Assessment Report: Aeromagnetic Survey

November, 2010 and February 2011

Rowan Lake Area

Prepared by
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1. Introduction

This report presents the results of an aeromagnetic survey conducted over the Cameron Gold Project in the Rowan Lake Area. Aeroquest Airborne conducted the low level airborne geophysical survey on behalf of Cameron Gold Operations (Formerly Cameron Lake JEX Corp). The survey included collection of detailed airborne gradiometer magnetic data using a fixed wing platform.

The total survey coverage is 3465 km, of which 3253 line-km fell within the defined project area, flown in 0°/180°line direction. Acquisition for the main part of the survey commenced on the 29th of October, 2010 and was completed on the 2nd of November, 2010. On February 11, 2011 four small areas appending the main survey were flown. The base location used for operating the aircraft and performing in-field quality control was Kenora, Ontario.

The purpose of the survey was to collect high resolution magnetic date to assist in the understanding of the geological setting within the project and produce exploration targets. Future exploration programs on the result of this survey are likely

2. Location and Access

The Cameron Gold Project is located about 80 km to the southeast of Kenora and 80 km north-northwest of Fort Frances in the southern part of north-western Ontario, Canada (Figure 1). The nearest population centres to the Project are the villages of Sioux Narrows and Nestor Falls, located 30 km and 25 km, respectively.

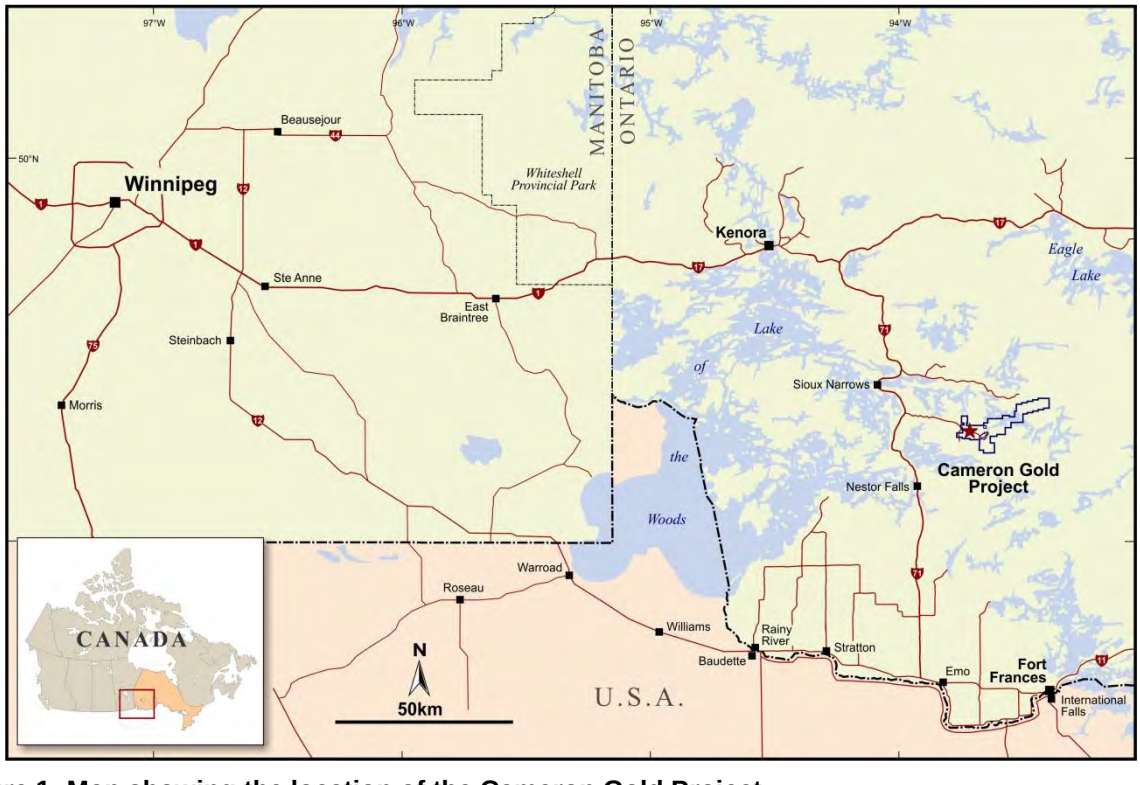

Figure 1: Map showing the location of the Cameron Gold Project.

The Cameron Gold Project comprises a portfolio of unpatented mining claims, patented mining claims, licenses of occupation and mining leases located about 23 km east of Trans-Canada Highway 71. Access to the Project is via a well-maintained, all-weather gravel road that was purposely constructed by the previous owner of the Project. Travel

along the access road is restricted to permit holders issued by the Ministry of Natural Resources (MNR) in Kenora.

The Project is located within NTS area 52F05, with the portal of the decline into the Cameron Gold Deposit itself centred on 446980E, 5460070N (NAD 83 Datum, Zone 15).

The Cameron gold project consists of a total of seventy-four unpatented and patented mining claims, mining licences of occupation and three mining leases (Figure 2). The Project comprises sixty-four unpatented claims, four patented claims (mineral rights only) and six mining licences of occupation (MLO). All of the properties are located within unsurveyed crown lands, mainly in the Rowan Lake Area, though some claims are situated in the Tadpole Lake, Brooks Lake and Lawrence Lake Areas. The total area of the Project is 120 km^2 or 12,000 Ha (Figure 2).

