Report on a Helicopter-Borne AeroTEM II Electromagnetic & Magnetometer Survey

Aeroquest Job # 07040

Argentia Ridge Project

North Eastern Ontario
NTS 031M03,04

For

Adroit Resources

by

AEROQUEST LIMITED

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Novemeber, 2006

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2. INTRODUCTION

This report describes a helicopter-borne geophysical survey carried out on behalf of Adroit Resources Inc. on the Argentia Ridge Project, South Lorraine Township, north-eastern Ontario.

The principal geophysical sensor is Aeroquest's exclusive AeroTEM II time domain helicopter electromagnetic system which is employed in conjunction with a high-sensitivity cesium vapour magnetometer. Ancillary equipment includes a real-time differential GPS navigation system, radar altimeter, video recorder, and a base station magnetometer. Full-waveform streaming EM data is recorded at 38,400 samples per second. The streaming data comprise the transmitted waveform, and the X component and Z component of the resultant field at the receivers. A secondary acquisition system (RMS) records the ancillary data.

The total line kilometres presented in the maps and data totalled 240.9 of which 230.5 km fell within the defined project areas (Appendix 1). The survey flying described in this report took place on October 3rd, 2006.

3. SURVEY AREA

The project area is located on 100 km north of North Bay and 40 km southeast of New Liskeard, in South Lorraine Township near the Ontario-Quebec Border (Figure 1. Location map of the project area.The field crew, helicopter and geophysical equipment was based in New Liskeard

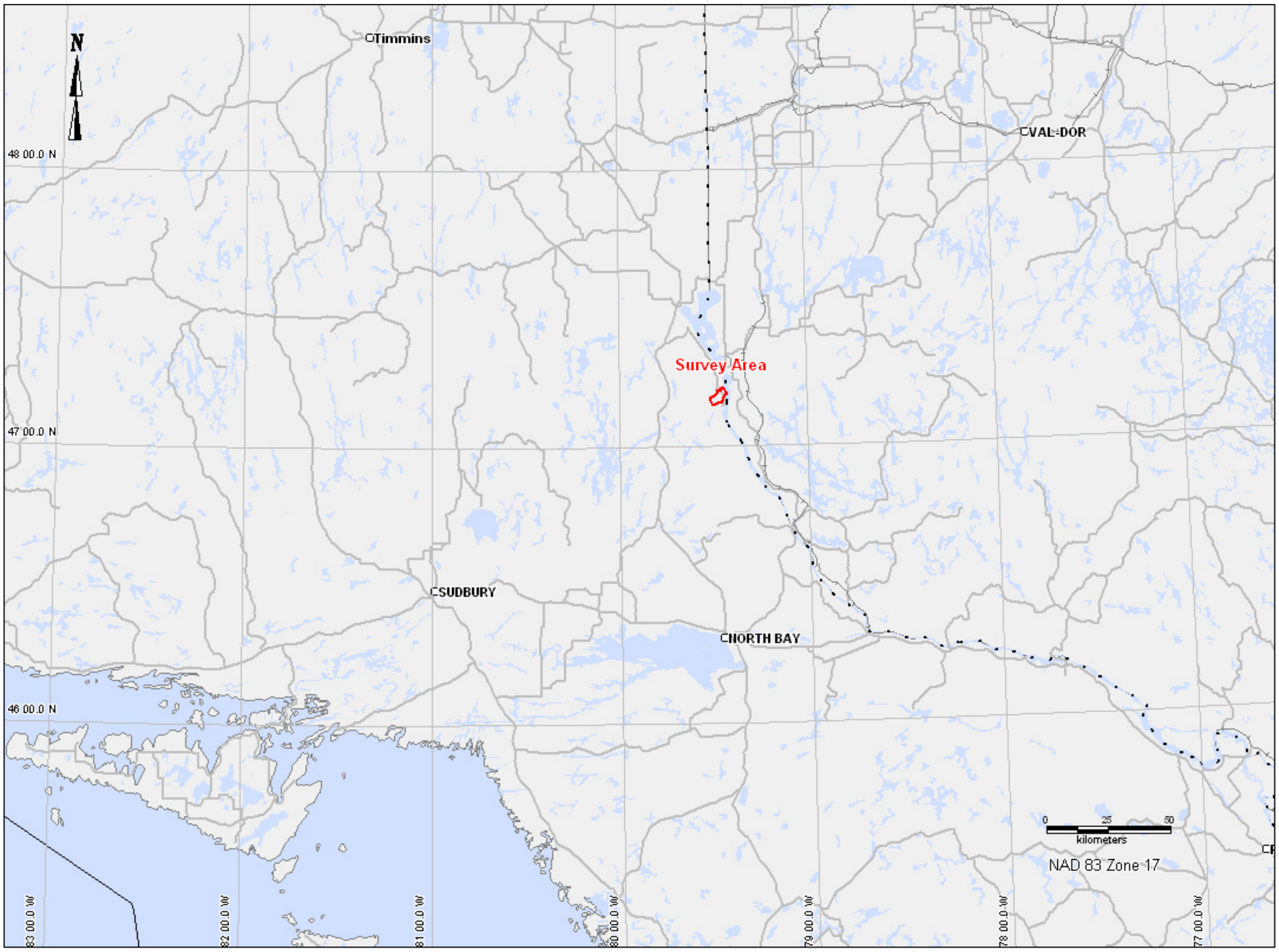


Figure 1. Location map of the project area.

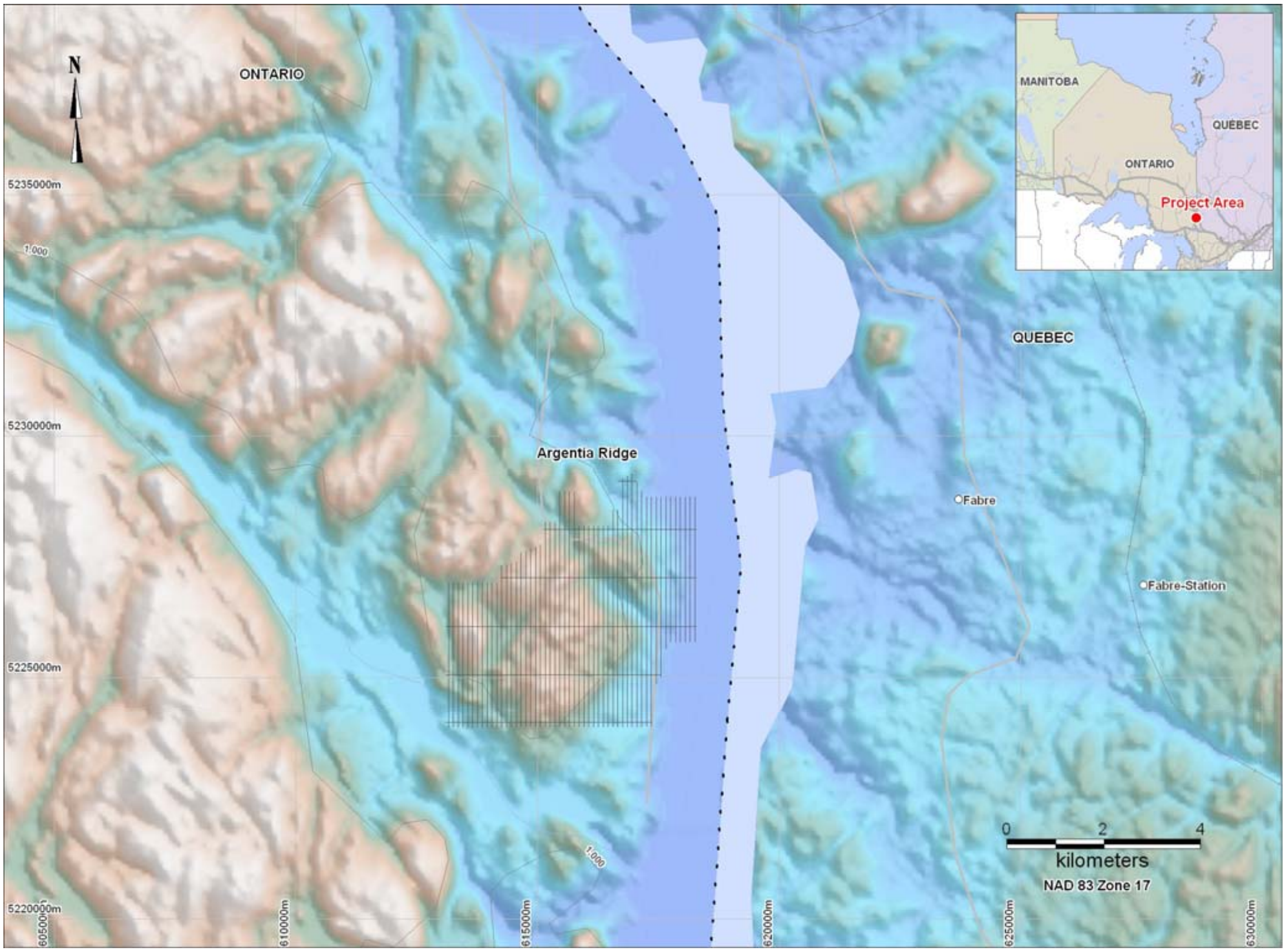


Figure 2. Project Flight Path and regional topography

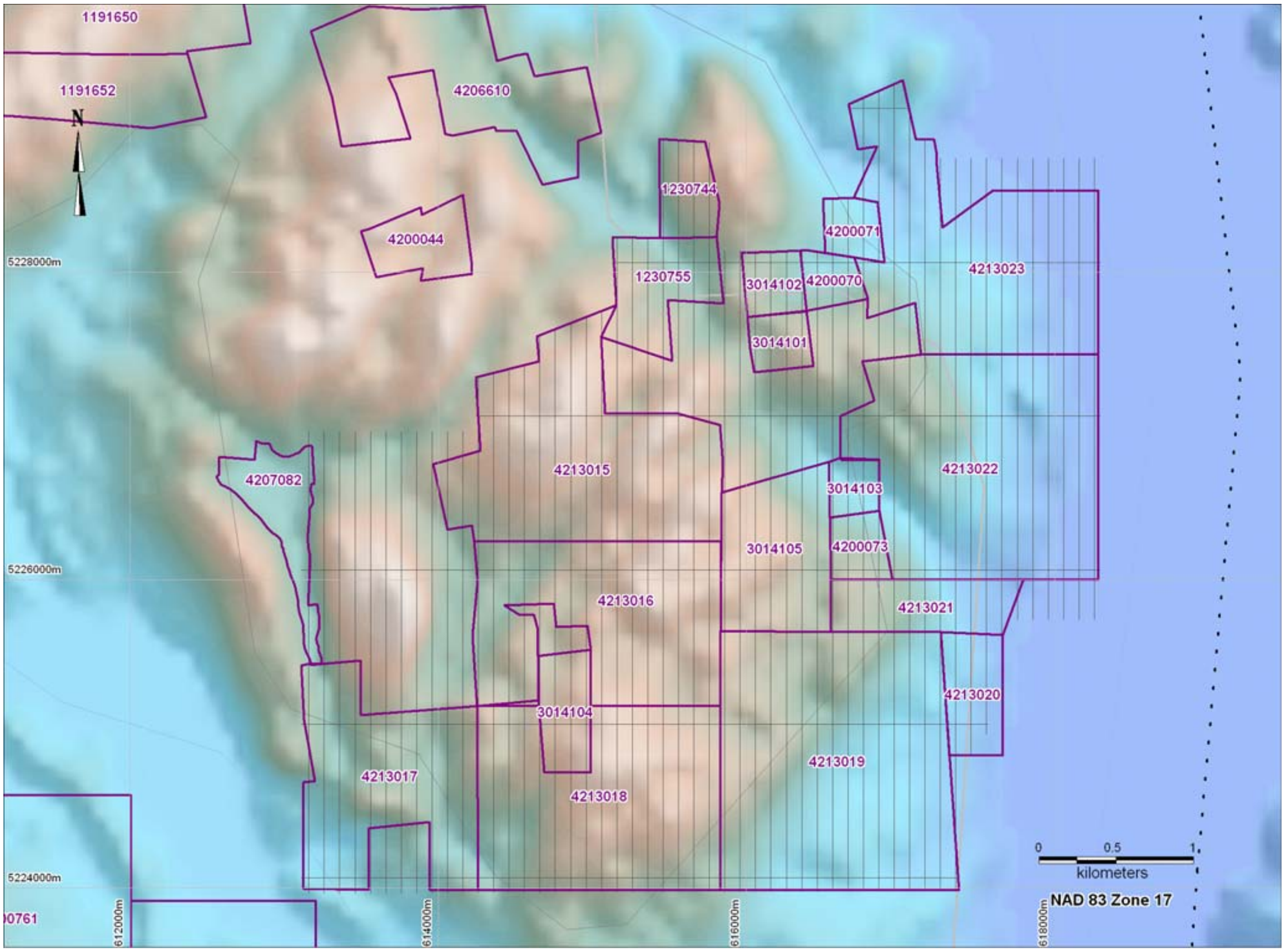


Figure 3. Project Flight Path and mining claims

4. SURVEY SPECIFICATIONS AND PROCEDURES

The survey specifications are summarized in the following table:

Survey Block	Line Spacing (m)	Line direction	Survey Coverage (line-km)	Dates Flown
Argentia Ridge	100	N-S (0º)	240.9	October 3, 2006

The survey coverage was calculated by adding up the along-line distance of the survey lines and control (tie) lines as presented in the final Geosoft database. The survey was flown with a line spacing of 100 m. The control (tie) lines were flown perpendicular to the survey lines with a spacing of 1 km. The nominal EM bird terrain clearance is 30m, but can be higher in more rugged terrain due to safety considerations and the capabilities of the aircraft. The magnetometer sensor is mounted in a smaller bird connected to the tow rope 17 metres above the EM bird and 21 metres below the helicopter (Figure 5). Nominal survey speed over relatively flat terrain is 75 km/hr and is generally lower in rougher terrain. Scan rates for ancillary data acquisition is 0.1 second for the magnetometer and altimeter, and 0.2 second for the GPS determined position. The EM data is acquired as a data stream at a sampling rate of 38,400 samples per second and is processed to generate final data at 10 samples per second. The 10 samples per second translates to a geophysical reading about every 1.5 to 2.5 metres along the flight path.

