DATA ACQUISITION REPORT

HURDMAN TOWNSHIP PROJECT

Presented to:

ELORO RESOURCES LTD
410-55 Adelaide Street East
Toronto (Ontario)
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Presented by:

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OCTOBER 2006 **M-06243**

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1 INTRODUCTION

This report describes the operational details of an airborne geophysical survey carried out near Smooth Rock Falls, Ontario, Canada, during September 2006.

The purpose of the survey was to provide information that could be used to map the geology of the survey area. This was accomplished by using a GEM-2A, digital broadband electromagnetic system and a cesium-vapor magnetometer. The information from these sensors was processed to produce maps of the magnetic and electrical properties of the survey area. A GPS-based electronic navigation system ensured accurate positioning of the geophysical data

Survey coverage consisted of approximately 610 km. 96 survey lines were flown in an N-S direction with a line separation of 100 meter, and 6 tie lines were flown E-W direction at 1000 meter spacing. Nominal flight altitude is at 60 meters making a nominal bird clearance at 30 meters. Another small area, with 20 survey lines, is flown with-in the main block at 50 meter line spacing.

The survey employed the GEM-2A broadband, helicopter towed electromagnetic system (Won et. al., 2003). Ancillary equipment consisted of a cesium vapor magnetometer, radar altimeter, digital recorder and an electronic navigation (DGPS) system. The GEM-2A was suspended by a tow cable from a Bell Long Ranger (Registration C-GVHX) helicopter provided by Canadian Helicopters Ltd. The data logging instrumentation was installed in the helicopter. The helicopter flew at an average airspeed of 130 kilometer per hour and with a nominal sensor height of approximately 30 meters above ground level.

2 SURVEY DETAILS

2.1 Survey Area

The survey area is located in Hurdman Township, 30 kilometers North-West of Smooth Rock Falls, Ontario, Canada (Figure 1). The survey consists a single block and a detail block inside the area.

2.2 Survey block parameters

The direction of the flight lines is North-South. The direction of the tie-lines is East-West°, with respect to UTM coordinates.

The coordinates given in Table 2 represent the outline of the zone to be flown. **All coordinates are given in UTM zone 17N (NAD-83).**

A total of one (1) block was scheduled for surveying, for a total of **610** line kilometres, based on 100 metre line spacing for the large block and 50 metres spacing in the detail block.

2.3 Survey geodetic parameters

Table 1 below presents the geodetic parameters that were used for the data acquisition. The parameters were pre-defined in the navigation software so that no subsequent coordinate transformations were necessary.

Datum:	NAD-83
Spheroid:	GRS-80
Projection:	UTM
Zone:	17N
Central meridian:	-81
False Easting:	500 000
False Northing:	0
Scale factor:	0.9996

Table 1 - Geodetic Parameters

X(m)	Y(m)
448394.00	5482295.00
450092.00	5487131.00
440386.00	5488721.00
440392.00	5482301.00
448394.00	5482295.00

Table 2 - Survey block outline coordinates, NAD83 UTM zone 17N

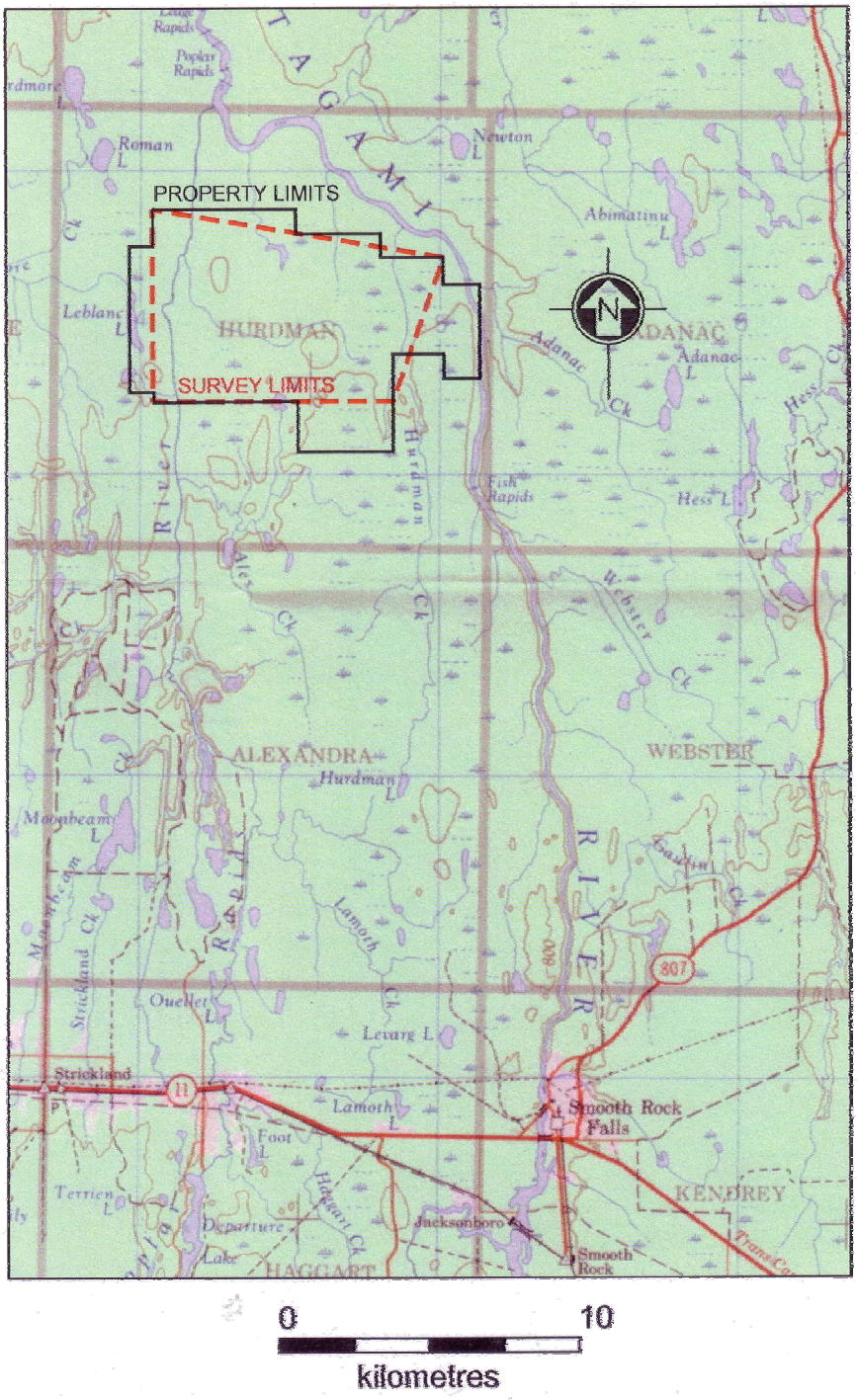


Figure 1 - General survey area

3 LOGISTICS

3.1 Survey helicopter

- Type : Bell Long ranger
- Call sign : **C-G**VHX
- Operated by: **Canadian Helicopters Inc.,** based in Les Cèdres, Quebec

3.2 Survey crew

The survey crew consisted of the following personnel:

Geophysicist (Geophex) QC and processing	*Dak Darbha*
Software engineer (Geophex)	*Frank Funak*
Operator (GPR)	*Guillaume Perron*
Mapping and report,	*Olivier Létourneau* *Isabelle D'Amours Eng., M. Sc.*
Project Manager	*Réjean Paul, Eng.*
Helicopter Pilot	*Olivier Moyat*

Table 3 - Survey Personnel

3.3 Operating base & fuel cache

The helicopter and geophysical crew were based in Smooth Rock Falls. The existing heli-pad was used for take off and landing operations with the bird attached.

3.4 Flight dates

A test flight was flown before commencing data acquisition in order to validate the orientation of the sensors, calibrate the radar altimeter, and check the data acquisition system operation.
Mobilisation, installation and testing, and production flying were carried out over the period from September 9th to the 12th, 2006.

4 DATA ACQUISITION

4.1 Planned survey parameters

Table 3 below shows the planned survey parameters for the project.

