Operations Report for DELTA URANIUM INC.

High Resolution Magnetic, XDS VLF-EM
& Radiometric Airborne Survey
A) Stetham Twp. Project
B) Gladwin Twp. Project
C) Aweres Twp. Project
Northern Ontario

April 9, 2008

Report #: B-198

Requested by:
Sean Felker

Prepared by:
Charles Barrie, Managing Partner
Terraquest Ltd.

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1. Introduction

1.1. Executive Summary

This report describes the specifications and parameters of an airborne geophysical survey carried out for:

DELTA URANIUM INC.
56 Temperance Street, 10th Floor
Toronto, ON
M5H 3V5

Attention: Sean Felker
Phone: 416-363-3582

The survey was performed by:

TERRAQUEST LTD.,
2-2800 John Street, Markham
ON, Canada
L3R 0E2

Phone: 905-477-2800 ext. 22
Email: hb@terraquest.ca.

The purpose of the survey of this type is to collect geophysical data that can be used to prospect directly for economic minerals that are characterized by anomalous magnetic, conductive or radiometric responses. Secondly, the geophysical patterns can be used indirectly for exploration by mapping the geology in detail, including faults shear zones, folding, alteration zones and other structures.

To obtain this data, the area was systematically traversed by aircraft carrying geophysical equipment along parallel flight lines. The lines are oriented to intersect the geology and structure so as to provide optimum contour patterns of the geophysical data.

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1.2. Location

The survey is located in northern Ontario and is comprised of three noncontiguous Blocks referred to as **A) Stetham Twp**., **B) Gladwin Twp**. and **C) Aweres Twp**.

The **Stetham Twp. Block A** is located approximately 105 kilometres east of Chapleau and 10 kilometres north of Gogama, in the Porcupine Mining District. It covers all of Stetham Twp. and parts of Noble, Jack, Carter and Hazen Twps. Highway #144 runs along the east side. The CNR line passes 3 kilometres to the southeast.

The survey outline is rectangular measuring 14.5 kilometres east-west and 17.0 kilometres north-south. The centre of the area is approximately 47 degrees 50 minutes north and 81 degrees 40 minutes west.

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The **Gladwin Twp. Block B** is located approximately 100 kilometres northwest of Sudbury and 105 kilometres southeast of Chapleau in the Sudbury Mining District. It covers the southern half of Gladwin Twp. and parts of Ethel, Durban and Ivy Twps. The Webbwood-Ramsey road cuts across the northeast corner. Bush roads run along the northern edge and down through the centre of the survey Block.

The survey outline is almost rectangular measuring 14.7 kilometres east-west and 10.0 kilometres north-south. The centre of the area is approximately 47 degrees 5 minutes north and 82 degrees 23 minutes west.

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The **Aweres Twp. Block C** is located immediately north of Saulte Ste. Marie in the Saulte Ste Marie Mining District between Trout Lake and Upper Island Lake. Highway #556 and the Algoma Central Railway cut across the northwest corner of the survey Block.

The survey outline is slightly skewed off rectangular and measures 6 kilometres east-west and 6.5 kilometres north-south. The centre of the area is approximately 46 degrees 39 minutes north and 84 degrees 16 minutes west.

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2. SURVEY SPECIFICATIONS

2.1. LINES AND DATA

Stetham & Gladwin Twps.

Parameter	Specification	Instrument Precision
Aircraft Speed	263 km/hr	
Sampling Interval	6-8m (10Hz)	
Flight-line Interval	100 m	+/- 3m
Flight-line Direction	000/180 degrees	
Control-line Interval	2,000 m	+/- 3m
Control-line Direction	090/270 degrees	
Aircraft MTC	70 m	+/- 5m
Mag Sensor MTC	70 m	+/- 5m

Aweres Twp.

Parameter	Specification	Instrument Precision
Aircraft Speed	263 km/hr	
Sampling Interval	6-8m (10Hz)	
Flight-line Interval	100 m	+/- 3m
Flight-line Direction	367/177 degrees	
Control-line Interval	2,000 m	+/- 3m
Control-line Direction	087/267 degrees	
Aircraft MTC	70 m	+/- 5m
Mag Sensor MTC	70 m	+/- 5m

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2.2. SURVEY KILOMETRAGE

Survey Kilometers:	Stetham Twp. – Block A
Lines	2,368 km
Tie	126 km
Total	2,494 km

Survey Kilometers:	Gladwin Twp. – Block B
Lines	1,561 km
Tie	88 km
Total	1,649 km

Survey Kilometers:	Aweres Twp. – Block C
Lines	376 km
Tie	24 km
Total	400 km

TOTAL KILOMETRAGE: 4,543 km

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2.3. NAVIGATION SPECIFICATIONS

The following files are the navigation parameter files, which include the survey corner coordinates in NAD83 projection zones 16 and 17, line spacing, line direction, master line and other navigational parameters.

STETHAM TWP.

UTM; L1 coordinate system "UTM" or "UPS" or "LAM"
m; L2 lat/lon units: "deg"=degree or "m"=meters
metric; L3 for speed and distance "metric" [m, km, km/h], "US" [ft,nm,knot]
m; L4 for altitude "m" meters, "ft" feet
TERRAQUEST; L5 EQUIPMENT OWNER NAME
Chapleau; L6 CLIENT NAME
47.7324; Lat
-81.8492; Lon
279; CM
0; dsx
0; dsy
0; dsz
441800; xSL
5288500; ySL
0; HSL
100; spacing SL
441800; xTL
5304400; yTL
90; HTL
1970; spacing TL
c;441800; 5288500; c1
c;441800; 5304400; c2
c;456300; 5304400; c3
c;456300; 5288500; c4
ver; PEIConvert Version 5.2.10 // xyz for airborne survey

GLADWIN TWP.

```
UTM;        L1 coordinate system "UTM" or "UPS" or "LAM"
m;          L2 lat/lon units: "deg"=degree or "m"=meters
metric;     L3 for speed and distance "metric" [m, km, km/h]
m;          L4 for altitude "m" meters, "ft" feet
TERRAQUEST; L5 EQUIPMENT OWNER NAME
```


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```
Chapleau;   L6 CLIENT NAME
47.0139; Lat
-82.4875; Lon
279; CM
0; dsx
0; dsy
0; dsz
388400; xSL
5209100; ySL
0; HSL
100; spacing SL
388400; xTL
5219600; yTL
90; HTL
2050; spacing TL
c;388400;  5209100;  c1
c;388400;  5219600;  c2
c;403000;  5219600;  c3
c;403000;  5209100;  c4
ver; PEIConvert Version 5.2.10 // xyz for airborne survey
```

AWERES TWP.

```
UTM;        L1 coordinate system "UTM" or "UPS" or "LAM"
m;          L2 lat/lon units: "deg"=degree or "m"=meters
metric;     L3 for speed and distance "metric" [m, km, km/h]
m;          L4 for altitude "m" meters, "ft" feet
TERRAQUEST; L5 EQUIPMENT OWNER NAME
Chapleau;   L6 CLIENT NAME
46.6221; Lat
-84.3309; Lon
273; CM
0; dsx
0; dsy
0; dsz
707000.00; xSL
5167300.00; ySL
175.31; HSL
100.00; spacing SL
706500.00; xTL
5173400.00; yTL
84.19; HTL
2000.00; spacing TL
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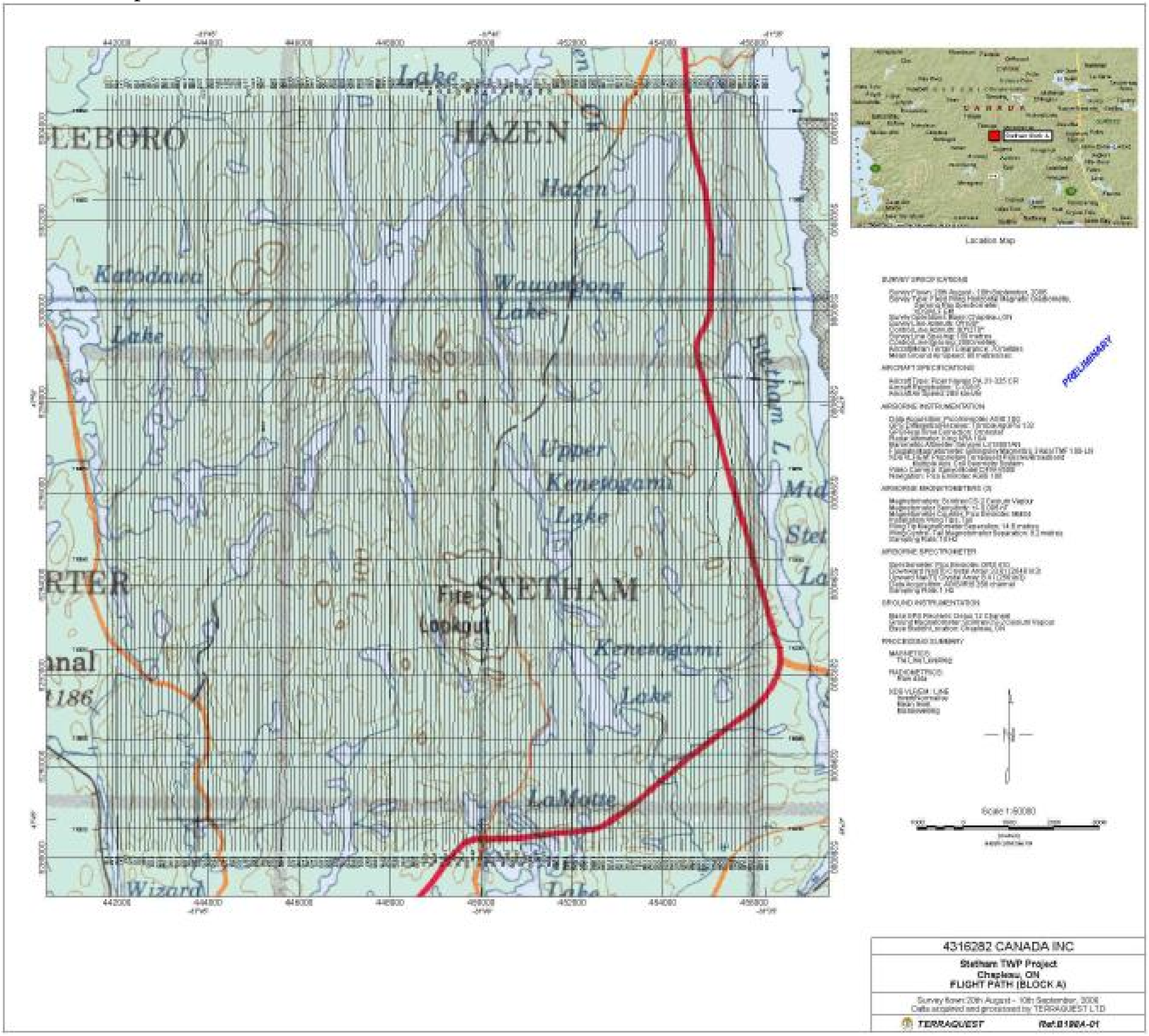
2.4. FLIGHT PLAN

Stetham Twp Block



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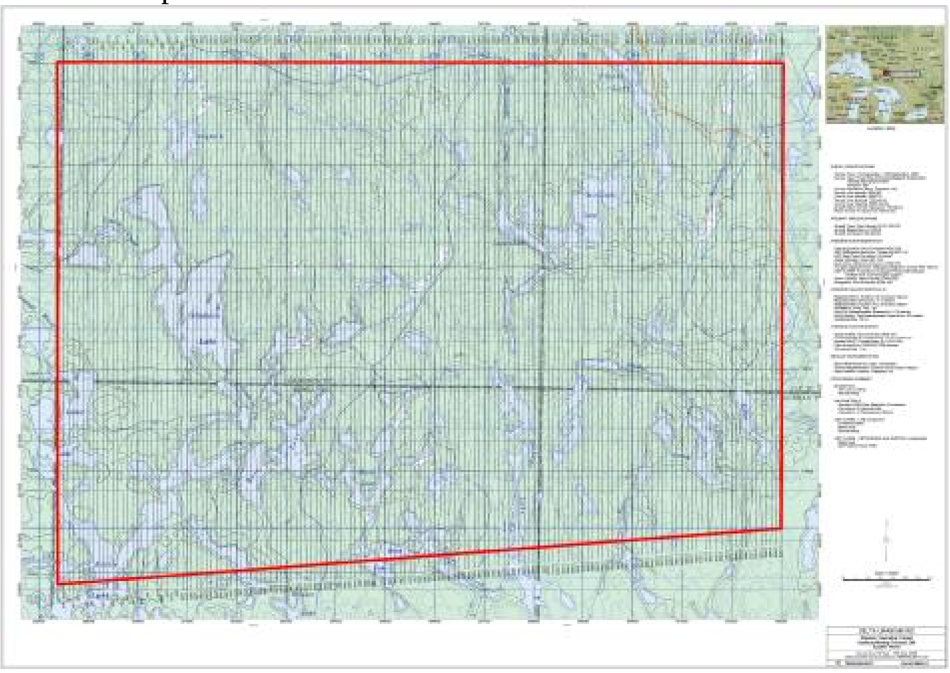
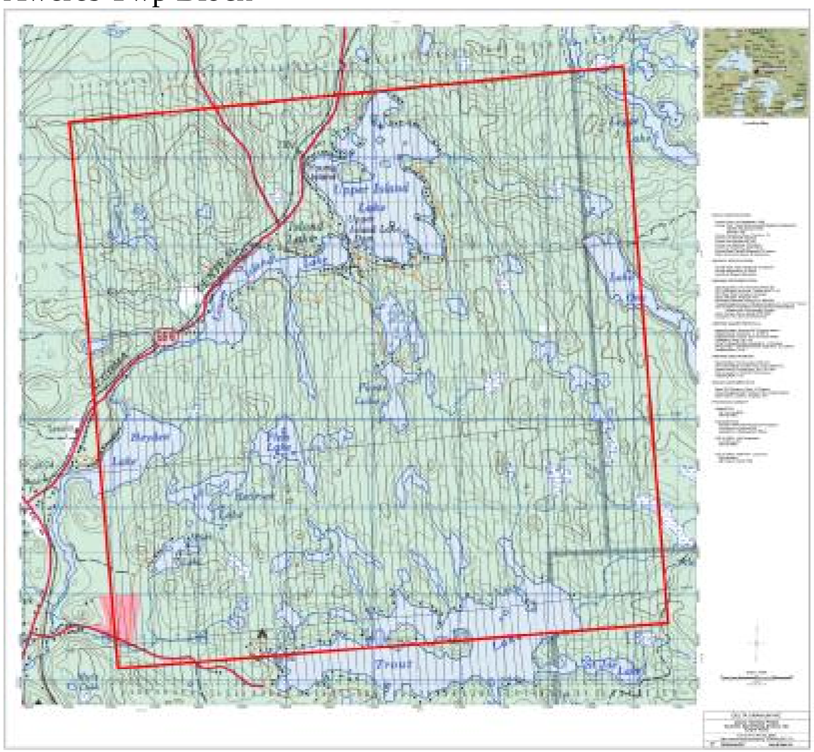
Gladwin Twp. Block



Aweres Twp Block



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2.5. TOLERANCES - REFLIGHT

1. **Traverse Line Interval**

   Re-flights would take place if the flight line separation of the final differentially corrected flight path is greater than 1.25 of the intended line separation over a distance greater than 1 kilometre.

2. **Terrain Clearance:**

   The aircraft mean terrain clearance was to be smoothly maintained at 70 metres MTC in a drape mode. Re-flights were done if the final differentially corrected altitude deviated from the specified flight altitude by +/-10m over a distance of 3 kilometres or more if, in the pilot's opinion, it was safe to do so.

3. **Diurnal Variation:**

   Diurnal activity in the survey was limited to 20 nT deviations from 5-minute chord.

4. **GPS Data:**

   GPS data included at least 4 satellites for navigation and flight path recovery. There were no significant gaps in any of the digital data including GPS and magnetic data.

5. **Radio Transmission:**

   The aircraft pilot makes no radio transmission that interferes with magnetic response.

6. **Sample Density:**

   A reflight is required if the sample density along one or more of the survey lines exceeds 10 metres over a cumulative total of 1000 metres for the magnetic survey, and 100 metres over a cumulative total of 1000 metres for the radiometric survey.

2.6. NAVIGATION

The satellite navigation system was used to ferry to the survey sites and to survey along each line. The survey coordinates were supplied by the client and were used to establish the survey boundaries and the flight lines. The flight path guidance accuracy is variable depending upon the number and condition (health) of the satellites employed. The accuracy was for the most part better than 10 metres. Real-time GPS correction using the Trimble receiver and Omnistar broadcast services for North America improves the navigational accuracy to about 3 metres or less in the horizontal plane and 4-5 metres in the vertical direction.

