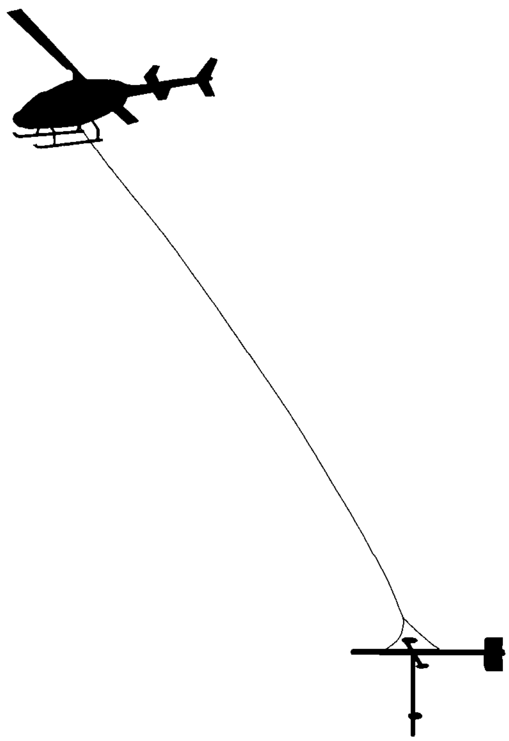
FUGRO AIRBORNE SURVEYS

Report #10064

TRI-AXIAL MOUNTED MAGNETIC GRADIOMETER SURVEY
FOR
MINERAL MOUNTAIN RESOURCES INC.
STRAW LAKE AREA
ONTARIO

NTS: 52 F/3



Fugro Airborne Surveys Corp.
Mississauga, Ontario

Mike Pearson (P. Geo)

January 10, 2011

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SUMMARY

This report describes the logistics, data acquisition, processing and presentation of results of a Tri-Axial Mounted Magnetic Gradiometer airborne geophysical survey carried out for Mineral Mountain Resources Inc. over one block in the Straw Lake Area, Ontario. Total coverage of the survey block amounted to 1797.2 km. The survey was flown from November 14th, 2010 to December 1st, 2010.

The survey data were processed in the Fugro Airborne Surveys Ottawa office and compiled in the Fugro Airborne Surveys Toronto office. Map products and digital data were provided in accordance with the scales and formats specified in the Survey Agreement.

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1. INTRODUCTION

A Tri-Axial Mounted Magnetic Gradiometer survey was flown for Mineral Mountain Resources from November 14th, 2010 to December 1st, 2010, over one block in the Straw Lake Property, Ontario. The survey areas can be located on NTS sheets 52 F/3 (Figure 3) and covers several claims indicated in Figure 1.

Total survey coverage consisted of approximately 1797.2 line-km, including tie lines. The survey block was flown in an azimuthal direction of 0° with a line separation of 50 m (see Table 1-1).

Table 1-1

Block	Traverse Line azimuth	Tie Line azimuth	Traverse Line spacing (m)	Tie line spacing (m)	Traverse Line (km)	Tie Line (km)	Total
1	N-S (0°)	E-W (90°)	50	500	1630.6	166.6	1797.2
TOTAL					1630.6	166.6	1797.2

The survey employed the helicopter-borne Tri-Axial Mounted Magnetic Gradiometer system (Figure 2). Equipment consisted of three magnetometers, two GPS antennas, radar and laser altimeters, digital video camera, digital recorder, and an electronic navigation system. The instrumentation was installed in an AS350-B2 turbine helicopter (Registration C-GJIX) that was provided by Questral Helicopters Ltd. The helicopter flew at an average airspeed of 123 km/h with the bird at a height of approximately 38 m.

