Ontario

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International Explorers & Prospectors Inc.
UAV Aeromagnetic Survey
Logistics Report

Pioneer Exploration Consultants Ltd.
info@pioneerexploration.ca
t. 1-306-715-6802

Table of Contents

Introduction 1
Location 1
Survey Specifications and Procedures 2
Instrumentation and Software 3
Magnetic Base Station 3
Unmanned Aerial Vehicle – Matrice 600 4
UAV Aeromagnetic Configuration 4
Data Deliverables and Channel Descriptions 5
Magnetic Maps and Derived Data Products 6
Total Magnetic Intensity 6
First Vertical Derivative 6
3D Analytic Signal 6
Data Processing 7
Data Comments 9

List of Figures

Figure 1: The completed UAV aeromagnetic survey lines are illustrated in colours in relation to nearby towns. 2

List of Tables

Table 1: Personnel involved with the project. 1
Table 2: Survey details. 3
Table 3: Database channel descriptions. 5

List of Appendices

Appendix 1: Instrument Specification 10
Appendix 2: Final Maps 16

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info@pioneerexploration.ca
t. 1-306-715-6802

Introduction

On December 18th and December 19th, 2021 Pioneer Exploration Consultants Ltd. (Pioneer) completed an airborne magnetic survey using an Unmanned Aerial Vehicle (UAV) over a claim located approximately 25 km east of Chapleau, Ontario. The survey was flown at the request of International Explorers & Prospectors Inc.

This report covers data acquisition, instrument descriptions, data processing and presentations. The digital data delivery is described later in this report. This report does not include any geological interpretations of the geophysical dataset. Key survey personnel are listed in Table 1.

Table 1: Personnel involved with the project.

Pilot in Command	Vlad Shutyi
Ground Crew	Andrew Murrical
Data Processing and QA/QC	Kiyavash Parvar (M.A.Sc Geophysics), Odladele Olaniyan (PhD. Geophysics)

Location

The project grid was located at an approximate distance of 25 km east of the township of Chapleau, Ontario. The staging locations were accessed by 4x4 truck and snowmobile.

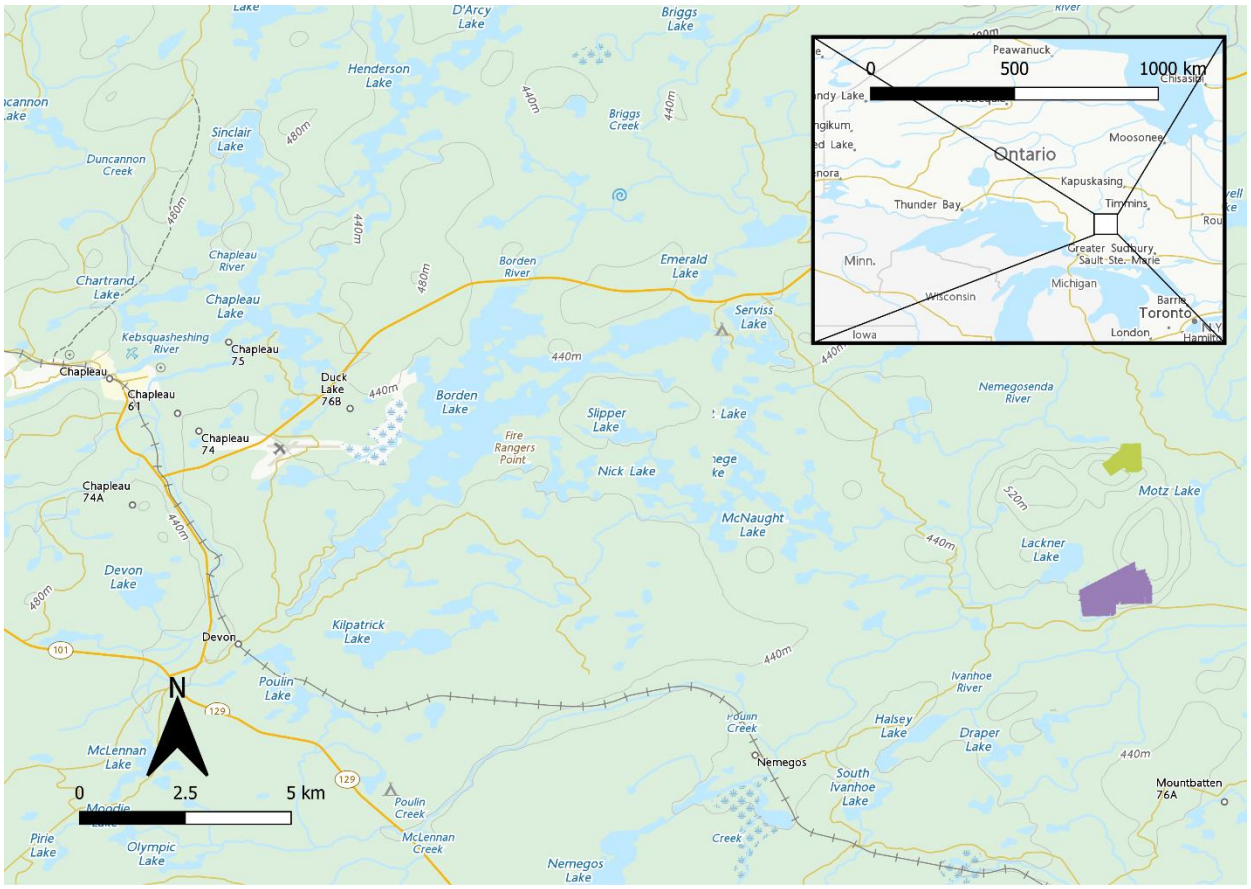

Figure 1: The completed UAV aeromagnetic survey lines are illustrated in colours in relation to nearby towns.