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3. AIRBORNE GEOPHYSICAL EQUIPMENT

The primary airborne geophysical equipment includes three high sensitivity cesium vapour magnetometers, an XDS VLF-EM system and a gamma ray spectrometer system. Ancillary support equipment includes a tri-axial fluxgate magnetometer, recorder, radar altimeter, barometric altimeter, GPS receiver with a real-time correction service, and a navigation system. The navigation system comprises a left/right indicator for the pilot and a screen showing the survey area, planned flight lines, and the real time flight path. All data were collected and stored by the data acquisition system. The following provides detailed equipment specifications:

3.1. EQUIPMENT SUMMARY

Aircraft	Piper Navajo PA 31-325 CR
Equipment:	
Magnetometer (3)	CS-3 Cesium Vapour
3-axis Magnetometer	Billingsley TFM100-LN
Gamma Ray Spectrometer	AGIS / IRIS 256 channel
Gamma Ray Detector Packs	2048 in^3 (33.6 litres) Downward 512 in^3 (8.4 litres) Upward
VLF-EM	Terraquest Ltd: XDS system
GPS Receiver	Trimble AgGPS132
Radar Altimeter	King KRA 10A
Barometric Altimeter	Sensym
Navigation & Data Acquisition	AGIS by PicoEnvirotec Inc.
Tracking Camera	Dev-Tech (Colour) digital
Magnetic Specifications:	
Lateral Sensor separation	14.6 metres
Longitudinal Sensor separation	9.2 metres
Output Sample Rate	10 Hz
4^{th} difference noise envelope	0.10 from tail stinger
FOM index (Tail)	<1.5 nT
Sensor Sensitivity	0.001 nT

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3.2. SURVEY AIRCRAFT

The Survey Aircraft for this project was a Navajo PA31-325 CR, owned and operated by Terraquest Ltd. The aircraft has been specifically modified with long-range fuel cells and an array of sensors to carry out airborne geophysical surveys.

3.3. SURVEY EQUIPMENT AND SPECIFICATIONS:

1. High Sensitivity Magnetometers:

Three high-resolution cesium vapour magnetometer, manufactured by Scintrex, are mounted in a tail stinger and two wing-tip pods. Fluxgate tri-axial magnetometer, model TFM100-LN by Billingsley Magnetics Ltd., is mounted in front of the tail stinger to monitor aircraft manoeuvre and magnetic interference. The magnetic data is post-flight compensated for aircraft manoeuvre noise.

Type of Magnetometer Sensor	Cesium Vapour
Model	CS-3
Manufacturer	Scintrex Ltd.
Resolution	0.001 nT counting at 0.1 per second
Sensitivity	+/- 0.005 nT
Dynamic Range	15,000 to 100,000 nT
Fourth Difference	0.02 nT
Recorded Sample Rate	0.1 seconds
Noise Envelope	0.10nT (Tail Mag)

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2. Tri-Axial Fluxgate Magnetic Sensor

Tri-Axial Fluxgate Magnetic Sensor	(for compensation, mounted in mid-section of tail stinger)
Model	TFM100-LN
Manufacturer	Billingsley Magnetics
Description	Low noise miniature triaxial fluxgate magnetometer
Axial Alignment	> Orthogonality > +/- 0.5 degree
Accuracy	< +/- 0.75% of full scale (0.5% typical)
Field Measurement	+/- 100,000 nanotesla
Linearity	< +/- 0.0035% of full scale
Sensitivity	100 microvolt/nanotesla
Noise	< 14 picotesla RMS/–Hz @ 1 Hz

3. Radiometrics System

Radiometrics Type	Gamma Ray Spectrometer
Model	GRS410
Manufacturer	Pico Envirotec Inc.
Downwards Volume	8 X 256 cubic inches down
Upwards Volume	1 X 256 cubic inches up
Software	Real Time Data Collection
Energy Detection Range	50KeV to 3 MeV
Count Rate	Up to 1000,000 pps communication
Collected Spectrum	256 Channels
Spectra Tracking	Individual detectors with recorded status of tuning
Time to Stabilization	Automatic on natural radionuclei
Spectra Stabilization	Automatic after system calibration
Windows (ROIs)	Additional to full spectra up to 22 special windows
Signal Sampling	20 MHz by internal 12 bit A to D for each detector
Peak Detector	Digital – time resolution 50 nsec.
Dead Time	Negligible for up to 60000 pulses/sec/detector
Pulse Rate per Detector	> 60000 pulses/sec. with negligible dead time
Channel Capacity	Serial among all units (detector, concentrator, host)

4. Radar Altimeter

Altimeter	Radar
Model	KRA-10A
Manufacturer	King
Serial Number	071-1114-00

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Accuracy	5% up to 2,500 feet
Calibrate Accuracy	1%
Output	Analog for pilot, converted to digital for data acquisition

5. Barometric Altimeter

Altimeter	Barometric
Model	LX18001AN
Manufacturer	Sensym
Source	coupled to aircraft barometric system

6. Data Acquisition / Navigation System

Data Acquisition and Navigation System	Combined
Model	AGIS 100
Manufacturer	Pico Envirotec Inc.
Operating System	MSDOS
Microprocessor	CPU Pentium based
Ports	PCMCIA for data storage/retrieval, COM ports for data input
Graphic Display	LCF TFT color display, sun readable screen controls
Pilot Display	position, left/right, navigational info
Recording Media	standard hard drive, removable memory cards
Sampling	Selectable sampling for each input type: 1.0, 0.5, 0.25, 0.2, 0.1, 0.05 seconds (magnetometers at 0.05 seconds)
Inputs	12 differential analog input with16 bit resolution

7. Magnetometer Processor

Magnetometer Processor	Stand alone module
Model	MMS4
Manufacturer	Pico Envirotec Inc.
Input Range	20,000 – 100,000 nT
Sampling	1,000 per second
Bandwidth	Selectable 0.7, 1.0 or 2.0 Hz
Resolution	0.001 nT up to 100 sample per second

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8. GPS Differential Receiver

GPS Receiver	Differential
Model	AgGPS132
Manufacturer	Trimble
Antenna	Blade Helical
Channels	12
Position Update	0.5 second for navigation
Correction Service	Real time correction subscription – Omnistar
Sample Rate	1 second
Accuracy	~ 3 meters

9. Terraquest XDS VLF-EM System

The XDS VLF-EM System is currently being developed by Terraquest Ltd. and is included on this survey primarily to help further develop the system, but in addition if any useful data are obtained, then it may assist the client in their exploration program. It employs 3 orthogonal, air-core coils mounted in the pod of the tail stinger, and coupled with a receiver-console, tuned to receive a range of 22.0 kHz to 26.0 kHz (which includes both Cutler Maine NAA frequency 24 kHz and Seattle WA NLK frequency 24.8 kHz), and measures the X, Y and Z directions of the VLF field.

VLF - EM	
Model	XDS
Manufacturer	Terraquest Ltd.
Primary Source	Magnetic field component radiated from government VLF radio transmitter
Parameters Measured	X, Y and Z components, absolute field
Frequency Range	22.0 - 26.0 kHz
Gain	Constant gain setting
Filtering	No filtering

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4. Base Station Equipment

4.1. BASE STATION MAGNETOMETER

High sensitivity magnetic base station data was provided by a cesium vapour magnetometer logging onto a computer and with time synchronization from the GPS base station receiver.

The magnetometer was the same as used in the aircraft, a CS-2 magnetometer manufactured by Scintrex. The magnetometer processor was a KMAG manufactured by Kroum VS Instruments and the data logger was an iPAQ PDA by Hewlett Packard. The counter was powered by a 10VAC 50/60hz to 30VDC 3.0 amp power supply with an internal 12VDC fan. The logging software SDAS-1 was written by Kroum VS Instrument Ltd. specifically for the pocket pc hardware. It supports real time graphics with selectable windows (uses two user selectable scales, coarse and fine). Time recorded was taken from the base GPS receiver. Magnetic data was logged at 2Hz. Data collection was by RS232 recording ASCII string and stored on flash card.

Ground Magnetometer	Cesium Vapour
Model	CS – 2
Manufacturer	Scintrex
Sensitivity	0.01 nT
Noise Envelope	0.05 nT
Sampling Interval	1 second
Minimum Range	50 -3,500 ft

4.2. BASE STATION GPS RECEIVER

Model	12 channel GPS
Manufacturer	Deluo
Type	L1, C/A code
Antenna	Built in patch
Logging Rate	1 per second
Power	5 VCD taken from iPAQ power supply

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5. TESTS AND CALIBRATIONS

5.1. MAGNETIC FIGURE OF MERIT

Compensation calibration tests were performed to determine the magnetic influence of aircraft maneuvers and the effectiveness of the aircraft compensation method. The aircraft flew a square pattern in the four survey directions at a high altitude over a magnetically quiet area and perform pitches (± 5°), rolls (± 10°) and yaws (± 5°). The sum of the maximum peak-to-peak residual noise amplitudes in the total compensated signal resulting from the twelve maneuvers is referred to as the FOM.

5.2. MAGNETIC LAG

A magnetic lag test was performed by flying a line with discrete anomalies in opposite directions to determine the time lag of the airborne system.

5.3. RADAR ALTIMETER CALIBRATION

A radar altimeter calibration was performed over the runway.

5.4. RADIOMETRIC SAMPLE CHECKS

The performance and consistency of gamma ray system was checked before and after each flight day using sample pucks of uranium, thorium and cesium to ensure that there was no change in the system during the survey.

5.5. RADIOMETRIC SENSITIVITY FACTORS

The radiometric system sensitivity was determined from measurements acquired over the Breckenridge calibration test site monitored by the GSC.

5.6. RADIOMETRIC ALTITUDE ATTENUATION

The altitude attenuation was determined from the results of flying over the runway.

5.7. RADIOMETRIC COMPTON COEFFICIENTS

A pad calibration was performed over the GSC pads in Ottawa.

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6. LOGISTICS

6.1. PERSONNEL

The contractor supplied the following properly qualified and experienced personnel to carry out the survey and to reduce, compile and report on the data:

Field:	Pilots	Bob Beaulac, Jim McLarty
	Operator	Phil Mikkonen, Bob Reynolds
	Geophysicist	Carolyn Boone
Office:	Chief Geophysicist	Allen Duffy
	Manager	Charles Barrie

6.2. FLIGHT REPORTING

The aircraft and crew arrived in Chapleau on August 20, 2006, following a normally scheduled 50 hour maintenance on the aircraft. The **Stetham Twp. Block A** survey was flown in 10 flights, GXKS-210 to 219 including all test and calibration flights, over 10 days from August 21st to Sep 3rd. Weather conditions prevented flying on 1 day.

The **Gladwin Twp. Block B** survey was flown successfully in 4 flights, GXKS-222 to 227, over 6 days from September 5th to 10th. Weather conditions prevented flying on 2 days on this block.

The **Aweres Twp. Block C** survey was flown successfully in 2 flights, GXKS-220 to 221 both one the same day, September 4, 2006.

6.3. BASE OF OPERATIONS

The main base of operations was at Chapleau airport, Ontario. The base station (combined high sensitivity magnetic and GPS) was set up at the airport well away from cultural interference. Accommodations for the crew were the responsibility and cost of Terraquest. High speed internet was available.

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7. Data Processing

7.1. DATA QUALITY CONTROL

The field data were transmitted via internet back to the office to inspect the data for quality control and tolerances on all channels. This included any corrections to the flight path, making flight path plots, importing the base station data, creating a database on a flight-by-flight basis, and posting the data. All data were checked for continuity and integrity. Any errors or omission or data beyond tolerances were flagged for re-flight and the crew was notified ready for their flight in the morning.

7.2. FINAL MAGNETIC DATA PROCESSING

Raw magnetic data was initially compensated for aircraft motion effects prior to calculating measured longitudinal and lateral magnetic gradients. The lateral magnetic gradient was calculated by subtracting the left wing sensor reading from the right wing sensor reading and dividing the resulting value by the tip-to-tip separation (14.6 metres), yielding the measurement expressed as nT/m. The longitudinal gradient was similarly calculated by subtracting the tail sensor measurement from the average of the wing-tip values normalized by the wing-centre to tail sensor separation (9.2 metres). Both gradients were "DC shifted" by subtracting the median value on a line-by-line basis and converted from aircraft-centric to survey grid orientation by selectively inverting (multiplying by -1) in the south and westbound directions. The gradient data was subsequently verified by generating a Reconstructed Total Field (RTF) grid using the Lateral and Longitudinal data grids as input.

In the final correction process, the compensated tail sensor magnetic data was initially corrected with standard tie-line intersection leveling. Tie line leveled Total Field Magnetic data from the Left Wing, Right Wing and Tail Sensors were subsequently subjected to an enhanced micro-leveling procedure, operating on the regional magnetic component (isolated by removal of the reconstructed Total Field). Leveling in this manner minimizes "damage" to higher frequency geologic anomalies and improves upon residual errors left by traditional tie-line leveling. The vertical magnetic gradient was subsequently calculated from the final processed total magnetic field data grid (originating from the Tail Sensor). The finalized datasets were gridded with minimum curvature procedure with a cell size of 25 metres.

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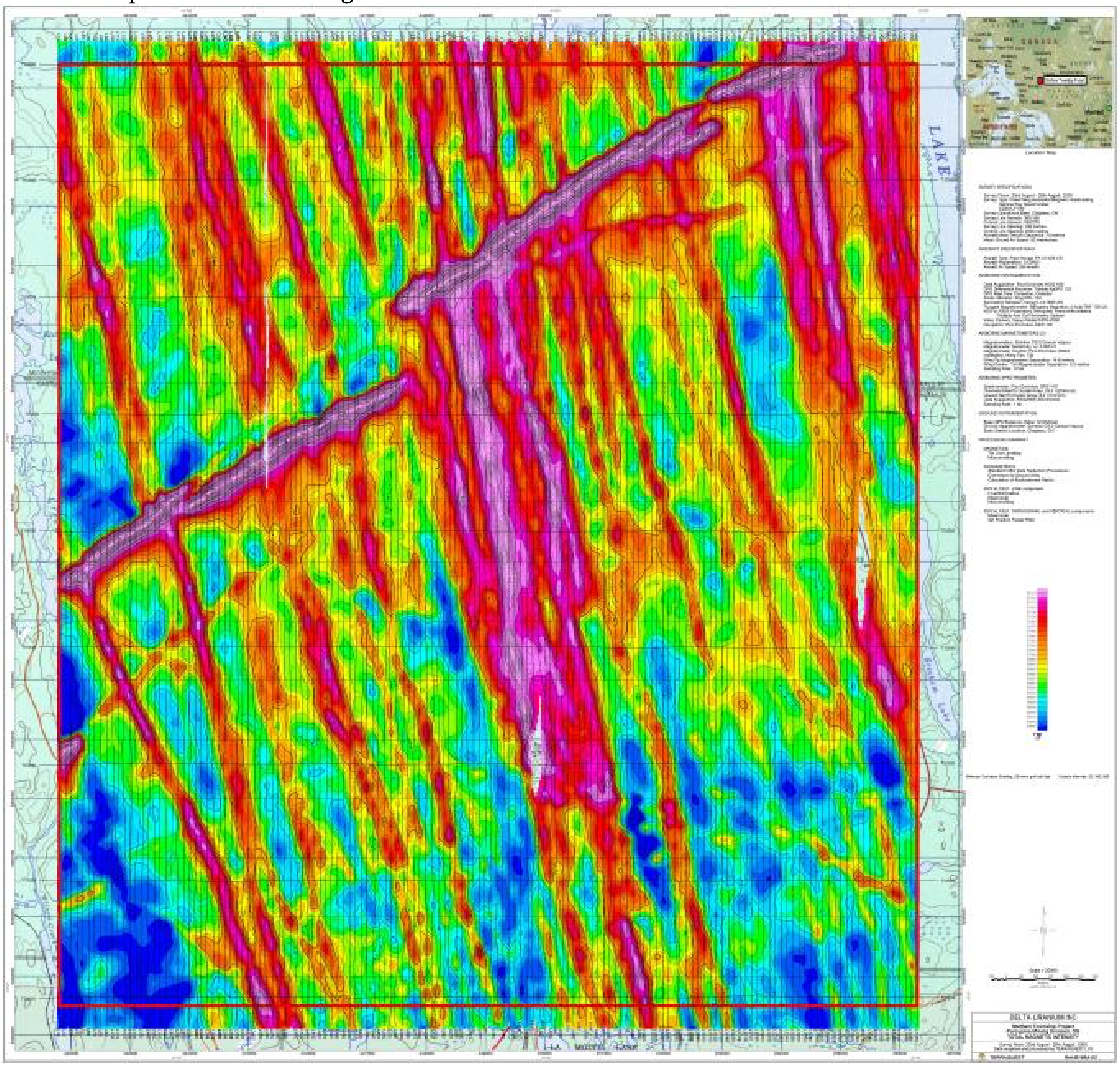
Stetham Twp. Block – Total Magnetic Field



