	389887.9	6850316.0
4	10050	A/	0	25.4	48.9	0.6	2	24	390162.9	6850501.0
4	10060	A/	0	20.5	34.9	0.6	0	31	391784.3	6854624.0
4	10060	B/	0	35.2	51.7	0.9	2	25	390896.3	6852006.0
4	10060	C/	0	34.0	59.8	0.7	3	22	390476.2	6850741.0
4	10060	D/	0	22.8	39.1	0.6	0	30	390374.5	6850443.5
4	10070	A/	0	16.2	31.2	0.5	0	33	390506.2	6850176.0
4	10070	B/	1	65.4	78.8	1.5	4	20	390649.6	6850635.5
4	10070	C/	0	20.9	46.8	0.4	0	30	390783.2	6851034.5
4	10070	D/	1	19.4	23.6	1.0	0	38	391918.7	6854368.0
4	10070	E/	1	32.2	31.3	1.6	0	39	391953.8	6854486.5
4	10070	F/	1	31.7	34.5	1.3	0	37	392340.9	6855576.5
4	10080	A/	1	51.7	51.9	1.8	0	29	392234.4	6854684.0
4	10080	B/	1	60.3	61.0	1.9	0	28	392214.1	6854621.0
4	10080	C/	1	40.3	42.4	1.5	0	34	392119.3	6854351.0
4	10080	D/	1	44.6	52.1	1.4	0	29	392097.8	6854264.0
4	10080	E/	1	37.0	35.4	1.7	3	31	391098.7	6851415.5
4	10080	F/	0	23.2	52.9	0.4	0	29	390989.4	6851010.5
4	10080	G/	2	47.9	39.5	2.2	4	29	390919.1	6850806.5
4	10080	H/	1	35.8	31.6	1.9	0	40	390842.4	6850561.5
4	10080	J/	1	32.3	28.2	1.8	0	39	390687.8	6850115.0

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.

EQUITY ENGINEERING LTD. --CENTRAL BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
4	10080	K/	0	22.5	38.6	0.6	0	39	390441.4	6849388.0
4	10090	A/	2	44.4	34.5	2.4	1	33	390875.1	6850091.0
4	10090	B/	1	38.5	44.5	1.3	0	31	390918.1	6850206.0
4	10090	C/	0	22.4	31.0	0.8	0	37	390976.3	6850385.5
4	10090	D/	2	48.7	36.5	2.6	0	41	391063.1	6850691.5
4	10090	E/	2	53.9	43.0	2.4	0	33	391157.8	6850981.5
4	10090	F/	2	46.6	37.6	2.3	2	31	391302.3	6851371.0
4	10090	G/	1	24.2	23.7	1.4	0	41	392057.7	6853621.5
4	10090	H/	1	40.5	40.4	1.6	0	35	392264.4	6854241.5
4	10090	J/	2	53.9	44.8	2.3	0	34	392314.2	6854377.5
4	10090	K/	1	41.2	46.3	1.4	0	32	392413.4	6854618.0
4	10090	M/	2	49.7	40.9	2.3	0	32	392478.8	6854789.0
4	10090	N/	1	36.2	52.8	1.0	0	34	392713.0	6855510.5
4	10100	A/	0	14.3	27.4	0.4	0	32	392887.3	6855484.5
4	10100	B/	1	54.8	56.1	1.8	1	28	392707.6	6854730.0
4	10100	C/	2	58.3	50.7	2.2	0	33	392608.5	6854495.0
4	10100	D/	1	50.2	55.1	1.6	0	31	392527.6	6854267.5
4	10100	E/	1	37.2	48.9	1.1	0	28	392440.8	6853968.5
4	10100	F/	1	35.1	44.1	1.1	1	28	392214.5	6853334.5
4	10100	G/	2	126.3	146.1	2.0	0	20	392064.2	6852906.0
4	10100	H/	3	94.1	58.4	4.0	0	29	391534.0	6851403.0
4	10100	J/	2	52.1	34.2	3.1	6	28	391455.9	6851216.0
4	10100	K/	2	80.8	50.2	3.8	0	30	391362.4	6850966.5
4	10100	M/	3	68.5	38.7	4.1	0	34	391275.2	6850723.0
4	10100	N/	1	43.9	49.9	1.4	0	37	391108.3	6850212.0
4	10100	O/	0	28.7	44.6	0.8	4	25	391034.6	6849962.5
4	10100	P/	0	19.8	29.6	0.7	8	25	390860.0	6849469.5
5	10110	A/	1	28.7	26.9	1.6	8	29	391309.6	6850056.5
5	10110	B/	0	22.5	30.1	0.9	0	38	391413.2	6850366.5
5	10110	C/	0	18.7	28.5	0.7	0	35	391453.1	6850490.5
5	10110	D/	2	62.2	43.4	3.0	0	33	391494.7	6850623.0
5	10110	E/	3	103.9	55.7	5.0	0	29	391522.0	6850703.0
5	10110	F/	3	73.2	39.7	4.4	0	36	391682.8	6851166.0
5	10110	G/	3	76.6	40.4	4.7	0	34	391724.5	6851278.0
5	10110	H/	2	60.5	42.0	3.0	0	33	391755.6	6851362.5
5	10110	J/	3	115.0	67.2	4.6	0	27	392103.5	6852479.0
5	10110	K/	2	74.7	74.8	2.0	0	27	392245.6	6852845.0
5	10110	M/	3	159.0	105.7	4.3	0	26	392308.6	6853025.5
5	10110	N/	1	29.5	34.1	1.2	0	34	392567.7	6853846.5
5	10110	O/	1	40.7	46.0	1.4	0	30	392629.7	6854026.5
5	10110	P/	1	37.8	46.2	1.2	0	29	392665.5	6854136.5
5	10110	Q/	1	55.9	58.6	1.7	0	29	392715.1	6854269.5

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.

EQUITY ENGINEERING LTD. -- CENTRAL BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS		
5	10110	R/	1	27.9	37.1	1.0	2	29	392779.3	6854483.0
5	10110	S/	1	28.1	30.4	1.3	0	36	392874.3	6854786.5
5	10110	T/	2	38.4	28.1	2.4	0	39	392935.5	6855005.0
5	10110	U/	2	33.2	23.2	2.5	0	39	392966.8	6855121.5
5	10120	A/	1	32.7	35.8	1.3	0	37	392819.7	6854002.0
5	10120	B/	1	42.1	41.3	1.7	0	37	392756.8	6853830.5
5	10120	C/	3	75.2	37.5	5.0	0	39	392495.4	6853024.0
5	10120	D/	2	57.0	36.2	3.3	0	35	391884.3	6851220.0
5	10120	E/	3	64.2	30.5	5.1	0	39	391826.6	6851066.5
5	10120	F/	3	66.1	27.4	6.1	0	40	391788.8	6850947.5
5	10120	G/	2	47.0	35.6	2.5	0	37	391747.4	6850828.5
5	10120	H/	3	69.2	38.9	4.2	0	32	391668.3	6850602.5
5	10130	A/	0	11.2	24.1	0.3	0	35	391598.5	6849704.0
5	10130	B/	2	71.9	47.0	3.5	0	33	391970.6	6850826.5
5	10130	C/	1	28.1	27.4	1.5	0	37	392050.8	6850996.5
5	10130	D/	2	57.7	45.8	2.5	0	33	392723.1	6853047.0
5	10130	E/	2	42.4	29.6	2.7	0	42	392919.2	6853654.0
5	10130	F/	0	23.1	30.2	0.9	0	34	393079.7	6854114.0
5	10130	G/	1	34.0	32.6	1.6	0	39	393301.2	6854824.5
5	10140	A/	1	31.0	29.3	1.6	0	42	393485.1	6854752.5
5	10140	B/	1	38.2	36.3	1.7	0	36	393426.4	6854589.5
5	10140	C/	2	52.3	44.0	2.3	0	40	392902.2	6853071.0
5	10140	D/	3	60.6	25.7	5.8	0	42	392040.2	6850539.0
6	10150	A/	2	60.5	43.4	2.9	0	33	392280.1	6850426.5
6	10150	B/	3	75.0	43.2	4.1	0	34	392309.5	6850514.5
6	10150	C/	2	93.4	82.6	2.6	0	27	393265.6	6853326.0
6	10150	D/	2	104.7	76.2	3.4	0	28	393293.8	6853434.5
6	10150	E/	2	126.5	85.9	3.9	0	28	393312.8	6853505.5
6	10150	F/	1	54.8	67.0	1.4	0	29	393409.6	6853795.0
6	10150	G/	1	58.5	73.2	1.4	0	29	393448.7	6853904.5
6	10150	H/	1	46.6	57.0	1.3	0	28	393583.2	6854317.0
6	10160	A/	2	93.7	102.1	2.0	0	24	393696.9	6853995.5
6	10160	B/	1	69.7	93.6	1.4	2	21	393488.7	6853450.5
6	10160	C/	2	86.3	78.6	2.4	0	27	393441.3	6853324.5
6	10160	D/	2	84.4	69.7	2.7	0	28	393421.8	6853274.5
6	10160	E/	0	40.7	61.9	0.9	0	25	393340.7	6853049.0
6	10160	F/	0	26.1	54.7	0.5	0	25	393274.0	6852856.0
6	10160	G/	1	34.6	31.0	1.8	0	36	392410.8	6850378.5
6	10170	A/	0	25.4	35.5	0.9	0	32	392476.8	6849973.0

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.

EQUITY ENGINEERING LTD. -- CENTRAL BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS		
6	10170	B/	0	32.0	46.7	0.9	0	33	393483.8	6852912.5
6	10170	C/	1	43.6	57.0	1.2	0	29	393710.1	6853513.5
6	10170	D/	1	54.2	63.1	1.5	0	29	393746.1	6853607.0
6	10170	E/	1	48.3	58.6	1.4	0	30	393802.7	6853768.5
6	10180	A/	2	125.3	145.6	2.0	0	23	393971.5	6853606.5
6	10180	B/	1	97.1	108.4	1.9	0	23	393932.2	6853501.0
6	10180	C/	2	110.7	115.8	2.2	0	26	393711.8	6852871.0
6	10180	D/	2	110.9	111.7	2.3	0	25	393682.4	6852803.0
6	10180	E/	1	84.2	90.0	1.9	0	27	393607.2	6852604.0
6	10180	F/	0	44.8	80.8	0.8	0	25	393534.2	6852396.5
6	10180	G/	0	36.0	52.7	0.9	0	28	393482.5	6852220.0
6	10180	H/	2	28.0	19.1	2.4	0	41	392900.3	6850496.5
6	10190	A/	1	50.6	57.3	1.5	0	33	393651.7	6852003.5
6	10190	B/	1	68.0	72.9	1.8	0	30	393724.2	6852239.5
6	10190	C/	1	57.2	62.7	1.6	0	34	393879.8	6852856.0
6	10190	D/	2	72.1	70.8	2.1	0	32	394098.4	6853373.0
6	10190	E/	2	83.3	86.3	2.0	0	31	394218.7	6853667.0
6	10190	F/	1	59.1	64.2	1.7	0	31	394285.7	6853839.0
6	10190	G/	1	72.4	77.7	1.8	0	30	394426.5	6854199.5
6	10190	H/	2	59.8	55.7	2.1	0	33	394479.3	6854340.0
6	10190	J/	1	42.8	40.4	1.8	0	35	394638.1	6854897.5
6	10200	A/	2	42.2	37.1	2.0	0	35	394778.8	6854709.0
6	10200	B/	2	62.7	61.7	2.0	0	32	394571.7	6854027.0
6	10200	C/	2	69.6	52.4	2.9	0	32	394463.4	6853713.5
6	10200	D/	2	79.0	65.6	2.6	0	31	394414.9	6853602.5
6	10200	E/	2	109.0	85.0	3.2	0	29	394253.7	6853210.5
6	10200	F/	3	185.8	121.7	4.6	0	23	394189.4	6852993.0
6	10200	G/	1	97.5	134.4	1.5	0	21	393934.1	6852258.5
6	10200	H/	3	134.2	74.2	5.2	3	22	393897.2	6852147.5
6	10200	J/	1	85.8	98.8	1.8	0	22	393822.7	6851908.5
6	10200	K/	1	80.3	106.3	1.4	1	21	393784.8	6851808.0
6	10200	M/	2	98.1	95.6	2.3	0	24	393736.6	6851662.0
6	10200	N/	1	59.5	70.1	1.5	0	26	393679.3	6851501.5
6	10200	O/	1	48.9	54.9	1.5	2	26	393606.5	6851284.5
6	10200	P/	1	21.7	27.1	1.0	5	31	393107.3	6849859.0
6	10210	A/	1	38.1	51.1	1.1	6	22	392649.6	6847860.0
6	10210	B/	2	70.6	65.6	2.2	0	28	393871.1	6851487.5
6	10210	C/	2	94.6	79.5	2.7	0	28	393914.4	6851594.0
6	10210	D/	1	79.2	86.5	1.8	0	29	393962.4	6851733.5
6	10210	E/	2	86.2	88.1	2.1	0	30	393999.8	6851834.5
6	10210	F/	3	161.1	91.8	5.3	0	28	394106.9	6852182.5

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EQUITY ENGINEERING LTD. -- CENTRAL BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS		
6	10210	G/	1	53.5	78.0	1.1	0	28	394238.8	6852612.0
6	10210	H/	2	56.9	37.3	3.2	0	34	394389.3	6853060.0
6	10210	J/	2	55.8	45.8	2.4	0	36	394579.4	6853586.5
6	10210	K/	2	57.5	48.3	2.3	0	35	394612.9	6853676.5
6	10210	M/	2	57.1	54.5	2.0	2	27	394819.3	6854305.5
6	10210	N/	1	43.4	49.8	1.4	0	32	394943.3	6854694.0
13	10221	A/	1	40.5	47.3	1.3	0	33	395192.1	6854725.0
13	10221	B/	1	37.5	44.7	1.3	0	32	395158.8	6854631.0
13	10221	C/	1	26.9	32.9	1.1	2	32	395132.8	6854558.0
13	10221	D/	2	52.0	45.4	2.1	0	35	394956.6	6854012.0
13	10221	E/	2	81.4	68.7	2.6	0	33	394869.2	6853722.0
13	10221	F/	1	77.0	82.1	1.9	0	29	394823.9	6853586.0
13	10221	G/	1	45.5	47.5	1.6	0	37	394463.2	6852568.0
13	10221	H/	2	53.1	39.5	2.7	0	37	394430.9	6852480.5
13	10231	A/	2	93.0	95.6	2.1	0	27	394030.6	6850693.0
13	10231	B/	1	55.2	69.8	1.3	0	28	394419.2	6851823.5
13	10231	C/	1	51.2	68.5	1.2	0	27	394599.1	6852388.5
13	10231	D/	0	38.0	63.3	0.8	0	28	394741.7	6852801.0
13	10231	E/	1	42.3	47.4	1.4	0	32	394991.8	6853528.5
13	10231	F/	1	39.0	36.9	1.7	0	36	395056.8	6853698.5
13	10231	G/	2	46.8	40.6	2.1	0	38	395097.3	6853819.5
13	10231	H/	1	41.1	40.9	1.7	0	36	395134.4	6853940.0
13	10231	J/	1	43.5	44.6	1.6	0	33	395213.3	6854164.5
13	10241	A/	1	41.6	47.0	1.4	0	36	395430.9	6853994.5
13	10241	B/	1	35.6	41.4	1.3	0	37	395388.0	6853860.5
13	10241	C/	1	39.4	38.7	1.7	0	40	395278.3	6853583.5
13	10241	D/	1	44.5	45.8	1.6	0	37	394996.1	6852768.0
13	10241	E/	1	35.1	39.4	1.3	0	36	394799.7	6852137.0
13	10241	F/	2	73.4	73.5	2.0	0	35	394536.2	6851351.0
13	10241	G/	2	79.8	78.5	2.1	0	30	394466.5	6851122.0
13	10241	H/	2	67.7	65.5	2.0	0	30	394405.3	6850951.5
13	10251	A/	1	35.2	32.2	1.8	0	36	394280.9	6850128.0
13	10251	B/	2	47.4	36.0	2.5	0	35	394389.9	6850412.5
13	10251	C/	2	77.4	55.3	3.2	0	32	394525.4	6850762.5
13	10251	D/	1	24.5	31.3	1.0	0	36	394951.2	6852076.0
13	10251	E/	1	44.8	52.8	1.4	0	33	395091.7	6852468.5
13	10251	F/	1	57.0	62.3	1.6	0	30	395244.4	6852829.0
13	10251	G/	1	51.0	52.1	1.7	0	30	395291.1	6852965.5
13	10251	H/	1	42.2	40.5	1.8	0	34	395416.1	6853395.5
13	10251	J/	1	31.9	42.0	1.0	0	32	395463.5	6853555.5
13	10251	K/	1	51.0	48.7	1.9	0	34	395605.6	6853907.0

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EQUITY ENGINEERING LTD. -- CENTRAL BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
13	10261	A/	1	35.7	38.8	1.4	0	32	395759.2	6853936.0
13	10261	B/	1	47.5	60.5	1.3	0	34	395351.5	6852786.5
13	10261	C/	1	44.7	60.2	1.1	0	33	394856.1	6851402.5
13	10261	D/	1	37.4	48.6	1.1	0	31	394813.3	6851239.0
13	10261	E/	1	33.7	43.2	1.1	0	35	394721.6	6850962.0
13	10261	F/	2	49.5	44.4	2.0	1	30	394635.5	6850679.5
13	10261	G/	2	63.9	58.9	2.1	0	29	394517.3	6850288.5
13	10261	H/	1	55.3	63.8	1.5	0	27	394453.9	6850112.5
13	10271	A/	1	29.2	34.0	1.2	0	36	394554.4	6849745.5
13	10271	B/	2	56.4	49.0	2.2	0	34	394747.6	6850343.5
13	10271	C/	1	51.9	52.5	1.8	0	33	394787.9	6850455.0
13	10271	D/	1	43.0	46.4	1.5	0	33	394821.2	6850567.5
13	10271	E/	1	44.3	56.0	1.2	0	30	394857.3	6850698.5
13	10271	F/	1	42.5	44.1	1.6	0	35	395090.9	6851367.5
13	10271	G/	2	50.8	42.2	2.3	0	33	395419.3	6852339.0
13	10271	H/	2	92.2	62.7	3.6	0	31	395492.6	6852601.0
13	10271	J/	2	71.8	53.8	2.9	0	32	395601.6	6852981.5
13	10271	K/	2	61.5	45.2	2.8	0	31	395638.8	6853104.5
13	10271	M/	1	35.6	41.0	1.3	0	31	395729.2	6853388.5
13	10271	N/	1	36.9	35.6	1.7	2	31	395896.9	6853854.0
13	10271	O/	1	39.0	37.7	1.7	2	31	395977.0	6854046.5
13	10271	P/	1	31.6	34.7	1.3	2	31	396003.8	6854137.0
13	10281	A/	1	37.6	36.3	1.7	0	38	396212.2	6854097.0
13	10281	B/	1	32.7	37.2	1.3	1	32	396027.6	6853526.5
13	10281	C/	2	47.3	39.3	2.2	0	33	395938.3	6853255.5
13	10281	D/	2	56.2	47.8	2.3	0	34	395893.6	6853119.5
13	10281	E/	3	109.6	53.9	5.7	0	33	395787.8	6852810.5
13	10281	F/	4	144.7	55.7	8.4	1	26	395660.8	6852426.0
13	10281	G/	3	117.9	50.1	7.0	3	25	395625.2	6852309.0
13	10281	H/	3	90.5	52.1	4.4	3	26	395512.8	6851973.5
13	10281	J/	1	37.4	47.6	1.2	0	29	395373.1	6851484.5
13	10281	K/	2	52.7	48.8	2.0	0	32	395060.8	6850546.5
13	10281	M/	1	29.3	35.6	1.1	0	32	394934.2	6850158.5
13	10281	N/	1	22.4	27.4	1.0	0	37	394601.4	6849099.0
13	10291	A/	2	52.2	35.7	2.9	0	38	395052.3	6849947.5
13	10291	B/	1	31.4	40.4	1.1	0	31	395189.0	6850309.5
13	10291	C/	0	35.2	51.3	0.9	0	31	395292.7	6850669.5
13	10291	D/	3	94.0	55.4	4.3	1	27	395701.3	6851909.0
13	10291	E/	3	73.7	27.7	7.1	0	37	395786.8	6852164.5
13	10291	F/	4	83.7	26.7	9.2	0	37	395839.6	6852291.5
13	10291	G/	3	111.5	47.5	6.9	0	34	395961.7	6852577.0