Survey Specifications and Procedures

Data collection for this survey area was conducted at 50 m line spacing, with 500 m spaced tie lines. The nominal magnetic sensor altitude above ground level (AGL) was set to 40 m. Elevation from the terrain may vary depending on the treeline and obstacles on the flight route. Satellite imagery data was used to create a high-resolution DSM to assist the UAV terrain following procedure and to minimize the possible topographic effects on the magnetic data. The nominal production groundspeed is 9 m/s for flat topography with no wind. The survey speed may vary depending on the terrain and environmental conditions.

The ground crews performed daily safety meetings and pre-flight checks prior to the start of drone flight operations. The Pilot in Command (PIC) is responsible for the safety of the crew and equipment during the survey operations. Each survey flight is pre-planned using ground control software, then the flight

plans are uploaded to the UAV prior to takeoff. The UAV system flies the pre-defined waypoint-based flight plans while the ground crew maintains visual line of sight with the craft and the flight telemetry information. Flights are terminated and the UAV returns for landing when the battery voltage reaches a certain limit, or when the flight plan is complete. The survey flights can be manually terminated and taken over with full manual pilot control at anytime. Upon landing, the flight batteries are exchanged and the sensor is downloaded for data QAQC. The average distance covered by each flight is approximately 6-10-line kms of data acquisition.

Addition details on the completed survey can be found in Table 2.

Table 2: Survey details.

Area Name	Line Spacing (m)	Line Direction (deg)	Tie Line Spacing (m)	Flight Lines (km)	Tie Lines (km)	Total Line Kilometres (km)
Northern Grid	20	045	200	33.294	2.72	36.021
Southern Grid	20	090	200	98.61	8.69	107.312

Instrumentation and Software

The principal airborne sensor used was a Gem Systems Canada GSMP-35U potassium vapor sensor mounted on a UAV platform. Ancillary equipment included a laser altimeter with a 130m range, Global Positioning Satellite (GPS) system antenna and Inertial Measurement Unit (IMU). A stationary GSM-19 Overhauser magnetometer was used as a base station. Raw aerial magnetometer data was collected at a rate of 10 Hz while base station data was collected at a rate of 0.16 Hz. Total field and GPS UTC time were recorded with each data point, enabling diurnal correction to be applied during final data processing.

Magnetic Base Station

A GSM-19 Overhauser Magnetometer base station was placed in a location of low magnetic gradient, away from electrical transmission lines and moving metallic objects, such as motor vehicles and aircrafts. The data collected from this base station was used to diurnally correct the aeromagnetic data. The GSM-19 Overhauser Magnetometer is supplied by GEM systems of Markham, Ontario. General specifications of the magnetometer are included in Appendix 1: Instrument Specification.

Unmanned Aerial Vehicle – Matrice 600

Pioneer used the Matrice M600 Pro UAV to complete this survey. The Matrice 600 (M600) is DJI's platform designed for professional aerial photography and industrial applications. It is built to closely integrate with a host of powerful DJI technologies, including the A3 flight controller, Lightbridge 2 transmission system, Intelligent Batteries and Battery Management system, for maximum performance and quick setup. As stated by the manufacturer, some of the advantages to using this type of multirotor systems are:

Total Integration: The modular design makes the M600 easy to set up and ready to use in just minutes. Its dust proof propulsion systems simplify maintenance while actively cooled motors make for reliable operation during extended use.

Smart Flight Safety: The M600 uses sine-wave driven, intelligent ESCs to ensure it performs accurately, safely and efficiently while A3's self-adaptive flight systems adjust flight parameters automatically based on different payloads. The A3 can be upgraded with two additional GNSS and IMU units to A3 Pro or with D-RTK GNSS for enhanced accuracy.

Extended Flight Time and Transmission Range: The M600 features an extended flight time and a 5 km long-range, ultra-low latency HD image transmission for accurate image composition and capture. The system uses 6 small DJI Intelligent Batteries, allowing it to be shipped easily to wherever it is needed. A customized battery management system and power distribution board allows all six batteries to be turned on with the press of a single button and keeps the system in flight in the event of a battery failure. It also allows users to check the battery status in real-time during flight.

Powerful App Control: The M600 supports a live HD view, battery status, redundancy status, transmission strength and much more, straight from the tablet application.

UAV Aeromagnetic Configuration

GEM System's UAV GSMP-35U is a potassium magnetometer providing unmatched sensitivity in addition to a low heading error effect. The GSMP-35U operates similarly to other alkali vapor magnetometers while benefiting from the unique spectral properties of potassium. Each GSMP-35U system has 0.0002 nT sensitivity combined with +/- 0.1 nT absolute accuracy over its full operating range. More details on the instrument can be found in Appendix 1: Instrument Specification. The UAV aeromagnetic setup consists of a towed bird configuration with a sensor-aircraft separation distance of either 3 or 5m. The sensor is flown along the survey lines with a fixed heading to maximize the signal amplitude and provide the best sensor orientation for the local conditions. This action minimizes heading errors. The data is both stored on board during acquisition and transmitted in real-time back to the ground control station to monitor the collection during flight and ground clearance of the sensor from the laser altimeter data.

