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# Geotechnical Report on Airborne Geophysical Surveys

# conducted for Quest Uranium Corp. on the Kenora North and Snook Lake Blocks, Thunder Bay Area, Ontario

**1 of 2**

NTS 42 E

For
Quest Uranium Corporation
65 Queen Street West
Suite 2010
Toronto, ON
M5H 2M5

Surveyed By

EON Geoscience
5200 Sources Blvd, # 203 Pierrefonds, QC H8Z 3M4
Tel.: 514-651-6391 / Fax: 514-696-7260



Geotechnical Report, Airborne Geophysical Survey

September 22, 2008

John Buckle, P.Geo.

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# Introduction

## Survey Areas

**The Kenora North Uranium Project – 2007 Reconnaissance Results**

The 100%-owned properties consists of two blocks covering 71 mineral claims (942 claim units for 15,246 hectares) and are located 70 km north of the Town of Kenora, in northwestern Ontario. The property can be explored year-round given its excellent access via new logging roads and proximity to infrastructure in Kenora.

Preliminary prospecting was completed on the property by the Company in the fall of 2007, with the objective of re-locating historic uranium occurrences situated on the property and utilizing new logging roads traversing the property, to help make new discoveries. The program was successful in re-locating the historic occurrences known as Canfer, Pancer and Snook Lake, and during the course of this work, was also successful in discovering several new mineralized sites at Thor, Scottie Lake East and Scottie Lake West.

The uranium occurrences form a 50 km-long east to west-trending corridor intimately associated with the contact zone between the Winnipeg River greenstone belt and the English River gneiss belt. A large variety of intrusion-related uranium mineralization types are present throughout the property holding.

**Table 1 – Fall 2007 Grab Sampling Program Results – Kenora North Uranium Property, Ontario**

| OCCURRENCE NAME | NO. OF SAMPLES | AVERAGE ASSAY (PPM U3O8) | HIGHEST ASSAY (PPM U3O8) | LOWEST ASSAY (PPM U3O8) | COMMENTS |
|---|---|---|---|---|---|
| Canfer | 20 | 988 (1.98 lbs/ton) | 3623 (7.25 lbs/ton) | 53 (.100 lbs/ton) | Sampling of historic occurrences in pits, trenches and outcrops |
| Pancer | 74 | 677 (1.35 lbs/ton) | 2867 (5.73 lbs/ton) | 6 (.012 lbs/ton) | Samples collected from new discoveries as well as historic pits and trenches |

| | | | | | |
|---|---|---|---|---|---|
| Thor | 196 | 630 (1.26 lbs/ton) | 4260 (8.52 lbs/ton) | 7 (.012 lbs/ton) | Samples collected from new discoveries |
| Scottie Lake East | 2 | 2671 (5.34 lbs/ton) | 5192 (10.38 lbs/ton) | 150 (.300 lbs/ton) | New occurrence |
| Scottie Lake West | 3 | 945 (1.89 lbs/ton) | 1640 (3.28 lbs/ton) | 221 (.442 lbs/ton) | New occurrence |
| Snook Lake | 64 | 487 (.974 lbs/ton) | 2006 (4.01 lbs/ton) | 21 (.042 lbs/ton) | New and old occurrences |

This report describes the airborne geophysical survey conducted on the Kenora North and Snook Lake block in June 2007. The geophysical data was collected well within the survey specifications and indicates several legitimate bedrock anomalies. Notably, the anomaly on the eastern arm of the Kenora North block and the large, intrusive related anomaly on the west side of this survey block. These anomalies show elevated radiometric values substantiated by the uranium over thorium ratio. The data also provides an excellent indication of a major structural trend and maps the favourable lithologic units, consistent with the known geology.

In my opinion, these are very good geophysical anomalies and with supporting geochemical evidence they are high priority uranium targets.

Quest plans an exploration program of follow-up prospecting, geological mapping, mechanical trenching and rock geochemistry in preparation for 2009 diamond drilling.

This report covers the airborne geophysical survey flown over the Kenora North and Snook Lake blocks, two of four (4) blocks located in North-western Ontario, owned by Quest Uranium Corporation, shown on Figure 1 as Block A and Block B.

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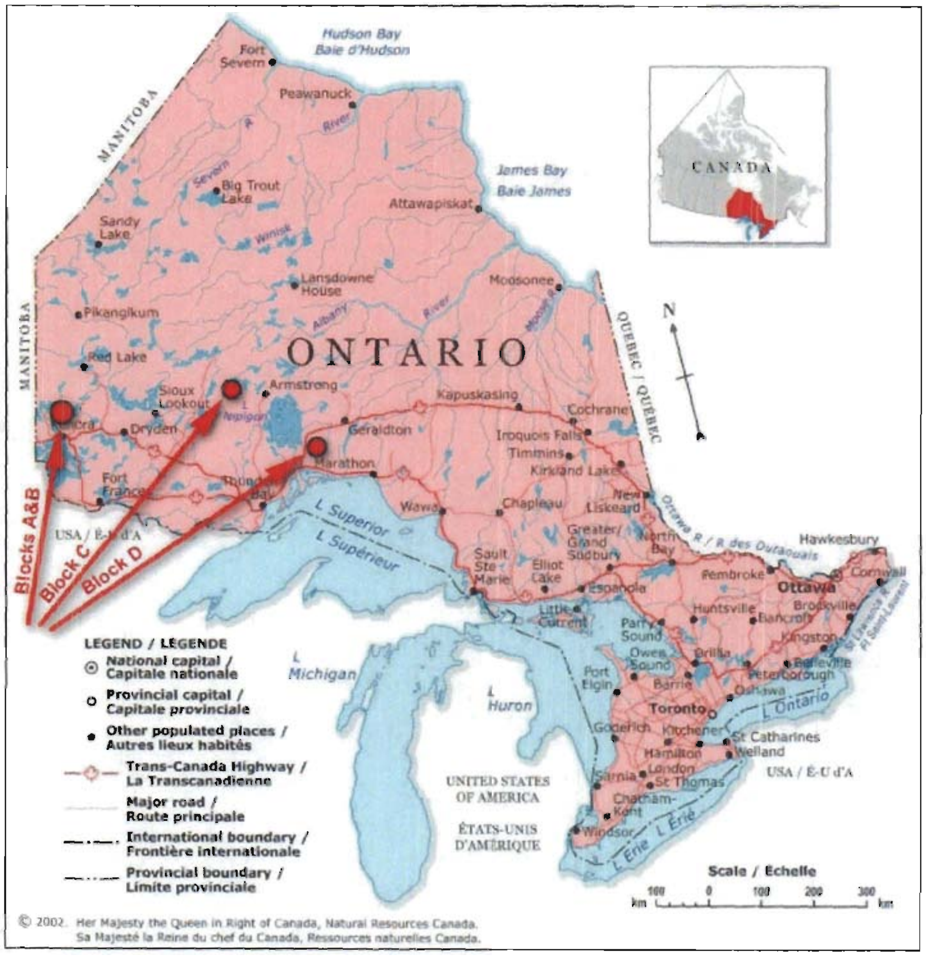


***Figure 1: Location of the NW Ontario Geophysical Surveys***

The survey data for the Kenora North and Snook Lake blocks was collected on during survey flights between June 7 and June 17, 2008. The data were collected using state-of-the-art radiometric spectrometer with 16 litres of detector crystal including an upward crystal for correction for cosmic radiation. The magnetometer data were collected with a stinger mounted cesium vapour total field magnetometer corrected with base station magnetometer for diurnal variation. VLF data was collected from two orthogonal transmitter stations and both total field and quadrature measurements were made. The data is of good quality and flight path and elevation control was within survey specifications. The data corresponds well with known features and geology. The detailed radiometric and magnetometer survey has provided targets that are consistent with the geological model and are coincident with the geochemical anomalies found from previous work.