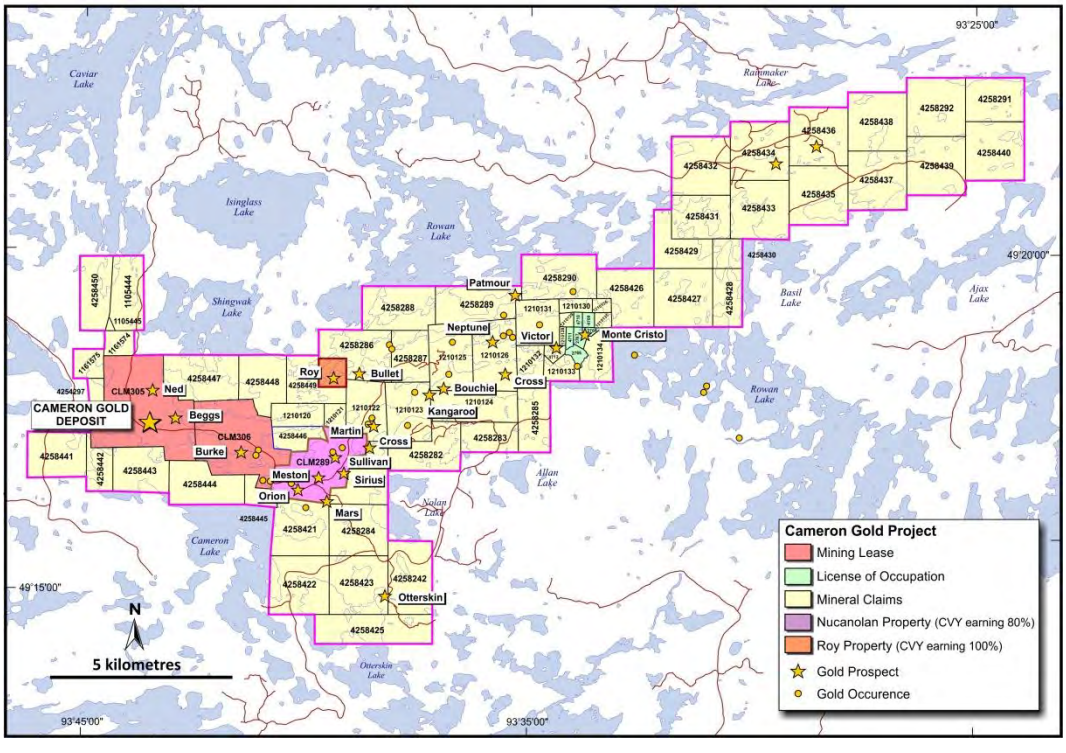

Figure 2: Land tenure map of the Cameron gold project.

3. Regional Geology

The Cameron Gold Operation Ltd. property is underlain by rocks of the Achaean Savant Lake-Crow Lake metavolcanic-metasedimentary belt of the Wabigoon Subprovince of the Canadian Shield. It occurs within a region of greenstone metavolcanic rock, bounded by granitoid batholiths such as Nolan lake stock. The area is cut by a number of major faults, the Cameron Lake Shear Zone (CLSZ), a northwest-southeast trending zone of high strain that hosts the gold mineralization of the company's flagship Cameron Gold Deposit. The CLSZ is a splay off the Pipestone-Cameron Fault a district sized northwest striking structure that separates the Rowan Lake Greenstone Terrane from the Kakagi Greenstone Terrane to the southwest. This northwest striking, steeply northeast dipping fault is a significant zone of deformation and displacement which has been defined for over 100km of strike length and has characteristics similar to the regional “breaks” recognized in other Canadian Archean gold camps.

The Monte Cristo Shear Zone (MCSZ) is another major structure in the region striking NE-SW, to the east of the CLSZ (see Figure2). The Monte Cristo Shear Zone hosts mineralisation at both the Monte Cristo and Victor prospects and gold mineralisation at Sullivan and Meston is been theorised to have a relationship with the MCSZ (Melling, 1989). The Shingwak lake anticline is another important structural feature to the NW of the MCSZ. The two structures are interpreted to interact manifesting as M-folds within the MCSZ at the northeast end of Rowan Lake (Lewis and Woolgar, 2011).

To the southwest of the Victor and Monte Cristo prospects the path of MCSZ is modified by the Nolan lake stock a large felsic intrusive body to the southeast. The Nolan Lake Stock is a dual composition intrusion comprising of a granodiorite centre and a magnetically 'noisy' monzonite outer rim.

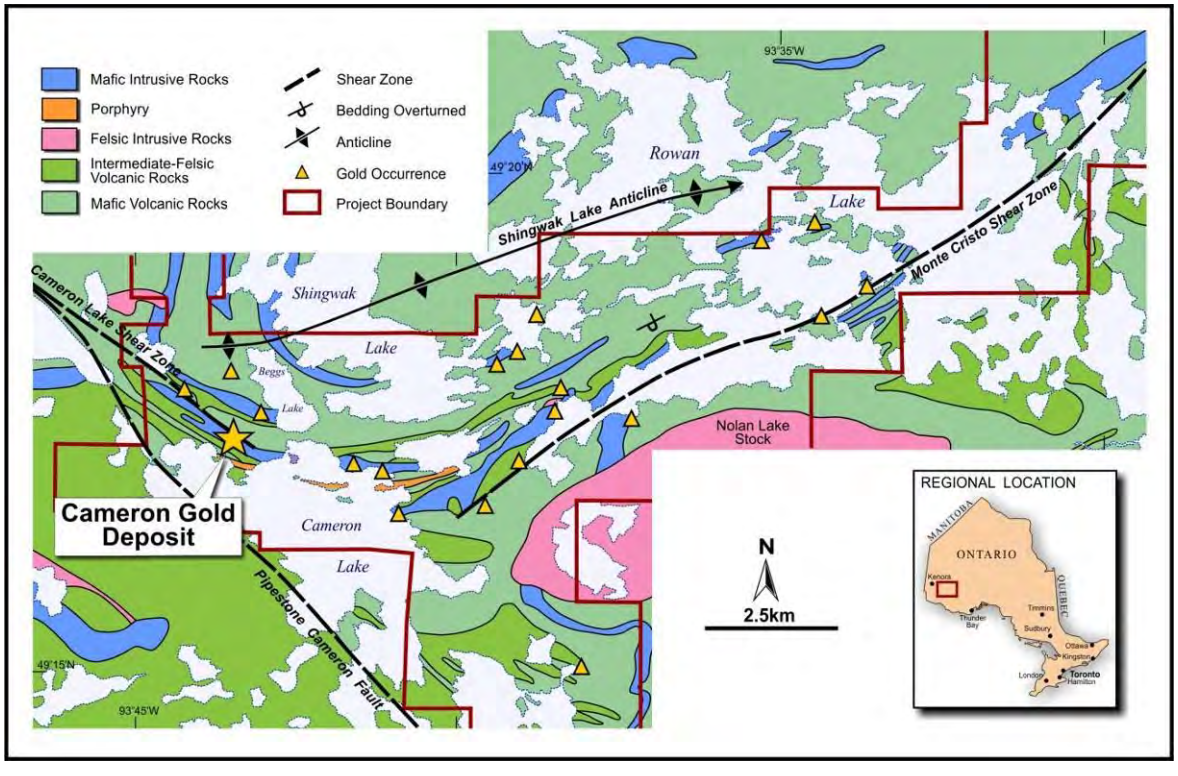

Figure 3: Regional structures in relation to Cameron Gold project boundaries

4. Work Programme Summary

The Aeroquest Airborne Logistics Report is attached in Appendix 1 and summarizes the details of the survey. Survey maps are located in Appendix 2.