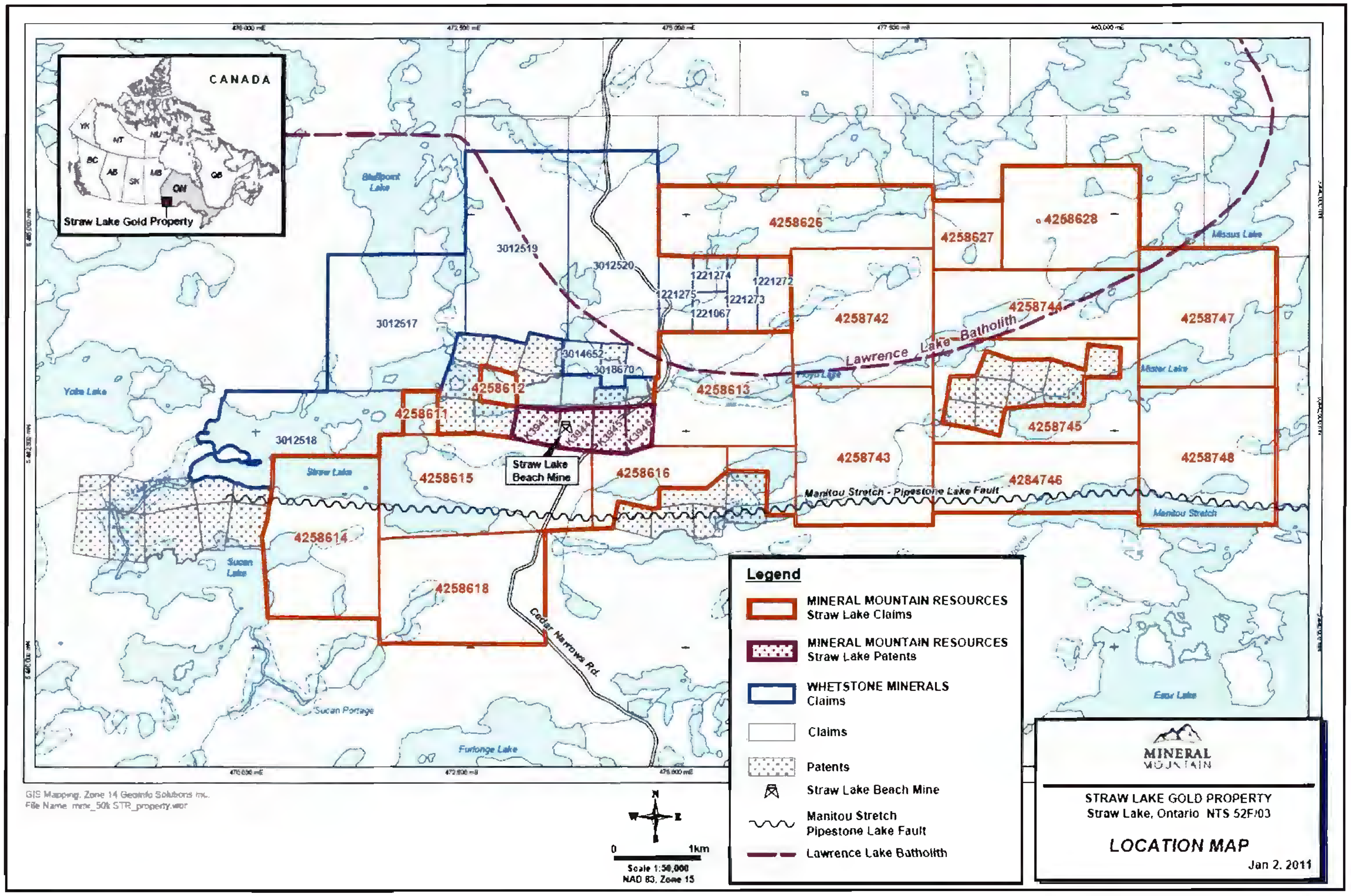

Figure 1: Straw Lake Location and Claim numbers

Figure 2: Fugro Airborne Surveys Tri-Axial Mounted Magnetic Gradiometer bird

2. SURVEY OPERATIONS

The base of operations for the survey was established at Fort Frances, Ontario. The survey area can be located on NTS map sheets 52 F/3 (Figure 3). Table 2-1 lists the corner coordinates of the survey area in NAD83, UTM Zone 15N, central meridian 93° W.

Table 2-1

Block	Corners	X-UTM (E)	Y-UTM (N)
10064-1	1	469676	5445992
	2	481953	5445992
	3	481953	5439979
	4	469676	5438748

