



Operations Report for **PRODIGY GOLD INCORPORATED**

Horizontal Aero-Magnetic Gradient & XDS VLF-EM Survey

BLOCK C PROJECT
Wawa Area, ON

August 16, 2012

Report #: B-383C

Requested by:
Mr. Tom Pollock
VP Exploration

Prepared by:
Charles Barrie, Managing Partner
Terraquest Ltd.

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1. INTRODUCTION

1.1. Executive Summary

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

PRODIGY GOLD INCORPORATED

1205 – 700 West Pender Street
Vancouver, BC
V6C 1G8

Attention: Mr. Tom Pollock, VP Exploration
Phone: 604-688-9006 x231
Email: tom.pollock@prodigygold.com

The survey was performed by:

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

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

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

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

1.2. Location

The survey area is located in parts of Riggs and Jacobson Townships, Algoma, Ontario approximately 50 kilometres northeast of Wawa, 7 kilometres northwest of the Hamlet of Missanabie (Highway #651), 1.5 kilometres south of the train hamlet of Lochalsh, and along the northwest side of Dog Lake. Godin Lake lies near the middle of the Block. A power line runs through the survey area. The survey area is accessible by bush roads from the southwest.

The survey outline is rectangular with the north-south dimension of 4.1 kilometres and the east-west dimension of 12.9 kilometres. The centre of the area is approximately 48 degrees 19 minutes north and 84 degrees 16 minutes.



2. SURVEY SPECIFICATIONS

2.1. LINES AND DATA

Parameter	Specification	Instrument Precision
Aircraft Speed	51.7 m/sec 186 km/hr	
Sampling Interval	5-6 m (10Hz)	
Flight-line Interval	75 m	+/- 3m
Flight-line Direction	000/180 degrees	
Control-line Interval	1030 m	+/- 3m
Control-line Direction	090/270 degrees	
Aircraft MTC	75.2 m	+/- 5m
Mag Sensor MTC	75.2 m	+/- 5m

2.2. SURVEY KILOMETRAGE

Block C	
172 Lines	782.5 km
5 Tie	66.4 km
182 Total	848.9 km

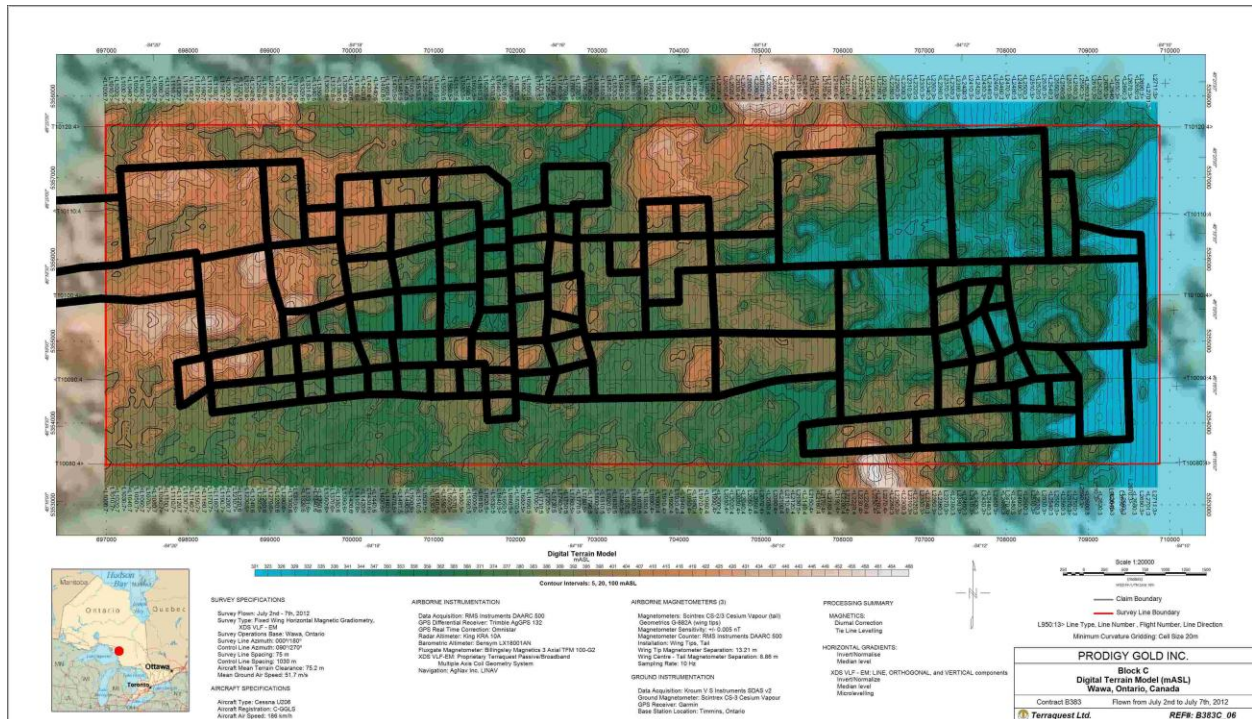
2.3. NAVIGATION SPECIFICATIONS

The following is the navigation parameter file for the survey lines and include the survey corner coordinates in NAD83 projection zone 16N, line spacing, line direction, master line and other navigational parameters.

```
0 C_TRAV
1 U 273
2 696997 5353500 AREA CORNER 1
2 696989 5357644 AREA CORNER 2
2 709875 5357644 AREA CORNER 3
2 709875 5353500 AREA CORNER 4
```

3 696997 5353286 COR1 WAYPOINT 1
 4 172 NUMBER OF LINES
 5 75.0 SPACING, m
 8 75 MAX CROSS TRACK, m
 9 0 0 0 DELTA X/Y/Z
 10 1 LOG FPR EVERY 1 SECS
 11 0.9996000000 0.0 0.0 K0, X/Y SHIFT
 14 200 LINES EXTENDED BEYOND AREA
 16 1000 FIRST LINE NUMBER
 17 696997.0 5353286.0 0.0 MASTER POINT, HEADING
 18 696789.0 5357623.0 270.0 TIE LINE MASTER POINT, HEADING
 19 1030.0 200 TIE LINE SPACING, LINE EXTENSION, m
 20 WGS-84 6378137.0 298.257223563 22 ELLIPSOID
 21 0 NO EQUATORIAL CROSSING, N HEMISPHERE
 30 20 9600 N 1 8 RS-232 PORT 2 INCOMING FORMAT
 31 20 9600 N 1 8 RS-232 PORT OUTGOING FORMAT
 38 0 METRIC SYSTEM
 41 0.00 SYSTEM LAG, Secs.
 80 0.00 PLANNED ALTITUDE, m
 83 0 GPS ALTITUDE FOR VERTICAL BAR
 84 0.00 0.00 ALTITUDE COEFFICIENT, OFFSET
 85 100 MAX VERTICAL BAR SCALE
 102 UTM UTM X/Y SCALE

2.4. FLIGHT PLAN (shown with Digital Terrain Model)



2.5. TOLERANCES – REFLIGHT

1. Traverse Line Interval

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

2. Terrain Clearance:

By contract the aircraft mean terrain clearance (MTC) was to be maintained ideally at 70 metres in a drape mode; the actual mean terrain clearance flown was 75.2 metres. Re-flights were done if the final differentially corrected altitude deviated from the specified flight altitude by +/-10m over a distance of 3 kilometres or more if, in the pilot's opinion, it was safe to do so.

3. Diurnal Variation:

Diurnal activity in the survey was limited to 10 nT deviations from 10 minute chord.

4. GPS Data:

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

5. Radio Transmission:

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

6. Sample Density:

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

2.6. NAVIGATION

The satellite navigation system was used to ferry to the survey sites and to survey along each line. The survey coordinates were supplied by the client and were used to establish the survey boundaries and the flight lines. The flight path guidance accuracy is variable depending upon the number and condition (health) of the satellites employed. With Omnistar real time correction the accuracy was for the most part better than 3 metres.

3. AIRBORNE GEOPHYSICAL EQUIPMENT

3.1. SURVEY AIRCRAFT

The survey aircraft was a Cessna U206, registration C-GGLS, owned and operated by Terraquest Ltd. under full Canadian Ministry of Transport approval and certification for specialty flying including airborne geophysical surveys. The aircraft is maintained at base operations by a regulatory AMO facility, Leggat Aviation Inc.

The aircraft has been specifically modified with long-range fuel cells to provide up to 7 hours of range, outboard tanks, tundra tires, cargo door, and avionics as well as an array of sensors to carry out airborne geophysical surveys.



3.2. EQUIPMENT OVERVIEW

The primary airborne geophysical equipment includes three high sensitivity cesium vapour magnetometers and an XDS VLF-EM system. Ancillary support equipment includes a tri-axial fluxgate magnetometer, radar altimeter, barometric altimeter, GPS receiver with a real-time correction service, and a navigation system. The navigation system comprises a left/right

indicator for the pilot and a screen showing the survey area, planned flight lines, and the real time flight path. All data were collected and stored by the data acquisition system. The following is a summary of the equipment specifications:

Aircraft	Cessna U206 / C-GGLS
Equipment:	
Magnetometers	Scintrex CS-2&3 Cesium Vapour
3-axis Fluxgate Magnetometer	Billingsley TFM100-LN
VLF-EM	Terraquest XDS VLF-EM
Low Frequency EM	Terraquest power monitor
GPS Receiver	Trimble AgGPS132
Radar Altimeter	King KRA 10A
Barometric Altimeter	Sensym LX18001AN
Acquisition	RMS Instruments DAARC 500
Navigation	AgNav Inc. P151 Linav system
Specifications:	
Lateral Sensor separation	13.2 metres
Longitudinal Sensor separation	8.9 metres
FOM	<1.2 nT
Sensitivity	0.001 nT

The 13.75 volts aircraft power is converted to 27.5 volts DC for the geophysical equipment by an ABS power supply.