5. Conclusions and Recommendations

The aeromagnetic survey performed by Aeroquest Airborne over the Cameron Gold Project provided valuable data to increase the understanding of bedrock geology of the region.

Recommended future work for the area covered by the survey will initially require mapping and prospecting to validate geological interpretation and investigate any exploration targets identified.

APPENDIX I

Report on a Detailed Airborne Magnetic Gradiometer Survey

Aeroquest Job # 10-060

Cameron Lake Project

Fort Frances, Ontario

For

Cameron Lake JEX Corporation

15 Toronto Street, Suite 600
Toronto, ON, M5C 2E3

By

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Report date: December 2010

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1. GENERAL SURVEY INFORMATION

Aeroquest Surveys conducted a low level airborne geophysical survey on behalf of Cameron Lake JEX Corporation. on the Cameron Lake Project near Fort Frances, Ontario. The survey included collection of detailed airborne gradiometer magnetic data using a fixed wing platform.

The total survey coverage is 3465 km, of which 3253 line-km fell within the defined project area, flown in 0°/180°line direction. Acquisition for the main part of the survey commenced on the 29th of October, 2010 and was completed on the 2nd of November, 2010. On February 11, 2011 four small areas appending the main survey were flown. The base location used for operating the aircraft and performing in-field quality control was Kenora, Ontario.

2. SURVEY SPECIFICATIONS

The survey consists of one block, and is located approximately 80km south east of Kenora, Ontario. Refer to Figure 1 for a map of this survey block.

The survey was flown using the WGS84 coordinate system (a Universal Transverse Mercator projection) derived from the World Geodetic System and was contained within zone 15N. Details of the datum and projection system are provided in Appendix B of this report.

Survey area coordinates:

Cameron Lake Project (NAD83, UTM Zone 15N)

Main Block

X	Y	X	Y
444371.1	5465158.5	463042.5	5469905.3
447813.7	5465158.7	470667.1	5469861.0
447813.7	5462548.6	470671.5	5465357.8
454846.2	5462530.9	466226.7	5465421.7
454849.5	5462683.6	466251.7	5462577.6
456586.4	5462883.1	462148.1	5462723.3
456579.5	5465022.6	455180.5	5456772.1
459395.3	5465060.6	452231.6	5456731.9
459392.8	5465827.2	452247.7	5458281.5
461496.5	5465866.2	445825.8	5459779.9
461496.2	5468621.2	444372.1	5459845.9
463054.6	5468610.6	444371.1	5465158.5

Block 2

X	Y
453017	5463772
456583	5463776
456586	5462883
454850	5462684
454846	5462531
453021	5462536

Block 3

X	Y
470665	5469772
471017	5469772
471017	5466572
470670	5466489

Block 4

X	Y
451992	5458519
452249	5458522
452231	5456584
451983	5456585

Block 5

X	Y
460328	5461212
461625	5462330
466254	5462336
466252	5461211

Figure 1. Location of the Survey Area

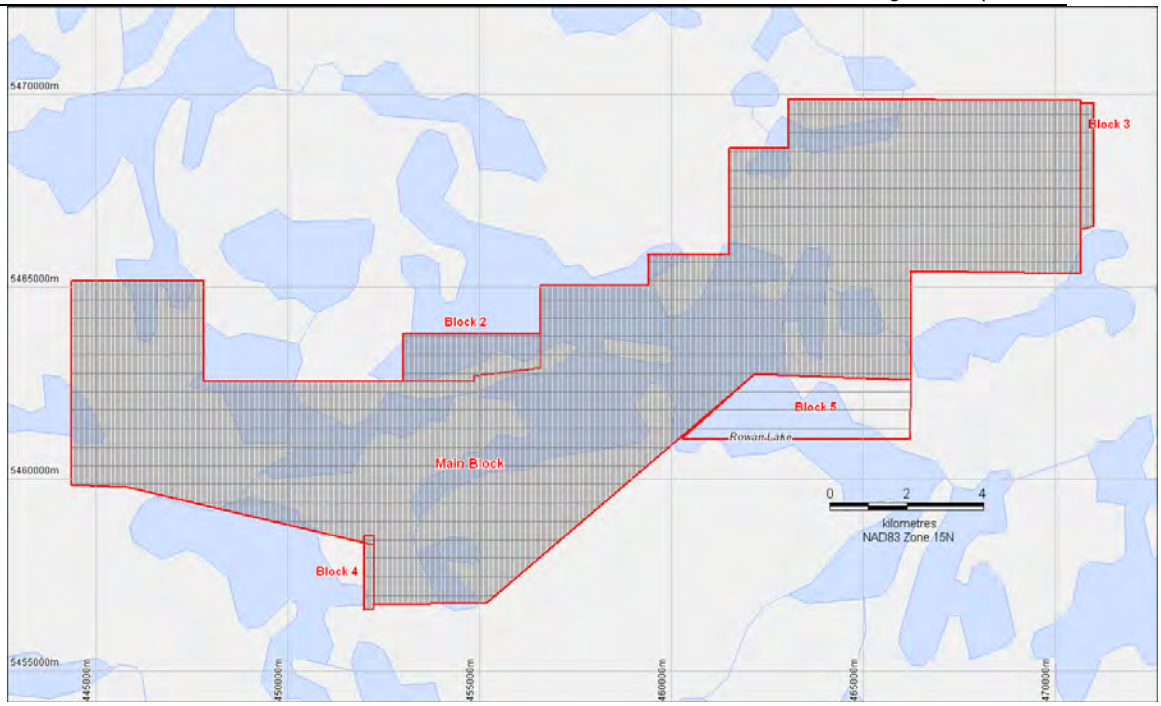


Figure 2. Project Flight Path showing Main Block and Appended Areas.