The best target is located in the Scottie Lake area on the eastern arm of the Kenora North survey block. This anomaly is a radiometric high zone over a 6 kilometer by 3 kilometer area. The uranium over thorium ratio map supports the bedrock uranium source interpretation. On the west end of the Kenora North a very large anomaly forms an arc around what is interpreted to be a large intrusive body.

The survey data is of reasonable quality and indicates radioactive high zones that correspond with previously known uranium occurrences. The magnetic data clearly shows linear northeast striking dykes, that correspond with mapped diabase dykes in the area.

## Mining land on which the survey was performed

The survey area is located in the Kenora North and Snook Lake area, approximately 75 kilometers north of Kenora, Ontario. The property is accessed from the English River Road, an all weather logging road which crosses the English River and Speration Rapids, a few kilometers south of the property. The logging road network continues to Ear Falls and Read Lake.

The eastern half of the Property is directly road accessible. The main road and older haul roads provide access to the Lennan-Scotty Lakes area at the east end of the property. The southwest portion of the property can be accessed from the Avalon Road to the Big Whopper pelalite deposit using ATVs. The western portion of the property on the English River is accessible by boat from Separation Rapids or Caribou Falls or by aircraft from Kenora. The property consists of 64 mining claims (numbered 4215780 to 4215798 and 4208736 to 4208739). The survey block is defined by UTM coordinates listed below:

**Survey Area Boundaries**

**NAD83 Zone 15N**

**Kenora North and Snook Lake**

| **Kenora North** |
|---|
| **Block A** |

| Easting | Northing |
|---|---|
| 378000 | 5583000 |
| 395250 | 5574250 |
| 402000 | 5574000 |
| 423000 | 5582000 |
| 423800 | 5577600 |
| 394000 | 5566500 |
| 376500 | 5576000 |

| Snook Lake Block B | |
|---|---|
| **Easting** | **Northing** |
| 379500 | 5565000 |
| 386000 | 5567000 |
| 386000 | 5562000 |
| 379500 | 5560000 |

According to the above flight parameters. the kilometrage for the Kenora North and Snook Lake area is:

| | Kenora North Block A | Snook Lake Block B |
|---|---|---|
| Traverse line spacing | 400 m | 400 m |
| Traverse line heading | 0° | 0° |
| Total traverse line km | 788 km | 133 km |

| | | |
|---|---|---|
| Tie line spacing | 2,000 m | 2,000 m |
| Tie line heading | 90° | 90° |
| Total tie line km | 261 km | 28 km |
| **Total line km** | **1,049 km** | **161 km** |

• Total for the Kenora North and Snook Lake area: 1200 line-km

***Figure 2 – Kenora North and Snook Lake Survey Area Flight Path***

## Holders of the land covered by the survey

The registered owner of the mining claims on which the survey was conducted is:

Quest Uranium Corporation
65 Queen Street West
Suite 2010
Toronto, ON
M5H 2M5

## Survey Specifications

The boundaries for the NW Ontario survey blocks are defined by the following coordinates and shown on Figure 5:

| **Survey Area Boundaries** | | | |
|---|---|---|---|
| **NAD83 Zone 15N** | | | **NAD83 Zone 16N** |
| **Kenora North**<br><br>**Block A** | **Snook Lake**<br><br>**Block B** | **Claw Lake**<br><br>**Block C** | **Kenora North and Snook Lake**<br><br>**Block D** |

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| Easting | Northing | Easting | Northing | Easting | Northing | Easting | Northing |
|---|---|---|---|---|---|---|---|
| 378000 | 5583000 | 379500 | 5565000 | 697000 | 5622000 | 449900 | 5458712 |
| 395250 | 5574250 | 386000 | 5567000 | 705300 | 5622000 | 444802 | 5463795 |
| 402000 | 5574000 | 386000 | 5562000 | 710800 | 5618500 | 446568 | 5465564 |
| 423000 | 5582000 | 379500 | 5560000 | 710800 | 5616000 | 443319 | 5468805 |
| 423800 | 5577600 | | | 697000 | 5616000 | 448262 | 5473761 |
| 394000 | 5566500 | | | | | 451510 | 5470522 |
| 376500 | 5576000 | | | | | 450453 | 5469454 |
| | | | | | | 451159 | 5468753 |
| | | | | | | 450100 | 5467691 |
| | | | | | | 451162 | 5466632 |
| | | | | | | 449754 | 5465214 |
| | | | | | | 453078 | 5461898 |


*Figure 2 Location of Kenora North and Snook Lake Claims*

## Location Map

The claim block consists of 64 unpatented claims totaling 846 units or approximately 135 square kilometres.

### Flight Specifications

- **Line Spacing**

| | Kenora North<br>Block A | Snook Lake<br>Block B | Claw Lake<br>Block C | Kenora North and Snook Lake<br>Block D |
|---|---|---|---|---|
| Traverse line spacing | 400 m | 400 m | 400 m | 400 m |
| Traverse line heading | 0° | 0° | 0° | 135° |
| Total traverse line km | 788 km | 133 km | 230 km | 233 km |
| Tie line spacing | 2,000 m | 2,000 m | 1,900 m | 2,100 m |
| Tie line heading | 90° | 90° | 90° | 45° |
| Total tie line km | 261 km | 28 km | 57 km | 46 km |
| **Total line km** | **1,049 km** | **161 km** | **287 km** | **279 km** |

### Altitude

The survey was flown with a nominal terrain clearance of 120 metres.

For higher quality data levelling, drape surfaces were used in order to insure that traverse lines and tie lines were flown at the same altitude at the intersection. Drape surfaces were computed for each block using SRTM data available through the Geosoft Dap system and using a slope of 3.5%.

## Survey Equipment and Personnel

### Aircraft

For the survey in NW Ontario, **EON** provided a Cessna 206 aircraft (registration C-FTPN), while a Piper Navajo aircraft (registration C-FEON) was provided for the survey areas in James Bay, Quebec. The Cessna 206 aircraft is equipped with a tail stinger (10" long) and two wing-tip pods, separated by 13 m, suitable for one or three magnetometers, while the Piper Navajo aircraft is equipped with a tail stinger (12" long) suitable for one magnetometer. In both cases, a single magnetometer was installed in the tail stinger.

The technical specifications are:

| | |
|---|---|
| Type: | Cessna 206 |
| Registration: | C-FTPN |
| Range (km): | 1,200 |
| Survey speed (knots): | 90 |
| Survey speed (m/s): | 45 |
| Aviation Fuel: | Avgas |
| Fuel consumption (L/hr): | 70 |

## Airborne and Ground Systems

### Spectrometer

**EON** used Radiation Solutions' RS-500 series multi-channel gamma-ray spectrometer; model RSX-5, with dual 256 channel analyzers for downward (16L) and upward (4L) looking crystals.

### Magnetometer

A Scintrex CS-3 cesium-vapour split-beam sensor, in combination with a high-resolution counter, was used. The specifications are as follows:

| | |
|---|---|
| Manufacturer: | Scintrex |
| Type and Model: | Cesium CS-3 |
| Ambient Range (nT): | 15,000 - 105,000 |
| Sensitivity (nT): | ± 0.0006 |
| Absolute Accuracy (nT): | ± 2.5 |

| | |
|---|---|
| Sampling Interval (sec): | 0.1 |
| Heading Error (nT): | < 0.25 |

**VLF-EM**

A TOTEM-2A VLF-EM system (console and sensor/preamplifier assembly) was used. The system receives the magnetic component of fields radiated from VLF transmitters in the 15 to 25 kHz frequency range. Depending on the conductor, the depth that is reached with the system is between 0 and 50 meters.