Parameter	Specification
Sampling Interval	2.5m (0.1s)
Flight-line Spacing	100m
Flight-line Direction	N-S (0-180°)
Control-line Spacing	N/A
Control-line Direction	E-W (90-270°)
Helicopter MTC	60m +/- 6m
EM bird MTC	30m +/- 6m
Ground speed	80 km/h +/- 20 km/h

Table 4 - Planned Survey Parameters

4.2 EM Calibration

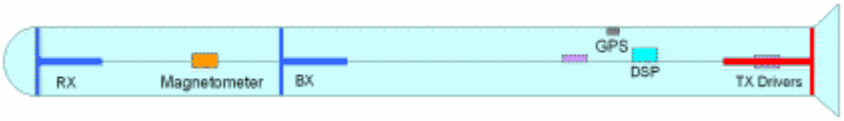
There are two steps in the calibration procedure, calibrating (1) the phase using a ferrite rod, and (2) amplitude using an internal Q-coil. The background EM response is subtracted from the EM response on the ferrite rod to yield a pure ferrite rod response, which has zero quadrature components and constant in-phase component for all frequencies. Then, the EM responses on the Q-coil and the background are obtained. The difference between the two is the pure Q-coil response, assuming that mutual coupling between the Q-coil and the earth can be ignored. Finally, the measured amplitudes of the Q-coil are rescaled to those of theoretic response on the Q-coil placed over the receiver coil.

Calibration of the EM bird was verified by means of a ferrite rod before and after each flight.

5 SURVEY EQUIPMENT

5.1 Electromagnetic system

The system is operated at a nominal survey altitude of 30 meters. Further technical details may be found in Won et al. (2003) and at www.Geophex.com.



For this survey, three frequencies at 870, 7410, and 35250 Hz, are used for the coplanar configuration and two frequencies at 1110 and 4830 Hz for Coaxial configuration. Data is sampled at a rate of 10 per second. The static length of tow-cable measured in the field is 30 meter. The location, size and turns of the transmitter, receiver and bucking coils are shown in Table 2-1. Figures 2-1 and 2-4 are pictures of the system.

Figure 2 : GEM-2A helicopter-borne EM system

The GEM-2A utilizes a single transmitter coil and two receiver coils in a bucked configuration for all frequencies, for each configuration. The user may specify a set of multiple frequencies within the system bandwidth. Built-in software converts these frequencies into a digital “bit-stream,” which is used to construct the desired transmitter waveform for a particular survey. This bit stream represents an instruction on how to control a set of digital switches connected across the transmitter coil and generates a complex current waveform that contains all frequencies specified by the user.

The base period of the bit-stream for GEM-2A is set to 1/30th of a second for areas having a 60-Hz power supply. The current GEM-2A has a transmitter-switching rate at 384,000Hz and, therefore, the bit-stream contains 12,800 steps in a base period. Any integral number of the base period may be used for a consecutive transmission in order to enhance the signal-to-noise ratio.

GEM-2A has two recording channels: one from the bucking coil (called the reference channel) and the other from the bucked receiver coil (called the signal channel). Both channels are digitized at a rate of 96,000Hz at a 24-bit resolution. This produces a 3,200-long time-series per channel in a base period of 1/30 sec. In order to extract the in-phase and quadrature components, we then convolve (i.e., multiply and add) the time-series with a set of sine series (for in-phase) and cosine series (for quadrature) for each transmitted frequency. Finally, we perform a complex division of the outputs from the two channels to yield the “ppm” value at each frequency, a dimensionless raw data. This convolution scheme renders an extremely narrow-band, match-filter-type, signal detection technique. A DSP chip in the bird coordinates all controls and computations for both transmitter and receiver circuits.

GEM-2A also allows the operator to measure and display the background environmental noise spectrum in real-time. For instance, the power line noise is obtained by simply convolving the time-series at 60Hz. This is obtained from the signal-channel time-series at a typical location within a specified survey area, then computing its entire Fourier spectrum at an interval of the base frequency (30 Hz). Using the environmental noise spectrum, the operator can safely avoid locally noisy frequency bands.

GEM-2A Specifications	
Total length	643 cm (21.1 ft);
Weight	110kg (230 lbs.)
Tow cable length	30 m (100 ft)
Power supply	28 VDC
Frequency range	330 Hz to 96 kHz
Frequencies	Programmable typically 5-8 frequencies
Sampling rate	30 samples/sec
Ground speed	80 km/h +/- 20 km/h
Horizontal Coplanar Coils	
TX-RX separation	510 cm (16.7 ft)
Transmitter current	45 amp RMS max
Transmitter moment	400 Am^2 at 330 Hz
Coaxial Coils	
TX-RX separation	992 cm (19.4 ft)
Transmitter current	45 amp RMS max
Transmitter moment	200 Am^2 at 330 Hz

5.2 Magnetometer

The following magnetometer was installed inside the GEM-2A bird:

Model: Geometrics G823A
Type: Airborne cesium-vapor magnetometer
Sensitivity: 0.01 nT
Sample rate: 10Hz

5.3 Radar altimeters

A radar altimeter system comprising a Free-flight TRA-3000 antenna with a TRI-40 indicator was installed in the helicopter. A second radar altimeter comprising the same elements was mounted on the bird, along with the GPS and the magnetic sensors.

5.4 DGPS positioning

Model: CSI Wireless Seres GPS receiver
Type: Airborne
Accuracy: 1-3 m

The Geophex on-board navigation system calculates the flight path of the helicopter while providing real-time flight-path guidance to the pilot (Fig 2.4).

Figure 3 : Onboard navigation system

5.5 Field computer workstation

A dedicated laptop computer was used on site for the purpose of displaying geophysical data for quality control, calculating and displaying the navigation, producing preliminary magnetic anomaly information and diurnally corrected magnetic maps, and backing up the digital data.

6 DATA PROCESSING

6.1 EM Data and Resistivity Leveling

In-phase and quadrature components at each frequency were leveled based on the minimum values of the baselines at high altitude. The drift of EM data between two baselines is assumed to be minimal. The apparent conductivity for each frequency was computed based on a pseudo-layer half-space (Fraser, 1978). As expected, some leveling errors show up on the apparent resistivity maps. Based on the conductivity maps, the in-phase and quadrature components at each frequency were manually leveled to yield reasonable apparent resistivity calculations. Only a simple DC shift was required in EM data leveling in most cases, and minimal EM data tilting was warranted.

The EM data was processed in the following 5 steps:

1) Remove high altitude base levels from the in-phase/quadrature data. We used the lower value of pre/post high altitude values.

2) Mildly filter the base-leveled EM channels using a nonlinear filter, length 10-30 samples based on frequency. This translates to the flight altitude of 30 meters. This is in conforming to the industry standard, of mildly filtering EM to remove high frequency noise and spikes

3) Manually level adjust in phase/quadrature, if required.

4) Calculate apparent conductivity/apparent depth /apparent magnetic susceptibility

5) Using pseudo-layer half-space model.

6.2 Conductivity Mapping

The apparent Resistivity data were calculated using the pseudo-layer half-space model. The inputs to this conductivity algorithm are the in-phase and quadrature components of the EM response. The algorithm calculates the apparent resistivity in ohm-m and the apparent height of the EM bird above the half-space. Any differences between the apparent height and the radar altimeter are ascribed to a highly resistive upper layer, or pseudo-layer. Errors in the radar altimeter will not affect the conductivity calculations, as altitude is not an input parameter for the pseudo-layer half-space model. Apparent conductivity calculated in this manner may behave quite differently from those calculated using other models.

6.3 Magnetic data

1) Data checking, editing, reformatting and flight path recovery

Data recorded on the helicopter were transferred after each flight to the processing computer for verification and quality control. The raw GPS data (longitude, latitude and height) were recorded in the WGS-84 datum. These coordinates were transformed into the NAD-83 datum, UTM projection, Zone 17-N, by the navigation software and compared in real-time to the theoretical coordinates of the flight paths to provide a correction to the pilot. The DGPS data (1.0 s intervals) were interpolated at the same rate as the magnetic data (0.1 s intervals) and exported for flight path recovery and quality control.