3.3. EQUIPMENT SPECIFICATIONS

1. Magnetics:

Three high-resolution cesium vapour magnetometers, manufactured by Scintrex, were mounted in a tail stinger and two wing tips extensions; the transverse separation was 13.2 metres and the longitudinal separation was 8.9 metres.

Cesium Vapour Magnetometer	(mounted in tail stinger and wing tip extensions)
Manufacturer	Scintrex
Models	CS-2, CS-3
Resolution	0.001 nT counting at 0.1 per second
Sensitivity	+/- 0.005 nT
Dynamic Range	15,000 to 100,000 nT
Fourth Difference	0.02 nT

2. Data Acquisition & Magnetic Compensation System

DAS & Compensation	Combined
Model	DAARC 500
Manufacturer	RMS Instruments
Operating System	QNX 6.3 or greater
Time	104 MHz temperature compensated crystal clock

Front End Magnetic Processing	Resolution 0.32pT; system noise <0.1pT; sample rate 160, 640, 800m or 1280 Hz
Front End - Fluxgate	I/F module; oversampling, self-calibrating 16 bit A/D converter
Compensation	Improvement Ratio (total field) 10-20 typical
Input Serial	8 isolated RS232 channels; ASCII & Binary formats
Input Analog	16 bit, self-calibrating A/D conv.
Input Events	Four latched event inputs
Raw Data Logging	At front end sampling rate, 1 MB buffer
Output/Recording	Rate 10 , 20 or 40 Hz; Serial up to 115.2 kbps; Recording media 1 GB Flash; 80 GB Hard Drive; Flash disk via USB; Display
Front Panel Indicators	8 LEDs for mag input; 2 LEDs for Front End status

3. Navigation System

Navigation System	
Model	P151
Manufacturer	AgNav Inc.
Operating System	Linex
Microprocessor	CPU Pentium based
Ports	RS232 for all devices
Graphic Display	Colour Screen
Pilot Display	P202: position, left/right, navigational info

4. Real-Time Correction GPS Receiver

GPS Differential Receiver	
Model	AgGPS132
Manufacturer	Trimble
Serial Number	02240-02249
Output	NMEA string, PPS
Channels	12 Channel DPGS, internal L-band
Position Update	0.5 second for navigation
Correction Service	Real time correction service subscription – Omnistar
Sample Rate	Up to 10hz
Broadcast Services	Omnistar Correction Service (AMSC) L band Broadcast (1557.845 MHz satellite band)

5. XDS VLF-EM System

The XDS VLF-EM System is a recently developed VLF system. It uses 3 orthogonal coils mounted in the pod of the tail stinger, and coupled with a receiver-console, tuned to a half power bandwidth of 22-26 kHz which includes Cutler Maine (NAA) frequency 24 kHz, La Moure North Dakota (NML) frequency 25.2 kHz and Seattle, WA (NLK) frequency 24.8 kHz. Recorded parameters are the separate X, Y and Z coils.

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

6. Tri-Axial Fluxgate Magnetic Sensor

The fluxgate tri-axial magnetometer was mounted in the tail stinger cabin to monitor aircraft manoeuvre and magnetic interference. This was used to compensate the high sensitivity data in real time.

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

7. Radar Altimeter

Radar Altimeter	
Model	KRA-10A
Manufacturer	King
Serial Number	071-1114-00
Accuracy	5% up to 2,500 feet
Calibrate Accuracy	1%
Output	Analog for pilot, converted to digital for data acquisition

8. Barometric Altimeter

Barometric Altimeter	
Model	LX18001AN
Manufacturer	Sensym Inc.
Source	Coupled to aircraft barometric system

4. BASE STATION EQUIPMENT

4.1. BASE STATION MAGNETOMETER / GPS RECEIVER

A high sensitivity magnetometer (identical to the aircraft magnetometers) was used for the base station as follows:

Magnetometer Type	Cesium Vapour
Model	CS-2
Manufacturer	Scintrex Ltd.
Sensitivity	+/- 0.005 nT
Resolution	0.001 nT counting at 0.1 per second
Dynamic Range	15,000 – 120,000 nT
GPS model	Universal 12 channel
GPS manufacturer	Deluo
Computer Logger	Archer handheld

5. TESTS AND CALIBRATIONS

5.1. MAGNETIC FIGURE OF MERIT

Compensation calibration tests were performed to determine the magnetic influence of aircraft maneuvers and the effectiveness of the aircraft compensation method. The aircraft flew a square pattern in the four survey directions at a high altitude over a magnetically quiet area and perform pitches ($\pm 5^\circ$), rolls ($\pm 10^\circ$) and yaws ($\pm 5^\circ$). The sum of the maximum peak-to-peak residual noise amplitudes in the total compensated signal resulting from the twelve maneuvers is referred to as the FOM. The FOM values for this survey were 1.16 nT, 1.22 nT and 0.53 nT for the left, right and tail sensors respectively (see Appendix).

5.2. MAGNETIC LAG

The magnetic lag was determined by examining discrete anomalies in the survey data, from line to line flown in opposite directions.

6. LOGISTICS

6.1. PERSONNEL

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

Field:	Pilot	Kevin Sant
	Operator	Ali Allam
	Geophysicist	France Belly-Biswas
Office:	Final Processing	France Belly-Biswas
	Manager	Charles Barrie

6.2. FIELD OPERATIONS REPORTING

The aircraft and crew arrived in Wawa on June 29, 2012. The base station was set up at the airport and an FOM was flown on June 30th but the FOM failed due to excessive wind conditions. Diurnal conditions grounded the aircraft on the morning of July 1st but a successful FOM was flown in the afternoon. The survey was flown successfully in 6 flights (3-8) over a period of 6 days from July 2nd to 7th 2012; 4 days were allotted to survey production, 1.5 days to scheduled aircraft maintenance and 1 day to weather. Portions of Block A were flown during the last three flights. (see Appendix 3 for daily log). The crew stayed at the Wawa Motor Inn.

6.3. BASE OF OPERATIONS

The base of operations was at the Wawa airport. The base station (combined high sensitivity magnetic and GPS) was set up in a quiet area at airport.



7. DATA PROCESSING

7.1. DATA QUALITY CONTROL

The field data were examined in the evening after each flight by a geophysicist to inspect the data for quality control and tolerances. All data were approved and checked for continuity and integrity. Raw magnetic data were gridded to produce preliminary plots. The XDS VLF-EM data were subjected to median leveling and grid stacking to produce preliminary plots.

7.2. FINAL MAGNETIC DATA PROCESSING

Adjustment of Diurnal Data:

n/a (Base station data was spotless)

Adjustment of Total Field values on all three sensors:

Diurnal corrected the Total Field (Total Field – Diurnal) + Diurnal average

Lag correction

Total Field Tie Line Leveling:

Used Geosoft leveling system:

- Deleted all suspicious intersections during leveling of survey lines
- Made adjustments on remaining out of level lines using the RTF as a guide

Total Field Micro-Levelling:

No micro-levelling done on this block C, to conserve details in the South-East and in the North-West of the block.

Calculated Vertical Derivative:

Derivative in Z with order of differentiation as 1 on the total field of the tail sensor channel

Derivative in Z with order of differentiation as 2 on the total field of the tail sensor channel.

In the final correction process, the compensated tail sensor magnetic data was corrected with standard tie-line intersection leveling, and with adjustments on traverse lines out of level, using the RTF as a guide. The vertical magnetic gradients were calculated from the final processed total magnetic channel (originating from the Tail Sensor). The first and Second vertical derivatives of the Total Magnetic Intensity were calculated from the Total Magnetic Intensity. The finalized datasets were gridded with minimum curvature procedure with a cell size of 20 metres without the need for smoothing.

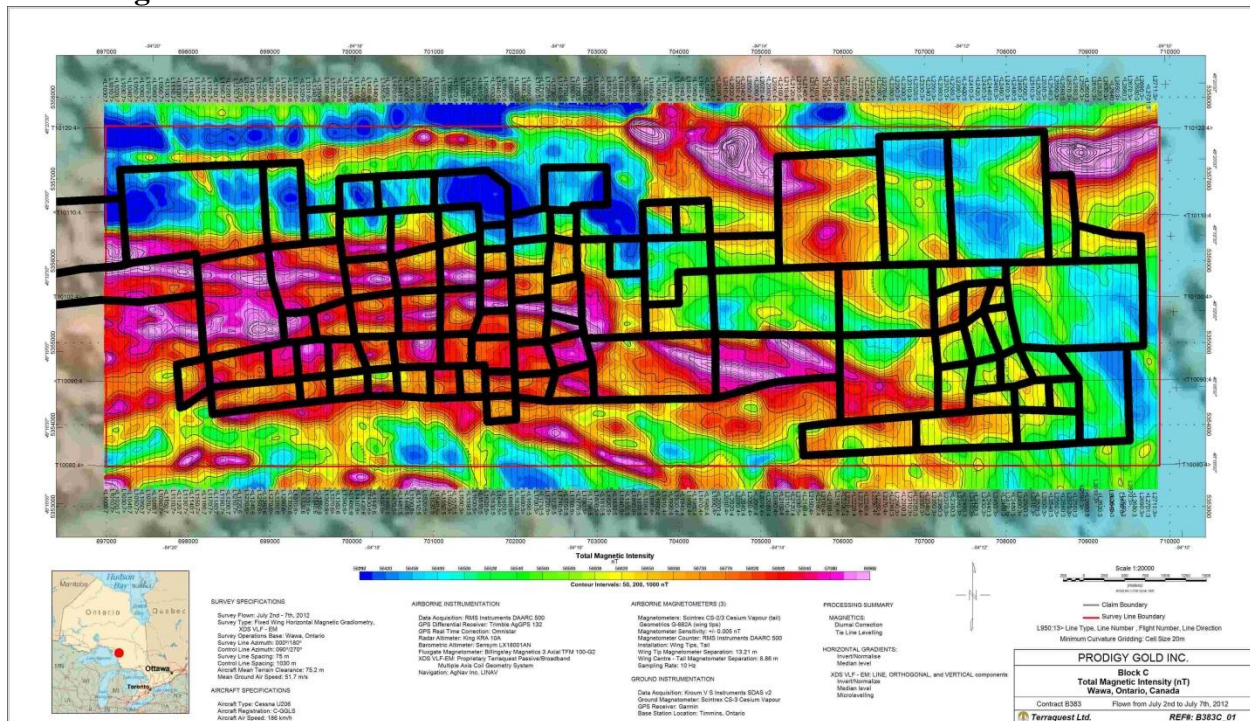
Horizontal Gradients:

The transverse magnetic gradient was calculated by subtracting the left wing sensor reading from the right wing sensor reading and dividing the resulting value by the tip-to-tip separation (13.21 metres), yielding the measurement expressed as nT/m. The long line gradient was calculated as the along-line measured gradient by subtracting successive readings from the leveled tail sensor and dividing by the distance travelled in that time interval. Both horizontal gradients were converted from aircraft-centric to survey grid orientation by selectively inverting (multiplying by -1) in the south directions. The horizontal long line gradient was lag corrected. The horizontal lateral gradient was “DC shifted” by subtracting the median value on a line-by-line basis. The lateral and longitudinal gradients were gridded with minimum curvature procedure with a cell size of 20 metres.

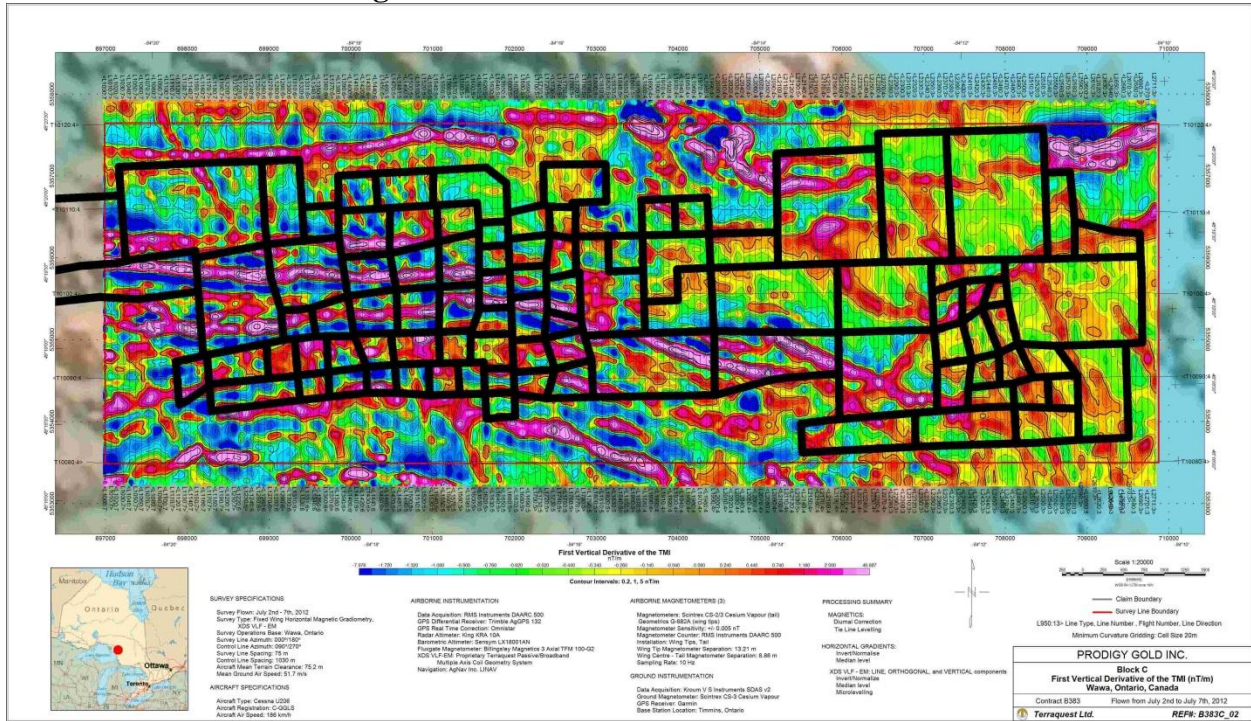
Reconstructed Total Magnetic Intensity:

The total magnetic intensity was calculated using the measured gradient data based on the method developed by Nelson.

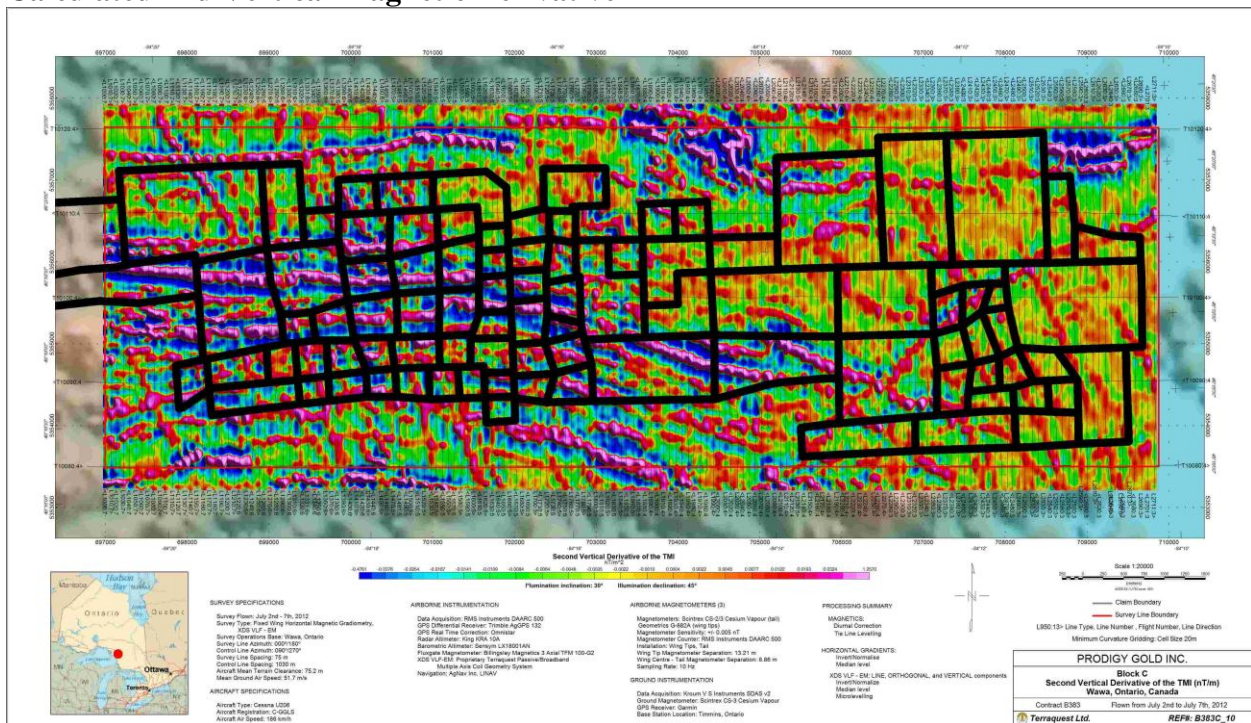
Total Magnetic Field



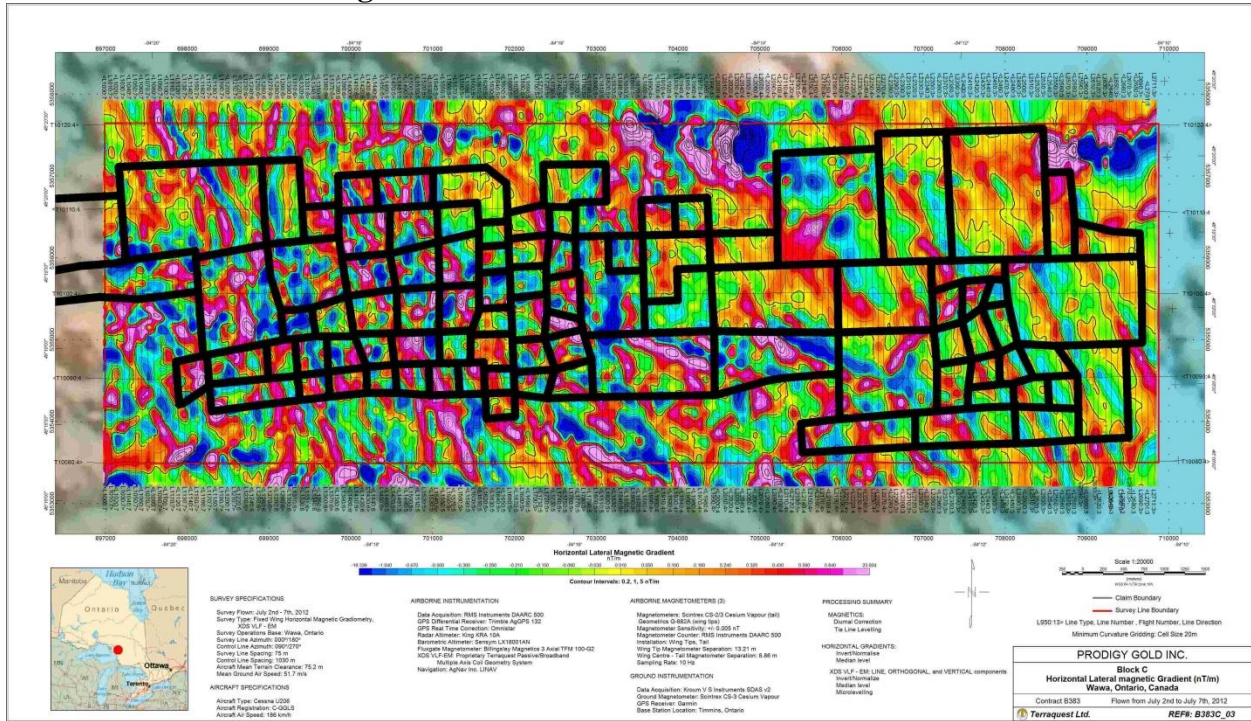
Calculated 1st Vertical Magnetic Derivative