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EQUITY ENGINEERING LTD. -- CENTRAL BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
13	10291	H/	3	84.9	35.1	6.6	0	37	396057.0	6852853.5
13	10291	J/	2	63.3	44.0	3.1	0	33	396136.9	6853112.5
13	10291	K/	2	55.8	36.4	3.2	2	31	396165.1	6853222.0
13	10291	M/	2	49.4	43.4	2.1	0	31	396213.1	6853394.0
15	10301	A/	2	44.7	27.4	3.2	8	29	396620.3	6853962.0
15	10301	B/	2	63.5	46.7	2.9	0	33	396523.0	6853665.0
15	10301	C/	2	70.9	57.6	2.6	0	30	396500.8	6853602.5
15	10301	D/	2	73.2	57.0	2.8	4	24	396278.3	6852978.0
15	10301	E/	2	91.4	63.3	3.5	0	27	396181.1	6852687.5
15	10301	F/	3	100.0	58.2	4.5	4	24	396032.5	6852309.5
15	10301	G/	2	89.3	57.1	3.8	3	25	396007.9	6852228.0
15	10301	H/	3	125.8	60.5	6.1	0	27	395949.0	6852000.0
15	10301	J/	2	70.7	50.3	3.1	2	27	395812.3	6851567.5
15	10301	K/	2	50.0	39.7	2.4	0	34	395351.1	6850233.5
15	10301	M/	2	53.8	35.1	3.2	0	35	395294.9	6850055.5
15	10301	N/	3	58.7	32.4	4.0	0	34	395221.0	6849821.5
15	10301	O/	2	44.4	32.7	2.5	1	34	395174.2	6849686.0
15	10311	A/	2	43.4	29.3	2.8	4	32	394749.8	6847765.5
15	10311	B/	0	12.6	16.5	0.7	0	42	395048.6	6848662.0
15	10311	C/	2	32.3	24.1	2.2	2	37	395512.2	6849990.0
15	10311	D/	2	59.2	39.6	3.2	1	31	395675.3	6850461.5
15	10311	E/	2	54.3	35.7	3.1	1	33	395697.1	6850539.5
15	10311	F/	2	41.2	31.8	2.3	2	33	395946.2	6851234.0
15	10311	G/	2	42.0	31.5	2.4	2	34	396000.1	6851400.0
15	10311	H/	2	56.8	36.3	3.3	0	34	396469.3	6852817.0
15	10311	J/	2	62.3	35.8	3.9	1	32	396517.6	6852952.0
15	10311	K/	2	61.9	38.6	3.5	2	30	396544.7	6853021.5
15	10311	M/	2	60.2	45.1	2.7	2	29	396611.4	6853217.5
15	10321	A/	1	36.3	31.5	1.9	7	29	396736.9	6852920.0
15	10321	B/	1	25.7	28.8	1.2	5	30	396119.5	6851169.0
15	10321	C/	1	48.4	70.0	1.1	1	23	396042.6	6850932.5
15	10321	D/	2	56.1	39.0	3.0	1	31	395922.9	6850588.0
15	10321	E/	2	88.6	56.7	3.8	0	29	395821.3	6850296.5
15	10321	F/	2	76.4	51.2	3.4	2	28	395801.6	6850239.0
15	10321	G/	3	53.0	28.3	4.1	5	31	394893.9	6847638.5
12	10332	A/	3	51.7	28.1	4.0	1	35	395088.6	6847541.0
12	10332	B/	1	31.8	28.9	1.7	4	33	396133.2	6850633.0
12	10332	C/	2	31.0	25.3	2.0	1	37	396236.7	6850949.0
15	10341	A/	3	54.8	23.1	5.6	0	37	395244.4	6847483.0
15	10341	B/	0	11.0	14.6	0.7	0	48	395564.4	6848469.5

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EQUITY ENGINEERING LTD. -- CENTRAL BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
15	10341	C/	0	14.2	22.1	0.6	0	40	395821.4	6849252.5
15	10341	D/	1	42.6	41.4	1.7	0	35	395942.9	6849611.5
15	10341	E/	2	37.4	29.0	2.2	0	36	395979.7	6849714.5
15	10341	F/	2	30.9	21.6	2.4	3	37	396064.0	6849958.5
15	10341	G/	1	36.1	35.2	1.6	4	29	396276.2	6850609.0
12	10351	A/	0	25.2	39.1	0.8	3	27	397444.7	6853211.5
12	10351	B/	0	31.4	51.8	0.8	0	29	396472.8	6850389.5
12	10351	C/	1	36.6	43.0	1.3	4	27	396367.4	6850075.5
12	10351	D/	1	41.5	42.8	1.6	4	27	396323.3	6849938.5
12	10351	E/	1	37.1	39.2	1.5	5	27	396272.4	6849797.5
12	10351	F/	1	37.5	40.6	1.4	4	28	396224.2	6849683.5
12	10351	G/	3	50.0	23.5	4.7	7	31	395442.0	6847395.0
15	10361	A/	1	30.9	36.2	1.2	6	26	397303.6	6852211.0
15	10361	B/	0	28.5	39.2	0.9	7	24	397232.9	6852005.0
15	10361	C/	1	36.4	50.0	1.0	6	22	397180.5	6851827.0
15	10361	D/	1	54.8	84.8	1.0	0	24	397111.8	6851634.5
15	10361	E/	1	23.0	22.9	1.3	3	36	396723.1	6850500.5
15	10361	F/	1	53.8	64.4	1.4	3	24	396535.3	6849938.0
15	10361	G/	2	56.9	45.4	2.5	3	27	396412.3	6849598.0
15	10361	H/	0	19.8	26.5	0.8	7	28	396314.5	6849342.5
15	10361	J/	3	53.5	24.4	5.0	1	36	395647.7	6847385.5
15	10361	K/	2	55.2	32.3	3.7	2	32	395601.1	6847223.5
15	10361	M/	2	42.7	29.8	2.7	2	34	395481.6	6846910.0
12	10371	A/	4	107.2	33.4	10.2	0	32	395712.8	6846838.0
12	10371	B/	3	60.5	27.2	5.3	1	34	395859.1	6847246.5
12	10371	C/	0	12.7	23.1	0.4	5	30	396526.9	6849338.0
12	10371	D/	0	18.2	29.1	0.6	6	27	396557.1	6849442.0
12	10371	E/	1	36.0	33.7	1.7	4	30	396617.2	6849633.0
15	10381	A/	4	128.0	35.1	12.6	0	37	395859.0	6846764.5
15	10381	B/	2	56.4	34.4	3.5	2	31	396008.3	6847173.0
15	10381	C/	1	30.9	30.6	1.5	0	38	396900.7	6849794.5
15	10381	D/	2	35.9	28.9	2.1	0	37	397414.3	6851271.5
15	10381	E/	1	30.3	27.6	1.7	0	37	397927.9	6852750.0
12	10391	A/	1	25.9	30.5	1.1	6	28	397787.6	6851752.5
12	10391	B/	1	36.3	32.4	1.8	0	38	397629.7	6851260.5
12	10391	C/	0	19.7	38.2	0.5	3	26	397103.7	6849647.0
12	10391	D/	2	49.8	45.7	2.0	3	27	396862.1	6848987.5
12	10391	E/	2	97.5	62.6	3.9	0	27	396826.1	6848892.5
12	10391	F/	2	80.0	53.7	3.5	0	29	396803.6	6848832.0
12	10391	G/	3	105.1	51.8	5.6	0	29	396096.0	6846811.5

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EQUITY ENGINEERING LTD. -- CENTRAL BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
12	10391	H/	3	79.4	32.5	6.5	4	28	396065.1	6846722.5
14	10401	A/	2	48.1	33.0	2.9	0	42	398624.9	6853548.0
14	10401	B/	1	21.9	25.8	1.0	0	42	398155.3	6852238.0
14	10401	C/	0	21.0	29.3	0.8	0	44	398040.3	6851855.0
14	10401	D/	1	36.4	41.8	1.3	0	36	397577.8	6850580.0
14	10401	E/	1	42.7	39.3	1.9	0	32	396964.6	6848797.5
14	10401	F/	1	36.4	40.8	1.4	0	33	396885.7	6848576.0
14	10401	G/	3	84.4	37.7	5.9	0	35	396293.5	6846840.0
14	10401	H/	3	82.9	46.2	4.4	0	34	396248.3	6846699.5
14	10401	J/	3	88.3	44.7	5.1	0	36	396196.7	6846559.5
14	10401	K/	3	72.7	40.2	4.3	0	35	396181.0	6846514.5
12	10411	A/	2	73.6	47.8	3.5	2	29	396474.5	6846645.0
12	10411	B/	2	68.0	43.1	3.5	0	31	396970.0	6848126.5
12	10411	C/	2	43.5	31.2	2.6	7	28	397089.4	6848467.5
12	10411	D/	3	72.0	40.1	4.3	5	26	397140.6	6848626.0
12	10411	E/	1	50.3	47.7	1.9	5	25	397193.6	6848779.5
12	10411	F/	1	39.6	48.5	1.2	3	26	397243.5	6848896.5
12	10411	G/	0	35.0	51.5	0.9	2	25	397274.7	6848986.0
12	10411	H/	0	24.6	34.6	0.9	5	27	397328.8	6849149.5
12	10411	J/	1	38.2	34.3	1.9	0	40	398069.2	6851392.5
12	10411	K/	0	8.7	23.3	0.2	0	35	398529.1	6852777.0
12	10411	M/	2	44.3	37.5	2.1	0	34	398700.5	6853253.5
12	10411	N/	3	80.1	46.9	4.1	0	33	398750.7	6853389.5
12	10411	O/	2	81.5	50.1	3.9	0	30	398774.1	6853447.0
14	10421	A/	2	54.6	36.2	3.1	0	38	396582.3	6846486.5
14	10421	B/	3	62.3	35.2	4.0	0	34	396607.7	6846593.5
14	10421	C/	3	52.0	19.3	6.5	0	38	397142.0	6848077.5
14	10421	D/	2	53.8	38.7	2.8	0	36	397261.7	6848400.0
14	10421	E/	2	67.3	44.8	3.3	0	34	397302.4	6848512.5
14	10421	F/	3	136.9	76.7	5.1	0	28	397440.8	6848906.5
14	10421	G/	1	37.3	34.5	1.8	7	26	397496.2	6849036.5
14	10421	H/	0	18.6	25.6	0.8	0	36	397643.6	6849439.0
14	10421	J/	0	23.1	30.0	0.9	0	43	398020.0	6850553.5
14	10421	K/	0	28.2	39.4	0.9	0	34	398129.3	6850877.0
14	10421	M/	0	35.7	59.4	0.8	0	30	398456.8	6851862.5
14	10421	N/	1	38.9	42.0	1.5	0	34	398627.2	6852340.5
14	10421	O/	2	65.7	50.0	2.8	2	28	398980.3	6853379.0
12	10431	A/	2	66.6	40.5	3.7	1	31	399179.3	6853307.5
12	10431	B/	1	34.0	34.0	1.5	0	39	398929.5	6852675.0
12	10431	C/	2	40.9	34.4	2.1	10	24	398694.5	6852014.0
12	10431	D/	0	27.8	52.0	0.6	0	27	398619.3	6851815.0

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EQUITY ENGINEERING LTD. -- CENTRAL BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
12	10431	E/	0	29.2	45.3	0.8	0	30	398434.4	6851154.5
12	10431	F/	0	23.4	32.9	0.8	4	28	397824.8	6849359.5
12	10431	G/	3	109.7	65.1	4.5	1	25	397591.3	6848742.5
12	10431	H/	3	97.3	51.9	4.9	2	26	397545.9	6848589.0
12	10431	J/	3	66.6	36.8	4.2	4	28	397508.5	6848438.0
12	10431	K/	3	89.1	45.1	5.1	1	29	397418.9	6848213.0
12	10431	M/	2	29.0	20.5	2.3	8	33	397286.3	6847758.5
12	10431	N/	2	72.9	46.8	3.6	1	29	396808.8	6846378.5
14	10443	A/	0	12.8	14.1	0.9	5	41	399255.4	6852890.5
14	10443	B/	0	13.8	16.7	0.8	0	49	398971.1	6852118.0
14	10443	C/	2	26.6	13.7	3.4	2	44	398857.1	6851850.5
14	10443	D/	0	9.4	18.1	0.4	0	41	398186.5	6849874.5
14	10443	E/	1	21.8	22.5	1.3	2	37	397977.1	6849303.0
14	10443	F/	3	61.5	21.0	7.7	0	43	397725.5	6848526.5
14	10443	G/	3	55.4	18.5	7.7	0	43	397673.6	6848364.0
14	10443	H/	3	45.7	17.6	6.0	0	44	397610.8	6848193.5
14	10443	J/	3	36.8	17.0	4.4	0	47	397575.9	6848098.0
14	10443	K/	2	28.4	16.0	3.1	0	48	397466.9	6847796.5
14	10443	M/	2	36.7	19.5	3.7	0	41	397036.1	6846518.0
14	10443	N/	3	65.4	31.1	5.1	0	35	396968.2	6846334.0
14	10443	O/	3	56.1	25.4	5.2	0	36	396933.3	6846235.0
12	10451	A/	2	34.6	28.3	2.0	0	44	395079.2	6840155.0
12	10451	B/	2	120.7	85.3	3.7	0	29	395161.4	6840412.5
12	10451	C/	1	39.5	47.3	1.3	3	26	395241.7	6840593.5
12	10451	D/	3	68.6	32.0	5.3	1	32	397154.6	6846175.5
12	10451	E/	2	24.2	13.1	3.1	11	35	397239.1	6846418.0
12	10451	F/	3	64.4	26.7	6.0	0	37	397816.0	6848119.5
12	10451	G/	3	67.3	27.1	6.4	0	34	397867.9	6848244.0
12	10451	H/	3	68.7	25.9	7.0	0	40	397968.9	6848552.5
12	10451	J/	1	33.5	29.4	1.8	0	37	398076.5	6848881.0
12	10451	K/	2	34.3	17.1	3.9	5	37	398178.2	6849232.0
12	10451	M/	0	26.7	40.5	0.8	0	32	398860.5	6851205.5
12	10451	N/	1	40.7	49.8	1.3	0	30	398904.7	6851377.0
12	10451	O/	1	41.9	54.4	1.2	0	33	398960.8	6851542.0
12	10451	P/	1	26.8	28.5	1.3	0	40	399037.5	6851742.0
7	10460	A/	1	22.0	17.8	1.8	0	44	399949.6	6853652.5
7	10460	B/	1	43.8	40.9	1.8	0	35	399889.3	6853493.0
7	10460	C/	2	40.5	28.6	2.6	0	37	399823.6	6853306.0
7	10460	D/	1	39.5	50.0	1.2	0	33	399189.7	6851404.5
7	10460	E/	3	71.3	32.2	5.6	3	30	398396.8	6849107.5
7	10460	F/	3	110.4	42.4	7.8	0	30	398323.8	6848916.0
7	10460	G/	3	124.8	54.4	6.9	0	33	398289.4	6848851.5

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EQUITY ENGINEERING LTD. -- CENTRAL BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS		
7	10460	H/	3	89.3	40.9	5.9	1	29	398265.7	6848797.5
7	10460	J/	3	128.1	69.4	5.3	0	27	398173.5	6848525.5
7	10460	K/	3	116.0	44.6	7.9	0	31	398124.7	6848416.5
7	10460	M/	4	70.6	22.9	8.6	0	43	398028.3	6848183.0
7	10460	N/	2	48.3	26.1	3.9	0	37	397861.4	6847706.5
7	10460	O/	2	25.5	15.7	2.7	12	33	397388.8	6846287.5
7	10460	P/	3	56.6	28.9	4.4	0	37	397127.3	6845556.0
7	10460	Q/	2	43.6	36.9	2.1	0	34	396994.3	6845118.0
7	10460	R/	1	42.1	41.0	1.7	0	33	396947.6	6844980.0
7	10460	S/	1	36.8	36.0	1.6	0	34	396882.3	6844778.5
7	10460	T/	1	34.3	35.0	1.5	0	36	396829.1	6844638.5
7	10460	U/	1	26.4	25.4	1.5	0	39	396764.8	6844446.5
7	10460	V/	0	13.8	34.2	0.3	0	36	395698.9	6841292.5
7	10460	W/	2	59.3	38.3	3.3	0	38	395419.5	6840491.0
7	10460	X/	2	60.0	38.5	3.3	0	41	395303.7	6840177.0
7	10460	Y/	3	89.7	34.8	7.3	0	43	395098.3	6839535.0
7	10460	Z/	3	70.1	35.0	4.9	0	38	395064.8	6839442.0
7	10460	AA/	3	64.7	33.8	4.5	0	35	395035.1	6839342.5
12	10471	A/	2	74.5	69.0	2.2	1	26	400041.7	6853414.5
12	10471	B/	2	58.0	54.1	2.0	0	29	399943.7	6853130.5
12	10471	C/	1	37.6	39.5	1.5	4	28	399882.5	6852952.5
12	10471	D/	1	35.2	46.2	1.1	0	40	399460.5	6851662.5
12	10471	E/	1	62.3	83.2	1.3	3	21	399372.8	6851410.0
12	10471	F/	3	123.2	54.6	6.7	4	23	398502.8	6848872.0
12	10471	G/	3	120.8	60.7	5.7	3	23	398451.1	6848732.0
12	10471	H/	2	79.8	48.7	3.9	6	23	398383.6	6848560.0
12	10471	J/	3	73.4	41.1	4.3	7	24	398342.9	6848426.0
12	10471	K/	3	52.2	23.6	5.1	7	29	398318.6	6848339.5
12	10471	M/	2	52.6	31.7	3.5	2	33	398087.5	6847709.5
12	10471	N/	2	31.1	24.7	2.0	5	34	398034.1	6847580.5
12	10471	O/	1	25.2	22.7	1.6	4	35	397575.8	6846192.5
12	10471	P/	3	107.6	51.0	5.9	0	29	397346.2	6845521.5
12	10471	Q/	3	91.8	56.5	4.0	0	29	397311.7	6845430.0
12	10471	R/	3	73.4	39.4	4.5	2	30	397250.1	6845233.5
12	10471	S/	2	37.8	32.2	2.0	3	32	397180.2	6845041.0
12	10471	T/	1	31.9	36.7	1.2	2	31	397143.8	6844923.5
12	10471	U/	1	33.5	36.6	1.4	2	30	397098.7	6844777.5
12	10471	V/	1	23.3	28.7	1.0	0	35	397041.0	6844601.0
12	10471	W/	0	10.5	24.7	0.3	0	37	396797.4	6843897.5
12	10471	X/	0	22.0	42.0	0.5	0	29	396200.1	6842191.0
12	10471	Y/	2	58.5	54.4	2.1	1	28	396152.0	6842046.5
12	10471	Z/	2	122.9	91.2	3.5	1	24	395658.3	6840583.0
12	10471	AA/	2	67.1	64.7	2.0	0	29	395485.6	6840072.0
12	10471	AB/	2	70.5	46.9	3.4	0	32	395299.1	6839423.5

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EQUITY ENGINEERING LTD. -- CENTRAL BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS		
12	10471	AC/	2	50.6	35.5	2.8	5	29	395261.8	6839341.0
12	10471	AD/	4	129.7	37.8	11.7	0	30	395047.2	6838770.0
7	10480	A/	3	122.4	51.7	7.1	0	32	395236.8	6838692.0
7	10480	B/	2	29.3	18.5	2.7	8	35	395432.4	6839235.5
7	10480	C/	3	35.8	17.6	4.0	4	37	395484.4	6839373.0
7	10480	D/	1	39.9	37.4	1.8	0	34	395851.8	6840484.5
7	10480	E/	0	17.1	42.1	0.3	0	30	396044.3	6841093.5
7	10480	F/	2	82.9	60.6	3.1	0	31	396338.3	6841977.0
7	10480	G/	1	20.0	23.5	1.0	0	38	397276.1	6844722.0
7	10480	H/	1	19.0	20.9	1.1	0	40	397306.3	6844820.0
7	10480	J/	2	41.0	28.7	2.6	0	41	397485.8	6845320.5
7	10480	K/	3	83.3	40.8	5.3	0	35	397544.7	6845484.0
7	10480	M/	1	24.9	20.7	1.8	0	42	397801.0	6846236.5
7	10480	N/	3	44.6	23.2	4.0	1	37	398337.8	6847781.0
7	10480	O/	2	50.2	32.1	3.2	0	38	398392.9	6847938.5
7	10480	P/	3	30.1	11.2	5.5	10	36	398553.8	6848343.5
7	10480	Q/	3	60.6	28.2	5.1	1	34	398600.4	6848487.0
7	10480	R/	2	58.2	32.8	3.9	1	33	398657.1	6848639.0
7	10480	S/	1	28.8	35.7	1.1	1	31	398940.1	6849477.5
7	10480	T/	0	23.5	40.8	0.6	0	34	398990.0	6849663.5
7	10480	U/	0	13.0	28.5	0.3	0	32	399483.2	6851029.0
7	10480	V/	1	36.0	45.2	1.2	0	37	399625.3	6851390.0
7	10480	W/	1	48.3	58.6	1.4	0	38	399666.5	6851568.5
7	10480	X/	1	45.4	46.6	1.7	0	42	399937.6	6852545.0
7	10480	Y/	1	23.2	19.0	1.8	0	42	400330.0	6853698.5
12	10491	A/	4	65.5	21.5	8.2	0	37	395432.3	6838743.0
12	10491	B/	1	15.3	12.3	1.5	12	37	395562.0	6839099.5
12	10491	C/	3	21.8	8.0	5.1	12	40	395658.0	6839344.0
12	10491	D/	1	43.0	44.0	1.6	0	31	396005.3	6840359.0
12	10491	E/	2	45.9	29.4	3.1	0	37	396539.4	6841905.5
12	10491	F/	1	28.5	37.4	1.0	0	32	396587.9	6842038.5
12	10491	G/	1	21.2	23.5	1.1	0	39	397605.2	6845013.5
12	10491	H/	3	39.9	17.5	4.8	0	43	397814.8	6845607.5
12	10491	J/	2	34.1	25.5	2.3	0	44	398426.1	6847402.5
12	10491	K/	2	45.2	38.6	2.1	6	27	398496.0	6847601.5
12	10491	M/	3	60.6	23.3	6.5	0	36	398602.5	6847936.0
12	10491	N/	3	53.5	27.5	4.3	8	27	398703.3	6848294.5
12	10491	O/	3	118.0	60.6	5.5	6	21	398727.6	6848372.5
12	10491	P/	3	117.7	71.5	4.4	4	22	398766.9	6848485.5
12	10491	Q/	1	25.3	20.5	1.8	4	37	399110.8	6849427.0
12	10491	R/	0	14.3	22.8	0.6	0	38	399171.2	6849620.5
12	10491	S/	1	45.0	50.5	1.5	0	40	399665.8	6851003.5
12	10491	T/	1	67.2	84.4	1.5	0	29	399826.3	6851529.5