The raw line data was transformed into Oasis Montaj .XYZ format by a proprietary software program.

2) Diurnal corrections

The magnetic data recorded at the base station were synchronized using the GPS time and merged with the heli-borne data. Subsequently the diurnal corrections, obtained by subtracting the mean value of the base-station readings, were applied to the data after low pass filtering.

7 FINAL PRODUCTS

7.1 Paper products

A standard set of geophysical maps was produced at a scale of **1: 20 000.** The flight path is superimposed onto each map. The name of each line as well as the direction is indicated at the beginning and the end of the each line.

The claim boundaries and claim numbers are displayed on each of the maps.

The maps were drawn in the UTM projection Zone 17 north, NAD-83 datum. Co-ordinate units are in meters, unless indicated otherwise.

The final paper products consist of two copies of seven maps. The final maps produced are as follows:

1) Colour contour map of the Total Magnetic Intensity
2) Colour contour map of first vertical derivative of the Total Magnetic Intensity
3) Colour contour map of apparent resistivity at 870 Hz (co-planar)
4) Colour contour map of apparent resistivity at 7410 Hz (co-planar)
5) Colour contour map of apparent resistivity at 35 250 Hz (co-planar)
6) Black and white flight path and property limits
7) Colour contour map of the SRTM digital terrain model with flight path recovery.

The digital data are included on CD-ROM along with the printed maps.

The paper map size is A1. Table 4 on the following page lists each map type and its associated drawing number.

7.2 Digital products

Below is a list of the products delivered on CD-ROM;

1) The FINAL database

2) All six grids

3) All seven final maps

The final processed databases were archived in Oasis Montaj™ ASCII XYZ and .GDB format. The final grids were archived in Oasis Montaj™ GRD binary grid format. All maps are in Geosoft .MAP format. All these data, as well as this report, were archived onto a CD-ROM.

Drawing title	Drawing number
Flight path and property limits	06-10-056-00
Total Magnetic Intensity, nT	06-10-057-00
First Vertical Derivative , nT/m	06-10-058-00
Apparent resistivity, 870 Hz	06-10-059-00
Apparent resistivity, 7410 Hz	06-10-060-00
Apparent resistivity,, 35250 Hz	06-10-061-00
SRTM digital Terrain model with flight path recovery (m)	06-10-062-00

TABLE 4 –Drawing titles & numbers

8 CONCLUSION AND RECOMMENDATIONS

A helicopter-borne frequency domain electromagnetic geophysical survey was flown for **Eloro Resources Inc.** in September of 2006. The survey was composed of a single block, located in the vicinity of Smooth Rock Falls, Ontario. A total linear distance of **610 line-km** was flown over the period from September 10th to 12th, 2006.

The final paper products consist of maps at a scale of 1:20 000. A total of 6 maps were produced. The digital products consist of raw and final databases, metadata files and final grid files for each block. The digital data are included on CD-ROM and the content is described in Appendix A.

It is hoped that the information presented in this report and on the accompanying maps will be useful both in planning subsequent exploration efforts and in the interpretation of related exploration data.

Respectfully submitted,

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Isabelle D'Amours, Eng. M. Sc.

REFERENCES

Fraser, D. C., 1978, Conductivity mapping with an airborne multicoil electromagnetic system: Geophysics, 43, 144-172.

Huang, H., and Fraser, D.C., 2001,Mapping of the resistivity, susceptibility, and permittivity of the earth using helicopter-borne electromagnetic system, Geophysics, 66.

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CERTIFICATE OF QUALIFICATION

1. I, the undersigned, Isabelle D'Amours, residing at 185 Mazarin, Montreal, Quebec graduated with a B. Ing. in geological Engineering from École Polytechnique de Montreal in 1996 and I obtained a M. Sc. A in Applied geophysics in 1998 also from École Polytechnique de Montreal and I have worked in airborne geophysics since year 2000.

2. I am a member of the Quebec Order of Engineers (number 118513) and of the Society of Exploration geophysicist.

3. I have no direct or indirect interests in the mining claims owned by Eloro Ressources Inc., nor in the securities of these companies and have no interest in receiving such interest.

4. My company, I.D. Geophysics Inc. is hired by GPR Geophysics Inc. for consulting and training purposes.

Signed in Montreal, on the _____

Respectfully submitted,

_____

Isabelle D'Amours, ing. M. Sc. A (# 118513)

APPENDIX A

Digital Data on CD-ROM

CD contents

File Name	Description
Report_m06243.pdf	Data acquisition report
Magfinal.xyz Magfinal.gdb	FINAL mag database (Geosoft .XYZ and .GDB format)
archive_gdb_doc.xls	List of database and units
Mag_bc.grd	Total Magnetic Intensity grid, diurnal corrected (Geosoft .GRD format)
1vd.grd	First vertical derivative of TMI (Geosoft .GRD format)
Fresp1K.grd	Apparent resistivity, 870 Hz grid (Geosoft .GRD format)
Fresp7K.grd	Apparent resistivity, 7410 Hz grid (Geosoft .GRD format)
Fresp35K.grd	Apparent resistivity, 35250 Hz grid (Geosoft .GRD format)
Srtm.grd	Srtm digital terrain model grid (Geosoft .GRD format)
BASE_MAP_(06-10-056-00).map	Flight path and property limits (Geosoft .map format)
DIGITAL_TERRAIN MODEL_(06-10-062-00).map	SRTM digital Terrain model with flight path recovery (m) (Geosoft .map format)
RESISTIVITY_870Hz_(06-10-059-00).map	Apparent resistivity, 870 Hz (Geosoft .map format)
RESISTIVITY_7410Hz_(06-10-060-00).map	Apparent resistivity, 7410 Hz (Geosoft .map format)
RESISTIVITY_35250Hz_(06-10-061-00).map	Apparent resistivity,, 35250 Hz (Geosoft .map format)
TOTAL_MAGNETIC_(06-10-057-00).map	Total Magnetic Intensity, nT (Geosoft .map format)
VERTICAL_DERIVATIVE_(06-10-058-00).map	First Vertical Derivative , nT/m (Geosoft .map format)

DATABASE CHANNEL DESCRIPTION

Channel	Unit	description
X	metres	Easting wgs84
Y	metres	Northing wgs84
LATITUDE	Dec. deg.	GPS latitude
LONGITUDE	Dec. deg.	GPS longitude
GALT	metres	GPS altitude
GPSTime		
GPSmsOfDay	seconds	
PowerLn1		60hz powerline monitor
BALT	feet	baro pressure
altrf	feet	radar altimeter feet(heli height)
fiducial		
resp1k		apparent resistivity ohm-m 1khz
resp7k		apparent resistivity ohm-m 7khz
resp35k		apparent resistivity ohm-m 35khz
depp1k		apparent depth 1khz
depp7k		apparent depth 7khz
depp35k		apparent depth 35khz
EMANOM		em anomaly flag
mag_bc	nT	processed Mag nT
lpi1k		EM in-phase 870 hz coplanar ppm
lpq1k		EM quadrature 870 hz coplanar ppm
lpi7k		EM in-phase 7410hz coplanar ppm
lpq7k		EM quadrature7410 hz coplanar ppm
lpi35k		EM in-phase 35250hz coplanar ppm
lpq35k		EM quadrature 35250 hz coplanar ppm
lxi1k		EM in-phase 1110hz coaxial ppm
lxq1k		EM quadrature 1110hz coaxial ppm
lxi5k		EM in-phase 4830hz coaxial ppm
lxq5k		EM quadrature 4830hz coaxial ppm