## Data Acquisition System and Compensator

**EON** used Pico Envirotec's latest technology Airborne Geophysical Information System (AGIS). This data acquisition system integrates aeromagnetic real-time compensation, recording from analog and serial data sources, as well as 3-D navigation. All data acquisition is synchronized in real-time to GPS time via a 1 second pulse. Since the GPS position and UTC are related to the GPS pulse, a precise correlation is maintained.

AGIS compensation uses a three-axis fluxgate magnetometer to monitor the aircraft's position and motion with respect to the ambient magnetic field. Resulting signals are compensated according to a calibration based on a set of standard manoeuvres of rolls, pitches, and yaws made along each survey heading. Aeromagnetic data are sampled at a rate of 10Hz.

Analog and serial inputs are sampled at the same rate as magnetometer data, or at sub-multiple of it. These data are recorded in the main data file as a sequence of blocks including system and GPS times, as well as PPS-correlation event tags, in order to allow an easy quality control of synchronization. Raw GPS data for post-processing purposes are recorded in a distinct file.

This system provides a high-resolution real-time graphical output to a built-in colour display that allows real-time monitoring of data acquisition by the operator.

## Navigation

The following table describes the airborne differential GPS system that provided both real-time navigation and flight-path recovery:

| | |
|---|---|
| GPS Manufacturer: | Novatel |
| Model: | ProPak-V3 |
| Differential System: | CDGPS/WAAS |
| Frequencies: | 2 |
| Accuracy (metre): | ± 1 |
| Number of Channels: | 72 |
| Navigation System: | Pico Envirotec AGIS |
| Pilot Display: | Map and profile views, deviation from plan updates |
| Sampling Interval (sec): | 1 |

The main features of the positioning system are:

1) Real-time graphical and numerical display of flight path with survey-area and grid-line overlay
2) Vertical navigation using smooth surface
3) Distance-from-line and distance-to-go indicators
4) Operation in survey-grid or way-point navigation mode
5) Recording of raw range-data for all satellites

## Radar Altimeter

The following table describes the radar altimeter that was installed in the aircraft:

| | |
|---|---|
| Manufacturer: | King |
| Model: | KRA-10A |
| Range (ft): | 20 to 2,500 |
| Accuracy: | ± 5 ft (50-100 ft) |
| | ± 5% (100-500 ft) |
| | 7% (500-2,000 ft) |
| Sampling Interval (sec): | 0.1 |

## Pressure and Temperature Sensor

The following table describes the pressure and temperature sensor that was installed in the aircraft:

| | |
|---|---|
| Manufacturer: | Setra |
| Model: | 276 |
| Accuracy: | ± 0.25% FS |
| Sampling Interval (sec): | 1 |

## Flight Path Camera

An Axis 221 digital video camera recorded in MPEG format the flight-path terrain beneath the aircraft. The camera, with an automatic iris and wide-angle lens, ensured perfect exposures with no operator adjustment. The system recorded both video and data, which was stored alphanumerically in the bottom portion of each frame. The data include flight line number and UTC time in milliseconds.

## Magnetic Base Station

The following table describes the base station magnetometer that was installed at the different bases of operation, as described in Section 4.1:

| | |
|---|---|
| Manufacturer: | GEM Systems |
| Type: | Overhauser |
| Model: | GSM-19 |
| Dynamic Range (nT): | 10,000 – 120,000 |
| Sensitivity (nT): | < 0.015 |
| Absolute Accuracy (nT): | ± 0.1 |
| Sampling Interval (sec): | 1 |

## Field Data Quality Control System

The following list describes the main components of the in-field data verification system:

| | |
|---|---|
| Computers: | Pentium PCs |
| Printer: | HP Photosmart C3180 |
| Software: | Geosoft Oasis montaj |

Any calibrations or determinations that were carried out during the field operation were also processed on this system together with the daily quality control tests and checks.

## Personnel

The following table lists the personnel of **EON** that was involved during this project:

| **Field Operation** | |
|---|---|
| Project Manager | Khaled Moussaoui |
| Field Manager<br>Operation Geophysicist<br>Quality Control and Data Processing | Gérard Tessier |
| Electronic Technician<br>Co-pilot/Operator | Marc Richard<br>Vincent Moreau<br>Pierre Chamberland |
| Pilot | Dany Lanthier<br>Thomas Sornasse |
| **Office Processing** | |
| Geophysicists<br>Final Data Processing | Gérard Tessier<br>Josée Potvin |
| Survey Report | Gérard Tessier<br>Josée Potvin<br>Khaled Moussaoui |

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## Operations

### Schedule

The Kenora (Blocks A, B), Sioux-Lookout (Block C) and Geraldton (Block D) airports, were used as bases of operation. The table below displays the schedule of survey activities including tests, calibrations, and mobilization. Data acquisition was completed on July 9th, 2008, for a total production of 3,729 line-km.

| NW Ontario and James Bay, Quebec Aeromagnetic, Radiometric, and VLF-EM Surveys | | |
|---|---|---|
| **Date** | **Aircraft** | **Description** |
| May 29 – June 6, 2008 | Cessna 206 (C-FTPN) | Pre-mob tests and calibrations |
| June 7 – June 8, 2008 | | Mobilization to Kenora base |
| June 8, 2008 | | On-site tests and calibrations |
| June 9 – June 17, 2008 | | Production flights (Blocks A & B) |
| June 18, 2008 | | Mobilization to Sioux-Lookout base |
| June 19, 2008 | | On-site tests and calibrations |
| June 19, 2008 | | Production flights (Block C) |
| June 20, 2008 | | Mobilization to Geraldton base |
| June 20, 2008 | | On-site tests and calibrations |
| June 21, 2008 | | Production flights (Block D) |
| June 22 – June 24, 2008 | | De-mobilization |
| June 24 – June 26, 2008 | Piper Navajo (C-FEON) | Equipment installation |
| June 26 – June 29, 2008 | | Pre-mob tests and calibrations |
| June 30 – July 1, 2008 | | Mobilization to Mirage (LG-4) base |
| July 2 - July 3, 2008 | | On-site tests and calibrations |
| July 4 – July 9, 2008 | | Production flights (Blocks E, F, & G) |

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| | | |
|---|---|---|
| July 9, 2008 | | End of survey |

## Tests and Calibrations

Prior to production flights, the following aeromagnetic tests and calibrations were performed by the Cessna 206 C-FTPN, from Montreal, Kenora, Sioux-Lookout, and Geraldton.

- Figure of Merit (FOM)
- Heading test (Bourget)
- Altimeter calibration
- Lag tests

Spectrometry processing was based on the calibrations listed below. C-FTPN (NW Ontario) test data were acquired and proved valid on previous projects performed at the end of the 2007 season. C-FEON (James Bay) test data were acquired prior to mobilization to Mirage (LG-4).

- Cosmic and aircraft background calibration (MTL & Manic-5 areas)
- Compton stripping constants (factory, July 16$^{th}$ 2007)
- Attenuation & sensitivity calibration at the Breckenridge site.

Detailed results for those tests are presented in Appendix A, including the C-FTPN spectrometry calibrations acquired in 2007. Additionally, a test line, or a selected repeat line in the case of smaller isolated blocks, was acquired on each flight in order to ascertain proper environmental conditions.

During field operations, periodic lag verifications were performed to insure the stability of the lag correction to be applied to data.