The survey data acquisition specifications for the area flown are specified as follows:

Area Name	Line Spacing (m)	Line Direction	Tie Line Spacing (m)	Tie Line Direction	Sensor Height (m)	Survey Coverage (line-km)
Cameron Lake (incl. Additional areas)	50	0°/180°	500	90°/270°	50	3465

The sensor height may be varied where topographic relief or laws pertaining to built up areas do not allow this altitude to be maintained, or where the safety of the aircraft and equipment is endangered due to natural or manmade structures including aerials, bridges, buildings etc.

3. AIRCRAFT AND SURVEY EQUIPMENT

The UTS navigation flight control computer, data acquisition system and geophysical sensors were installed into a specialized geophysical survey aircraft. The magnetometers in this aircraft are located in a rigid tail stinger and rigid mounted wingtip pods in order to acquire a measured horizontal magnetic gradient.

The list of geophysical and navigation equipments used for the survey are as follows:

General Survey Equipment

- PAC 750XL, single engine fixed wing survey aircraft.
- UTS proprietary flight planning and survey navigation system.
- UTS proprietary high speed digital data acquisition system.
- Novatel 3951R, 12 channel precision navigation GPS.
- OMNILITE 132 real time differential GPS system.
- UTS LCD pilot navigation display and external track guidance display.
- UTS post mission data verification and processing system.
- Bendix King KRA-405 radar altimeter.

Magnetic Data Acquisition Equipment

- UTS tail stinger and wingtip magnetometer installations.
- Three Geometrics G822A Cesium Vapour total field magnetometers.
- Fluxgate three component vector magnetometers.
- RMS Adaptive Aeromagnetic Real Time Compensator (AARC 500).
- Diurnal monitoring magnetometer (Geometrics 856).

3.1 Survey Aircraft

The aircraft used for this survey was a PAC 750XL series fixed wing survey aircraft operated by Kiwi Air, registration ZK-XLB. The specifications are as follows:

Power Plant

- Engine Type Pratt and Whitney PT-6-34AG
- Shaft Horse Power 750 eshp
- Fuel Type JET-A1

Performance

- Cruise speed 155 kn
- Survey speed 140 kn
- Stall speed 50 kn

- Range 2550 km
- Endurance (no reserves) 10.5 hours
- Fuel tank capacity 1800 litres

3.2 Data Positioning and Flight Navigation

Survey data positioning and flight line navigation was derived using real-time differential GPS (Global Positioning System).

Navigation was assisted by the UTS-designed and built electronic pilot navigation system which provides computer-controlled digital navigation instrumentation mounted in the cockpit as well as an externally mounted track guidance system.

GPS-derived positions were used to provide both aircraft navigation and survey data location information. The GPS receiver was located on the roof of the fuselage, collinear with the wingtip sensors and in line with the tail sensor.

The GPS systems used for the survey were:

- Aircraft GPS Model OEM V-3
- Sample rate 0.5 seconds (2 Hz)
- GPS satellite tracking channels 12 parallel
- Typical differentially corrected accuracy 1-2 metres (horizontal)
  3-5 metres (vertical)

3.3 UTS Data Acquisition System and Digital Recording

All geophysical sensor and positional information measured during the survey was recorded using a UTS-developed, high speed, and precision data acquisition system. Survey data was copied to a CompactFlash card on completion of each survey flight.

Instrument synchronisation times were measured with errors removed in real-time by the UTS data acquisition system.

3.4 Altitude Readings

Terrain clearance data were measured using a King radar altimeter installed in the aircraft. The height of each survey data point was

measured by the radar altimeter and stored by the UTS data acquisition system.

- Radar altimeter models — Bendix/King KRA-405
- Accuracy — 0.3 metres
- Resolution — 0.1 metres
- Range — 0 - 500 metres
- Sample rate — 0.1 Seconds (10Hz)

The digital terrain model is calculated by subtracting the terrain clearance (radar altimeter) from the GPS height (interpolated to 0.1 Hz), and as such the accuracy is constrained by the differentially-corrected GPS position.

3.5 UTS Stinger Mounted Magnetometer System

The installation platform used for the acquisition of magnetic data consisted of a tail mounted stinger and wingtip pods on each wing. The proprietary stinger and wingtip system was constructed of carbon fibre and designed for maximum rigidity and stability.

The tail stinger and wingtip pods each house an identical total field magnetometer. The tail stinger also contains the three-component vector magnetometer.

3.6 Total Field Magnetometer

Total field magnetic data readings for the survey were made using Geometrics G822A Cesium Magnetometers. These precision sensors have the following specifications:

- Model — Geometrics G822A
- Sample rate — 0.1 seconds (10Hz)
- Resolution — 0.001nT
- Operating Range — 15,000nT to 100,000nT
- Temperature Range — -20^{o}C to +50^{o}C

3.7 Three Component Vector Magnetometer

Three component vector magnetic data readings for the survey were made using a Develco Fluxgate Magnetometers. This precision sensor has the

following specifications:

- Model — Develco Fluxgate Magnetometer
- Sample Rate — 0.1 seconds (10Hz)
- Resolution — 0.1nT
- Operating Range — -100,000nT to 100,000nT

3.8 Aircraft Magnetic Compensation

At the start of the survey, the system was calibrated to reduce magnetic heading error. The heading and manoeuvre effects of the aircraft on the magnetic data were removed using an RMS Adaptive Aeromagnetic Real Time Compensator (AARC500).

Calibration of the aircraft heading effects were measured by flying a series of pitch, roll and yaw manoeuvres at high altitude while monitoring changes in the three axis magnetometer and the effect on total field readings. A 26-term model of the aircraft magnetic noise covering permanent, induced and eddy current fields was calculated from these results. These coefficients were then applied to the data collected during the survey in real-time. UTS static compensation techniques were also employed to reduce the initial magnetic effects of the aircraft upon the survey data.

The Figure of Merit, acquisition system tests and aircraft system calibrations are included at the end of this report.

3.9 Diurnal Monitoring Magnetometer

A base station magnetometer was located in a low gradient area beyond the region of influence of any man made interference to monitor diurnal variations during the survey.