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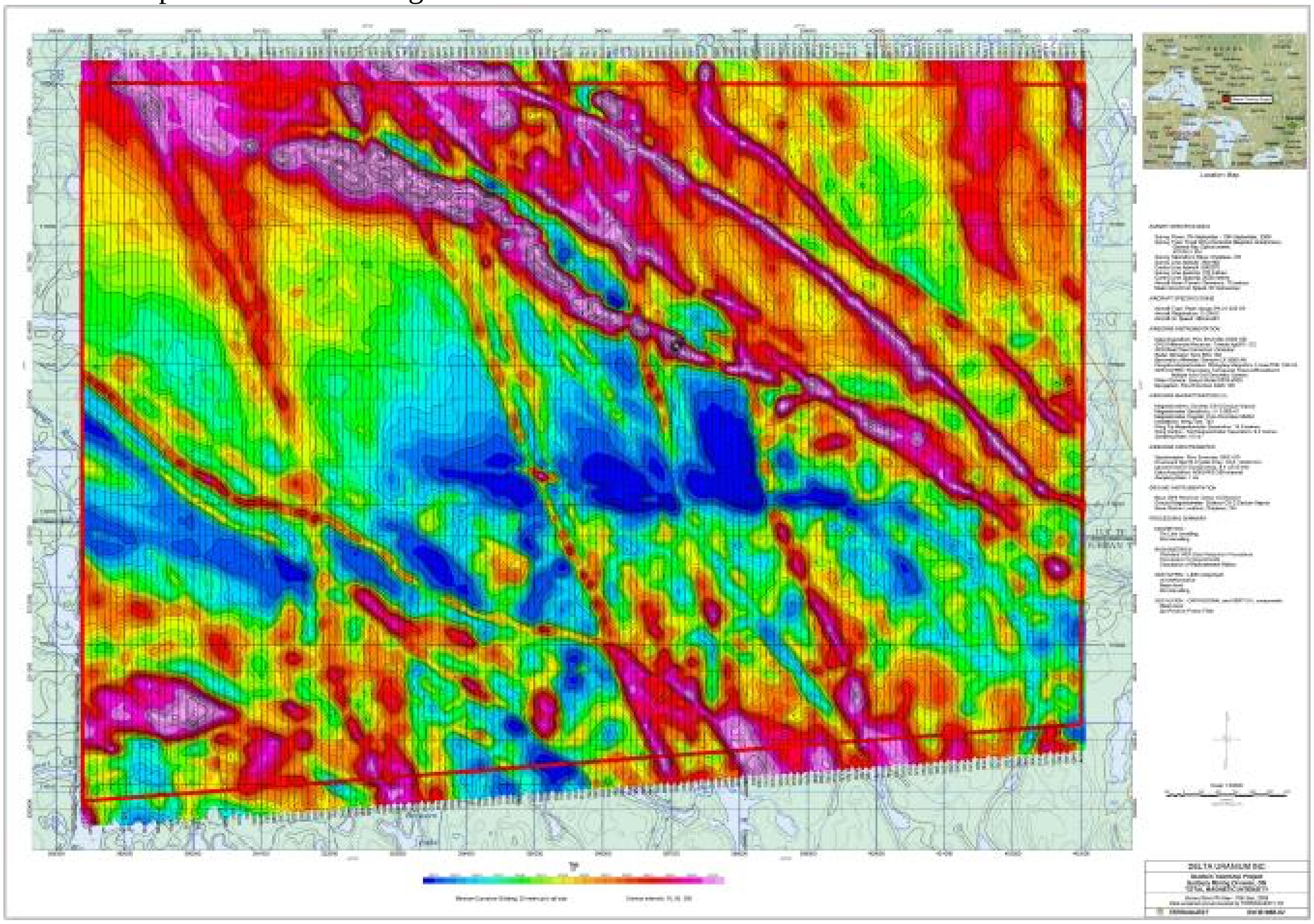
Gladwin Twp. Block – Total Magnetic Field



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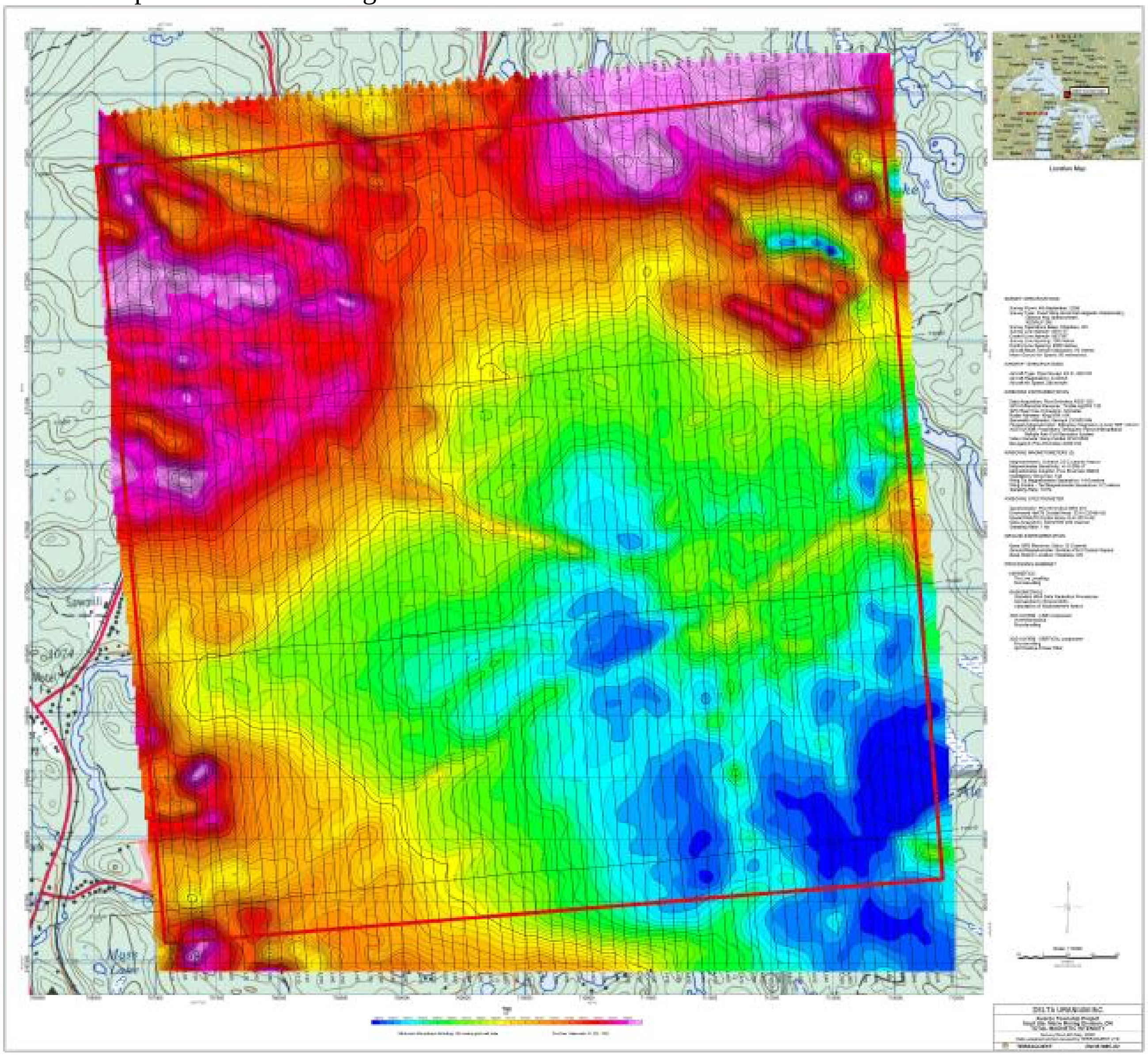
Aweres Twp. Block – Total Magnetic Field



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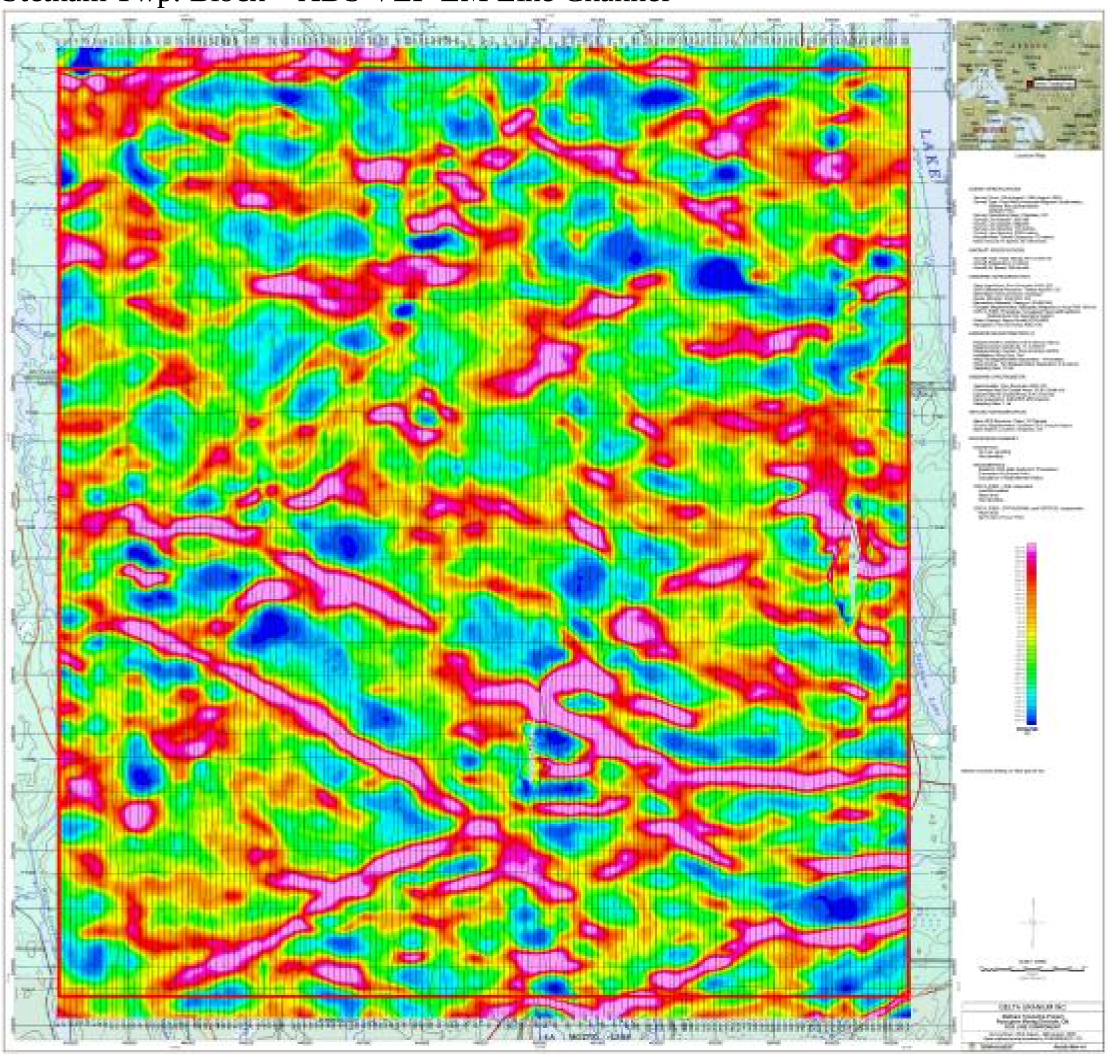
7.3. FINAL ELECTROMAGNETC DATA PROCESSING

The Terraquest XDS system produced good resolution and consistent results. The Terraquest XDS-VLF system is currently in the developmental stage and as such only basic processing has been performed on this data. The x, y and z components of the XDS-VLF-EM data in the range of 22.0 to 26.0 kHz (which include Cutler and Seattle transmitter signals), were inverted, normalized, mean leveled and micro-leveled. A 5 point positive Fraser Filter was applied to the vertical field. The data were gridded with a cell size of 25 metres and presented as contour plots of the a) Line Field (Vcx) coil, b) Ortho Field (Vcp) coil and c) Vertical Field (Hcp) coil.

Stetham Twp. Block – XDS VLF-EM Line Channel



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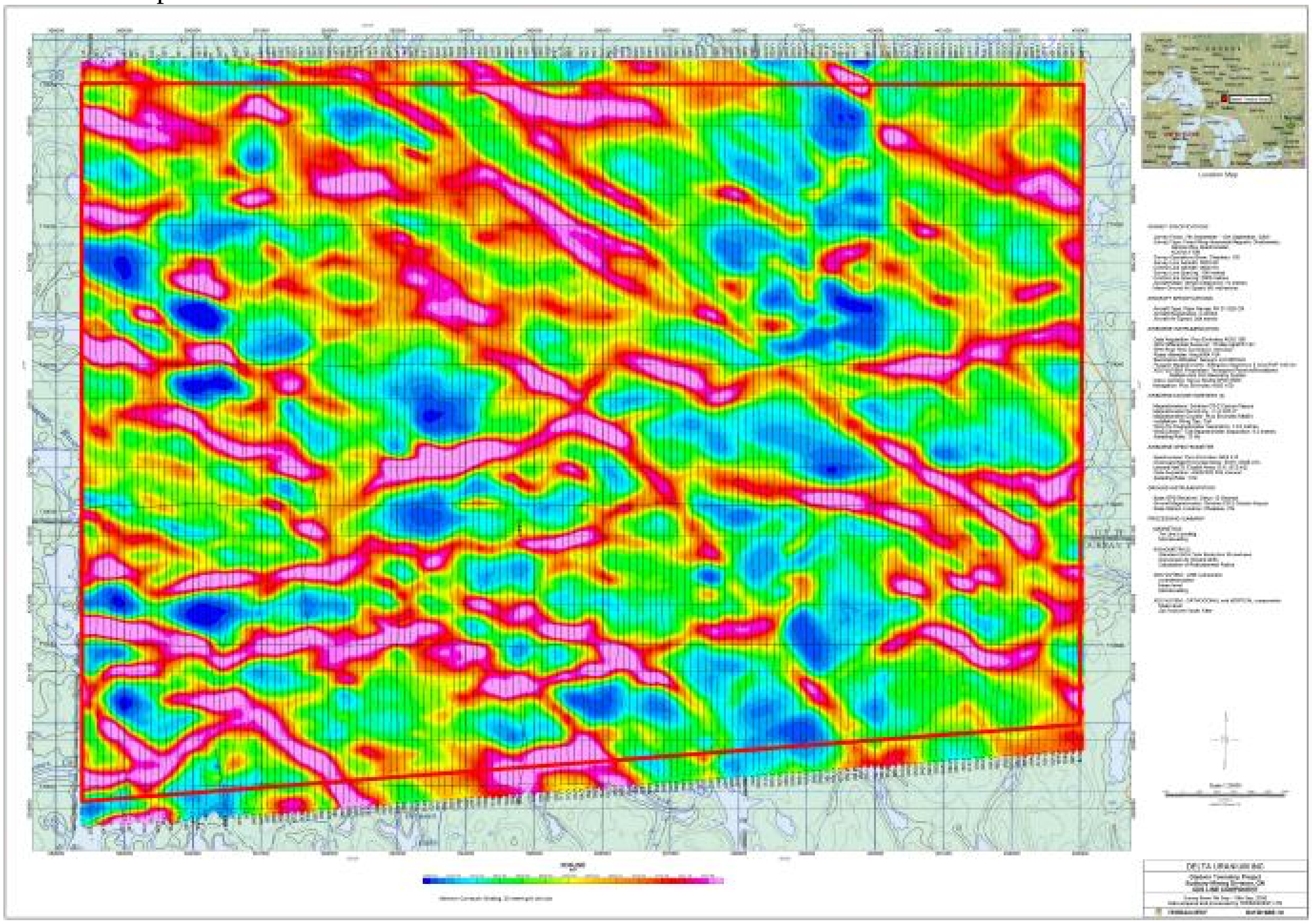
Gladwin Twp. Block – XDS VLF-EM Line Channel



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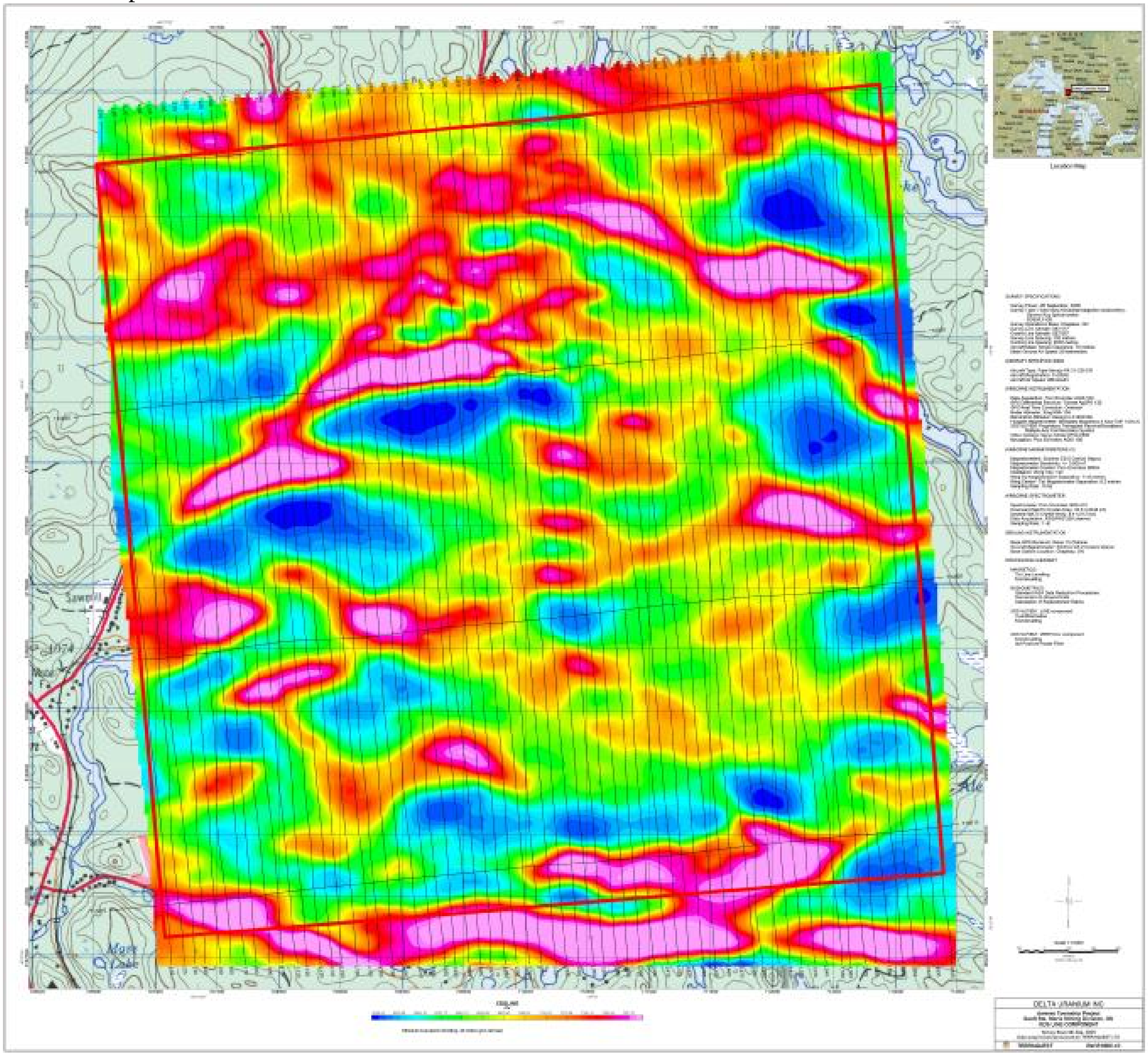
Aweres Twp. Block – XDS VLF-EM Line Channel