## Data Processing

The key parameters for this survey were the magnetic, radiometric, and VLF-EM data.

### Field Processing and Quality Control

At the end of each flight, recorded data were copied to a backup USB drive and transferred to the geophysicist for quality control (QC) procedures and preliminary data processing, as described in the following.

Each recorded channel was carefully inspected in profile and grid, in order to insure a complete coverage and to detect any hardware problem that may occur during flight. A statistical analysis was also performed to assist with the quality control procedures.

At this stage, lines or segments of line possibly requiring re-flight were logged, and preliminary processing of available data was regularly performed in order to evaluate impact of these lines on general end product quality. All accepted data were within flight path, noise, diurnal and environmental specifications, following re-flights required for flight path or drape deviation, detrimental diurnal activity, operational problems (incomplete short lines, strobe lights left on in busy areas), or as repeat lines for spectrometry QC.

### Positioning Data

The Novatel ProPak-V3 GPS unit transmitted real-time RT-DGPS data to the AGIS acquisition system for data recording and synchronization, as well as for line and drape navigation. The ProPak-V3 used CDGPS broadcast data to effect differential corrections, with WAAS used as the backup source. Daily quality control of RT-DGPS data was made to verify that precision remained suitable for navigation (< 5 m).

Raw GPS data were used for post-processing, using the CSRS-PPP Internet facility, in order to obtain final GPS positioning data within a 4-hour delay. Final QC, based on velocity profiles, and on comparison with RT-DGPS and barometric altitudes, ascertained that PPP-DGPS improved positioning precision to the order of 1m. PPP-DGPS data remained of high quality and required no corrections for spikes or jumps.

PPP-DGPS final data were used to finalize QC of flight path and drape following, to complete radar QC and edits through computation of a digital elevation model, and to compute altitude differences at intersections. All these steps allowed for additional GPS QC, provided more reliable edited radar and barometric data for spectrometry processing, as well as allowed precise flagging of line segments presenting excessive deviations and requiring re-flight.

### Altimeter Data and Digital Elevation Model

Field inspection and final corrections of radar profiles were made via computation of a digital elevation model, using final PPP-DGPS altitude and its comparison to published SRTM topography. Radar edits included spikes or shifts corrections often required above water surfaces, and occasionally over very rugged or deep sectors, followed by residual noise removal by application of non-linear and low-pass filtering (≤ 0.6 sec). DEM intersection errors were also monitored to verify validity of radar edits.

Barometric elevation was computed from recorded pressure and temperature data. Temperature data were inspected and compared to crew observations noted on flight logs, and adjusted as required, prior to barometric elevation computation. Further barometric altitude corrections for occasional spikes or shifts were made based on GPS comparison.

Standard temperature and pressure versions of edited radar and barometric altitudes could then be computed, for use in spectrometric processing.

### Spectrometric Data

Spectrometry processing parameters were first determined from C-FTPN and C-FEON calibration test data obtained prior to mobilization to survey areas, as described in the Operations section, above. Final adjustments, based on the quality control of complete acquired data sets, were made as follows.

The downward and upward energy spectrums were recorded into 256-channel arrays. Additional ROI channels were sampled from the spectra for Cosmic (> 3000 keV), Total Count (410-2810 keV), Potassium (1370-1570 keV), up/down Uranium (1660-1860 keV), and Thorium (2410-2810 keV) windows. Gain stability could be constantly monitored in-flight by the operator, and subsequently by direct inspection of the recorded spectrum for stability of K-U-Th peaks location and resolution. Regular Thorium stability tests were made to further ascertain data validity.

Full spectrometric processing was made on a daily basis, as part of QC and calibration, including:

- Live time correction,
- Filtering,
- Cosmic and aircraft background stripping,
- Airborne radon stripping using upward Uranium ROI,
- Compton stripping,
- Altitude attenuation using edited radar and barometric data.
- Reduction to element concentration (sensitivity) for the TC, K, U, and TH ROI's,
- Computation of UTH, UK and THK ratios from K, U and TH concentrations.

Cosmic and aircraft background parameters were first determined from standard calibration flights. Required adjustments against airborne radon test "contamination", based on the amount of computed negative counts occurring over extended water surfaces, were made using survey and/or Breckenridge data acquired over extended water surfaces.

Although upward Uranium detector over-water calibration passes were acquired on previous Sept-Nov 2007 surveys, the amount of data proved insufficient to achieve enough statistical reliability in the determination of the radon striping constants. Although the use of Geosoft and/or EON-determined default constants ($a_1$=12.0, $a_K$=0.8, $a_T$=0.1, $a_U$=0.32-0.35, b's=0) proved to be effective enough for daily QC inspection, most of final spectrometry re-processing was concerned by the re-levelling of radon background removal through Uranium counts measured above water-surfaces and removal of long wavelength Uranium and Total Count residual grid corrugations unrelated to altitude variations.

Compton stripping constants were obtained from a factory calibration made July $16^{th}$, 2007.

Attenuation and sensitivity factors were determined by calibration flights made above the Breckenridge calibration site for each aircraft, and using ground measurement acquired by the GSC on August 9th, 2007 (C-FTPN), and July 2nd, 2008 (C-FEON). This test was also instrumental in determining and validating the cosmic, aircraft, and radon stripping parameters, as their combined effect could be compared to the over-water backgrounds acquired as part of this calibration. Attenuation had a relatively weak influence on final results, in the relatively smooth topography of the present survey areas, especially NW Ontario.

ROI channels low-pass field filtering against statistical noise was based on Geosoft RPS routines and used 4-7 sec wavelengths, with final optimization, for each block and/or aircraft, based on data acquired over water surfaces.

The standard UTH, UK and THK ratios were computed using Potassium, Uranium and Thorium concentrations, and were also instrumental in the validation of the above-described re-levelling of the radon background. Final adjustments of the required clipping against lower-count data were made separately for each block, aiming at proper nulling of aberrant and/or over-water ratios. Grids of ratio data additionally required application of a mask designed to null data over extended water-surfaces, in order to remove grid cells resulting from unavoidable gridding extrapolations beyond shorelines.

Spectrometric data were acquired in good environmental conditions, and required no compensation for loss of counts due to rain or wet ground, as confirmed via test/repeat lines.

### Magnetic Data

Magnetic base station profiles were verified daily to insure that no data were collected during periods with diurnal variations above the specification of 2 nT per 1 minute long-chord. Although the base station unit was installed at magnetically noise-free locations, away from moving steel objects, vehicles, and power lines, base data were also monitored for possible signals of cultural origin.

Compensation of the single tail sensor raw data against aircraft and directional magnetic signals was applied real-time during acquisition, allowing QC monitoring by the operator, who could determine when the turbulence level became detrimental to data quality and abort flight.

After application of proper tail sensor lag, uncompensated and compensated total magnetic field (TMF) profiles were monitored on a daily basis to assess compensation effectiveness. Edited TMF was then obtained by first applying required corrections against discrete spikes, and then by local application of a low-pass filter equivalent to 3 sec, as justified by the signal-to-noise ratio (especially avoiding filtering of valid anomalies). Amplitude and effectiveness of noise removal was monitored for possible re-flight.

In order to minimize the effect of unavoidable drape deviations between adjacent lines, an altitude, or "partial IGRF", correction, was then applied, based on the difference between the IGRF fields computed on the flight and drape surfaces, respectively. This correction is particularly effective in rise/descent areas, and contributes in minimizing the amplitude of micro-levelling corrections.