The specifications for the magnetometer used are as follows:

- Model — Geometrics 856
- Resolution — 0.1 nT
- Sample interval — 3 seconds
- Operating range — 20,000nT to 90,000nT
- Temperature — -20^{o}C to +50^{o}C

4. DATA PROCESSING PROCEDURES

4.1 Data Pre-processing

The raw survey data was loaded from the Compact Flash cards and trimmed to the correct survey boundary extents. Any survey lines subsequently reflown were removed from the dataset.

At the commencement of each acquisition flight, all instrument clocks were synchronized to local time, and the latency of each instrument to provide its data measurement was calculated. The results of these latency measurements were recorded into a synchronisation file, and the results were used to assign GPS positions to the magnetic and elevation data. Any residual parallax was removed via correlation software.

The synchronized, parallax-corrected data was then exported as located ASCII data.

4.2 Magnetic Data Processing

The diurnal base station data was checked for spikes and steps, and suitably filtered prior to the removal of diurnal variations from the aircraft magnetic data. The filtered diurnal measurements were subtracted from the diurnal base field (October & November= 57585nT, February = 56789nT) and the residual corrections applied to the survey data by synchronizing the diurnal data time and the aircraft survey time.

The X and Y positioning of the data was then checked for spikes before applying the IGRF correction. Any spikes in the position data were manually edited. The IGRF 2010 correction was calculated at each data point (taking into account the elevation above sea level). This regional magnetic gradient was subtracted from the survey data points.

Located and gridded data were generated from the final processed magnetic data.

4.3 Measured Magnetic Gradients

The two magnetic gradients were calculated by differencing the three measured total field readings and adjusting for the sensor separations as described in Section 10.2. The gradient data are corrected for flight line direction. DC shifts of the gradients data are then removed on a line-by-line basis.

The longitudinal and transverse gradient data were then interpolated into gridded data and are presented both as maps and are included in the archive.

4.4 Horizontal Gradient Enhanced (HGE) TMI Gridded Data

The magnetic data from the tail sensor was gridded incorporating the transverse magnetic gradient data. This technique will improve the line-to-line continuity of magnetic features, in particular features that strike sub-parallel to the line direction. As well, this process will enhance the appearance of small off–line magnetic units. These refinements should also increase the interpretability of any additional grid filtering products such as vertical or tilt derivatives and analytic signal magnetic products.

4.5 Digital Terrain Model Data Processing

The radar altimeter data were subtracted from the GPS altimeter data to calculate the digital terrain model.

The digital terrain data thus derived was examined and selectively microleveled to produce a grid without line-dependent artefacts.

5. DELIVERABLES

5.1 Hardcopy Deliverables

The report includes maps at a scale of 1:20,000. The survey area is covered by one map sheet and seven geophysical data products are delivered as listed below:

- TMIGE – Gradient Enhanced Total Magnetic Intensity with contours
- MTG – Measured Transverse Gradient with contours

The coordinate/projection system for the maps is NAD83 – UTM Zone 15N. For reference, the latitude and longitude in WGS84 are also noted on the maps.

5.2 Digital Deliverables

Final Database of Survey Data (.GDB)

The geophysical profile data are archived digitally in a Geosoft GDB database. A description of the contents of the individual channels in the

database can be found in Appendix A. A copy of the digital data is archived at the Aeroquest head office in Mississauga.

Geosoft Grid Files (.GRD)

Levelled grid products used to create the geophysical map images. These include Total Magnetic Intensity, Gradient Enhanced Total Magnetic Intensity, Measured Transverse Gradient, Measured Longitudinal Gradient, First Vertical Derivative of TMI, Tilt Derivative of TMI and the Digital Terrain Model.

Digital Versions of Final Maps (.MAP and .PDF)

The final hardcopy maps are provided digitally in Packed Geosoft MAP format and in Adobe PDF format.

Digital Copy of this Document (.PDF)

Adobe PDF format of this document.

6. PROJECT MANAGEMENT

The following Aeroquest personnel were involved in the project:

- Senior Project Manager: Troy Will
- Field Data Processors: Mark Froncisz/ Edward You
- Office Data Processor: Asif Mirza
- Mapping and Reporting: Andrea Ngui and Asif Mirza

The following Kiwi Air personnel were involved in the project:

- Survey Pilot: Matt Hollands and Sam Daniels

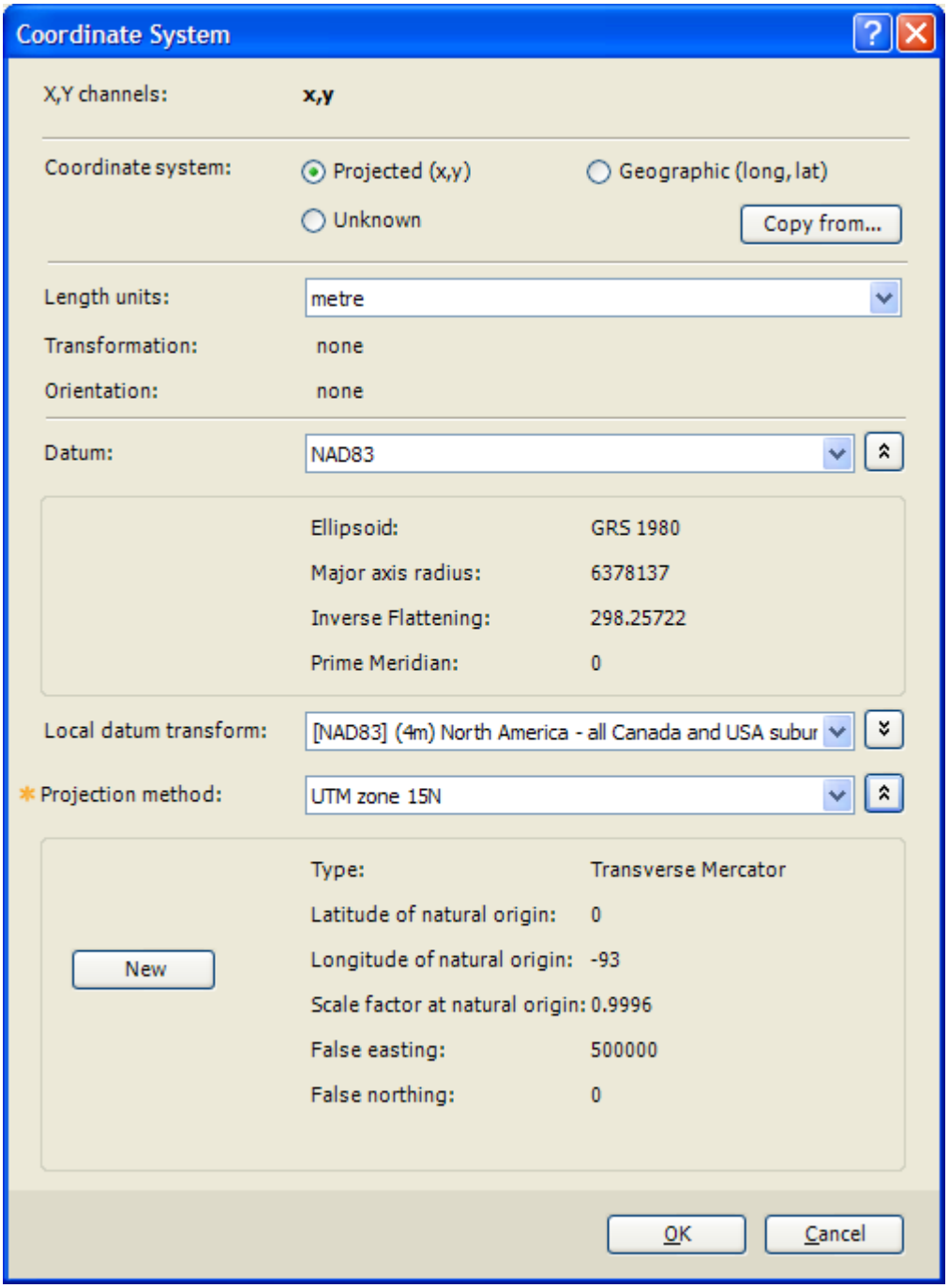
7. APPENDIX A – DESCRIPTION OF DATABASES FIELDS