4.1. Navigation

Navigation is carried out using a GPS receiver, an AGNAV2 system for navigation control, and an RMS DGR-33 data acquisition system which records the GPS coordinates. The x-y-z position of the aircraft, as reported by the GPS, is recorded at 0.2 second intervals. The system has a published accuracy of under 3 metres. A recent static ground test of the Mid-Tech WAAS GPS yielded a standard deviation in x and y of under 0.6 metres and for z under 1.5 metres over a two-hour period.

4.2. System Drift

Unlike frequency domain electromagnetic systems, the AeroTEM II system has negligible drift due to thermal expansion. The operator is responsible for ensuring the instrument is properly warmed up prior to departure and that the instruments are operated properly throughout the flight. The operator maintains a detailed flight log during the survey noting the times of the flight and any unusual geophysical or topographic features. Each flight included at least two high elevation ‘background’ checks. During the high elevation checks, an internal 5 second wide calibration pulse in all EM channels was generated in order to ensure that the gain of the system remained constant and within specifications.

4.3. Field QA/QC Procedures

On return of the pilot and operator to the base, usually after each flight, the AeroDAS streaming EM data and the RMS data are carried on removable hard drives and FlashCards, respectively and transferred to the data processing work station. At the end of each day, the base station magnetometer data on FlashCard is retrieved from the base station unit.

Data verification and quality control includes a comparison of the acquired GPS data with the flight plan; verification and conversion of the RMS data to an ASCII format XYZ data file; verification of the base station magnetometer data and conversion to ASCII format XYZ data; and loading, processing and conversion of the steaming EM data from the removable hard drive. All data is then merged to an ASCII XYZ format file which is then imported to an Oasis database for further QA/QC and for the production of preliminary EM, magnetic contour, and flight path maps.

Survey lines which show excessive deviation from the intended flight path are re-flown. Any line or portion of a line on which the data quality did not meet the contract specification was noted and reflown.

5. AIRCRAFT AND EQUIPMENT

5.1. Aircraft

A Eurocopter (Aerospatiale) AS350BA "A-Star" helicopter - registration C-GVDE was used as survey platform (Figure 4). The helicopter was owned and operated by Wendake Helicopters, Quebec. The survey aircraft was flown at a nominal terrain clearance of 220 ft (70 m).

Figure 4. Survey helicopter C-GVDE (AS350BA).

5.2. Magnetometer

The Aeroquest airborne survey system employs the Geometrics G-823A cesium vapour magnetometer sensor installed in a two metre towed bird airfoil attached to the main tow line, 17 metres below the helicopter (Figure 5A). The sensitivity of the magnetometer is 0.001 nanoTesla at a 0.1 second sampling rate. The nominal ground clearance of the magnetometer bird is 51 metres (170 ft.). The magnetic data is recorded at 10Hz by the RMS DGR-33.

5.3. Electromagnetic System

The electromagnetic system is an AeroQuest AeroTEM© II time domain towed-bird system (Figure 5B). The current AeroTEM© transmitter dipole moment is 38.8 kNIA. The AeroTEM bird is towed 38 m (125 ft) below the helicopter. More technical details of the system may be found in Appendix 4.

The wave-form is triangular with a symmetric transmitter on-time pulse of 1.10 ms and a base frequency of 150 Hz (Figure 6). The current alternates polarity every on-time pulse. During every Tx on-off cycle (300 per second), 128 contiguous channels of raw x and z component (and a transmitter current monitor, itx) of the received waveform are measured. Each channel width is 26.04 microseconds starting at the beginning of the transmitter pulse. This 128 channel data is referred to as the raw streaming data. The AeroTEM© system has two separate EM data recording streams, the conventional RMS DGR-33 and the AeroDAS system which records the full waveform.

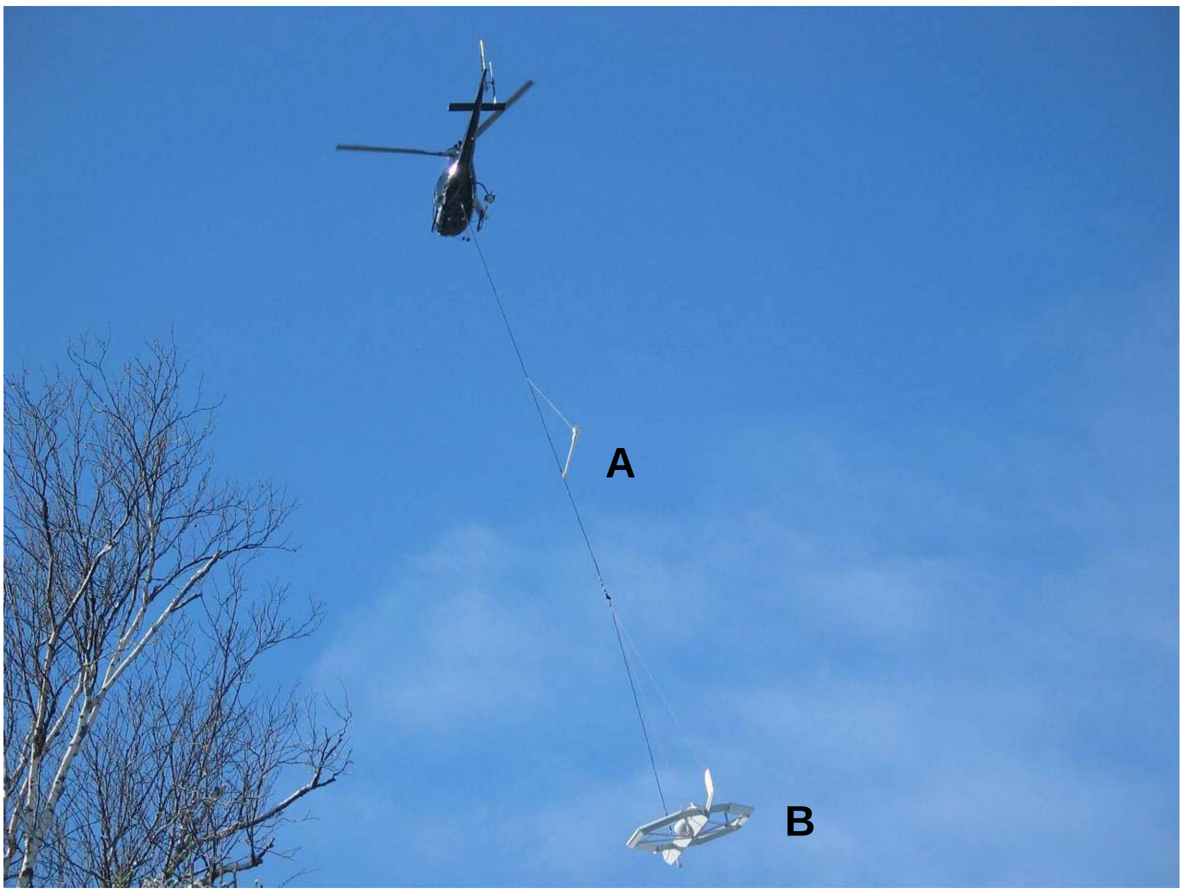


Figure 5. The magnetometer bird (A) and AeroTEM II EM bird (B)

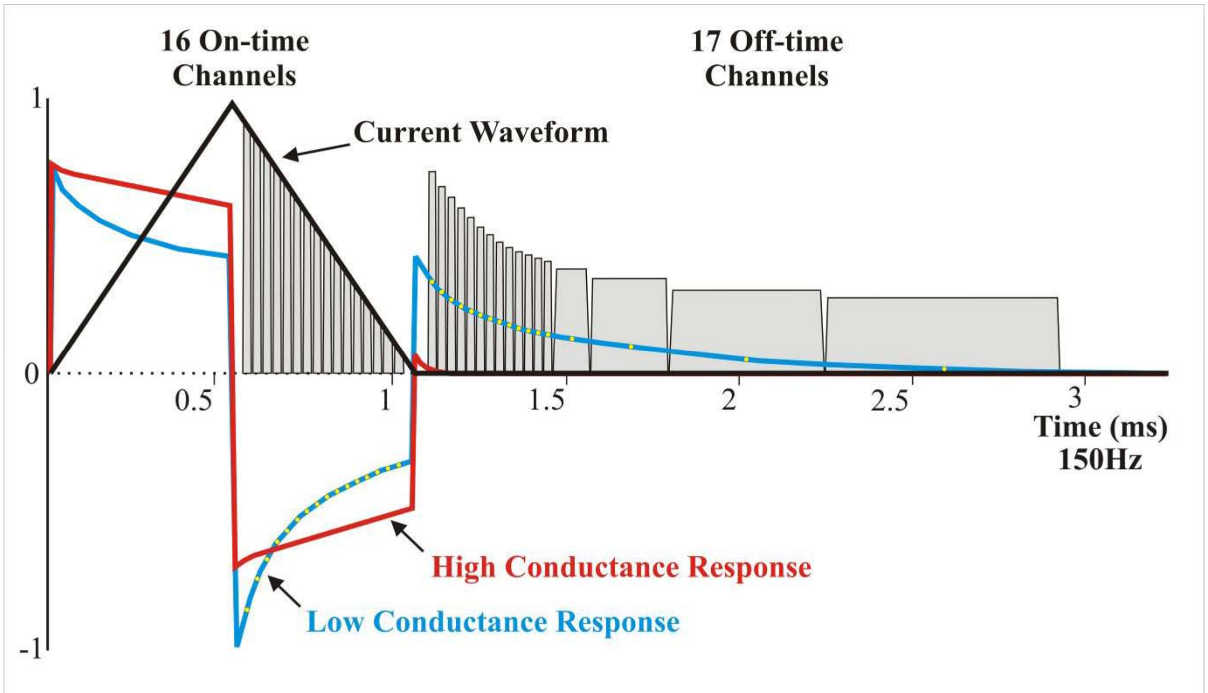


Figure 6. Schematic of Transmitter and Receiver waveforms

5.4. AERODAS Acquisition System

The 128 channels of raw streaming data are recorded by the AeroDAS acquisition system (Figure 7) onto a removable hard drive. The streaming data are processed post-survey to yield 33 stacked and binned on-time and off-time channels at a 10 Hz sample rate. The timing of the final processed EM channels is described in the following table:

Channel:	Start Gate	End Gate	Start (us)	Stop (us)	Mid (us)	Width (us)
1 ON	25	25	651.0	677.0	664.0	26.0
2 ON	26	26	677.0	703.1	690.1	26.0
3 ON	27	27	703.1	729.1	716.1	26.0
4 ON	28	28	729.1	755.2	742.1	26.0
5 ON	29	29	755.2	781.2	768.2	26.0
6 ON	30	30	781.2	807.2	794.2	26.0
7 ON	31	31	807.2	833.3	820.3	26.0
8 ON	32	32	833.3	859.3	846.3	26.0
9 ON	33	33	859.3	885.4	872.3	26.0
10 ON	34	34	885.4	911.4	898.4	26.0
11 ON	35	35	911.4	937.4	924.4	26.0
12 ON	36	36	937.4	963.5	950.5	26.0
13 ON	37	37	963.5	989.5	976.5	26.0
14 ON	38	38	989.5	1015.6	1002.5	26.0
15 ON	39	39	1015.6	1041.6	1028.6	26.0

16 ON	40	40	1041.6	1067.6	1054.6	26.0
0 OFF	44	44	1145.8	1171.8	1158.8	26.0
1 OFF	45	45	1171.8	1197.8	1184.8	26.0
2 OFF	46	46	1197.8	1223.9	1210.9	26.0
3 OFF	47	47	1223.9	1249.9	1236.9	26.0
4 OFF	48	48	1249.9	1276.0	1262.9	26.0
5 OFF	49	49	1276.0	1302.0	1289.0	26.0
6 OFF	50	50	1302.0	1328.0	1315.0	26.0
7 OFF	51	51	1328.0	1354.1	1341.1	26.0
8 OFF	52	52	1354.1	1380.1	1367.1	26.0
9 OFF	53	53	1380.1	1406.2	1393.1	26.0
10 OFF	54	54	1406.2	1432.2	1419.2	26.0
11 OFF	55	55	1432.2	1458.2	1445.2	26.0
12 OFF	56	56	1458.2	1484.3	1471.3	26.0
13 OFF	57	60	1484.3	1588.4	1536.4	104.2
14 OFF	61	68	1588.4	1796.8	1692.6	208.3
15 OFF	69	84	1796.8	2213.4	2005.1	416.6
16 OFF	85	110	2213.4	2890.4	2551.9	677.0

5.5. RMS DGR-33 Acquisition System

In addition to the magnetics, altimeter and position data, six channels of real time processed off-time EM decay in the Z direction and one in the X direction are recorded by the RMS DGR-33 acquisition system at 10 samples per second and plotted real-time on the analogue chart recorder. These channels are derived by a binning, stacking and filtering procedure on the raw streaming data. The primary use of the RMS EM data (Z1 to Z6, X1) is to provide for real-time QA/QC on board the aircraft.

The channel window timing of the RMS DGR-33 6 channel system is described in the table below.

RMS Channel	Start time (microsec)	End time (microsec)	Width (microsec)	Streaming Channels
Z1, X1	1269.8	1322.8	52.9	48-50
Z2	1322.8	1455.0	132.2	50-54
Z3	1428.6	1587.3	158.7	54-59
Z4	1587.3	1746.0	158.7	60-65
Z5	1746.0	2063.5	317.5	66-77
Z6	2063.5	2698.4	634.9	78-101

Figure 7. AeroTEM II Instrument Rack. Includes (AeroDAS system and RMS DGR-33 and AeroTEM power supply, data acquisition computer and AG-NAV2 navigation)

5.6. Magnetometer Base Station

The base magnetometer was a Geometerics G-858 cesium vapour magnetometer. Data logging and UTC time syncronisation was carried out within an external data logging computer, with an external GPS providing the timing signal. That data logging was configured to measure at 0.1 second intervals (10Hz). Digital recording resolution was 0.001 nT. The sensor was placed on a tripod in an area free of cultural noise sources. A continuously updated display of the base station values was available for viewing and regularly monitored to ensure acceptable data quality and diurnal levels.