A diurnal-removal correction was then calculated by removing the survey base reading average from the edited magnetic base profiles, and the subsequent application of a 3,800-4,200 m low-pass Butterworth filter. The length of the filter was determined by tie line spacing and effectiveness of the correction in minimizing intersection differences between traverses and ties.

Next TMF processing stage was levelling, which consists in the proper statistical distribution of traverses vs. ties intersection errors, so as to obtain the smoothest possible correction model on each line. An initial simple correction model (average) is first applied on ties, and then on traverses after updating intersections on corrected ties. This process is pursued iteratively, using correction models of progressively decreasing wavelength, in order to further correct the residual errors of the previous passes. Final correction models after seven to eight iterations were based on low-pass filtering of length 1200 m (ties) and 3800-4200 m (traverses), as allowed by the line network. Local high-amplitude corrections were required over very high-gradient TMF areas.

Finally, micro-levelling, a process based on application of directional grid filters, was performed, aiming at removal of residual levelled TMF corrugations still observed mostly in the traverse intervals between tie-lines. Such corrections were unavoidable due to the 5:1 network ratio, and also since most lines were very short, and often with very few usable intersections in frequent high-gradient areas. Micro-levelling was applied in 2 passes, with decreasing allowed correction amplitude and filter wavelength, in order to avoid over-filtering of valid anomalies.

Finally, the full International Geomagnetic Reference Field (IGRF) was calculated using the 2005 model, a fixed date (2008/06/05), and the altitude of the drape surface, and then removed from final micro-levelled TMF, to obtain the final residual magnetic field.

## Summary of the exploration and development work performed

Uranium exploration in the area followed cycles in the industry, the mid 1950's and the early 1970's were the most active. The area was mostly overlooked in the early 1980's when uranium exploration focused on high grade unconformity-type targets. Up until the1970's. access was via float plane.

Prospecting in the early 1950's located some of the known occurrences on the property. Few records exist of this early work. Several base metal occurrences were located in the sedimentary-volcanic belt that underlies most of the property.

In the late 1960's and early 70's the area was active for uranium and for iron and base metals. Most of the historic work on record is from this time period. The CanFer Property was being explored for iron when radioactive pegmatites were discovered. The Pancer Property was being explored with trenching and some diamond drilling from 1969 to 1970. The company Urangesellschafte had claims in the area at this time.

Government airborne surveys were released in 1977. This information was one of the criteria used by the Freewest for acquiring the Kenora North Property.

In the late 1980's Champion Bear resources assessed most of the project areas for base metals and gold. Airborne surveys and intensive ground follow-up advanced to diamond drilling 19992.

A graphite occurrence at the east end of Trout Lake was asse3ssed for flake graphite potential in the Late 1980's. this metasedimentary hosted formation is extensive and appears to have a maximum thickenss of 60 m. in the Trout Lake area. This zone and numerous other thinner graphitic zones contain stringers and layers of magnetic pyrrhotite, chert and magnetite.

In the early 1980's, the first indications of petalite mineralization were noted by government geologists. This lead to the discovery and development of the Big Whopper (Avalon Minerals) and Big Mac (Emerald Fields Resources) petalite deposits, primarily for lithium, and rare earth metals. These Rare-Metal-elements dykes are derived from evoved fractionated sources and are hosted by mafic volcanic. The petalite dyke trend continues on the east side of the EnglishRiver where three minor petalite occurrences are within the Kenora North property.

## Interpretation of anomalous values and a recommendation for further exploration

The data corresponds well with known features and geology. The detailed radiometric and magnetometer survey has provided excellent targets that are consistent with the geological model and are coincident with the geochemical anomalies found from previous work. The best target is located in the east central part of the Kenora North survey block.

The data was collected using state-of-the-art radiometric spectrometer with 16 litres of detector crystal including an upward crystal for correction for cosmic radiation. The magnetometer data was collected with a stinger mounted cesium vapour total field magnetometer corrected with base station magnetometer for diurnal variation. VLF data was collected from two orthogonal transmitter stations and both total field and quadrature measurements were made. The data is of good quality and flight path and elevation control was within survey specifications. The data corresponds well with known features and geology. The detailed radiometric and magnetometer survey has provided excellent targets that are consistent with the geological model and are coincident with the geochemical anomalies found from previous work. The geophysical data indicates structural features with the primary axis running the northeast over the length of the Kenora North property. This linear is cut by a secondary set of northwest trending faults. The survey identified new anomalies along the linear trend that extends the length of the eastern half of the Kenora North block.

The best target is located in the Scottie Lake area on the eastern arm of the Kenora North survey block. This anomaly is a radiometric high zone over a 6 kilometer by 3 kilometer area. The uranium over thorium ratio map supports the bedrock uranium source interpretation. On the west end of the Kenora North a very large anomaly forms an arc around what is interpreted to be a large intrusive body.

## Author of the report

The author of this technical report is Mr. John Buckle, P.Geo. owner of Geological Solution, a geophysical and geological consulting firm with registered office at 20 Segwun Road, Waterdown, Ontario L0R 2H6. The survey was conducted on June 20 and 21, 2008. The author supervised the data acquisition, data processing, interpretation and the technical report.

Geological Solutions

## Statement of qualifications

### Date and Signature Page

I, John Buckle, certify that:
I reside at 20 Segwun Rd., Waterdown, Ontario, L0R 2H6.

This certificate applies to the technical report entitled "National Instrument 43-101 Technical Report Interpretation Report on Geophysics Conducted on the, Curipamba Project, Ecuador for Salazar Resources Ltd." And dated May 25, 2008 (the "Technical Report").

I am a graduate from Cambrian College (1972) in Geological Technology and a B.Sc. in Earth and Environmenal Science from York University, Torotonto (1980)). and I have practiced my profession continuously since 1972.

I am a geophysicist member of the Association of Professional Engineers and Geoscientists of British Columbia (member #31027) and a geoscientist member of the Association of Professional Geoscientists of Ontario (member #0017).

I am a geophysicist/geologist engaged as a consultant for Geological Solutions

I am a qualified person for the purposes of National Instrument 43-101 –Standards of Disclosure for Mineral Projects ("NI 43-101").

I personally supervised the data acquisition phase of the geophysical data described in this report.

I am responsible for all sections of the Technical Report.

I have had no prior involvement with the property that is the subject of the technical Report.

As of the date of this certificate, to the best of my knowledge, information and belief, the Technical Report contains all scientific and technical information that is required to be disclosed to make the Technical Report not misleading.

signed by,

John Buckle, P.Geoph. P.Geo.

Geological Solutions

## List of references or a bibliography

Saunders, David, 2007 Report on the 2007 Exploration Program for the Kenora North Uranium Project, Quest Uranium Corp. unpublished in-house report

EON Geoscience Inc., September 8, 2008, High Resolution Radiometric, Aeromagnetic and VLF-EM Survey, Northwestern Ontario and James Bay, Quebec area. Unpublished in-house report