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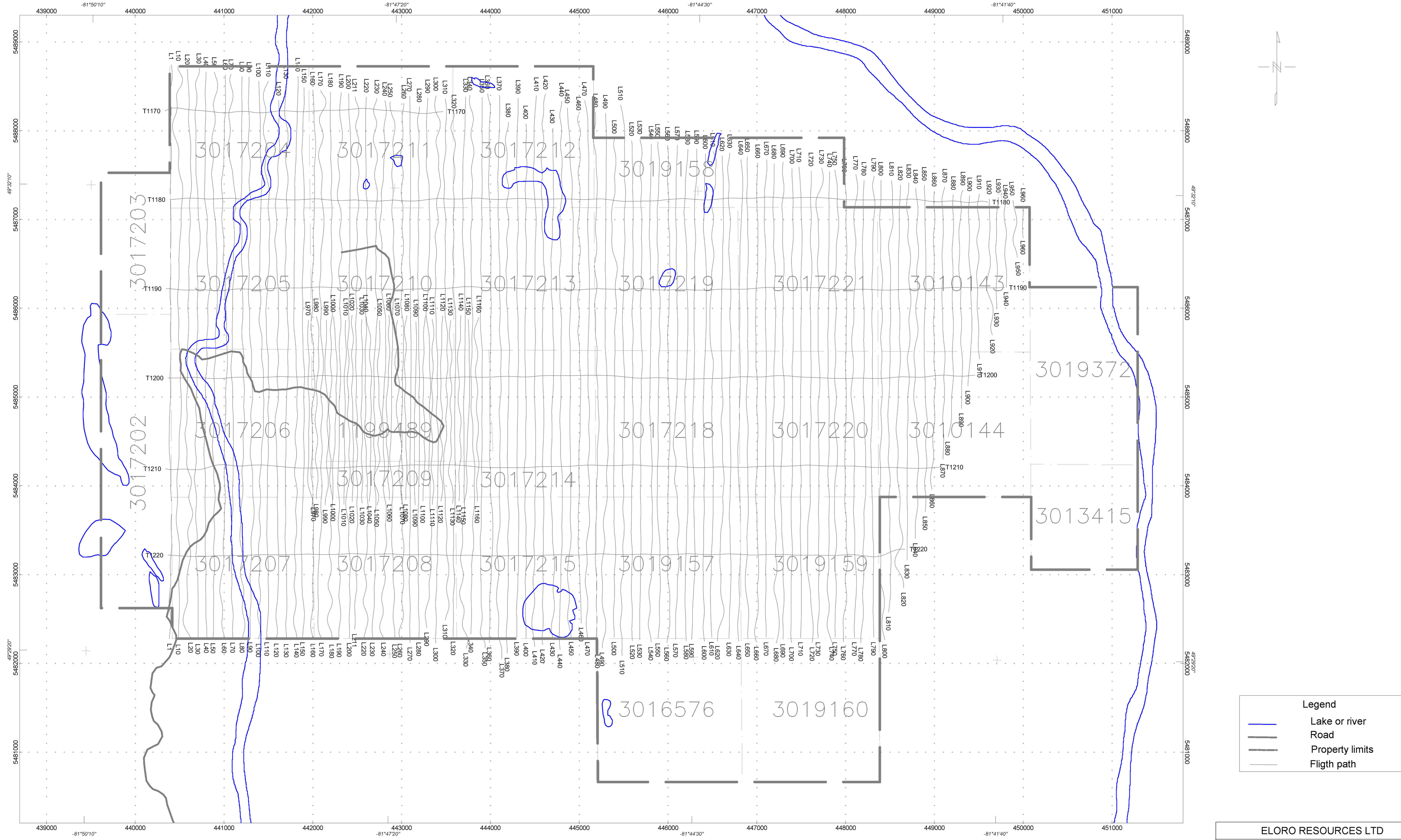


Scale 1:20000

250 0 250 500 750 1000 1250 1500

metres

NAD83 / UTM zone 17N

Legend

- Lake or river
- Road
- Property limits
- Fligth path

ELORO RESOURCES LTD

HELICOPTER-BORNE

MAGNETIC AND FDEM SURVEY WITH FLIGTH PATH RECOVERY

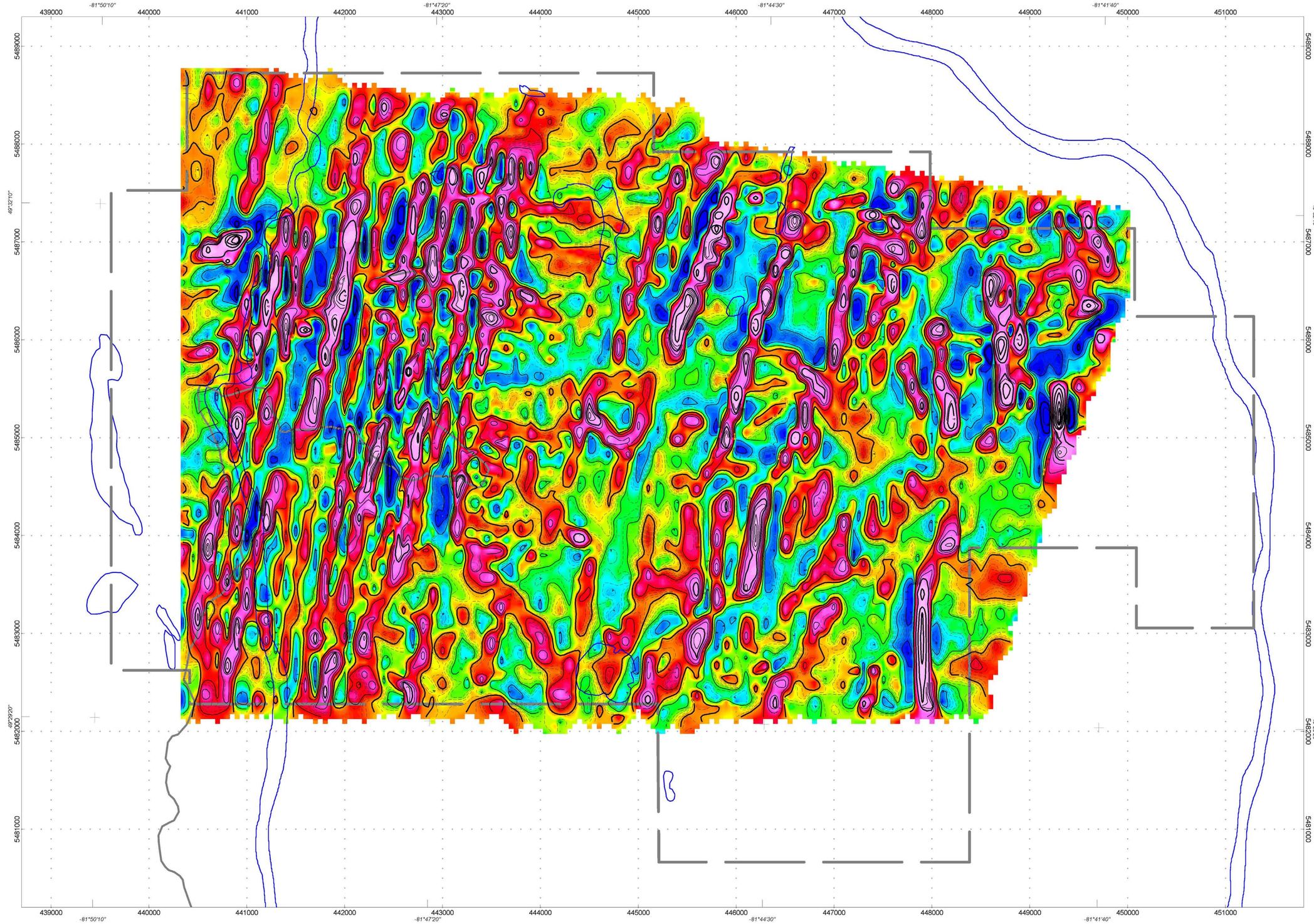
HURDMAN TWP PROJECT

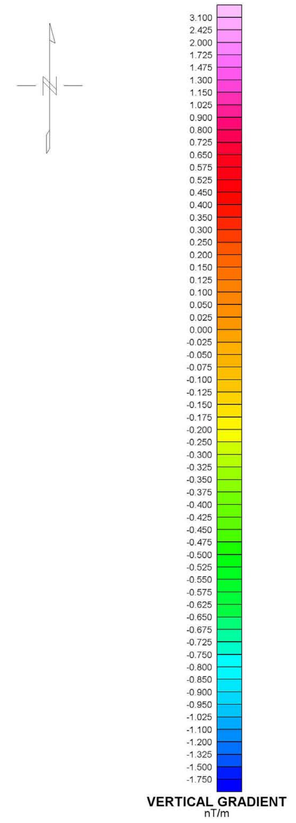
Contract: M-06243 Date: October 2006

Scale 1 : 20000 Drawing: 06-10-056-00

Prepared by I. D'Amours, Eng. Approuved by R. Paul, Eng.