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7.4. FINAL RADIOMETRIC DATA PROCESSING

The radiometric data were processed according to guidelines established in the definitive IAEA Technical Report "Airborne Gamma Ray Spectrometer Surveying" (IAEA Technical Reports Series No. 323, 1991). The following specifics were performed:

- Recorded as a 256 channel spectrum, the four raw integral (or "terrestrial") windows (Total Count, Potassium, Uranium and Thorium) were initially generated by summing the recorded counts between their appropriate channel limits – as specified below:

  256 Channel ROI definitions (based on 0-255 channel indices):

Total Count:	30 - 233
Potassium:	115 - 131
Uranium:	139 - 156
Thorium:	201 - 233
Cosmic (>3 MeV):	255

- Since the PicoEnvirotec GRS410 Spectrometer does not suffer from conventional measurement "dead time", no discrete correction for this effect need be applied.
- The raw count rates were corrected for static and ambient background sources (Aircraft, Cosmic and Radon) by using measurements from the frequent over-water crossings encountered during the survey and from pre- and post- flight over-water 'background' lines (where geologic radiation sources are suppressed).
- The background corrected measurements were corrected for Compton Scattering by application of "Stripping Coefficients" experimentally determined in a specific calibration exercise using standard large-scale radio-element sources (see Appendices).
- Count rates were further adjusted by correction to constant terrain clearance (altitude attenuation correction). This correction step includes the application of exponential attenuation coefficients, specific to each of the four integral windows, determined during a specific calibration procedure (see Appendices).
- As additionally recommended by the Geologic Survey of Canada, the final corrected count rates were passed through an optimized filter, sometimes referred to as a 'Savitsky-Golay' filter, designed to reduce sample overlap effects. This five-point convolution filter has the following (normalized) coefficients:

  -.0857, 0.3429, 0.4857, 0.3429, -0.0857

- Corrected radiometric data are delivered both as count rates (counts-per-second) and as effective ground units by application of sensitivity factors determined experimentally over the Geologic Survey of Canada's test range (Breckenridge Calibration Range, Ottawa - see Appendices). Applicable ground units for each of the four integral windows are as follows:

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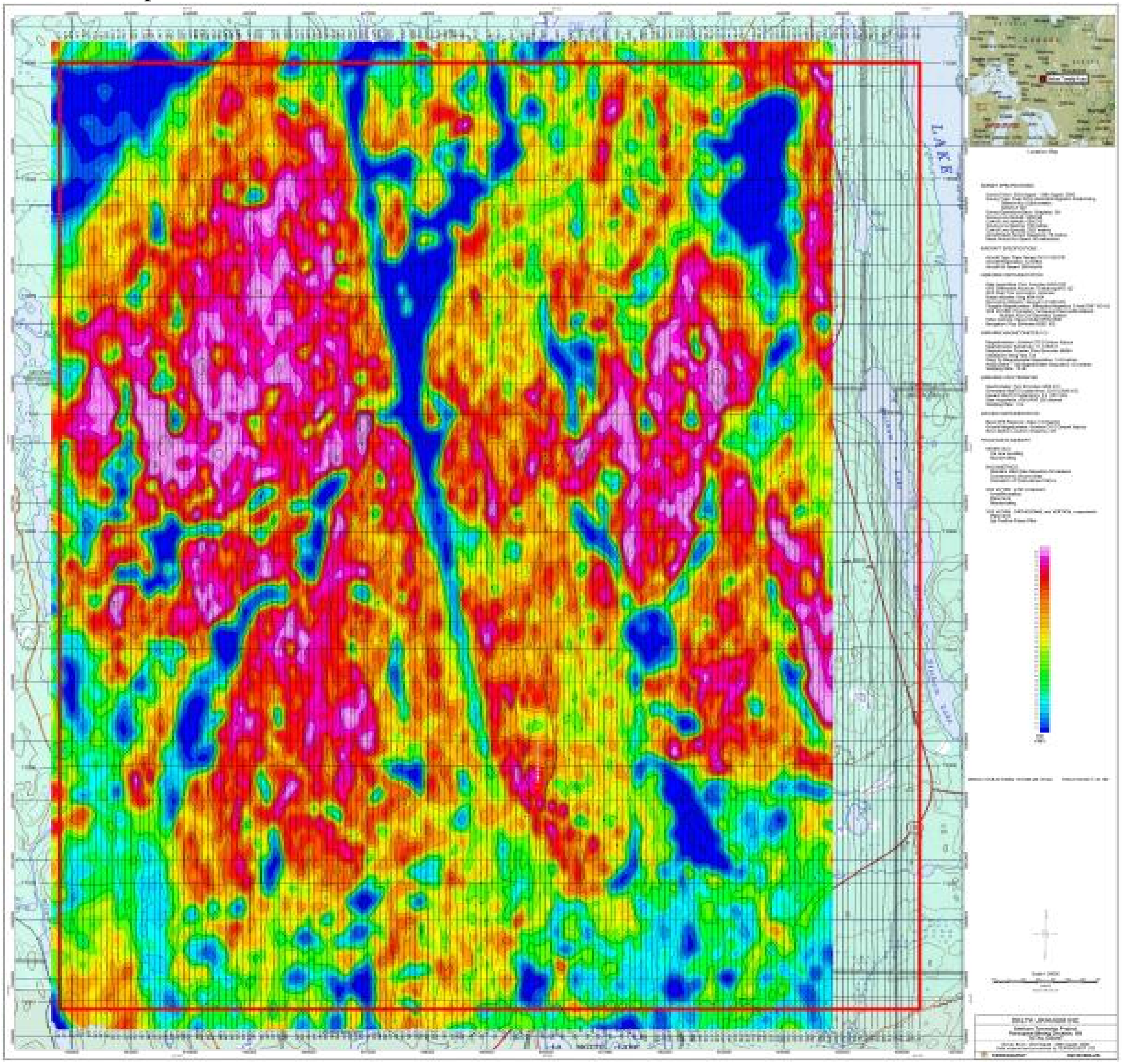
Total Count :	Exposure Rate, micro Gray/hour
Potassium :	Percent (%K)
Uranium:	Parts per Million equivalent Uranium (ppm eU)
Thorium:	Parts per Million equivalent Thorium (ppm eTh)

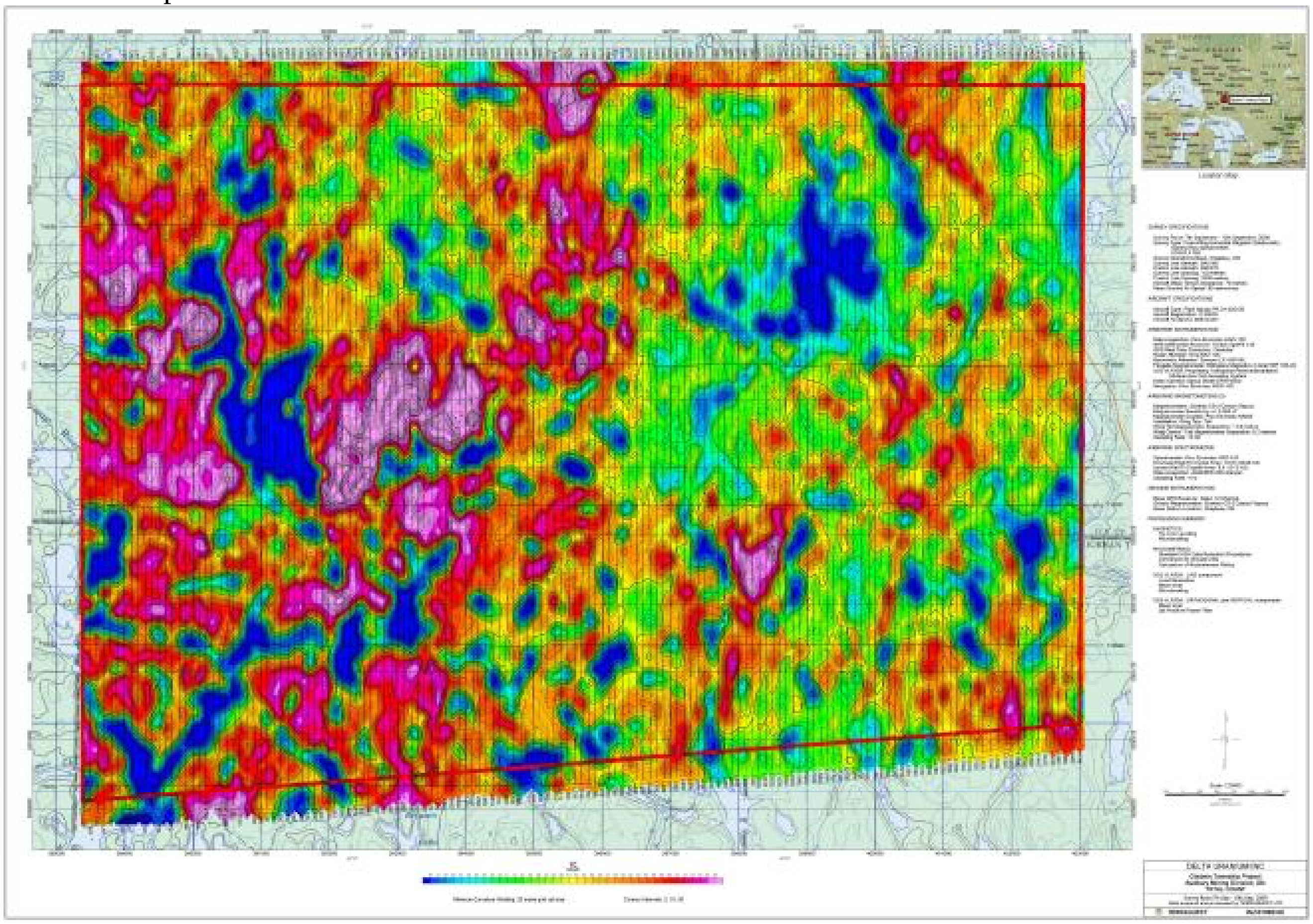
The radiometric data were gridded by minimum curvature method with a cell size of 25 metres and contoured.

Stetham Twp. – Total Count



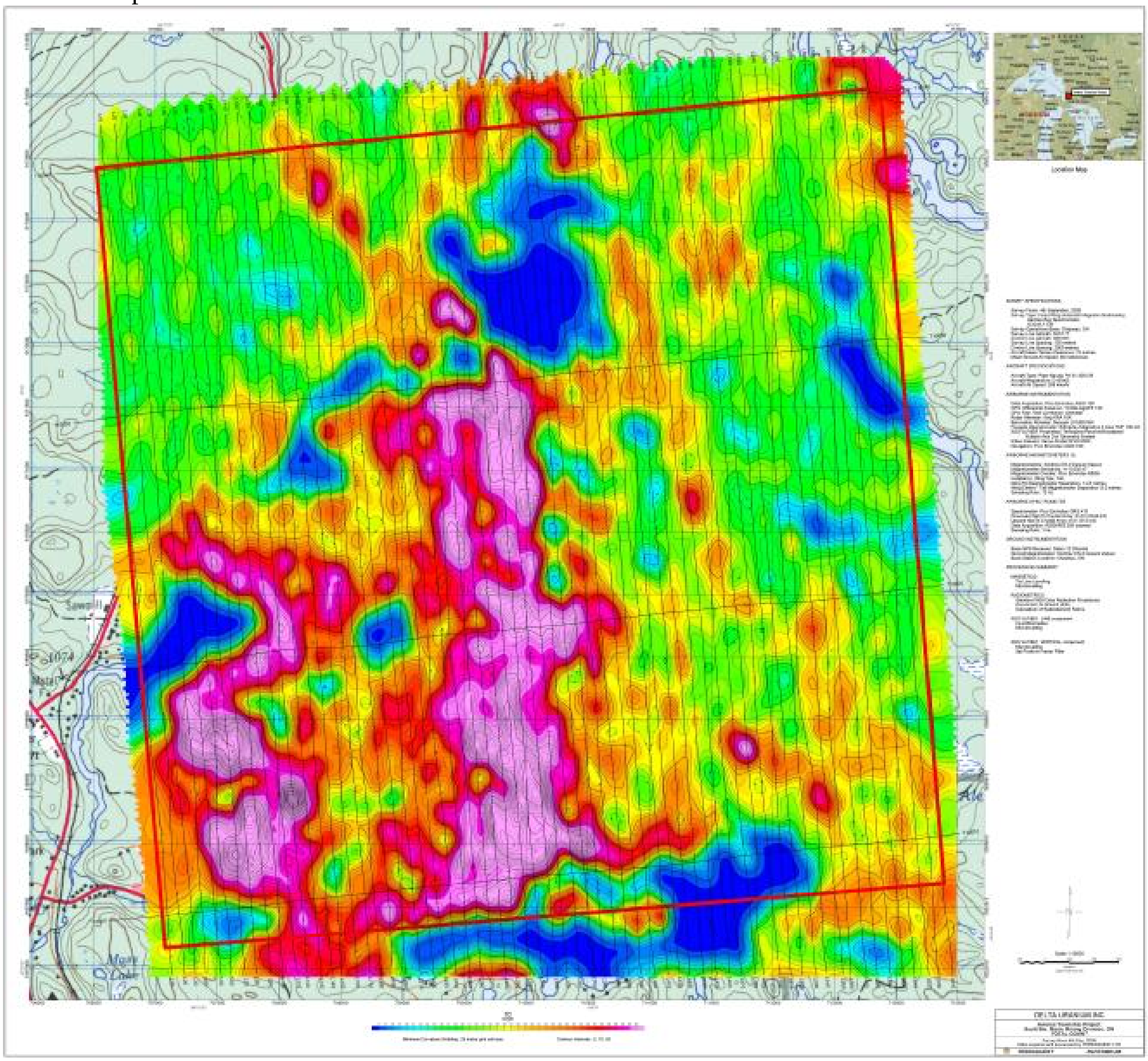
PDF created with pdfFactory Pro trial version www.pdffactory.com

Gladwin Twp. – Total Count



PDF created with pdfFactory Pro trial version www.pdffactory.com

Aweres Twp. – Total Count



PDF created with pdfFactory Pro trial version www.pdffactory.com

7.5. LIST OF FINAL PRODUCTS

Two copies of the following colour maps with scanned topographic underlay were produced at a scale of 1:20,000 for Stetham and Gladwin Twps. and 1:10,000 for Aweres Twp.:

- Map 1: Flight Path
- Map 2: Total Magnetic Intensity of Tail Sensor (nT)
- Map 3: First Vertical Derivative of Tail Sensor (nT/m)
- Map 4: Measured Lateral Gradient (nT/m)
- Map 5: Measured Longitudinal Gradient (nT/m)
- Map 6: Total Count Radiometric (mGy/hr)
- Map 7: Potassium, %K
- Map 8: Uranium, ppm eU
- Map 9: Thorium, ppm eTh
- Map 10: XDS VLF-EM Line Channel
- Map 10: XDS VLF-EM Line Channel
- Map 12: XDS VLF-EM Vertical Channel
- Map 13: Digital Terrain Model

The following digital products were produced:

- Digital grid archives on CD-ROM in GEOSOFT
- All GEOSOFT MAP files used to generate the above listed final maps
- Digital Profile Archives on CD-ROM in GEOSOFT GDB format (compatible with 4.1 or higher)

PDF created with pdfFactory Pro trial version www.pdffactory.com

8. SUMMARY

An airborne high sensitivity magnetic, XDS VLF-EM and gamma ray spectrometer survey was performed separately over the Stetham, Gladwin and Aweres Twps. Blocks in northern Ontario, located between Saulte Ste Marie, Sudbury and Chapleau, with 70 metre mean terrain clearance, 100 metre line intervals, 2,000 metre tie line interval, and with data sample points at 8 metres along the flight lines. The base of operations was at Chapleau, Ontario. A high sensitivity magnetic and a GPS base station located at the airport recorded the diurnal magnetic activity and reference GPS time during the survey for adherence to survey tolerances.

The data were subjected to final processing to produce two sets of the following colour maps:

a) **Magnetics**: total magnetic intensity of tail sensor and first vertical derivative, lateral and longitudinal gradients
b) **XDS VLF-EM**: x, y and z fields
c) **Radiometrics**: total count, potassium, uranium, thorium
d) **Flight Path**

All data have been archived as Geosoft database (GDB); all MAP and GRID files used to make the maps and this report are included in the archive.

Respectfully Submitted,

Charles Barrie, M.Sc.
Vice President
Terraquest Ltd.