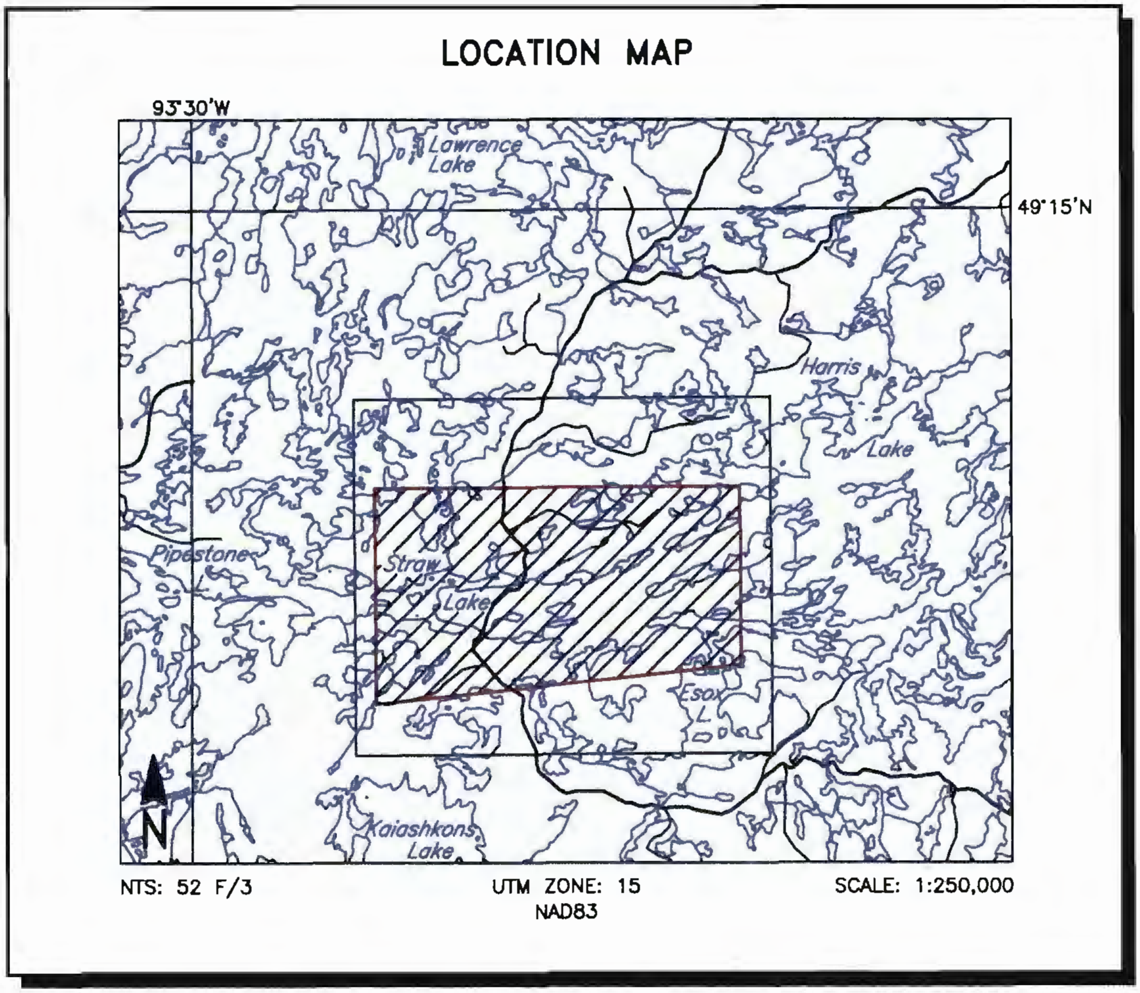

Figure 3: Location map and sheet layout

Table 2-2 lists the survey specifications.

Table 2-2

Parameter	Specifications
Traverse line direction	N0°E
Traverse line spacing	50 m
Tie line direction	N90°E
Tie line spacing	500 m
Sample interval	10 Hz, 3.41 m @ 123 km/h
Aircraft mean terrain clearance	71 m
Mag sensor mean terrain clearance	38 m
Average speed	123 km/h
Navigation (guidance)	±5 m, Real-time GPS
Post-survey flight path	±2 m, Differential GPS

3. SURVEY EQUIPMENT

This section provides a brief description of the geophysical instruments used to acquire the survey data and the calibration procedures employed. The geophysical equipment was installed in an AS350-B2 helicopter. This aircraft provides a safe and efficient platform for surveys of this type.

Airborne Magnetometer

Model:	Fugro D1344 processor with 3 Scintrex CS3 sensors
Type:	Optically pumped cesium vapour
Sensitivity:	0.01 nT
Sample rate:	10 per second

When viewed from the direction of drag skirt looking forward, the magnetometers are named as follows:

MAGPORT located on the left side on the horizontal bar
MAGSTAR located on the right side of the horizontal bar
MAGLOW located on the bottom of the vertical bar

Distances:

MAGPORT to **MAGSTAR**:	3.0 m
MAGLOW to center point between **MAGPORT** and **MAGSTAR**:	3.0 m

CF-1 Base Station

Primary

Model:	Fugro CF1 base station with timing provided by integrated GPS

Sensor type:	Scintrex CS3	
Counter specifications:	Accuracy:	±0.1 nT
	Resolution:	0.01 nT
	Sample rate	1 Hz
GPS specifications:	Model:	Marconi Allstar
	Type:	Code and carrier tracking of L1 band, 12-channel, C/A code at 1575.42 MHz
	Sensitivity:	-90 dBm, 1.0 second update
	Accuracy:	Manufacturer's stated accuracy for differential corrected GPS is 2 metres

Environmental Monitor specifications: Temperature:

- Accuracy: ±1.5°C max
- Resolution: 0.0305°C
- Sample rate: 1 Hz
- Range: -40°C to +75°C

Barometric pressure:

- Model: Motorola MPXA4115A
- Accuracy: ±3.0° kPa max (-20°C to 105°C temp. ranges)
- Resolution: 0.013 kPa
- Sample rate: 1 Hz
- Range: 55 kPa to 108 kPa

Backup

Model:	GEM Systems GSM-19T
Type:	Digital recording proton precession
Sensitivity:	0.10 nT
Sample rate:	3 second intervals

A digital recorder is operated in conjunction with the base station magnetometer to record the diurnal variations of the earth's magnetic field. The clock of the base station is synchronized with that of the airborne system, using GPS time, to permit subsequent removal of diurnal drift. The Fugro CF1 was the primary magnetic base station and is a part of the secondary GPS base station setup (Figure 4). It was located at WGS84 Latitude 48° 39' 14.33646" N, Longitude 93° 26' 51.39123" W, at an ellipsoidal elevation of 309.45 m. The GEM GSM-19T backup magnetic base station (Figure 5) was located near by. The GEM unit has no GPS receiver associated with it.