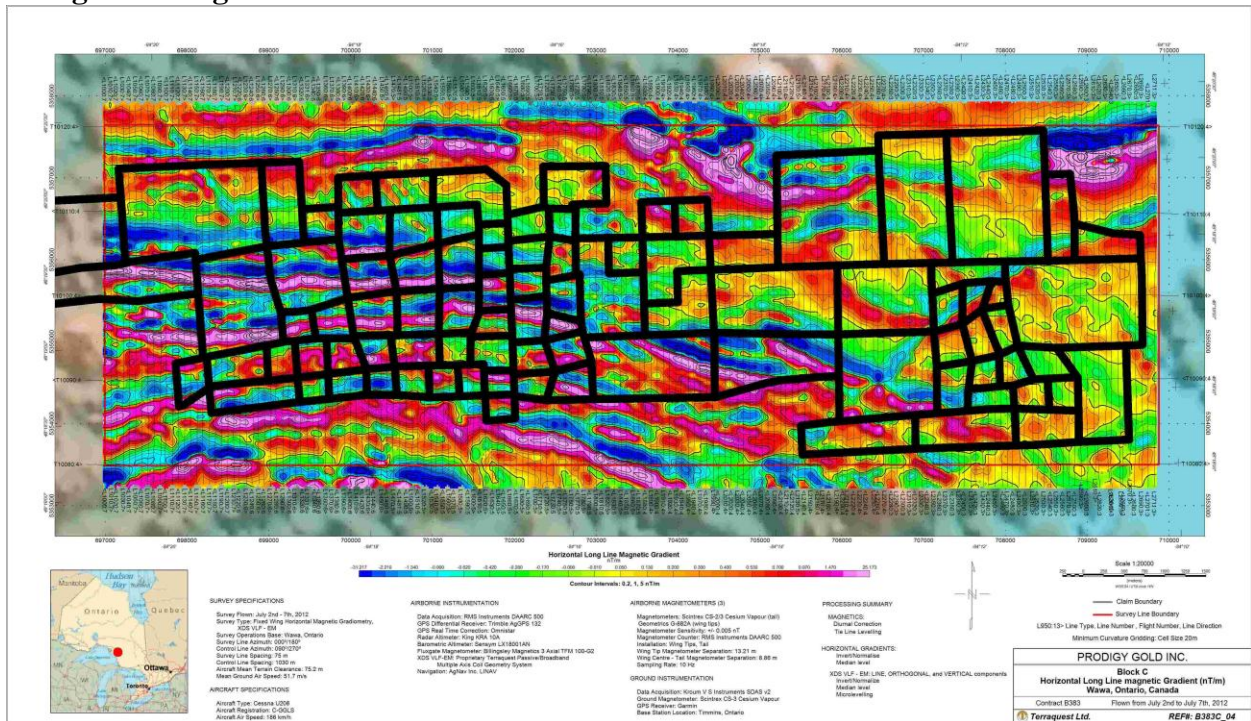
Calculated 2nd Vertical Magnetic Derivative



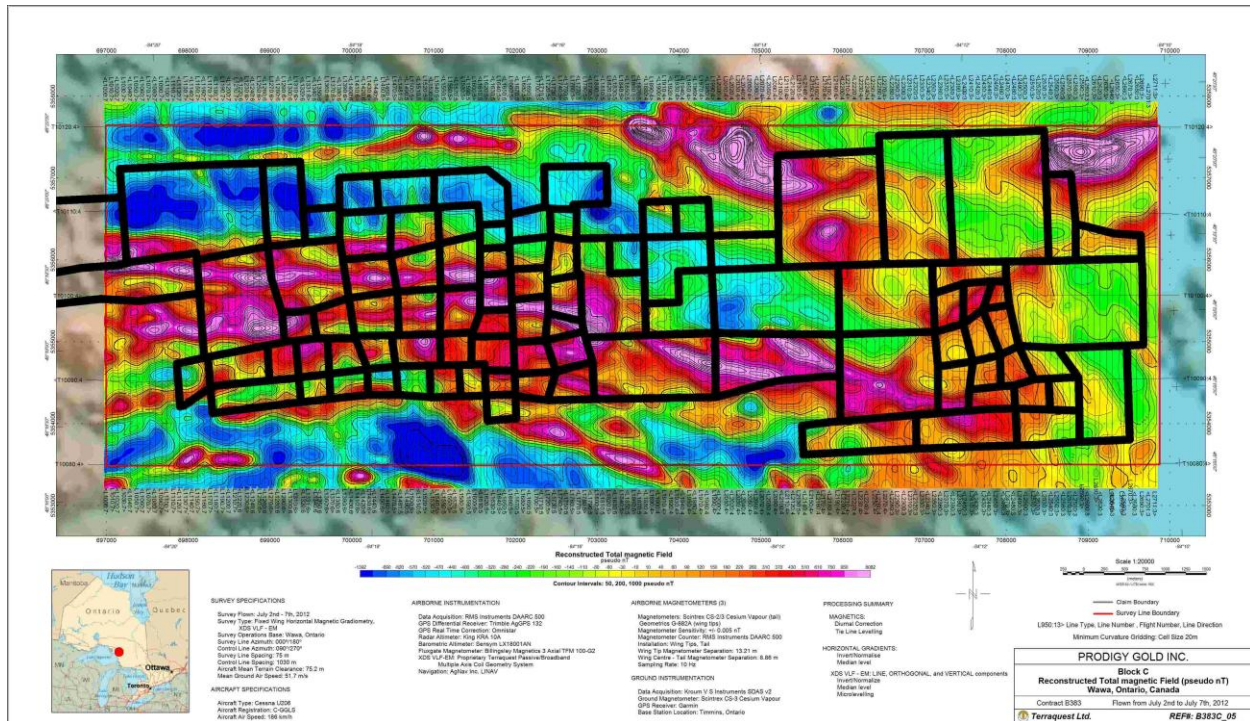
Measured Transverse Magnetic Gradient



Along Line Magnetic Gradient



Reconstructed Total Field



7.3. FINAL ELECTROMAGNETIC DATA PROCESSING

The x, y and z components of the XDS VLF-EM data in the half power range of 22.0 to 26.0 kHz (which include Cutler, North Dakota and Seattle transmitter signals), were low pass filtered, and median levelled. The data were presented as contour plots of the a) Line Field (Vcx) coil, b) Ortho Field (Vcp) coil and c) Vertical Field (Hcp) coil. Unfortunately, the Ortho coil was not functional on the first flight (along eastern part of block).

XDS_line processing:

- Polynomial filter order 0
- Low-pass filter of 4 points
- Grid stacking
- Microlevelling with a limit at 0.00301 mV

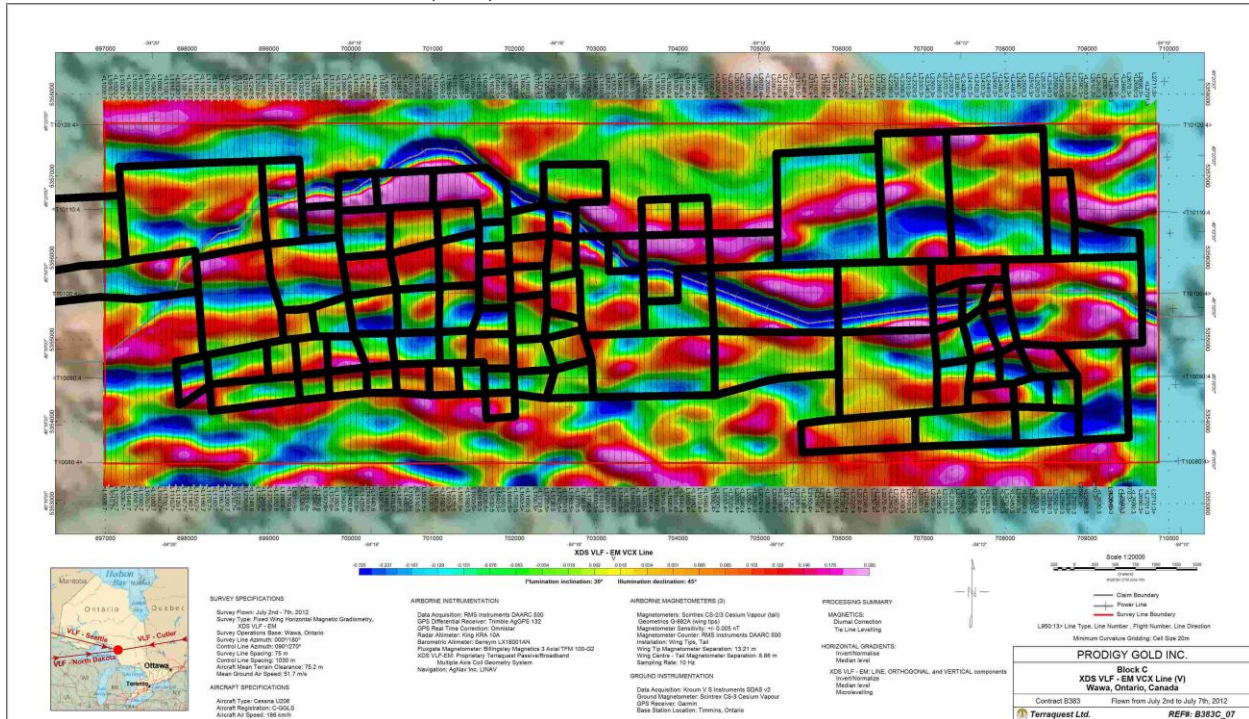
XDS_Ortho processing:

- Polynomial filter order 0
- Low-pass filter of 5 points
- Grid stacking

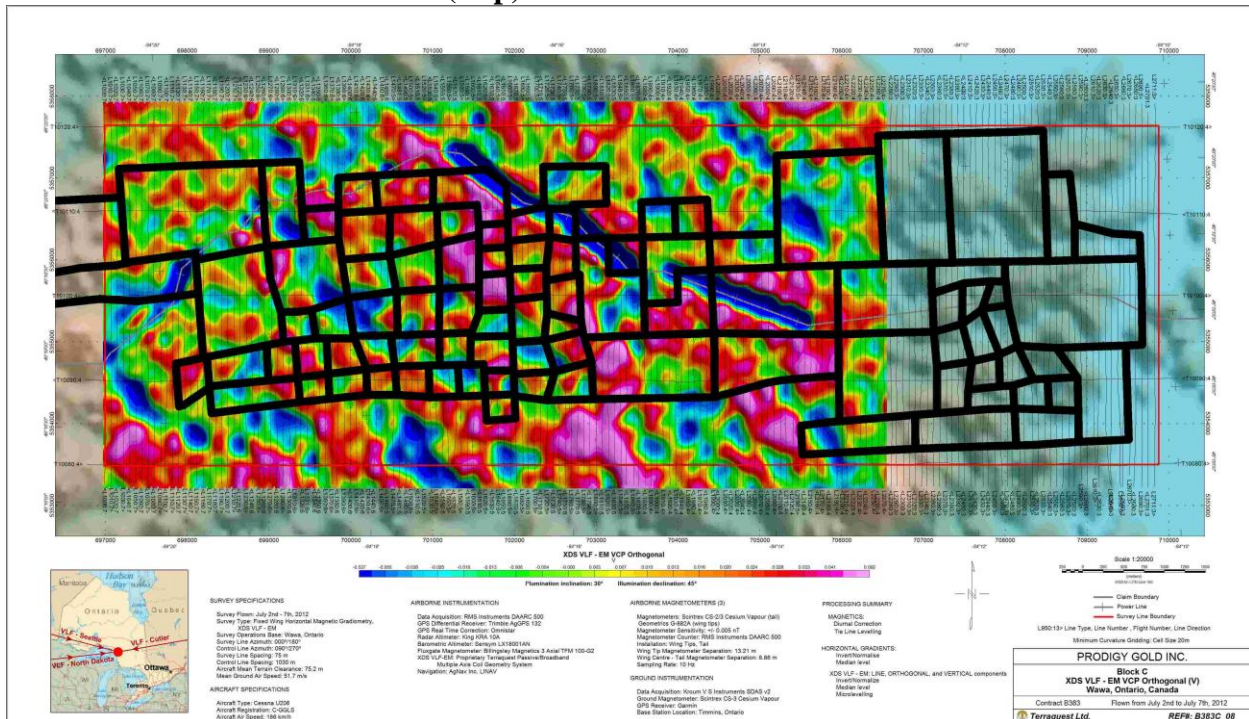
XDS_Vert processing:

- Polynomial filter order 0
- Low-pass filter of 3 points
- Grid stacking

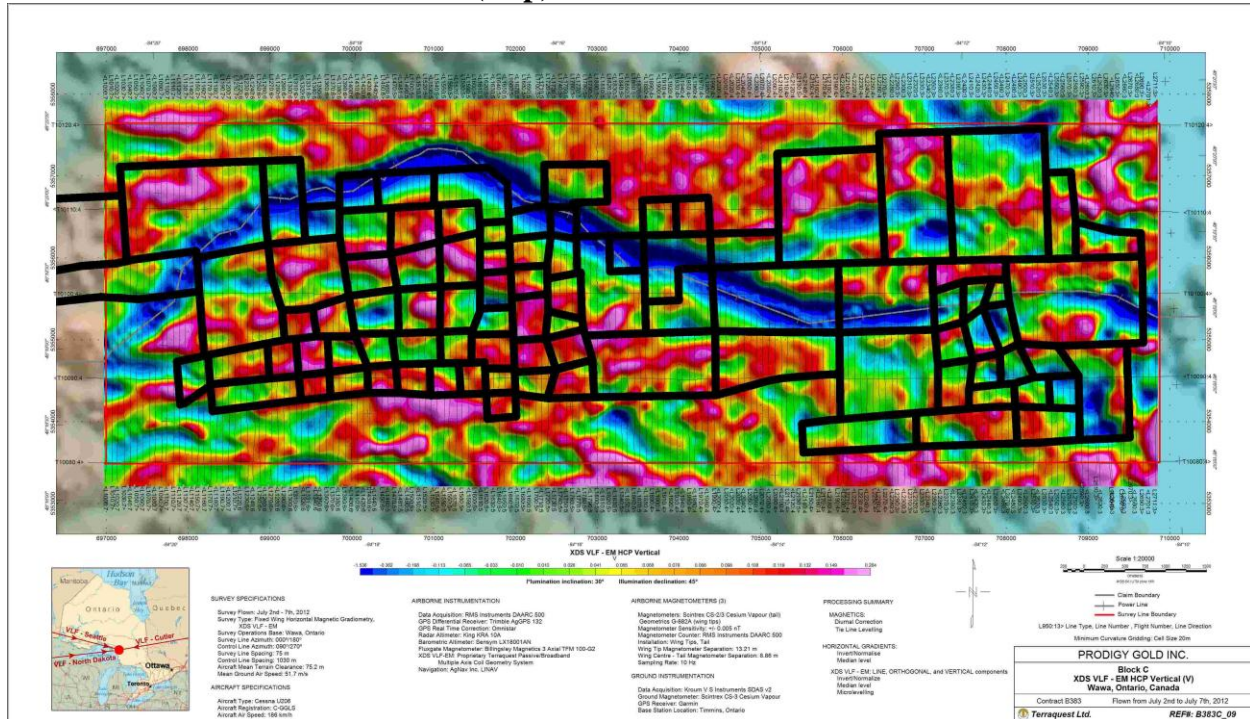
XDS VLF-EM Line Field Coil (Vcx)



XDS VLF-EM Ortho Field Coil (Vcp)



XDS VLF-EM Vertical Field Coil (Hcp)



7.4. LIST OF FINAL PRODUCTS

Two copies of the following colour maps were produced at 1:20,000 scale with a topographic underlay as follows:

1. Total Magnetic Intensity (TMI) (nT)
2. Calculated first vertical derivative of measured total magnetic intensity (nT/m)
3. Measured Lateral Magnetic Gradient (nT/m)
4. Along Track Magnetic Gradient (nT/m)
5. Reconstructed Total Field (RTF) (pseudo nT)
6. Digital Terrain Model (m)
7. XDS VLF-EM LINE component (volts)
8. XDS VLF-EM ORTHO component (volts)
9. XDS VLF-EM VERTICAL component (volts)
10. Calculated second vertical derivative of measured total magnetic intensity (nT/m)

The following digital products are archived DVD:

- Digital Profile Archives in XYZ, GEOSOFTE GDB and GBN (compatible with 4.1 or higher)
- All GEOSOFTE GRID and MAP files used to generate the above listed final maps
- High quality JPEG and PDF format of maps
- Operations Report in PDF format

8. SUMMARY

An airborne high sensitivity, horizontal gradient magnetic and XDS VLF-EM survey was performed over Block C located in Algoma, Ontario approximately 50 km northeast of Wawa, in parts of Riggs and Jacobson Townships along the northwest side of Dog Lake. Survey parameters were 75.2 metre mean terrain clearance, 75 metre line intervals, 1030 metre tie line intervals, aircraft speed of 51.7 metres per second, and with data sample points at 10 Hz to provide equivalent ground samples at approximately 5-6 metres along the flight lines. The base of operations was at Wawa airport. A high sensitivity magnetic and a GPS base station located at the airport recorded the diurnal magnetic activity and reference GPS time during the survey.