PDF created with pdfFactory Pro trial version www.pdffactory.com

9. APPENDICES

9.1. APPENDIX I - CERTIFICATE OF QUALIFICATION

I, Charles Barrie, certify that I:

1) am registered as a Fellow with the Geological Association of Canada and work professionally as a geologist,
2) hold an Honours degree in Geology from McMaster University, Canada, obtained in 1977,
3) hold an M.Sc. in Geology from Dalhousie University, Canada, obtained in 1980,
4) am a member of the Prospectors and Developers Association of Canada,
5) am a member of the Canadian Institute of Mining , Metallurgy and Petroleum,
6) have worked as a geologist for over twenty five years,
7) am employed by and am an owner of Terraquest Ltd., specializing in high sensitivity airborne geophysical surveys, and
8) have prepared this operations and specifications report pertaining to airborne data collected by Terraquest Ltd..

Markham, Ontario, Canada

Signed

Charles Q. Barrie, M.Sc.
Vice President, Terraquest Ltd.

PDF created with pdfFactory Pro trial version www.pdffactory.com

9.2. APPENDIX II – DAILY LOG

August 20, 2006
Comments: aircraft arrived in Chapleau, set up base station

August 21, 2006
Flight: XKS-210 Block A
Pilot: Robert Beaulac
Operator: Phil Mikkonen

August 22, 2006
Flight: XKS-211 Block A
Pilot: Robert Beaulac
Operator: Phil Mikkonen, Robert Reynolds

August 23, 2006
Flight: XKS-212 Block A
Pilot: Robert Beaulac
Operator: Phil Mikkonen, Robert Reynolds

August 24, 2006
Flight: none Block A
Comments: operator training session

August 25, 2006
Flight: none Block A
Pilot: Robert Beaulac
Operator: Phil Mikkonen, Robert Reynolds
Comments: Jim McLarty arrive in pm

August 26, 2006
Flight: none Block A
Pilot: Robert Beaulac, Jim McLarty
Operator: Phil Mikkonen, Robert Reynolds
Comments: poor weather

August 27, 2006
Flight: XKS-213 & 214 Block A
Pilot: Robert Beaulac, Jim McLarty
Operator: Robert Reynolds

PDF created with pdfFactory Pro trial version www.pdffactory.com

Comments: equipment problem, abort flight 213

August 28, 2006
Flight: XKS-215 Block A
Pilot: Robert Beaulac, Jim McLarty
Operator: Robert Reynolds

August 29, 2006
Flight: XKS-216 Block A
Pilot: Robert Beaulac, Jim McLarty
Operator: Robert Reynolds

August 30, 2006
Flight: XKS-217 Block A
Pilot: Robert Beaulac, Jim McLarty
Operator: Robert Reynolds

August 31, 2006
Flight: XKS-218 Block A
Pilot: Robert Beaulac, Jim McLarty
Operator: Robert Reynolds
Comments: flight aborted due to equipment problems Geo-Lite

September 1, 2006
Flight: XKS-219, 219A Block A
Pilot: Robert Beaulac, Jim McLarty
Operator: Robert Reynolds
Comments: No.2 mag failed

September 2, 2006
Flight: none Block A
Pilot: Robert Beaulac, Jim McLarty
Operator: Robert Reynolds
Comments: repair No.2 mag

September 3, 2006
Flight: none Block A
Pilot: Robert Beaulac, Jim McLarty
Operator: Robert Reynolds
Comments: poor weather

PDF created with pdfFactory Pro trial version www.pdffactory.com

September 4, 2006

Flight:	XKS-220, 221	Block C
Pilot:	Robert Beaulac	
Operator:	Robert Reynolds	
Comments:	Jim McLarty left	

September 5, 2006

Flight:	222	Block B
Pilot:	Robert Beaulac	
Operator:	Robert Reynolds	
Comments:	nav problem, flight aborted	

September 6, 2006

Flight:	none	Block B
Pilot:	Robert Beaulac	
Operator:	Robert Reynolds	
Comments:	reprogram nav Block 3	

September 7, 2006

Flight:	XKS-223, 224	Block B
Pilot:	Robert Beaulac	
Operator:	Robert Reynolds	
Comments:	223 aborted due to weather	

September 8, 2006

Flight:	none	Block B
Pilot:	Robert Beaulac	
Operator:	Robert Reynolds	
Comments:	poor weather	

September 9, 2006

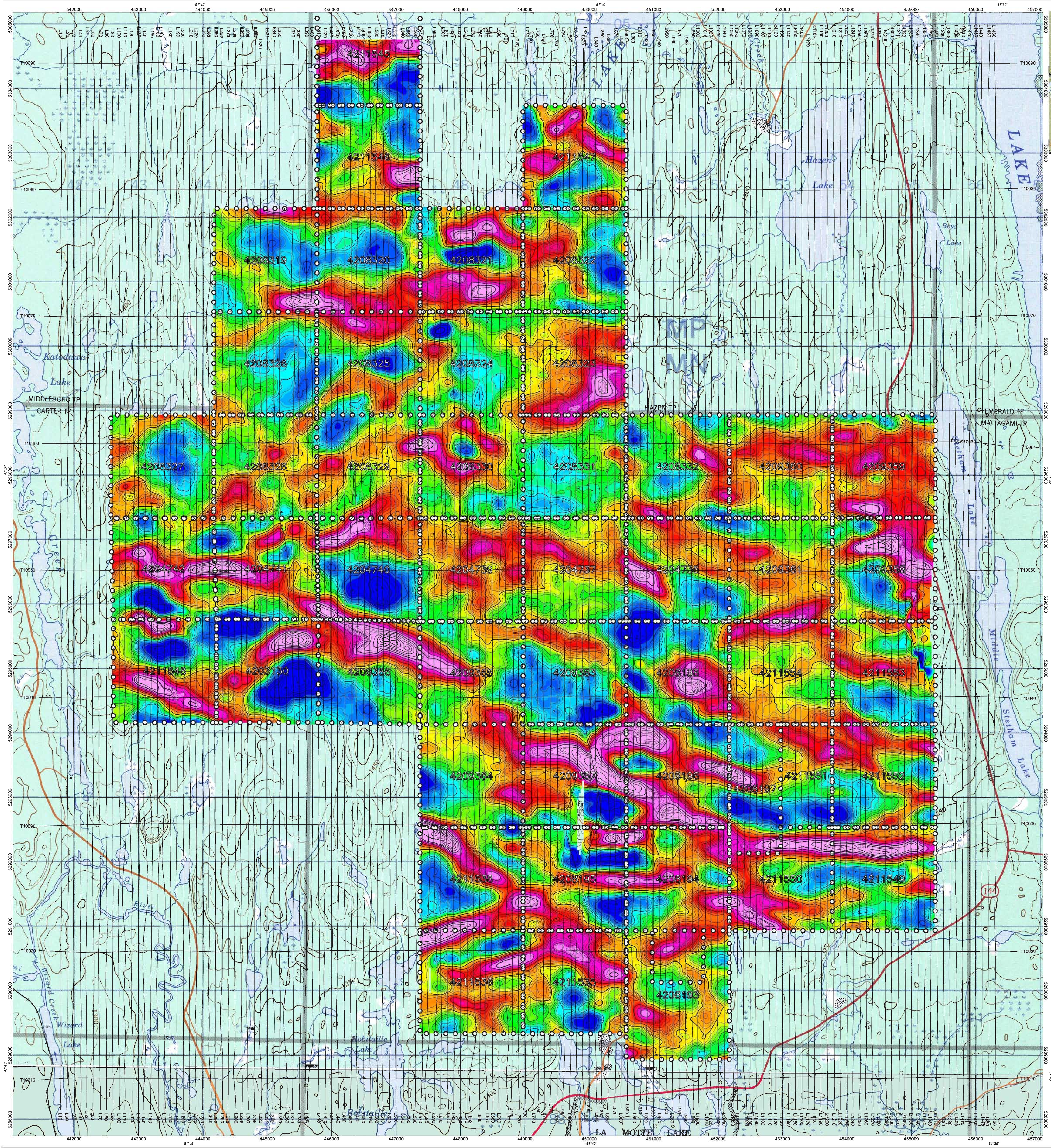
Flight:	XKS-225, 226	Block B
Pilot:	Robert Beaulac	
Operator:	Robert Reynolds	

September 10, 2006

Flight:	XKS-227	Block B
Pilot:	Robert Beaulac	
Operator:	Robert Reynolds	

September 11, 2006 Demob to Sudbury

PDF created with pdfFactory Pro trial version www.pdffactory.com



Location Map

SURVEY SPECIFICATIONS

Survey Flown: 22nd August - 29th August, 2006
Survey Type: Fixed Wing Horizontal Magnetic Gradiometry,
Gamma Ray Spectrometer,
XDS/VLF EM
Survey Operations Base: Chapleau, ON
Survey Line Azimuth: 360/180
Control Line Azimuth: 090/270
Survey Line Spacing: 100 metres
Control Line Spacing: 2000 metres
Aircraft Mean Terrain Clearance: 70 metres
Mean Ground Air Speed: 80 metres/sec

AIRCRAFT SPECIFICATIONS

Aircraft Type: Piper Navajo PA 31-325 CR
Aircraft Registration: C-GXKS
Aircraft Air Speed: 288 kms/hr

AIRBORNE INSTRUMENTATION

Data Acquisition: Pico Envirotec AGIS 100
GPS Differential Receiver: Trimble AgGPS 132
GPS Real Time Correction: Omnistar
Radar Altimeter: King KRA 10A
Barometric Altimeter: Sensym LX18001AN
Fluxgate Magnetometer: Billingsley Magnetics 3 Axial TMF 100-LN
XDS VLF/EM: Proprietary Terraquest Passive/Broadband
Multiple Axis Coil Geometry System
Video Camera: Sanyo Model DFW-V500
Navigation: Pico Envirotec AGIS 100

AIRBORNE MAGNETOMETERS (3)

Magnetometers: Scintrex CS-2 Cesium Vapour
Magnetometer Sensitivity: +/- 0.005 nT
Magnetometer Counter: Pico Envirotec MMS4
Installation: Wing Tips, Tail
Wing Tip Magnetometer Separation: 14.6 metres
Wing Centre - Tail Magnetometer Separation: 9.2 metres
Sampling Rate: 10 Hz

AIRBORNE SPECTROMETER

Spectrometer: Pico Envirotec GRS 410
Downward NaI(Tl) Crystal Array: 33.6 l (2048 in3)
Upward NaI(Tl) Crystal Array: 8.4 l (512 in3)
Data Acquisition: AGIS/IRIS 256 channel
Sampling Rate: 1 Hz

GROUND INSTRUMENTATION

Base GPS Receiver: Deluo 12 Channel
Ground Magnetometer: Scintrex CS-2 Cesium Vapour
Base Station Location: Chapleau, ON

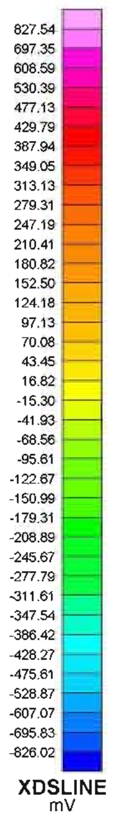
PROCESSING SUMMARY

MAGNETICS:
Tie Line Levelling
Microlevelling

RADIOMETRICS:
Standard IAEA Data Reduction Procedures
Conversion to Ground Units
Calculation of Radioelement Ratios

XDS VLF/EM : LINE component
Invert/Normalise
Mean level
Microlevelling

XDS VLF/EM : ORTHOGONAL and VERTICAL components
Mean level
5pt Positive Fraser Filter



Minimum Curvature Gridding: 25 metre grid cell size

Scale 1:20000

250 0 250 500 750 1000 1250 1500

(meters)

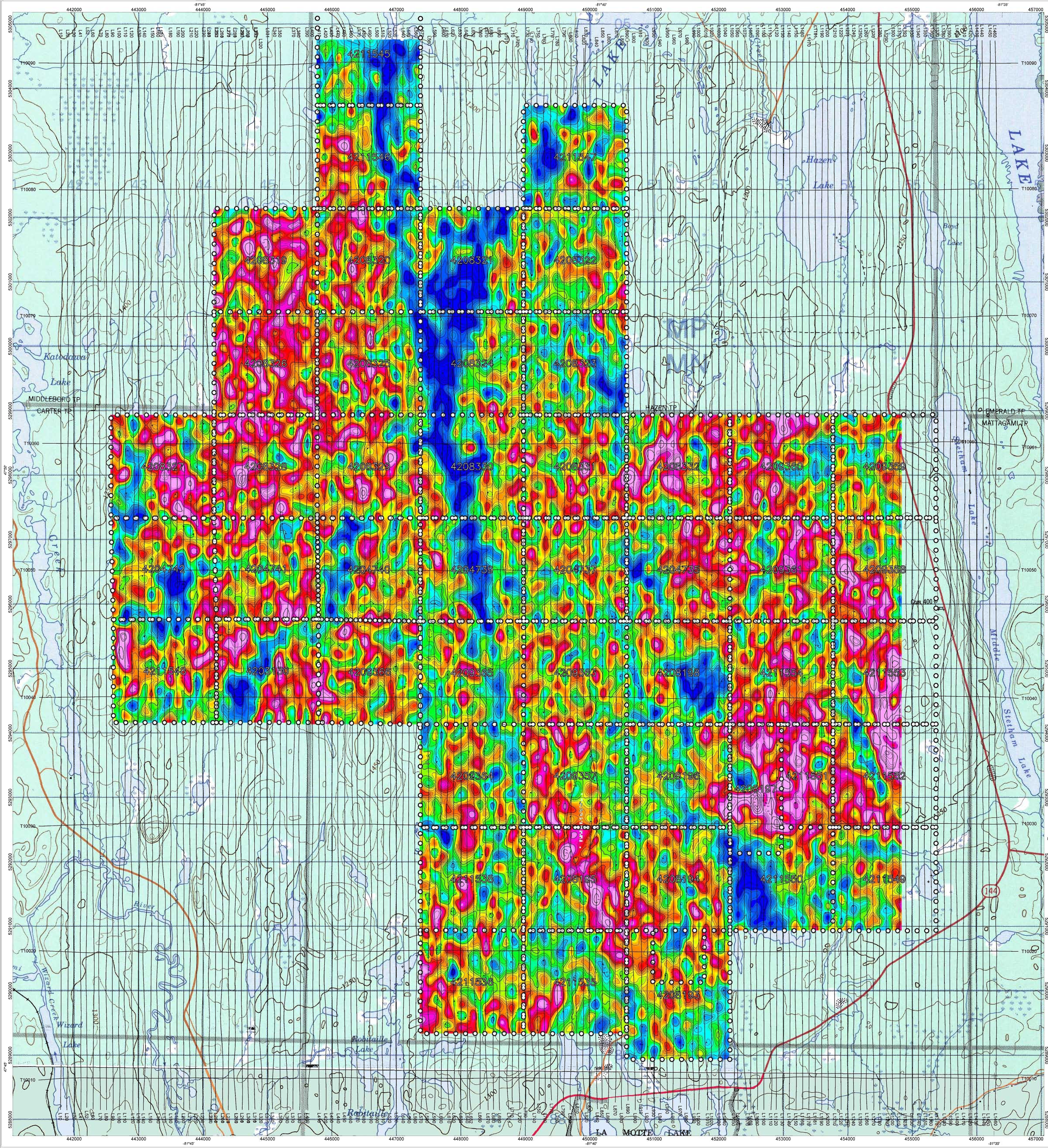
NAD83 / UTM zone 17N

DELTA URANIUM INC

Stetham Township Project
Porcupine Mining Division, ON
XDS LINE COMPONENT

Survey flown: 22nd August - 29th August, 2006
Data acquired and processed by TERRAQUEST LTD

TERRAQUEST ***Ref:B198A-10***



Location Map

SURVEY SPECIFICATIONS

Survey Flown: 22nd August - 29th August, 2006
Survey Type: Fixed Wing Horizontal Magnetic Gradiometry,
Gamma Ray Spectrometer,
XDS/VLF EM
Survey Operations Base: Chapleau, ON
Survey Line Azimuth: 360/180
Control Line Azimuth: 090/270
Survey Line Spacing: 100 metres
Control Line Spacing: 2000 metres
Aircraft Mean Terrain Clearance: 70 metres
Mean Ground Air Speed: 80 metres/sec

AIRCRAFT SPECIFICATIONS

Aircraft Type: Piper Navajo PA 31-325 CR
Aircraft Registration: C-GXKS
Aircraft Air Speed: 288 kms/hr

AIRBORNE INSTRUMENTATION

Data Acquisition: Pico Envirotec AGIS 100
GPS Differential Receiver: Trimble AgGPS 132
GPS Real Time Correction: Omnistar
Radar Altimeter: King KRA 10A
Barometric Altimeter: Sensym LX18001AN
Fluxgate Magnetometer: Billingsley Magnetics 3 Axial TMF 100-LN
XDS VLF/EM: Proprietary Terraquest Passive/Broadband
Multiple Axis Coil Geometry System
Video Camera: Sanyo Model DFW-V500
Navigation: Pico Envirotec AGIS 100

AIRBORNE MAGNETOMETERS (3)

Magnetometers: Scintrex CS-2 Cesium Vapour
Magnetometer Sensitivity: +/- 0.005 nT
Magnetometer Counter: Pico Envirotec MMS4
Installation: Wing Tips, Tail
Wing Tip Magnetometer Separation: 14.6 metres
Wing Centre - Tail Magnetometer Separation: 9.2 metres
Sampling Rate: 10 Hz

AIRBORNE SPECTROMETER

Spectrometer: Pico Envirotec GRS 410
Downward NaI(Tl) Crystal Array: 33.6 l (2048 in3)
Upward NaI(Tl) Crystal Array: 8.4 l (512 in3)
Data Acquisition: AGIS/IRIS 256 channel
Sampling Rate: 1 Hz

GROUND INSTRUMENTATION

Base GPS Receiver: Deluo 12 Channel
Ground Magnetometer: Scintrex CS-2 Cesium Vapour
Base Station Location: Chapleau, ON