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EQUITY ENGINEERING LTD. -- CENTRAL BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS		
12	10491	U/	1	47.2	50.0	1.6	0	39	400177.5	6852516.5
12	10491	V/	0	26.0	44.2	0.7	0	31	400254.1	6852783.5
12	10491	W/	2	64.6	38.8	3.7	4	28	400342.1	6853117.0
12	10491	X/	1	45.1	47.8	1.6	4	26	400381.2	6853271.0
12	10491	Y/	2	26.8	19.8	2.1	6	36	400514.9	6853613.5
11	10501	A/	1	33.5	29.7	1.8	1	35	400761.6	6853549.0
11	10501	B/	2	48.9	32.3	3.0	0	35	400535.5	6852987.0
11	10501	C/	1	34.6	40.8	1.2	0	37	400345.1	6852427.0
11	10501	D/	0	25.5	39.1	0.8	0	33	400195.4	6851999.5
11	10501	E/	1	26.3	34.3	1.0	0	37	400148.2	6851861.0
11	10501	F/	1	70.7	81.0	1.7	0	29	400005.5	6851439.5
11	10501	G/	1	40.0	37.9	1.8	0	40	399839.3	6850950.5
11	10501	H/	0	28.5	51.0	0.7	0	33	399571.0	6850194.0
11	10501	J/	0	25.2	42.8	0.7	0	35	399476.0	6849910.0
11	10501	K/	0	21.2	40.7	0.5	2	26	399349.4	6849532.5
11	10501	M/	0	29.3	49.1	0.7	4	23	399307.5	6849400.5
11	10501	N/	2	49.2	44.8	2.0	10	21	399243.5	6849203.0
11	10501	O/	2	33.6	24.5	2.3	3	35	399184.1	6849023.5
11	10501	P/	1	33.5	38.1	1.3	6	26	399136.6	6848882.5
11	10501	Q/	2	30.7	19.0	2.8	5	37	399044.7	6848608.5
11	10501	R/	1	35.4	30.3	1.9	6	30	398975.5	6848393.0
11	10501	S/	2	35.6	18.0	3.9	10	32	398921.6	6848243.0
11	10501	T/	1	17.2	12.9	1.8	8	40	398775.1	6847813.0
11	10501	U/	2	13.0	8.4	2.0	0	66	398594.9	6847265.5
11	10501	V/	3	43.4	19.3	4.9	0	43	398038.3	6845591.5
11	10501	W/	1	31.0	26.1	1.9	0	38	397890.3	6845234.0
11	10501	X/	1	23.6	22.5	1.4	0	42	397792.6	6844928.5
11	10501	Y/	0	23.9	37.7	0.7	0	34	396788.0	6841978.0
11	10501	Z/	1	27.0	26.7	1.4	0	40	396732.7	6841831.0
11	10501	AA/	3	56.0	28.1	4.5	0	47	395984.7	6839570.5
11	10501	AB/	3	31.9	13.6	4.7	9	35	395856.9	6839253.0
11	10501	AC/	2	26.8	14.4	3.3	5	40	395695.0	6838774.5
11	10501	AD/	0	9.1	21.5	0.2	0	34	395573.5	6838419.0
11	10511	A/	0	13.2	18.2	0.7	7	34	395900.5	6838693.5
11	10511	B/	1	22.2	20.3	1.5	7	34	395947.5	6838832.0
11	10511	C/	2	33.0	20.6	2.9	0	40	396055.1	6839183.5
11	10511	D/	1	25.9	21.2	1.8	0	43	396933.5	6841741.0
11	10511	E/	2	35.9	20.0	3.4	0	43	398241.7	6845636.0
11	10511	F/	2	41.4	24.6	3.3	7	30	399309.5	6848707.0
11	10511	G/	1	28.8	24.9	1.8	2	36	399448.2	6849125.5
11	10511	H/	1	59.6	64.6	1.7	0	31	400265.1	6851440.5
11	10511	J/	2	49.6	45.3	2.0	0	41	400575.0	6852348.0
11	10511	K/	2	51.7	28.3	3.9	1	34	400786.3	6853141.5

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EQUITY ENGINEERING LTD. -- CENTRAL BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
11	10511	M/	1	42.8	39.8	1.8	0	32	400888.6	6853410.5
11	10511	N/	2	44.8	36.6	2.2	4	30	400965.0	6853600.0
7	10520	A/	1	25.9	23.1	1.6	12	27	396030.3	6838642.5
7	10520	B/	2	28.4	21.2	2.1	10	31	396059.8	6838735.5
7	10520	C/	3	65.9	29.3	5.6	0	36	396198.3	6839145.5
7	10520	D/	1	27.5	26.3	1.5	0	43	396291.5	6839417.5
7	10520	E/	0	20.5	29.1	0.8	5	29	397063.1	6841662.5
7	10520	F/	0	29.3	52.5	0.7	0	27	397375.8	6842553.5
7	10520	G/	1	29.9	41.1	1.0	3	27	397440.4	6842726.0
7	10520	H/	1	35.8	33.2	1.7	8	26	397874.5	6843943.0
7	10520	J/	2	17.7	10.4	2.5	2	49	398449.2	6845598.5
7	10520	K/	3	27.9	10.8	5.1	0	56	399376.8	6848439.5
7	10520	M/	3	61.4	20.8	7.8	4	33	399453.7	6848654.5
7	10520	N/	4	54.5	15.9	9.1	3	35	399503.8	6848806.5
7	10520	O/	3	54.6	26.8	4.6	1	35	399581.1	6849020.5
7	10520	P/	3	45.2	22.2	4.3	0	38	399645.1	6849201.5
7	10520	Q/	1	39.9	50.8	1.2	0	34	400147.1	6850722.0
7	10520	R/	1	45.4	50.9	1.5	0	33	401010.7	6853199.5
7	10520	S/	1	31.0	29.4	1.6	3	33	401056.2	6853342.5
7	10520	T/	2	56.5	48.4	2.3	0	32	401140.2	6853602.0
	10531	A/	1	25.4	26.1	1.3	0	39	401341.5	6853530.5
--	10531	B/	1	55.6	67.5	1.4	0	31	401081.2	6852818.0
11	10531	C/	1	56.6	58.8	1.8	0	31	400947.8	6852428.0
11	10531	D/	1	49.9	67.3	1.2	0	29	400858.3	6852125.0
11	10531	E/	0	43.5	74.0	0.8	0	26	400360.5	6850685.0
11	10531	F/	2	53.6	40.1	2.6	3	30	399773.2	6848964.5
11	10531	G/	3	48.9	19.4	5.9	0	39	399698.1	6848739.0
11	10531	H/	1	20.0	21.8	1.1	0	41	398147.8	6844210.0
11	10531	J/	0	15.9	20.6	0.8	0	42	397996.6	6843809.0
11	10531	K/	0	16.1	25.6	0.6	0	41	397612.4	6842615.0
11	10531	M/	1	23.2	19.7	1.7	7	35	396436.0	6839045.5
11	10531	N/	1	17.9	20.4	1.0	0	41	396288.8	6838667.0
7	10540	A/	1	46.9	54.3	1.4	0	30	401101.5	6852265.0
7	10540	B/	1	50.4	72.2	1.1	0	28	401032.8	6852047.0
7	10540	C/	0	49.4	86.2	0.8	0	29	400937.7	6851771.5
7	10540	D/	1	61.4	75.8	1.4	0	29	400792.9	6851312.0
7	10540	E/	1	42.3	50.0	1.3	0	34	400606.7	6850778.5
7	10540	F/	0	10.0	22.1	0.3	2	32	400371.6	6850174.5
7	10540	G/	0	13.5	37.4	0.2	0	32	400226.5	6849691.0
7	10540	H/	0	15.5	37.6	0.3	0	31	400087.2	6849290.0
7	10540	J/	1	21.9	20.6	1.4	6	35	399964.2	6848964.5
7	10540	K/	1	26.2	20.7	1.9	1	40	399925.8	6848861.5

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EQUITY ENGINEERING LTD. -- CENTRAL BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS		
7	10540	M/	2	29.2	14.8	3.6	10	34	399766.2	6848369.5
7	10540	N/	2	22.8	13.5	2.7	2	44	399646.1	6848006.5
7	10540	O/	2	28.1	16.7	2.9	3	41	398346.0	6844133.0
7	10540	P/	1	25.1	23.3	1.5	2	36	398186.7	6843613.0
7	10540	Q/	1	38.2	46.1	1.3	2	28	397832.4	6842525.0
7	10540	R/	0	25.3	34.6	0.9	5	27	397699.8	6842128.5
11	10551	A/	0	8.1	20.1	0.2	0	39	398144.5	6842790.0
11	10551	B/	2	24.0	17.5	2.1	11	32	400062.8	6848417.5
11	10551	C/	1	25.3	19.9	1.9	7	35	400093.7	6848528.0
11	10551	D/	2	37.1	23.6	2.9	1	38	400138.5	6848639.0
11	10551	E/	2	55.4	46.5	2.3	3	27	400161.3	6848696.0
11	10551	F/	1	57.7	71.1	1.4	0	34	401110.7	6851519.5
11	10551	G/	1	52.0	53.9	1.7	0	34	401476.1	6852693.0
11	10551	H/	1	28.0	33.1	1.1	0	37	401595.3	6853070.0
7	10560	A/	1	18.4	14.5	1.7	3	43	396998.2	6838793.0
7	10560	B/	2	58.3	55.7	2.0	0	31	397330.7	6839796.5
7	10560	C/	0	20.5	30.8	0.7	0	36	398287.4	6842575.0
7	10560	D/	2	29.9	23.6	2.0	0	41	398877.0	6844372.0
7	10560	E/	2	32.6	26.2	2.0	0	40	399228.8	6845459.0
7	10560	F/	1	26.4	22.2	1.8	3	37	400234.4	6848499.0
7	10560	G/	0	12.9	45.2	0.2	0	26	400478.4	6849149.0
7	10560	H/	0	13.3	30.1	0.3	0	31	400564.5	6849431.5
7	10560	J/	2	71.9	72.6	2.0	0	30	401122.6	6851132.0
7	10560	K/	1	94.9	130.8	1.5	0	29	401220.7	6851396.0
7	10560	M/	1	89.2	105.7	1.7	0	27	401281.1	6851588.0
7	10560	N/	2	60.9	54.3	2.2	0	33	401524.3	6852332.0
7	10560	O/	0	28.2	50.2	0.7	0	30	401632.1	6852648.5
7	10560	P/	0	27.9	42.3	0.8	0	31	401685.5	6852825.5
7	10560	Q/	1	50.0	67.6	1.2	0	31	401718.5	6852932.5
7	10560	R/	1	45.1	46.1	1.7	4	26	401851.4	6853274.0
7	10560	S/	1	42.2	48.0	1.4	3	26	401887.7	6853377.5
7	10560	T/	1	43.9	52.3	1.3	3	25	401912.5	6853439.0
14	10571	A/	2	33.0	25.3	2.2	2	36	397145.8	6838692.5
14	10571	B/	1	33.1	37.9	1.3	0	34	397535.0	6839827.5
14	10571	C/	0	26.0	40.7	0.8	0	38	399220.7	6844842.0
14	10571	D/	1	26.7	35.4	1.0	0	43	399269.8	6844977.0
14	10571	E/	1	17.2	18.7	1.1	0	45	399346.2	6845197.5
14	10571	F/	1	18.2	21.6	1.0	5	34	399411.7	6845390.5
14	10571	G/	2	29.4	14.8	3.7	0	49	400345.4	6848075.0
14	10571	H/	0	19.7	25.9	0.9	0	36	400494.7	6848493.0
14	10571	J/	0	30.2	62.0	0.6	0	25	400781.8	6849374.5
14	10571	K/	1	65.8	84.7	1.4	0	27	401338.8	6851025.5

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EQUITY ENGINEERING LTD. -- CENTRAL BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS		
14	10571	M/	1	51.6	49.0	1.9	0	40	401748.2	6852187.5
14	10571	N/	1	43.8	59.0	1.1	0	29	401808.6	6852361.5
14	10571	O/	1	41.5	43.5	1.6	6	24	401874.1	6852543.0
14	10571	P/	0	29.5	41.5	0.9	2	28	401992.3	6852843.5
14	10571	Q/	1	44.7	47.0	1.6	4	26	402139.8	6853280.5
14	10571	R/	1	39.6	42.0	1.5	3	29	402165.0	6853380.0
7	10580	A/	1	20.6	24.2	1.0	0	37	402262.7	6853067.5
7	10580	B/	1	27.4	27.7	1.4	0	37	402195.0	6852790.0
7	10580	C/	1	27.6	28.6	1.4	4	32	402134.4	6852590.5
7	10580	D/	1	32.5	35.4	1.4	0	33	402050.6	6852330.0
7	10580	E/	1	26.7	32.6	1.1	0	36	401968.8	6852118.5
7	10580	F/	1	32.7	43.6	1.0	0	35	401464.4	6850651.5
7	10580	G/	1	25.5	24.2	1.5	10	28	400730.0	6848570.0
7	10580	H/	0	5.6	15.1	0.1	4	33	400386.9	6847589.0
7	10580	J/	0	49.7	82.5	0.9	0	31	399386.1	6844661.0
7	10580	K/	0	13.4	18.1	0.7	0	42	398616.1	6842414.5
7	10580	M/	1	26.1	31.0	1.1	0	42	397733.5	6839849.0
7	10580	N/	1	19.3	19.8	1.2	1	40	397252.2	6838507.5
1	10590	A/	3	31.8	14.2	4.4	4	40	397394.5	6838215.0
1	10590	B/	2	42.2	33.5	2.3	0	43	397497.8	6838477.0
1	10590	C/	0	30.9	45.3	0.9	0	31	397931.8	6839772.0
1	10590	D/	1	32.7	43.0	1.1	2	28	398050.7	6840140.5
1	10590	E/	0	29.9	56.1	0.6	0	28	398224.9	6840621.0
1	10590	F/	0	11.3	14.9	0.7	0	52	398797.9	6842298.5
1	10590	G/	0	17.8	22.4	0.9	0	47	399765.7	6845120.5
1	10590	H/	1	20.3	23.9	1.0	0	39	399897.5	6845498.0
1	10590	J/	2	42.5	23.6	3.6	0	38	400814.4	6848236.5
1	10590	K/	1	21.0	22.8	1.2	10	28	400866.1	6848408.5
1	10590	M/	2	33.0	25.8	2.1	21	17	400955.5	6848625.0
1	10590	N/	2	24.9	15.8	2.5	0	46	401032.5	6848784.0
7	10600	A/	2	23.4	12.7	3.1	11	36	397502.9	6838000.5
7	10600	B/	1	36.6	38.1	1.5	0	43	397577.5	6838214.5
7	10600	C/	2	65.0	59.0	2.2	0	38	397605.0	6838276.0
7	10600	D/	0	20.4	29.1	0.8	0	39	398086.1	6839749.5
7	10600	E/	1	25.7	31.6	1.1	0	37	398192.2	6840024.0
7	10600	F/	1	35.2	33.4	1.7	0	38	398563.4	6841039.0
7	10600	G/	0	8.8	18.6	0.3	0	37	398884.4	6842016.5
7	10600	H/	0	16.3	22.4	0.7	0	42	398968.2	6842268.5
7	10600	J/	2	30.0	18.5	2.8	0	44	399563.7	6844016.0
7	10600	K/	2	35.3	28.2	2.1	0	38	400074.3	6845437.5
7	10600	M/	1	19.8	17.4	1.5	0	52	401058.8	6848310.0
7	10600	N/	1	17.8	13.8	1.7	0	52	401192.3	6848665.5

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EQUITY ENGINEERING LTD. -- CENTRAL BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS		
7	10600	O/	2	28.6	19.6	2.4	6	35	401336.4	6849139.5
7	10600	P/	1	34.4	42.3	1.2	0	33	401626.8	6849905.0
7	10600	Q/	1	36.9	40.2	1.4	0	33	401697.6	6850064.0
7	10600	R/	2	44.1	28.0	3.1	2	34	402000.4	6850996.0
7	10600	S/	3	67.1	26.6	6.5	0	40	402149.2	6851485.0
7	10600	T/	0	34.8	59.0	0.8	0	26	402386.7	6852202.0
7	10600	U/	0	24.6	37.0	0.8	0	30	402478.1	6852459.5
7	10600	V/	1	34.6	37.1	1.4	2	31	402683.4	6853090.5
1	10610	A/	1	49.5	50.1	1.7	3	26	402882.1	6852994.0
1	10610	B/	1	47.0	63.8	1.2	4	22	402819.5	6852860.5
1	10610	C/	1	44.4	60.0	1.1	8	18	402627.4	6852303.5
1	10610	D/	1	44.5	48.6	1.5	4	25	402497.8	6851906.0
1	10610	E/	3	58.1	30.4	4.3	7	28	402446.3	6851768.0
1	10610	F/	2	57.1	35.1	3.5	3	31	402406.9	6851662.5
1	10610	G/	1	58.9	64.4	1.7	2	25	402307.1	6851375.5
1	10610	H/	2	56.4	49.0	2.2	6	24	402242.2	6851199.5
1	10610	J/	2	64.2	58.0	2.2	2	26	402191.3	6851060.5
1	10610	K/	1	66.3	84.4	1.4	7	17	402116.0	6850834.5
1	10610	M/	1	34.3	45.6	1.1	6	23	402072.9	6850701.5
1	10610	N/	1	28.2	37.1	1.0	0	33	401994.0	6850477.5
1	10610	O/	1	64.0	76.5	1.5	0	25	401858.6	6850063.0
1	10610	P/	1	47.4	52.8	1.5	1	27	401814.0	6849947.0
1	10610	Q/	2	55.5	46.9	2.3	2	28	401699.2	6849634.0
1	10610	R/	2	49.1	32.9	3.0	5	30	401623.6	6849388.0
1	10610	S/	3	103.6	43.7	6.8	5	24	401503.4	6849028.5
1	10610	T/	2	41.6	27.5	2.9	15	22	401456.0	6848872.0
1	10610	U/	1	29.2	28.5	1.5	1	35	401130.6	6847949.0
1	10610	V/	1	22.5	20.7	1.5	2	38	401046.1	6847714.0
1	10610	W/	0	24.1	37.3	0.7	8	23	400963.7	6847444.5
1	10610	X/	1	17.9	20.4	1.0	7	33	400868.4	6847176.5
1	10610	Y/	2	52.1	35.8	2.9	6	28	400323.0	6845543.5
1	10610	Z/	2	54.4	36.4	3.1	0	37	400199.6	6845203.0
1	10610	AA/	2	59.0	45.3	2.6	0	34	400171.1	6845106.0
1	10610	AB/	2	37.3	24.5	2.8	0	40	400042.9	6844772.0
1	10610	AC/	2	41.1	33.6	2.2	3	32	399925.2	6844446.5
1	10610	AD/	2	29.3	15.3	3.5	0	51	399779.2	6844001.0
1	10610	AE/	1	26.6	29.3	1.2	0	37	399174.9	6842130.5
1	10610	AF/	0	30.1	45.2	0.9	8	21	398990.0	6841538.0
1	10610	AG/	2	43.0	32.5	2.4	0	39	398769.5	6840977.5
1	10610	AH/	1	31.6	35.6	1.3	0	37	398346.8	6839770.5
1	10610	AJ/	2	28.1	14.9	3.4	0	73	397752.6	6837985.0
1	10610	AK/	3	30.6	11.1	5.7	0	48	397644.5	6837732.0
7	10620	A/	1	45.2	41.9	1.9	0	32	402139.8	6850378.0