GEOPHYSICS GPR INTERNATIONAL INC.





SURVEY SPECIFICATIONS
-Line spacing: 50 and 100 m (±10 m)
-Mean terrain clearance: 30 m (±10 m)
-Line direction: N-S
-Tieline direction: W-E
-Survey date: September 10 to 12, 2006

GEODETIC SPECIFICATIONS
-Map projection: UTM
-Datum: NAD-83 (Canada Mean)
-UTM zone: 17 north
-Central meridian: 81° west

AIRCRAFT
-Bell 206B, callsign: C-GVHX
-Aircraft elevation (MTC): 60 m (nominal)
-Average aircraft speed: 22 m/sec
-GPS receiver: Trimble AgGPS (WAAS)
-GPS sample rate: 1.0 s

MAGNETOMETER SPECIFICATIONS
-Model: Geometrics G-823A cesium vapour
-Mounting: Towed bird
-Cable length: 30 m
-Sample rate: 10 Hz
-Sensitivity: 0.003 nT (sqrt (Hz))

PROCESSING SPECIFICATIONS
-Vertical derivative of the total magnetic intensity data

Legend
- contour interval 0.1 nT/m
- contour interval 0.5 nT/m
- contour interval 2 nT/m

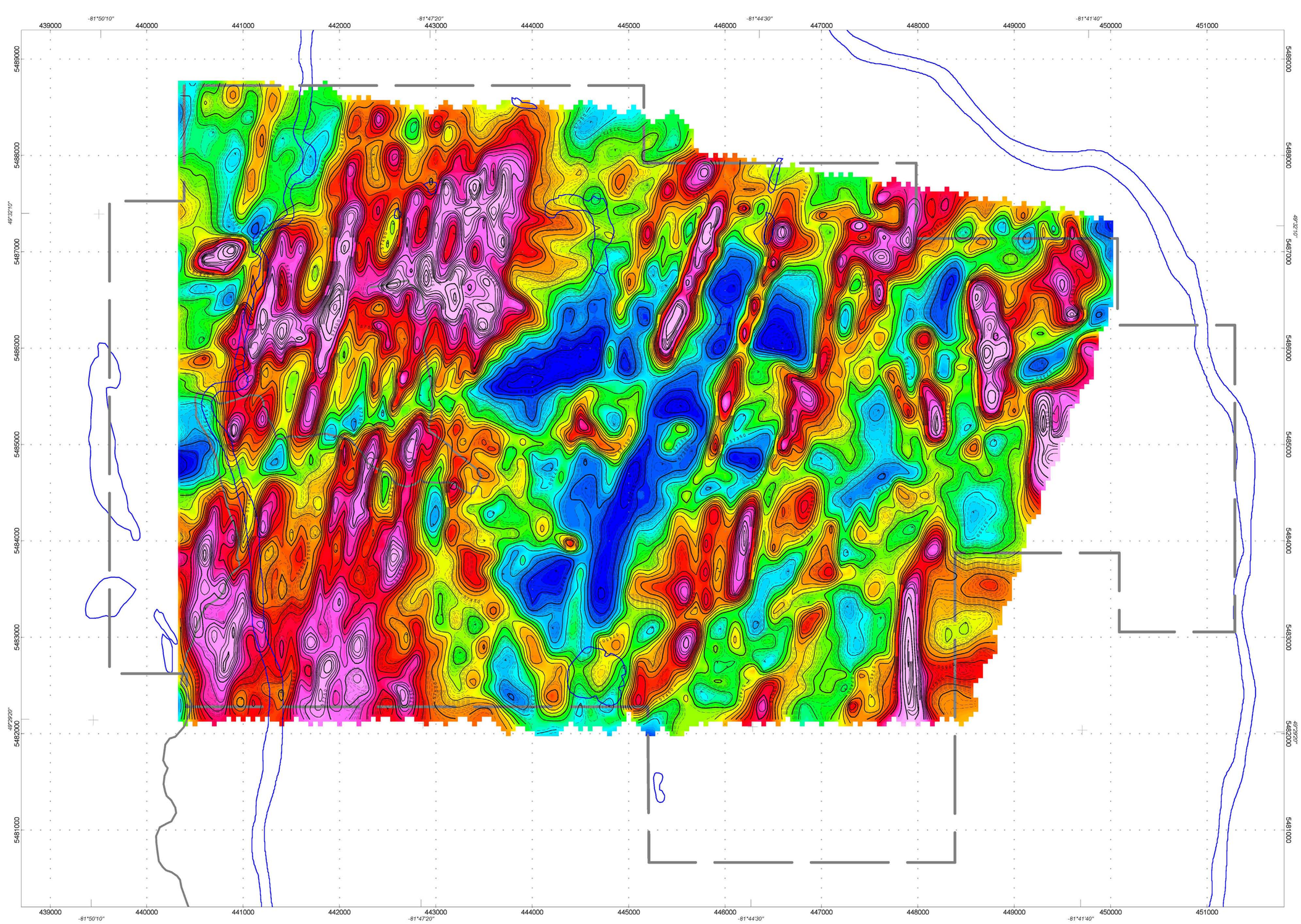
Scale 1:20000
250 0 250 500 750 1000 1250 1500
metres
NAD83 / UTM zone 17N

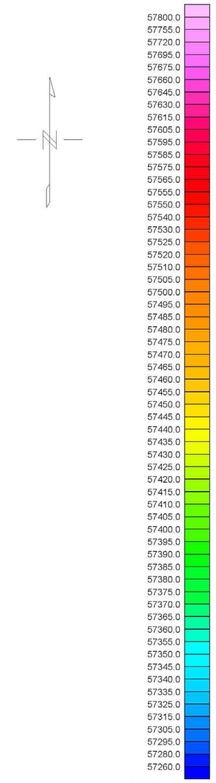
ELORO RESOURCES LTD

HELICOPTER-BORNE
FIRST VERTICAL DERIVATIVE, nT/m
HURDMAN TWP PROJECT

Contract: M-06243 Date: October 2006
Scale 1 : 20000 Drawing: 06-10-058-00
Prepared by I. D'Amours, Eng. Approved by R. Paul, Eng.

GEOPHYSICS GPR INTERNATIONAL INC.





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-Map projection: UTM
-Datum: NAD-83 (Canada Mean)
-UTM zone: 17 north
-Central meridian: 81° west

AIRCRAFT
-Bell 206B, callsign: C-GVHX
-Aircraft elevation (MTC): 60 m (nominal)
-Average aircraft speed: 22 m/sec
-GPS receiver: Trimble AgGPS (WAAS)
-GPS sample rate: 1.0 s

MAGNETOMETER SPECIFICATIONS
-Model: Geometrics G-823A cesium vapour
-Mounting: Towed bird
-Cable length: 30 m
-Sample rate: 10 Hz
-Sensitivity: 0.003 nT (sqrt (Hz))

