

Survey Specifications:

Base: Dawson City, Yukon
Date Flown: May 9 - May 16, 2010
Aircraft: ASiar 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: LaMoure 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:

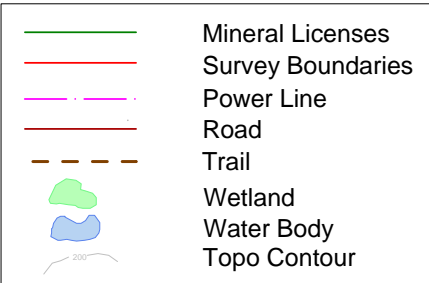
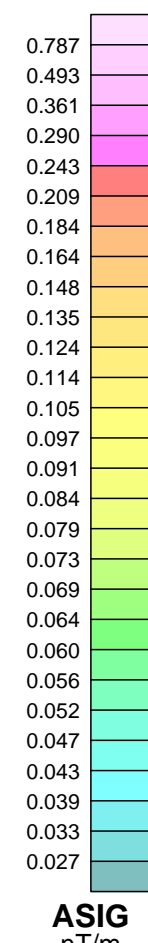
System: CD-GPS (Canadian Differential)
Equipment: AgNav Gula and Tee-Jet Receiver
Elevation: Freight TR 3500 mounted in helicopter

Data Processing:

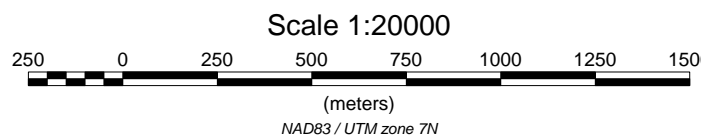
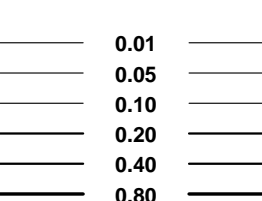
Total Magnetic Field: Diurnal removal, tie & micro-leveling
Magnetic Gradients: Heading error, micro-leveling
VLF: DC bias, directional correction

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

Magnetic
Analytic Signal
Flume



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