5.7. Radar Altimeter

A Terra TRA 3500/TRI-30 radar altimeter is used to record terrain clearance. The antenna was mounted on the outside of the helicopter beneath the cockpit. The recorded data represents the height of the antenna, i.e. helicopter, above the ground. The Terra altimeter has an altitude accuracy of +/- 1.5 metres.

5.8. Video Tracking and Recording System

A high resolution colour digital video camera is used to record the helicopter ground flight path along the survey lines. The video is digitally annotated with GPS position and time and can be used to verify ground positioning information and cultural causes of anomalous geophysical responses.

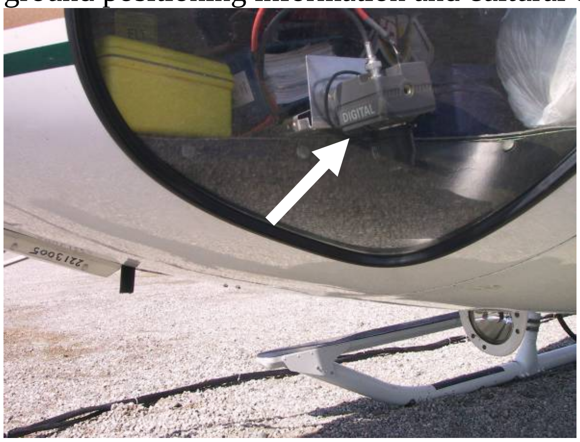


Figure 8. Digital video camera typical mounting location.

5.9. GPS Navigation System

The navigation system consists of an Ag-Nav Incorporated AG-NAV2 GPS navigation system comprising a PC-based acquisition system, navigation software, a deviation indicator in front of the aircraft pilot to direct the flight, a full screen display with controls in front of the operator, a Mid-Tech RX400p WAAS-enabled GPS receiver mounted on the instrument rack and an antenna mounted on the magnetometer bird. WAAS (Wide Area Augmentation System) consists of approximately 25 ground reference stations positioned across the United States that monitor GPS satellite data. Two master stations, located on the east and west coasts, collect data from the reference stations and create a GPS correction message. This correction accounts for GPS satellite orbit and clock drift plus signal delays caused by the atmosphere and ionosphere. The corrected differential message is then broadcast through one of two geostationary satellites, or satellites with a fixed position over the equator. The corrected position has a published accuracy of under 3 metres. A recent static ground test of the Mid-Tech WAAS GPS yielded a standard deviation in x and y of under 0.6 metres and for z under 1.5 metres over a two-hour period.

Survey co-ordinates are set up prior to the survey and the information is fed into the airborne navigation system. The co-ordinate system employed in the survey design was WGS84 [World] using the UTM zone 17N projection. The real-time differentially corrected GPS positional data was recorded by the RMS DGR-33 in geodetic coordinates (latitude and longitude using WGS84) at 0.2 second intervals.

5.10. Digital Acquisition System

The AeroTEM© received waveform sampled during on and off-time at 128 channels per decay, 300 times per second, was logged by the proprietary AeroDAS data acquisition system. The channel sampling commences at the start of the Tx cycle and the width of each channel is 26.04 microseconds. The streaming data was recorded on a removable hard-drive and was later backed-up onto DVD-ROM from the field-processing computer.

The RMS Instruments DGR33A data acquisition system was used to collect and record the analogue data stream, i.e. the positional and secondary geophysical data, including processed 6 channel EM, magnetics, radar altimeter, GPS position, and time. The data was recorded on 128Mb capacity FlashCard. The RMS output was also directed to a thermal chart recorder.

6. PERSONNEL

The following Aeroquest personnel were involved in the project:
- Manager of Operations: Bert Simon
- Field Data Processors: Chris Brown
- Field Operator: Cris Kozakj

  Manarger of Data Processing and Interpretation: Jonathan Rudd
- Data Interpretation and Reporting: Matt Pozza

The survey pilot Steve Grois-Louis was employed directly by the helicopter operator – Wendake Helicopters, Quebec.

7. DELIVERABLES

7.1. Hardcopy Map Products

The report includes a set of four (4) 1:10,000 maps. Four (4) geophysical data products are presented:.

- MAG Coloured Total Magnetic Intensity (TMI) with line contours and EM anomalies
- ZOFF AeroTEM Off-Time Z0 colour grid with line contours and EM anomalies
- AeroTEM Off-Time Profiles (Z0-Z10) and EM anomalies
- Calculated 3-D Analytic Signal (Colour) Overlain on shaded tilt derivative of the TMI

The coordinate/projection system for the maps is NAD83 Universal Transverse Mercator Zone 17 (for Canada; Central America; Mexico; USA (ex Hawaii Aleutian Islands)). For reference, the latitude and longitude in WGS84 are also noted on the maps. All the maps show flight path trace, skeletal topography, and conductor picks represented by an anomaly symbol classified according to calculated on-time conductance. The anomaly symbol is accompanied by postings denoting the calculated off-time conductance, a thick or thin classification and an anomaly identifier label. The anomaly symbol legend is given in the margin of the maps. The magnetic field data is presented as superimposed line contours with a minimum contour interval of 10 nT.

7.2. Digital Deliverables

Final Database of Survey Data (.GDB, .XYZ)

The geophysical profile data is archived digitally in Geosoft GDB binary format database(s). The databases has also been exported into Geosoft XYZ format, which is text file format offering greater compatibility with other viewing software. A description of the contents of the individual channels in the database can be found in Appendix 2. A copy of this digital data is archived at the Aeroquest head office in Milton.

- Geosoft Grid files (.GRD)

Leveled Grid products used to generate the geophysical map images. Cell size for all grid files is 25 meters.

- Total Magnetic Intensity (TMI)
- Calculated 3D-Analytci Signal of the TMI (3DAS)
- Tilt Derivate of the TMI (TILT)
- AeroTEM Z Offtime Channel 0 (ZOFF0)

- Digital Versions of Final Maps (.MAP, .PDF)

Map files in Geosoft .map and Adobe PDF format

- Free Viewing Software

Geosoft Oasis Montaj Viewing Software
Adobe Acrobat Reader

- Digital Copy of this Document (.PDF)

8. DATA PROCESSING AND PRESENTATION

All in-field and post-field data processing was carried out using Aeroquest proprietary data processing software, and Geosoft Oasis montaj software. Maps were generated using 36-inch wide Hewlett Packard ink-jet plotters.

8.1. Base Map

The geophysical maps accompanying this report are based on positioning in the datum of NAD83. The survey geodetic GPS positions have been projected using the Universal Transverse Mercator projection in Zone 17N. summary of the map datum and projection specifications are as follows:

- Ellipse: GRS 1980
- Ellipse major axis: 6378137m eccentricity: 0.081819191
- Datum: North American 1983 - Canada Mean
- Datum Shifts (x,y,z) : 0, 0, 0 metres
- Map Projection: Universal Transverse Mercator Zone 17, Central Meridian 81ºW)
- Central Scale Factor: 0.9996
- False Easting, Northing: 500,000m, 0m

8.2. Flight Path & Terrain Clearance

The position of the survey helicopter was directed by use of the Global Positioning System (GPS). Positions were updated five times per second (5Hz) and expressed as WGS84 latitude and longitude calculated from the raw pseudo range derived from the C/A code signal. The instantaneous GPS flight path, after conversion to UTM co-ordinates, is drawn using linear interpolation between the x/y positions. The terrain clearance was maintained with reference to the radar altimeter. The raw Digital Terrain Model (DTM) was derived by taking the GPS survey elevation and subtracting the radar altimeter terrain clearance values. The calculated topography elevation values are relative to WGS84 (GPS) altitude and are not tied in to surveyed geodetic heights.

Each flight included at least two high elevation 'background' checks. During the high elevation checks, an internal 5 second wide calibration pulse in all EM channels was generated in order to ensure that the gain of the system remained constant and within specifications.

8.3. Electromagnetic Data

The raw streaming data, sampled at a rate of 38,400 Hz (128 channels, 300 times per second) was reprocessed using a proprietary software algorithm developed and owned by Aeroquest Limited. Processing involves the compensation of the X and Z component data for the primary field waveform. Coefficients for this compensation for the system transient are determined and applied to the stream data. The stream data are then pre-filtered, stacked, binned to the 33 on and off-time channels and checked for the effectiveness of the compensation and stacking processes. The stacked data is then filtered, leveled and split up into the individual line segments. Further base level adjustments may be carried out at this stage.

The final field processing step was to merge the processed EM data with the other data sets into a Geosoft GDB file. The EM fiducial is used to synchronize the two datasets. The processed channels are mergered into 'array format; channels in the final Geosoft database as Zon, Zoff, Xon, and Xoff

The filtering of the stacked data is designed to remove or minimize high frequency noise that can not be sourced from the geology. Apparent bedrock EM anomalies were interpreted with the aid of an auto-pick from positive peaks and troughs in the on-time Z channel responses correlated with X channel responses. The auto-picked anomalies were reviewed and edited by a geophysicist on a line by line basis to discriminate between thin and thick conductor types. Anomaly picks locations were migrated and removed as required. This process ensures the optimal representation of the conductor centres on the maps.

At each conductor pick, estimates of the off-time conductance have been generated based on a horizontal plate source model for those data points along the line where the response amplitude is sufficient to yield an acceptable estimate. Some of the EM anomaly picks do not display a tau value; this is due to the inability to properly define the decay of the conductor usually because of low signal amplitudes. Each conductor pick was then classified according to a set of seven ranges of calculated off-time conductance values. For high conductance sources, the on-time conductance values may be used, since it provides a more accurate measure of high-conductance sources. Each symbol is also given an identification letter label, unique to each flight line. Conductor picks that did not yield an acceptable estimate of off-time conductance due to a low amplitude response were classified as a low conductance source. Please refer to the anomaly symbol legend located in the margin of the maps.

8.4. Magnetic Data

Prior to any leveling the magnetic data was subjected to a lag correction of -0.1 seconds and a spike removal filter. The filtered aeromagnetic data were then corrected for diurnal variations using the magnetic base station and the intersections of the tie lines. No corrections for the regional reference field (IGRF) were applied. The corrected profile data were interpolated on to a grid using a random grid technique with a grid cell size of 25 metres. The final leveled grid provided the basis for threading the presented contours which have a minimum contour interval of 10 nT.

In order to enhance subtle magnetic trends a ‘tilt’ derivative grid was calculated from the total magnetic intensity (TMI) grid. The Tilt Derivative (TDR) of the TMI enhances low amplitude and small wavelength magnetic features which define shallow basement structures as well as potential mineral exploration targets. The TILT derivative can be though of as a combination of the first vertical derivative and the total horizontal derivative of the total magnetic intensity.

Mathematically, the TDR is defined as:

$$TDR = \arctan\left(\frac{VDR}{THDR}\right)$$

, where VDR and THDR are first vertical and total horizontal derivatives, respectively, of the total magnetic intensity T.

$$VDR = \frac{dT}{dz}$$

$$THDR = \sqrt{\left(\frac{dT}{dx}\right)^2 + \left(\frac{dT}{dy}\right)^2}$$

Due to the nature of the arctan trigonometric function in the filter, all amplitudes are restricted to $+\pi/2$ and $-\pi/2$ radians. This gives the Tilt derivative the added advantage of acting like an automatic gain control (AGC) filter. The calculated TDR is included as a grid file in the included digital archive.

The “3-D analytic signal” (3DAS), or total magnetic gradient, is a high resolution magnetic data form. Its primary advantage is that positive peaks in the data will directly correlate with the centre of the magnetic source, regardless of the Earth's magnetic field orientation, or possible remnant magnetism effects in the source body. This makes it a useful product for diamond exploration.

Mathematically it is described as:

$$3DAS = \sqrt{\frac{dT}{dx}^{2} + \frac{dT}{dy}^{2} + \frac{dT}{dz}^{2}}$$

Where:

T is the observed magnetic field at location (x,y)

The 3-D analytic signal can be though of as a map of magnetisation in the ground. The final grid is presented as a colour image on one of the included 1:20,000 maps. Note that the Analtic signal grid has been overlain on a sun-shaded tilt derivative grid in order to enhance subtle linear trends in the magnetic data.

9. General Comments

The survey was successful in mapping the magnetic and conductive properties of the geology throughout the survey area. Below is a brief interpretation of the results. For a detailed interpretation please contact Aeroquest Limited.

9.1. Magnetic Response

The magnetic data provide a high resolution map of the distribution of the magnetic mineral content of the survey area. This data can be used to interpret the location of geological contacts and other structural features such as faults and zones of magnetic alteration. The sources for anomalous magnetic responses are generally thought to be predominantly magnetite because of the relative abundance and strength of response (high magnetic susceptibility) of magnetite over other magnetic minerals such as pyrrhotite.

9.2. EM Anomalies

The EM anomalies on the maps are classified by conductance (as described earlier in the report) and also by the thickness of the source. A thin, vertically orientated source produces a double peak anomaly in the z-component response and a positive to negative crossover in the x-component response (Figure 9). For a vertically orientated thick source (say, greater than 10m), the response is a single peak in the z-component response and a negative to positive crossover in the x-component response (Figure 10). Because of these differing responses, the AeroTEM system provides discrimination of thin and thick sources and this distinction is indicated on the EM anomaly symbols (N = thin and K = thick). Where multiple, closely spaced conductive sources occur, or where the source has a shallow dip, it can be difficult to uniquely determine the type (thick vs. thin) of the source (Figure 11). In these cases both possible source types may be indicated by picking both thick and thin response styles. For shallow dipping conductors the 'thin' pick will be located over the edge of the source, whereas the 'thick' pick will fall over the downdip 'heart' of the anomaly.