Maps accompanying this report at a scale of 1:50,000

Total Field Magnetic Map

Total Count Radiometric Map

Potassium Radiometric Map

Uranium Radiometric Map

Thorium Radiometric Map

Uranium/Thorium Ratio Radiometric Map

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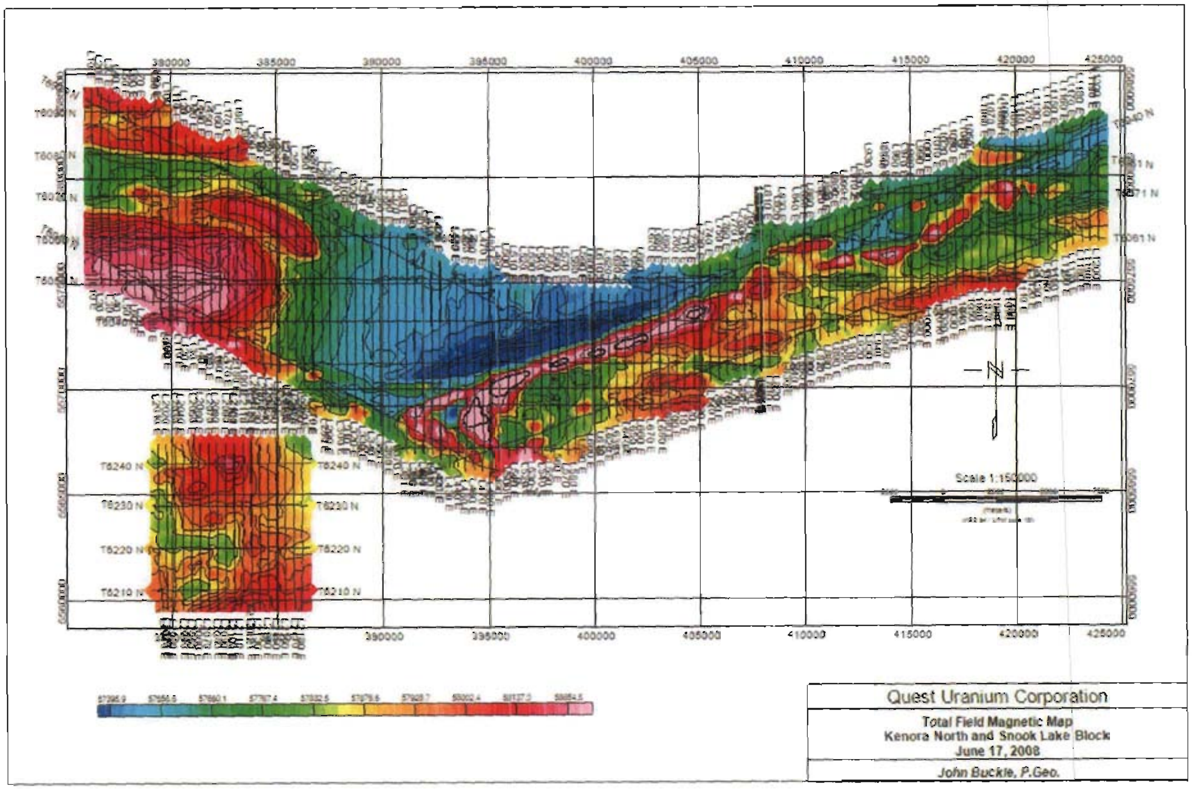

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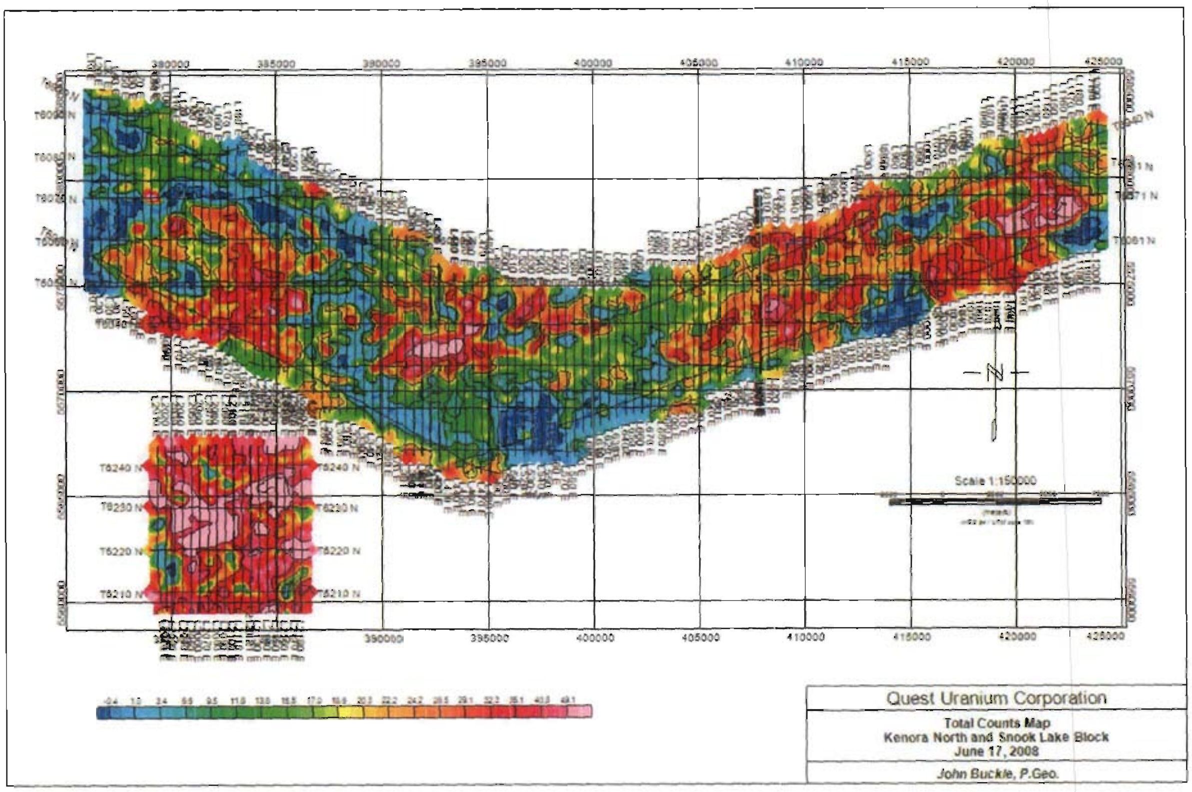

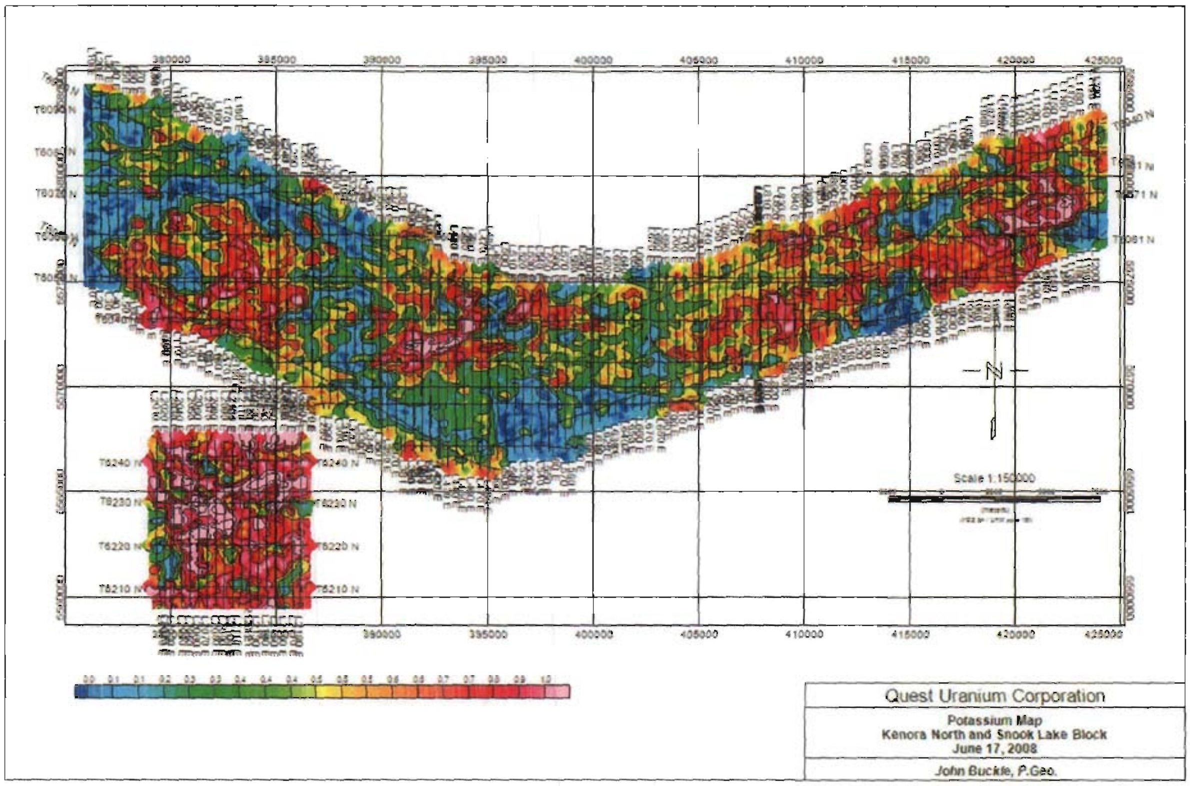
Quest Uranium Corporation
Potassium Map
Kenora North and Snook Lake Block
June 17, 2008
John Buckle, P.Geo.
Scale 1:150000