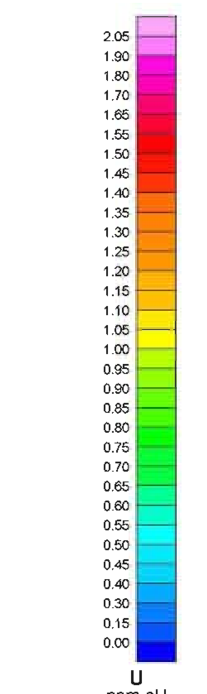
PROCESSING SUMMARY

MAGNETICS:
Tie Line Levelling
Microlevelling

RADIOMETRICS:
Standard IAEA Data Reduction Procedures
Conversion to Ground Units
Calculation of Radioelement Ratios

XDS VLF/EM : LINE component
Invert/Normalise
Mean level
Microlevelling

XDS VLF/EM : ORTHOGONAL and VERTICAL components
Mean level
5pt Positive Fraser Filter



U
ppm eU

Minimum Curvature Gridding: 25 metre grid cell size

Contour Intervals: 0.25, 1.00, 4.00

Scale 1:20000

250 0 250 500 750 1000 1250 1500

(meters)

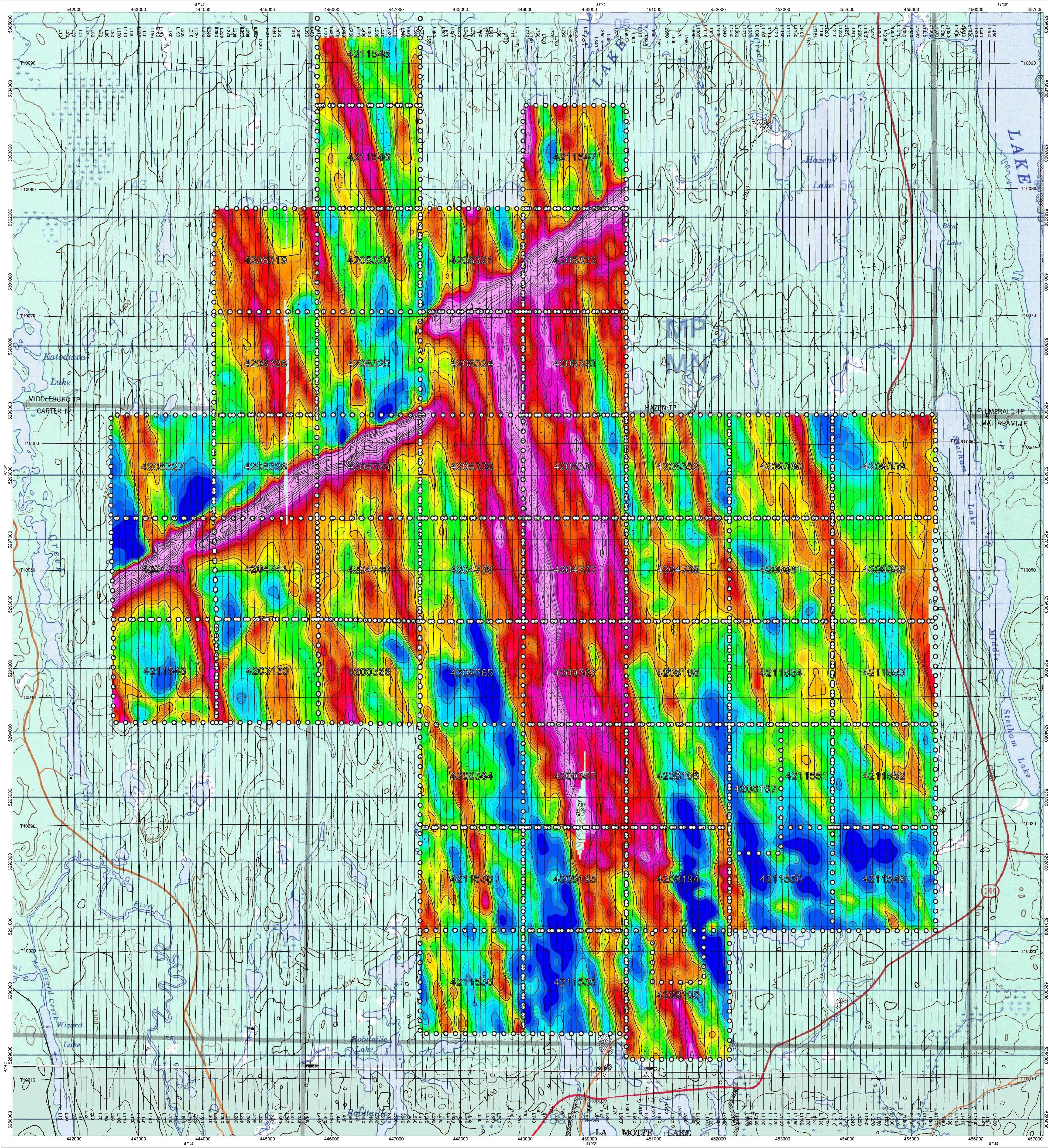
NAD83 / UTM zone 17N

DELTA URANIUM INC

Stetham Township Project
Porcupine Mining Division, ON
URANIUM

Survey flown: 22nd August - 29th August, 2006
Data acquired and processed by TERRAQUEST LTD

TERRAQUEST ***Ref:B198A-08***



Location Map

SURVEY SPECIFICATIONS

Survey Flown: 22nd August - 29th August, 2006
Survey Type: Fixed Wing Horizontal Magnetic Gradiometry,
Gamma Ray Spectrometer,
XDS/VLF EM
Survey Operations Base: Chapleau, ON
Survey Line Azimuth: 360/180
Control Line Azimuth: 090/270
Survey Line Spacing: 100 metres
Control Line Spacing: 2000 metres
Aircraft Mean Terrain Clearance: 70 metres
Mean Ground Air Speed: 80 metres/sec

AIRCRAFT SPECIFICATIONS

Aircraft Type: Piper Navajo PA 31-325 CR
Aircraft Registration: C-GXKS
Aircraft Air Speed: 288 kms/hr

AIRBORNE INSTRUMENTATION

Data Acquisition: Pico Envirotec AGIS 100
GPS Differential Receiver: Trimble AgGPS 132
GPS Real Time Correction: Omnistar
Radar Altimeter: King KRA 10A
Barometric Altimeter: Sensym LX18001AN
Fluxgate Magnetometer: Billingsley Magnetics 3 Axial TMF 100-LN
XDS VLF/EM: Proprietary Terraquest Passive/Broadband
Multiple Axis Coil Geometry System
Video Camera: Sanyo Model DFW-V500
Navigation: Pico Envirotec AGIS 100

AIRBORNE MAGNETOMETERS (3)

Magnetometers: Scintrex CS-2 Cesium Vapour
Magnetometer Sensitivity: +/- 0.005 nT
Magnetometer Counter: Pico Envirotec MMS4
Installation: Wing Tips, Tail
Wing Tip Magnetometer Separation: 14.6 metres
Wing Centre - Tail Magnetometer Separation: 9.2 metres
Sampling Rate: 10 Hz

AIRBORNE SPECTROMETER

Spectrometer: Pico Envirotec GRS 410
Downward NaI(Tl) Crystal Array: 33.6 l (2048 in3)
Upward NaI(Tl) Crystal Array: 8.4 l (512 in3)
Data Acquisition: AGIS/IRIS 256 channel
Sampling Rate: 1 Hz

GROUND INSTRUMENTATION

Base GPS Receiver: Deluo 12 Channel
Ground Magnetometer: Scintrex CS-2 Cesium Vapour
Base Station Location: Chapleau, ON

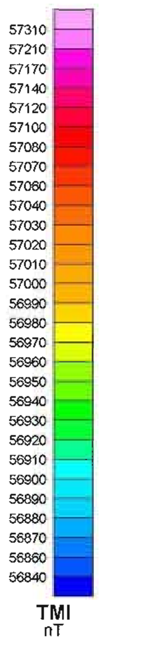
PROCESSING SUMMARY

MAGNETICS:
Tie Line Levelling
Microlevelling

RADIOMETRICS:
Standard IAEA Data Reduction Procedures
Conversion to Ground Units
Calculation of Radioelement Ratios

XDS VLF/EM : LINE component
Invert/Normalise
Mean level
Microlevelling

XDS VLF/EM : ORTHOGONAL and VERTICAL components
Mean level
5pt Positive Fraser Filter



TMI
nT

Minimum Curvature Gridding: 25 metre grid cell size

Contour Intervals: 20, 100, 500

Scale 1:20000

250 0 250 500 750 1000 1250 1500

(meters)

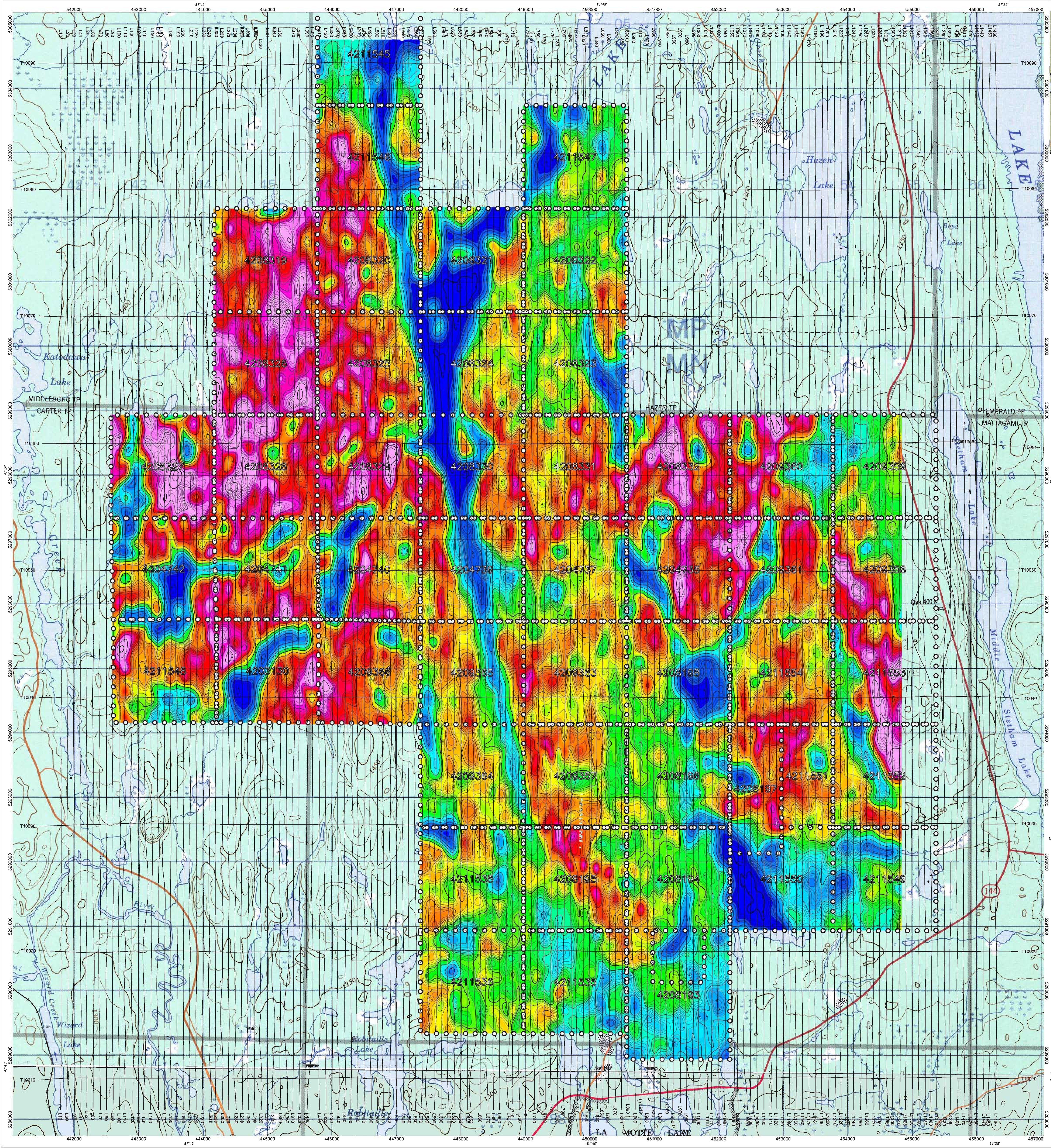
NAD83 / UTM zone 17N

DELTA URANIUM INC

Stetham Township Project
Porcupine Mining Division, ON
TOTAL MAGNETIC INTENSITY

Survey flown: 22nd August - 29th August, 2006
Data acquired and processed by TERRAQUEST LTD

TERRAQUEST ***Ref:B198A-02***



Location Map

SURVEY SPECIFICATIONS

Survey Flown: 22nd August - 29th August, 2006
Survey Type: Fixed Wing Horizontal Magnetic Gradiometry,
Gamma Ray Spectrometer,
XDS/VLF EM
Survey Operations Base: Chapleau, ON
Survey Line Azimuth: 360/180
Control Line Azimuth: 090/270
Survey Line Spacing: 100 metres
Control Line Spacing: 2000 metres
Aircraft Mean Terrain Clearance: 70 metres
Mean Ground Air Speed: 80 metres/sec

AIRCRAFT SPECIFICATIONS

Aircraft Type: Piper Navajo PA 31-325 CR
Aircraft Registration: C-GXKS
Aircraft Air Speed: 288 kms/hr

AIRBORNE INSTRUMENTATION

Data Acquisition: Pico Envirotec AGIS 100
GPS Differential Receiver: Trimble AgGPS 132
GPS Real Time Correction: Omnistar
Radar Altimeter: King KRA 10A
Barometric Altimeter: Sensym LX18001AN
Fluxgate Magnetometer: Billingsley Magnetics 3 Axial TMF 100-LN
XDS VLF/EM: Proprietary Terraquest Passive/Broadband
Multiple Axis Coil Geometry System
Video Camera: Sanyo Model DFW-V500
Navigation: Pico Envirotec AGIS 100

AIRBORNE MAGNETOMETERS (3)

Magnetometers: Scintrex CS-2 Cesium Vapour
Magnetometer Sensitivity: +/- 0.005 nT
Magnetometer Counter: Pico Envirotec MMS4
Installation: Wing Tips, Tail
Wing Tip Magnetometer Separation: 14.6 metres
Wing Centre - Tail Magnetometer Separation: 9.2 metres
Sampling Rate: 10 Hz

AIRBORNE SPECTROMETER

Spectrometer: Pico Envirotec GRS 410
Downward NaI(Tl) Crystal Array: 33.6 l (2048 in3)
Upward NaI(Tl) Crystal Array: 8.4 l (512 in3)
Data Acquisition: AGIS/IRIS 256 channel
Sampling Rate: 1 Hz

GROUND INSTRUMENTATION

Base GPS Receiver: Deluo 12 Channel
Ground Magnetometer: Scintrex CS-2 Cesium Vapour
Base Station Location: Chapleau, ON

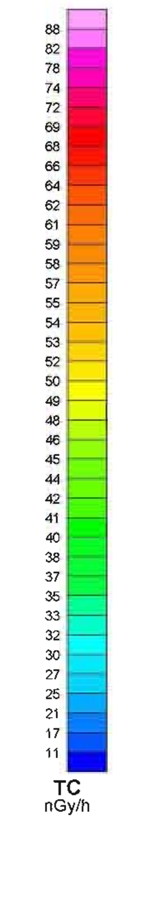
PROCESSING SUMMARY

MAGNETICS:
Tie Line Levelling
Microlevelling

RADIOMETRICS:
Standard IAEA Data Reduction Procedures
Conversion to Ground Units
Calculation of Radioelement Ratios

XDS VLF/EM : LINE component
Invert/Normalise
Mean level
Microlevelling

XDS VLF/EM : ORTHOGONAL and VERTICAL components
Mean level
5pt Positive Fraser Filter



Minimum Curvature Gridding: 25 metre grid cell size
Contour Intervals: 5, 20, 100

Scale 1:20000

250 0 250 500 750 1000 1250 1500

(meters)