The data were subjected to final processing to produce colour digital images at 1:20,000 scale as follows:

- a) **Magnetics:** Total Magnetic intensity of tail sensor, calculated first vertical derivative, calculated second vertical derivative, along track magnetic gradient, lateral magnetic gradient, Reconstructed Total magnetic Field (RTF)
- b) **XDS VLF-EM:** Line, Ortho and Vertical Fields
- c) **Digital Terrain Model**

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

Respectfully Submitted,



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

9. APPENDICES

9.1. APPENDIX I - CERTIFICATE OF QUALIFICATION

I, Charles Barrie, certify that I:

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

Markham, Ontario, Canada

Signed



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

9.2. APPENDIX II – MAGNETIC FIGURE OF MERIT (FOM)

FOM INDEX :GLS- FLIGHT GLS001 30June2012 / Wawa, ON													
FOM TEST #1													
MAG 1													
DIR	TRAV FLG	LINE	PITCH		ROLL		YAW		P	R	Y	SUM	
			MAX	MIN	MAX	MIN	MAX	MIN					
N	*	9010	0.07	-0.07	0.04	-0.07	0.05	-0.06	0.14	0.11	0.11	0.36	
E		9020	0.07	-0.05	0.04	-0.09	0.04	-0.04	0.12	0.13	0.08	0.33	
S	*	9030	0.03	-0.06	0.04	-0.05	0.04	-0.04	0.09	0.09	0.08	0.26	
W		9040	0.02	-0.03	0.04	-0.05	0.03	-0.04	0.05	0.09	0.07	0.21	
									SUM	0.4	0.42	0.34	1.16
									FOM	1.16			
									FOM TRAVERSE ONLY	0.62	(x2 :	1.24)

MAG 2													
DIR	TRAV FLG	LINE	PITCH		ROLL		YAW		P	R	Y	SUM	
			MAX	MIN	MAX	MIN	MAX	MIN					
N	*	9010	0.07	-0.06	0.08	-0.06	0.06	-0.06	0.13	0.14	0.12	0.39	
E		9020	0.02	-0.06	0.06	-0.06	0.03	-0.06	0.08	0.12	0.09	0.29	
S	*	9030	0.04	-0.04	0.04	-0.05	0.03	-0.03	0.08	0.09	0.06	0.23	
W		9040	0.05	-0.04	0.05	-0.05	0.05	-0.07	0.09	0.10	0.12	0.31	
									SUM	0.38	0.45	0.39	1.22
									FOM	1.22			
									FOM TRAVERSE ONLY	0.62	(x2 :	1.24)

MAG 3													
DIR	TRAV FLG	LINE	PITCH		ROLL		YAW		P	R	Y	SUM	
			MAX	MIN	MAX	MIN	MAX	MIN					
N	*	9010	0.03	-0.02	0.01	-0.02	0.02	-0.01	0.05	0.03	0.03	0.11	
E		9020	0.03	-0.03	0.03	-0.03	0.02	-0.03	0.06	0.06	0.05	0.17	
S	*	9030	0.03	-0.05	0.02	-0.02	0.01	-0.01	0.08	0.04	0.02	0.14	
W		9040	0.03	-0.02	0.01	-0.01	0.02	-0.02	0.05	0.02	0.04	0.11	
									SUM	0.24	0.15	0.14	0.53
									FOM	0.53			
									FOM TRAVERSE ONLY	0.25	(x2 :	0.50)

9.3. APPENDIX III – FIELD OPERATIONS DAILY LOG

TERRAQUEST SURVEYS: Daily Operations Report												
CLIENT		PRODIGY GOLD INCORPORATED			PROJECT		WAWA - TIMMINS					
DATE	1-Jul-12	REPORT #	REP003	TO PROJECT REF	B383							
AIRCRAFT	GLS	GEOPHYSICAL PLATFORM	HORIZONTAL GRADIENT MAG; XDS/VLF									
GROUND CREW						AIR CREW						
Field Manager / Logistics			France Biswas			Pilot 1			Kevin Sant			
Geophysicist/Processor 1			France Biswas			Pilot 2						
Geophysicist/Processor 2						Operator 1			Ali Allam			
Support						Operator 2			AME			
DAILY OPERATIONS												
DAY CLASSIFICATION	SVY	WX	MAINT	EQP	SETUP	MOB	HIATUS					
CONDNTS	Calibration (FOM) was reflight											
FLIGHT	2	Temp	20.0 °C	Altimeter	10,000 ft	Wind	30 knots	Obs				
FLIGHT		Temp		Altimeter		Wind		Obs				
FLIGHT		Temp		Altimeter		Wind		Obs				
FLIGHT INFORMATION												
Flight Number	Take-Off (UTC)	Land (UTC)	Prod Start (UTC)	Prod End (UTC)	Flight Hours	Survey Hours	KMS Production	KMS Reflights	KMS Rejected	Remarks		
2	14:56:00	16:30:00			1:34:00							
GEOPHYSICAL DATA												
COVERAGE	Full											
	Partial											
DIURNAL	Station 1	DURATION		Unsettled in the morning, Active in the afternoon						COMPLIANCE/OBSERVATIONS		
	Station 2											
MAGNETICS												
RADIOMETRICS	Rep TL	Pre-Smp		Post-Smp		Res Chk						
GENERAL COMMENTS / MISCELLANEOUS OBSERVATIONS												
Weather delayed the calibration flight to 9:55 am. The calibration FOM was successful. High diurnal activity (14 nT per 10 minutes chord) prevented production flight in the afternoon.												
CUMULATIVE SURVEY SUMMARY												
Survey Days			1.5			Total Hours			2:48			
Standby (Weather, etc.) Days						Total Survey Hours						
Maintenance Days						Total Production KMS						
Standby (Equipment) Days						Total Reflight KMS						
Setup			0.5			Total Rejected KMS						
Mob / Demob			1.0			Percent Complete			9.33%			
Hiatus Days						(Total Proj LKMS)			2144.6			
Total Days			3.0									
										Report prepared by : France Biswas		
										1-Jul-12		

TERRAQUEST SURVEYS: Daily Operations Report												
CLIENT		PRODIGY GOLD INCORPORATED			PROJECT		WAWA - TIMMINS					
DATE	2-Jul-12	REPORT #	REP004	TO PROJECT REF	B383							
AIRCRAFT	GLS	GEOPHYSICAL PLATFORM	HORIZONTAL GRADIENT MAG; XDS/VLF									
GROUND CREW						AIR CREW						
Field Manager / Logistics			France Biswas			Pilot 1			Kevin Sant			
Geophysicist/Processor 1			France Biswas			Pilot 2						
Geophysicist/Processor 2						Operator 1			Ali Allam			
Support						Operator 2			AME			
DAILY OPERATIONS												
DAY CLASSIFICATION	SVY	WX	MAINT	EQP	SETUP	MOB	HIATUS					
CONDNTS	Calibration (radar) and production flight											
FLIGHT	3	Temp	20.0 °C	Altimeter		Wind	calm	Obs				
FLIGHT	4	Temp	20.0 °C	Altimeter		Wind	calm	Obs				
FLIGHT		Temp		Altimeter		Wind		Obs				
FLIGHT INFORMATION												
Flight Number	Take-Off (UTC)	Land (UTC)	Prod Start (UTC)	Prod End (UTC)	Flight Hours	Survey Hours	KMS Production	KMS Reflights	KMS Rejected	Remarks		
3	12:30:00	17:05:00	12:54:09	16:43:00	4:35:00	3:48:51	200.0	9.1		2 lines reflight because the plane was not on survey mode; power line in the block C radar calibration		
4	20:51:21	21:18:20			0:26:59							
GEOPHYSICAL DATA												
COVERAGE	Full											
	Partial											
DIURNAL	Station 1	DURATION		quiet						COMPLIANCE/OBSERVATIONS		
	Station 2											
MAGNETICS	Data acceptable											
RADIOMETRICS	Rep TL	Pre-Smp		Post-Smp		Res Chk						
GENERAL COMMENTS / MISCELLANEOUS OBSERVATIONS												
Radar Calibration successful; mean altitude above the ground during flight 3: 95 m												
CUMULATIVE SURVEY SUMMARY												
Survey Days			0.5			Total Hours			7:48			
Standby (Weather, etc.) Days			1.5			Total Survey Hours			3:48			
Maintenance Days						Total Production KMS			200.0			
Standby (Equipment) Days						Total Reflight KMS			9.1			
Setup			1.0			Total Rejected KMS			9.33%			
Mob / Demob			1.0			Percent Complete			9.33%			
Hiatus Days						(Total Proj LKMS)			2144.6			
Total Days			4.0									
										Report prepared by : France Biswas		
										2-Jul-12		

Operations Report for PRODIGY GOLD INCORPORATED
 Aeromagnetic Gradient & XDS VLF-EM Survey, Block C Project, Wawa, ON