Data Deliverables and Channel Descriptions

All data is typically delivered in either Geosoft Database (GDB) or simple formats such as .txt or csv. The data deliverables are client specific to best suit their needs and software requirements. Regardless of software, a database is supplied to the client with channel descriptions as described in Table 3.

Table 3: Database channel descriptions.

Parameter	Explanation	Units/Format
Date	Flight Date	Yyyy/mm/dd
Time	GNSS time stamp	hhmmss.ss
lat	Latitude (WGS84)	Decimal degrees
lon	Longitude (WGS84)	Decimal degrees
alt	GPS altitude above the average sea level	metres
utmE	UTM easting (WGS84)	metres
utmN	UTM northing (WGS84)	metres
sat	Number of locked satellites	metres
zone	UTM zone	-
yaw	IMU yaw reading	Degrees
pitch	IMU pitch reading	Degrees
roll	IMU roll reading	Degrees
nT	Magnetic field readings (Raw)	Nanotesla
nT2	Diurnal correction has been applied on the nT channel (Diurnal datum: 55400 nT)	Nanotesla
Final	Final Total Magnetic Intensity	Nanotesla
Levelled	Levelled data based on tie line intersections	Nanotesla
VD1	1st Vertical derivative	nT/m
AS	Analytic Signal	nT/m
Dist	Distance to the first point of the line	metres

Magnetic Maps and Derived Data Products

The final magnetic data has been presented in the form of several different magnetic maps (Appendix 2: Final Maps). Each of these different data presentations is a useful tool for identifying geological structures and other features.

Total Magnetic Intensity

Based on the flight lines covered by the drone, the total magnetic field map grid was created by interpolating the filtered magnetic data. The purpose of this data presentation is to highlight geological structures that may be visible in the survey area by their magnetic signature or their magnetic contrast to their surroundings.

First Vertical Derivative

The first order vertical derivative quantifies the rate of change of the magnetic field as a function of elevation. It is an approximation of the vertical magnetic gradient, which could be directly measured with separate magnetometers vertically spaced apart. The purpose of this type of filter is to eliminate the long wavelength signatures and make sharp features more detectable, such as the edges of magnetic bodies. This filter also increases the noise level, which limits the use of higher order derivatives (n=2 for example). The vertical derivative is used to delineate the contacts between large-scale magnetic domains because its value is zero over vertical contacts.

3D Analytic Signal

The analytic signal is the square root of the sum of the squares of the derivatives in the x, y, and z directions:

$$Analytical\ Signal = \sqrt{dx * dx + dy * dy + dz * dz}$$

The analytic signal is useful in locating the edges of magnetic source bodies, particularly where remanent magnetic signals and/or low magnetic latitude complicates interpretation.

Data Processing

All general magnetic QA/QC and data processing techniques have been applied to the data. All post-field data processing was carried out using Geosoft Oasis Montaj, Python and Microsoft Excel software/ programming languages. Presentation of final maps used ESRI ArcMap and/or Geosoft Oasis Montaj. Results were gridded using minimum curvature method and a grid cell size of approximately 1/3 of flight line spacing.

The geophysical images accompanying this report are positioned using the WGS 1984 datum. The survey geodetic GPS positions have been map-projected using the Universal Transverse Mercator (UTM) projection. A summary of the map datum and projection specifications are as follows:

- Datum: WGS 1984 UTM Zone 17 T
- Scale Factor: 1:125000 and 1 :20000
- Linear Unit: Metre (1)

The magnetic data was first quality checked in the field and any points lacking sufficient georeferenced data or which were excessively noisy were removed. The resulting data was processed as mosaics throughout the survey area as data was collected daily. The final result is a combination of all collected data, including lines that were re-flown due to weak or insufficient magnetic signal.

The base station readings were initially processed and filtered to remove high frequency noise. The filtered base station dataset was then used to perform a diurnal correction on the magnetic survey data. The diurnally corrected profile data were interpolated into a grid using the minimum curvature technique with a grid size of approximately 1/3 of flight line spacing. All final maps have a normalized color interval.

After finishing interpolation, initial processing subjected the data to a non-linear filter with a wavelength limit of 3-4 fiducials and tolerance of 0.001. This filter removes high frequency noise which mostly occur because the sensor is in the dead zone due to sudden changes in sensor orientation, effect of ferro-metallic objects, or the influence of weather conditions on the sensor. This filter smooths out noise and high frequency features.

After leveling the data using the tie lines, the data was micro-levelled. This step is performed to mitigate the corrugation effect associated with gaps between the data lines and is completed by applying a high-pass butterworth filter with the threshold of 100-200 metres (line spacing x 4) followed by a directional cosine filter perpendicular to the line direction. The resulted noise channel was then subtracted from the leveled values to microlevel the data. The final result of the leveling and micro-leveling processes was then put in “Final” Channel of the database.