PROCESSING SPECIFICATIONS
-Diurnal correction
-Lag correction

Legend
contour interval 5 nT
contour interval 25 nT
contour interval 100 nT

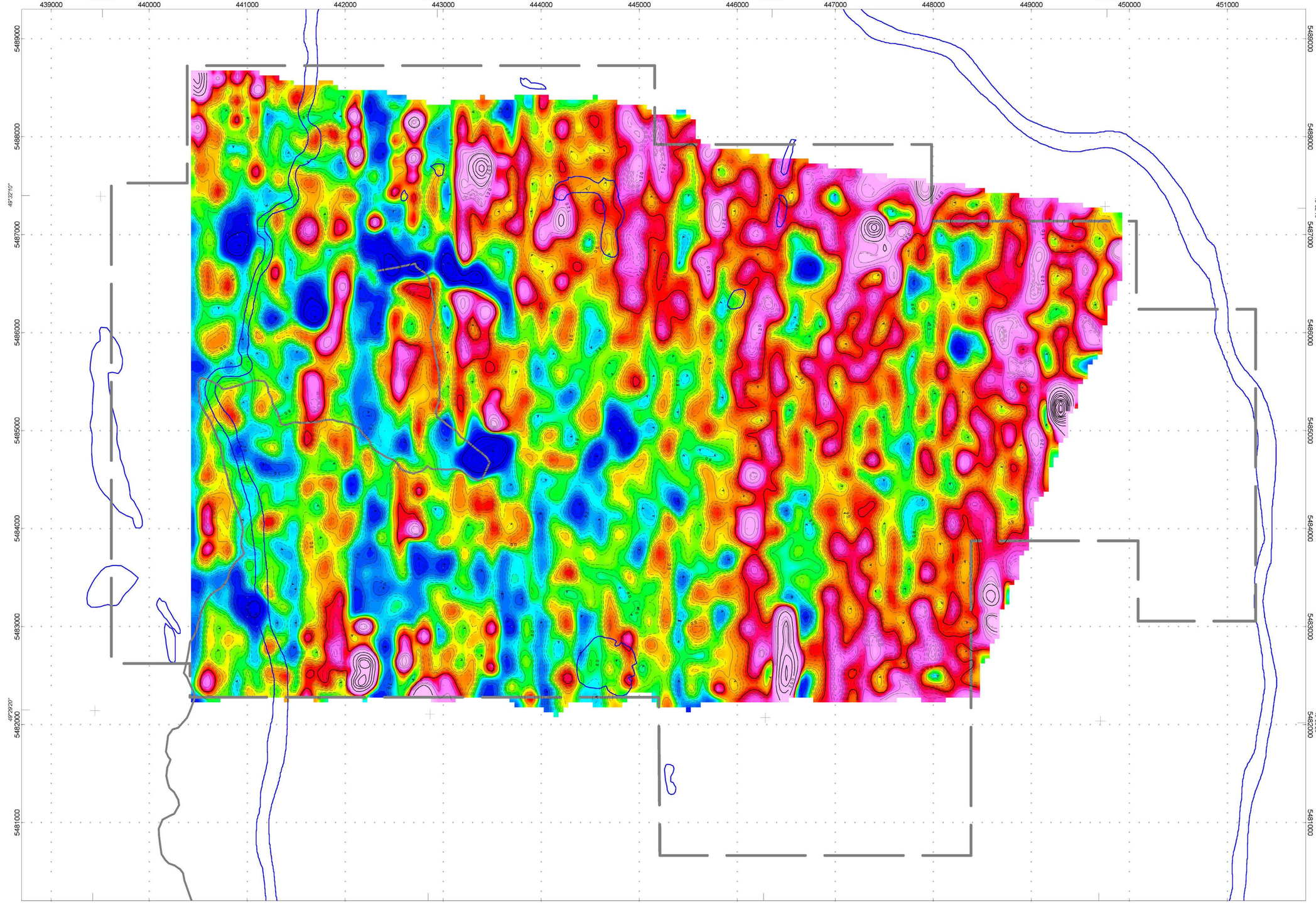
Scale 1:20000
250 0 250 500 750 1000 1250 1500
metres
NAD83 / UTM zone 17N

ELORO RESOURCES LTD

HELICOPTER-BORNE
TOTAL MAGNETIC INTENSITY, nT
HURDMAN TWP PROJECT

Contract: M-06243
Scale 1 : 20000
Prepared by I. D'Amours, Eng.
Date: October 2006
Drawing: 06-10-057-00
Approuved by R. Paul, Eng.

GEOPHYSICS GPR INTERNATIONAL INC.



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70.0
67.0
61.5

RESISTIVITY 870 Hz
ohm*m

SURVEY SPECIFICATIONS
-Line spacing: 50 and 100 m (±10 m)
-Mean terrain clearance: 30 m (±10 m)
-Line direction: N-S
-Tieline direction: W-E
-Survey date: September 10 to 12, 2006

GEODETIC SPECIFICATIONS
-Map projection: UTM
-Datum: NAD-83 (Canada Mean)
-UTM zone: 17 north
-Central meridian: 81° west

AIRCRAFT
-Bell 206B, callsign: C-GVHV
-Aircraft elevation (MTC): 60 m (nominal)
-Average aircraft speed: 22 m/sec
-GPS receiver: Trimble AgGPS (WAAS)
-GPS sample rate: 1.0 s

AIRBORNE EM SYSTEM SPECIFICATIONS
-Model: GEM-2A
-Operated simultaneous on 0.87, 7.41 and 35.25 kHz
-High dynamic range: 24-bit A/D conversion
-Sampling rate: 30 Hz
-Total length: 634 cm
-Weight: 110 kg
-Tow cable length: 30 m
-Power supply: 28 VDC
-Horizontal coplanar transmitter-receiver pairs
-Tx-Rx separation: 510 cm
-Transmitter moment: 400 Axm^2 at 330 Hz

PROCESSING SPECIFICATIONS
-Microlevelling of grid (DC Shift)
-Apparent resitivity algorithm using pseudo-layer half-space model

Legend
- contour interval 2 ohm*m
- contour interval 10 ohm*m
- contour interval 50 ohm*m

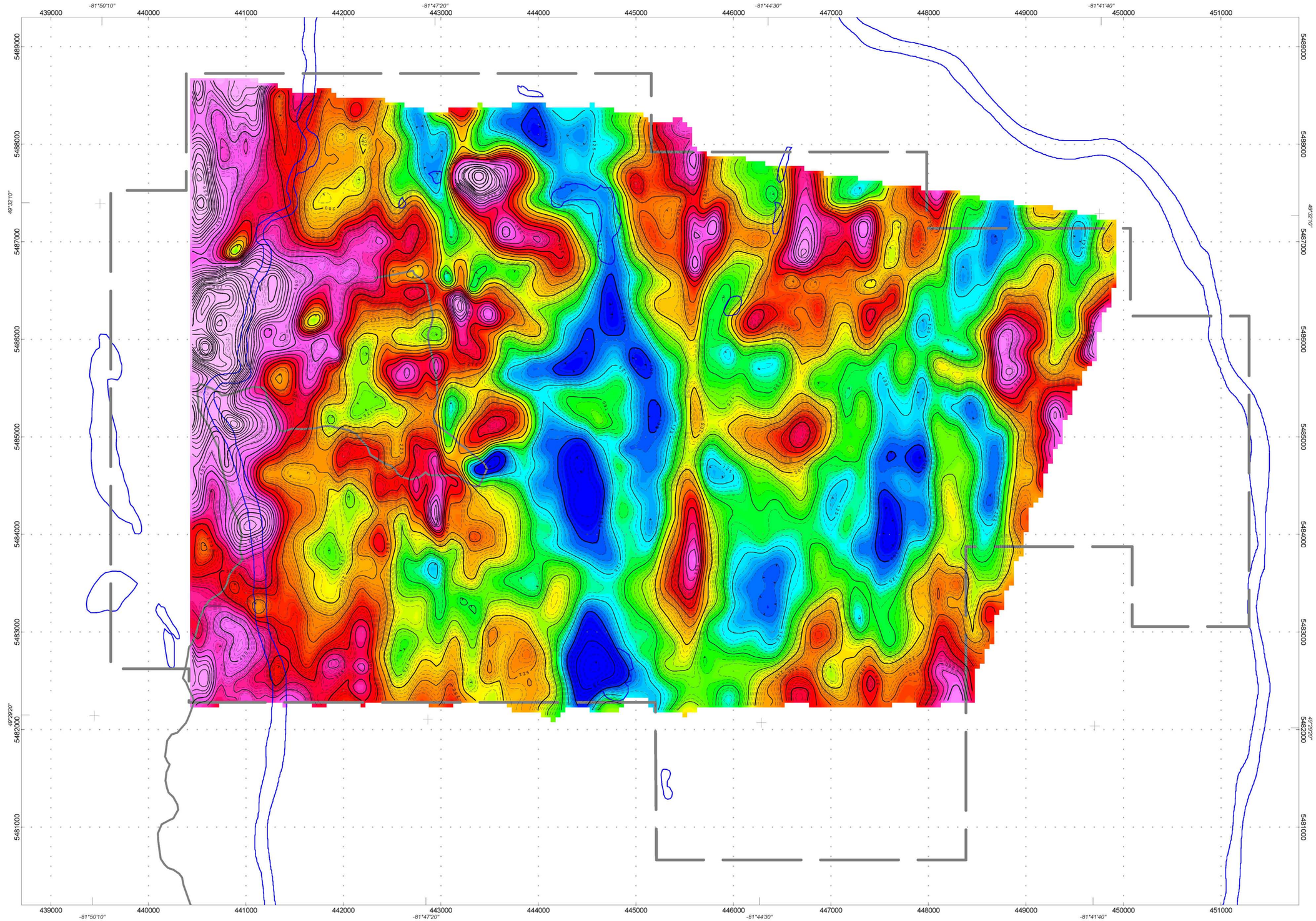
Scale 1:20000
250 0 250 500 750 1000 1250 1500
metres
NAD83 / UTM zone 17N