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EQUITY ENGINEERING LTD. -- CENTRAL BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS		
7	10620	B/	1	43.3	41.3	1.8	0	33	401949.5	6849861.5
7	10620	C/	2	41.6	29.8	2.6	2	34	401828.6	6849464.5
7	10620	D/	1	34.4	35.9	1.5	0	45	401651.9	6848965.5
7	10620	E/	2	28.3	19.4	2.4	1	40	401295.2	6847885.5
7	10620	F/	2	37.1	29.4	2.2	10	26	401199.5	6847596.5
7	10620	G/	1	20.1	21.8	1.1	9	30	401092.3	6847253.0
7	10620	H/	0	24.1	31.4	0.9	8	25	400991.6	6847019.5
7	10620	J/	3	69.0	31.7	5.4	3	30	400484.1	6845442.5
7	10620	K/	3	65.6	31.8	5.0	0	36	400415.7	6845215.5
7	10620	M/	2	28.8	20.9	2.2	0	43	400351.5	6845016.0
7	10620	N/	2	24.4	15.3	2.6	0	52	400165.7	6844519.5
8	10621	A/	2	28.0	19.9	2.3	0	45	400002.0	6843968.0
8	10621	B/	0	14.2	28.0	0.4	0	33	399342.4	6842065.0
8	10621	C/	0	16.7	33.4	0.4	0	30	399162.2	6841536.5
8	10621	D/	1	31.7	29.6	1.6	0	41	398925.0	6840797.5
8	10621	E/	0	14.8	23.8	0.6	0	36	398687.8	6840113.5
8	10621	F/	1	30.5	31.1	1.4	0	55	397896.9	6837813.5
14	10631	A/	1	41.6	40.3	1.7	0	34	402529.0	6850835.0
14	10631	B/	2	80.2	51.9	3.6	0	37	402397.9	6850460.5
14	10631	C/	2	49.4	42.4	2.2	0	36	402339.0	6850271.5
14	10631	D/	2	53.7	31.8	3.6	2	33	402167.3	6849738.0
14	10631	E/	1	26.3	26.6	1.4	0	44	401521.2	6847827.5
14	10631	F/	1	25.3	21.9	1.7	13	27	401382.3	6847423.0
14	10631	G/	1	17.4	17.1	1.2	12	31	401334.0	6847291.0
14	10631	H/	3	49.1	25.9	4.1	0	43	400759.2	6845596.0
14	10631	J/	2	43.6	26.0	3.3	0	38	400674.6	6845355.0
14	10631	K/	3	44.8	18.6	5.4	2	37	400630.7	6845230.0
14	10631	M/	3	54.1	28.0	4.3	0	42	400539.1	6844930.5
14	10631	N/	2	34.0	22.3	2.7	0	43	400463.1	6844703.5
14	10631	O/	2	35.9	20.2	3.4	0	49	400405.9	6844523.5
14	10631	P/	1	32.5	35.6	1.3	0	38	400282.1	6844171.0
14	10631	Q/	0	30.0	44.6	0.9	0	31	399279.1	6841291.0
14	10631	R/	0	34.5	50.5	0.9	0	34	399068.6	6840683.5
14	10631	S/	1	27.2	31.8	1.2	0	37	399018.6	6840555.5
8	10640	A/	0	7.3	26.5	0.1	0	32	398533.6	6838401.5
8	10640	B/	0	21.1	30.9	0.8	0	41	399174.3	6840249.5
8	10640	C/	1	33.5	38.9	1.3	0	41	399295.9	6840569.0
8	10640	D/	1	32.4	41.5	1.1	0	41	399327.5	6840653.5
8	10640	E/	0	12.9	23.0	0.5	0	41	399426.1	6840954.5
8	10640	F/	1	34.2	44.2	1.1	0	38	399478.0	6841107.0
8	10640	G/	2	47.8	40.7	2.1	0	37	399547.9	6841285.0
8	10640	H/	2	50.9	31.6	3.3	0	36	400343.0	6843655.5

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EQUITY ENGINEERING LTD. -- CENTRAL BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
8	10640	J/	2	42.6	25.0	3.4	0	45	400534.8	6844244.5
8	10640	K/	3	47.7	19.1	5.8	0	46	400571.7	6844366.5
8	10640	M/	3	49.5	21.0	5.4	0	38	400754.9	6844799.5
8	10640	N/	2	31.1	19.3	2.8	0	49	400930.6	6845223.5
8	10640	O/	1	22.3	18.7	1.7	4	38	401606.8	6847253.5
8	10640	P/	1	24.5	21.0	1.7	12	28	401703.2	6847524.0
8	10640	Q/	0	15.2	28.5	0.5	0	40	402015.4	6848509.5
8	10640	R/	2	46.4	25.0	3.9	0	38	402197.3	6849047.5
8	10640	S/	2	52.8	35.8	3.0	0	35	402381.6	6849593.5
8	10640	T/	1	36.8	42.5	1.3	0	34	402528.2	6850058.0
8	10640	U/	2	46.3	30.1	3.0	0	38	402682.2	6850510.5
8	10640	V/	2	31.1	25.2	2.0	1	37	402745.7	6850704.5
8	10640	W/	1	29.1	30.2	1.4	4	31	402904.8	6851208.5
14	10651	A/	0	19.1	34.5	0.5	0	31	399010.2	6839260.5
14	10651	B/	1	38.6	52.0	1.1	0	33	399347.8	6840283.5
14	10651	C/	1	49.9	66.1	1.2	0	34	399379.0	6840376.5
14	10651	D/	1	52.7	57.7	1.6	0	33	399411.3	6840475.5
14	10651	E/	2	56.0	50.2	2.1	0	33	399464.1	6840645.0
14	10651	F/	1	30.3	36.4	1.2	0	40	399599.6	6841003.5
14	10651	G/	1	42.6	50.1	1.3	0	34	399715.1	6841302.0
14	10651	H/	1	50.7	57.1	1.5	0	36	399743.3	6841368.0
14	10651	J/	1	25.5	25.0	1.4	5	33	400398.1	6843307.0
14	10651	K/	2	37.1	26.1	2.5	0	39	400474.5	6843514.5
14	10651	M/	1	29.3	25.1	1.8	0	42	400529.8	6843652.0
14	10651	N/	2	60.8	38.3	3.4	0	41	400698.3	6844164.0
14	10651	O/	3	75.8	27.9	7.4	0	40	400728.1	6844256.0
14	10651	P/	2	50.5	29.5	3.6	0	37	400987.3	6844946.5
14	10651	Q/	2	92.3	69.5	3.1	0	32	401069.8	6845158.0
14	10651	R/	2	71.7	57.5	2.7	0	32	401108.6	6845263.5
14	10651	S/	2	35.8	19.3	3.6	0	40	401394.2	6846133.0
14	10651	T/	2	32.4	23.4	2.3	11	28	401845.9	6847477.5
14	10651	U/	2	33.9	23.4	2.5	11	28	401879.6	6847575.0
14	10651	V/	0	23.9	32.4	0.9	0	35	402175.9	6848445.0
14	10651	W/	2	47.4	38.9	2.2	1	31	402263.3	6848734.0
14	10651	X/	2	52.9	33.1	3.3	4	30	402361.1	6849037.0
14	10651	Y/	2	50.3	33.9	3.0	2	32	402576.8	6849640.5
14	10651	Z/	1	54.1	64.6	1.4	4	22	402682.8	6850025.0
14	10651	AA/	3	79.1	45.1	4.3	4	27	402806.1	6850398.0
14	10651	AB/	2	71.6	61.0	2.5	2	26	402885.9	6850630.0
14	10651	AC/	1	33.7	31.7	1.7	6	29	403001.0	6850994.5
8	10660	A/	2	50.9	39.6	2.5	0	35	403697.8	6852396.0
8	10660	B/	1	51.1	49.5	1.9	2	28	403563.4	6851896.0
8	10660	C/	0	21.3	34.8	0.7	0	32	403476.0	6851659.5

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EQUITY ENGINEERING LTD. -- CENTRAL BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
8	10660	D/	3	53.3	24.4	5.0	1	35	403048.4	6850426.5
8	10660	E/	3	63.3	33.5	4.4	0	35	403011.6	6850316.0
8	10660	F/	1	28.1	22.9	1.9	3	36	402799.2	6849726.5
8	10660	G/	2	35.5	22.1	2.9	0	45	402680.8	6849349.5
8	10660	H/	2	53.1	41.6	2.5	0	37	402506.2	6848858.0
8	10660	J/	2	25.2	13.6	3.2	4	42	402420.7	6848629.0
8	10660	K/	0	17.0	20.7	0.9	1	38	402316.3	6848306.0
8	10660	M/	1	29.0	29.5	1.4	0	44	402037.7	6847504.5
8	10660	N/	1	11.6	9.1	1.4	10	44	401897.1	6847082.5
8	10660	O/	2	49.2	30.2	3.3	0	40	401498.9	6845798.0
8	10660	P/	2	42.2	29.5	2.7	0	39	401464.7	6845718.5
8	10660	Q/	2	42.7	31.2	2.5	0	39	401441.4	6845675.0
8	10660	R/	2	53.0	39.1	2.7	0	40	401306.5	6845395.5
8	10660	S/	2	67.4	45.5	3.3	0	37	401249.2	6845241.5
8	10660	T/	2	62.3	44.6	2.9	0	36	401208.9	6845108.0
8	10660	U/	2	50.2	35.4	2.8	0	40	401119.1	6844844.0
8	10660	V/	3	85.0	48.2	4.4	0	37	400878.4	6844146.0
8	10660	W/	2	71.4	52.4	3.0	0	29	400851.5	6844049.0
8	10660	X/	1	41.1	53.5	1.2	0	31	400666.7	6843622.5
8	10660	Y/	2	44.3	34.8	2.3	0	34	400547.9	6843288.0
8	10660	Z/	2	67.0	54.9	2.5	0	33	399909.8	6841347.5
8	10660	AA/	1	58.6	64.0	1.7	0	33	399885.3	6841275.5
8	10660	AB/	1	28.1	32.2	1.2	0	38	399771.1	6840865.5
8	10660	AC/	1	27.4	29.8	1.3	0	38	399739.4	6840773.5
8	10660	AD/	2	48.1	41.2	2.1	0	41	399587.4	6840369.5
8	10660	AE/	0	25.8	45.1	0.6	0	38	399188.8	6839177.5
11	10671	A/	3	109.1	57.9	5.1	3	24	403964.1	6852578.0
11	10671	B/	2	30.4	20.5	2.5	0	42	403904.1	6852341.0
11	10671	C/	1	28.6	23.8	1.9	4	35	403678.3	6851710.0
11	10671	D/	1	22.5	17.0	1.9	0	48	403485.2	6851187.0
11	10671	E/	2	54.3	40.9	2.6	4	28	403287.2	6850564.5
11	10671	F/	3	84.1	38.4	5.8	0	31	403223.5	6850374.0
11	10671	G/	2	50.0	28.7	3.7	5	31	403180.8	6850243.5
11	10671	H/	2	49.0	36.8	2.6	2	32	403113.1	6850054.5
11	10671	J/	2	40.9	26.1	3.0	5	32	402846.8	6849328.5
11	10671	K/	2	50.0	27.4	3.9	5	31	402731.4	6849003.0
11	10671	M/	1	34.7	29.7	1.9	7	28	402690.4	6848873.5
11	10671	N/	2	38.2	30.9	2.1	0	40	402460.8	6848201.0
11	10671	O/	1	16.5	17.2	1.1	10	33	402132.2	6847284.5
11	10671	P/	1	15.3	12.6	1.5	7	41	402073.3	6847040.0
11	10671	Q/	3	40.8	16.1	5.6	7	34	401783.2	6846215.5
11	10671	R/	2	30.2	21.2	2.4	12	28	401720.2	6845976.5
11	10671	S/	2	59.8	46.6	2.6	0	33	401668.6	6845780.0
11	10671	T/	2	58.1	39.2	3.1	0	32	401619.0	6845632.0

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EQUITY ENGINEERING LTD. -- CENTRAL BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS		
11	10671	U/	2	55.9	32.6	3.7	0	36	401546.8	6845391.0
11	10671	V/	2	48.8	34.8	2.7	0	37	401463.0	6845146.5
11	10671	W/	1	23.8	30.8	1.0	0	42	401097.1	6844009.5
11	10671	X/	0	20.8	31.5	0.7	0	35	400998.0	6843753.5
11	10671	Y/	1	34.9	32.5	1.7	0	43	400913.0	6843532.5
11	10671	Z/	2	35.5	24.2	2.6	2	37	400831.6	6843216.5
11	10671	AA/	1	29.9	36.2	1.1	0	36	400271.6	6841497.5
11	10671	AB/	0	21.2	29.0	0.8	0	39	400210.7	6841293.0
11	10671	AC/	1	28.1	32.1	1.2	2	32	400161.9	6841144.5
11	10671	AD/	1	38.2	45.7	1.3	0	31	400096.6	6840963.0
11	10671	AE/	2	46.3	39.9	2.1	0	40	400020.1	6840690.0
11	10671	AF/	1	29.6	36.0	1.1	0	38	399912.8	6840396.5
11	10671	AG/	0	23.2	38.1	0.7	0	38	399473.0	6839169.5
8	10680	A/	0	7.1	24.9	0.1	0	37	399373.9	6838489.5
8	10680	B/	0	39.4	68.0	0.8	0	34	399597.3	6839164.5
8	10680	C/	0	18.2	32.8	0.5	0	37	399877.3	6840007.5
8	10680	D/	1	43.9	39.8	1.9	0	39	400160.1	6840745.5
8	10680	E/	1	27.2	32.2	1.1	0	39	400213.2	6840927.5
8	10680	F/	1	31.7	36.0	1.3	0	39	400313.9	6841219.0
8	10680	G/	0	17.3	29.4	0.6	0	39	400414.6	6841467.5
8	10680	H/	0	28.3	39.3	0.9	0	40	400470.8	6841650.5
8	10680	J/	1	24.7	28.0	1.2	0	40	401032.7	6843303.0
8	10680	K/	1	19.2	20.5	1.1	0	47	401151.2	6843628.0
8	10680	M/	2	25.2	15.4	2.7	0	46	401255.0	6843960.5
8	10680	N/	3	26.3	10.6	4.8	0	60	401301.1	6844128.5
8	10680	O/	2	27.0	16.6	2.7	0	54	401334.3	6844239.0
8	10680	P/	2	44.9	25.6	3.6	0	42	401844.7	6845761.5
8	10680	Q/	3	36.8	15.7	4.9	6	37	401984.9	6846127.0
8	10680	R/	2	28.4	17.5	2.8	7	36	402305.7	6847068.5
8	10680	S/	2	36.4	22.2	3.0	6	33	402498.3	6847581.5
8	10680	T/	2	33.1	25.9	2.1	1	37	402523.8	6847667.0
8	10680	U/	2	29.5	16.2	3.3	0	63	402613.5	6847926.0
8	10680	V/	2	37.7	23.4	3.0	0	47	402717.2	6848262.5
8	10680	W/	2	35.5	20.6	3.2	0	49	402865.2	6848662.0
8	10680	X/	3	75.7	37.4	5.1	0	34	402933.5	6848921.5
8	10680	Y/	1	40.1	35.7	1.9	1	33	403191.2	6849606.0
8	10680	Z/	1	42.0	51.4	1.3	0	29	403273.5	6849910.0
8	10680	AA/	2	48.3	41.1	2.2	0	35	403373.5	6850168.0
8	10680	AB/	2	53.6	49.2	2.0	0	33	403407.9	6850256.5
8	10680	AC/	1	38.1	49.0	1.1	0	31	403749.8	6851289.0
8	10680	AD/	2	88.1	73.8	2.7	0	29	403862.9	6851573.5
8	10680	AE/	2	40.2	26.2	2.9	0	39	404101.1	6852259.5
8	10680	AF/	3	56.7	26.1	5.1	2	34	404142.8	6852396.0
8	10680	AG/	3	60.1	32.5	4.2	3	31	404199.1	6852535.0

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EQUITY ENGINEERING LTD. -- CENTRAL BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
13	10692	A/	0	15.0	29.5	0.4	0	42	399563.5	6838404.0
13	10692	B/	0	12.8	20.5	0.5	0	42	399876.6	6839411.5
13	10692	C/	0	22.1	34.5	0.7	0	43	400000.7	6839783.5
13	10692	D/	1	31.4	39.1	1.1	0	38	400066.0	6839933.0
13	10692	E/	0	19.4	30.6	0.7	0	38	400111.5	6840055.5
13	10692	F/	1	25.5	31.0	1.1	0	39	400224.3	6840384.0
13	10692	G/	1	37.7	34.0	1.8	0	45	400303.5	6840586.5
13	10692	H/	1	39.5	44.9	1.4	0	43	400396.1	6840860.0
13	10692	J/	1	29.3	31.8	1.3	1	33	400507.4	6841208.0
13	10692	K/	0	19.1	31.6	0.6	0	44	400632.7	6841582.5
13	10692	M/	1	35.0	31.8	1.8	0	41	401132.9	6843004.0
13	10692	N/	3	42.5	22.0	4.0	0	54	401462.9	6843977.5
13	10692	O/	2	51.1	42.7	2.3	0	35	401946.3	6845334.0
13	10692	P/	2	55.4	38.1	3.0	3	30	402034.7	6845589.5
13	10692	Q/	2	55.3	36.7	3.1	1	32	402086.1	6845745.0
13	10692	R/	2	26.6	16.1	2.8	1	43	402516.0	6846990.5
13	10692	S/	2	24.1	17.1	2.2	5	38	402631.2	6847333.0
13	10692	T/	2	39.8	20.9	3.8	0	46	402894.8	6848078.0
13	10692	U/	3	52.1	22.6	5.3	0	38	403111.4	6848739.5
13	10692	V/	3	45.8	21.2	4.7	0	49	403157.2	6848898.5
13	10692	W/	1	31.0	32.3	1.4	0	40	403559.7	6850079.5
13	10692	X/	1	39.7	57.4	1.0	1	25	403843.3	6850905.5
13	10692	Y/	1	56.1	66.1	1.5	0	26	403883.0	6851078.5
13	10692	Z/	2	48.3	39.7	2.3	0	33	404008.0	6851407.0
13	10692	AA/	2	59.0	38.9	3.2	0	36	404050.6	6851511.0
13	10692	AB/	2	46.4	31.4	2.9	0	41	404143.5	6851798.0
13	10692	AC/	3	43.0	16.8	5.8	0	44	404204.4	6851981.0
13	10692	AD/	3	52.8	23.4	5.2	0	43	404329.9	6852316.5
8	10700	A/	3	55.9	19.7	7.2	0	48	404515.4	6852255.5
8	10700	B/	3	50.7	22.6	5.1	0	38	404423.1	6851913.0
8	10700	C/	2	61.1	46.4	2.7	1	29	404378.6	6851760.5
8	10700	D/	2	68.7	48.8	3.1	3	27	404318.7	6851593.5
8	10700	E/	2	47.7	39.1	2.3	3	29	404269.4	6851446.0
8	10700	F/	1	52.9	54.9	1.7	1	27	404157.2	6851120.5
8	10700	G/	1	32.1	36.7	1.3	0	35	404065.4	6850826.5
8	10700	H/	1	25.3	31.4	1.0	1	33	403733.2	6849817.5
8	10700	J/	2	45.5	27.4	3.3	1	36	403402.8	6848904.0
8	10700	K/	2	45.1	25.5	3.6	1	36	403371.3	6848797.0
8	10700	M/	2	47.7	33.8	2.7	0	34	403314.4	6848646.5
8	10700	N/	2	47.3	35.7	2.5	1	33	403187.3	6848313.0
8	10700	O/	2	56.2	41.0	2.8	0	32	403138.8	6848144.0
8	10700	P/	2	75.6	68.9	2.3	3	23	403035.7	6847866.0
8	10700	Q/	2	53.9	36.2	3.0	11	22	402915.8	6847533.5

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EQUITY ENGINEERING LTD. -- CENTRAL BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
8	10700	R/	2	47.7	33.5	2.8	9	25	402843.0	6847289.0
8	10700	S/	2	47.9	28.2	3.5	2	34	402719.9	6846929.0
8	10700	T/	2	35.4	26.5	2.3	4	33	402257.7	6845634.5
8	10700	U/	1	24.5	23.3	1.5	1	38	402099.3	6845129.5
8	10700	V/	0	15.0	19.8	0.8	0	45	401621.2	6843740.5
8	10700	W/	1	42.0	58.0	1.1	0	34	401478.0	6843368.5
8	10700	X/	2	38.4	28.5	2.4	0	45	401336.2	6842941.5
8	10700	Y/	2	28.5	21.3	2.1	0	47	401272.2	6842788.0
8	10700	Z/	0	13.0	23.0	0.5	0	42	400875.0	6841540.0
8	10700	AA/	1	33.1	40.3	1.2	0	36	400730.3	6841122.0
8	10700	AB/	1	26.0	26.1	1.4	0	40	400706.3	6841027.5
8	10700	AC/	1	24.8	28.3	1.1	0	41	400631.8	6840825.5
8	10700	AD/	1	30.6	29.5	1.6	0	45	400511.1	6840507.0
8	10700	AE/	1	26.9	26.2	1.5	0	45	400447.7	6840309.0
8	10700	AF/	0	15.8	21.8	0.7	0	44	400420.7	6840217.0
8	10700	AG/	0	18.0	24.0	0.8	0	42	400324.2	6839939.0
8	10700	AH/	1	25.8	24.8	1.5	0	43	400198.6	6839560.5
8	10700	AJ/	0	9.8	20.3	0.3	4	31	399922.9	6838670.5
8	10700	AK/	0	14.6	21.6	0.6	1	37	399801.3	6838349.5
9	10711	A/	2	59.5	44.0	2.8	0	36	404539.5	6851759.5
9	10711	B/	2	39.8	29.1	2.5	0	36	404490.8	6851515.0
9	10711	C/	1	36.8	32.9	1.8	0	38	404362.2	6851114.5
9	10711	D/	1	30.1	24.6	1.9	0	41	404326.7	6851024.5
9	10711	E/	1	31.0	35.3	1.3	0	36	404254.7	6850807.0
9	10711	F/	1	35.8	32.1	1.8	1	34	403554.4	6848791.5
9	10711	G/	3	58.3	28.5	4.7	0	37	403414.2	6848383.5
9	10711	H/	2	48.7	27.6	3.7	1	35	403307.7	6848077.5
9	10711	J/	2	67.7	53.9	2.6	0	31	403195.1	6847751.0
9	10711	K/	2	37.4	19.7	3.7	8	32	403097.7	6847470.5
9	10711	M/	1	25.3	22.7	1.6	5	35	403014.0	6847235.0
9	10711	N/	2	33.4	27.7	2.0	6	31	402943.0	6847033.5
9	10711	O/	1	25.3	20.3	1.9	4	37	402859.7	6846796.5
9	10711	P/	1	19.9	19.3	1.3	0	46	401680.4	6843402.0
9	10711	Q/	1	53.6	60.6	1.5	0	34	401458.3	6842753.5
9	10711	R/	0	7.1	14.6	0.3	0	45	401050.5	6841543.0
9	10711	S/	0	16.6	21.2	0.8	0	40	400911.7	6841149.0
9	10711	T/	1	24.1	30.8	1.0	0	40	400842.5	6840955.5
9	10711	U/	1	28.0	29.2	1.4	0	43	400723.1	6840629.0
9	10711	V/	1	14.9	16.0	1.0	0	55	400601.5	6840229.0
9	10711	W/	0	9.3	18.6	0.3	3	33	400080.2	6838685.0
9	10711	X/	1	24.4	29.7	1.0	0	44	399936.8	6838262.5
9	10720	A/	1	55.6	67.1	1.4	0	35	400076.9	6838008.0
9	10720	B/	2	56.0	44.4	2.5	0	36	400150.6	6838243.0

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.