Pioneer Exploration Consultants Ltd.

info@pioneerexploration.ca
t. 1-306-715-6802

The following corrections were applied to the airborne magnetic data:

- Correction for diurnal variation using the digitally recorded ground base station magnetic values as described above
- Lag was measured by a lag test prior to the operation. Only a minor lag correction is applied to final data (0.2s)
- Heading biases were applied based on clover leaf data collected
- Micro-leveling
- Analytic Signal calculation
- First Vertical Derivative calculation

The final maps are included in Appendix 2: Final Maps.

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Data Comments

Pioneer's UAV aeromagnetic surveys result in a high quality, high resolution data product. The increased flight line density and lower flight elevation possible with the use of a UAV platform results in superior resolution data products when compared to conventional airborne magnetic data. Using an auto-controlled UAV platform also allows for minimal deviation from pre-planned flight lines, and greatly reduces the impact of human errors during data acquisition.

Logistics remains a major challenge of UAV surveying. In order to operate legally within the guidelines set by Transport Canada, line of sight must be maintained to the UAV and surrounding airspace at all times. This often results in the necessity of several staging locations for covering the survey area, and sometimes requires the employment of additional equipment such as an aerial platform or scissor lift to achieve unobstructed line of sight beyond surrounding buildings or vegetation. The smaller flight sorties are typical in UAV-based surveys and require greater attention in post processing.

Pioneer makes every effort to identify potential sources of noise in order to mitigate their impact on our collected survey data. The magnetic noise envelope of our UAVs has been mapped in 3D prior to use. Our flight lines are planned with a minimum of 50 m overlap past the survey boundaries so that the magnetic sensor has time to stabilize itself after the UAV has completed its turns. Additionally, weather is carefully monitored and when excessive data inconsistency is noted due to weather conditions, flights are suspended until conditions improve.

Pioneer is very pleased with the results from this survey and confirms that the level of error and noise in the dataset falls below our threshold, which is set based on the Geological Survey of Canada guidelines for airborne magnetometer survey data.

Respectfully submitted,

Kiyavash Parvar, M.A.Sc. UAV Geophysics
Manager of Geophysics
Pioneer Exploration Consultants Ltd.
Ottawa, Ontario

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Pioneer Exploration Consultants Ltd.

info@pioneerexploration.ca
t. 1-306-715-6802

Appendix 1: Instrument Specification

GSM-19 Overhauser Magnetometer

Performance

Sensitivity: Standard
GSM-19 0.022 nT @ 1 Hz
GSM-19PRO 0.015 nT @ 1 Hz
Resolution: 0.01 nT
Absolute Accuracy: 0.1 nT
Dynamic Range: 20,000 to 120,000 nT
Gradient Tolerance: up to 10,000 nT/m
Samples at: 60+, 5, 3, 2, 1, 0.5, 0.2 sec
Operating Temperature: -40°C to +50°C

Operating Modes

Manual: Coordinates, time, date and reading stored automatically at up to 0.2 sec.
Base Station: Time, date and reading stored at 1 to 60 second intervals.
Remote Control: Optional remote control using RS-232 interface.
Input / Output: Input/Output: RS-232 using 6-pin weatherproof connector with USB adapter.

Memory - (# of Readings in millions)

Mobile: 1.4M,
Base Station: 5.3M,
Gradiometer: 1.2M,
Walking Mag: 2.6M

Dimensions

Console: 223mm x 69mm x 240 mm(8.7x2.7x9.5in)
Sensor: 175mm x 75mm diameter cylinder (6.8in long by 3 in diameter)

Weights

Console with Belt: 2.1 kg
Sensor and Staff Assembly: 1.0 kg

Matrice 600

Structure

Diagonal Wheelbase: 1133 mm
Aircraft Dimensions: 1668 mm x 1518 mm x 759 mm (Propellers, frame arms and GPS mount unfolded)
640 mm x 582 mm x 623 mm (Frame arms and GPS mount folded)
Package Dimensions : 620 mm x 320 mm x 505 mm
Intelligent Flight Battery Quantity: 6
Weight (with six TB47S batteries): 9.1 kg
Weight (with six TB48S batteries): 9.6 kg
Max Takeoff Weight: 15.1 kg

Performance

Hovering Accuracy (P-Mode, with GPS) Vertical: ±0.5 m, Horizontal: ±1.5 m
Max Angular Velocity: Pitch: 300°/s, Yaw: 150°/s
Max Pitch Angle: 25°
Max Speed of Ascent: 5 m/s
Max Speed of Descent: 3 m/s
Max Wind Resistance: 8 m/s
Max Flight Altitude above Sea Level: 2500 m
Max Speed: 18 m/s (No wind)
Hovering Time (with six TB47S batteries)* No payload: 35 min, 6 kg payload: 16 min
Hovering Time (with six TB48S batteries)* No payload: 40 min, 5.5 kg payload: 18 min

* The hovering time is based on flying at 10 m above sea level in a no-wind environment and landing with 10% battery level.

