Report #1195

DIGHEM^{V} SURVEY
FOR
PLACER DOME CANADA LIMITED
DETOUR LAKE AREA
ONTARIO

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MINING LANDS BRANCH

NTS 32E/13

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Dighem, A division of CGG Canada Ltd.
Mississauga, Ontario
December 19, 1994

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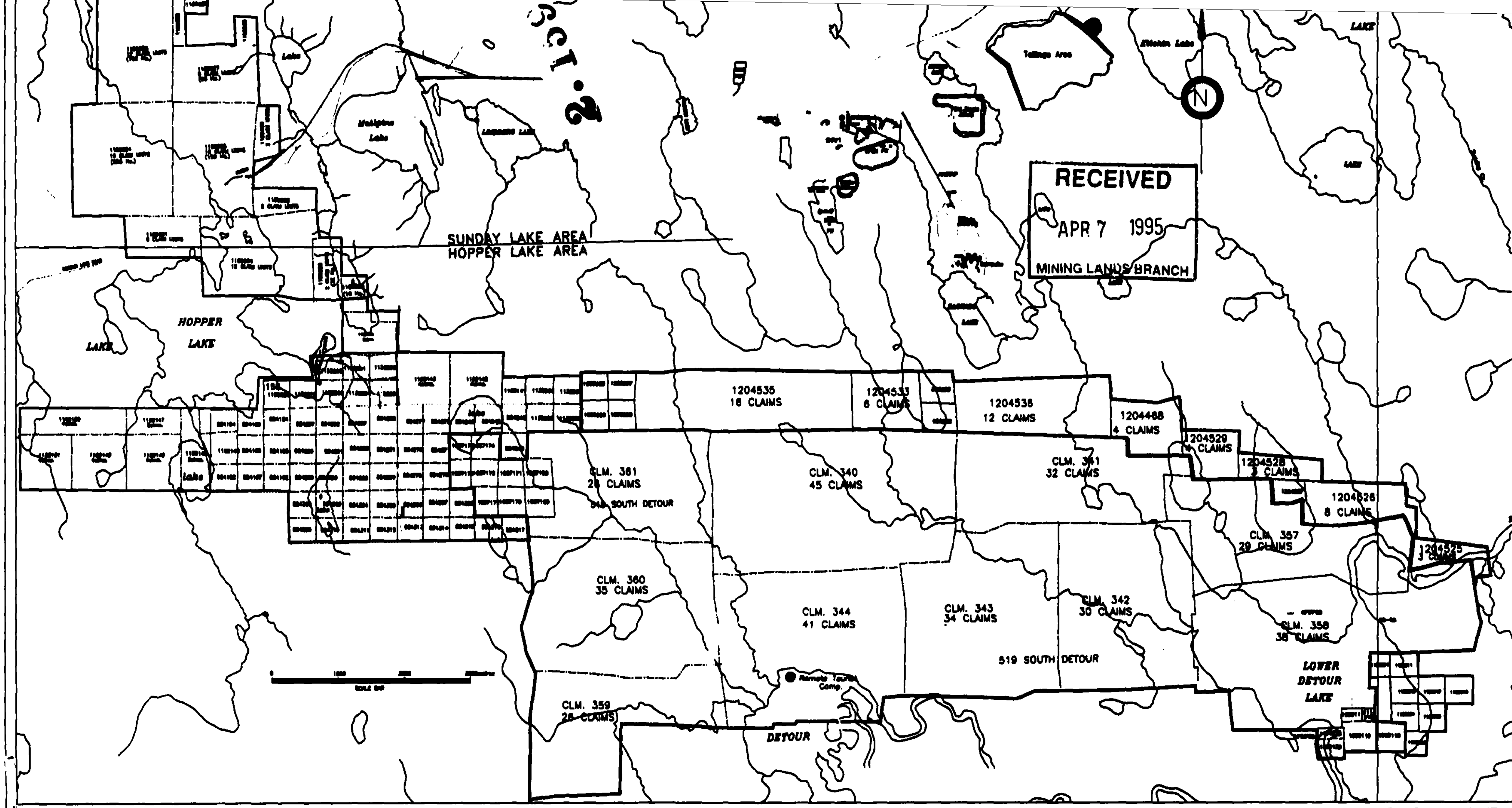

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PLACER DOME CANADA LIMITED.

PROJECT NO.

CLAIM LOCATION MAP

SUMMARY

This report describes the logistics and results of a DIGHEM^{V} airborne geophysical survey carried out for Placer Dome Canada Limited, over a property located near Detour Lake, Ontario. Total coverage of the survey block amounted to 1135 km. The survey was flown from November 6 to November 10, 1994.

The purpose of the survey was to detect zones of conductive mineralizaiton and to provide information that could be used to map the geology and structure of the survey area. This was accomplished by using a DIGHEM^{V} multi-coil, multi-frequency electromagnetic system, supplemented by a high sensitivity Cesium magnetometer and a four-channel VLF receiver. The information from these sensors was processed to produce maps which display the magnetic and conductive properties of the survey area. A GPS electronic navigation system, utilizing a UHF link, ensured accurate positioning of the geophysical data with respect to the base maps. Visual flight path recovery techniques were used to confirm the location of the helicopter where visible topographic features could be identified on the ground.