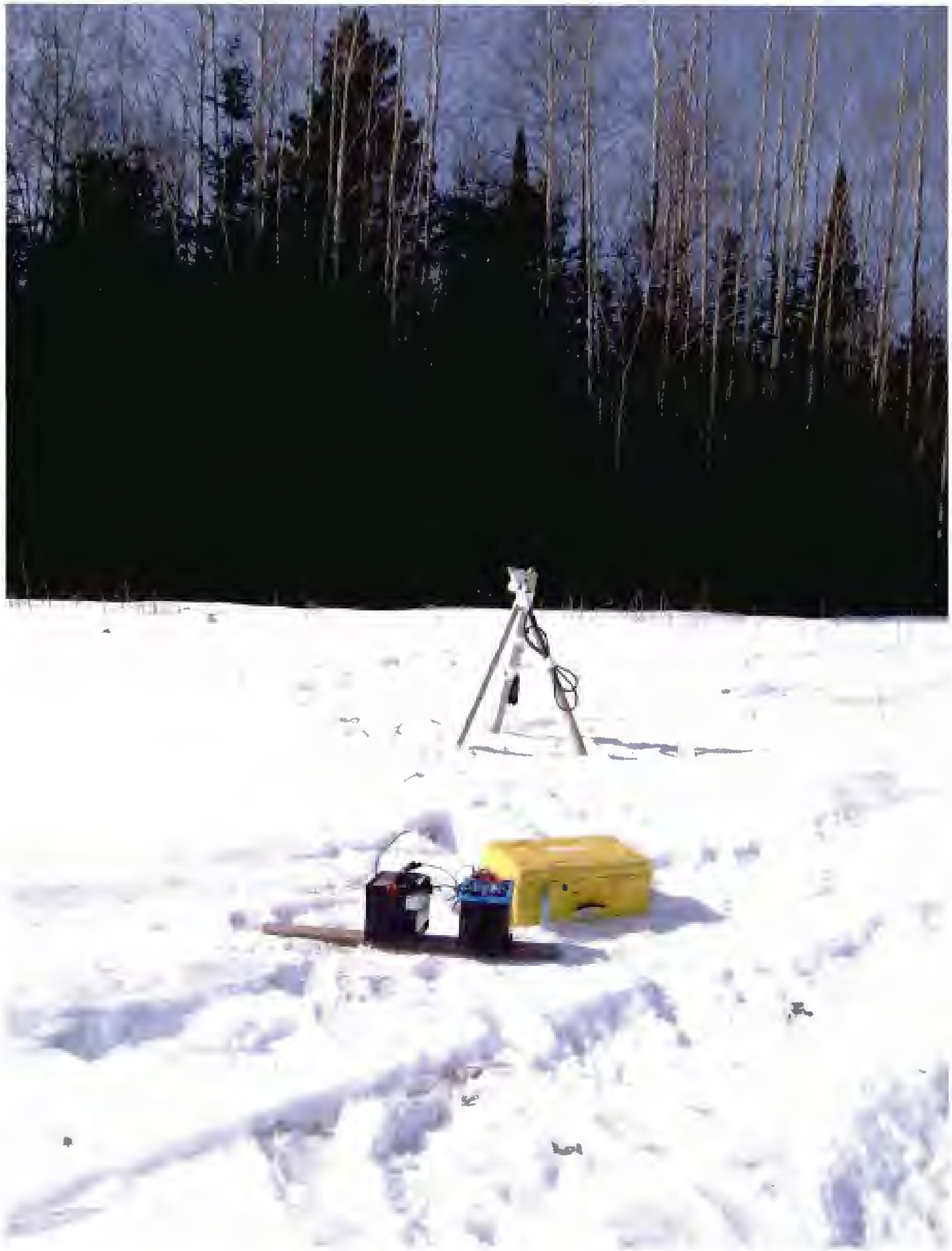

Figure 4: Example of a CF1 Base Station Setup

Figure 5: Example of a GEM Base Station Setup

Navigation (Global Positioning System)

Airborne Receiver for Real-time Navigation & Guidance and Flight Path Recovery

Model: Novatel OEM IV

Type: Code and carrier tracking of 24-channels, L1 C/A code at 1575.2 MHz, WAAS enabled

Sample rate: 0.5 second update

Accuracy: Manufacturer's stated accuracy for WAAS real-time correction is 1.2 meters

Antenna: Mounted on tail of aircraft

Airborne Receiver for Flight Path Recovery

Model: Novatel OEM IV

Type: Code and carrier tracking of L1-C/A code at 1575.42 MHz (and L2-P code at 1227.0 MHz, in Dual frequency, 24-channel mode)

Sample rate: 10 Hz update

Accuracy: Better than 1 metre in post flight differential mode.

Antenna: Mounted on front of Triaxial Mag setup

Primary Base Station for Post-Survey Differential Correction

Model: Novatel OEM IV

Type: Code and carrier tracking of L1-C/A code at 1575.42 MHz (and L2-P code at 1227.0 MHz, in Dual frequency, 24-channel mode)

Sample rate: 1 second update

Accuracy: Manufacturer's stated accuracy for differential corrected GPS is better than 1 metre

Secondary GPS Base Station

Model:	CMT-1200
Type:	Code and carrier tracking of L1 band, 12-channel, C/A code at 1575.42 MHz
Sensitivity:	-90 dBm, 1.0 second update
Accuracy:	Manufacturer's stated accuracy for differential corrected GPS is 2 metres

The Novatel OEM IV is a line of sight, satellite navigation system that utilizes time-coded signals from at least four of forty-eight available satellites. NAVSTAR satellite constellations along with Wide Area Augmentation Service (WAAS) signal are used to calculate the position and to provide real time guidance to the helicopter. For flight path processing a second Novatel OEM III (IV) was used as the mobile receiver. A similar system was used as the primary base station receiver. The mobile and base station raw XYZ data were recorded, thereby permitting post-survey differential corrections for theoretical accuracies of better than 2 metres. A Novatel Allstar GPS unit, part of the CF-1, was used as a secondary (back-up) base station.

Each base station receiver is able to calculate it's own latitude and longitude. For this survey, the primary GPS station was located at latitude 48°39' 00.53336" N, longitude 93°26' 23.57085 W at an elevation of 316.12 metres above the ellipsoid. The secondary GPS unit was located at latitude 48°39' 14.33646" N, longitude 93°26' 51.39123" W at an ellipsoidal elevation of 309.45 metres. The GPS records data relative to the WGS84 ellipsoid, which is the basis of the revised North American Datum (NAD83). Conversion software is used to transform the WGS84 coordinates to the Zone 15N UTM system displayed on the maps.