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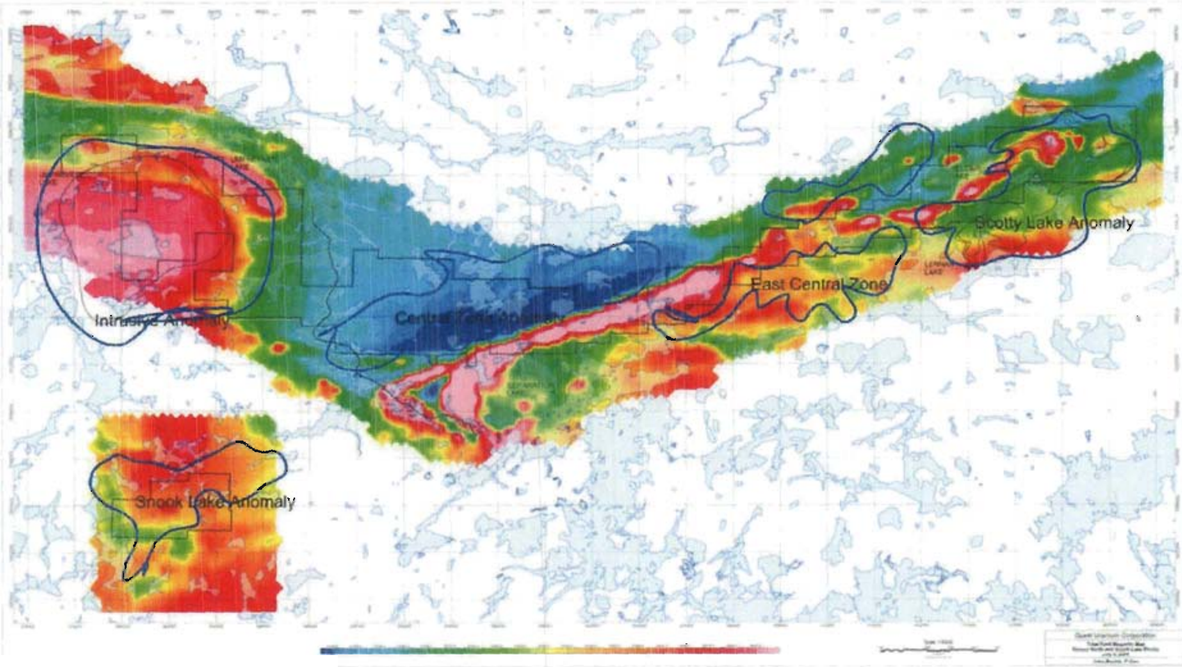