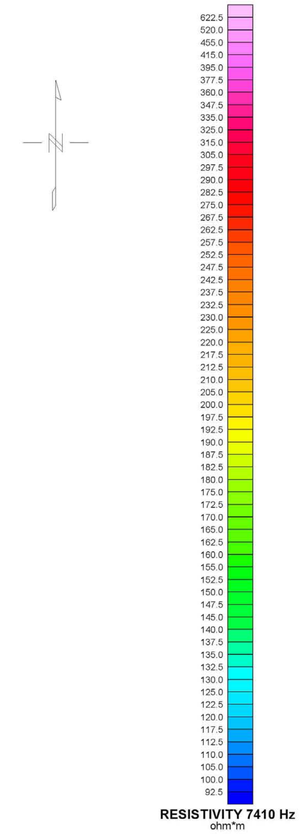
ELORO RESOURCES LTD

HELICOPTER BORNE
APPARENT RESISTIVITY, 870 Hz
HURDMAN TWP PROJECT

Contract: M-06243
Scale 1 : 20000
Prepared by I. D'Amours, Eng.
Date: October 2006
Drawing: 06-10-059-00
Approuved by R. Paul, Eng.

GEOPHYSICS GPR INTERNATIONAL INC.





RESISTIVITY 7410 Hz
ohm*m

SURVEY SPECIFICATIONS
-Line spacing: 50 and 100 m (±10 m)
-Mean terrain clearance: 30 m (±10 m)
-Line direction: N-S
-Tieline direction: W-E
-Survey date: September 10 to 12, 2006

GEODETIC SPECIFICATIONS
-Map projection: UTM
-Datum: NAD-83 (Canada Mean)
-UTM zone: 17 north
-Central meridian: 81° west

AIRCRAFT
-Bell 206B, callsign: C-GVHV
-Aircraft elevation (MTC): 60 m (nominal)
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-GPS receiver: Trimble AgGPS (WAAS)
-GPS sample rate: 1.0 s

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-Sampling rate: 30 Hz
-Total length: 634 cm
-Weight: 110 kg
-Tow cable length: 30 m
-Power supply: 28 VDC
-Horizontal coplanar transmitter-receiver pairs
  -Tx-Rx separation: 510 cm
  -Transmitter moment: 400 Axm^2 at 330 Hz

PROCESSING SPECIFICATIONS
-Microlevelling of grid (DC Shift)
-Apparent resitivity algorithm using pseudo-layer half-space model

Legend
- contour interval 5 ohm*m
- contour interval 25 ohm*m
- contour interval 100 ohm*m

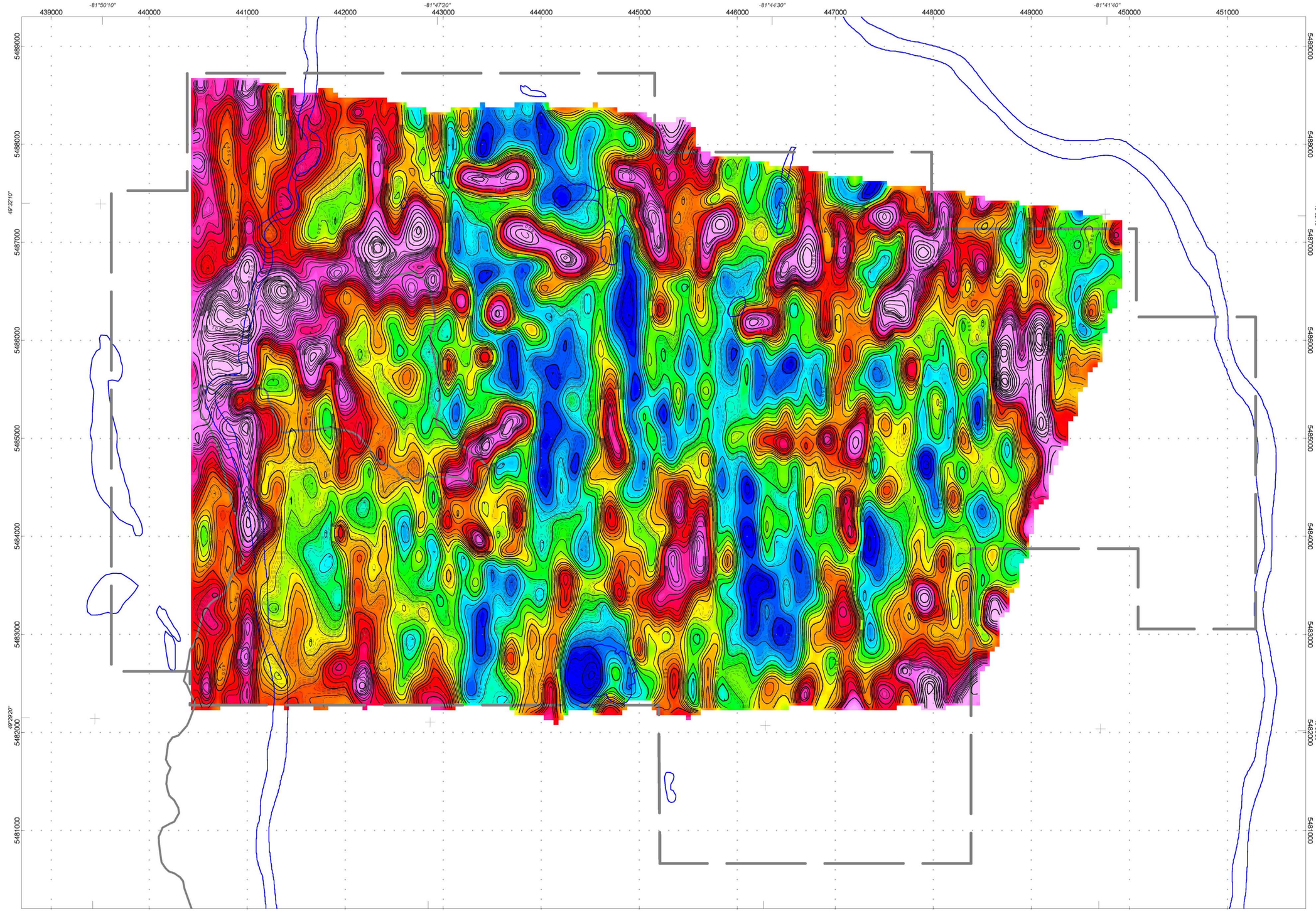
Scale 1:20000
250 0 250 500 750 1000 1250 1500
metres
NAD83 / UTM zone 17N

ELORO RESOURCES LTD

HELICOPTER-BORNE
APPARENT RESISTIVITY, 7410 Hz
HURDMAN TWP PROJECT

Contract: M-06243 — Date: October 2006
Scale 1 : 20000 — Drawing: 06-10-060-00
Prepared by I. D'Amours, Eng. — Approved by R. Paul, Eng.

GEOPHYSICS GPR INTERNATIONAL INC.