The survey property contains many anomalous features, some of which are considered to be of moderate to high priority as exploration targets. Most of the inferred bedrock conductors appear to warrant further investigation using appropriate surface exploration techniques. Areas of interest may be assigned priorities on the basis of supporting geophysical, geochemical and/or geological information. After initial

investigations have been carried out, it may be necessary to re-evaluate the remaining anomalies based on information acquired from the follow-up program.

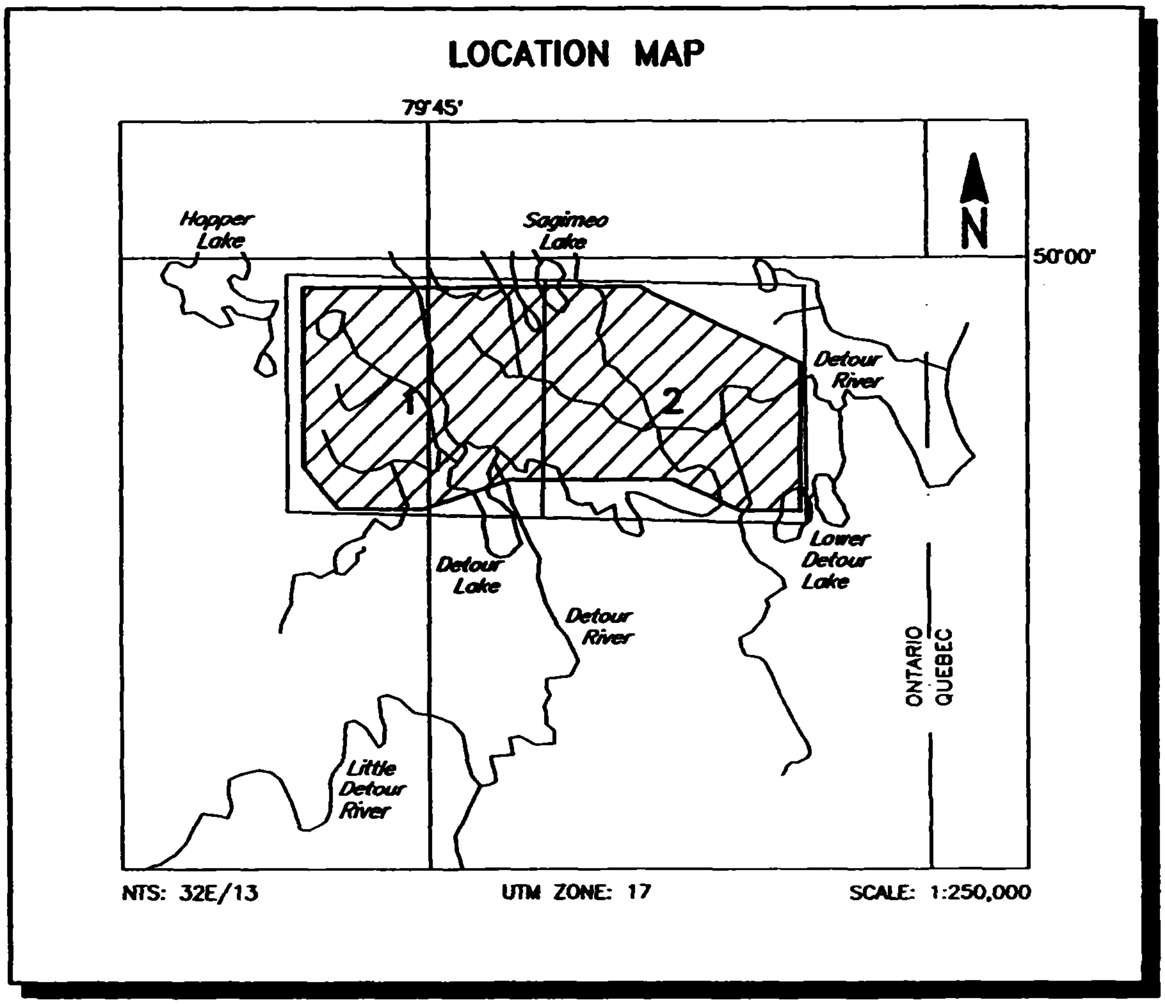

FIGURE 1

PLACER DOME CANADA LIMITED

DETOUR LAKE AREA, ONTARIO - 1195

CONTENTS

INTRODUCTION

A DIGHEM^V electromagnetic/resistivity/magnetic/VLF survey was flown for Placer Dome Canada Limited from November 6 to November 10, 1994, over a survey block located near Detour Lake, Ontario. The survey area can be located on NTS map sheet 32E/13 (see Figure 1).

Survey coverage consisted of approximately 1135 line-km, including tie lines. Flight lines were flown in an azimuthal direction of 0°/180° with a line separation of 100 metres.

The survey employed the DIGHEM^V electromagnetic system. Ancillary equipment consisted of a magnetometer, radar altimeter, video camera, analog and digital recorders, a VLF receiver and an electronic navigation system. The instrumentation was installed in an Aerospatiale AS350B turbine helicopter (Registration C-GNIX) which was provided by Questral Helicopters Ltd. The helicopter flew at an average airspeed of 128 km/h with an EM bird height of approximately 30 m.

Section 2 provides details on the survey equipment, the data channels, their respective sensitivities, and the navigation/flight path recovery procedure. Noise levels of less than 2 ppm are generally maintained for wind speeds up to 35 km/h. Higher winds may cause the system to be grounded because excessive bird swinging produces

difficulties in flying the helicopter. The swinging results from the 5 m^2 of area which is presented by the bird to broadside gusts.