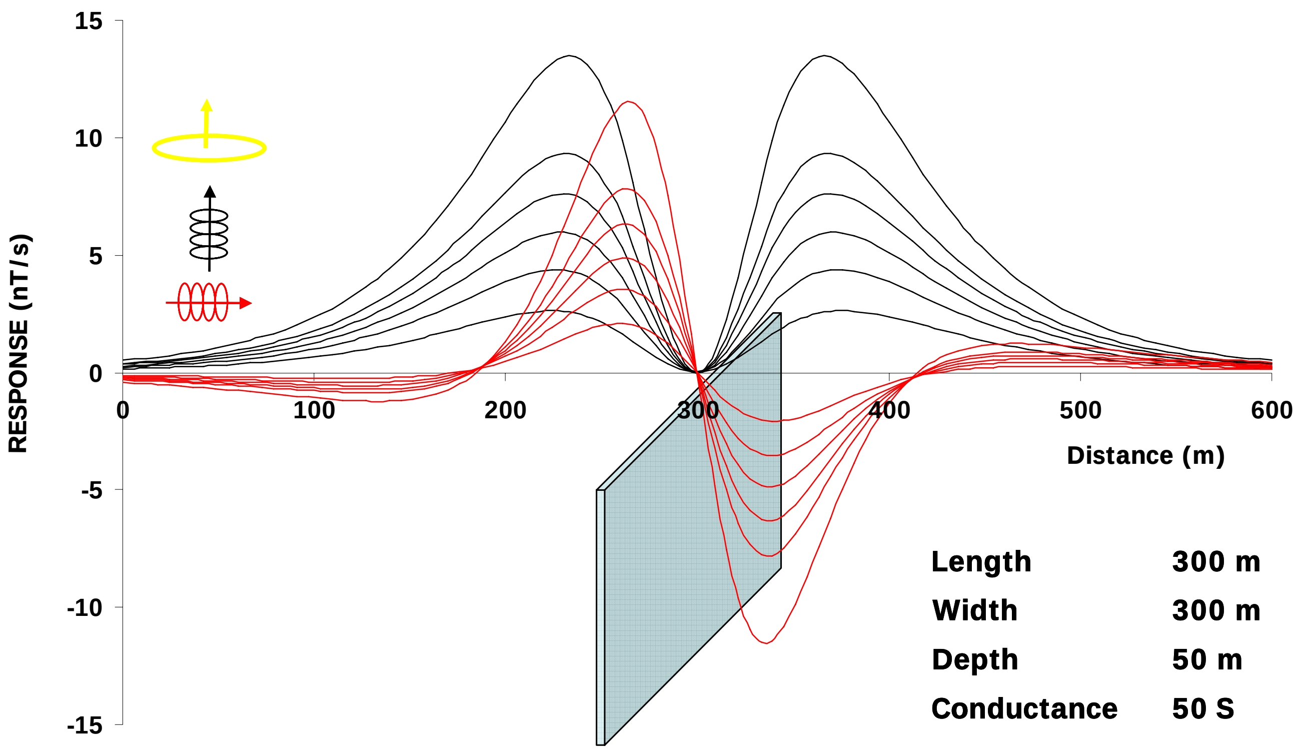


Figure 9. AeroTEM response to a 'thin' vertical conductor.

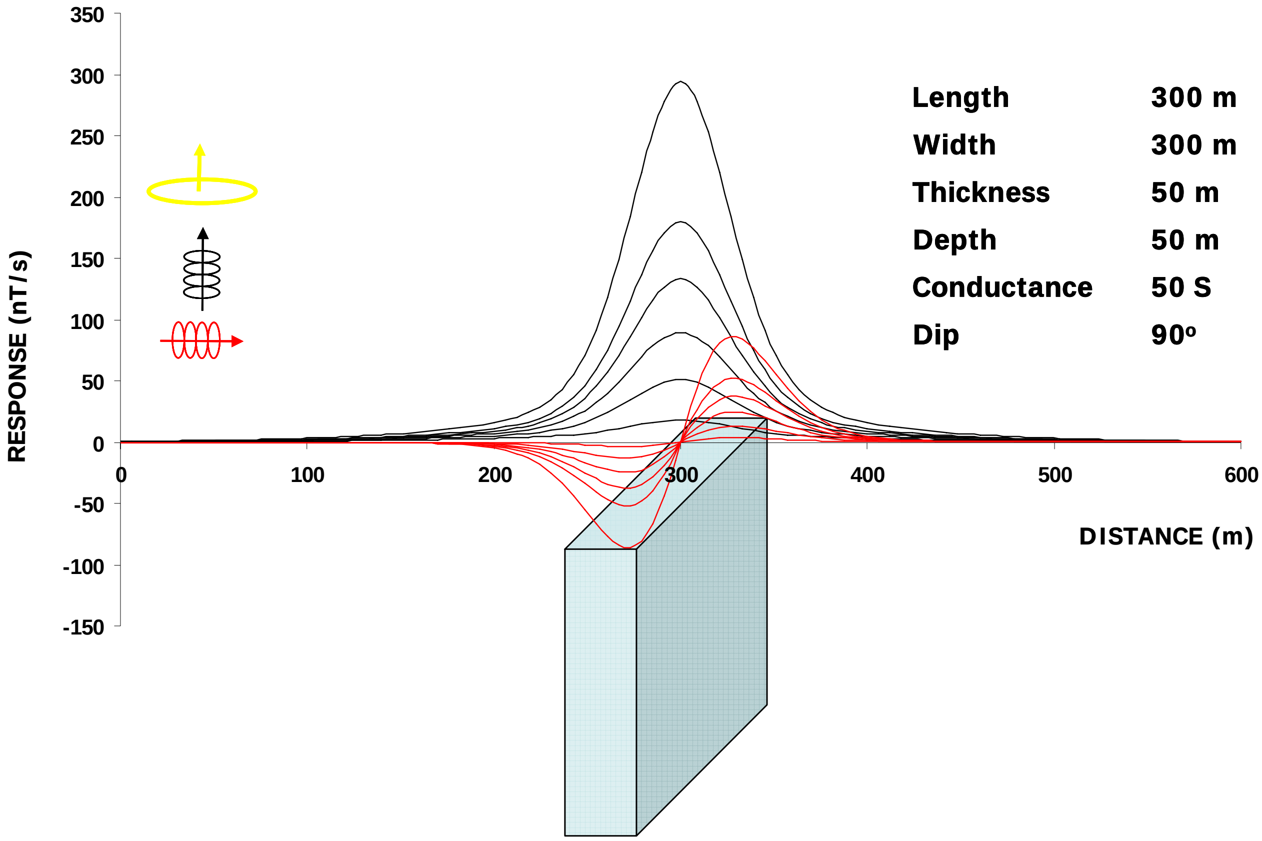


Figure 10. AeroTEM response for a 'thick' vertical conductor.

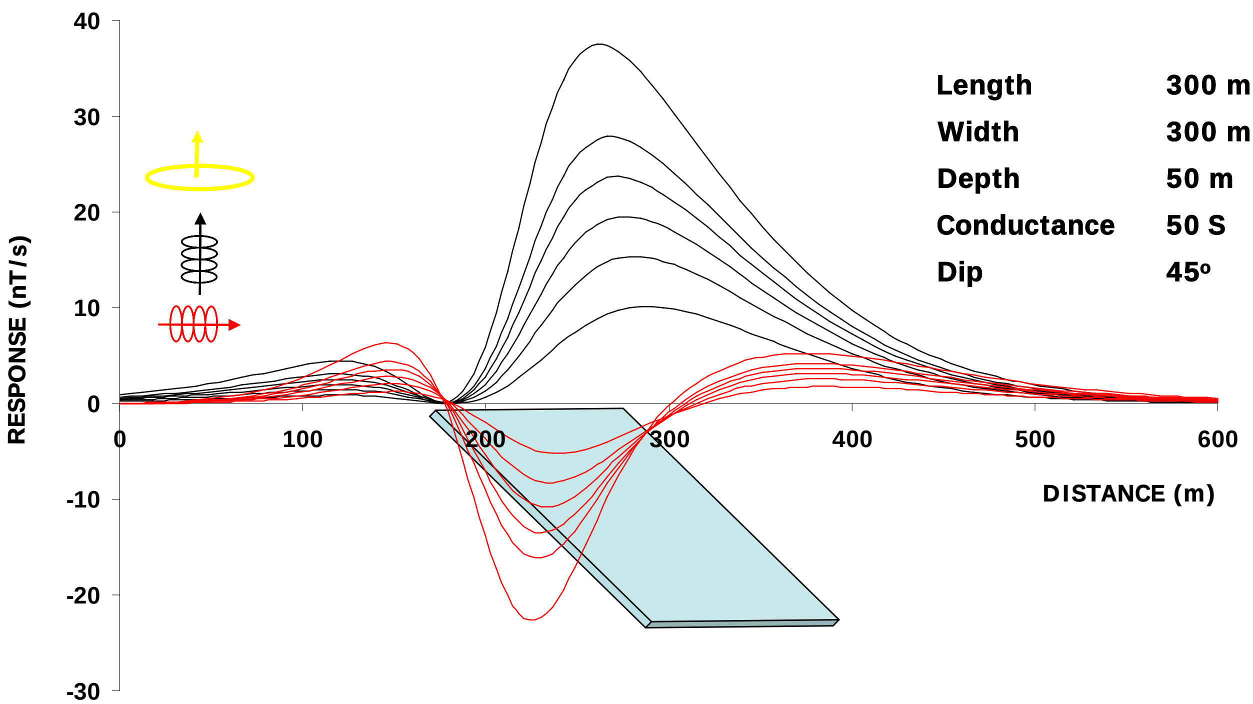


Figure 11. AeroTEM response over a 'thin' dipping conductor.

All cases should be considered when analyzing the interpreted picks and prioritizing for follow-up. Specific anomalous responses which remain as high priority should be subjected to numerical modeling prior to drill testing to determine the dip, depth and probable geometry of the source.

Respectfully submitted,

Matthew Pozza MSc.

Geophysicist
Aeroquest Limited
August, 2006

APPENDIX 1 – PROJECT CORNER COORDINATES

The Project consists of an irregular shaped block with boundaries as defined in the following table. Positions are in UTM Zone 17 – NAD83.

Easting (m)	Northing (m)	
613109.9	5226963.9	AREA CORNER 1
614246.1	5226965.9	AREA CORNER 2
614245.4	5227315.5	AREA CORNER 3
614640.8	5227416.3	AREA CORNER 4
614640.4	5227581.5	AREA CORNER 5
615135.3	5227779.2	AREA CORNER 6
615130.8	5228229.0	AREA CORNER 7
615441.8	5228222.0	AREA CORNER 8
615435.5	5228865.5	AREA CORNER 9
615839.7	5228838.2	AREA CORNER 10
615836.6	5228144.9	AREA CORNER 11
616495.6	5228144.9	AREA CORNER 12
616499.3	5228475.0	AREA CORNER 13
616663.5	5228484.6	AREA CORNER 14
616662.7	5229088.5	AREA CORNER 15
617016.3	5229246.5	AREA CORNER 16
617099.4	5228863.5	AREA CORNER 17
617219.6	5228861.0	AREA CORNER 18
617244.1	5228743.2	AREA CORNER 19
618302.0	5228743.2	AREA CORNER 20
618299.1	5225744.6	AREA CORNER 21
617683.6	5225743.3	AREA CORNER 22
617538.2	5224869.2	AREA CORNER 23
617380.3	5224870.0	AREA CORNER 24
617380.1	5223983.6	AREA CORNER 25
613110.2	5223963.9	AREA CORNER 26

APPENDIX 2 - Description of Database Fields

The GDB file is a Geosoft binary database. In the database, the Survey lines and Tie Lines are prefixed with an "L" for "Line" and "T" for "Tie".

Database (07040_Adroit_final.gdb):

Column	Units	Description
Line		Line number
Flight		Flight #
emfid		AERODAS Fiducial
utctime	hh:mm:ss.ss	UTC time
x	m	UTM Easting (NAD83, zone 17N)
y	m	UTM Northing (NAD83, zone 17N)
bheight	m	Terrain clearance of EM bird
dtm	m	Digital Terrain Model
magf	nT	Final leveled total magnetic intensity
Basemagf	nT	Base station total magnetic intensity
Zon	nT/s	Processed Streaming On-Time Z component Channels 1-16
Zoff	nT/s	Processed Streaming Off-Time Z component Channels 0-16
Xon	nT/s	Processed Streaming On-Time X component Channels 1-16
Xoff	nT/s	Processed Streaming Off-Time X component Channels 0-16
Anom_labels		Alphanumeric label of conductor pick
Off_Con	S	Off-time conductance at conductor pick
Off_Tau	S	Off-time decay constant at conductor pick
Anom_ID	S	Anomaly Character (K= thicK, N = thiN)
grade		Classification from 1-7 based on conductance of conductor pick
pwrline		powrline monitor data channel
Off_allcon	S	Off-time conductance
Off_AllTau	S	Off-time decay constant