1000.0
885.0
815.0
765.0
725.0
690.0
660.0
635.0
620.0
600.0
585.0
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555.0
545.0
530.0
520.0
505.0
495.0
485.0
475.0
470.0
460.0
455.0
450.0
440.0
435.0
425.0
420.0
410.0
405.0
400.0
395.0
390.0
380.0
375.0
370.0
365.0
360.0
355.0
350.0
345.0
340.0
335.0
325.0
320.0
315.0
310.0
305.0
300.0
295.0
290.0
285.0
275.0
270.0
265.0
260.0
250.0
240.0
230.0
225.0
215.0
200.0
185.0

RESISTIVITY 35250 Hz
ohm*m

SURVEY SPECIFICATIONS
-Line spacing: 50 and 100 m (±10 m)
-Mean terrain clearance: 30 m (±10 m)
-Line direction: N-S
-Tieline direction: W-E
-Survey date: September 10 to 12, 2006

GEODETIC SPECIFICATIONS
-Map projection: UTM
-Datum: NAD-83 (Canada Mean)
-UTM zone: 17 north
-Central meridian: 81° west

AIRCRAFT
-Bell 206B, callsign: C-GVHV
-Aircraft elevation (MTC): 60 m (nominal)
-Average aircraft speed: 22 m/sec
-GPS receiver: Trimble AgGPS (WAAS)
-GPS sample rate: 1.0 s

AIRBORNE EM SYSTEM SPECIFICATIONS
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-High dynamic range: 24-bit A/D conversion
-Sampling rate: 30 Hz
-Total length: 634 cm
-Weight: 110 kg
-Tow cable length: 30 m
-Power supply: 28 VDC
-Horizontal coplanar transmitter-receiver pairs
-Tx-Rx separation: 510 cm
-Transmitter moment: 400 Axm^2 at 330 Hz

PROCESSING SPECIFICATIONS
-Microlevelling of grid (DC Shift)
-Apparent resitivity algorithm using pseudo-layer half-space model

Legend
- contour interval 5 ohm-m
- contour interval 25 ohm-m
- contour interval 100 ohm-m

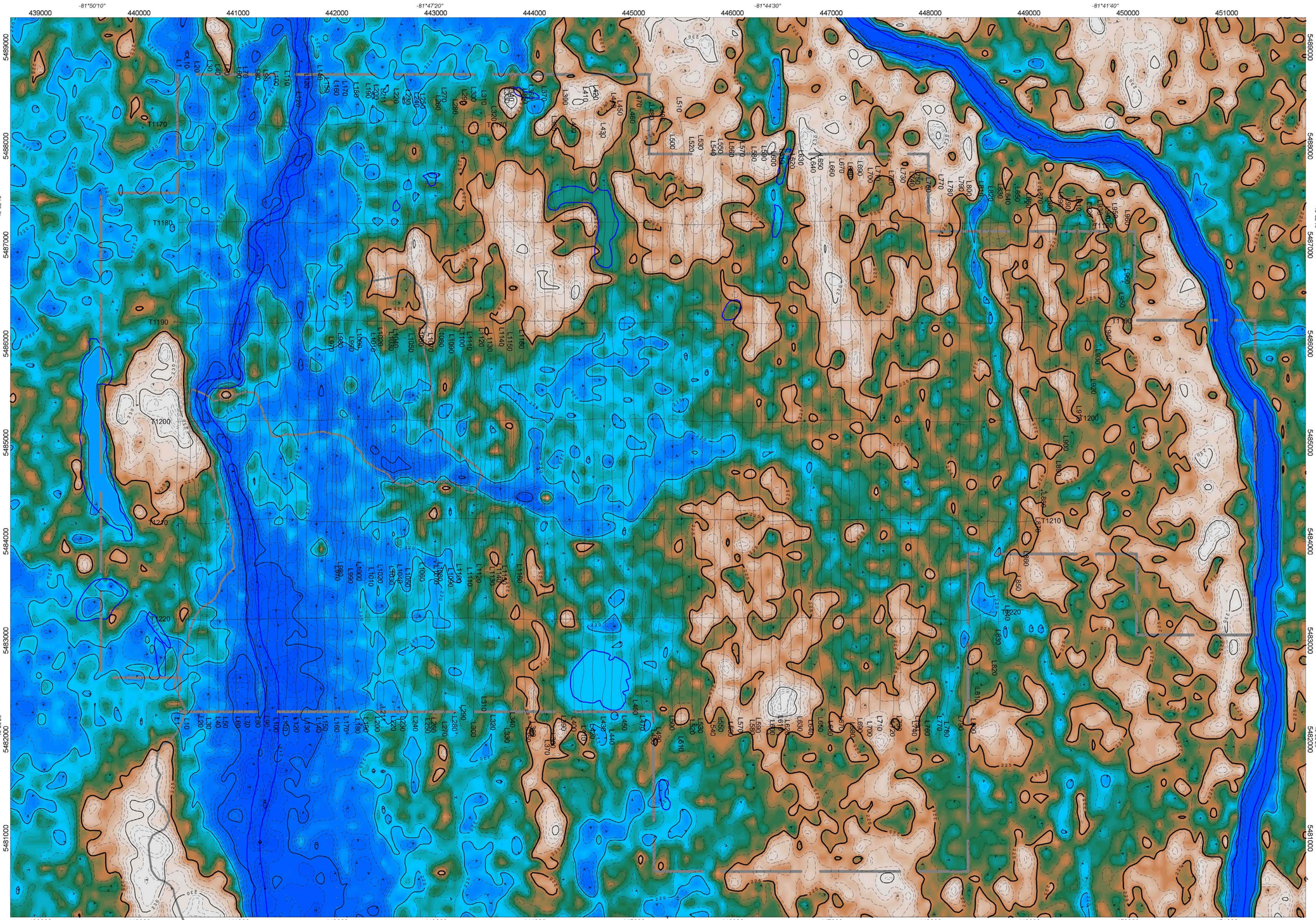
Scale 1:20000
250 0 250 500 750 1000 1250 1500
metres
NAD83 / UTM zone 17N

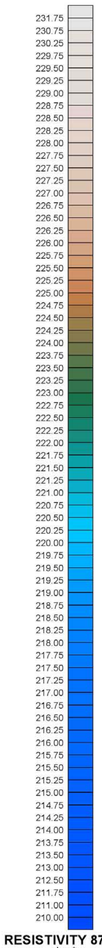
ELORO RESOURCES LTD

HELICOPTER-BORNE
APPARENT RESISTIVITY 35250 Hz
HURDMAN TWP PROJECT

Contract: M-06243 — Date: October 2006
Scale 1 : 20000 — Drawing: 06-10-061-00
Prepared by I. D'Amours, Eng. — Approved by R. Paul, Eng.

GEOPHYSICS GPR INTERNATIONAL INC.





Scale 1:20000

250 0 250 500 750 1000 1250 1500

metres

NAD83 / UTM zone 17N

SURVEY SPECIFICATIONS
-Line spacing: 50 and 100 m (±10 m)
-Line direction: N-S
-Tieline direction: W-E
-Survey date: September 10 to 12, 2006

GEODETIC SPECIFICATIONS
-Map projection: UTM
-Datum: NAD-83 (Canada Mean)
-UTM zone: 17 north
-Central meridian: 81° west

AIRCRAFT
-Bell 206B, callsign: C-GVHX
-Aircraft elevation (MTC): 60 m (nominal)
-Average aircraft speed: 22 m/sec
-GPS receiver: Trimble AgGPS (WAAS)
-GPS sample rate: 1.0 s

PROCESSING SPECIFICATIONS
-DTM based on Satellite Topographic radar Mission from GSC.

Legend

contour interval 1 m

contour interval 5 m

contour interval 25 m

ELORO RESOURCES LTD

HELICOPTER-BORNE
STRM DIGITAL TERRAIN MODEL (m) WITH FLIGHT PATH
HURDMAN TWP PROJECT

Contract: M-06243 — Date: October 2006
Scale 1 : 20000 — Drawing: 06-10-062-00
Prepared by I. D'Amours, Eng. — Approuved by R. Paul, Eng.

GEOPHYSICS GPR INTERNATIONAL INC.