Figure 6: Example of a GPS Base Station Setup

Radar Altimeter

Manufacturer:	Honeywell/Sperry
Model:	AA 330 or RT220
Type:	Short pulse modulation, 4.3 GHz
Sensitivity:	0.3 m
Sample rate:	2 per second

The radar altimeter measures the vertical distance between the helicopter and the ground.

Barometric Pressure and Temperature Sensors

Model:	DIGHEM D 1300
Type:	Motorola MPX4115AP analog pressure sensor AD592AN high-impedance remote temperature sensors
Sensitivity:	Pressure: 150 mV/kPa Temperature: 100 mV/°C or 10 mV/°C (selectable)
Sample rate:	10 per second

The D1300 circuit is used in conjunction with one barometric sensor and up to three temperature sensors. Two sensors (baro and temp) are installed in the EM console in the aircraft, to monitor pressure (1KPA) and internal operating temperatures (2TDC).

Laser Altimeter

Manufacturer: Optech

Model:	G150
Type:	Fixed pulse repetition rate of 2 kHz
Sensitivity:	±5 cm from 10°C to 30°C ±10 cm from -20°C to +50°C
Sample rate:	2 per second

The laser altimeter is housed on the helicopter, and measures the distance from the helicopter to ground, except in areas of dense tree cover.

Digital Data Acquisition System

Manufacturer:	Fugro
Model:	HeliDAS
Recorder:	Compact Flash Card

The stored data are downloaded to the field workstation PC at the survey base, for verification, backup and preparation of in-field products.

Video Flight Path Recording System

Type:	Axis 2420 Digital Network Camera
Recorder:	Axis 241S Video Server + Tablet Computer
Format:	MJPEG

Fiducial numbers are recorded continuously and are displayed on the margin of each image. This procedure ensures accurate correlation of data with respect to visible features on the ground.

4. QUALITY CONTROL AND IN-FIELD PROCESSING

Digital data for each flight were transferred to the Ottawa processing office at the completion of each days production, in order to verify data quality and completeness. A database was created and updated using Geosoft Oasis Montaj and proprietary Fugro Atlas software. This allowed the office personnel to calculate, display and verify both the positional (flight path) and geophysical data on a screen or printer.

Initial processing of Fugro survey data consists of differential corrections to the airborne GPS data, spike rejection and filtering of all geophysical and ancillary data, verification of flight videos, diurnal correction, and preliminary leveling of magnetic data.

All data, including base station records, were checked on a daily basis, to ensure compliance with the survey contract specifications. Reflights were required if any of the following specifications were not met.

Navigation - Positional (x,y) accuracy of better than 10 m, with a CEP (circular error of probability) of 95%.

Flight Path - No lines to exceed 25 metres departure from nominal line spacing over a continuous distance of more than 1 km, except for reasons of safety.

Clearance - Optimum terrain sensor clearance of 35 m, ±20% over a distance of 2 km from the contracted elevation, except where precluded by safety considerations, e.g., restricted or populated areas, severe topography, obstructions, tree canopy, aerodynamic limitations, etc.

Airborne Mag - Aerodynamic magnetometer noise envelope not to exceed 0.5 nT over a distance of more than 1 km.

Base Mag - Diurnal variations not to exceed 10 nT over a straight line time chord of 1 minute.

5. DATA PROCESSING

Flight Path Recovery

The raw range data from at least four satellites are simultaneously recorded by both the base and mobile GPS units. The geographic positions of both units, relative to the model ellipsoid, are calculated from this information. Differential corrections, which are obtained from the base station, are applied to the mobile unit data to provide a post-flight track of the aircraft, accurate to within 2 m. Speed checks of the flight path are also carried out to determine if there are any spikes or gaps in the data.

The corrected WGS84 latitude/longitude coordinates are transformed to the coordinate system used on the final maps. Images or plots are then created to provide a visual check of the flight path.

Total Magnetic Field

A fourth difference was calculated from the raw total magnetic intensity data (TMI). The raw TMI was examined in profile form along with the fourth difference. Spikes and duplicate points were manually defaulted and interpolated with an Akima spline. The lag in the magnetic data was determined empirically by analysis of the grids and applied to the survey data. The lag of –1.8 seconds was appropriate for the survey data. The diurnal variations recorded by the base station were edited for any cultural contamination and filtered to remove high-frequency noise. This diurnal magnetic data was then subtracted from the despiked, lagged mag to provide a first order diurnal correction. An average base value of 58280 nT for the entire survey was added back to the diurnal corrected airborne total magnetic field records.

The results were then levelled using tie and traverse line intercepts. Manual adjustments were applied to any lines that required levelling, as indicated by shadowed images of the gridded magnetic data. To remove any short wavelength residual line-to-line discrepancies in the total field magnetics, a microleveling technique was used. This microleveled channel was then used to produce the final magnetics grids.

Measured Magnetic Gradient

The diurnally-corrected total magnetic field data for all three magnetic sensors was used to calculate the transverse and vertical measured magnetic gradients. The transverse gradient was calculated with respect to the flight line direction. The mean was removed from the gradients on a line-by-line basis. To remove any remaining short wavelength residual line-to-line discrepancies in the gradients, a microleveling technique was used.