APPENDIX 3: AEROTEM ANOMALY LISTING

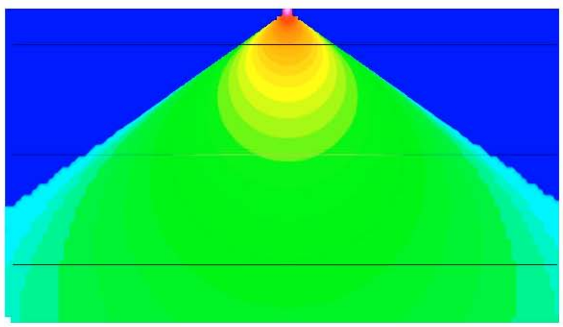
LINE/ANOM	ID	CON	TAU	FLIGHT	UTCTIME	X	Y	B HEIGHT	DTM
10000 A	K	*	*	2	20:25:17.30	613070.80	5226476.08	35.58	281.01
10000 B	K	*	*	2	20:26:40.20	613054.33	5224242.77	46.63	243.80
10010 A	K	*	*	2	20:22:42.40	613160.82	5224847.37	45.39	297.06
10050 A	K	3.62	190.37	2	20:10:47.00	613563.00	5224214.42	43.97	265.56
10050 B	K	*	*	2	20:11:09.30	613557.93	5224636.47	51.06	299.58
10240 A	K	*	*	1	17:23:30.90	615455.34	5228307.06	38.10	276.92
10300 A	K	*	*	1	17:01:39.00	616059.34	5227962.52	41.67	305.81
10320 A	K	*	*	1	16:55:13.30	616259.46	5227591.03	47.00	315.03
10350 H	K	10.74	327.69	1	16:47:00.80	616557.14	5228124.39	49.27	261.35
10380 A	K	*	*	1	16:33:29.00	616862.04	5227818.96	42.62	310.32
10420 A	K	*	*	1	16:17:12.80	617269.85	5227305.14	33.29	288.77
10430 A	K	*	*	1	16:12:08.70	617359.59	5224341.59	41.97	222.34
10440 A	K	*	*	1	16:10:04.10	617452.64	5225876.51	45.91	216.84
10460 A	K	*	*	1	16:02:22.50	617659.99	5227212.06	41.29	228.03
10470 A	K	*	*	1	15:59:27.20	617761.94	5227024.26	45.96	216.81

APPENDIX 4: AEROTEM DESIGN CONSIDERATIONS

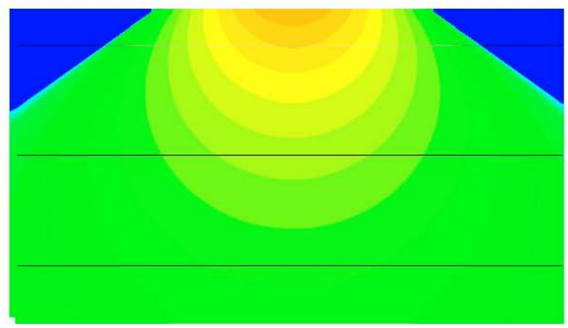
Helicopter-borne EM systems offer an advantage that cannot be matched from a fixed-wing platform. The ability to fly at slower speed and collect data with high spatial resolution, and with great accuracy, means the helicopter EM systems provide more detail than any other EM configuration, airborne or ground-based. Spatial resolution is especially important in areas of complex geology and in the search for discrete conductors. With the advent of helicopter-borne high-moment time domain EM systems the fixed wing platforms are losing their *only* advantage – depth penetration.

Advantage 1 – Spatial Resolution

The AeroTEM system is specifically designed to have a small footprint. This is accomplished through the use of concentric transmitter-receiver coils and a relatively small diameter transmitter coil (5 m). The result is a highly focused exploration footprint, which allows for more accurate "mapping" of discrete conductors. Consider the transmitter primary field images shown in Figure 1, for AeroTEM versus a fixed-wing transmitter.



The footprint of AeroTEM at the earth's surface is roughly 50m on either side of transmitter



The footprint of a fixed-wing system is roughly 150 m on either side of the transmitter

Figure 1. A comparison of the footprint between AeroTEM and a fixed-wing system, highlights the greater resolution that is achievable with a transmitter located closer to the earth's surface. The AeroTEM footprint is one third that of a fixed-wing system and is symmetric, while the fixed-wing system has even lower spatial resolution along the flight line because of the separated transmitter and receiver configuration.

At first glance one may want to believe that a transmitter footprint that is distributed more evenly over a larger area is of benefit in mineral exploration. In fact, the opposite is true; by energizing a larger surface area, the ability to energize and detect discrete conductors is reduced. Consider, for example, a comparison between AeroTEM and a fixed-wing system over the Mesamax Deposit (1,450,000 tonnes of 2.1% Ni, 2.7% Cu, 5.2 g/t Pt/Pd). In a test survey over three flight lines spaced 100 m apart, AeroTEM detected the Deposit on all three flight lines. The fixed-wing system detected the Deposit only on two flight lines. In exploration programs that seek to expand the flight line spacing in an effort to reduce the cost of the airborne survey, discrete conductors such as the Mesamax Deposit can go undetected. The argument often put forward in favor of using fixed-wing systems is that because of their larger footprint, the flight line spacing can indeed be widened. Many fixed-wing surveys are flown at 200 m or 400 m. Much of the survey work performed by Aeroquest has been to survey in areas that were previously flown at these wider line spacings. One of the reasons for AeroTEM's impressive discovery record has been the strategy of flying closely spaced lines and finding all the discrete near-surface conductors. These higher resolution surveys are being flown within existing mining camps, areas that improve the chances of discovery.

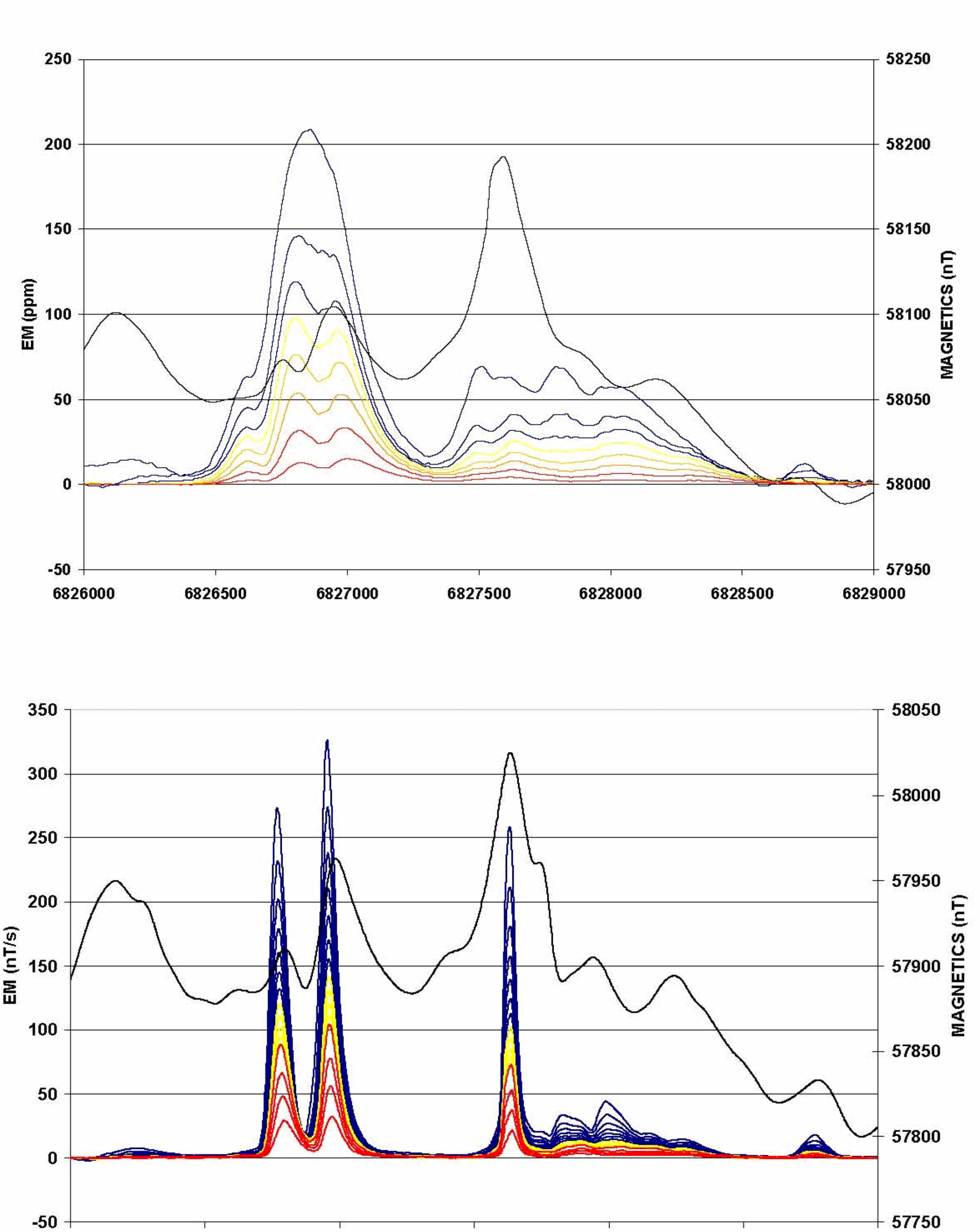


Figure 2. Fixed-wing (upper) and AeroTEM (lower) comparison over the eastern limit of the Mesamax Deposit, a Ni-Cu-PGE zone located in the Raglan nickel belt and owned by Canadian Royalties. Both systems detected the Deposit further to the west where it is closer to surface.

The small footprint of AeroTEM combined with the high signal to noise ratio (S/N) makes the system more suitable to surveying in areas where local infrastructure produces electromagnetic noise, such as power lines and railways. In 2002

Aeroquest flew four exploration properties in the Sudbury Basin that were under option by FNX Mining Company Inc. from Inco Limited. One such property, the Victoria Property, contained three major power line corridors.

The resulting AeroTEM survey identified all the known zones of Ni-Cu-PGE mineralization, and detected a response between two of the major power line corridors but in an area of favorable geology. Three boreholes were drilled to test the anomaly, and all three intersected sulphide. The third borehole encountered 1.3% Ni, 6.7% Cu, and 13.3 g/t TPMs over 42.3 ft. The mineralization was subsequently named the Powerline Deposit.

The success of AeroTEM in Sudbury highlights the advantage of having a system with a small footprint, but also one with a high S/N. This latter advantage is achieved through a combination of a high-moment (high signal) transmitter and a rigid geometry (low noise). Figure 3 shows the Powerline Deposit response and the response from the power line corridor at full scale. The width of power line response is less than 75 m.

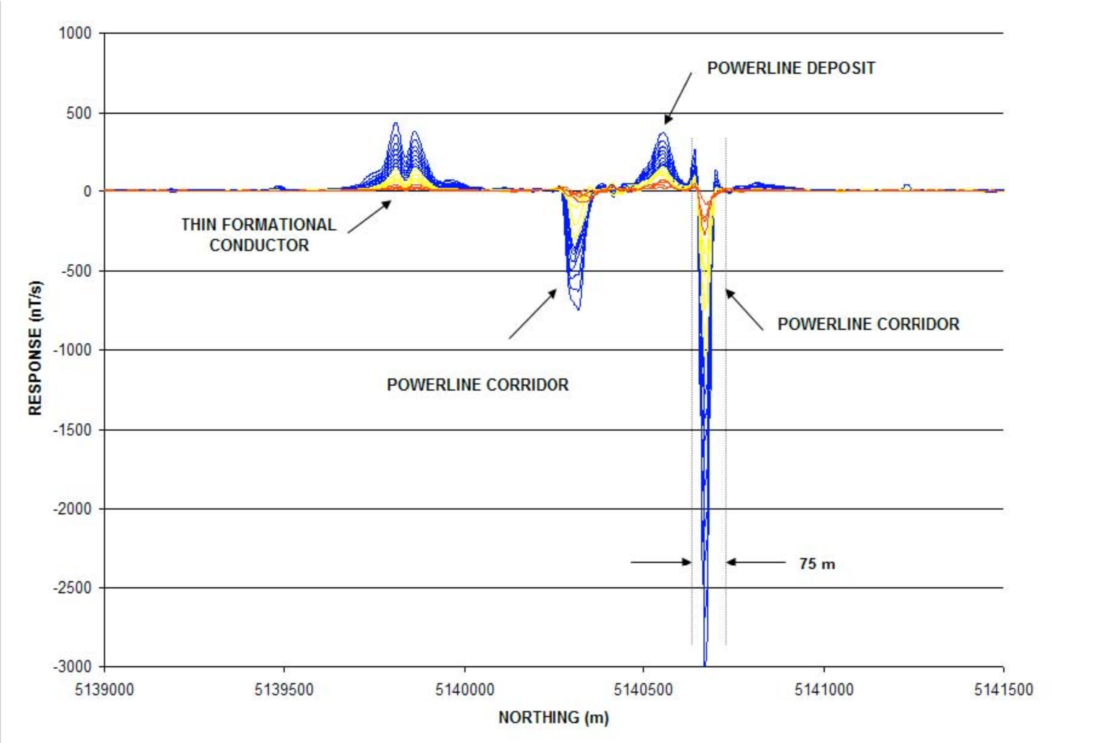


Figure 3. The Powerline Deposit is located between two major power line corridors, which make EM surveying problematic. Despite the strong response from the power line, the anomaly from the Deposit is clearly detected. Note the thin formational conductor located to the south. The only way to distinguish this response from that of two closely spaced conductors is by interpreting the X-axis coil response.

Advantage 2 – Conductance Discrimination

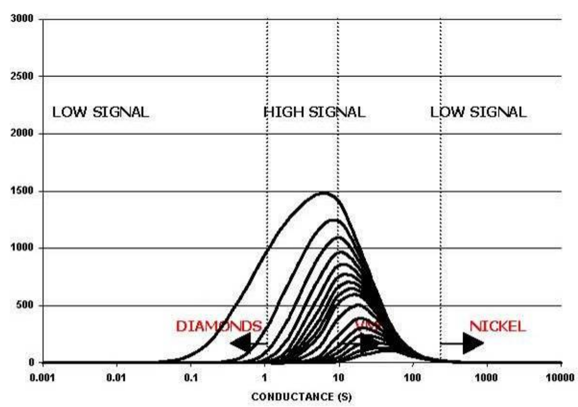
The AeroTEM system features full waveform recording and as such is able to measure the on-time response due to high conductance targets. Due to the processing method (primary field removal), there is attenuation of the response with increasing conductance, but the AeroTEM on-time measurement is still superior to systems that rely on lower base frequencies to detect high conductance targets, but do not measure in the on-time.