SURVEY EQUIPMENT

This section provides a brief description of the geophysical instruments used to acquire the survey data:

Electromagnetic System

Model:	DIGHEM^{V}
Type:	Towed bird, symmetric dipole configuration operated at a nominal survey altitude of 30 metres. Coil separation is 8 metres for 900 Hz, 5500 Hz and 7200 Hz, and 6.3 metres for the 56,000 Hz coil-pair.
Coil orientations/frequencies:	coaxial / 900 Hz coplanar / 900 Hz coaxial / 5,500 Hz coplanar / 7,200 Hz coplanar / 56,000 Hz
Channels recorded:	5 inphase channels 5 quadrature channels 2 monitor channels
Sensitivity:	0.06 ppm at 900 Hz 0.10 ppm at 5,500 Hz 0.10 ppm at 7,200 Hz 0.30 ppm at 56,000 Hz
Sample rate:	10 per second

The electromagnetic system utilizes a multi-coil coaxial/coplanar technique to energize conductors in different directions. The coaxial coils are vertical with their axes in the flight direction. The coplanar coils are horizontal. The secondary fields are sensed simultaneously by means of receiver coils which are maximum coupled to their respective transmitter coils. The system yields an inphase and a quadrature channel from each transmitter-receiver coil-pair.

Magnetometer

Model:	Picodas 3340
Type:	Optically pumped Cesium vapour
Sensitivity:	0.01 nT
Sample rate:	10 per second

The magnetometer sensor is towed in a bird 20 m below the helicopter.

Magnetic Base Station

Model:	Scintrex MP-3
Type:	Digital recording proton precession
Sensitivity:	0.10 nT
Sample rate:	0.2 per second

A digital recorder is operated in conjunction with the base station magnetometer to record the diurnal variations of the earth's magnetic field. The clock of the base station is synchronized with that of the airborne system to permit subsequent removal of diurnal drift.

VLF System

Manufacturer:	Herz Industries Ltd.		
Type:	Totem-2A		
Sensitivity:	0.1%		
Stations:	Seattle, Washington;	NLK,	24.8 kHz
	Annapolis, Maryland;	NSS,	21.4 kHz
	Cutler, Maine;	NAA,	24.0 kHz

The VLF receiver measures the total field and vertical quadrature components of the secondary VLF field. Signals from two separate transmitters can be measured simultaneously. The VLF sensor is housed in the same bird as the magnetic sensor, and is towed 20 m below the helicopter.

Radar Altimeter

Manufacturer:	Honeywell/Sperry
Type:	AA 220
Sensitivity:	0.3 m

The radar altimeter measures the vertical distance between the helicopter and the ground. This information is used in the processing algorithm which determines conductor depth.

Analog Recorder

Manufacturer:	RMS Instruments
Type:	DGR33 dot-matrix graphics recorder
Resolution:	4x4 dots/mm
Speed:	1.5 mm/sec

The analog profiles are recorded on chart paper in the aircraft during the survey. Table 2-1 lists the geophysical data channels and the vertical scale of each profile.

Table 2-1. The Analog Profiles

Channel Name	Parameter	Scale units/mm	Designation on digital profile
1XI	coaxial inphase (900 Hz)	2.5 ppm	CXI (900 Hz)
1XQ	coaxial quad (900 Hz)	2.5 ppm	CXQ (900 Hz)
3PI	coplanar inphase (900 Hz)	2.5 ppm	CPI (900 Hz)
3PQ	coplanar quad (900 Hz)	2.5 ppm	CPQ (900 Hz)
2PI	coplanar inphase (7200 Hz)	5 ppm	CPI (7200 Hz)
2PQ	coplanar quad (7200 Hz)	5 ppm	CPQ (7200 Hz)
4XI	coaxial inphase (5500 Hz)	5 ppm	CXI (5500 Hz)
4XQ	coaxial quad (5500 Hz)	5 ppm	CXQ (5500 Hz)
5PI	coplanar inphase(56000 Hz)	10 ppm	CPI (56 kHz)
5PQ	coplanar quad (56000 Hz)	10 ppm	CPQ (56 kHz)
ALTR	altimeter	3 m	ALT
MAG1	magnetics, fine	2.0 nT	MAG
VF1T	VLF-total: primary stn.	2%	
VF1Q	VLF-quad: primary stn.	2%	
VF2T	VLF-total: secondary stn.	2%	
VF2Q	VLF-quad: secondary stn.	2%	
CXSP	coaxial spherics monitor		
CPSP	coplanar spherics monitor		CPS
CXPL	coaxial powerline monitor		
CPPL	coplanar powerline monitor		
3PSP	coplanar spherics monitor		
3PPL	coplanar powerline monitor		
4XSP	coaxial spherics monitor		4XS