Enhanced Total Magnetic Field

Minimum curvature gridding with the cross-line gradient should produce a surface that correctly renders both the measured data and the measured horizontal gradient at each survey line. This can be an advantage when gridding data that include features approaching the line separation in size and also for rendering features that are not perpendicular to the line direction, particularly those which are sub-parallel to the line direction. Direct results of the application of Horizontal Gradient Enhanced (HGE) gridding are:

- Increased resolution and continuity of magnetic features parallel or sub-parallel to the flight line direction.
- Correct spatial positioning of finite source magnetic bodies between lines.
- Improved resolution of analytical signal and enhanced analytic signal products.

Final transverse magnetic gradient data, calculated from the lag corrected port and starboard sensors were applied to the final total magnetic field from the low sensor to create a Horizontal Gradient Enhanced grid of the total magnetic field. This grid was created using the enhanced minimum curvature gridding tool available within the proprietary Fugro Atlas software.

Residual Magnetic Intensity (optional)

The residual magnetic intensity (RMI) can be derived from the total magnetic intensity (TMI), the diurnal, and the regional magnetic field. The total magnetic intensity is measured in the aircraft, the diurnal is measured from the ground station, and the regional magnetic field is calculated from the international geo-referenced magnetic field (IGRF). The low frequency component of the diurnal is extracted from the filtered ground station data and removed from the TMF. The average of the diurnal is then added back in to obtain the resultant total magnetic intensity. The regional magnetic field, calculated for the specific survey location and the time of the survey, is then removed from the resultant total magnetic intensity to yield the residual magnetic intensity.

Magnetic Derivatives (optional)

The total magnetic field data can be subjected to a variety of filtering techniques to yield maps or images of the following:

second vertical derivative

reduction to the pole/equator

magnetic susceptibility with reduction to the pole

upward/downward continuations

analytic signal

tilt derivative

All of these filtering techniques improve the recognition of near-surface magnetic bodies, with the exception of upward continuation. Any of these parameters can be produced on request.

Digital Terrain

The radar altimeter values are subtracted from the differentially corrected and de-spiked GPS-Z values to produce profiles of the height above the ellipsoid along the survey lines. These values are gridded to produce contour maps showing approximate elevations within the survey area. The calculated digital terrain data are then adjusted to mean sea level.

The accuracy of the elevation calculation is directly dependent on the accuracy of the two input parameters, radar and GPS-Z. The GPS-Z value is primarily dependent on the number of available satellites. Although post-processing of GPS data will yield X and Y accuracies in the order of 1-2 metres, the accuracy of the Z value is usually much less, sometimes in the ±10 metre range. Further inaccuracies may be introduced during the interpolation and gridding process.

Because of the inherent inaccuracies of this method, no guarantee is made or implied that the information displayed is a true representation of the height above sea level. Although this product may be of some use as a general reference, THIS PRODUCT MUST NOT BE USED FOR NAVIGATION PURPOSES.

Contour, Colour and Shadow Map Displays

The geophysical data are interpolated onto a regular grid using a minimum curvature technique. The resulting grid is suitable for image processing and generation of contour maps. The grid cell size is 20% of the line interval.

Colour maps are produced by interpolating the grid down to the pixel size. The parameter is then incremented with respect to specific amplitude ranges to provide colour "contour" maps.

6. PRODUCTS

This section lists the final maps and products that have been provided under the terms of the survey agreement. Other products can be prepared from the existing dataset, if requested. Most parameters can be displayed as contours, profiles, or in colour.

All maps were created using the following parameters:

Project Description:

Datum:	NAD83
Ellipsoid:	GRS 80
Projection:	UTM Zone 15N
Central Meridian:	93° W
False Northing:	0.0
False Easting:	500000.0
Scale Factor:	0.9996

Final Products

The following parameters are presented on one map sheet for the entire block at a scale of 1:20,000. All maps include topography supplied by the client.

- Measured Vertical Magnetic Gradient – 2 copies
- Horizontal Gradient Enhanced Total Magnetic Intensity – 2 copies
- Transverse Horizontal Magnetic Gradient – 2 copies

Report and Other Products

- Logistics and Processing Report (2 paper copies, 1 digital copy in PDF format)
- Digital Video in .BIN/.BDX format with viewer
- Final Colour Maps in PDF format

7. CONCLUSIONS AND RECOMMENDATIONS

This report provides a very brief description of the survey results and describes the equipment, data processing procedures and logistics of the survey over the property.

It is recommended that additional processing of existing geophysical data be considered, in order to extract the maximum amount of information from the survey results. Current software and imaging techniques often provide valuable information on structure and lithology, which may not be clearly evident on the current colour maps. These techniques can yield images that define subtle, but significant, structural details.

Respectfully submitted,

FUGRO AIRBORNE SURVEYS CORP.

Michael Pearson, P. Geo
Manager Data Processing and Interpretation, FASO

STATEMENT OF QUALIFICATIONS

I, Michael Pearson, do hereby certify that:

1. I am employed as Manager of Data Processing and Interpretation for the Ottawa office of the geophysical survey firm Fugro Airborne Surveys Corp.
2. I hold the following academic qualifications: BSc., Geophysics (1990), University of Western Ontario, Diploma Honours Standing, Geophysics (1992), University of Western Ontario.
3. I am a member in good standing of the Association of Professional Geoscientists of Ontario (APGO), member # 1922.
4. I have worked as geophysicist for 20 years.
5. I have had no prior involvement with the Property that forms the subject of this Report.
6. I am not aware of any material fact or material change with respect to the subject matter of the Report that is not reflected in the Report, the omission to disclose which makes the Report misleading.
7. I have reviewed the Report titled "TRI-AXIAL MOUNTED MAGNETIC GRADIOMETER SURVEY FOR MINERAL MOUNTAIN RESOURCES INC. STRAW LAKE AREA ONTARIO, January 10th, 2011".

