

**Survey Specifications:**

Base: Dawson City, Yukon  
Date Flown: May 9 - May 16, 2010  
Aircraft: ASAR 52  
Registration: C-GPWQ  
Flight Line Spacing: 500 m  
Flight Line Direction: N45°E  
Tie Line Spacing: 500 m  
Tie Line Direction: N135°E  
Nominal Bird Height: 45 m  
Sensor Position: 30 m below aircraft

**Instrumentation:**

Data Acquisition: CMG DAS  
System: Magnetic Gradiometer, VLF-EM  
Magnetometers: 3 GEM Potassium Total Field  
Vertical Separation: 2.95 m  
Horizontal Separation: 3.45 m  
Sensitivity: +/- 0.001 nT  
Heading Error: +/- 0.15 nT or less  
Gradient Tolerance: 5,000 nT/m maximum  
VLF Station # 1: LaMoore 25.2 kHz  
VLF Station # 2: Jim Creek Seattle 24.8 kHz  
VLF Sensitivity: +/- 5 pT  
Radar Altimeter: Freight TR 3500 @ 10 Hz, +/- 5%  
GPS System: Novatel v4.0 @ 10 Hz, 1-5 m  
Base station Unit: GSM-19 @ 1 Hz, +/- 0.01 nT

**Navigation:**

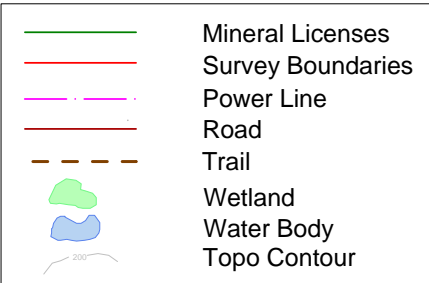
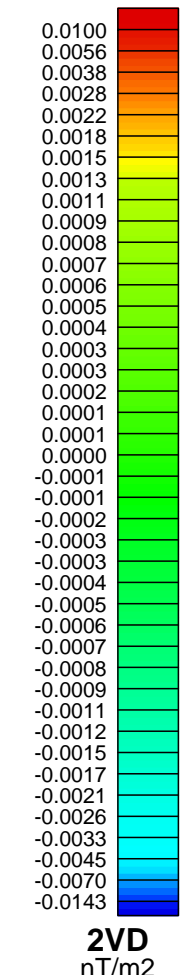
System: CD-GPS (Canadian Differential)  
Equipment: AgNav Gula and Tee-Jet Receiver  
Elevation: Freight TR 3500 mounted in helicopter

**Data Processing:**

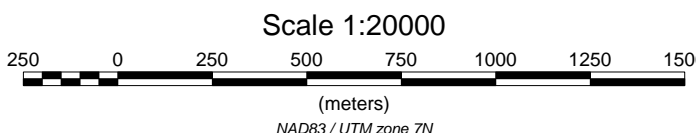
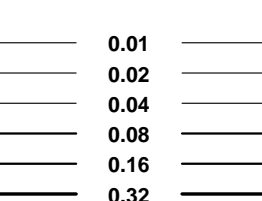
Total Magnetic Field: Diurnal removal, tie & micro-leveling  
Magnetic Gradients: Heading error, micro-leveling  
VLF: DC bias, directional correction

**Coordinate System:**

Datum: NAD83  
Major Axis: 6378737.000  
Eccentricity: 0.81819191  
Projection: Universal Transverse Mercator Zone 7N  
Central Meridian: 141°W  
Central Scale Factor: 0.9996  
False Easting: 500,000 mE



**Countour Intervals (nT/m)**



**Valdez Gold Inc.**  
Dawson City, Yukon

**Calculated 2nd Vertical  
Magnetic Derivative**  
Flume



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