EQUITY ENGINEERING LTD. -- CENTRAL BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS		
9	10720	C/	1	17.0	14.7	1.5	7	39	400624.1	6839748.0
9	10720	D/	1	24.7	23.3	1.5	0	44	400791.4	6840243.5
9	10720	E/	1	27.2	28.8	1.3	0	42	400830.7	6840377.5
9	10720	F/	0	19.2	27.1	0.8	0	40	400888.1	6840554.5
9	10720	G/	0	20.2	32.6	0.7	0	35	400952.4	6840710.5
9	10720	H/	0	19.3	23.8	0.9	4	34	401043.7	6840958.0
9	10720	J/	1	37.3	48.0	1.1	0	37	401475.5	6842220.5
9	10720	K/	2	37.5	22.0	3.2	7	32	403073.8	6846838.5
9	10720	M/	3	50.8	25.8	4.3	2	34	403108.1	6846929.5
9	10720	N/	2	33.2	27.1	2.0	9	28	403150.4	6847069.0
9	10720	O/	2	37.7	31.8	2.0	4	31	403217.0	6847262.5
9	10720	P/	2	45.3	35.1	2.4	5	28	403282.9	6847452.0
9	10720	Q/	2	57.6	51.0	2.2	1	29	403336.3	6847616.0
9	10720	R/	2	107.8	74.7	3.6	0	29	403426.7	6847863.0
9	10720	S/	2	45.2	28.9	3.1	4	32	403527.6	6848124.0
9	10720	T/	2	28.5	21.6	2.1	0	40	403652.1	6848495.0
9	10720	U/	2	37.7	31.6	2.0	0	35	403753.0	6848794.0
9	10720	V/	0	21.3	41.9	0.5	0	31	404269.6	6850347.5
9	10720	W/	1	33.5	30.8	1.7	7	28	404662.4	6851506.5
9	10730	A/	3	60.9	26.1	5.7	0	37	404933.9	6851646.0
9	10730	B/	2	38.9	23.6	3.1	0	41	404873.8	6851468.5
9	10730	C/	1	27.4	30.5	1.2	0	40	404705.1	6851027.5
9	10730	D/	2	31.2	24.6	2.1	4	35	403878.6	6848500.0
9	10730	E/	1	39.4	38.0	1.7	0	34	403752.5	6848176.5
9	10730	F/	3	113.5	72.9	4.1	0	28	403632.2	6847860.0
9	10730	G/	2	50.7	29.8	3.6	5	31	403590.2	6847740.5
9	10730	H/	2	54.4	40.3	2.7	3	29	403510.1	6847497.0
9	10730	J/	1	40.4	40.5	1.6	3	29	403406.6	6847167.0
9	10730	K/	1	26.5	22.6	1.7	2	38	402922.9	6845770.0
9	10730	M/	2	33.0	24.7	2.2	0	42	402884.1	6845657.5
9	10730	N/	3	30.6	14.6	4.0	0	45	401850.2	6842651.5
9	10730	O/	1	20.8	24.5	1.0	0	61	401662.1	6842151.0
9	10730	P/	0	19.5	29.5	0.7	0	46	401585.3	6841953.0
9	10730	Q/	1	24.9	27.5	1.2	0	38	400658.5	6839124.5
9	10730	R/	0	6.8	15.6	0.2	4	34	400478.8	6838560.0
9	10730	S/	1	29.4	28.1	1.6	0	45	400217.2	6837889.5
9	10740	A/	0	19.0	23.8	0.9	0	48	400403.3	6837780.0
9	10740	B/	0	10.3	23.3	0.3	0	36	400696.9	6838527.5
9	10740	C/	0	26.6	52.9	0.5	0	31	400899.9	6839148.0
9	10740	D/	0	19.7	29.9	0.7	0	37	401207.3	6840107.5
9	10740	E/	0	7.3	17.6	0.2	0	38	401421.2	6840691.5
9	10740	F/	0	17.7	30.6	0.6	0	38	401443.7	6840759.0
9	10740	G/	2	30.3	23.0	2.1	0	48	401928.6	6842184.5

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EQUITY ENGINEERING LTD. -- CENTRAL BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
9	10740	H/	3	41.0	17.7	5.0	0	50	401981.9	6842351.0
9	10740	J/	3	60.3	21.0	7.4	0	47	402032.8	6842477.5
9	10740	K/	3	54.2	27.7	4.4	0	41	402060.7	6842552.5
9	10740	M/	1	23.9	27.6	1.1	0	46	402942.2	6845146.0
9	10740	N/	2	32.0	24.1	2.2	0	46	403013.2	6845378.0
9	10740	O/	2	49.1	28.2	3.6	0	43	403090.5	6845625.5
9	10740	P/	3	61.7	32.4	4.4	0	37	403155.5	6845791.0
9	10740	Q/	1	19.1	22.1	1.0	5	33	403285.4	6846175.0
9	10740	R/	1	24.9	28.5	1.1	2	34	403386.6	6846475.5
9	10740	S/	2	53.9	34.0	3.3	4	30	403411.0	6846552.0
9	10740	T/	2	38.2	24.7	2.9	3	35	403536.1	6846936.5
9	10740	U/	1	40.8	38.9	1.8	3	29	403647.2	6847267.0
9	10740	V/	1	37.7	34.4	1.8	2	32	403753.2	6847597.5
9	10740	W/	2	66.2	61.1	2.2	0	30	403923.1	6848132.5
9	10740	X/	2	39.1	28.5	2.5	0	41	404051.7	6848523.5
9	10740	Y/	1	30.3	25.7	1.8	0	40	404104.8	6848698.0
9	10740	Z/	1	24.5	23.3	1.5	0	46	404815.9	6850793.5
9	10740	AA/	2	37.5	25.4	2.7	0	39	404907.7	6851066.5
9	10750	A/	2	41.5	35.2	2.1	0	35	405008.2	6850734.0
9	10750	B/	1	34.3	35.4	1.5	0	36	404973.7	6850589.5
9	10750	C/	0	18.0	28.5	0.6	0	36	404928.7	6850422.5
9	10750	D/	0	13.8	21.9	0.6	0	41	404622.4	6849537.0
9	10750	E/	1	23.5	30.0	1.0	0	34	404299.3	6848622.5
9	10750	F/	2	64.7	42.3	3.3	0	35	404236.8	6848433.5
9	10750	G/	3	62.7	24.8	6.4	0	39	404149.8	6848181.5
9	10750	H/	2	33.9	22.1	2.7	10	29	403943.4	6847574.0
9	10750	J/	2	81.9	54.6	3.5	1	28	403806.1	6847168.5
9	10750	K/	3	70.6	34.9	4.9	3	30	403768.4	6847065.5
9	10750	M/	3	37.8	17.0	4.6	8	34	403686.5	6846824.5
9	10750	N/	2	32.9	22.3	2.6	3	37	403567.3	6846450.0
9	10750	O/	2	26.9	17.9	2.4	0	42	403482.3	6846186.0
9	10750	P/	3	63.4	33.7	4.4	0	33	403321.7	6845740.5
9	10750	Q/	3	53.4	28.8	4.0	0	38	403268.6	6845618.0
9	10750	R/	3	57.7	26.8	5.0	0	36	402196.9	6842403.0
9	10750	S/	3	61.0	33.1	4.2	0	37	402153.8	6842309.0
9	10750	T/	2	64.4	43.4	3.2	0	33	402108.2	6842209.0
9	10750	U/	3	76.3	38.6	4.9	0	34	402057.0	6842088.0
9	10750	V/	1	21.6	24.4	1.1	0	41	401961.4	6841773.5
9	10750	W/	0	22.0	30.3	0.8	0	38	401149.0	6839471.0
9	10750	X/	0	23.2	41.6	0.6	0	37	401016.5	6839040.0
9	10750	Y/	0	8.0	17.7	0.3	0	37	400800.1	6838502.5
9	10760	A/	0	29.1	57.4	0.6	0	31	401184.8	6838843.0
9	10760	B/	1	21.6	23.0	1.2	0	41	401298.2	6839157.0

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EQUITY ENGINEERING LTD. -- CENTRAL BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	AMPLITUDE (PPM) QUAD.	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH MTRS	BIRD HEIGHT MTRS		
9	10760	C/	1	19.6	21.1	1.1	0	42	401358.2	6839373.0
9	10760	D/	1	38.9	39.8	1.6	2	30	401494.1	6839794.5
9	10760	E/	1	32.4	41.4	1.1	2	28	401560.1	6839944.0
9	10760	F/	1	18.0	20.7	1.0	0	40	401902.6	6840903.5
9	10760	G/	2	48.8	32.0	3.0	0	37	402179.2	6841773.5
9	10760	H/	3	49.5	19.8	5.8	0	45	402231.2	6841946.0
9	10760	J/	3	60.5	30.7	4.6	0	42	402323.6	6842196.5
9	10760	K/	0	20.6	27.2	0.9	0	37	403322.8	6845099.5
9	10760	M/	2	55.5	41.3	2.7	0	40	403443.4	6845456.5
9	10760	N/	2	60.1	47.4	2.6	0	38	403476.7	6845567.0
9	10760	O/	2	52.8	36.0	3.0	0	36	403509.1	6845686.5
9	10760	P/	1	20.4	20.3	1.3	0	46	403677.7	6846142.5
9	10760	Q/	2	31.7	17.7	3.3	0	45	403776.6	6846438.0
9	10760	R/	3	32.0	15.3	4.0	0	44	403924.9	6846820.5
9	10760	S/	2	39.1	20.0	3.9	0	43	403957.8	6846934.0
9	10760	T/	2	20.3	9.9	3.4	12	39	404027.7	6847168.0
9	10760	U/	2	19.4	10.7	2.8	15	36	404110.8	6847395.0
9	10760	V/	2	25.4	18.2	2.2	9	33	404211.5	6847675.0
9	10760	W/	3	41.7	14.9	6.4	9	32	404315.8	6847986.5
9	10760	X/	4	72.9	24.7	8.2	0	36	404349.1	6848130.5
9	10760	Y/	2	55.2	41.0	2.7	0	32	404432.3	6848346.5
9	10770	A/	1	37.5	49.5	1.1	0	28	404686.9	6848401.0
9	10770	B/	3	76.7	31.3	6.5	0	35	404543.2	6848002.5
9	10770	C/	2	34.5	19.4	3.3	4	37	404506.2	6847893.5
9	10770	D/	2	31.4	15.5	3.8	6	37	404443.6	6847703.5
9	10770	E/	1	21.0	15.6	1.9	18	28	404310.3	6847370.0
9	10770	F/	2	25.4	13.5	3.2	8	38	404231.9	6847107.5
9	10770	G/	3	50.2	21.4	5.4	0	42	404138.8	6846839.5
9	10770	H/	1	28.6	28.4	1.5	1	35	403968.3	6846351.5
9	10770	J/	1	25.1	32.4	1.0	0	39	403872.4	6846080.0
9	10770	K/	2	48.7	33.5	2.9	0	42	403765.1	6845755.0
9	10770	M/	2	52.7	43.4	2.3	0	41	403680.7	6845565.0
9	10770	N/	1	26.1	28.9	1.2	0	39	403564.5	6845283.0
9	10770	O/	0	11.8	22.9	0.4	0	46	402908.0	6843287.5
9	10770	P/	3	80.7	36.9	5.7	0	39	402432.8	6841754.0
9	10770	Q/	2	42.8	33.3	2.3	0	37	402402.9	6841651.0
9	10770	R/	2	44.7	25.7	3.5	0	39	402294.1	6841361.5
9	10770	S/	0	19.5	25.2	0.9	0	36	401842.2	6840112.0
9	10770	T/	2	28.8	21.1	2.2	0	47	401779.1	6839837.5
9	10770	U/	1	25.9	30.9	1.1	0	42	401598.6	6839266.0
9	10780	A/	2	40.8	25.0	3.1	0	49	402436.8	6841211.0
9	10780	B/	2	23.6	17.9	2.0	0	46	402568.7	6841578.5
9	10780	C/	3	42.8	18.8	4.9	0	45	402660.6	6841829.5

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EQUITY ENGINEERING LTD. -- CENTRAL BLOCK

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS		
9	10780	D/	0	9.5	16.3	0.4	0	48	403152.1	6843328.5
9	10780	E/	0	25.2	35.3	0.9	0	37	403791.6	6845314.0
9	10780	F/	2	71.0	61.0	2.4	0	28	403849.2	6845526.5
9	10780	G/	3	78.3	45.3	4.2	0	33	403914.1	6845709.5
9	10780	H/	2	64.2	38.5	3.7	0	36	403951.5	6845834.5
9	10780	J/	2	47.3	28.9	3.3	0	38	403992.1	6845957.5
9	10780	K/	3	57.7	28.9	4.6	0	35	404164.5	6846465.0
9	10780	M/	3	63.2	27.4	5.7	0	36	404261.5	6846764.5
9	10780	N/	3	82.5	48.5	4.1	0	34	404304.8	6846889.5
9	10780	O/	2	40.8	24.5	3.2	7	31	404369.7	6847065.0
9	10780	P/	2	24.4	17.6	2.1	20	23	404469.0	6847380.5
9	10780	Q/	2	36.5	22.8	3.0	13	26	404590.5	6847728.0
9	10780	R/	2	63.2	43.1	3.1	7	25	404634.9	6847856.5
9	10780	S/	1	31.7	35.5	1.3	9	24	404799.7	6848370.5
9	10800	A/	0	19.1	26.7	0.8	0	35	401742.3	6838060.0
9	10800	B/	1	21.9	23.0	1.2	0	40	401809.0	6838255.0
9	10810	A/	0	15.5	31.9	0.4	0	35	401876.8	6837849.0
9	10810	B/	0	13.5	22.5	0.5	5	31	401834.6	6837751.5

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APPENDIX IV

CERTIFICATE OF QUALIFICATION

I, Roderick W. Woolham of the town of Pickering, Province of Ontario, do hereby certify that:-

1. I am a geophysicist and reside at 1463 Fieldlight Blvd., Pickering, Ontario, L1V 2S3

2. I graduated from the University of Toronto in 1961 with a degree of Bachelor of Applied Science, Engineering Physics, Geophysics Option. I have been practising my profession since graduation.

3. I am a member in good standing of the following organizations: Professional Engineers Ontario (Mining Branch); Society of Exploration Geophysicists; South African Geophysical Association; Prospectors and Developers Association of Canada.

4. I have not received, nor do I expect to receive, any interest, directly or indirectly, in the properties or securities of Equity Engineering Ltd. or any affiliate.

5. The statements contained in this report and the conclusions reached are based upon evaluation and review of maps and information supplied by Aerodat.

6. I consent to the use of this report in submissions for assessment credits or similar regulatory requirements.

R. W. Woolham, P.Eng.

Pickering, Ontario

J9746

July 17, 1997

1.0 STATEMENT OF EXPENDITURES for the AU and IT CLAIMS on work *performed May 16 to June 6,1997*

CANADA) In the matter of an evaluation program on the AU and IT Claims

I, Lawrence Barry, Suite 860 - 625 Howe Street, Vancouver, B.C. do solemnly declare that a program consisting of an airborne geophysical survey was carried out on the AU and IT Mineral Claims during the period May 16 to June 6, 1997. The following expenses were incurred during the course of this work and in the compilation and reporting of the results:

And I make this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and by virtue of the Canada Evidence Act.

AIRBORNE GEOPHYSICAL PROGRAM

EXPENSES

Airborne Geophysics	$ 58,005.80		
			58,005.80
PROJECT SUPERVISION CHARGE			
12% on first $100,000	$ 6,960.96		
		$	6,960.96
SUBTOTAL		$	64,966.76
G.S.T.		7% $	4,547.67
TOTAL		$	69,514.43

Declared before me at Vancouver in the Province of British Columbia this 12TH day of MAY, 1998

Lawrence Barry

Notary Public for the Province of British Columbia

CHRISTOPHER D. FARBER
Barrister & Solicitor
MAITLAND & COMPANY
700 - 625 HOWE ST.
VANCOUVER, B.C. V6C 2T6

RECEIVED
MAY 28 1998
MINING RECORDER
WATSON LAKE, Y.T.
I.N.A.C.

aerodat
AERODAT INC.
Tel: (905) 671-2446 Fax: (905) 671-8160
6300 Northwest Dr., Mississauga, Ontario, Canada L4V-1J7

May 16, 1997

Mr. Stewart Harris
Equity Engineering Ltd.
207-675 West Hastings Street
Vancouver, British Columbia
V6B 1N2

Via Fax: **(604) 688-0235**

Reference: **Airborne Survey of Central Block Property**
Finlayson Lake Area, Yukon

Dear Stewart,

With reference to the Airborne Survey conducted over the Central Block Property by Aerodat Inc., a total of 251.2 kilometres of survey data was acquired by the end of the flying day of May 15, 1996. Flight lines were flown commencing with line 710 of the original proposed flight path, at 400 metre spacing, and ending at line 330. A copy of a plot indicating the lines flown is appended for your files.

A breakdown of charges for the above portion of the Central Block survey is as follows:

a)	Mobilization/Demobilization:	$ 5,000.00
b)	Data Acquisition: 251.2 line kilometres @ $ 85.00/line kilometre	$ 21,352.00
c)	Field Processing: 251.2 line kilometres @ $ 1.00/line kilometre	$ 251.20
	TOTAL:	**$ 26,603.20**

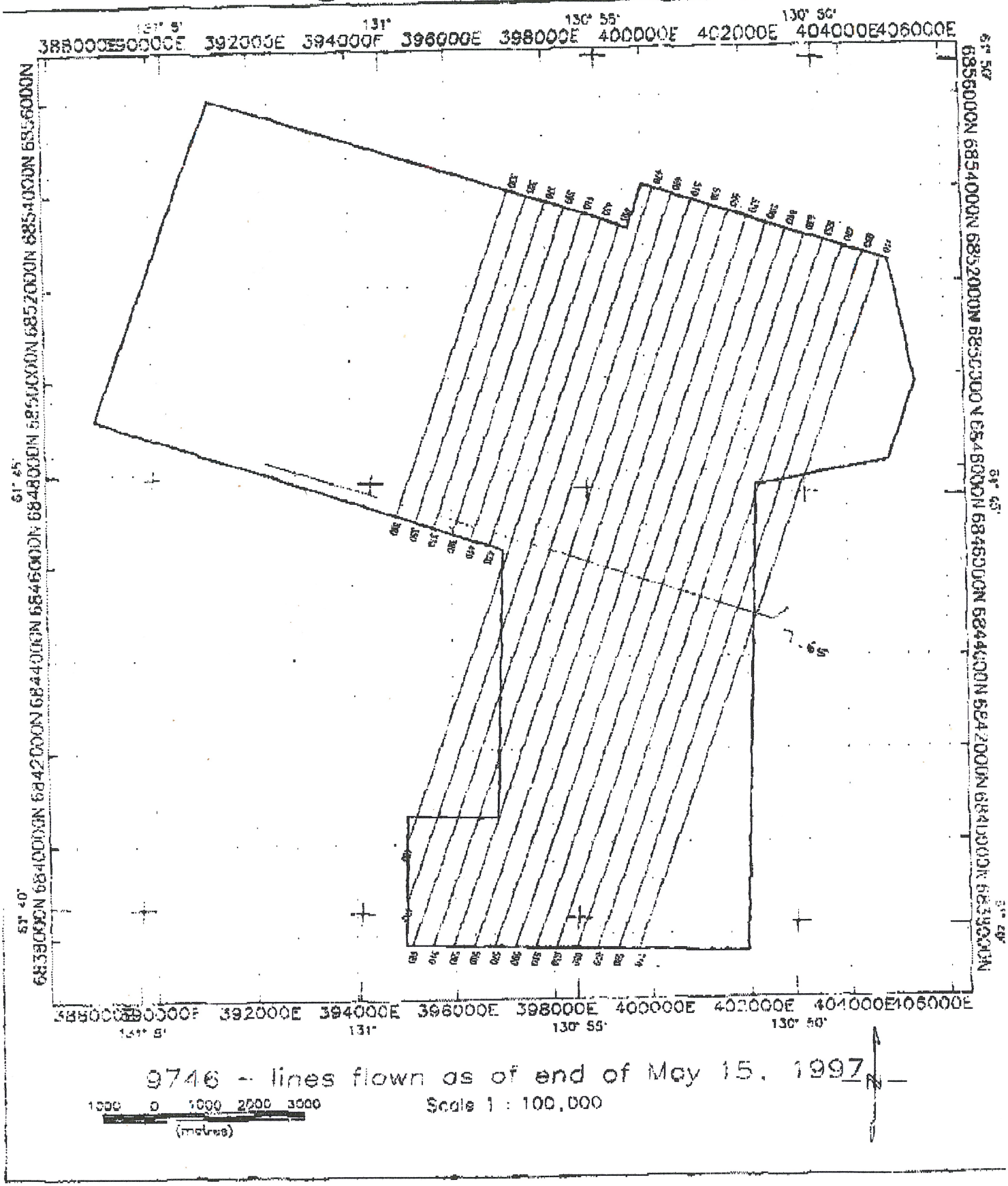
Should you require any additional information, kindly contact me at your earliest convenience.