Remote Controller

Operating Frequency:

- 920.6 MHz to 928 MHz (Japan)
- 5.725 GHz to 5.825 GHz
- 2.400 GHz to 2.483 GHz

Max Transmission Distance (unobstructed, free of interference) :

- FCC Compliant: 3.1 miles (5 km)
- CE Compliant: 2.1 miles (3.5 km)

EIRP:

- 10 dBm @ 900 M/li>
- 13 dBm @ 5.8 G
- 20 dBm @ 2.4 G

Video Output Port: HDMI, SDI, USB
Dual Users Capability: Master-and-Slave control
Mobile Device Holder: Supports smartphones and tablets
Output Power: 9 W
Operating Temperature: 14° to 104° F (-10° to 40° C)
Storage Temperature:
Less than 3 months: -4° to 113° F (-20° to 45° C)
More than 3 months: 72° to 82° F (22° to 28° C)

Charge Temperature: 32° to 104° F (0° to 40° C)
Built-in Battery: 6000 mAh, 2S LiP
Max Tablet Width: 170 m

Propulsion System

Motor Model: DJI 6010
Propeller Model: DJI 2170

Battery

Model: TB48S
Capacity: 5700 mAh
Voltage: 22.8 V
Type: LiPo 6S
Energy: 129.96 Wh
Net Weight: 680 g
Operating Temperature: 14° to 104° F (-10° to 40° C)
Storage Temperature: Less than 3 months: -4° to 113° F (-20° to 45° C)
More than 3 months: 72° to 82° F (22° to 28° C)
Charge Temperature: 41° to 104° F (5° to 40° C)
Max Charging Power: 180 W

Charger

Model: A14-100P1A
Voltage: Output26.3 V
Power Rating: 100 W

GEM GSMP-35UA: Ultra Light-Weight Potassium Magnetometer

Magnetometer Specifications

Sensitivity: 0.0002 nT @ 1 Hz
Resolution: 0.0001 nT
Absolute Accuracy: +/- 0.1 nT
Heading Error: + / – 0.05 nT
Dynamic Range: 15,000 to 120,000 nT
Gradient Tolerance: 50,000 nT/m
Sampling Intervals: 1, 2, 5, 10, 20 Hz
Operating Temperature: -40°C to +55°C

Orientation

Sensor Angle: optimum angle 35° between sensor head axis & field vector.
Proper Orientation: 10° to 80° & 100° to 170
Heading Error: +/- 0.05 nT between 10° to 80°and 360° full rotation about axis.

Environmental

Operating Temperature: -40°C to +55°C
Storage Temperature: -70°C to +55°C
Humidity:0 to 100%, splashproof

Dimensions & Weight

Sensor: 161mm x 64mm (external dia) with 2m cabling ; 0.43 kg
Electronics Box: 236mm x 56mm x 39mm; 0.46 kg
Option 1 cabling; .125kg
Option 3 light weight battery; .250kg

Power

Power Supply:18 to 32 V DC
Power Requirements: approx. 50 W at start up, dropping to 12 W after warm-up
Power Consumption:12 W typical at 20°C
Warm-up Time: <15 minutes at -40°C

Outputs

20 Hz RS-232 output with comprehensive Windows Personal Computer (PC) software for data acquisition and display.
Outputs UTC time, magnetic field, lock indication, heater, field reversal, GPS position (latitude, longitude altitude, number of satellites)

Components

Sensor, pre-amplifier box, 2m sensor /pre-amplifier cable (optional cable 3-5m), manual & shipping case

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info@pioneerexploration.ca
t. 1-306-715-6802

Appendix 2: Final Maps

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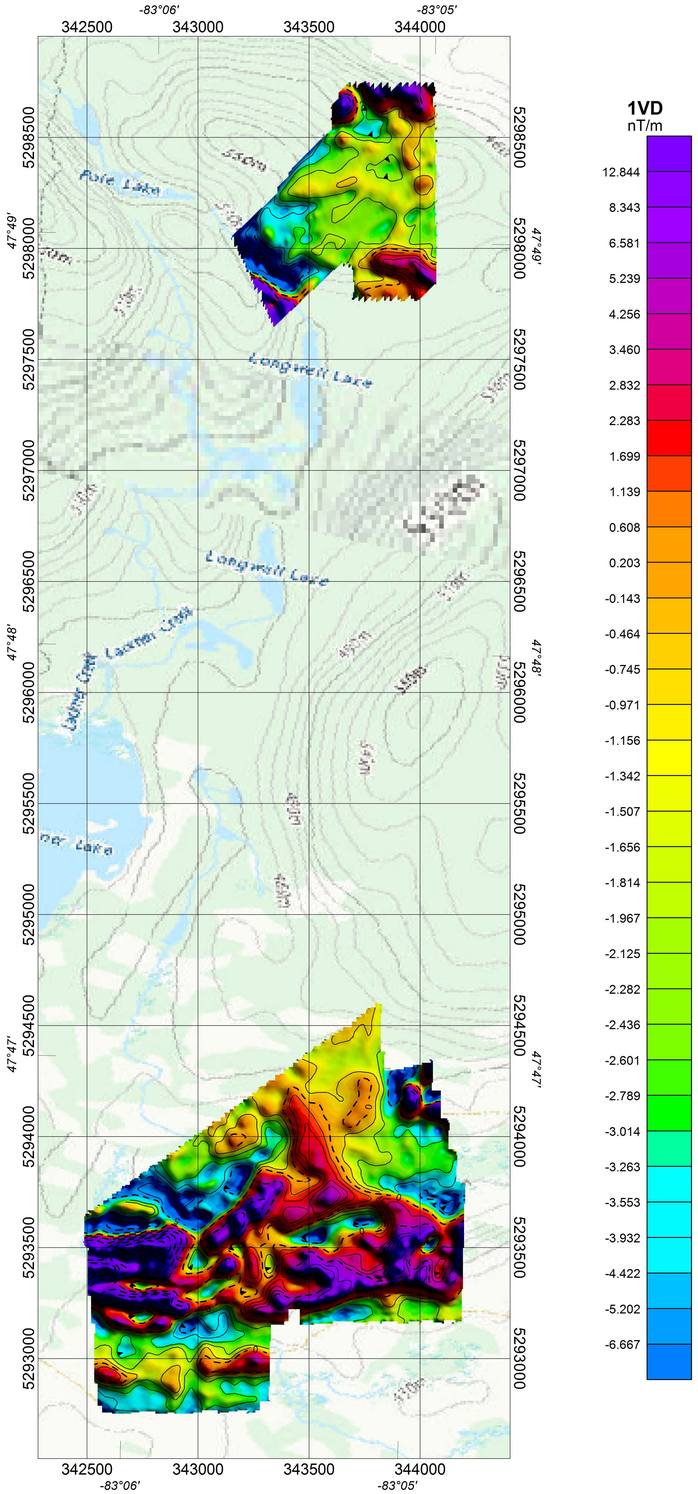
International Explorers UAV Magnetic Survey