The peak response of a conductive target to an EM system is a function of the target conductance and the EM system base frequency. For time domain EM systems that measure only in the off-time, there is a drop in the peak response of a target as the base frequency is lowered for all conductance values below the peak system response. For example, the AeroTEM peak response occurs for a 10 S conductor in the early off-time and 100 S in the late off-time for a 150 Hz base frequency. Because base frequency and conductance form a linear relationship when considering the peak response of any EM system, a drop in base frequency of 50% will double the conductance at which an EM system shows its peak response. If the base frequency were lowered from 150 Hz to 30 Hz there would be a fivefold increase in conductance at which the peak response of an EM occurred.

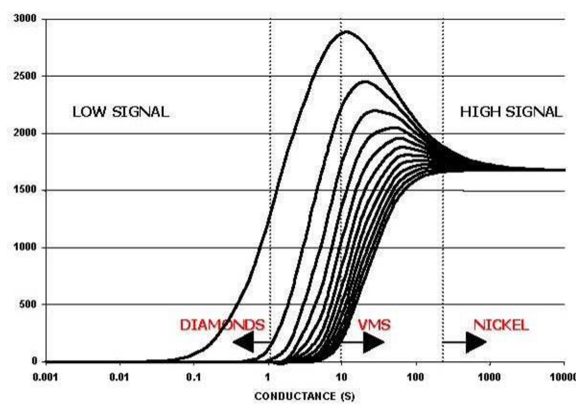
However, in the search for highly conductive targets, such as pyrrhotite-related Ni-Cu-PGM deposits, a fivefold increase in conductance range is a high price to pay because the signal level to lower conductance targets is reduced by the same factor of five. For this reason, EM systems that operate with low base frequencies are not suitable for general exploration unless the target conductance is more than 100 S, or the target is covered by conductive overburden.

Despite the excellent progress that has been made in modeling software over the past two decades, there has been little work done on determining the optimum form of an EM system for mineral exploration. For example, the optimum configuration in terms of geometry, base frequency and so remain unknown. Many geophysicists would argue that there is no single ideal configuration, and that each system has its advantages and disadvantages. We disagree.

When it comes to detecting and discriminating high-conductance targets, it is necessary to measure the pure inphase response of the target conductor. This measurement requires that the measured primary field from the transmitter be subtracted from the total measured response such that the secondary field from the target conductor can be determined. Because this secondary field is in-phase with the transmitter primary field, it must be made while the transmitter is turned on and the transmitter current is changing. The transmitted primary field is several orders of magnitude larger than the secondary field. AeroTEM uses a bucking coil to reduce the primary field at the receiver coils. The only practical way of removing the primary field is to maintain a rigid geometry between the transmitter, bucking and receiver coils. This is the main design consideration of the AeroTEM airframe and it is the only time domain airborne system to have this configuration.



The off-time AeroTEM response for the 16 channel configuration.



The on-time response assuming 100% removal of the measured primary field.

Figure 4. The off-time and on-time response nomogram of AeroTEM for a base frequency of 150 Hz. The on-time response is much stronger for higher conductance targets and this is why on-time measurements are more important than lower frequencies when considering high conductance targets in a resistive environment.

Advantage 3 – Multiple Receiver Coils

AeroTEM employs two receiver coil orientations. The Z-axis coil is oriented parallel to the transmitter coil and both are horizontal to the ground. This is known as a maximum coupled configuration and is optimal for detection. The X-axis coil is oriented at right angles to the transmitter coil and is oriented along the line-of-flight. This is known as a minimum coupled configuration, and provides information on conductor orientation and thickness. These two coil configurations combined provide important information on the position, orientation, depth, and thickness of a conductor that cannot be matched by the traditional geometries of the HEM or fixed-wing systems. The responses are free from a system geometric effect and can be easily compared to model type curves in most cases. In other words, AeroTEM data is very easy to interpret. Consider, for example, the following modeled profile:

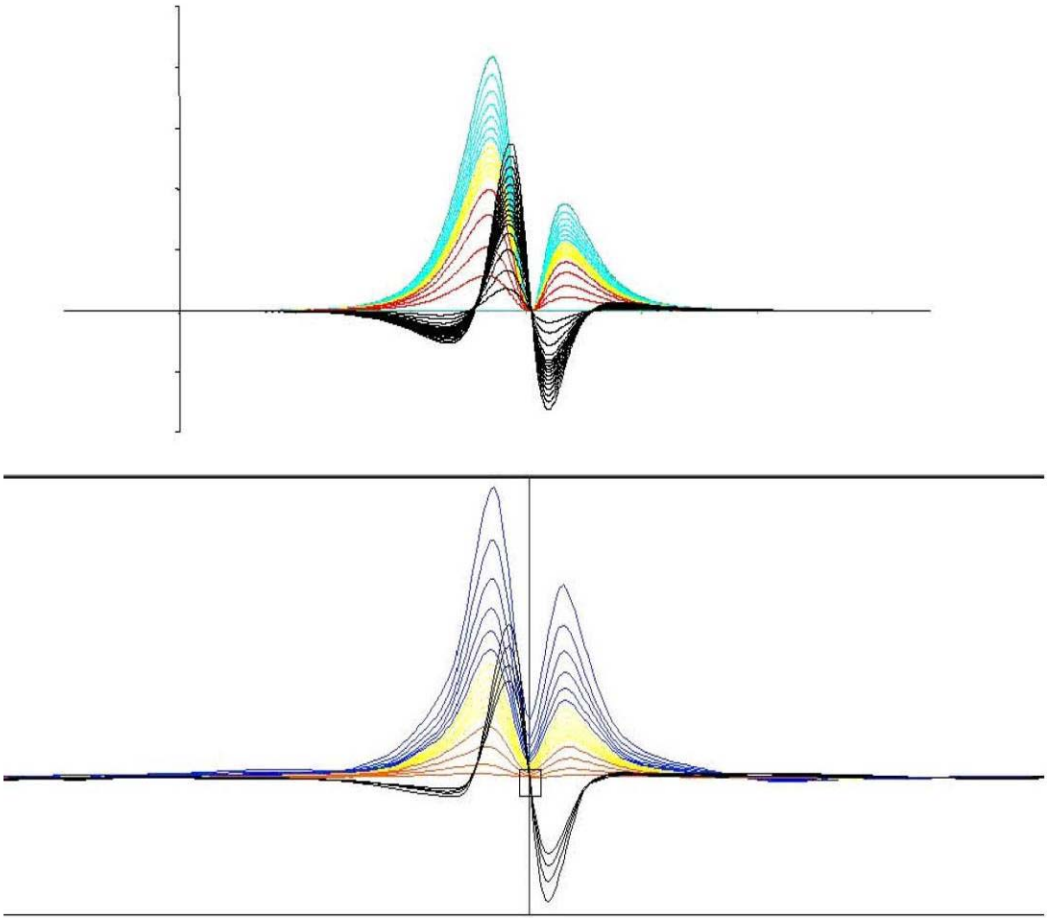


Figure 5. Measured (lower) and modeled (upper) AeroTEM responses are compared for a thin steeply dipping conductor. The response is characterized by two peaks in the Z-axis coil, and a cross-over in the X-axis coil that is centered between the two Z-axis peaks. The conductor dips toward the higher amplitude Z-axis peak. Using the X-axis cross-over is the only way of differentiating the Z-axis response from being two closely spaced conductors.

HEM versus AeroTEM

Traditional helicopter EM systems operate in the frequency domain and benefit from the fact that they use narrowband as opposed to wide-band transmitters. Thus all of the energy from the transmitter is concentrated in a few discrete frequencies. This allows the systems to achieve excellent depth penetration (up to 100 m) from a transmitter of modest power. The Aeroquest Impulse system is one implementation of this technology.

The AeroTEM system uses a wide-band transmitter and delivers more power over a wide frequency range. This frequency range is then captured into 16 time channels, the early channels containing the high frequency information and the late time channels containing the low frequency information down to the system base frequency. Because frequency domain HEM systems employ two coil configurations (coplanar and coaxial) there are only a maximum of three comparable frequencies per configuration, compared to 16 AeroTEM off-time and 12 AeroTEM on-time channels.

Figure 6 shows a comparison between the Dighem HEM system (900 Hz and 7200 Hz coplanar) and AeroTEM (Zaxis) from surveys flown in Raglan, in search of highly conductive Ni-Cu-PGM sulphide. In general, the AeroTEM peaks are sharper and better defined, in part due to the greater S/N ratio of the AeroTEM system over HEM, and also due to the modestly filtered AeroTEM data compared to HEM. The base levels are also better defined in the AeroTEM data. AeroTEM filtering is limited to spike removal and a 5-point smoothing filter. Clients are also given copies of the raw, unfiltered data.

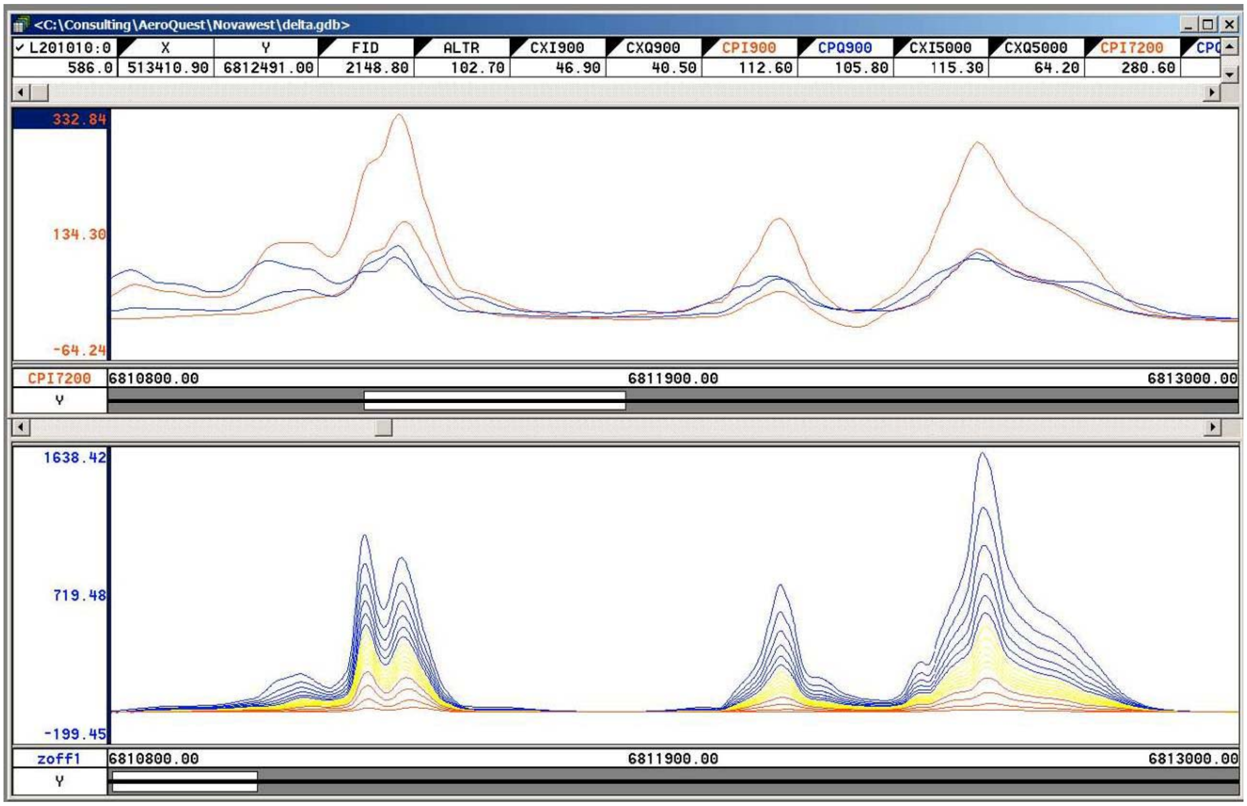


Figure 6. Comparison between Dighem HEM (upper) and AeroTEM (lower) surveys flown in the Raglan area. The AeroTEM responses appear to be more discrete, suggesting that the data is not as heavily filtered as the HEM data. The S/N advantage of AeroTEM over HEM is about 5:1.

Aeroquest Limited is grateful to the following companies for permission to publish some of the data from their respective surveys: Wolfden Resources, FNX Mining Company Inc, Canadian Royalties, Nova West Resources, Aurogin Resources, Spectrem Air. Permission does not imply an endorsement of the AeroTEM system by these companies.

APPENDIX 5: AeroTEM Instrumentation Specification Sheet

AEROTEM Helicopter Electromagnetic System

System Characteristics

- Transmitter: Triangular Pulse Shape Base Frequency 150 Hz
- Tx On Time - 1,150 (150Hz) µs
- Tx Off Time - 2,183 (150Hz) µs
- Loop Diameter - 5 m
- Peak Current - 250 A
- Peak Moment - 38,800 NIA
- Typical Z Axis Noise at Survey Speed = 5 nT peak to peak
- Sling Weight: 270 Kg
- Length of Tow Cable: 40 m
- Bird Survey Height: 30 m nominal

Receiver

- Two Axis Receiver Coils (x, z) positioned at centre of transmitter loop
- Selectable Time Delay to start of first channel 21.3 , 42.7, or 64.0 ms

Display & Acquisition

- AERODAS Digital recording at 128 samples per decay curve at a maximum of 300 curves per second (26.455 µs channel width)
- RMS Channel Widths: 52.9,132.3, 158.7, 158.7, 317.5, 634.9 µs
- Recording & Display Rate = 10 readings per second.
- On-board display - six channels Z-component and 1 X-component

System Considerations

Comparing a fixed-wing time domain transmitter with a typical moment of 500,000 NIA flying at an altitude of 120 m with a Helicopter TDEM at 30 m, notwithstanding the substantial moment loss in the airframe of the fixed wing, the same penetration by the lower flying helicopter system would only require a sixty-fourth of the moment. Clearly the AeroTEM system with nearly 40,000 NIA has more than sufficient moment. The airframe of the fixed wing presents a response to the towed bird, which requires dynamic compensation. This problem is non-existent for AeroTEM since transmitter and receiver positions are fixed. The AeroTEM system is completely portable, and can be assembled at the survey site within half a day.