Table 2-2. The Digital Profiles

Channel Name (Freq)		Observed parameters	Scale units/mm
MAG		magnetics	10 nT
ALT		bird height	6 m
CXI	(900 Hz)	vertical coaxial coil-pair inphase	2 ppm
CXQ	(900 Hz)	vertical coaxial coil-pair quadrature	2 ppm
CPI	(900 Hz)	horizontal coplanar coil-pair inphase	2 ppm
CPQ	(900 Hz)	horizontal coplanar coil-pair quadrature	2 ppm
CXI	(5500 Hz)	vertical coaxial coil-pair inphase	4 ppm
CXQ	(5500 Hz)	vertical coaxial coil-pair quadrature	4 ppm
CPI	(7200 Hz)	horizontal coplanar coil-pair inphase	4 ppm
CPQ	(7200 Hz)	horizontal coplanar coil-pair quadrature	4 ppm
CPI	(56 kHz)	horizontal coplanar coil-pair inphase	20 ppm
CPQ	(56 kHz)	horizontal coplanar coil-pair quadrature	20 ppm
4XS		coaxial spherics monitor	
CPS		coplanar spherics monitor	
		Computed Parameters	
DFI	(900 Hz)	difference function inphase from CXI and CPI	2 ppm
DFQ	(900 Hz)	difference function quadrature from CXQ and CPQ	2 ppm
RES	(900 Hz)	log resistivity	.06 decade
RES	(7200 Hz)	log resistivity	.06 decade
RES	(56 kHz)	log resistivity	.06 decade
DP	(900 Hz)	apparent depth	6 m
DP	(7200 Hz)	apparent depth	6 m
DP	(56 kHz)	apparent depth	6 m
CDT		conductance	1 grade

Digital Data Acquisition System

Manufacturer:	Scintrex/Picodas
Model:	PDAS-1000; Microprocessor-based
Recorder:	Internal 40 megabyte cassette drive; RMS GR-33

The digital data are used to generate several computed parameters. Both measured and computed parameters are plotted as "multi-channel stacked profiles" during data processing. These parameters are shown in Table 2-2. In Table 2-2, the log resistivity scale of 0.06 decade/mm means that the resistivity changes by an order of magnitude in 16.6 mm. The resistivities at 0, 33 and 67 mm up from the bottom of the digital profile are respectively 1, 100 and 10,000 ohm-m.

Tracking Camera

Type:	Panasonic Video
Model:	AG 2400/WVCD132

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

Navigation System (RT-DGPS)

Model:	Sercel NR106, Real-time differential positioning
Type:	SPS (L1 band), 10-channel, C/A code, 1575.42 MHz.
Sensitivity:	-132 dBm, 0.5 second update
Accuracy:	< 5 metres in differential mode, ± 50 metres in S/A (non differential) mode

The Global Positioning System (GPS) is a line of sight, satellite navigation system which utilizes time-coded signals from at least four of the twenty-four NAVSTAR satellites. In the differential mode, two GPS receivers are used. The base station unit is used as a reference which transmits real-time corrections to the mobile unit in the aircraft, via a UHF radio datalink. The on-board system calculates the flight path of the helicopter while providing real-time guidance. The raw XYZ data are recorded for both receivers, thereby permitting post-survey processing for accuracies of approximately 5 metres.

Although the base station receiver is able to calculate its own latitude and longitude, a higher degree of accuracy can be obtained if the reference unit is established on a known benchmark or triangulation point. The GPS records data relative to the WGS84 ellipsoid, which is the basis of the revised North American Datum (NAD83).

Conversion software is used to transform the WGS84 coordinates to the system displayed on the base maps.

Field Workstation

Manufacturer:	Dighem
Model:	FWS: V2.65
Type:	80486 based P.C.

A portable PC-based field workstation is used at the survey base to verify data quality and completeness. Flight tapes are dumped to a hard drive to permit the creation of a database. This process allows the field operators to display both the positional (flight path) and geophysical data on a screen or printer.

PRODUCTS AND PROCESSING TECHNIQUES

The following products are available from the survey data. Those which are not part of the survey contract may be acquired later. Refer to Table 3-1 for a summary of the products produced from the survey data, some of which may be sent under separate cover. Most parameters can be displayed as contours, profiles, or in colour.

Base Maps

Base maps of the survey area have been produced from published topographic maps. These provide a relatively accurate, distortion-free base which facilitates correlation of the navigation data to the UTM grid. Photomosaics are useful for visual reference and for subsequent flight path recovery, but usually contain scale distortions. Orthophotos are ideal, but their cost and the time required to produce them, usually precludes their use as base maps.

Electromagnetic Anomalies

Anomalous electromagnetic responses are selected and analysed by computer to provide a preliminary electromagnetic anomaly map. This preliminary map is used, by the geophysicist, in conjunction with the computer-generated digital profiles, to produce

Table 3-1 Survey Products

1. Preliminary Products @ 1:20,000

   "Redball" EM anomalies with 900 Hz coaxial profiles
   Colour total field magnetic contours

2. Final Transparent Maps (+3 prints) @ 1:10,000

   Dighem EM anomalies
   Total field magnetic contours
   Calculated vertical magnetic gradient contours
   Resistivity (7200 Hz) contours
   Filtered total field VLF contours

3. Colour Maps (3 sets) @ 1:10,000

   Total field magnetics
   Calculated vertical magnetic gradient
   Resistivity (7200 Hz)
   Filtered total field VLF
   Shadowed magnetic map at a scale of 1:20,000

4. Additional Products

   Digital XYZ archive in Geosoft format on CD-ROM
   Digital grid archives (I-POWER format) on CD-ROM
   Survey report (3 copies)
   Multi-channel stacked profiles
   Analog chart records
   Flight path video cassettes

Note: Other products can be produced from existing survey data, if requested.

the final interpreted EM anomaly map. This map includes bedrock surficial and cultural conductors. A map containing only bedrock conductors can be generated, if desired.