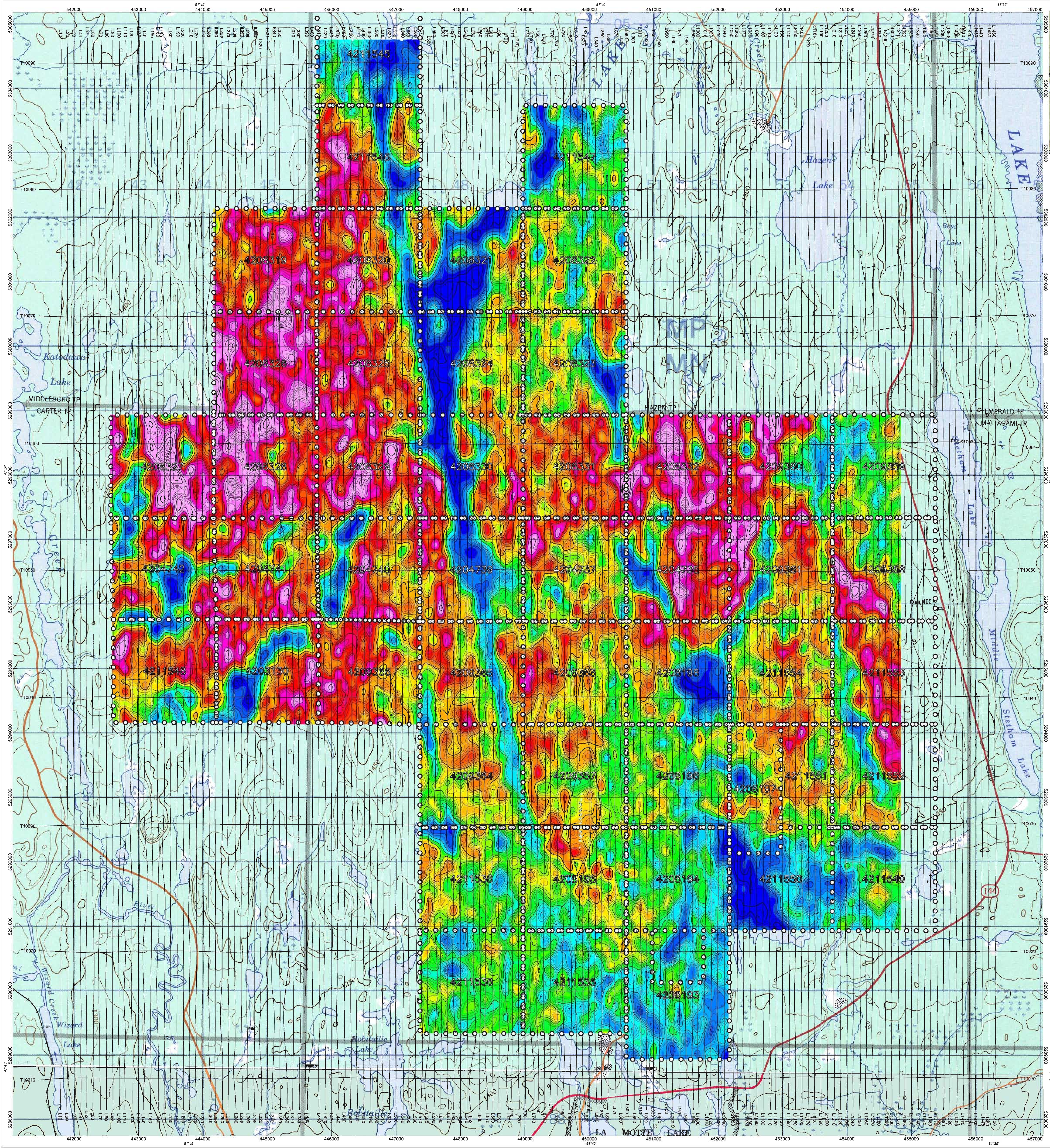
NAD83 / UTM zone 17N

DELTA URANIUM INC

Stetham Township Project
Porcupine Mining Division, ON
TOTAL COUNT

Survey flown: 22nd August - 29th August, 2006
Data acquired and processed by TERRAQUEST LTD

TERRAQUEST ***Ref:B198A-06***



Location Map

SURVEY SPECIFICATIONS

Survey Flown: 22nd August - 29th August, 2006
Survey Type: Fixed Wing Horizontal Magnetic Gradiometry,
Gamma Ray Spectrometer,
XDS/VLF EM
Survey Operations Base: Chapleau, ON
Survey Line Azimuth: 360/180
Control Line Azimuth: 090/270
Survey Line Spacing: 100 metres
Control Line Spacing: 2000 metres
Aircraft Mean Terrain Clearance: 70 metres
Mean Ground Air Speed: 80 metres/sec

AIRCRAFT SPECIFICATIONS

Aircraft Type: Piper Navajo PA 31-325 CR
Aircraft Registration: C-GXKS
Aircraft Air Speed: 288 kms/hr

AIRBORNE INSTRUMENTATION

Data Acquisition: Pico Envirotec AGIS 100
GPS Differential Receiver: Trimble AgGPS 132
GPS Real Time Correction: Omnistar
Radar Altimeter: King KRA 10A
Barometric Altimeter: Sensym LX18001AN
Fluxgate Magnetometer: Billingsley Magnetics 3 Axial TMF 100-LN
XDS VLF/EM: Proprietary Terraquest Passive/Broadband
Multiple Axis Coil Geometry System
Video Camera: Sanyo Model DFW-V500
Navigation: Pico Envirotec AGIS 100

AIRBORNE MAGNETOMETERS (3)

Magnetometers: Scintrex CS-2 Cesium Vapour
Magnetometer Sensitivity: +/- 0.005 nT
Magnetometer Counter: Pico Envirotec MMS4
Installation: Wing Tips, Tail
Wing Tip Magnetometer Separation: 14.6 metres
Wing Centre - Tail Magnetometer Separation: 9.2 metres
Sampling Rate: 10 Hz

AIRBORNE SPECTROMETER

Spectrometer: Pico Envirotec GRS 410
Downward NaI(Tl) Crystal Array: 33.6 l (2048 in3)
Upward NaI(Tl) Crystal Array: 8.4 l (512 in3)
Data Acquisition: AGIS/IRIS 256 channel
Sampling Rate: 1 Hz

GROUND INSTRUMENTATION

Base GPS Receiver: Deluo 12 Channel
Ground Magnetometer: Scintrex CS-2 Cesium Vapour
Base Station Location: Chapleau, ON

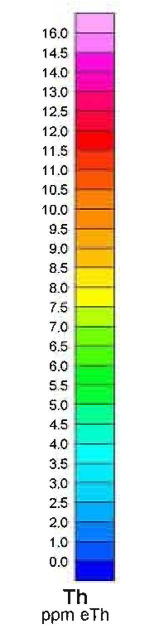
PROCESSING SUMMARY

MAGNETICS:
Tie Line Levelling
Microlevelling

RADIOMETRICS:
Standard IAEA Data Reduction Procedures
Conversion to Ground Units
Calculation of Radioelement Ratios

XDS VLF/EM : LINE component
Invert/Normalise
Mean level
Microlevelling

XDS VLF/EM : ORTHOGONAL and VERTICAL components
Mean level
5pt Positive Fraser Filter



Minimum Curvature Gridding: 25 metre grid cell size   Contour Intervals: 1, 5, 25

Scale 1:20000

250 0 250 500 750 1000 1250 1500

(meters)

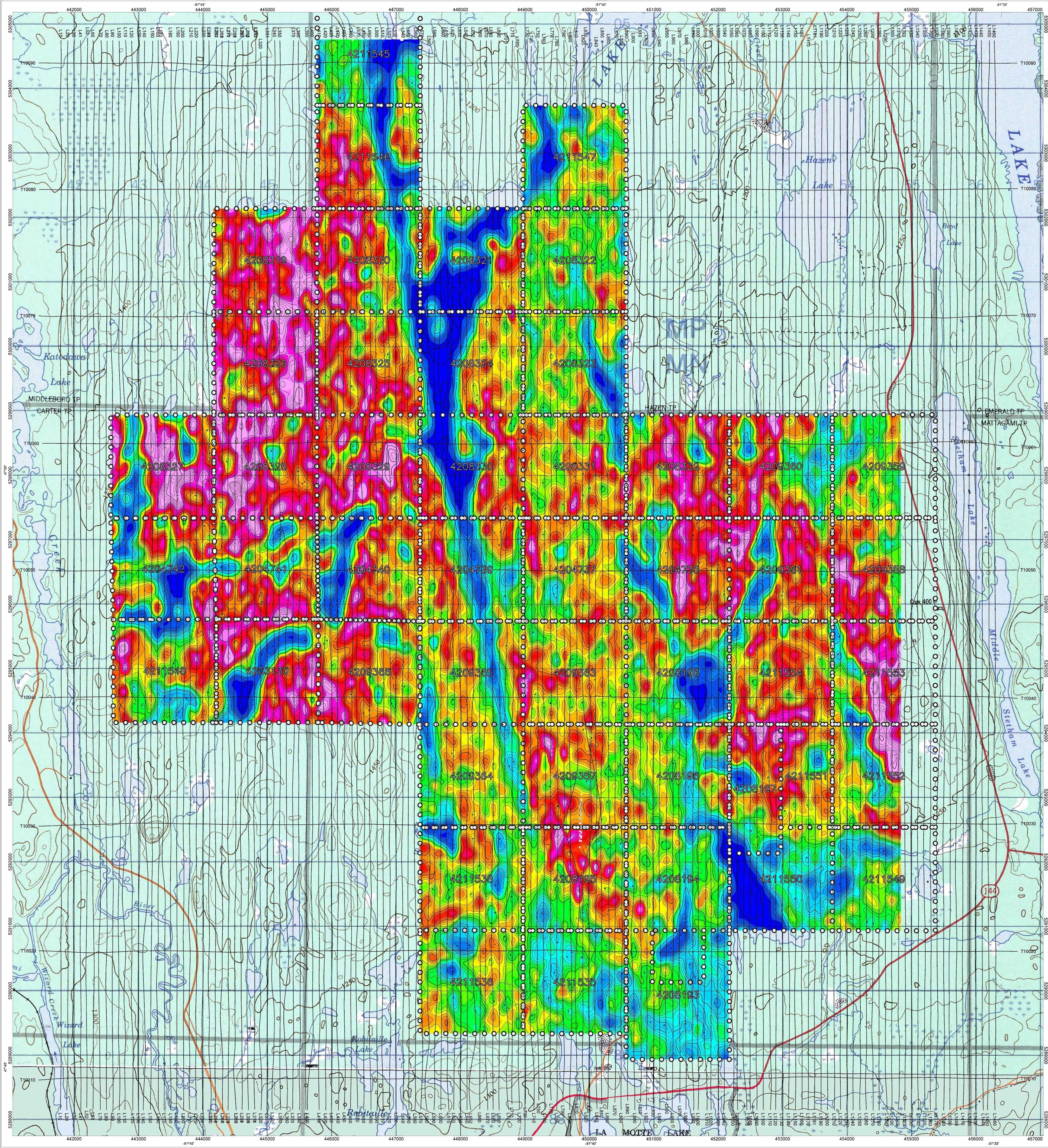
NAD83 / UTM zone 17N

DELTA URANIUM INC

Stetham Township Project
Porcupine Mining Division, ON
THORIUM

Survey flown: 22nd August - 29th August, 2006
Data acquired and processed by TERRAQUEST LTD

TERRAQUEST ***Ref:B198A-09***



Location Map

SURVEY SPECIFICATIONS

Survey Flown: 22nd August - 29th August, 2006
Survey Type: Fixed Wing Horizontal Magnetic Gradiometry,
Gamma Ray Spectrometer,
XDS/VLF EM
Survey Operations Base: Chapleau, ON
Survey Line Azimuth: 360/180
Control Line Azimuth: 090/270
Survey Line Spacing: 100 metres
Control Line Spacing: 2000 metres
Aircraft Mean Terrain Clearance: 70 metres
Mean Ground Air Speed: 80 metres/sec

AIRCRAFT SPECIFICATIONS

Aircraft Type: Piper Navajo PA 31-325 CR
Aircraft Registration: C-GXKS
Aircraft Air Speed: 288 kms/hr

AIRBORNE INSTRUMENTATION

Data Acquisition: Pico Envirotec AGIS 100
GPS Differential Receiver: Trimble AgGPS 132
GPS Real Time Correction: Omnistar
Radar Altimeter: King KRA 10A
Barometric Altimeter: Sensym LX18001AN
Fluxgate Magnetometer: Billingsley Magnetics 3 Axial TMF 100-LN
XDS VLF/EM: Proprietary Terraquest Passive/Broadband
Multiple Axis Coil Geometry System
Video Camera: Sanyo Model DFW-V500
Navigation: Pico Envirotec AGIS 100

AIRBORNE MAGNETOMETERS (3)

Magnetometers: Scintrex CS-2 Cesium Vapour
Magnetometer Sensitivity: +/- 0.005 nT
Magnetometer Counter: Pico Envirotec MMS4
Installation: Wing Tips, Tail
Wing Tip Magnetometer Separation: 14.6 metres
Wing Centre - Tail Magnetometer Separation: 9.2 metres
Sampling Rate: 10 Hz

AIRBORNE SPECTROMETER

Spectrometer: Pico Envirotec GRS 410
Downward NaI(Tl) Crystal Array: 33.6 l (2048 in3)
Upward NaI(Tl) Crystal Array: 8.4 l (512 in3)
Data Acquisition: AGIS/IRIS 256 channel
Sampling Rate: 1 Hz

GROUND INSTRUMENTATION

Base GPS Receiver: Deluo 12 Channel
Ground Magnetometer: Scintrex CS-2 Cesium Vapour
Base Station Location: Chapleau, ON

PROCESSING SUMMARY

MAGNETICS:
Tie Line Levelling
Microlevelling

RADIOMETRICS:
Standard IAEA Data Reduction Procedures
Conversion to Ground Units
Calculation of Radioelement Ratios

XDS VLF/EM : LINE component
Invert/Normalise
Mean level
Microlevelling

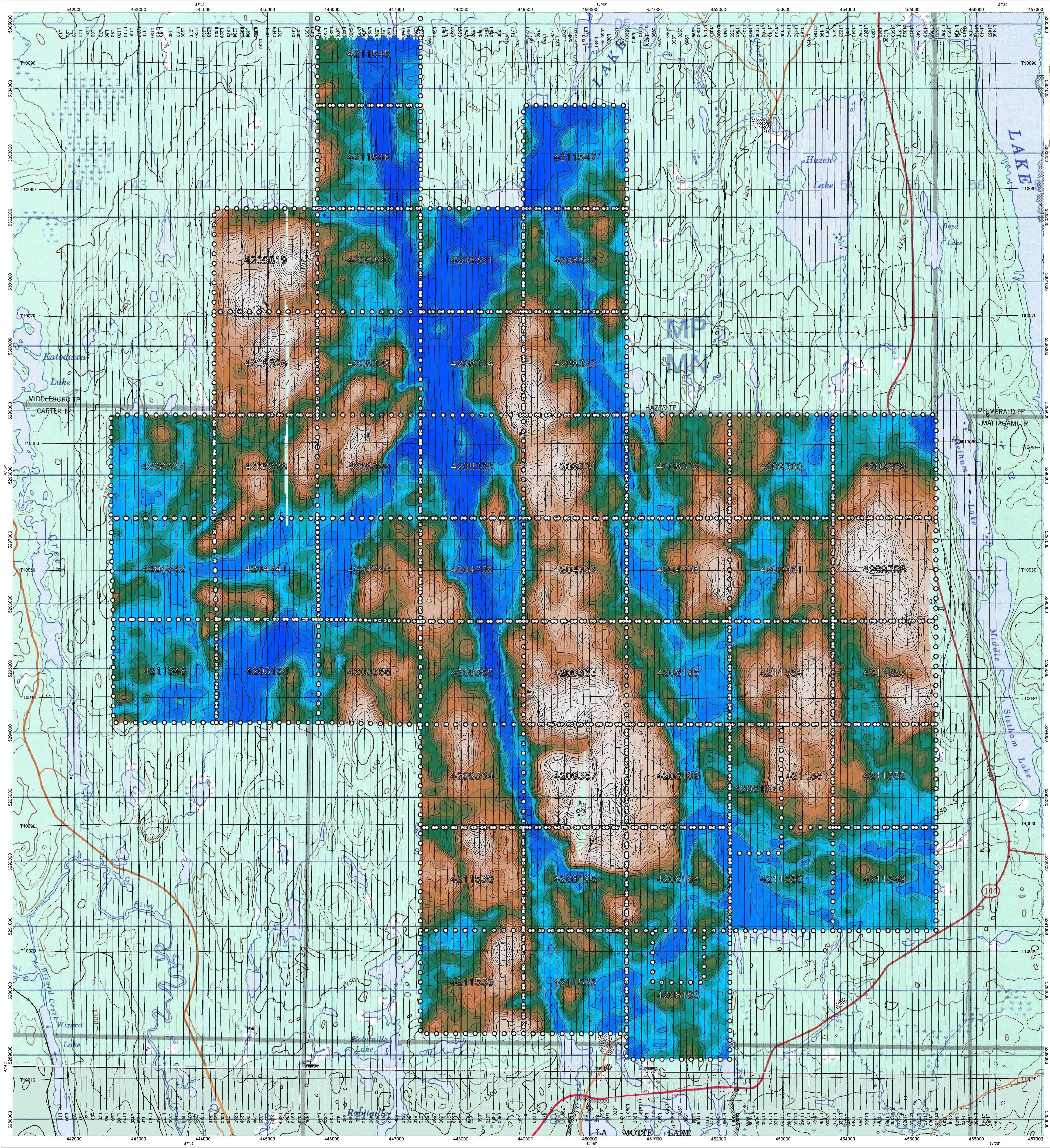
XDS VLF/EM : ORTHOGONAL and VERTICAL components
Mean level
5pt Positive Fraser Filter

Scale 1:20000

(meters)

NAD83 / UTM zone 17N

DELTA URANIUM INC
Stetham Township Project **Porcupine Mining Division, ON** **POTASSIUM**
Survey flown: 22nd August - 29th August, 2006 Data acquired and processed by TERRAQUEST LTD
TERRAQUEST ***Ref:B198A-07***



Location Map

SURVEY SPECIFICATIONS

Survey Flown: 22nd August - 29th August, 2006
Survey Type: Fixed Wing Horizontal Magnetic Gradiometry,
Gamma Ray Spectrometer,
XDS/VLF EM
Survey Operations Base: Chapleau, ON
Survey Line Azimuth: 360/180
Control Line Azimuth: 090/270
Survey Line Spacing: 100 metres
Control Line Spacing: 2000 metres
Aircraft Mean Terrain Clearance: 70 metres
Mean Ground Air Speed: 80 metres/sec

AIRCRAFT SPECIFICATIONS

Aircraft Type: Piper Navajo PA 31-325 CR
Aircraft Registration: C-GXKS
Aircraft Air Speed: 288 kms/hr