Dated this 10th Day of January, 2011.

Respectfully Submitted

Michael Pearson, P. Geo.

APPENDIX A

LIST OF PERSONNEL

The following personnel were involved in the acquisition, processing and presentation of data, relating to a TRIAXIAL MAGNETOMETER airborne geophysical survey carried out Mineral Mountain Resources Inc., over the Straw Lake Area, Ontario.

Eric Han	Geophysical Operator
Mike Neilly	Geophysical Operator
Liliana Amicarella	Crew Leader/Geophysical Operator
David Murray	Data Processor
Ron Wiseman	Data Processor
Richardo White	Data Processor
Matt Ritchie	Pilot (Questral Helicopters Ltd.)
Stephane Fortin	AME (Questral Helicopters Ltd.)
Lyn Vanderstarren	Drafting Supervisor
Graham Konieczny	Manager Data Processing and Interpretation, Toronto
Michael Pearson	Manager Data Processing and Interpretation, Ottawa

The survey consisted of 1797.2 km of coverage, flown from November 14.
All personnel are employees of Fugro Airborne Surveys, except for the pilot and AME who are employees of Questral Helicopters Ltd.

APPENDIX B

Processing Flow Chart - Magnetic Data

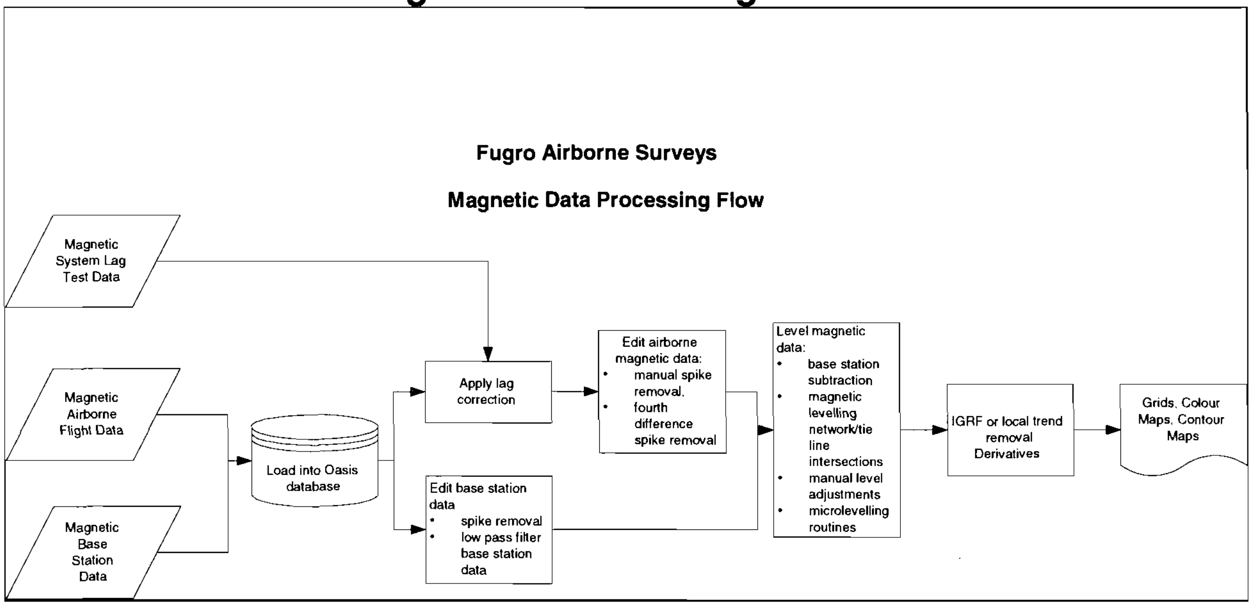

Figure 7: Magnetic Data Processing Flow

APPENDIX C

BACKGROUND INFORMATION

Magnetic Responses

The measured total magnetic field provides information on the magnetic properties of the earth materials in the survey area. The information can be used to locate magnetic bodies of direct interest for exploration, and for structural and lithological mapping.

The total magnetic field response reflects the abundance of magnetic material in the source. Magnetite is the most common magnetic mineral. Other minerals such as ilmenite, pyrrhotite, franklinite, chromite, hematite, arsenopyrite, limonite and pyrite are also magnetic, but to a lesser extent than magnetite on average.

In some geological environments, an EM anomaly with magnetic correlation has a greater likelihood of being produced by sulphides than one which is non-magnetic. However, sulphide ore bodies may be non-magnetic (e.g., the Kidd Creek deposit near Timmins, Canada) as well as magnetic (e.g., the Mattabi deposit near Sturgeon Lake, Canada).

Iron ore deposits will be anomalously magnetic in comparison to surrounding rock due to the concentration of iron minerals such as magnetite, ilmenite and hematite.

Changes in magnetic susceptibility often allow rock units to be differentiated based on the total field magnetic response. Geophysical classifications may differ from geological classifications if various magnetite levels exist within one general geological classification. Geometric considerations of the source such as shape, dip and depth, inclination of the earth's field and remanent magnetization will complicate such an analysis.