Resistivity

The apparent resistivity in ohm-m can be generated from the inphase and quadrature EM components for any of the frequencies, using a pseudo-layer halfspace model. A resistivity map portrays all the EM information for that frequency over the entire survey area. This contrasts with the electromagnetic anomaly map which provides information only over interpreted conductors. The large dynamic range makes the resistivity parameter an excellent mapping tool.

EM Magnetite

The apparent percent magnetite by weight is computed wherever magnetite produces a negative inphase EM response. This calculation is more meaningful in resistive areas.

Total Field Magnetics

The aeromagnetic data are corrected for diurnal variation using the magnetic base station data. The regional IGRF can be removed from the data, if requested.

Enhanced Magnetics

The total field magnetic data are subjected to a processing algorithm. This algorithm enhances the response of magnetic bodies in the upper 500 m and attenuates the response of deeper bodies. The resulting enhanced magnetic map provides better definition and resolution of near-surface magnetic units. It also identifies weak magnetic features which may not be evident on the total field magnetic map. However, regional magnetic variations, and magnetic lows caused by remanence, are better defined on the total field magnetic map. The technique is described in more detail in Section 5.

Magnetic Derivatives

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

first vertical derivative (vertical gradient)

second vertical derivative

magnetic susceptibility with reduction to the pole

upward/downward continuations

All of these filtering techniques improve the recognition of near-surface magnetic bodies, with the exception of upward continuation. Any of these parameters can be produced on request. Dighem's proprietary enhanced magnetic technique is designed to provide a general "all-purpose" map, combining the more useful features of the above parameters.

VLF

The VLF data are digitally filtered to remove long wavelengths such as those caused by variations in the transmitted field strength.

Multi-channel Stacked Profiles

Distance-based profiles of the digitally recorded geophysical data are generated and plotted by computer. These profiles also contain the calculated parameters which are used in the interpretation process. These are produced as worksheets prior to interpretation, and can also be presented in the final corrected form after interpretation. The profiles display electromagnetic anomalies with their respective interpretive symbols.

Contour, Colour and Shadow Map Displays

The geophysical data are interpolated onto a regular grid using a modified Akima spline technique. The resulting grid is suitable for generating contour maps of excellent quality. The grid cell size is usually 25% of the line interval.

Colour maps are produced by interpolating the grid down to the pixel size. The parameter is then incremented with respect to specific amplitude ranges to provide colour "contour" maps. Colour maps of the total magnetic field are particularly useful in defining the lithology of the survey area.

Monochromatic shadow maps are generated by employing an artificial sun to cast shadows on a surface defined by the geophysical grid. There are many variations in the shadowing technique. These techniques may be applied to total field or enhanced magnetic data, magnetic derivatives, VLF, resistivity, etc. The shadow of the enhanced magnetic parameter is particularly suited for defining geological structures with crisper images and improved resolution.

Conductivity-depth Sections

The apparent resistivities for all frequencies can be displayed simultaneously as coloured conductivity-depth sections. Usually, only the coplanar data are displayed as the quality tends to be higher than that of the coaxial data.

Conductivity-depth sections can be generated in two formats:

(1) Sengpiel resistivity sections, where the apparent resistivity for each frequency is plotted at the depth of the centroid of the inphase current flow*; and,

(2) Differential resistivity sections, where the differential resistivity is plotted at the differential depth**.

Both the Sengpiel and differential methods are derived from the pseudo-layer halfspace model. Both yield a coloured conductivity-depth section which attempts to portray a smoothed approximation of the true resistivity distribution with depth. Conductivity-depth sections are most useful in conductive layered situations, but may be unreliable in

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* Approximate Inversion of Airborne EM Data from Multilayered Ground: Sengpiel, K.P., Geophysical Prospecting 36, 446-459, 1988.

** The Differential Resistivity Method for Multi-frequency Airborne EM Sounding: Huang, H. and Fraser, D.C., presented at Intern. Airb. EM Workshop, Tucson, Ariz., 1993.

areas of moderate to high resistivity where signal amplitudes are weak. In areas where inphase responses have been suppressed by the effects of magnetite, the computed resistivities shown on the sections may be unreliable. The differential resistivity technique was developed by Dighem. It is more sensitive than the Sengpiel section to changes in the earth's resistivity and it reaches deeper.

SURVEY RESULTS

GENERAL DISCUSSION

The survey results are presented on two separate map sheets for each parameter at a scale of 1:10,000. Table 4-1 summarizes the EM responses in the survey area, with respect to conductance grade and interpretation.

The anomalies shown on the electromagnetic anomaly maps are based on a near-vertical, half plane model. This model best reflects "discrete" bedrock conductors. Wide bedrock conductors or flat-lying conductive units, whether from surficial or bedrock sources, may give rise to very broad anomalous responses on the EM profiles. These may not appear on the electromagnetic anomaly map if they have a regional character rather than a locally anomalous character. These broad conductors, which more closely approximate a half space model, will be maximum coupled to the horizontal (coplanar) coil-pair and should be more evident on the resistivity parameter. Resistivity maps, therefore, may be more valuable than the electromagnetic anomaly maps, in areas where broad or flat-lying conductors are considered to be of importance. Contoured resistivity maps, based on the 7200 Hz coplanar data are included with this report.