Yours very truly,

AERODAT INC.

W.R. Blight
Operations Supervisor

093733


388000E 390000E 392000E 394000E 396000E 398000E 400000E 402000E 404000E 406000E
131° 130° 55' 130° 50'
6856000N 6854000N 6852000N 6850000N 6848000N 6846000N 6844000N 6842000N 6840000N 6838000N
9746 - lines flown as of end of May 15, 1997
1000 0 1000 2000 3000
(metres)
Scale 1 : 100,000

093733

09373

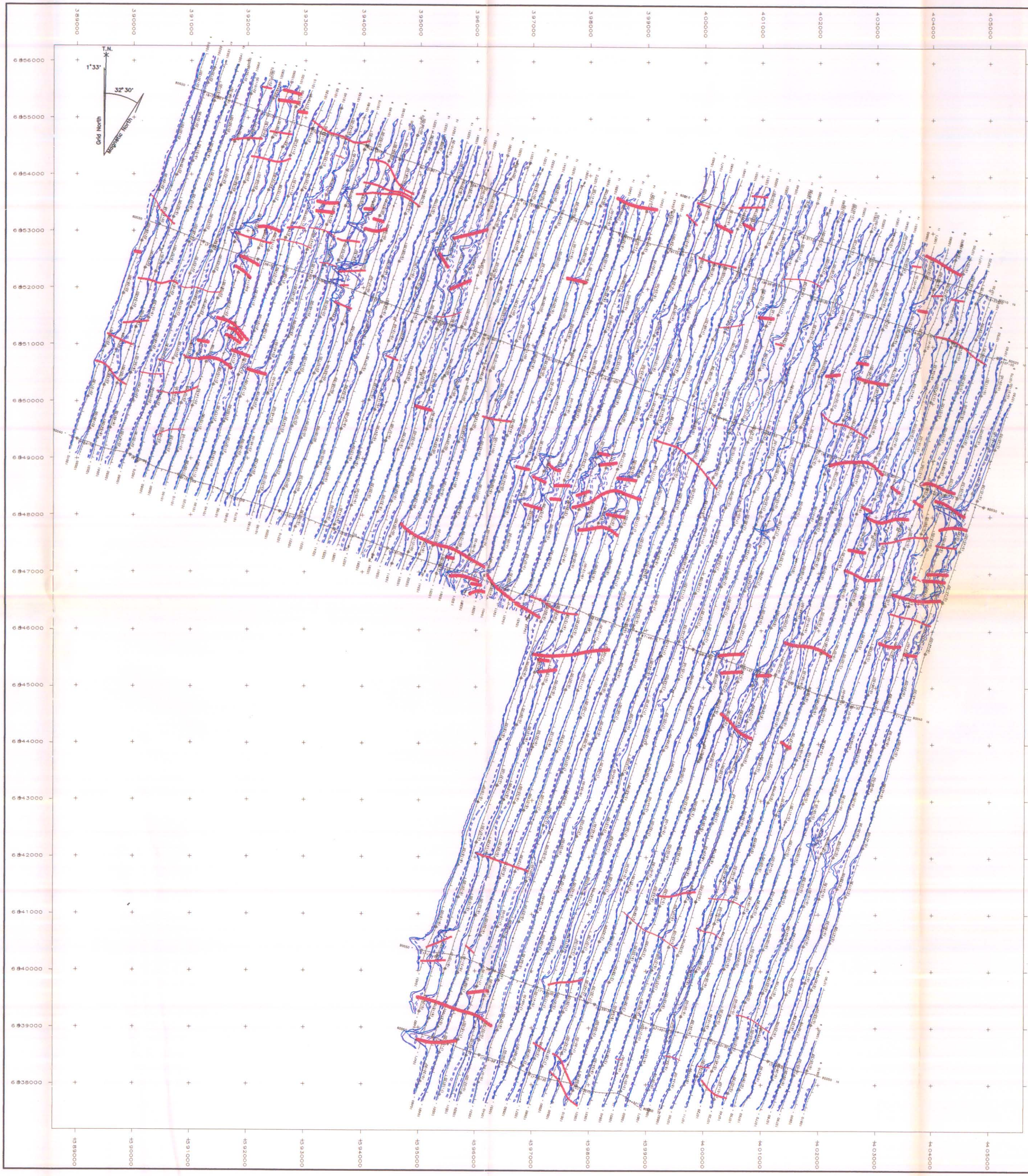
RECEIVED
MAY 28 1998
MINING RECORDER
WATSON LAKE, Y.T.

APPROXIMATE LIMIT
OF AIRBORNE SURVEY
AU CLAIMS

APPROX. OUTLINE
OF AIRBORNE
SURVEY.

APPROXIMATE
OUTLINE OF
AIRBORNE
SURVEY
IT CLAIMS

IT 1-16



LEGEND

Field Survey flown by Aerodat Inc., May, 1997

Aircraft: Aerospatiale AS 315B helicopter
Mean terrain clearance: 60 metres
Mean speed: 60 knots

Electromagnetic System: Aerodat Multifrequency HEM
F1: 935 Hz vertical coaxial
F2: 4600 Hz vertical coaxial
F3: 850 Hz horizontal coplanar
F4: 4175 Hz horizontal coplanar
F5: 32000 Hz horizontal coplanar
Bird towed 30 metres below helicopter

Magnetometer System:
Field: Scintrex H8 cesium optically pumped magnetometer
Field unit towed 15 metres below helicopter
Base: GEM Systems Inc. GSM19 magnetometer

Global positioning system: Magnavox 9212 GPS receiver
Picodas PNAV 2001 navigation system

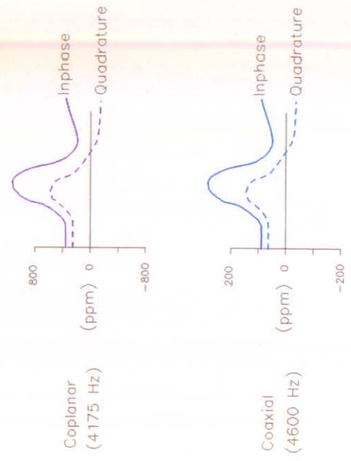
UTM coordinate system: NAD27 projection
based on Clarke 1866 ellipsoid

EM CONDUCTOR

Conductivity – GOOD

Conductivity – MODERATE

Conductivity – POOR



RECEIVED
MAY 28 1998
MINING RECORDER
WATSON LAKE, Y.T.
I.N.A.C.

CONSOLIDATED SHOSHONI GOLD INC.

CENTRAL BLOCK

Finlayson Lake Map Sheet, Yukon Territory N.T.S. 105G/10,14,15

EM STACKED PROFILE MAP
4600 Hz Vertical Coaxial
4175 Hz Horizontal Coplanar
INTERPRETATION MAP

500 0 500 1 000 1 500
SCALE IN METRES

Plotting by: S.J.V. CONSULTANTS LTD.

DATE: Sept., 1997

PLATE: G-2a

093733

388000 E 390000 E 392000 E 394000 E 396000 E 398000 E 400000 E 402000 E 404000 E 406000 E

131° 05' 00" W 131° 00' 00" W 130° 55' 00" W 130° 50' 00" W

6658000 N 6656000 N 6654000 N 6652000 N 6650000 N 6648000 N 6646000 N 6644000 N

61° 50' 00" N 61° 47' 30" N 61° 45' 00" N 61° 42' 30" N

N.005839 N.005939 N.006039 N.006139

Square: Grid North
Star: True North
Arrow: Magnetic North

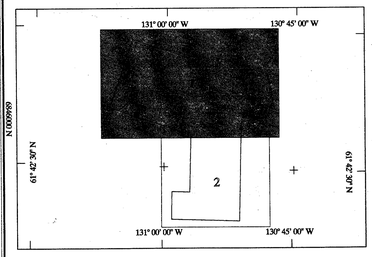
Angles presented are approximate mean deviations for centre of NTS sheet.
Use diagram for reference only.

Grid North - True North : 1.8°
Grid North - Magnetic North : 30.7°
Annual change : -0.24°

P E L L Y

BIG CAMPBELL CK.

Campbell Creek



EQUITY ENGINEERING LTD.

BASE MAP

CENTRAL BLOCK 093733

FINLAYSON LAKE AREA, YUKON

DWG 5

SCALE 1:20 000

500 0 200 400 1000 2000 metres

aerodat

AERODAT INC.

Date Flown : MAY 1997

NTS : 105 G/10,14,15

Project : J9746 Map Ref : 1 - 1

DIAND - YUKON REGION, LIBRARY

388000 E | 390000 E | 392000 E | 394000 E | 396000 E | 398000 E | 400000 E | 402000 E | 404000 E | 406000 E

131° 05' 00" W | 131° 00' 00" W | 130° 55' 00" W | 130° 50' 00" W

61° 59' 00" N | 61° 53' 30" N | 61° 45' 00" N | 61° 42' 30" N

6838000 N | 6842000 N | 6846000 N | 6850000 N | 6854000 N | 6858000 N | 6862000 N | 6866000 N | 6870000 N | 6874000 N

N.006559 | N.006569 | N.006579 | N.006589 | N.006599 | N.006609 | N.006619

N.06.05.-19 | N.06.25.-19 | N.06.45.-19 | N.06.29.-19

Deep Magnetic Source

BIG CAMPBELL CK

FLIGHT PATH

North American Datum 1927
Clarke 1866 Ellipsoid
Local Transformation: DX=-10.0 DY=158.0 DZ=187.0
UTM Projection
Central Meridian: 129 °W
Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 15 - 195°, with an average line spacing of 200m.

Nominal helicopter-terrain clearance of 60m was monitored by radar and barometric altimeters.

EM ANOMALIES

EM anomalies selected manually. Selection is based on the response correlation to theoretical sources such as a steeply dipping conductor.

Calculation of conductance is based on the response of the 4600 Hz coaxial data, and forms the basis for anomaly classification.

Letter codes are used to identify individual anomalies on a line, and the inphase amplitude of the 4600 Hz response is annotated opposite.

- 0 - 1 mhos
- 1 - 2 mhos
- 2 - 4 mhos
- 4 - 8 mhos
- 8 - 16 mhos
- 16 - 32 mhos
- > 32 mhos

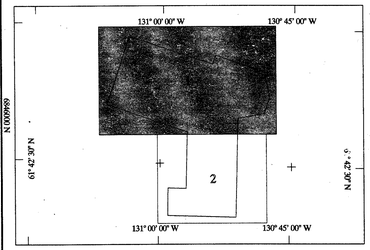
INTERPRETATION

- Positive magnetic centre, possible intrusive
- Negative magnetic centre, possible intrusive
- High amplitude magnetic trend
- Other magnetic trend
- Non-magnetic below background zone
- Low resistivity or conductive zone less than 16 ohm metres.
- Fault/contact structure interpreted from magnetics
- 2 Anomalous conductive zone designated for investigation

Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet. Use diagram for reference only.

Grid North - True North : 1.8°
Grid North - Magnetic North : 30.7°
Annual change : -0.24°



EQUITY ENGINEERING LTD.

INTERPRETATION

CENTRAL BLOCK 093733
FINLAYSON LAKE AREA, YUKON
Dwg 3

SCALE 1:20 000

500 0 200 400 1000 2000 metres

aerodat
AERODAT INC.

Date Flown : MAY 1997
NTS : 105 G/10,14,15
Project : J9746 Map Ref : 1 - 2

DIAND - YUKON REGION, LIBRARY

388000 E 390000 E 392000 E 394000 E 396000 E 398000 E 400000 E 402000 E 404000 E 406000 E

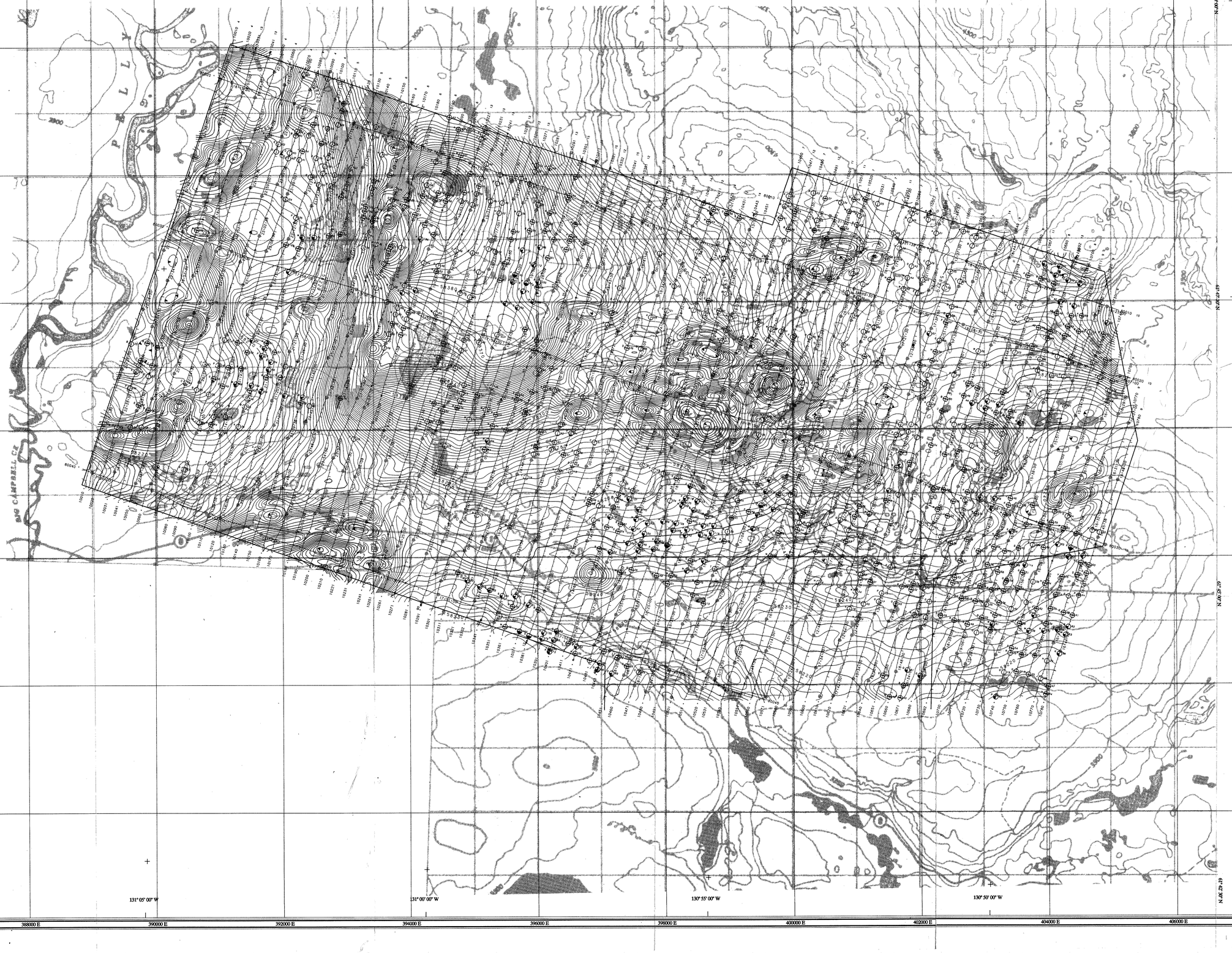
131° 05' 00" W 131° 00' 00" W 130° 55' 00" W 130° 50' 00" W

61° 50' 00" N

61° 47' 30" N

6680000 N 6685000 N 6690000 N 6695000 N 6700000 N

N.06-19 N.06-29



Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet. Use diagram for reference only.

Grid North - True North : 1.8°
Grid North - Magnetic North : 30.7°
Annual change : -0.24°

FLIGHT PATH

North American Datum 1927
Clarke 1866 Ellipsoid
Local Transformation: DX=-10.0 DY=158.0 DZ=-187.0
UTM Projection
Central Meridian: 129 °W
Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 15 - 195°, with an average line spacing of 200m.

Nominal helicopter-terrain clearance of 60m was monitored by radar and barometric altimeters.

TOTAL FIELD MAGNETICS

Total field magnetic intensity contour data, measured by a cesium high sensitivity magnetometer at an average sensor elevation of 45m, and corrected for diurnal variation.

Map contours are in nanoTeslas, and are multiples of those listed below:

- 2 nT
- 10 nT
- 50 nT
- 250 nT
- 1000 nT

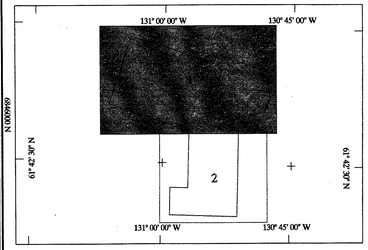
EM ANOMALIES

EM anomalies selected manually. Selection is based on the response correlation to theoretical sources such as a steeply dipping conductor.

Calculation of conductance is based on the response of the 4800 Hz coaxial data, and forms the basis for anomaly classification.

Letter codes are used to identify individual anomalies on a line, and the inphase amplitude of the 4800 Hz response is annotated opposite.

- 0 - 1 mhos
- 1 - 2 mhos
- 2 - 4 mhos
- 4 - 8 mhos
- 8 - 16 mhos
- 16 - 32 mhos
- > 32 mhos



EQUITY ENGINEERING LTD.

TOTAL FIELD MAGNETICS

CENTRAL BLOCK 093733
FINLAYSON LAKE AREA, YUKON DWG(4)

SCALE 1:20 000

500 0 200 400 1000 2000 metres

aerodat
AERODAT INC.

Date Flown : MAY 1997
NTS : 105 G/10,14,15
Project : J9746 Map Ref : 1 - 3

DIAND - YUKON REGION, LIBRARY

388000 E | 390000 E | 392000 E | 394000 E | 396000 E | 398000 E | 400000 E | 402000 E | 404000 E | 406000 E

131° 05' 00" W | 131° 00' 00" W | 130° 55' 00" W | 130° 50' 00" W

6658000 N | 6656000 N | 6654000 N | 6652000 N | 6650000 N | 6648000 N | 6646000 N | 6644000 N

61° 45' 00" N | 61° 42' 30" N

N.00:05:19 | N.47:47:19 | N.00:39:19 | N.06:29:19

P E L L Y

BIG CAMPBELL CR.

Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet. Use diagram for reference only.

Grid North - True North : 1.8°
Grid North - Magnetic North : 30.7°
Annual change : -0.24°

FLIGHT PATH

North American Datum 1927
Clarke 1866 Ellipsoid
Local Transformation: DX=-10.0 DY=158.0 DZ=187.0
UTM Projection
Central Meridian: 129 °W
Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 15 - 195°, with an average line spacing of 200m.

Nominal helicopter-terrain clearance of 60m was monitored by radar and barometric altimeters.

VERTICAL GRADIENT

Vertical magnetic gradient contour data, calculated from the gridded total field magnetics data by a convolution operator.

Map contours are in nanoTeslas/metre, and are multiples of those listed below:

- 0.01 nT/m
- 0.05 nT/m
- 0.25 nT/m
- 1.00 nT/m
- 5.00 nT/m

EM ANOMALIES

EM anomalies selected manually. Selection is based on the response correlation to theoretical sources such as a steeply dipping conductor.

Calculation of conductance is based on the response of the 4600 Hz coaxial data, and forms the basis for anomaly classification.

Letter codes are used to identify individual anomalies on a line, and the inphase amplitude of the 4600 Hz response is annotated opposite.

- A - 0 - 1 mhos
- B - 1 - 2 mhos
- C - 2 - 4 mhos
- D - 4 - 8 mhos
- E - 8 - 16 mhos
- F - 16 - 32 mhos
- G - > 32 mhos

131° 00' 00" W | 130° 45' 00" W

61° 42' 30" N | N.06:29:19

2

131° 00' 00" W | 130° 45' 00" W

EQUITY ENGINEERING LTD.

VERTICAL MAGNETIC GRADIENT

CENTRAL BLOCK 093733

FINLAYSON LAKE AREA, YUKON

SCALE 1:20 000 Dwg 5

500 0 200 400 1000 2000 metres

aerodat
AERODAT INC.

Date Flown : MAY 1997
NTS : 105 G/10,14,15
Project : J9746 Map Ref : 1 - 4

DIAND - YUKON REGION, LIBRARY

388000 E | 390000 E | 392000 E | 394000 E | 396000 E | 398000 E | 400000 E | 402000 E | 404000 E | 406000 E

131° 05' 00" W | 131° 00' 00" W | 130° 55' 00" W | 130° 50' 00" W

61° 50' 00" N | 61° 47' 30" N | 61° 45' 00" N | 61° 42' 30" N

685000 N | 684000 N | 683000 N | 682000 N

P E L L Y

MacCAMPBELL CK.

3900 | 4000 | 4100

FLIGHT PATH

North American Datum 1927
Clarke 1866 Ellipsoid
Local Transformation: DX=-10.0 DY=-158.0 DZ=-187.0
UTM Projection
Central Meridian: 129 °W
Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 15 - 195°, with an average line spacing of 200m.