Scale 1:20000

250 0 250 500 750 1000 1250 1500

(meters)

WGS 84 / UTM zone 17N

Flight Parameters:

Flight line spacing: 20m
Flight line azimuths: 45°NE, 0°NS,
Tie-line spacing: 500m
Tie-line directions: 235°NE, 90°E
Nominal sensor elevation above ground: 45m

Instrumentation:

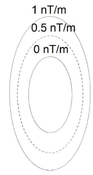
Unmanned aerial vehicle: Matrice 600 UAV
In-flight magnetometer: GEM Systems GSMP-35UA (Potassium vapor)
In-flight sampling lime: 10 Hz (0.1 s)
Ground magnetometers (base station): GEM GSM-19 (Overhauser proton)
Base station sampling rate: 0.16 Hz (6.0 s)

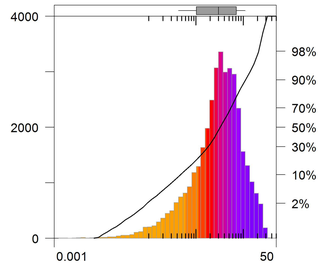
Coordinate system:

Datum: WGS84
Projection: Universal Transverse Mercator Central meridian: (Zone 17N)

Hill shade inclination:045°N
Hill shade declination:045°N (NE-SW)

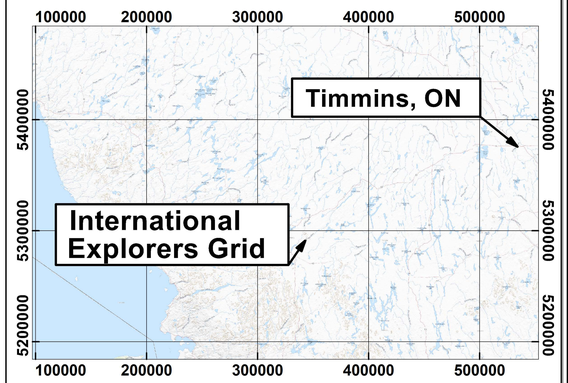
Contour Legend:





Data Distibution

Samples:	105257
Minimum:	-13.45
Maximum:	44.99
Mean:	0.05946
Geo.Mean:	2.684
Median:	-1.253
Mode:	-5.435
Std.Dev.:	4.932
Std.Err.:	0.0152
Skew:	1.911
Kurtosis:	6.056
Log:	
Mean:	0.4294
Median:	0.5151
Skew:	-1.058