TABLE 4-1

EM ANOMALY STATISTICS

DETOUR LAKE

CONDUCTOR GRADE	CONDUCTANCE RANGE SIEMENS (MHOS)	NUMBER OF RESPONSES
7	>100	10
6	50 - 100	25
5	20 - 50	75
4	10 - 20	85
3	5 - 10	69
2	1 - 5	152
1	<1	470
*	INDETERMINATE	420
TOTAL		1306

CONDUCTOR MODEL	MOST LIKELY SOURCE	NUMBER OF RESPONSES
D	DISCRETE BEDROCK CONDUCTOR	347
B	DISCRETE BEDROCK CONDUCTOR	249
S	CONDUCTIVE COVER	707
E	EDGE OF WIDE CONDUCTOR	3
TOTAL		1306

(SEE EM MAP LEGEND FOR EXPLANATIONS)

Excellent resolution and discrimination of conductors was accomplished by using a fast sampling rate of 0.1 sec and by employing a common frequency (900 Hz) on two orthogonal coil-pairs (coaxial and coplanar). The resulting "difference channel" parameters often permit differentiation of bedrock and surficial conductors, even though they may exhibit similar conductance values.

Anomalies which occur near the ends of the survey lines (i.e., outside the survey area), should be viewed with caution. Some of the weaker anomalies could be due to aerodynamic noise, i.e., bird bending, which is created by abnormal stresses to which the bird is subjected during the climb and turn of the aircraft between lines. Such aerodynamic noise is usually manifested by an anomaly on the coaxial inphase channel only, although severe stresses can affect the coplanar inphase channels as well.

Magnetics

A Scintrex MP-3 proton precession magnetometer was operated at the survey base to record diurnal variations of the earth's magnetic field. The clock of the base station was synchronized with that of the airborne system to permit subsequent removal of diurnal drift.

The background magnetic level has been adjusted to match the International Geomagnetic Reference Field (IGRF) for the survey area. The IGRF gradient across the survey block is left intact.

The total field magnetic data have been presented as contours on the base maps using a contour interval of 5 nT where gradients permit. The maps show the magnetic properties of the rock units underlying the survey area.

The total field magnetic data have been subjected to a processing algorithm to produce first vertical magnetic derivative maps. This procedure enhances near-surface magnetic units and suppresses regional gradients. It also provides better definition and resolution of magnetic units and displays weak magnetic features which may not be clearly evident on the total field maps. Maps of the second vertical magnetic derivative can also be prepared from existing survey data, if requested.

There is some evidence on the magnetic maps which suggests that the survey area has been subjected to deformation and/or alteration. These structural complexities are evident on the contour maps as variations in magnetic intensity, irregular patterns, and as offsets or changes in strike direction.

If a specific magnetic intensity can be assigned to the rock type which is believed to host the target mineralization, it may be possible to select areas of higher priority on the basis of the total field magnetic data. This is based on the assumption that the magnetite content of the host rocks will give rise to a limited range of contour values which will permit differentiation of various lithological units.

The magnetic results, in conjunction with the other geophysical parameters, should provide valuable information which can be used to effectively map the geology and structure in the survey area.

VLF

VLF results were obtained from the transmitting stations at Cutler, Maine (NAA - 24.0 kHz), Seattle, Washington (NLK - 24.8 kHz) and Annapolis, Maryland (NSS - 21.4 kHz). The VLF maps show the contoured results of the filtered total field from Cutler for most of the area. When Cutler was not transmitting, signals from Annapolis were used to fill in the gaps, i.e. between lines 10490 and 11040.

The VLF method is quite sensitive to the angle of coupling between the conductor and the propagated EM field. Consequently, conductors which strike towards the VLF station will usually yield a stronger response than conductors which are nearly orthogonal to it.

The VLF parameter does not normally provide the same degree of resolution available from the EM data. Closely-spaced conductors, conductors of short strike length or conductors which are poorly coupled to the VLF field, may escape detection with this method. Erratic signals from the VLF transmitters can also give rise to strong, isolated anomalies which should be viewed with caution. The filtered total field VLF contours are presented on the base maps with a contour interval of one percent.

Resistivity

Resistivity maps, which display the conductive properties of the survey area, were produced from the 7200 Hz coplanar data. The maximum resistivity value, which is calculated for this frequency, is 8,000 ohm-m. This cutoff eliminates the meaningless higher resistivities which would result from very small EM amplitudes. The minimum resistivity value is 0.000017 times the frequency. This minimum resistivity cutoff eliminates errors due to the lack of an absolute phase control for the EM data. In general, the resistivity patterns show good agreement with the magnetic trends. This suggests that many of the resistivity lows are probably related to bedrock features, rather than conductive overburden. There are some areas, however, where contour patterns appear to be strongly influenced by conductive surficial material.

Electromagnetics

The EM anomalies resulting from this survey appear to fall within one of two general categories. The first type consists of discrete, well-defined anomalies which yield marked inflections on the difference channels. These anomalies are usually attributed to conductive sulphides or graphite and are generally given a "B", "T" or "D" interpretive symbol, denoting a bedrock source.

The second class of anomalies comprises moderately broad responses which exhibit the characteristics of a half space and do not yield well-defined inflections on the difference channels. Anomalies in this category are usually given an "S" or "H" interpretive symbol. The lack of a difference channel response usually implies a broad or flat-lying conductive source such as overburden. Some of these anomalies may reflect conductive rock units or zones of deep weathering.