Nominal helicopter-terrain clearance of 60m was monitored by radar and barometric altimeters.

Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet. Use diagram for reference only.

Grid North - True North : 1.8°
Grid North - Magnetic North : 30.7°
Annual change : -0.24°

APPARENT RESISTIVITY

Apparent resistivity calculated from the measured 850 Hz coplanar EM response, assuming a resistive half-space (200m) model. Average sensor elevation was 30m.

Map contours are in ohm-m, at logarithmic intervals, in multiples of those listed below:

- 0.1 log(ohm-m)
- 0.5 log(ohm-m)
- 1.0 log(ohm-m)

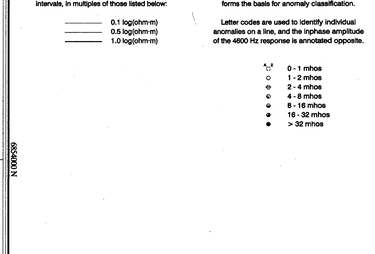
EM ANOMALIES

EM anomalies selected manually. Selection is based on the response correlation to theoretical sources such as a steeply dipping conductor.

Calculation of conductance is based on the response of the 4600 Hz coaxial data, and forms the basis for anomaly classification.

Letter codes are used to identify individual anomalies on a line, and the inphase amplitude of the 4600 Hz response is annotated opposite.

- 0 - 1 mhos
- 1 - 2 mhos
- 2 - 4 mhos
- 4 - 8 mhos
- 8 - 16 mhos
- 16 - 32 mhos
- > 32 mhos



EQUITY ENGINEERING LTD.

APPARENT RESISTIVITY
850 Hz COPLANAR
CENTRAL BLOCK 093733
FINLAYSON LAKE AREA, YUKON

SCALE 1:20 000

500 0 200 400 1000 2000 metres

aerodat
AERODAT INC.

Date Flown : MAY 1997
NTS : 105 G/10,14,15
Project : J9746 Map Ref : 1 - 5A

DIAND - YUKON REGION, LIBRARY

388000 E | 390000 E | 392000 E | 394000 E | 396000 E | 398000 E | 400000 E | 402000 E | 404000 E | 406000 E

131° 05' 00" W | 131° 00' 00" W | 130° 55' 00" W | 130° 50' 00" W

61° 50' 00" N | 61° 47' 30" N | 61° 45' 00" N | 61° 42' 30" N

N.6900 000 | N.6895 000 | N.6890 000 | N.6885 000 | N.6880 000 | N.6875 000 | N.6870 000

N.00 05 -19 | N.00 00 -19 | N.00 -57 -19 | N.00 -52 -19 | N.00 -47 -19 | N.00 -42 -19

P E L L Y

MT CAMPBELL (2)

FLIGHT PATH

North American Datum 1927
Clarke 1866 Ellipsoid
Local Transformation: DX=-10.0 DY=+158.0 DZ=+187.0
UTM Projection
Central Meridian: 129 °W
Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 15 - 195°, with an average line spacing of 200m.

Nominal helicopter-terrain clearance of 60m was monitored by radar and barometric altimeters.

Square: Grid North
Bar: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet. Use diagram for reference only.

Grid North - True North : 1.8°
Grid North - Magnetic North : 30.7°
Annual change : -0.24°

APPARENT RESISTIVITY

Apparent resistivity calculated from the measured 4600 Hz coaxial EM response, assuming a resistive half-space (200m) model. Average sensor elevation was 30m.

Map contours are in ohm-m, at logarithmic intervals, in multiples of those listed below:

- 0.1 log(ohm-m)
- 0.5 log(ohm-m)
- 1.0 log(ohm-m)

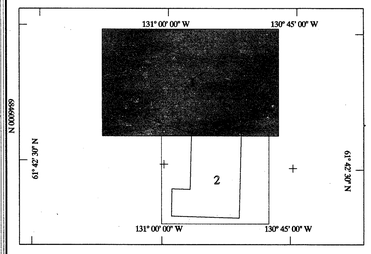
EM ANOMALIES

EM anomalies selected manually. Selection is based on the response correlation to theoretical sources such as a steeply dipping conductor.

Calculation of conductance is based on the response of the 4600 Hz coaxial data, and forms the basis for anomaly classification.

Letter codes are used to identify individual anomalies on a line, and the inphase amplitude of the 4600 Hz response is annotated opposite.

- 0 - 1 mhos
- 1 - 2 mhos
- 2 - 4 mhos
- 4 - 8 mhos
- 8 - 16 mhos
- 16 - 32 mhos
- > 32 mhos



EQUITY ENGINEERING LTD.

APPARENT RESISTIVITY

4600 Hz COAXIAL

CENTRAL BLOCK 093733

FINLAYSON LAKE AREA, YUKON

SCALE 1:20 000

500 0 200 400 1000 2000 metres

aerodat
AERODAT INC.

Date Flown : MAY 1997

NTS : 105 G/10,14,15

Project : J9746 Map Ref : 1 - 5B

DIAND - YUKON REGION, LIBRARY

388000 E 390000 E 392000 E 394000 E 396000 E 398000 E 400000 E 402000 E 404000 E 406000 E

131° 05' 00" W 131° 00' 00" W 130° 55' 00" W 130° 50' 00" W

61° 50' 00" N

61° 47' 30" N

61° 45' 00" N

61° 42' 30" N

6690000 N 6685000 N 6680000 N 6675000 N 6670000 N 6665000 N

N 000359 N 000359 N 000359 N 000359 N 000359 N 000359

N.00.50.-19 N.00.47.-19 N.00.45.-19 N.00.42.-19

P L L Y

MC CAMPBELL CK

3000 4000 5000 6000

Squares: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet. Use diagram for reference only.

Grid North - True North : 1.8°
Grid North - Magnetic North : 30.7°
Annual change : -0.24°

FLIGHT PATH

North American Datum 1927
Clarke 1866 Ellipsoid
Local Transformation: DX=-10.0 DY=158.0 DZ=187.0
UTM Projection
Central Meridian: 129 °W
Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 15 - 195°, with an average line spacing of 200m.

Nominal helicopter-terrain clearance of 60m was monitored by radar and barometric altimeters.

APPARENT RESISTIVITY

Apparent resistivity calculated from the measured 4175 Hz coplanar EM response, assuming a resistive half-space (200m) model. Average sensor elevation was 30m.

Map contours are in ohm-m, at logarithmic intervals, in multiples of those listed below:

0.1 log(ohm-m)
0.5 log(ohm-m)
1.0 log(ohm-m)

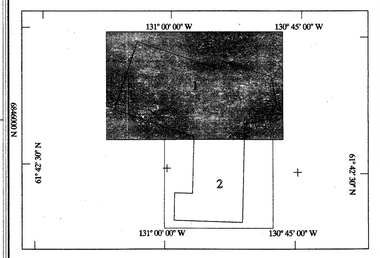
EM ANOMALIES

EM anomalies selected manually. Selection is based on the response correlation to theoretical sources such as a steeply dipping conductor.

Calculation of conductance is based on the response of the 4600 Hz coaxial data, and forms the basis for anomaly classification.

Letter codes are used to identify individual anomalies on a line, and the inphase amplitude of the 4600 Hz response is annotated opposite.

0 - 1 mhos
1 - 2 mhos
2 - 4 mhos
4 - 8 mhos
8 - 16 mhos
16 - 32 mhos
> 32 mhos



EQUITY ENGINEERING LTD.

APPARENT RESISTIVITY
4175 Hz COPLANAR

CENTRAL BLOCK
FINLAYSON LAKE AREA, YUKON

093733

SCALE 1:20 000

500 0 200 400 1000 2000 metres

aerodat
AERODAT INC.

Date Flown : MAY 1997
NTS : 105 G/10,14,15
Project : J9746 Map Ref : 1 - 56

DIAND - YUKON REGION, LIBRARY

390000 E | 392000 E | 394000 E | 396000 E | 398000 E | 400000 E | 402000 E | 404000 E | 406000 E | 408000 E

131° 05' 00" W | 131° 00' 00" W | 130° 55' 00" W | 130° 50' 00" W | 130° 45' 00" W

61° 45' 00" N | 61° 40' 00" N | 61° 35' 30" N

684800 N | 684600 N | 684400 N | 684200 N | 684000 N | 683800 N | 683600 N | 683400 N

N 08° 45' 15" | N 08° 39' 15" | N 08° 33' 15" | N 08° 27' 15" | N 08° 21' 30"

N 6684800 N | N 6684600 N | N 6684400 N | N 6684200 N | N 6684000 N | N 6683800 N | N 6683600 N | N 6683400 N

Creek

Campbell

5000

5100

5200

5300

5400

5500

5600

5700

5800

5900

6000

6100

6200

6300

6400

6500

6600

6700

6800

6900

7000

7100

7200

7300

7400

7500

7600

7700

7800

7900

8000

8100

8200

8300

8400

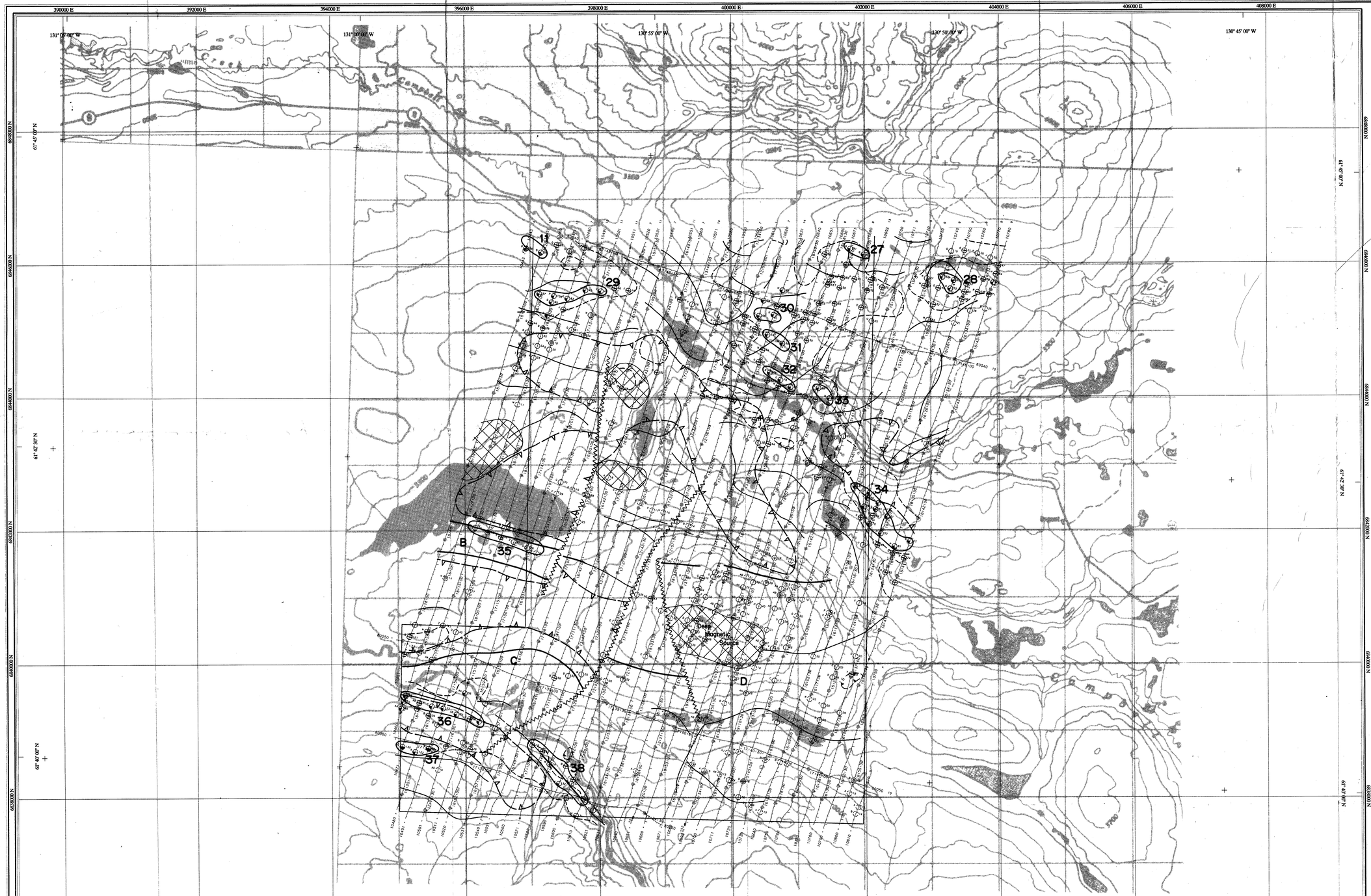
8500

8600

8700

8800

8900



Square: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet. Use diagram for reference only.

Grid North - True North : 1.8°
Grid North - Magnetic North : 30.7°
Annual change : -0.24°

FLIGHT PATH

North American Datum 1927
Clarke 1866 Ellipsoid
Local Transformation: DX=-10.0 DY=158.0 DZ=187.0
UTM Projection
Central Meridian: 129 °W
Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 15 - 195°, with an average line spacing of 200m.

Nominal helicopter-terrain clearance of 60m was monitored by radar and barometric altimeters.

EM ANOMALIES

EM anomalies selected manually. Selection is based on the response correlation to theoretical sources such as a steeply dipping conductor.

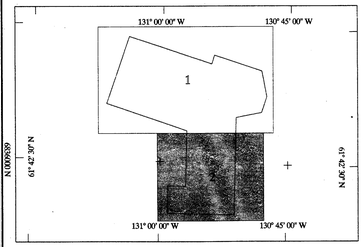
Calculation of conductance is based on the response of the 4600 Hz coaxial data, and forms the basis for anomaly classification.

Letter codes are used to identify individual anomalies on a line, and the inphase amplitude of the 4600 Hz response is annotated opposite.

- 0 - 1 mhos
- 1 - 2 mhos
- 2 - 4 mhos
- 4 - 8 mhos
- 8 - 16 mhos
- 16 - 32 mhos
- > 32 mhos

INTERPRETATION

- Positive magnetic centre, possible intrusive
- Negative magnetic centre, possible intrusive
- High amplitude magnetic trend
- Other magnetic trend
- Non-magnetic below background zone
- Low resistivity or conductive zone less than 16 ohm metres.
- Fault/contact structure interpreted from magnetics
- 2 Anomalous conductive zone designated for investigation



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INTERPRETATION

CENTRAL BLOCK
FINLAYSON LAKE AREA, YUKON

093733
Dwg (10)

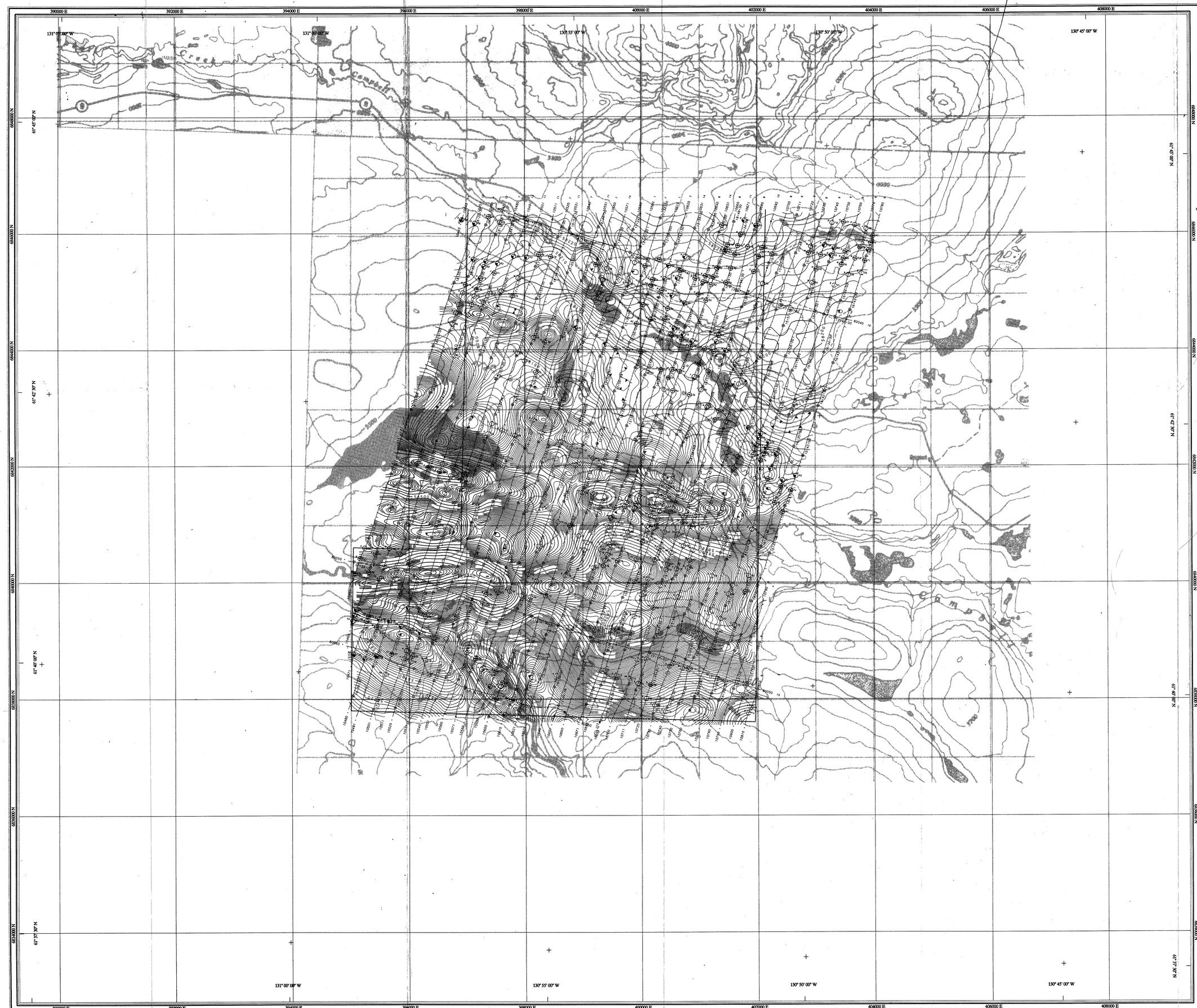
SCALE 1:20 000

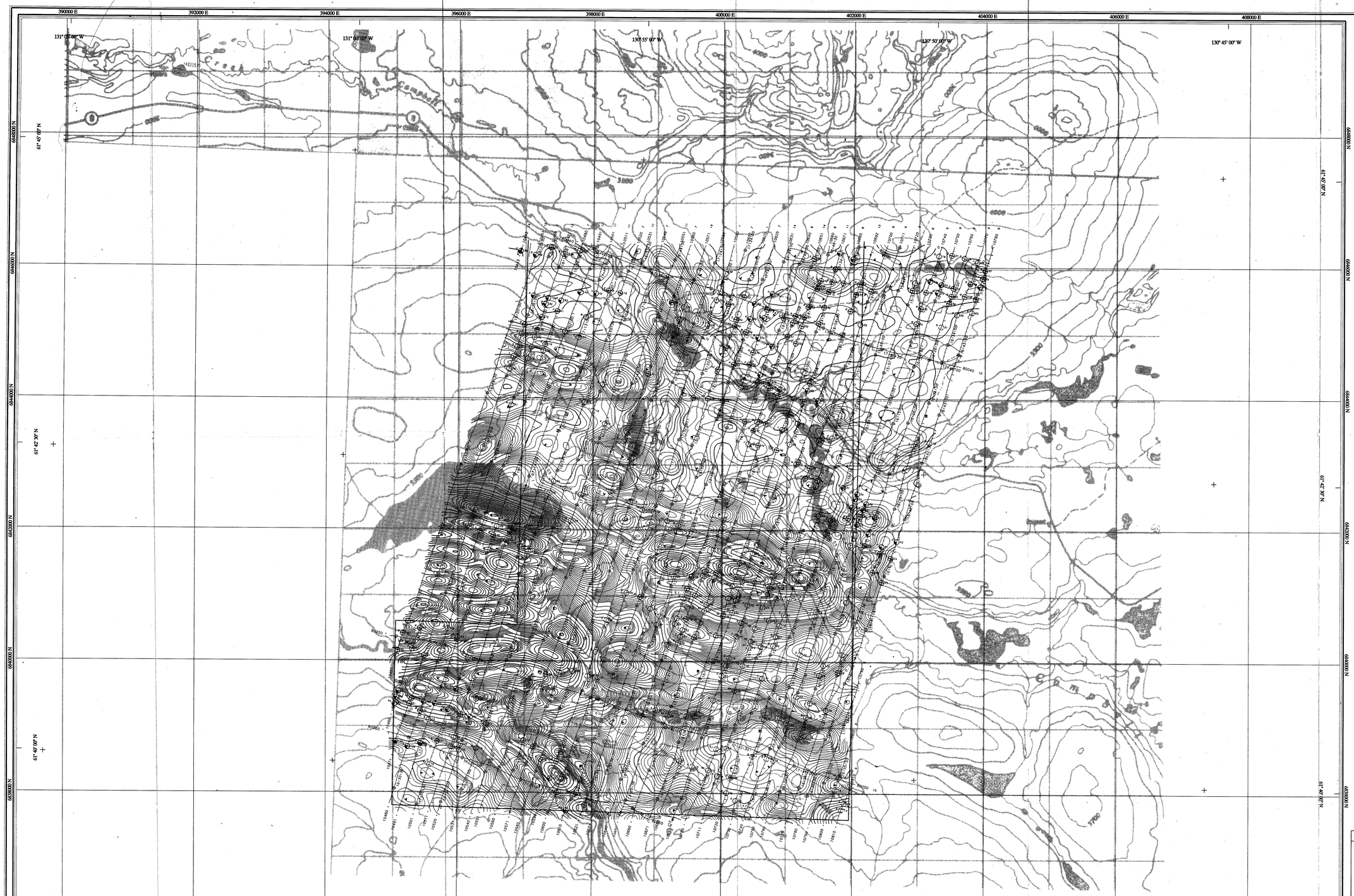
500 0 200 400 1000 2000 metres

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Date Flown : MAY 1997
NTS : 105 G/10,14,15
Project : J9746 Map Ref : 2 - 2

DIAND - YUKON REGION. LIBRARY


390000 E
392000 E
394000 E
396000 E
398000 E
400000 E
402000 E
404000 E
406000 E
408000 E
131° 05' 00" W
131° 00' 00" W
130° 55' 00" W
130° 50' 00" W
130° 45' 00" W
N.6809'49
N.6809'49
N.6804'49
N.6804'49
N.6800'49
N.6800'49
61° 45' 19"
61° 40' 19"
61° 35' 19"
61° 30' 19"
N.6809'39
N.6809'39
N.6804'39
N.6804'39
N.6800'39
N.6800'39
N.6795'39
N.6795'39
61° 45' 19"
61° 40' 19"
61° 35' 19"
61° 30' 19"
Creek
Campbell
1000
1500
2000
2500
3000
3500
4000
4500
5000
5500
6000
6500
7000
7500
8000
8500
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19000
19500
20000
20500



Squares: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet. Use diagram for reference only.