The GDB files are Geosoft binary database files. The fields are described below:

FIELD	DESCRIPTION
Flight	Flight Number
Line	Line Number
Date	Date of each flight
UTCTIME	UTC Time (HH:MM:SS)
Latitude	Latitude WGS84 (decimal degrees)
Longitude	Longitude WGS84 (decimal degrees)
X	UTM Easting (m), NAD83 UTM Zone 15N
Y	UTM Northing (m), NAD83 UTM Zone 15N
Basemag	Base Station Magnetic Data (nT)
Ralt_m	Radar altitude (m)
GPS_Height	GPS elevation (m.a.s.l.)
DTM	Levelled digital terrain model (m.a.s.l.)
TMI_Tail	Diurnal Corrected & Levelled TMI (nT)
IGRF	IGRF Correction Applied (2010 Reference) (nT)
TMI_IGRF	Levelled, IGRF-Corrected Magnetic Field (nT)
Transverse_Gradient	Measured Transverse Gradient (nT/m)
Longitudinal_Gradient	Measured Longitudinal Gradient (nT/m)
Mag_Port	Compensated Total Field – Port Sensor (nT)
Mag _CMP	Compensated Total Field – Starboard Sensor (nT)
Mag _CMP	Compensated Total Field – Starboard Sensor (nT)
Inc	Magnetic Inclination
Dec	Magnetic Declination

8. APPENDIX B - COORDINATE SYSTEM DETAILS

Locations for the survey data are provided in both geographical latitude and longitude and Universal Transverse Mercator metric projection coordinate systems.



9. APPENDIX C – PROCESSING PARAMETERS

9.1 Magnetic Processing Parameters

IGRF Model Year: 2010
Inclination: 75°
Declination: 0.3°
IGRF Total Field: October & November 57577.3nT,February 57579.9nT
Diurnal Base Level: October & November 57585nT,February 56789nT

10. APPENDIX D – FIGURE OF MERIT AND GRADIOMETER CONFIGURATION DIAGRAM

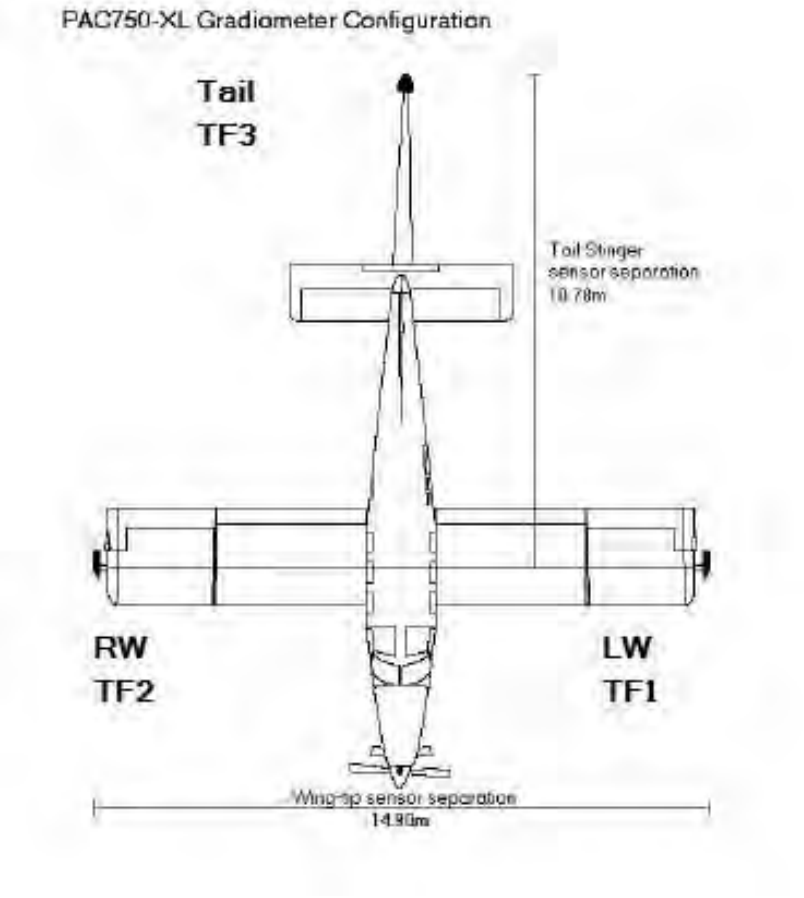
10.1 Figure of Merit

MAG1		
90°	Pitch	0.111
	Roll	0.048
	Yaw	0.099
	SUB	**0.258**
180°	Pitch	0.070
	Roll	0.039
	Yaw	0.045
	SUB	**0.154**
270°	Pitch	0.088
	Roll	0.068
	Yaw	0.060
	SUB	**0.216**
360°	Pitch	0.102
	Roll	0.063
	Yaw	0.052
	SUB	**0.217**
	FOM	***0.845***