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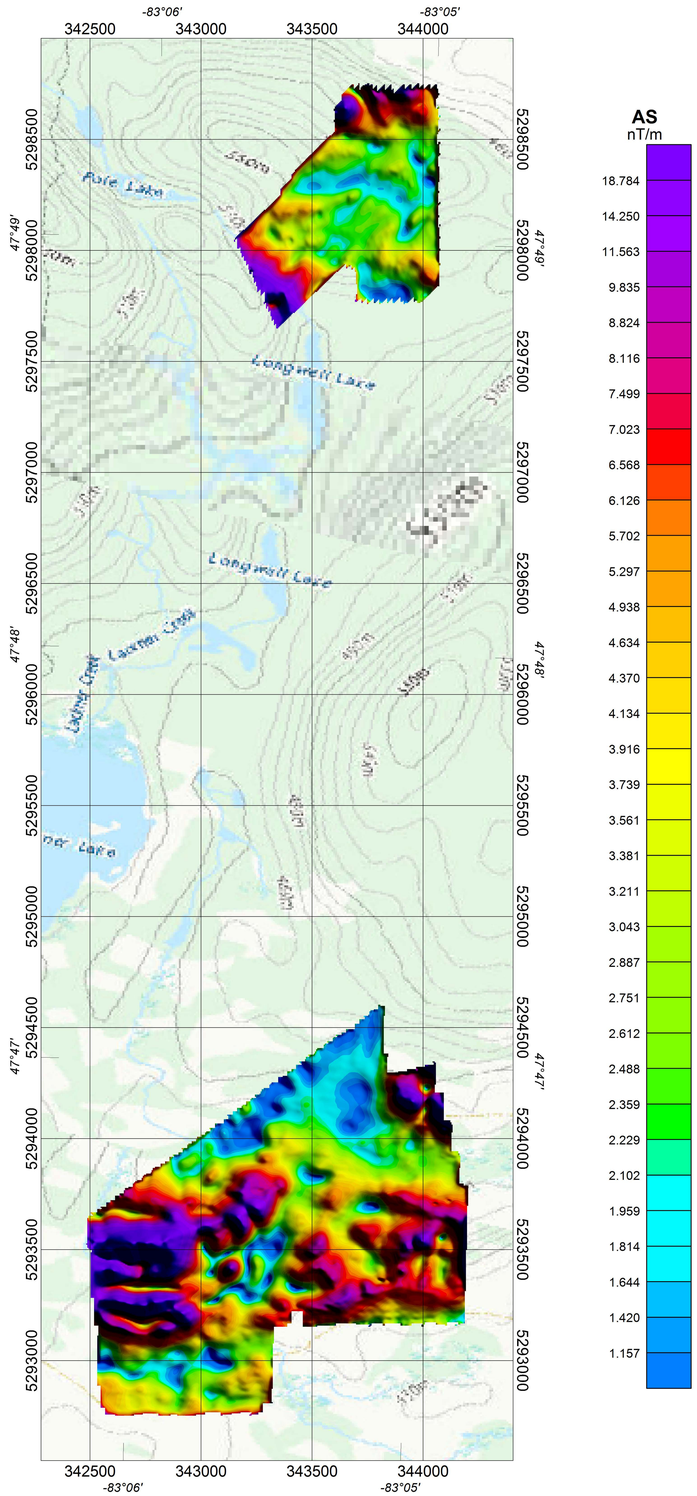
Levelled and Micro-Levelled Drone Magnetic Survey
First Vertical Derivative (1VD)
Unit: nT/m

Survey Date: December 2021
Property: International Explorers

Map Author: Dr. Oladele Olaniyan

PIONEER EXPLORATION

International Explorers UAV Magnetic Survey



Scale 1:20000

250 0 250 500 750 1000 1250 1500

(meters)

WGS 84 / UTM zone 17N

Flight Parameters:

Flight line spacing: 20m
Flight line azimuths: 45°NE, 0°NS,
Tie-line spacing: 500m
Tie-line directions: 235°NE, 90°E
Nominal sensor elevation above ground: 45m

Instrumentation:

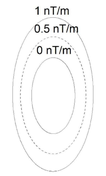
Unmanned aerial vehicle: Matrice 600 UAV
In-flight magnetometer: GEM Systems GSMP-35UA (Potassium vapor)
In-flight sampling lime: 10 Hz (0.1 s)
Ground magnetometers (base station): GEM GSM-19 (Overhauser proton)
Base station sampling rate: 0.16 Hz (6.0 s)

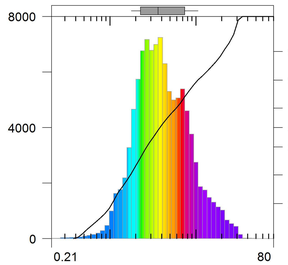
Coordinate system:

Datum: WGS84
Projection: Universal Transverse Mercator Central meridian: (Zone 17N)

Hill shade inclination:045°N
Hill shade declination:045°N (NE-SW)

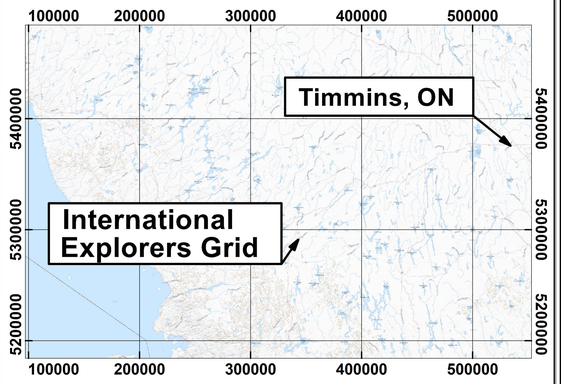
Contour Legend:





Data Distibution

Samples:	105257
Minimum:	0.2096
Maximum:	73.21
Mean:	5.382
Geo.Mean:	4.078
Median:	3.823
Mode:	1.2
Std.Dev.:	4.719
Std.Err.:	0.01454
Skew:	2.555
Kurtosis:	9.14
Log:	
Mean:	0.6104
Median:	0.5824
Skew:	0.2449