AIRBORNE INSTRUMENTATION

Data Acquisition: Pico Envirotec AGIS 100
GPS Differential Receiver: Trimble AgGPS 132
GPS Real Time Correction: Omnistar
Radar Altimeter: King KRA 10A
Barometric Altimeter: Sensym LX18001AN
Fluxgate Magnetometer: Billingsley Magnetics 3 Axial TMF 100-LN
XDS VLF/EM: Proprietary Terraquest Passive/Broadband
Multiple Axis Coil Geometry System
Video Camera: Sanyo Model DFW-V500
Navigation: Pico Envirotec AGIS 100

AIRBORNE MAGNETOMETERS (3)

Magnetometers: Scintrex CS-2 Cesium Vapour
Magnetometer Sensitivity: +/- 0.005 nT
Magnetometer Counter: Pico Envirotec MMS4
Installation: Wing Tips, Tail
Wing Tip Magnetometer Separation: 14.6 metres
Wing Centre - Tail Magnetometer Separation: 9.2 metres
Sampling Rate: 10 Hz

AIRBORNE SPECTROMETER

Spectrometer: Pico Envirotec GRS 410
Downward NaI(Tl) Crystal Array: 33.6 l (2048 in3)
Upward NaI(Tl) Crystal Array: 8.4 l (512 in3)
Data Acquisition: AGIS/IRIS 256 channel
Sampling Rate: 1 Hz

GROUND INSTRUMENTATION

Base GPS Receiver: Deluo 12 Channel
Ground Magnetometer: Scintrex CS-2 Cesium Vapour
Base Station Location: Chapleau, ON

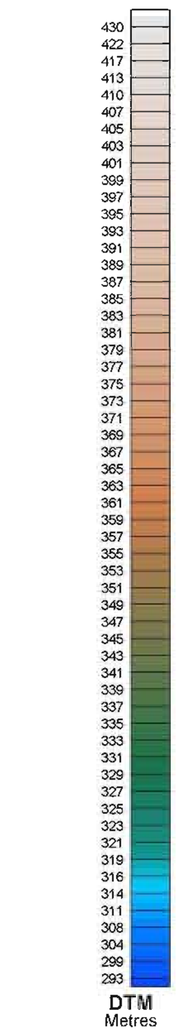
PROCESSING SUMMARY

MAGNETICS:
Tie Line Levelling
Microlevelling

RADIOMETRICS:
Standard IAEA Data Reduction Procedures
Conversion to Ground Units
Calculation of Radioelement Ratios

XDS VLF/EM : LINE component
Invert/Normalise
Mean level
Microlevelling

XDS VLF/EM : ORTHOGONAL and VERTICAL components
Mean level
5pt Positive Fraser Filter



Minimum Curvature Gridding: 25 metre grid cell size

Contour Intervals: 5, 25, 100

Scale 1:20000

(meters)

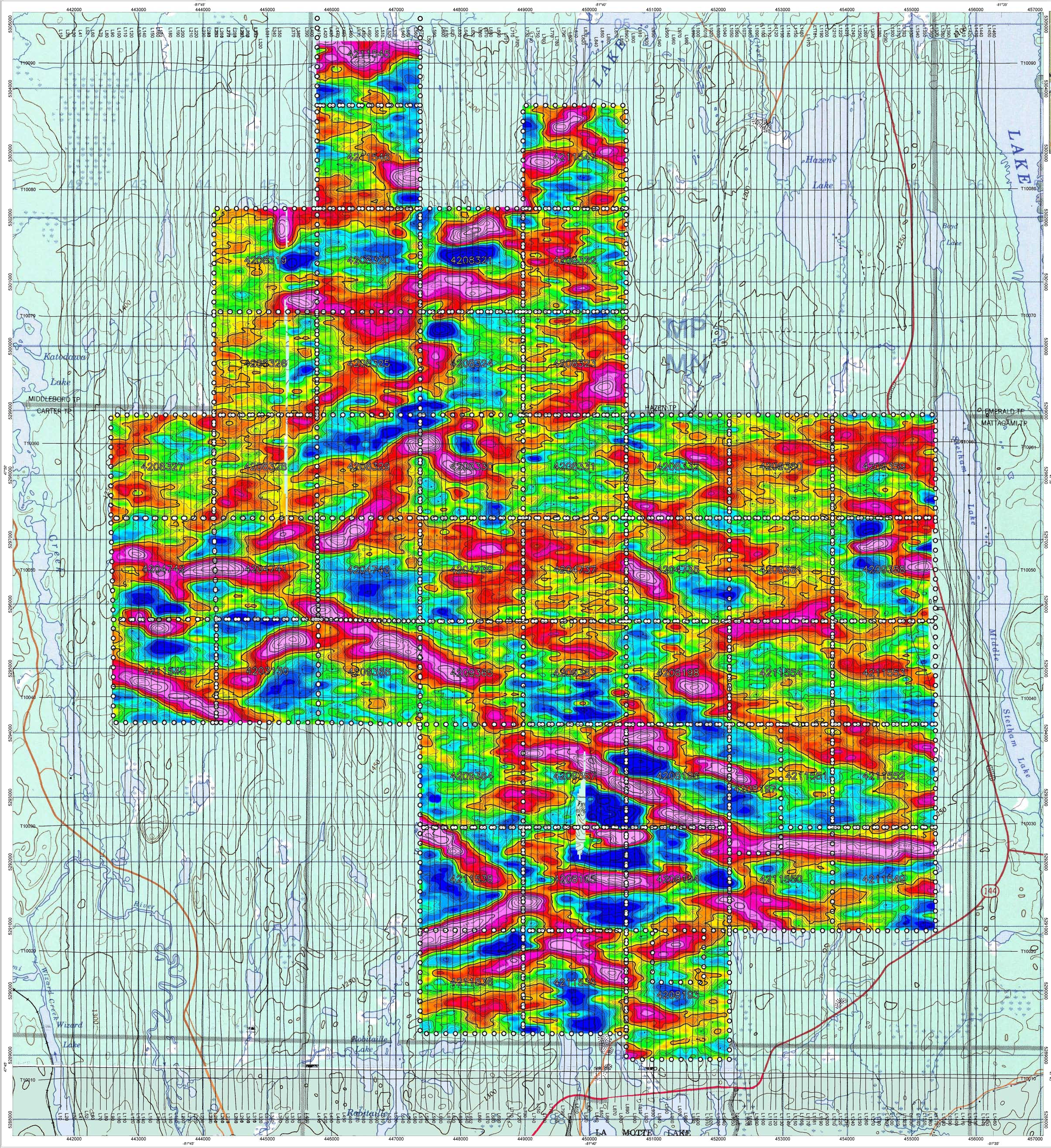
NAD83 / UTM zone 17N

DELTA URANIUM INC

Stetham Township Project
Porcupine Mining Division, ON
DIGITAL TERRAIN MODEL

Survey flown: 22nd August - 29th August, 2006
Data acquired and processed by TERRAQUEST LTD

TERRAQUEST ***Ref:B198A-13***



Location Map

SURVEY SPECIFICATIONS

Survey Flown: 22nd August - 29th August, 2006
Survey Type: Fixed Wing Horizontal Magnetic Gradiometry,
Gamma Ray Spectrometer,
XDS/VLF EM
Survey Operations Base: Chapleau, ON
Survey Line Azimuth: 360/180
Control Line Azimuth: 090/270
Survey Line Spacing: 100 metres
Control Line Spacing: 2000 metres
Aircraft Mean Terrain Clearance: 70 metres
Mean Ground Air Speed: 80 metres/sec

AIRCRAFT SPECIFICATIONS

Aircraft Type: Piper Navajo PA 31-325 CR
Aircraft Registration: C-GXKS
Aircraft Air Speed: 288 kms/hr

AIRBORNE INSTRUMENTATION

Data Acquisition: Pico Envirotec AGIS 100
GPS Differential Receiver: Trimble AgGPS 132
GPS Real Time Correction: Omnistar
Radar Altimeter: King KRA 10A
Barometric Altimeter: Sensym LX18001AN
Fluxgate Magnetometer: Billingsley Magnetics 3 Axial TMF 100-LN
XDS VLF/EM: Proprietary Terraquest Passive/Broadband
Multiple Axis Coil Geometry System
Video Camera: Sanyo Model DFW-V500
Navigation: Pico Envirotec AGIS 100

AIRBORNE MAGNETOMETERS (3)

Magnetometers: Scintrex CS-2 Cesium Vapour
Magnetometer Sensitivity: +/- 0.005 nT
Magnetometer Counter: Pico Envirotec MMS4
Installation: Wing Tips, Tail
Wing Tip Magnetometer Separation: 14.6 metres
Wing Centre - Tail Magnetometer Separation: 9.2 metres
Sampling Rate: 10 Hz

AIRBORNE SPECTROMETER

Spectrometer: Pico Envirotec GRS 410
Downward NaI(Tl) Crystal Array: 33.6 l (2048 in3)
Upward NaI(Tl) Crystal Array: 8.4 l (512 in3)
Data Acquisition: AGIS/IRIS 256 channel
Sampling Rate: 1 Hz

GROUND INSTRUMENTATION

Base GPS Receiver: Deluo 12 Channel
Ground Magnetometer: Scintrex CS-2 Cesium Vapour
Base Station Location: Chapleau, ON

PROCESSING SUMMARY

MAGNETICS:
Tie Line Levelling
Microlevelling

RADIOMETRICS:
Standard IAEA Data Reduction Procedures
Conversion to Ground Units
Calculation of Radioelement Ratios

XDS VLF/EM : LINE component
Invert/Normalise
Mean level
Microlevelling

XDS VLF/EM : ORTHOGONAL and VERTICAL components
Mean level
5pt Positive Fraser Filter

XDSVERTICAL
mV

Minimum Curvature Gridding: 25 metre grid cell size

Scale 1:20000

(meters)

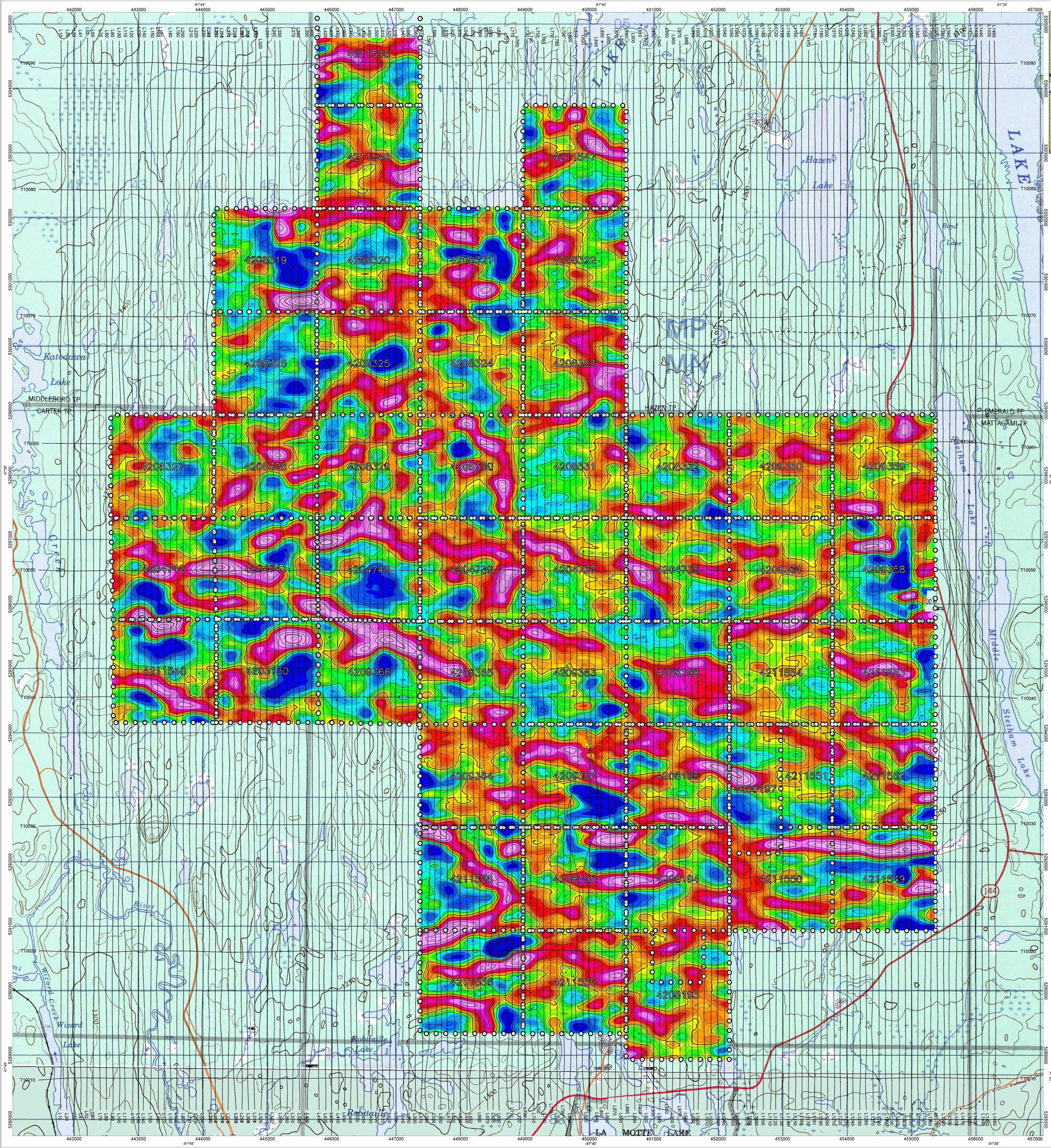
NAD83 / UTM zone 17N

DELTA URANIUM INC

Stetham Township Project
Porcupine Mining Division, ON
XDS VERTICAL COMPONENT

Survey flown: 22nd August - 29th August, 2006
Data acquired and processed by TERRAQUEST LTD

TERRAQUEST *Ref:B198A-12*



Location Map

SURVEY SPECIFICATIONS

Survey Flown: 22nd August - 29th August, 2006
Survey Type: Fixed Wing Horizontal Magnetic Gradiometry,
Gamma Ray Spectrometer,
XDS/VLF EM
Survey Operations Base: Chapleau, ON
Survey Line Azimuth: 360/180
Control Line Azimuth: 090/270
Survey Line Spacing: 100 metres
Control Line Spacing: 2000 metres
Aircraft Mean Terrain Clearance: 70 metres
Mean Ground Air Speed: 80 metres/sec

AIRCRAFT SPECIFICATIONS

Aircraft Type: Piper Navajo PA 31-325 CR
Aircraft Registration: C-GXKS
Aircraft Air Speed: 288 kms/hr

AIRBORNE INSTRUMENTATION

Data Acquisition: Pico Envirotec AGIS 100
GPS Differential Receiver: Trimble AgGPS 132
GPS Real Time Correction: Omnistar
Radar Altimeter: King KRA 10A
Barometric Altimeter: Sensym LX18001AN
Fluxgate Magnetometer: Billingsley Magnetics 3 Axial TMF 100-LN
XDS VLF/EM: Proprietary Terraquest Passive/Broadband
Multiple Axis Coil Geometry System
Video Camera: Sanyo Model DFW-V500
Navigation: Pico Envirotec AGIS 100

AIRBORNE MAGNETOMETERS (3)

Magnetometers: Scintrex CS-2 Cesium Vapour
Magnetometer Sensitivity: +/- 0.005 nT
Magnetometer Counter: Pico Envirotec MMS4
Installation: Wing Tips, Tail
Wing Tip Magnetometer Separation: 14.6 metres
Wing Centre - Tail Magnetometer Separation: 9.2 metres
Sampling Rate: 10 Hz

AIRBORNE SPECTROMETER

Spectrometer: Pico Envirotec GRS 410
Downward NaI(Tl) Crystal Array: 33.6 l (2048 in3)
Upward NaI(Tl) Crystal Array: 8.4 l (512 in3)
Data Acquisition: AGIS/IRIS 256 channel
Sampling Rate: 1 Hz

GROUND INSTRUMENTATION

Base GPS Receiver: Deluo 12 Channel
Ground Magnetometer: Scintrex CS-2 Cesium Vapour
Base Station Location: Chapleau, ON

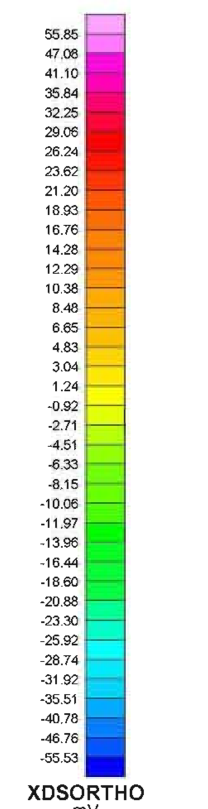
PROCESSING SUMMARY

MAGNETICS:
Tie Line Levelling
Microlevelling

RADIOMETRICS:
Standard IAEA Data Reduction Procedures
Conversion to Ground Units
Calculation of Radioelement Ratios

XDS VLF/EM : LINE component
Invert/Normalise
Mean level
Microlevelling

XDS VLF/EM : ORTHOGONAL and VERTICAL components
Mean level
5pt Positive Fraser Filter



Bidirectional Gridding: 25 metre grid cell size

Scale 1:20000

250 0 250 500 750 1000 1250 1500
(meters)
NAD83 / UTM zone 17N

DELTA URANIUM INC

Stetham Township Project
Porcupine Mining Division, ON
XDS ORTHO COMPONENT

Survey flown: 22nd August - 29th August, 2006
Data acquired and processed by TERRAQUEST LTD

TERRAQUEST ***Ref:B198A-11***