MAG2		
90°	Pitch	0.068
	Roll	0.068
	Yaw	0.054
	SUB	**0.190**
180°	Pitch	0.050
	Roll	0.042
	Yaw	0.030
	SUB	**0.122**
270°	Pitch	0.058
	Roll	0.048
	Yaw	0.052
	SUB	**0.158**
360°	Pitch	0.071
	Roll	0.041
	Yaw	0.033
	SUB	**0.0145**
	FOM	***0.614***

MAG3		
90°	Pitch	0.027
	Roll	0.015
	Yaw	0.020
	SUB	**0.062**
180°	Pitch	0.012
	Roll	0.011
	Yaw	0.016
	SUB	**0.039**
270°	Pitch	0.022
	Roll	0.023
	Yaw	0.013
	SUB	**0.058**
360°	Pitch	0.021
	Roll	0.015
	Yaw	0.011
	SUB	**0.047**
	FOM	***0.206***

10.2 Gradiometer Configuration Diagram



For further information concerning the survey flown, please contact the following office:

Head Office Address:

Aeroquest Limited
7687 Bath Road
Mississauga, Ontario
L4T 3T1

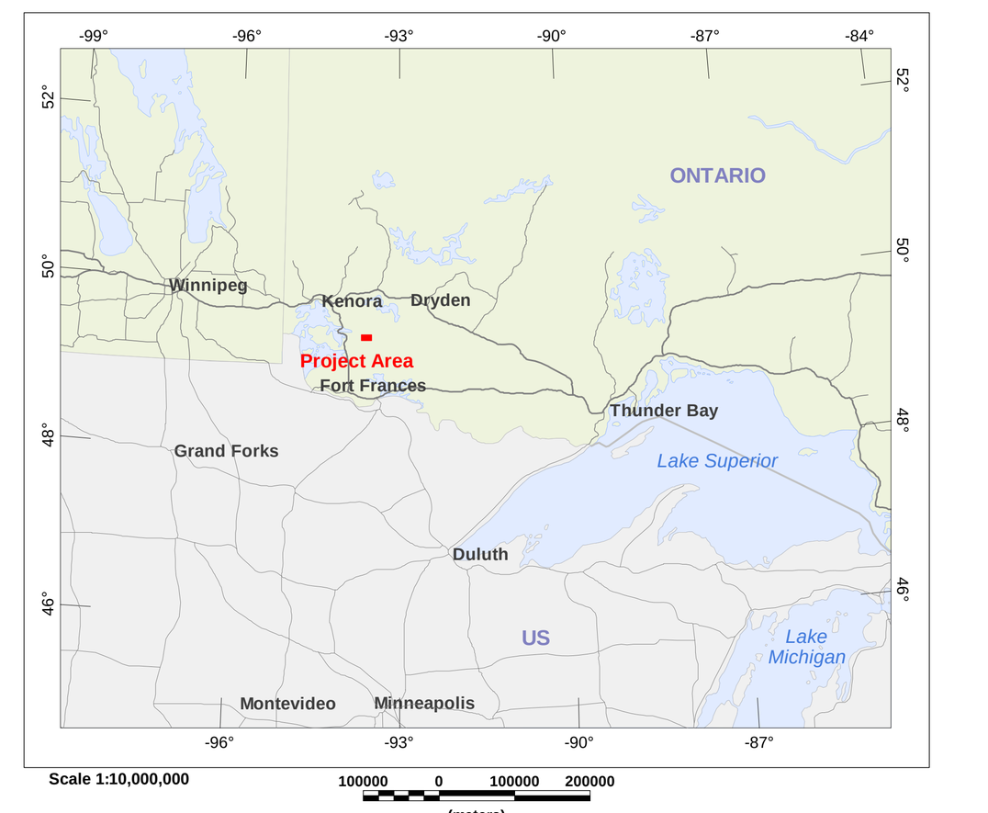
Tel: 1 905 672 9129
Fax: 1 905 672 7083

APPENDIX II

Grid North
NAD83-Zone15

The topographic data base was sourced from 1:50000 NRC (Natural Resources Canada) NTDB data
Background shading derived from NASA SRTM data
Inset Data derived from Geocommunity 1:1000000 data

This map accompanies the technical report entitled 'Report on a Airborne Magnetic Gradiometer Survey,Cameron Lake Project Fort Frances, Ontario', by Aeroquest Airborne, February 2010



Scale 1:10,000,000
100000 0 100000 200000
(meters)
NAD83 / UTM zone 15N

Transverse Gradient (nT/m)
1.045
0.643
0.456
0.351
0.274
0.223
0.182
0.149
0.122
0.099
0.080
0.064
0.050
0.036
0.025
0.015
0.005
-0.003
-0.013
-0.022
-0.031
-0.040
-0.049
-0.059
-0.070
-0.083
-0.096
-0.111
-0.127
-0.147
-0.170
-0.201
-0.238
-0.290
-0.359
-0.466
-0.646
-1.070

Transverse Gradient
nT/m

Contour Interval
0.1 nT/m
0.2 nT/m
1 nT/m
5 nT/m

Topographic Contour
Road
Trail
River
Wetland
Lake

SURVEY SPECIFICATIONS
Survey flown: October 29 - November 2, 2010 & February 3, 2011
Flight/Tie line spacing: 50/500 m
Flight line direction: 0°/180°
Tie line direction: 90°/270°
Survey Height: 50 metres
Line Navigation: Real-time differential GPS

EQUIPMENT SPECIFICATIONS
Aircraft Type: PAC-750XL Reg. ZK-XLB
Data Acquisition: UTS ACQSYS
GPS System: Novatel 3951R, 12 channel
Radar Altimeter: Bendix King, KRA-405