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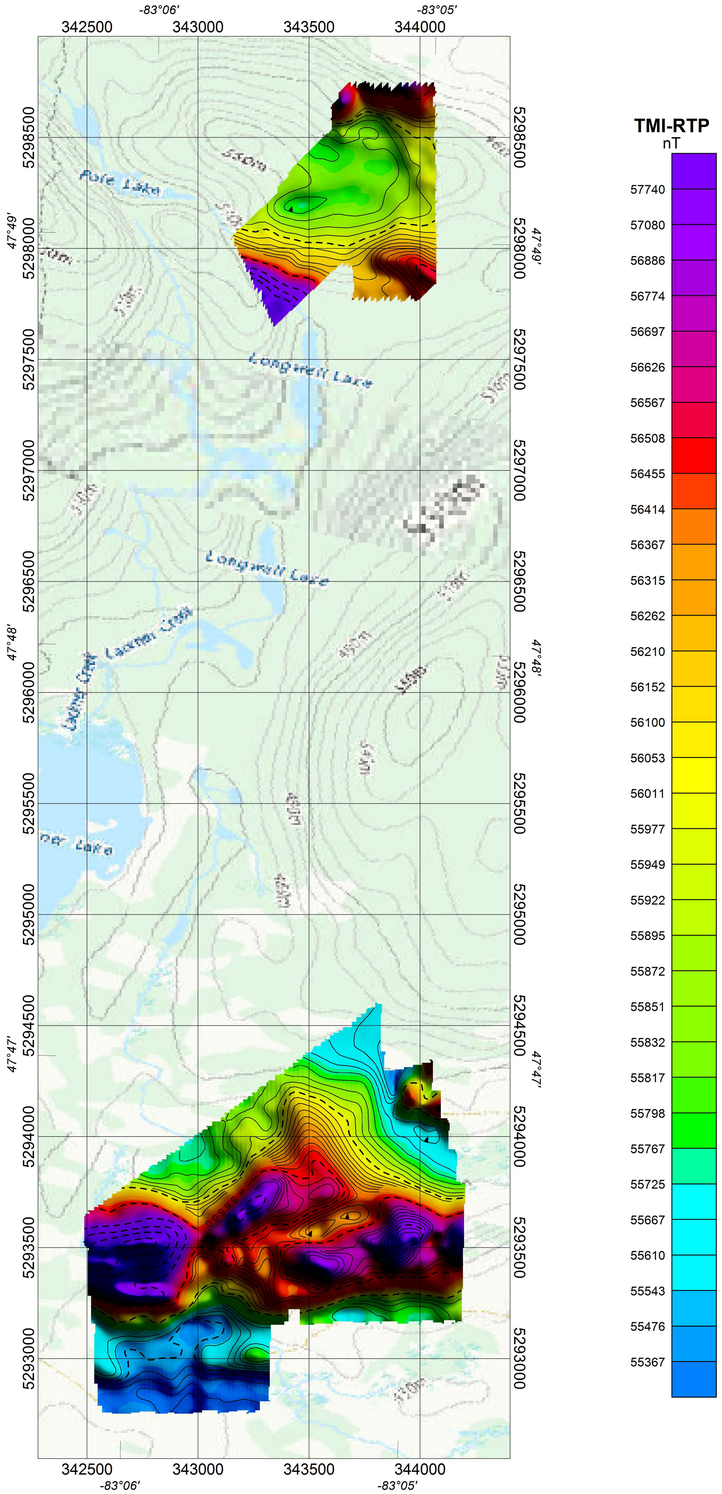
Levelled and Micro-Levelled Drone Magnetic Survey
Analytic Signal (AS)
Unit: nT/m

Survey Date: December 2021
Property: International Explorers

Map Author: Dr. Oladele Olaniyan

PIONEER EXPLORATION

International Explorers UAV Magnetic Survey



Scale 1:20000

250 0 250 500 750 1000 1250 1500

(meters)

WGS 84 / UTM zone 17N

Flight Parameters:

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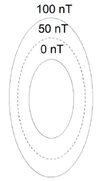
In-flight sampling lime: 10 Hz (0.1 s)
Ground magnetometers (base station): GEM GSM-19 (Overhauser proton)
Base station sampling rate: 0.16 Hz (6.0 s)

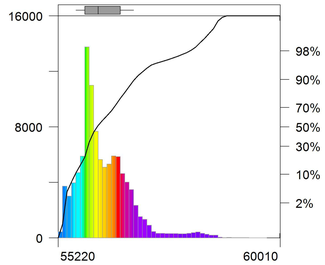
Coordinate system:

Datum: WGS84
Projection: Universal Transverse Mercator Central meridian: (Zone 17N)

Hill shade inclination:045°N
Hill shade declination:045°N (NE-SW)

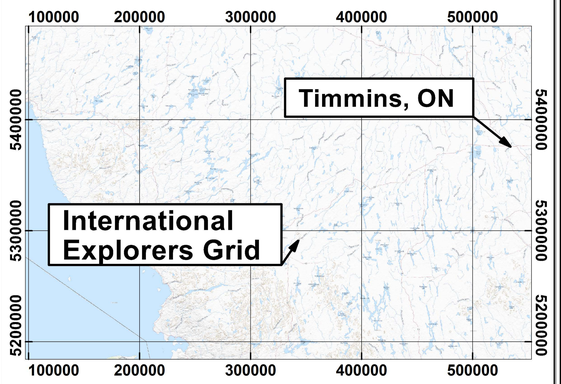
Contour Legend:





Data Distibution

Samples:	105257
Minimum:	55220
Maximum:	59700
Mean:	56180
Geo.Mean:	56170
Median:	56030
Mode:	55830
Std.Dev.:	573.4
Std.Err.:	1.767
Skew:	1.481
Kurtosis:	3.398
Log:	
Mean:	4.75
Median:	4.748
Skew:	1.433



Pioneer Exploration Consultants Ltd.

Levelled and Micro-Levelled Drone Magnetic Survey
Total Magnetic Intensity - Reduced to Pole (TMI-RTP)
Unit: nT

Survey Date: December 2021
Property: International Explorer

Map Author: Dr. Oladele Olaniyan