The effects of conductive overburden are evident over portions of the survey area. Although the difference channels (DFI and DFQ) are extremely valuable in detecting bedrock conductors which are partially masked by conductive overburden, sharp undulations in the bedrock/overburden interface can yield anomalies in the difference channels which may be interpreted as possible bedrock conductors. Such anomalies usually fall into the "S?" or "B?" classification but may also be given an "E" interpretive symbol, denoting a resistivity contrast at the edge of a conductive unit.

In areas where EM responses are evident primarily on the quadrature components, zones of poor conductivity are indicated. Where these responses are coincident with magnetic anomalies, it is possible that the inphase component amplitudes have been suppressed by the effects of magnetite. Most of these poorly-conductive magnetic features give rise to resistivity anomalies which are only slightly below background. If it is expected that poorly-conductive economic mineralization may be associated with magnetite-rich units, most of these weakly anomalous features will be of interest. In areas where magnetite causes the inphase components to become negative, the apparent conductance and depth of EM anomalies may be unreliable.

It is difficult to assess the relative merits of EM anomalies on the basis of conductance. It is recommended that an attempt be made to compile a suite of geophysical "signatures" over areas of interest. Anomaly characteristics are clearly defined on the computer-processed geophysical data profiles which are supplied as one of the survey products.

A complete assessment and evaluation of the survey data should be carried out by one or more qualified professionals who have access to, and can provide a meaningful compilation of, all available geophysical, geological and geochemical data.

CONDUCTORS IN THE SURVEY AREA

The electromagnetic anomaly maps show the anomaly locations with the interpreted conductor type, dip, conductance and depth being indicated by symbols. Direct magnetic correlation is also shown if it exists. The strike direction and length of the conductors are indicated when anomalies can be correlated from line to line. When studying the map sheets, consult the anomaly listings appended to this report.

In areas where several conductors or conductive trends appear to be related to a common geological unit, these have been outlined as "zones" on the EM anomaly maps. The zone outlines usually approximate the limits of conductive units defined by the resistivity contours, but may also be related to distinct rock units which may be inferred from the magnetic data.

Many bedrock anomalies have been interpreted from the survey data. Many are contained within Zone C, an elongate conductive zone which extends east/west across the central region of the survey block. The approximate limit of this zone is defined by the 250 ohm-metre contour on the 7200 Hz resistivity map. It contains two to three closely-spaced, parallel conductors. These conductors are indicative of strong, thin bedrock sources. Anomaly shapes are generally well-defined, although there are areas within this zone where anomalies possibly reflect thicker sources, or two or more indistinguishable thin conductors. These anomalies are generally given a "B" interpretation symbol rather than a "D" which denotes a well-defined anomaly indicative of a thin, dyke-like source.

Zone C is situated on the southern flank of a double-peaked, elongate magnetic zone. Several conductors within this zone display direct magnetic correlation, as they are coincident with weak magnetic features which merge into the larger, elongate magnetic unit. This magnetic unit is possibly truncated at its east end by a northeast/southwest trending structural feature. Zone C is truncated by a possible structural linear which extends south-southeast from fiducial 1800 on line 10930 to the southern end of line 11210. Anomaly characteristics seem to change in the vicinity of this structural break. Anomalies immediately east of it display lower conductivity than those within Zone C. Anomalies are stronger again between lines 11050 and 11370. Most of these conductive trends are indicative of thin, strong bedrock sources. Direct magnetic correlation exists for several conductors as they are coincident with a thin, weakly magnetic trend which extends east/west through the middle of the relatively non-magnetic zone associated with the rest of the conductors. The non-magnetic zone is intersected by a magnetic dyke which extends southeast form the north end of line 11220. Anomalous trends seem to be truncated or offset in the vicinity of this magnetic feature.

Conductors to the east of this dyke are generally indicative of moderately weak, thin bedrock sources. They display no magnetic correlation, as they are situated within a non-magnetic zone.

Two moderately strong conductors are located at the eastern edge of the area. Conductors 11590D-11640D and 11610D-11640F are indicative of thin bedrock sources. Their eastern extent is undefined by the survey. They are situated on the north and south flanks of a weakly magnetic feature.

Zone A is situated at the western edge of the block. Its western limit is undefined by the survey data. The approximate limit of this zone is defined by the 500 ohm-metre contour on the 7200 Hz resistivity map. The anomalies within Zone A are generally indicative of strong, thin bedrock sources. Two general conductive trends are contained within Zone A. The northernmost group of conductors is situated at the north edge of the zone, and is located on the southern flank of a complex, highly magnetic feature. These anomalies display similar magnetic correlation to the conductive trends within Zone C. The second group of conductors is associated with a string of weakly magnetic features which extends east/west through the middle of the magnetic low generally associated with this zone.

Zone B is a complex zone consisting of many anomalies which are indicative of thin bedrock sources. It is associated with several complex magnetic features. Whereas most magnetic trends in the area display an east/west to west-northwest/east-southeast strike direction, these units seem to cut across the general magnetic strike, and trend northeast/southwest.