MAGNETICS
Magnetometers: 3 x Geometrics G822A
Compensation: RMS ARC500 operating in real time
Resolution: 0.001 nT
Recording Interval: 0.1 seconds
Sensor Height: 50 metres
Separaton between Port & Starboard sensors: 14.9 metres
Separaton between AFT & Axis of Forward sensors: 10.78 metres

PROCESSING SPECIFICATIONS

The magnetic data has been corrected and levelled using the following processes:
- Diurnal variations were removed through subtraction of the diurnal field measured at the base station magnetometer
- The regional magnetic gradient has been removed through subtraction of the IGRF computed at the date of the survey
- System parallax was corrected
- The magnetic data was levelled using the survey tie line data
- The final magnetic data was microlevelled to remove minor residual variations in profile intensities

POSITIONING

Datum: NAD83
Major Axis: 6378206.4
Inverse Flattening: 294.9787

MAP PROJECTION
Projection: Universal Transverse Mercator
Central Meridian: 93°W (Zone 15)
Central Scale Factor: 0.9996
False Easting/Northing: 500,000m/0m

scale 1:20,000
250 0 250 500 750 1000 1250 1500
(meters)
NAD83 / UTM zone 15N

Cameron Lake JEX Corporation
Fort Frances, Ontario

MEASURED TRANSVERSE GRADIENT

Cameron Lake Project

NTS 052F05, 052F06

AEROQUEST AIRBORNE
7687 Bath Road, Mississauga, ON, CANADA L4T 3T1
Tel: (905) 672-9129 Fax: (905) 672-7083
www.aeroquestairborne.com

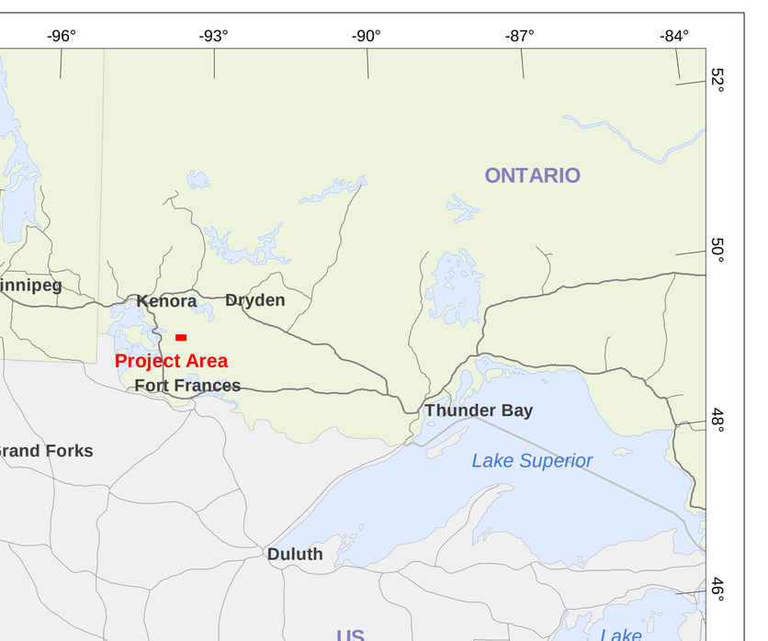
February 2011

MTG

Grid North
NAD83-Zone15

The topographic data base was sourced from 1:50000 NRC (Natural Resources Canada) NTDB data
Background shading derived from NASA SRTM data
Inset Data derived from Geocommunity 1:1000000 data

This map accompanies the technical report entitled 'Report on a Airborne Magnetic Gradiometer Survey,Cameron Lake Project Fort Frances, Ontario', by Aeroquest Airborne, February 2011



Scale 1:10,000,000
100000 0 100000 200000
(meters)
NAD83 / UTM zone 15N

57729.0
57625.6
57582.5
57556.5
57537.5
57519.8
57504.1
57490.0
57478.0
57466.5
57456.3
57445.1
57433.3
57422.3
57413.3
57405.9
57399.2
57392.9
57385.8
57379.3
57372.5
57365.8
57358.3
57350.3
57342.5
57335.4
57329.5
57323.4
57318.0
57312.7
57306.8
57299.5
57290.4
57280.9
57269.9
57256.4
57240.4
57218.1

TMIGE
nT

Contour Interval
5nT
10nT
50nT
250nT

Topographic Contour
Road
Trail
River
Wetland
Lake

SURVEY SPECIFICATIONS
Survey flown: October 29 - November 3, 2010 & February 3, 2011
Flight/Tie line spacing: 50/500 m
Flight line direction: 0°/180°
Tie line direction: 90°/270°
Survey Height: 50 metres
Line Navigation: Real-time differential GPS

EQUIPMENT SPECIFICATIONS
Aircraft Type: PAC-750XL Reg. ZK-XLB
Data Acquisition: UTS ACQSYS
GPS System: Novatel 3951R, 12 channel
Radar Altimeter: Bendix King, KRA-405

MAGNETICS
Magnetometers: 3 x Geometrics G822A
Compensation: RMS ARC500 operating in real time
Resolution: 0.001 nT
Recording Interval: 0.1 seconds
Sensor Height: 50 metres
Separaton between Port & Starboard sensors: 14.9 metres
Separaton between AFT & Axis of Forward sensors: 10.78 metres

PROCESSING SPECIFICATIONS
The magnetic data has been corrected and levelled using the following processes:
- Diurnal variations were removed through subtraction of the diurnal field measured at the base station magnetometer
- The regional magnetic gradient has been removed through subtraction of the IGRF computed at the date of the survey
- System parallax was corrected
- The magnetic data was levelled using the survey tie line data
- The final magnetic data was microlevelled to remove minor residual variations in profile intensities

POSITIONING
Datum: NAD83
Major Axis: 6378206.4
Inverse Flattening: 294.9787

MAP PROJECTION
Projection: Universal Transverse Mercator
Central Meridian: 93°W (Zone 15)
Central Scale Factor: 0.9996
False Easting/Northing: 500,000m/0m

scale 1:20,000
250 0 250 500 750 1000 1250 1500
(meters)
NAD83 / UTM zone 15N

Cameron Lake JEX Corporation
Fort Frances, Ontario

GRADIENT ENHANCED TOTAL MAGNETIC INTENSITY

Cameron Lake Project

NTS 052F05, 052F06

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