Tel: +1 905 693-9129. Fax: +1 905 693-9128.
Email: sales@aeroquestsurveys.com

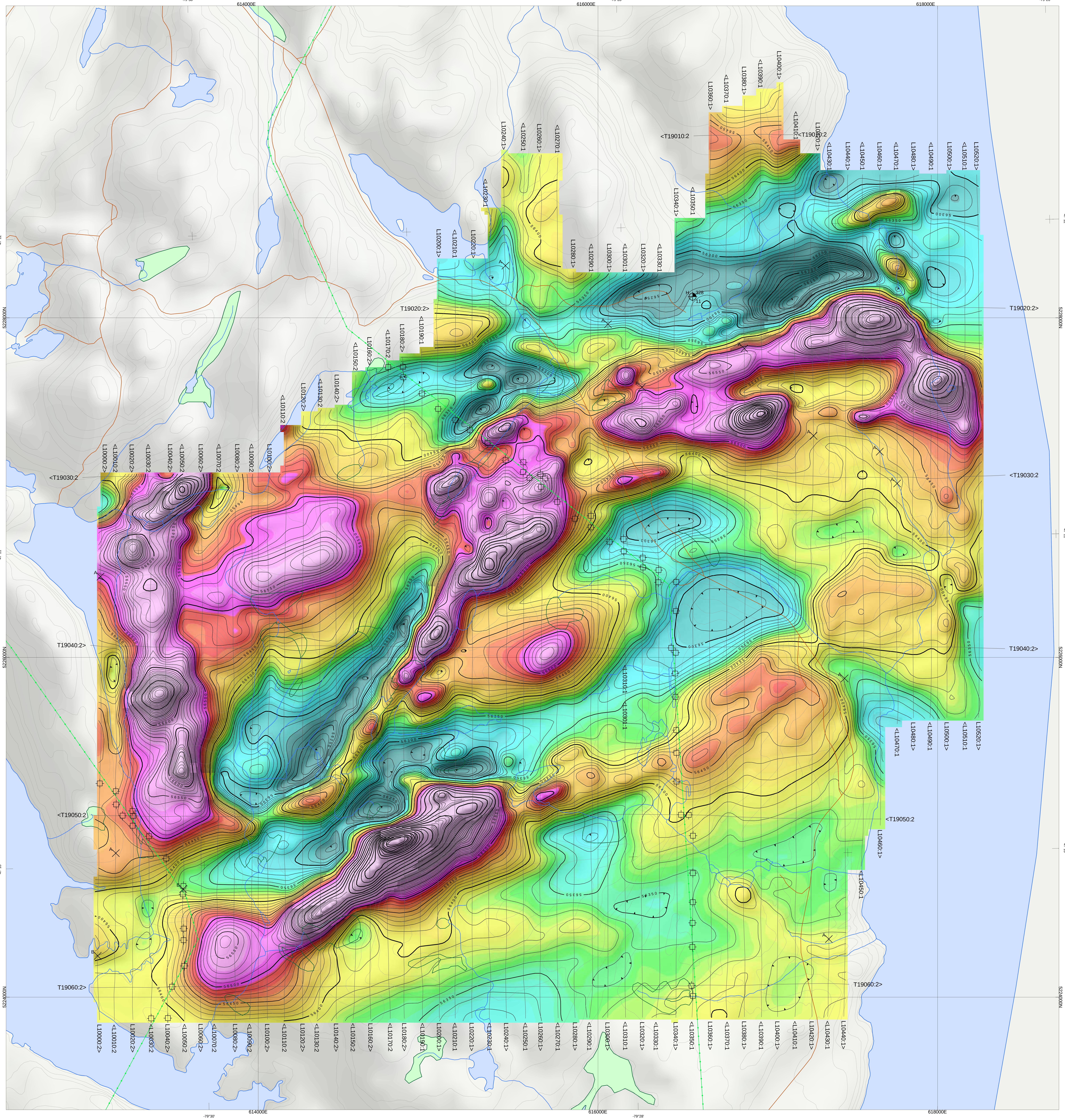
APPENDIX 6 – STATEMENT OF QUALIFICATIONS

Author: Matthew R. Pozza, BSc.(HONS.), M.Sc.

1. I am a full time employs of Aeroquest Limited (A subsidiary of Aeroquest International), based in Milton Ontario
2. My residence if at 2113 Rosehill Drive, Oakville, Ontario, L6M 3N5
3. I graduated with an Honours B.Sc. in Geology, 2000, and a M.Sc. in Geophysics, 2002 from McMaster University, Hamilton, Ontario.
4. I have been practicing continuously as a geophysicist for 6 years and am an active contributor to academic journals an industry geophysical publications
5. I qualify for Professional Geoscientist designation (Geophysics) in Ontario (Application in Progress)
6. Non-professional affiliations: Society of Exploration Geophysicists, Canadian Exploration Geophysical Society, American Geophysical Union.
7. I directly reviewed and analysed the airborne geophysical data described in this report

Supervisor: Jonathan Rudd, P.Eng.

1. I am a full time employs of Aeroquest Limited (A subsidiary of Aeroquest International), based in Milton Ontario
2. My residence if at 54 Alona Avenue, Cambridge, Ontario, N3C 3Y4
3. I graduated with an Honours B.Sc.E. in Geological Engineering in Geophysics, 1988, from Queen’s University, Kingston, Ontario.
4. I have been practicing continuously as am exploration geophysicist for 16 years
5. I am registered as a Professional Engineer and am entitled to engage in the practice of professional engineering in the province of Ontario under the terms of the Professional Engineers Act, Revised Statues of Ontario, 1990, p 28.
6. Non-professional affiliations: Society of Exploration Geophysicists, Prospectors and Developers Association of Canada, Sudbury Prospectors and Developers Association
7. I directly supervised the airborne geophysical work described in this report

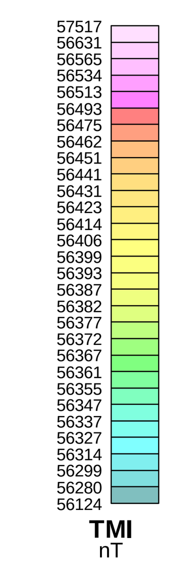


Scale 1:10,000,000

Grid North
NAD83-Zone17

The topographic data base was derived from 1:20000 Ontario Ministry of Natural Resources data.
Background shading from NASA SRTM data
Inset data derived from Natural Resources Canada 'Atlas of Canada Base Maps'

This map accompanies the technical report entitled 'Report on a Helicopter-Borne Magnetic and Electromagnetic Survey, Argentia Ridge Project', South Lorraine Area, Ontario, by Aeroquest Limited, November 2006.



TMI Contour Interval

- 10 nT
- 50 nT
- 100 nT

Off-Time Anomaly Symbols

>50S ....
35-50S ....
20-35S ....
10-20S ....
5-10S ....
1-5S ....
<1S ....
Cultural Sources.....

anomaly label A, 125 decay constant (µs)
thicK/thiN source K, 36 off-time conductance (S)

SURVEY SPECIFICATIONS:
- Survey flown: October 3, 2006
- Traverse line spacing: 100 metres
- Traverse line direction: 0° Azimuth (N-S)
- Nominal EM bird height: 30 metres
- Aircraft: Aerospatiale A-Star 350BA (C-GVDE)

INSTRUMENTATION:
- Data acquisition: ADAS & RMS DGR-33
- Magnetometer: Geometrics G-823A cesium vapour
  - Installation: Towed bird 17 m above EM bird
  - Sensitivity: .001 nanoTesla
- Electromagnetics: AeroTEM II System (BRAVO)
  - Configuration: Towed bird

NAVIGATION:
- Navigation: Differential Global Positioning System (DGPS)
- Navigation equipment: AGNAV with MID-TECH RX400p receiver
- Radar Altimeter: Terra TRA3000/TRI-30

DATA PROCESSING
- Magnetics: diurnal, tieline and micro-leveling corrections

POSITIONING
- Datum: NAD83
  - Major Axis: 6378137.000
  - Eccentricity: 0.081819191

MAP PROJECTION
- Projection: Universal Transverse Mercator
- Central Meridian: 81°W (Zone 17)
- Central Scale Factor: 0.9996
- False Easting/Northing: 500,000m/0m

scale 1:10,000

200 0 200 400 600
(meters)
NAD83 / UTM zone 17N

Adroit Resources Inc. (ADT) Canada
South Lorraine Area, Ontario

TOTAL MAGNETIC INTENSITY

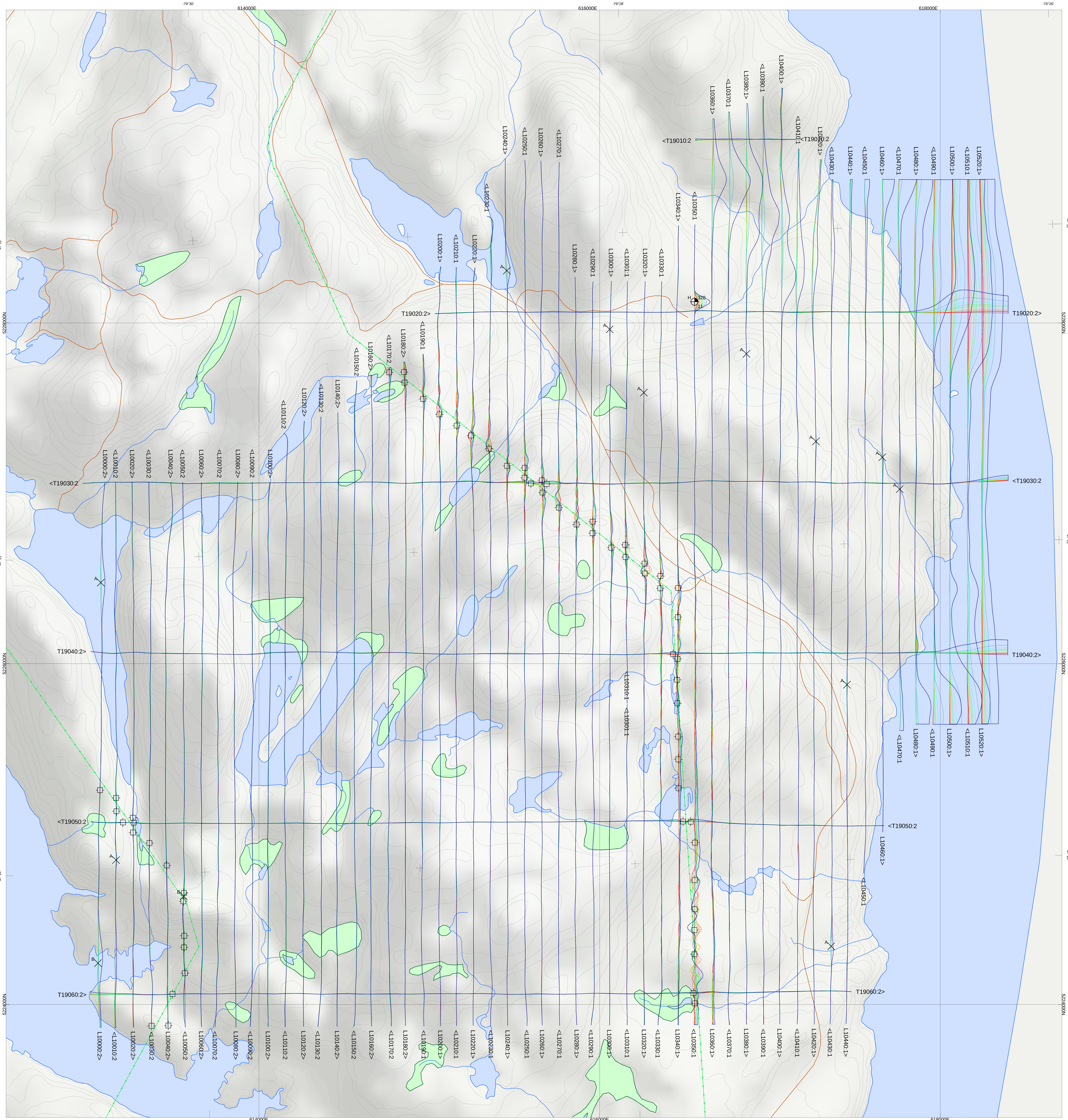
Argentia Ridge Block

NTS 031M03, 031M04

AEROQUEST LIMITED
4-845 Main St. East
Milton, Ont., CANADA L9T 3Z3
Tel: (905) 693-9129 Fax: (905) 693-9128
www.aeroquestsurveys.com

November 2006

TMI Argentia Ridge



Grid North
NAD83-Zone17

The topographic data base was derived from 1:20000 Ontario
Ministry of Natural Resources data.
Background shading from NASA SRTM data
Inset data derived from Natural Resources Canada 'Atlas of Canada Base Maps'

This map accompanies the technical report entitled 'Report on a Helicopter-Borne Magnetic and Electromagnetic Survey, Argentia Ridge Project', South Lorraine Area, Ontario, by Aeroquest Limited, November 2006.