In general, mafic lithologies contain more magnetite and are therefore more magnetic than many sediments which tend to be weakly magnetic. Metamorphism and alteration can also increase or decrease the magnetization of a rock unit.

Textural differences on a total field magnetic contour, colour or shadow map due to the frequency of activity of the magnetic parameter resulting from inhomogeneities in the distribution of magnetite within the rock, may define certain lithologies. For example, near surface volcanics may display highly complex contour patterns with little line-to-line correlation.

Rock units may be differentiated based on the plan shapes of their total field magnetic responses. Mafic intrusive plugs can appear as isolated "bulls-eye" anomalies. Granitic intrusives appear as sub-circular zones, and may have contrasting rings due to contact metamorphism. Generally, granitic terrain will lack a pronounced strike direction, although granite gneiss may display strike.

Linear north-south units are theoretically not well-defined on total field magnetic maps in equatorial regions due to the low inclination of the earth's magnetic field. However, most stratigraphic units will have variations in composition along strike that will cause the units to appear as a series of alternating magnetic highs and lows.

Faults and shear zones may be characterized by alteration that causes destruction of magnetite (e.g., weathering) that produces a contrast with surrounding rock. Structural breaks may be filled by magnetite-rich, fracture filling material as is the case with diabase dikes, or by non-magnetic felsic material.

Faulting can also be identified by patterns in the magnetic total field contours or colours. Faults and dikes tend to appear as lineaments and often have strike lengths of several kilometres. Offsets in narrow, magnetic, stratigraphic trends also delineate structure. Sharp contrasts in magnetic lithologies may arise due to large displacements along strike-slip or dip-slip faults.

APPENDIX D

ARCHIVE DESCRIPTION

This DVD-ROM contains the final data archives of an airborne survey conducted by Fugro Airborne Surveys on behalf of Mineral Mountain Resources Inc. over the Straw Lake Area, Ontario area from November 14th to December 1st, 2010

Job # 10064

******* Disc 1 of 1 *******

\Grids   Grids in Geosoft format

STRAWLAKE_HGE.GRD	- Horizontal Gradient Enhanced Total Magnetic Field (nT)
STRAWLAKE_THG.GRD	- Transverse Horizontal Magnetic Gradient (nT/m)
STRAWLAKE_MVG.GRD	- Measured Vertical Magnetic Gradient (nT/m)

\Line Data

STRAWLAKE.XYZ	- ASCII line data archive in Geosoft XYZ format
STRAWLAKE.GDB	- Line data archive in Geosoft GDB format

\Maps   Maps in Adobe Acrobat PDF format (v1.3)

STRAWLAKE_HGE.PDF	- Horizontal Gradient Enhanced Total Magnetic Field (nT)
STRAWLAKE_MVG.PDF	- Measured Vertical Magnetic Gradient (nT/m)
STRAWLAKE_THG.PDF	- Transverse Horizontal Magnetic Gradient (nT/m)

\Report

R10064.pdf	- Logistics Report in Adobe Acrobat PDF format (v1.4)

\Software

fugrodvd_montaj7.zip	- Flight video viewer within Oasis Montaj
FugroVideoViewer.zip	- Flight video viewer with Fugro software

Fugro Archive Summary

Project # :10064
Type of Survey :Fugro Triaxial Magnetics
Client :Mineral Mountain Resources Inc.
Area :Straw Lake Area, ON
****

Survey Data Format

# Channel	Time	Units	Description
1 X	0.1	m	easting NAD83 (UTM Zone 15)
2 Y	0.1	m	northing NAD83 (UTM Zone 15)
3 FID	0.1		fiducial increment
4 LATITUDE	0.1	degrees	latitude WGS84
5 LONGITUDE	0.1	degrees	longitude WGS84
6 DATE	0.1		flight date (yyyy/mm/dd)
7 FLIGHT	0.1		flight number
8 ALTRAD_HELI	0.1	m	measured heli height above surface from radar altimeter
9 GPSZ	0.1	m	bird height (above geoid)
10 DTM	0.1	m	digital terrain model (above geoid)

11 DIURNAL	1.0	nT	measured diurnal ground magnetic intensity
12 DIURNAL_COR	1.0	nT	diurnal correction - base removed
13 MAGLOW_RAW	0.1	nT	raw total magnetic field - low sensor
14 MAGLOW_LAG	0.1	nT	total magnetic field - corrected for lag - low sensor
15 MAGLOW_DIU	0.1	nT	total magnetic field - diurnal variation removed - low sensor
16 MAGPORT_RAW	0.1	nT	raw total magnetic field - port sensor
17 MAGPORT_LAG	0.1	nT	total magnetic field - corrected for lag - port sensor
18 MAGPORT_DIU	0.1	nT	total magnetic field - diurnal variation removed - port sensor
19 MAGSTAR_RAW	0.1	nT	raw total magnetic field - starboard sensor
20 MAGSTAR_LAG	0.1	nT	total magnetic field - corrected for lag - starboard sensor
21 MAGSTAR_DIU	0.1	nT	total magnetic field - diurnal variation removed - starboard sensor
22 MAG_TMF	0.1	nT	total magnetic field - final
23 THGRAD	0.1	nT/m	measured transverse horizontal gradient
24 VERTGRAD	0.1	nT/m	measured vertical magnetic gradient

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