TERRAQUEST SURVEYS : Daily Operations Report											
CLIENT	PRODIGY GOLD INCORPORATED			PROJECT	WAWA - TIMMINS						
DATE	3-Jul-12	REPORT #	REP005	TO PROJECT REF	B383						
AIRCRAFT	GLS	GEOPHYSICAL PLATFORM	HORIZONTAL GRADIENT MAG: XDS/VLF								
CREW											
GROUND CREW				AIR CREW							
Field Manager / Logistics	France Biswas			Pilot 1	Kevin Sant						
Geophysicist/Processor 1	France Biswas			Pilot 2							
Geophysicist/Processor 2				Operator 1	Ali Allam						
Support				Operator 2	AME						
DAILY OPERATIONS											
DAY CLASSIFICATION	SVY	WX	MAINT	EOP	SETUP	MOB	HIATUS				
CONDNTS	log in the morning and low ceiling throughout the day										
FLIGHT	Temp		Altimeter		Wind		Obs				
FLIGHT	Temp		Altimeter		Wind		Obs				
FLIGHT	Temp		Altimeter		Wind		Obs				
FLIGHT INFORMATION											
Flight Number	Take-Off (UTC)	Land (UTC)	Prod Start (UTC)	Prod End (UTC)	Flight Hours	Survey Hours	KMS Production	KMS Reflights	KMS Rejected	Remarks	
GEOPHYSICAL DATA											
COVERAGE	Full										
	Partial										
DIURNAL	DURATION				COMPLIANCE/OBSERVATIONS						
Station 1											
Station 2											
MAGNETICS											
RADIOMETRICS	Rep TL		Pre-Smp		Post-Smp		Res Chk				
GENERAL COMMENTS / MISCCELLANEOUS OBSERVATIONS											
CUMULATIVE SURVEY SUMMARY											
	Survey Days	0.5	Total Hours	7:48							
	Standby (Weather, etc.) Days	2.5	Total Survey Hours	3:48							
	Maintenance Days		Total Production KMS	200.0							
	Standby (Equipment) Days		Total Reflight KMS	9.1							
	Setup	1.0	Total Rejected KMS								
	Mob / Demob	1.0	Percent Complete	9.33%							
	Hiatus Days		(Total Proj LKMS)	2144.6							
	Total Days	6.0									
										Report prepared by : France Biswas	
										3-Jul-12	

TERRAQUEST SURVEYS : Daily Operations Report											
CLIENT	PRODIGY GOLD INCORPORATED			PROJECT	WAWA - TIMMINS						
DATE	4-Jul-12	REPORT #	REP006	TO PROJECT REF	B383						
AIRCRAFT	GLS	GEOPHYSICAL PLATFORM	HORIZONTAL GRADIENT MAG: XDS/VLF								
CREW											
GROUND CREW				AIR CREW							
Field Manager / Logistics	France Biswas			Pilot 1	Kevin Sant						
Geophysicist/Processor 1	France Biswas			Pilot 2							
Geophysicist/Processor 2				Operator 1	Ali Allam						
Support				Operator 2	AME						
DAILY OPERATIONS											
DAY CLASSIFICATION	SVY	WX	MAINT	EOP	SETUP	MOB	HIATUS				
CONDNTS											
FLIGHT	4	Temp	Altimeter	310 ft	Wind	calm	Obs				
FLIGHT	5	Temp	Altimeter	310 ft	Wind	calm	Obs				
FLIGHT		Temp	Altimeter		Wind		Obs				
FLIGHT INFORMATION											
Flight Number	Take-Off (UTC)	Land (UTC)	Prod Start (UTC)	Prod End (UTC)	Flight Hours	Survey Hours	KMS Production	KMS Reflights	KMS Rejected	Remarks	
4	12:01:00	18:45:00	12:22:23	16:22:09	4:44:00	3:59:46	241.7				
5	19:10:00	23:10:00	19:29:45	22:48:31	4:00:00	3:18:46	195.5	4.5		went off track by 30 m	
GEOPHYSICAL DATA											
COVERAGE	Full										
	Partial										
DIURNAL	DURATION				COMPLIANCE/OBSERVATIONS						
Station 1	11:20:29 23:19:49				quiet						
Station 2											
MAGNETICS	Flight 4 and 5: data acceptable										
RADIOMETRICS	Rep TL		Pre-Smp		Post-Smp		Res Chk				
GENERAL COMMENTS / MISCCELLANEOUS OBSERVATIONS											
Flight 4 mean elevation above the ground 95 m; flight 5 mean elevation above the ground: 93.6 m											
CUMULATIVE SURVEY SUMMARY											
	Survey Days	1.5	Total Hours	16:32							
	Standby (Weather, etc.) Days	2.5	Total Survey Hours	11:07							
	Maintenance Days		Total Production KMS	637.2							
	Standby (Equipment) Days		Total Reflight KMS	13.6							
	Setup	1.0	Total Rejected KMS								
	Mob / Demob	1.0	Percent Complete	29.71%							
	Hiatus Days		(Total Proj LKMS)	2144.6							
	Total Days	6.0									
										Report prepared by : France Biswas	
										4-Jul-12	

Operations Report for PRODIGY GOLD INCORPORATED
 Aeromagnetic Gradient & XDS VLF-EM Survey, Block C Project, Wawa, ON

TERRAQUEST SURVEYS : Daily Operations Report												
CLIENT	PRODIGY GOLD INCORPORATED			PROJECT	WAWA - YIMMINS							
DATE	5-Jul-12	REPORT #	REP007	TO PROJECT REF	B383							
AIRCRAFT	GLS	GEOPHYSICAL PLATFORM		HORIZONTAL GRADIENT MAG; XDS/VLF								
CREW												
GROUND CREW				AIR CREW								
Field Manager / Logistics				Pilot 1				Kevin Sant				
Geophysicist/Processor 1				Pilot 2								
Geophysicist/Processor 2				Operator 1				Ali Allam				
Support				Operator 2				AME				
DAILY OPERATIONS												
DAY CLASSIFICATION	SVY	WX	MAINT	EQP	SETUP	MOB	HIATUS					
COND'TNS	1 production flight in the morning and ferry to Geraldton for 50 h inspection in the afternoon											
FLIGHT	6	Temp	Altimeter	310 ft	Wind	strong	Obs					
FLIGHT		Temp	Altimeter		Wind		Obs					
FLIGHT		Temp	Altimeter		Wind		Obs					
FLIGHT INFORMATION												
Flight Number	Take-Off (UTC)	Land (UTC)	Prod Start (UTC)	Prod End (UTC)	Flight Hours	Survey Hours	KMS Production	KMS Reflights	KMS Rejected	Remarks		
6	13:00:00	16:10:00	13:22:58	15:57:54	3:10:00	2:34:56	132.1					
GEOPHYSICAL DATA												
COVERAGE	Flight 6: 24 traverse lines in block C and 5 tie lines in block A											
	Full										Reflight	
	Partial										Reflight	
DIURNAL	DURATION		COMPLIANCE/OBSERVATIONS									
	Station 1	12:14:05	16:24:48	quiet								
	Station 2											
MAGNETICS	data acceptable											
RADIOMETRICS	Rep TL		Pre-Smp		Post-Smp		Res Chk					
GENERAL COMMENTS / MISCELLANEOUS OBSERVATIONS												
Block C mean elevation above the ground 92.8 m; Block A mean elevation above the ground: 94.9 m												
CUMULATIVE SURVEY SUMMARY												
	Survey Days	2.0	Total Hours	19.42								
	Standby (Weather, etc.) Days	2.5	Total Survey Hours	13.42								
	Maintenance Days	0.5	Total Production KMS	769.3								
	Standby (Equipment) Days		Total Reflight KMS	13.6								
	Setup	1.0	Total Rejected KMS									
	Mob / Demob	1.0	Percent Complete	35.87%								
	Hiatus Days		(Total Proj LKMS)	2144.6								
	Total Days	7.0										
										Report prepared by :		
										France Biswas	5-Jul-12	

TERRAQUEST SURVEYS : Daily Operations Report												
CLIENT	PRODIGY GOLD INCORPORATED			PROJECT	WAWA - YIMMINS							
DATE	6-Jul-12	REPORT #	REP008	TO PROJECT REF	B383							
AIRCRAFT	GLS	GEOPHYSICAL PLATFORM		HORIZONTAL GRADIENT MAG; XDS/VLF								
CREW												
GROUND CREW				AIR CREW								
Field Manager / Logistics				Pilot 1				Kevin Sant				
Geophysicist/Processor 1				Pilot 2								
Geophysicist/Processor 2				Operator 1				Ali Allam				
Support				Operator 2				AME				
DAILY OPERATIONS												
DAY CLASSIFICATION	SVY	WX	MAINT	EQP	SETUP	MOB	HIATUS					
COND'TNS	in Geraldton for 50 h inspection of the aircraft											
FLIGHT		Temp	Altimeter		Wind		Obs					
FLIGHT		Temp	Altimeter		Wind		Obs					
FLIGHT		Temp	Altimeter		Wind		Obs					
FLIGHT INFORMATION												
Flight Number	Take-Off (UTC)	Land (UTC)	Prod Start (UTC)	Prod End (UTC)	Flight Hours	Survey Hours	KMS Production	KMS Reflights	KMS Rejected	Remarks		
GEOPHYSICAL DATA												
COVERAGE	Flight 6: 24 traverse lines in block C and 5 tie lines in block A											
	Full										Reflight	
	Partial										Reflight	
DIURNAL	DURATION		COMPLIANCE/OBSERVATIONS									
	Station 1											
	Station 2											
MAGNETICS	data acceptable											
RADIOMETRICS	Rep TL		Pre-Smp		Post-Smp		Res Chk					
GENERAL COMMENTS / MISCELLANEOUS OBSERVATIONS												
in Geraldton for 50 h inspection of the aircraft												
CUMULATIVE SURVEY SUMMARY												
	Survey Days	2.0	Total Hours	19.42								
	Standby (Weather, etc.) Days	2.5	Total Survey Hours	13.42								
	Maintenance Days	1.5	Total Production KMS	769.3								
	Standby (Equipment) Days		Total Reflight KMS	13.6								
	Setup	1.0	Total Rejected KMS									
	Mob / Demob	1.0	Percent Complete	35.87%								
	Hiatus Days		(Total Proj LKMS)	2144.6								
	Total Days	8.0										
										Report prepared by :		
										France Biswas	6-Jul-12	

Operations Report for **PRODIGY GOLD INCORPORATED**
 Aeromagnetic Gradient & XDS VLF-EM Survey, Block C Project, Wawa, ON