Scale 1:10,000,000

AeroTEM Profiles

positive excursion to top and right, 1 mm= 50 nT/s

- Z0 Off-Time Channel
- Z1 Off-Time Channel
- Z2 Off-Time Channel
- Z3 Off-Time Channel
- Z4 Off-Time Channel
- Z5 Off-Time Channel
- Z6 Off-Time Channel
- Z7 Off-Time Channel
- Z8 Off-Time Channel
- Z9 Off-Time Channel
- Z10 Off-Time Channel

Off-Time Anomaly Symbols

>50S ....
35-50S ....
20-35S ....
10-20S ....
5-10S ....
1-5S ....
<1S ....
Cultural Sources.....

anomaly label A 125 decay constant (µs)
thicK/thiN source K 36 off-time conductance (S)

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scale 1:10,000

200 0 200 400 600
(meters)
NAD83 / UTM zone 17N

Adroit Resources Inc. (ADT) Canada
South Lorraine Area, Ontario

AEROTEM OFF-TIME PROFILES

Argentia Ridge Block

NTS 031M03, 031M04

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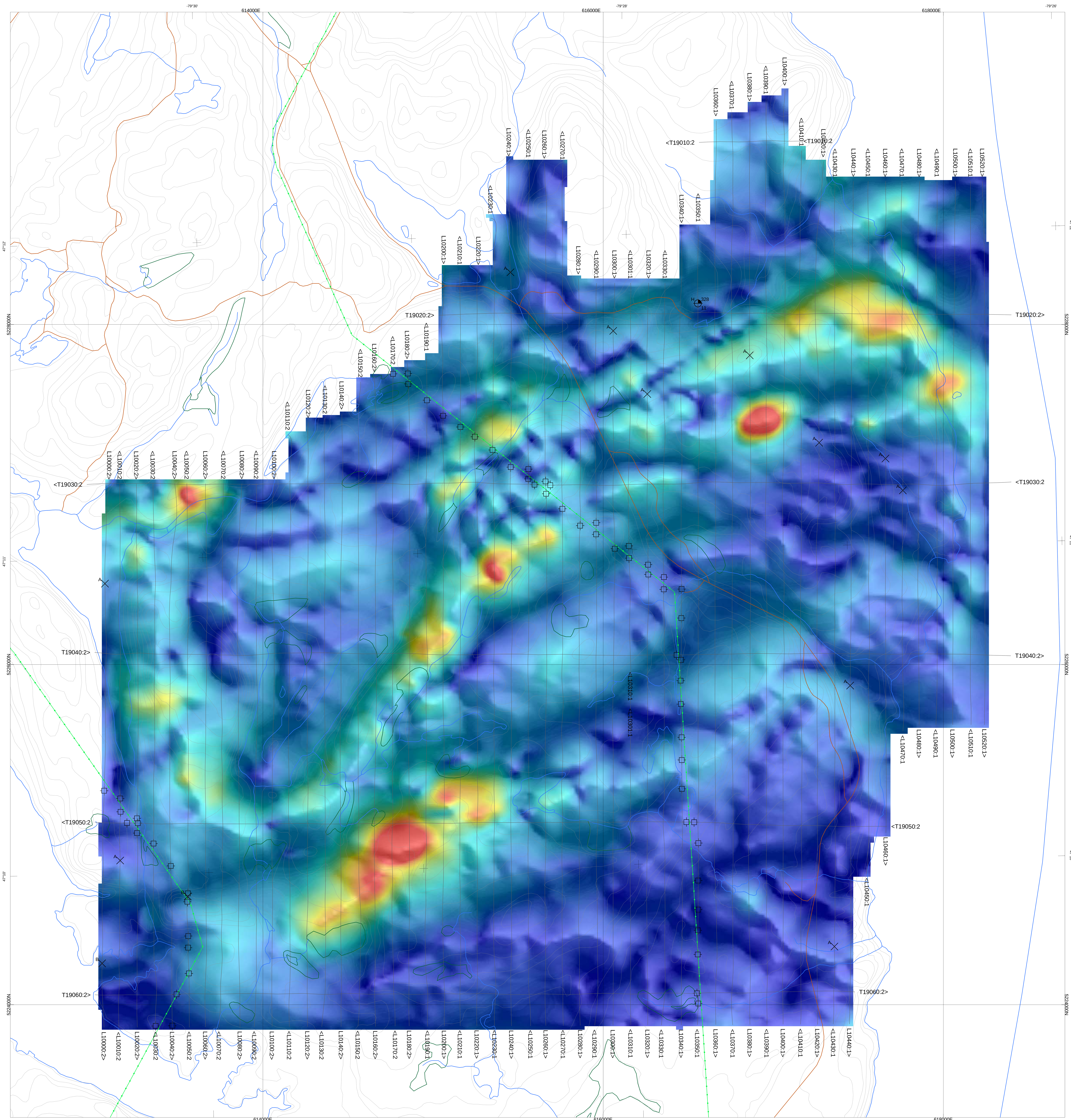
Milton, Ont., CANADA L9T 3Z3
Tel: (905) 693-9129 Fax: (905) 693-9128
www.aeroquestsurveys.com

November 2006

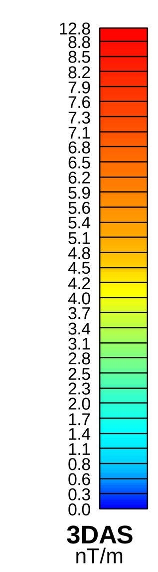
EM Argentia Ridge



Grid North
NAD83-Zone17

The topographic data base was derived from 1:20000 Ontario Ministry of Natural Resources data.
Background shading from NASA SRTM data
Inset data derived from Natural Resources Canada 'Atlas of Canada Base Maps'

This map accompanies the technical report entitled 'Report on a Helicopter-Borne Magnetic and Electromagnetic Survey, Argentia Ridge Project', South Lorraine Area, Ontario, by Aeroquest Limited, November 2006.



Off-Time Anomaly Symbols

>50S ....
35-50S ....
20-35S ....
10-20S ....
5-10S ....
1-5S ....
<1S ....
Cultural Sources.....

anomaly label A — decay constant (µs) 125
thicK/thiN source K — off-time conductance (S) 36

SURVEY SPECIFICATIONS:
Survey flown: October 3, 2006
Traverse line spacing: 100 metres
Traverse line direction: 0° Azimuth (N-S)
Nominal EM bird height: 30 metres
Aircraft: Aerospatiale A-Star 350BA (C-GVDE)

INSTRUMENTATION:
Data acquisition: ADAS & RMS DGR-33
Magnetometer: Geometrics G-823A cesium vapour
Installation: Towed bird 17 m above EM bird
Sensitivity: .001 nanoTesla
Electromagnetics: AeroTEM II System (BRAVO)
Configuration: Towed bird

NAVIGATION:
Navigation: Differential Global Positioning System (DGPS)
Navigation equipment: AGNAV with MID-TECH RX400p receiver
Radar Altimeter: Terra TRA3000/TRI-30

DATA PROCESSING
Magnetics: diurnal, tieline and micro-leveling corrections

POSITIONING
Datum: NAD83
Major Axis: 6378137.000
Eccentricity: 0.081819191

MAP PROJECTION
Projection: Universal Transverse Mercator
Central Meridian: 81°W (Zone 17)
Central Scale Factor: 0.9996
False Easting/Northing: 500,000m/0m

scale 1:10,000

200 0 200 400 600
(meters)
NAD83 / UTM zone 17N

Adroit Resources Inc. (ADT) Canada
South Lorraine Area, Ontario

3-D ANALYTIC SIGNAL
WITH TILT DERIVATIVE SHADING
Argentia Ridge Block

NTS 031M03, 031M04

AEROQUEST LIMITED
4-845 Main St. East
Milton, Ont., CANADA L9T 3Z3
Tel: (905) 693-9129 Fax: (905) 693-9128
www.aeroquestsurveys.com

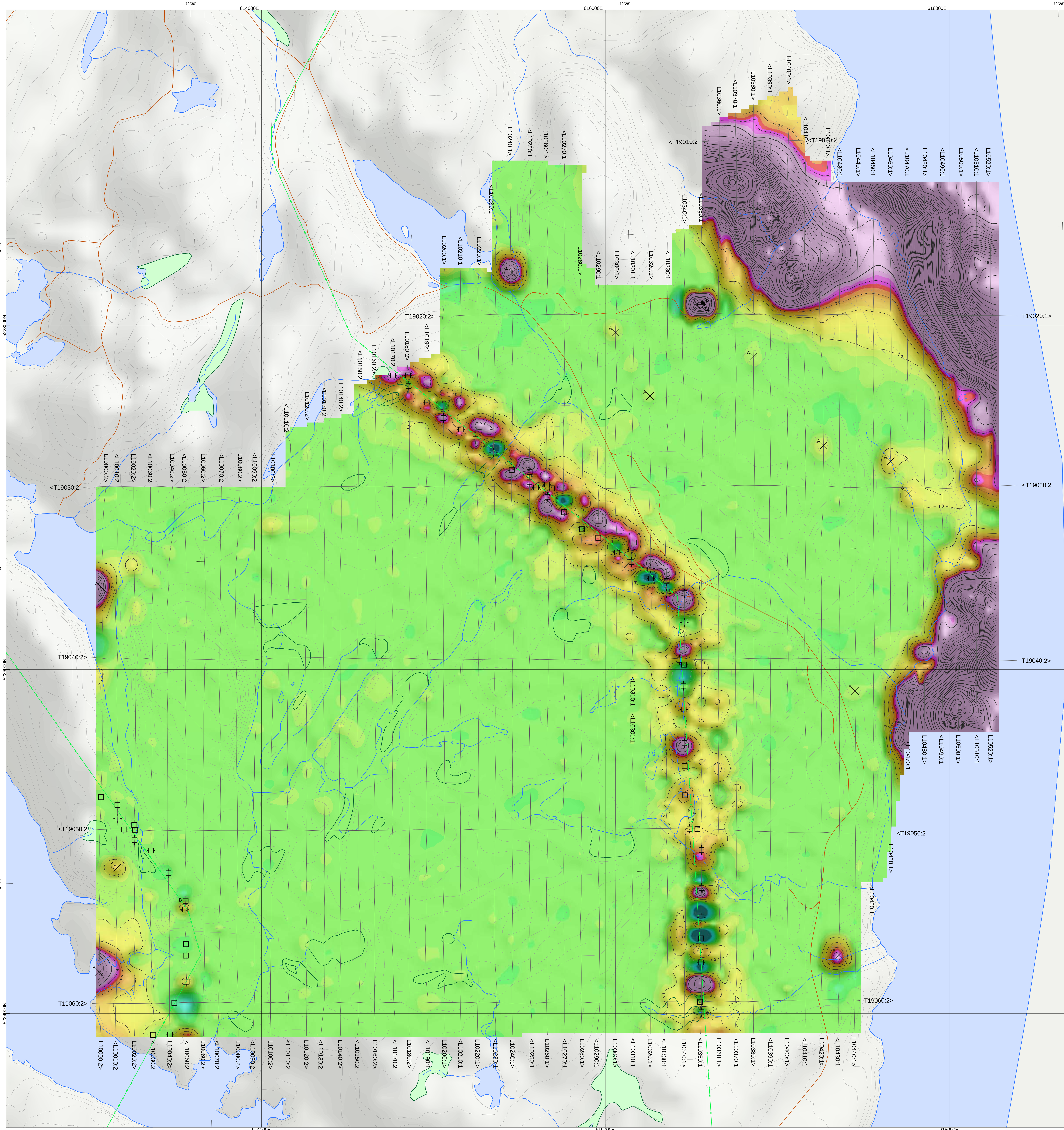
November 2006

3DAS Argentia Ridge

/ ---
/ XYZ EXPORT [11/22/2006]
/ DATABASE [.\Final data\07040_Adroit_anoms.gdb]
/ ---
/

/ line	Anom_Labels	Anom_ID	Grade	Off_Con	Off_Tau	flight	utctime	x	y
10000	A	K	1.00	*	*	2	20:25:17.30	613070.80	5226476.08	35.
10000	B	K	1.00	*	*	2	20:26:40.20	613054.33	5224242.77	46.
10010	A	K	1.00	*	*	2	20:22:42.40	613160.82	5224847.37	45.
10050	A	K	2.00	3.62	190.37	2	20:10:47.00	613563.00	5224214.42	
10050	B	K	1.00	*	*	2	20:11:09.30	613557.93	5224636.47	51.
10240	A	K	1.00	*	*	1	17:23:30.90	615455.34	5228307.06	38.
10300	A	K	1.00	*	*	1	17:01:39.00	616059.34	5227962.52	41.
10320	A	K	1.00	*	*	1	16:55:13.30	616259.46	5227591.03	47.
10350	H	K	4.00	10.74	327.69	1	16:47:00.80	616557.14	5228124.39	
10380	A	K	1.00	*	*	1	16:33:29.00	616862.04	5227818.96	42.
10420	A	K	1.00	*	*	1	16:17:12.80	617269.85	5227305.14	33.
10430	A	K	1.00	*	*	1	16:12:08.70	617359.59	5224341.59	41.
10440	A	K	1.00	*	*	1	16:10:04.10	617452.64	5225876.51	45.
10460	A	K	1.00	*	*	1	16:02:22.50	617659.99	5227212.06	41.
10470	A	K	1.00	*	*	1	15:59:27.20	617761.94	5227024.26	45.

bheight	dtm
.58	281.01
.63	243.80
.39	297.06
43.97	265.56
.06	299.58
.10	276.92
.67	305.81
.00	315.03
49.27	261.35
.62	310.32
.29	288.77
.97	222.34
.91	216.84
.29	228.03
.96	216.81



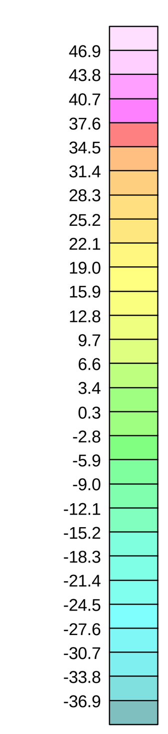
Grid North
NAD83-Zone17

The topographic data base was derived from 1:20000 Ontario Ministry of Natural Resources data.
Background shading from NASA SRTM data
Inset data derived from Natural Resources Canada 'Atlas of Canada Base Maps'

This map accompanies the technical report entitled 'Report on a Helicopter-Borne Magnetic and Electromagnetic Survey, Argentia Ridge Project', South Lorraine Area, Ontario, by Aeroquest Limited, November 2006.

Scale 1:10,000,000

(kilometers)
NAD83 / UTM zone 17N



Z0OFF
nT/s

ZOFF Contour Interval

- 5nT/s
- 10nT/s
- 50nT/s

Off-Time Anomaly Symbols

- >50S ....
- 35-50S ....
- 20-35S ....
- 10-20S ....
- 5-10S ....
- 1-5S ....
- <1S ....
- Cultural Sources.....

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200 0 200 400 600
(meters)
NAD83 / UTM zone 17N

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AEROTEM Z0 OFF-TIME

Argentia Ridge Block

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November 2006

ZOFF Argentia Ridge

ZOFF_10k_Argentia Ridge.map