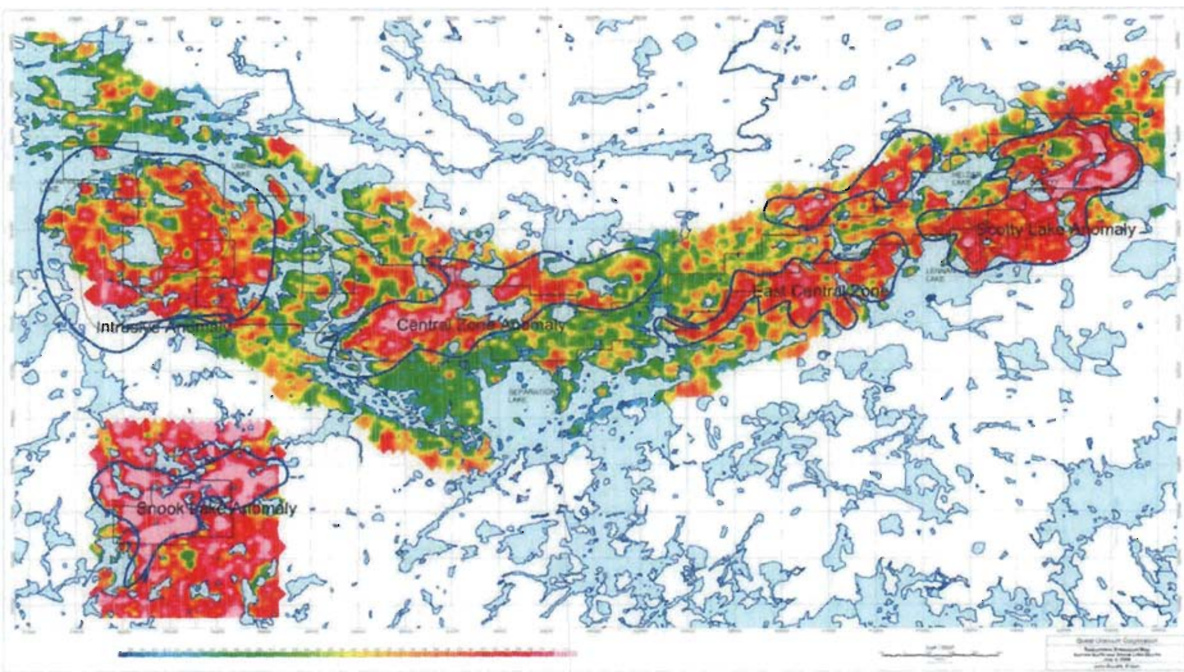

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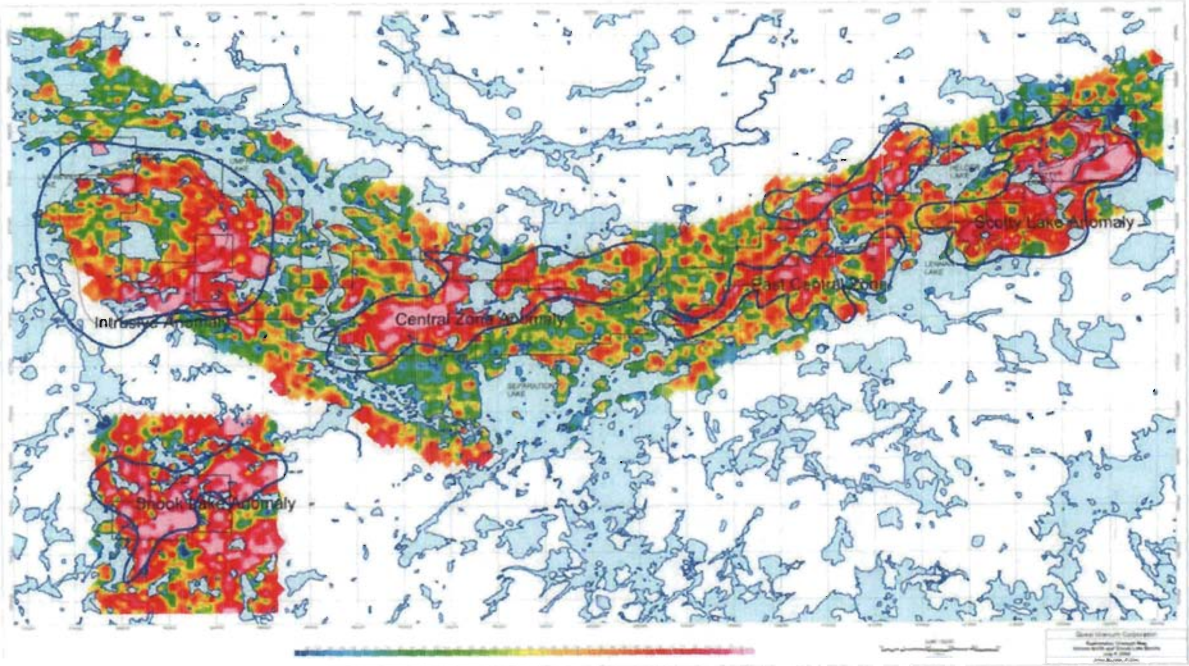


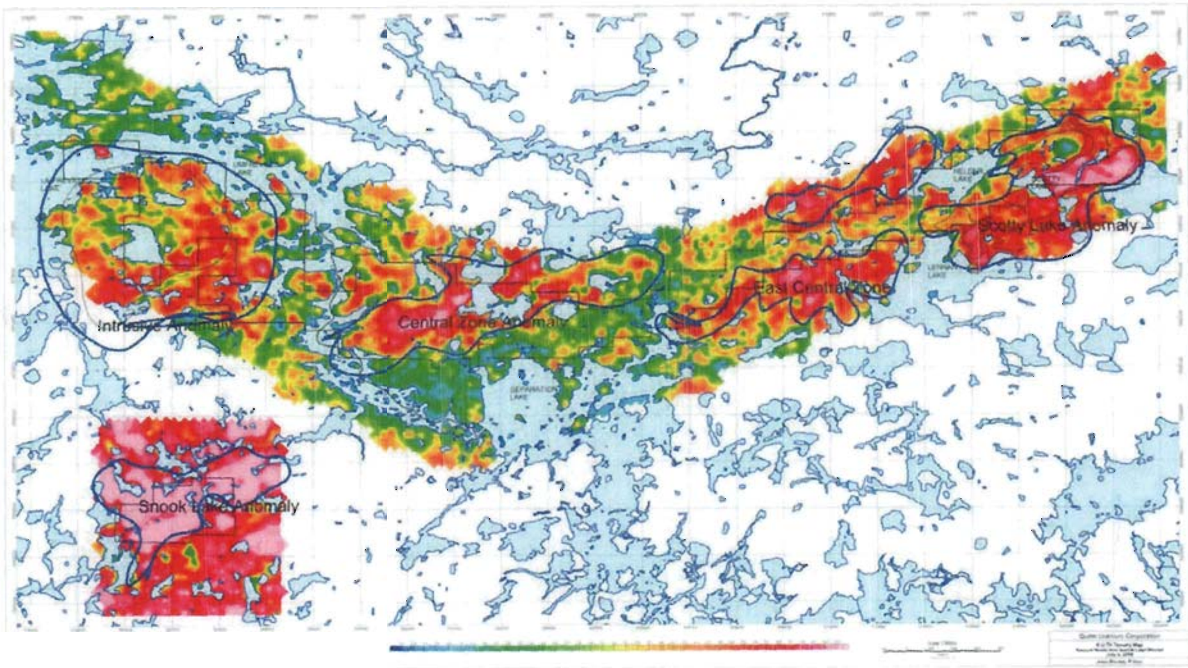

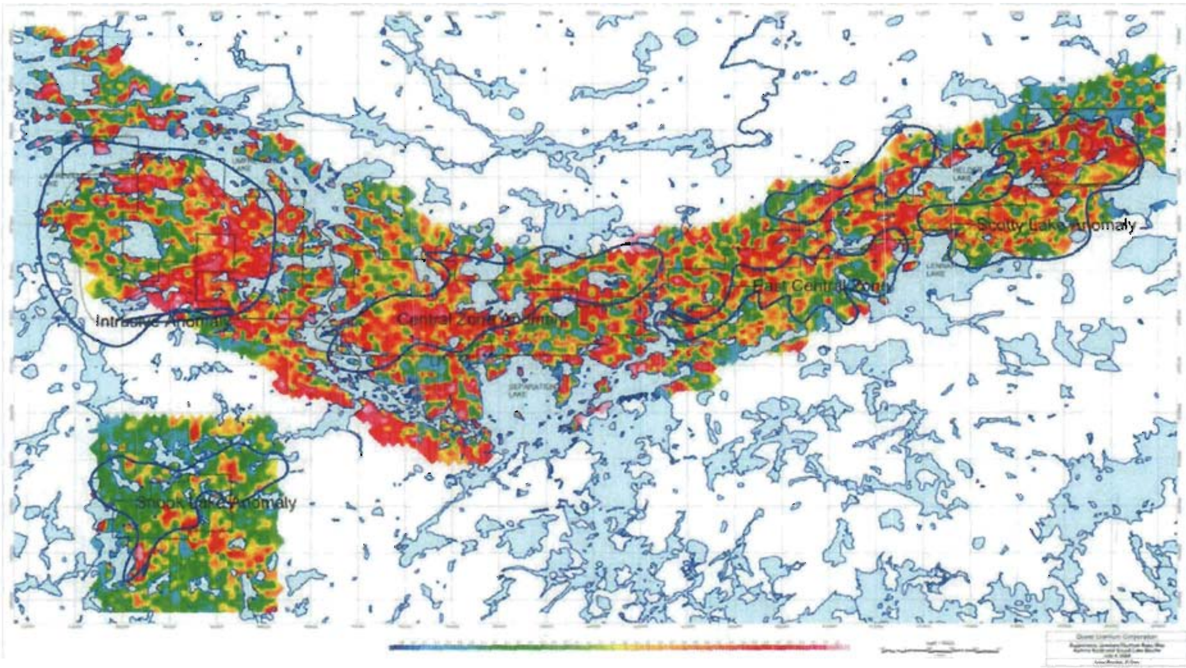
Intrusive Anomaly
Central Zone Anomaly
East Central Zone
Scotty Lake Anomaly
Snook Lake Anomaly
SEPARATION LAKE

Geological Solutions

## Statement of qualifications

### Date and Signature Page

I, John Buckle, certify that:
I reside at 20 Segwun Rd., Waterdown, Ontario, L0R 2H6.

This certificate applies to the technical report entitled "Geotechnical Report on Airborne Geophysical Surveys conducted for Quest Uranium Corp. on the Kenora North and Snook Lake Blocks, Thunder Bay Area, Ontario" And dated September 25, 2008 (the "Technical Report").

I am a graduate from Cambrian College (1972) in Geological Technology and a B.Sc. in Earth and Environmenal Science from York University, Torotonto (1980)), and I have practiced my profession continuously since 1972.

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signed by,

John Buckle, P.Geoph, P.Geo.

PROFESSIONAL GEOSCIENTIST
JOHN E. BUCKLE
PRACTISING MEMBER
0017
ONTARIO