TERRAQUEST SURVEYS: Daily Operations Report											
CLIENT			PRODIGY GOLD INCORPORATED			PROJECT			WAWA - TIMMINS		
DATE		7-Jul-12		REPORT #		REP009		TO PROJECT REF		B383	
AIRCRAFT		GLS		GEOPHYSICAL PLATFORM		HORIZONTAL GRADIENT MAG: XDS/VLF					
GROUND CREW						AIR CREW					
Field Manager / Logistics			France Biswas			Pilot 1			Kevin Sant		
Geophysicist/Processor 1			France Biswas			Pilot 2					
Geophysicist/Processor 2						Operator 1			Ali Allam		
Support						Operator 2			AME		
DAILY OPERATIONS											
DAY CLASSIFICATION		SVY	WX	MAINT	EGP	SETUP	MOB	HIATUS			
COND TNS		1.0									
FLIGHT		7	Temp		Altimeter	310 ft	Wind	light	Obs		
FLIGHT		8	Temp		Altimeter	310 ft	Wind	strong	Obs		
FLIGHT			Temp		Altimeter		Wind		Obs		
FLIGHT INFORMATION											
Flight Number	Take-Off (UTC)	Land (UTC)	Prod Start (UTC)	Prod End (UTC)	Flight Hours	Survey Hours	KMS Production	KMS Reflights	KMS Rejected	Remarks	
7	12:10:00	17:00:00	12:33:39	16:39:58	4:50:00	4:06:19	232.4				
8	19:10:00	22:05:00	19:22:21	21:50:47	2:55:00	2:28:26	139.0				
GEOPHYSICAL DATA											
COVERAGE		Full	Flight 7: 22 traverse lines in block C, 29 traverse lines in block A; Flight 8: 3 tie lines in block B, 28 traverse lines in block A								
		Partial									
DIURNAL		DURATION		COMPLIANCE/OBSERVATIONS							
Station 1	11:27:50	22:16:08	Quiet								
Station 2											
MAGNETICS		Flight 7 and 8: Data acceptable									
RADIOMETRICS		Rep TL	Pre-Smp	Post-Smp	Res Chk						
GENERAL COMMENTS / MISCCELLANEOUS OBSERVATIONS											
Flight 7: mean elevation above the ground of 93.4 m for block C, 94 m for block A; Flight 8: mean elevation above the ground of 94.1 for block A, 94.6 m for block B											
CUMULATIVE SURVEY SUMMARY											
Survey Days		3.0	Total Hours	27:27							
Standby (Weather, etc.) Days		2.5	Total Survey Hours	20:17							
Maintenance Days		1.5	Total Production KMS	1140.7							
Standby (Equipment) Days			Total Reflight KMS	13.6							
Setup		1.0	Total Rejected KMS								
Mob / Demob		1.0	Percent Complete	53.19%							
Hiatus Days			(Total Proj LKMS)	2144.6							
Total Days		9.0									
										Report prepared by :	7-Jul-12
										France Biswas	

9.4. APPENDIX IV – README FILE

Terraquest Ltd.
B383 Prodigy Gold Inc.
High Resolution Aeromagnetic / Horizontal gradiometer / XDS VLF-EM Survey

DATA ARCHIVE FOR **BLOCK C**

CONTENTS-----

1.1 /DATABASE	
1.2 /GRIDS	
1.3 /MAPS	
1.4 /JPEGs	
1.5 /PDFs	
1.6 /B383_C_ReadMe.docx	
1.1 /DATABASE	
B383_BlockC.gdb	
B383_BlockC.gbn	
B383_BlockC.xyz	
1.2 /GRIDS	
B383_C_TMI.grd, .gi	Total magnetic intensity, levelled, micro-
levelled	
B383_C_TMI_1VD1.grd, .gi	Calculated 1 st vertical derivative of the TMI
B383_C_HX.grd, .gi	Horizontal Lateral gradient
B383_C_HY.grd, .gi	Horizontal Long Line gradient
B383_C_RTF.grd, .gi	Reconstructed Total Field
B383_C_DTM.grd, .gi	Digital terrain model
B383_C_XDS_Line.grd, .gi	XDS VLF-EM Line
B383_C_XDS_Ortho.grd, .gi	XDS VLF-EM Orthogonal
B383_C_XDS_vert.grd, .gi	XDS VLF-EM vertical component
B383_C_TMI_2VD1.grd, .gi	Calculated 2 nd vertical derivative of the TMI
1.3 /MAPs	
B383_C_TMI.map, .xml	Total magnetic intensity, levelled, micro-
	levelled, SRTM underlay
B383_C_TMI_1VD1.map, .xml	Calculated 1 st vertical derivative of the
TMI, SRTM underlay	
B383_C_HX.map, .xml	Horizontal Lateral gradient, SRTM underlay
B383_C_HY.map, .xml	Horizontal Long Line gradient, SRTM underlay
B383_C_RTF.map, .xml	Reconstructed Total Field, SRTM underlay
B383_C_DTM.map, .xml	Digital terrain model, SRTM underlay
B383_C_XDS_Line.map, .xml	XDS VLF-EM Line, SRTM underlay
B383_C_XDS_Ortho.map, .xml	XDS VLF-EM Orthogonal, SRTM underlay
B383_C_XDS_vert.map, .xml	XDS VLF-EM vertical component, SRTM underlay
B383_C_TMI_2VD1.map, .xml	Calculated 2 nd vertical derivative of the
TMI, SRTM underlay	
1.4 /JPEGs (high quality)	
B383_C_TMI.jpg	Total magnetic intensity, levelled, micro-
	levelled, SRTM underlay
B383_C_TMI_1VD1.jpg	Calculated 1 st vertical derivative of the
TMI, SRTM underlay	
B383_C_HX.jpg	Horizontal Lateral gradient, SRTM underlay
B383_C_HY.jpg	Horizontal Longitudinal gradient, SRTM
underlay	
B383_C_RTF.jpg	Reconstructed Total Field, SRTM underlay
B383_C_DTM.jpg	Digital terrain model, SRTM underlay
B383_C_XDS_Line.jpg	XDS VLF-EM Line, SRTM underlay
B383_C_XDS_Ortho.jpg	XDS VLF-EM Orthogonal, SRTM underlay
B383_C_XDS_vert.jpg	XDS VLF-EM vertical component, SRTM underlay
B383_C_TMI_2VD1.jpg	Calculated 2 nd vertical derivative of the
TMI, SRTM underlay	

*Operations Report for PRODIGY GOLD INCORPORATED
Aeromagnetic Gradient & XDS VLF-EM Survey, Block C Project, Wawa, ON*

- 1.5 /PDFs
- | | |
|----------------------|---|
| B383_C_TMI.pdf | Total magnetic intensity, levelled, micro-levelled, SRTM underlay |
| B383_C_TMI_1VD1.pdf | Calculated 1 st vertical derivative of the |
| B383_C_HX.pdf | Horizontal Lateral gradient, SRTM underlay |
| B383_C_HY.pdf | Horizontal Long Line gradient, SRTM underlay |
| B383_C_RTF.pdf | Reconstructed Total Field, SRTM underlay |
| B383_C_DTM.pdf | Digital terrain model, SRTM underlay |
| B383_C_XDS_Line.pdf | XDS VLF-EM Line, SRTM underlay |
| B383_C_XDS_Ortho.pdf | XDS VLF-EM Orthogonal, SRTM underlay |
| B383_C_XDS_vert.pdf | XDS VLF-EM vertical component, SRTM underlay |
| B383_C_TMI_2VD1.pdf | Calculated 2 nd vertical derivative of the |
| TMI, SRTM underlay | |
- 1.6 /B383_C_ReadMe.docx

B383_BlockC.xyz channel list

****Note- Traverse lines in the databases are denoted with an L, Tie lines with a T****

The Magnetics/VLF data files for Block C contain the following channels:

LAT	Latitude WGS84 (Decimal Degrees)
LON	Longitude WGS84 (Decimal Degrees)
TIME	UTC Time (seconds after midnight)
RADAR_ALT	Calibrated radar altimeter (mAGL)
VMX	Fluxgate X component
VMY	Fluxgate Y component
VMZ	Fluxgate Z component
TF1UNC	Uncompensated Magnetic intensity - left wing sensor (nT)
TF2UNC	Uncompensated Magnetic intensity - right wing sensor (nT)
TF3UNC	Uncompensated Magnetic intensity - tail sensor (nT)
TF1CMP	Compensated Magnetic intensity - left wing sensor (nT)
TF2CMP	Compensated Magnetic intensity - right wing sensor (nT)
TF3CMP	Compensated Magnetic intensity - tail sensor (nT)
TMI_FINAL	Total Magnetic Intensity (nT), diurnal corrected, levelled,
micro-levelled	
TMI_1VD	Calculated 1 st vertical derivative of TMI (nT/m)
TMI_2VD	Calculated 2 nd vertical derivative of TMI (nT/m)
RTF	Reconstructed Total Field (pseudo nT)
HX_Final	Horizontal Lateral gradient (nT/m)
HY_Final	Horizontal Long Line gradient (nT/m)
XDS_Line	XDS Line component (mV)
XDS_Ortho	XDS Orthogonal component (mV)
XDS_Vert	XDS Vertical component (mV)
NAD83_X	NAD 83 X Easting UTM zone 17 north
NAD83_Y	NAD 83 Y Northing UTM zone 17 north
GPS_ALT	GPS Altitude (mASL)
DIURNAL	Diurnal magnetic sensor (nT)
DTM	Digital terrain model (mASL)