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Grid North - Magnetic North : 30.7°
Annual change : -0.24°

FLIGHT PATH

North American Datum 1927
Clarke 1866 Ellipsoid
Local Transformation: DX=-10.0 DY=158.0 DZ=-167.0
UTM Projection
Central Meridian: 129 °W
Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 15 - 195°, with an average line spacing of 200m.

Nominal helicopter-terrain clearance of 60m was monitored by radar and barometric altimeters.

VERTICAL GRADIENT

Vertical magnetic gradient contour data, calculated from the gridded total field magnetics data by a convolution operator.

Map contours are in nanoTeslas/metre, and are multiples of those listed below:

- 0.01 nT/m
- 0.05 nT/m
- 0.25 nT/m
- 1.00 nT/m
- 5.00 nT/m

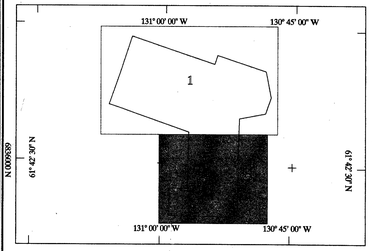
EM ANOMALIES

EM anomalies selected manually. Selection is based on the response correlation to theoretical sources such as a steeply dipping conductor.

Calculation of conductance is based on the response of the 4600 Hz coaxial data, and forms the basis for anomaly classification.

Letter codes are used to identify individual anomalies on a line, and the inphase amplitude of the 4600 Hz response is annotated opposite.

- 0 - 1 mhos
- 1 - 2 mhos
- 2 - 4 mhos
- 4 - 8 mhos
- 8 - 16 mhos
- 16 - 32 mhos
- > 32 mhos



EQUITY ENGINEERING LTD.

VERTICAL MAGNETIC GRADIENT

CENTRAL BLOCK

FINLAYSON LAKE AREA, YUKON

093733

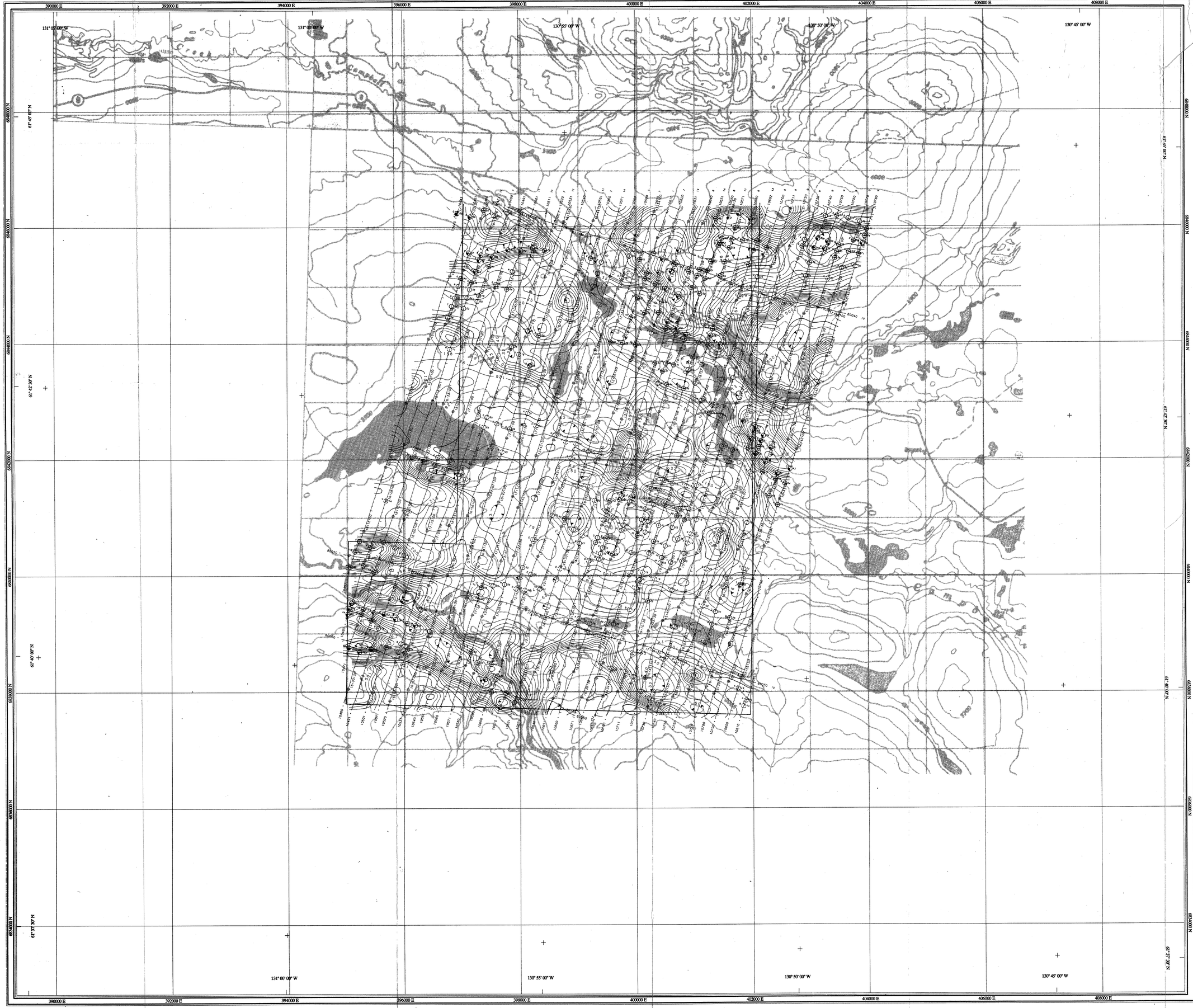
SCALE 1:20 000

500 0 200 400 1000 2000 metres

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Date Flown : MAY 1997
NTS : 105 G/10,14,15
Project : J9746 Map Ref : 2 - 4

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Squares: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet. Use diagram for reference only.

Grid North - True North : 1.8°
Grid North - Magnetic North : 30.7°
Annual change : -0.24°

FLIGHT PATH

North American Datum 1927
Clarke 1866 Ellipsoid
Local Transformation: DX=-10.0 DY=158.0 DZ=187.0
UTM Projection
Central Meridian: 129 °W
Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 15 - 195°, with an average line spacing of 200m.

Nominal helicopter-terrain clearance of 60m was monitored by radar and barometric altimeters.

APPARENT RESISTIVITY

Apparent resistivity calculated from the measured 850 Hz coplanar EM response, assuming a resistive half-space (200m) model. Average sensor elevation was 30m.

Map contours are in ohm·m, at logarithmic intervals, in multiples of those listed below:

- 0.1 log(ohm·m)
- 0.5 log(ohm·m)
- 1.0 log(ohm·m)

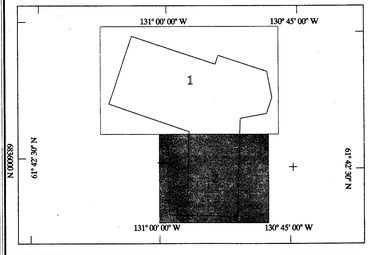
EM ANOMALIES

EM anomalies selected manually. Selection is based on the response correlation to theoretical sources such as a steeply dipping conductor.

Calculation of conductance is based on the response of the 4600 Hz coaxial data, and forms the basis for anomaly classification.

Letter codes are used to identify individual anomalies on a line, and the inphase amplitude of the 4600 Hz response is annotated opposite.

- 0 - 1 mhos
- 1 - 2 mhos
- 2 - 4 mhos
- 4 - 8 mhos
- 8 - 16 mhos
- 16 - 32 mhos
- > 32 mhos



EQUITY ENGINEERING LTD.

APPARENT RESISTIVITY
850 Hz COPLANAR

CENTRAL BLOCK
FINLAYSON LAKE AREA, YUKON

093733

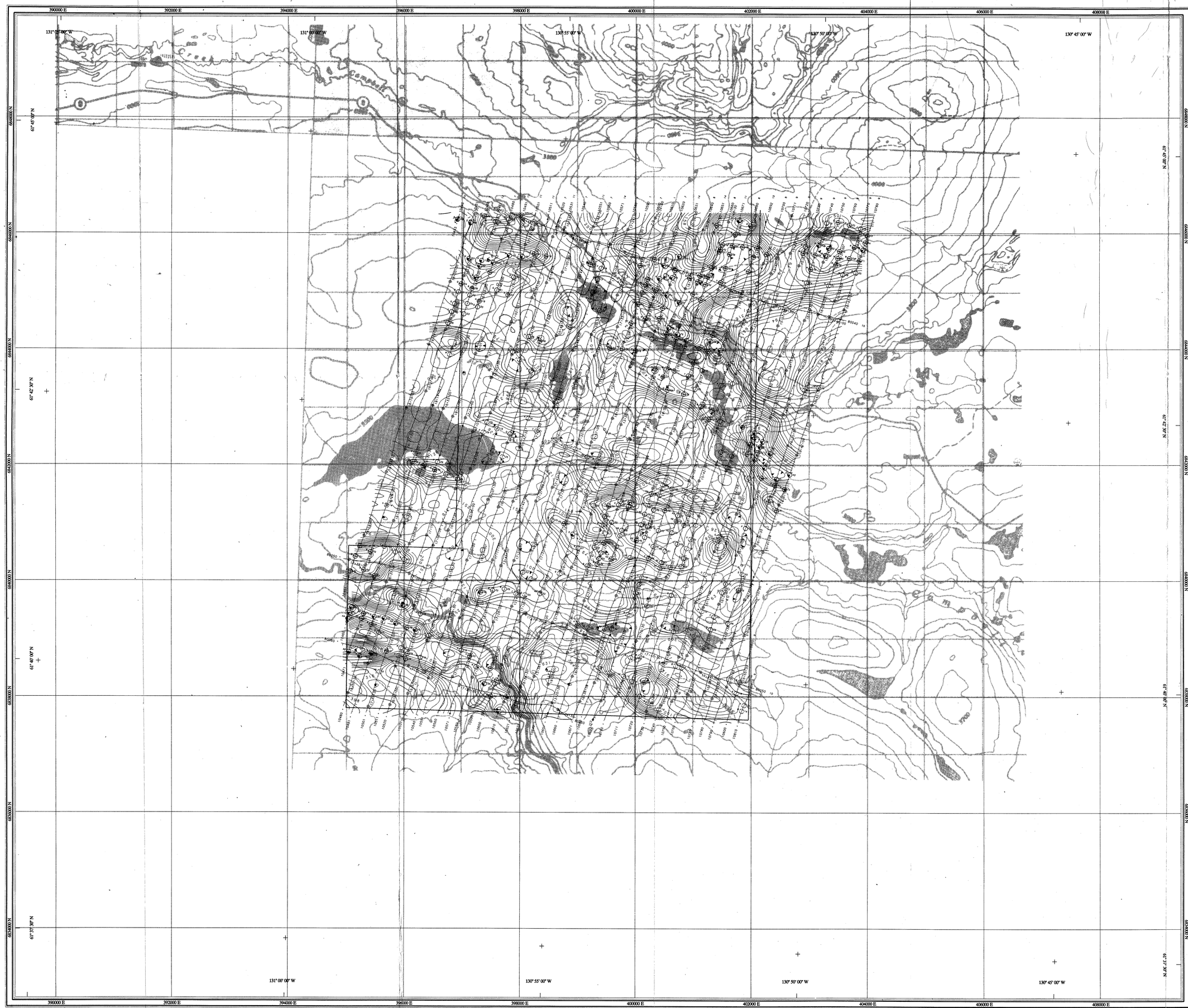
SCALE 1:20 000

500 0 200 400 1000 2000 metres

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Date Flown : MAY 1997
NTS : 105 G/10,14,15
Project : J9746 Map Ref : 2 - 5A

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Square: Grid North
Bar: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet. Use diagram for reference only.

Grid North - True North : 1.8°
Grid North - Magnetic North : 30.7°
Annual change : -0.24°

FLIGHT PATH

North American Datum 1927
Clarke 1866 Ellipsoid
Local Transformation: DX=-10.0 DY=158.0 DZ=187.0
UTM Projection
Central Meridian: 129 °W
Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 15 - 195°, with an average line spacing of 200m.

Nominal helicopter-terrain clearance of 60m was monitored by radar and barometric altimeters.

APPARENT RESISTIVITY

Apparent resistivity calculated from the measured 4600 Hz coaxial EM response, assuming a resistive half-space (200m) model. Average sensor elevation was 30m.

Map contours are in ohm-m, at logarithmic intervals, in multiples of those listed below:

- 0.1 log(ohm-m)
- 0.5 log(ohm-m)
- 1.0 log(ohm-m)

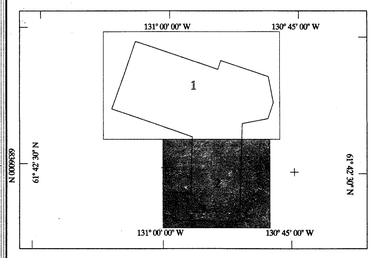
EM ANOMALIES

EM anomalies selected manually. Selection is based on the response correlation to theoretical sources such as a steeply dipping conductor.

Calculation of conductance is based on the response of the 4600 Hz coaxial data, and forms the basis for anomaly classification.

Letter codes are used to identify individual anomalies on a line, and the inphase amplitude of the 4600 Hz response is annotated opposite.

- 0 - 1 mhos
- 1 - 2 mhos
- 2 - 4 mhos
- 4 - 8 mhos
- 8 - 16 mhos
- 16 - 32 mhos
- > 32 mhos



EQUITY ENGINEERING LTD.

APPARENT RESISTIVITY
4600 Hz COAXIAL

CENTRAL BLOCK
FINLAYSON LAKE AREA, YUKON

093733
DWG 14

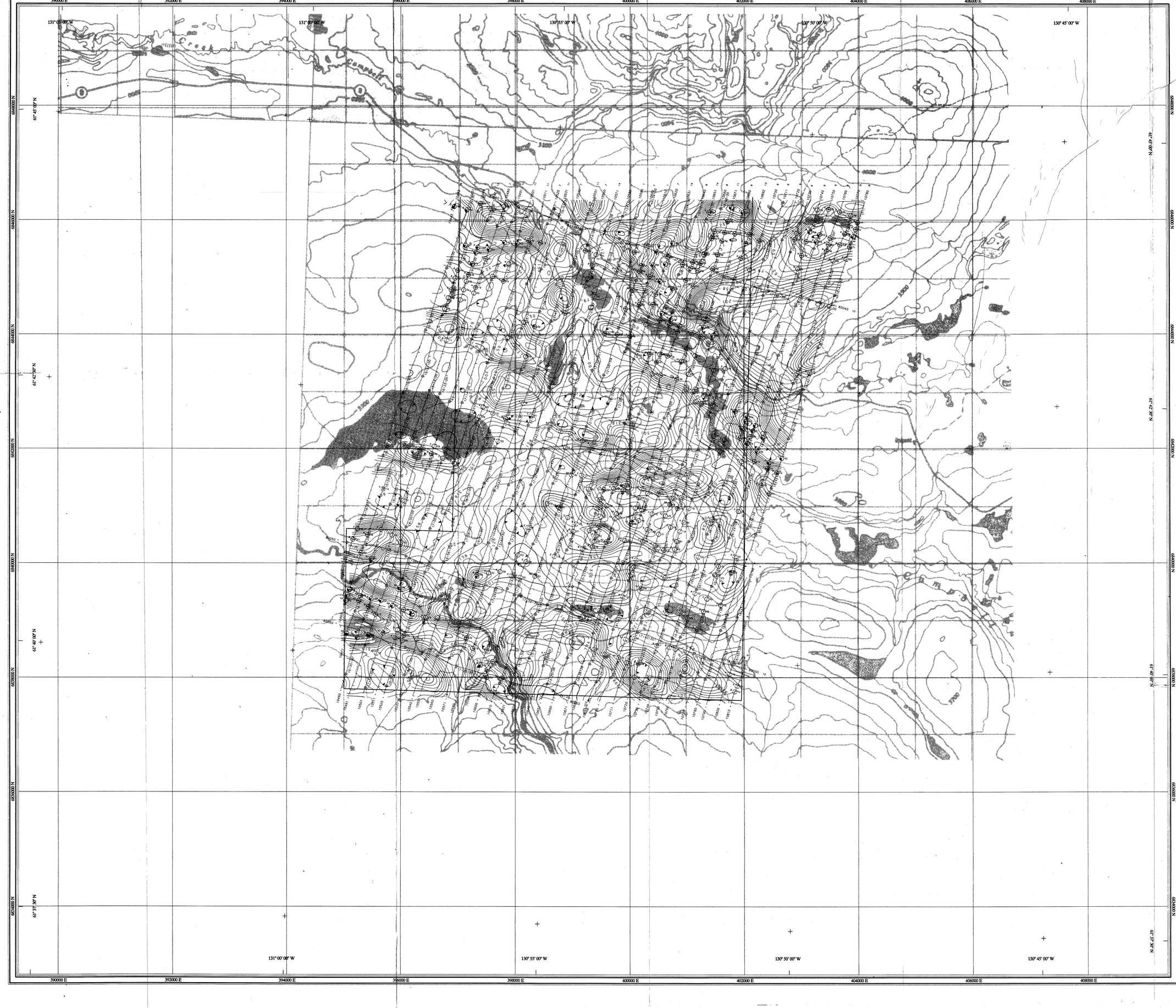
SCALE 1:20 000

500 0 200 400 1000 2000 metres

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AERODAT INC.

Date Flown : MAY 1997
NTS : 105 G/10,14,15
Project : J9746 Map Ref : 2 - 5B

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Squares: Grid North
Star: True North
Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet. Use diagram for reference only.

Grid North - True North : 1.8°
Grid North - Magnetic North : 30.7°
Annual change : -0.24°

FLIGHT PATH

North American Datum 1927
Clarke 1866 Ellipsoid
Local Transformation: DX=-10.0 DY=-158.0 DZ=187.0
UTM Projection
Central Meridian: 129 °W
Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 15 - 195°, with an average line spacing of 200m.

Nominal helicopter-terrain clearance of 60m was monitored by radar and barometric altimeters.

APPARENT RESISTIVITY

Apparent resistivity calculated from the measured 4175 Hz coplanar EM response, assuming a resistive half-space (200m) model. Average sensor elevation was 30m.

Map contours are in ohm-m, at logarithmic intervals, in multiples of those listed below:

- 0.1 log(ohm-m)
- 0.5 log(ohm-m)
- 1.0 log(ohm-m)

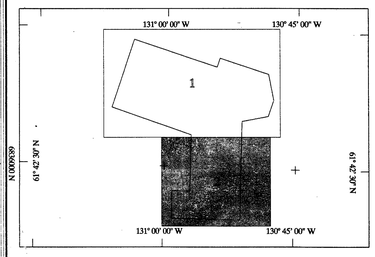
EM ANOMALIES

EM anomalies selected manually. Selection is based on the response correlation to theoretical sources such as a steeply dipping conductor.

Calculation of conductance is based on the response of the 4600 Hz coaxial data, and forms the basis for anomaly classification.

Letter codes are used to identify individual anomalies on a line, and the inphase amplitude of the 4600 Hz response is annotated opposite.

- A, C: 0 - 1 mhos
- B: 1 - 2 mhos
- D: 2 - 4 mhos
- E: 4 - 8 mhos
- F: 8 - 16 mhos
- G: 16 - 32 mhos
- H: > 32 mhos



EQUITY ENGINEERING LTD.

APPARENT RESISTIVITY
4175 Hz COPLANAR

CENTRAL BLOCK
FINLAYSON LAKE AREA, YUKON

093733
Dwg 15

SCALE 1:20 000

500 0 200 400 1000 2000 metres

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AERODAT INC.

Date Flown : MAY 1997
NTS : 105 G/10,14,15
Project : J9746 Map Ref : 2 - 5C

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