The northern lobe of Zone B is associated with a highly magnetic, complex feature. Anomalies 10150G-10170F, 10180G, 10200F, 10240F, and 10260G display direct magnetic correlation as they are coincident with individual magnetic peaks within this zone. All anomalies within the northern portion of the zone reflect strong thin bedrock sources. Several reflect south dipping sources, except 10150G-10170F which reflects a source dipping to the north.

The anomalies in the southern lobe of this zone are generally weaker, although they are still indicative of moderately strong, thin bedrock sources. They are associated with a thin, moderately magnetic feature. Most flank the magnetic trend rather than be exhibit direct coincidence. Where dips have been determined, dips to the south are indicated.

Two highly magnetic units trend northeast/southwest approximately 400 metres southeast of Zone B. Many anomalies indicative of thin, strong bedrock sources, are associated with these features. Conductor 10160A-10200A is the most extensive. It is indicative of a strong, thin bedrock source, dipping to the south. It is coincident with the peak of one of the magnetic zones. Other anomalies also reflect sources which exhibit south dips.

Conductors 10340B-10370C, 10360C-10380E, 10390C-10420D, 10410B-10420C, and 10460C-10470D are also associated with northeast/southwest trending magnetic features. All are coincident with peaks of magnetic features, as they display direct magnetic correlation. Conductor 10340B-10370C displays a north dip. The source of conductor 10360C-10380E is possibly overturned, as it exhibits evidence of both north and south dips.

An arcuate, thin magnetic dyke extends northwest from the south end of line 10620 to fiducial 742 on line 10240. The northwest end of this trend is highly magnetic. Several strong conductors are associated with this feature. Conductors 10240J-10260J, 10260I-10270F and 10280D are indicative of strong, thin bedrock sources.

Conductors 10010C-10020A, 10100B, 10110B-10120E, 10120C-10160J and 10200G are associated with one of the highly magnetic zones which extend east/west to west-northwest/east-southeast across the survey block. Conductors 10010C-10020A and 10110B-10120E are indicative of thin bedrock sources. They are coincident with strong magnetic peaks within the unit. The inphase component of these anomalies has been suppressed due to high percentages of magnetite within these magnetic units. These anomalies, therefore, do not give rise to well-defined resistivity lows. Conductance and depth estimates for these anomlaies will be unreliable. Conductors 10100B, 10120C-10160J and 10200G are indicative of moderately weak, thin bedrock sources. They are coincident with a thin, moderately magnetic trend which merges into the highly magnetic unit above.

Conductor 10300G-10340E reflects a weak, thin bedrock source. It is coincident with a thin, moderately magnetic trend which merges into a highly magnetic feature to the west.

Conductors 10580B-10600D, 10610C-10710B, and 10730C-10760A comprise an arcuate, moderately conductive trend. They are indicative of thin, moderately weak bedrock sources. They are associated with the southern arm of an arcuate magnetic zone. Conductors 10610C-10710B and 10730C-10760A are directly coincident with the peak of this zone. Some magnetite is associated with the magnetic feature. There is evidence of some suppression of the inphase component. Conductor 10610C-10710B exhibits a dip to the south.

Conductor 10810B-10840C is indicative of a thin, moderately strong bedrock source situated at the sheet join. It is coincident with the peak of a thin, moderately magnetic feature situated on the southern flank of a highly magnetic feature.

Conductor 10930A-10960A reflects a possible thin bedrock source. It is coincident with the peak of a thin, highly magnetic unit. This unit is magnetite-rich, as evidenced by the negative inphase responses associated with this conductor. Anomaly strengths are probably less than they should be due to inphase suppression.

BACKGROUND INFORMATION

This section provides background information on parameters which are available from the survey data. Those which have not been supplied as survey products may be generated later from raw data on the digital archive tape.

ELECTROMAGNETICS

DIGHEM electromagnetic responses fall into two general classes, discrete and broad. The discrete class consists of sharp, well-defined anomalies from discrete conductors such as sulfide lenses and steeply dipping sheets of graphite and sulfides. The broad class consists of wide anomalies from conductors having a large horizontal surface such as flatly dipping graphite or sulfide sheets, saline water-saturated sedimentary formations, conductive overburden and rock, and geothermal zones. A vertical conductive slab with a width of 200 m would straddle these two classes.

The vertical sheet (half plane) is the most common model used for the analysis of discrete conductors. All anomalies plotted on the electromagnetic map are analyzed according to this model. The following section entitled **Discrete Conductor Analysis** describes this model in detail, including the effect of using it on anomalies caused by broad conductors such as conductive overburden.

The conductive earth (half space) model is suitable for broad conductors. Resistivity contour maps result from the use of this model. A later section entitled **Resistivity Mapping** describes the method further, including the effect of using it on anomalies caused by discrete conductors such as sulfide bodies.

Geometric interpretation

The geophysical interpreter attempts to determine the geometric shape and dip of the conductor. Figure 5-1 shows typical DIGHEM anomaly shapes which are used to guide the geometric interpretation.

Discrete conductor analysis

The EM anomalies appearing on the electromagnetic map are analyzed by computer to give the conductance (i.e., conductivity-thickness product) in Siemens (mhos) of a vertical sheet model. This is done regardless of the interpreted geometric shape of the conductor. This is not an unreasonable procedure, because the computed conductance increases as the electrical quality of the conductor increases, regardless of its true shape. DIGHEM anomalies are divided into seven grades of conductance, as shown in Table 5-1 below. The conductance in Siemens (mhos) is the reciprocal of resistance in ohms.

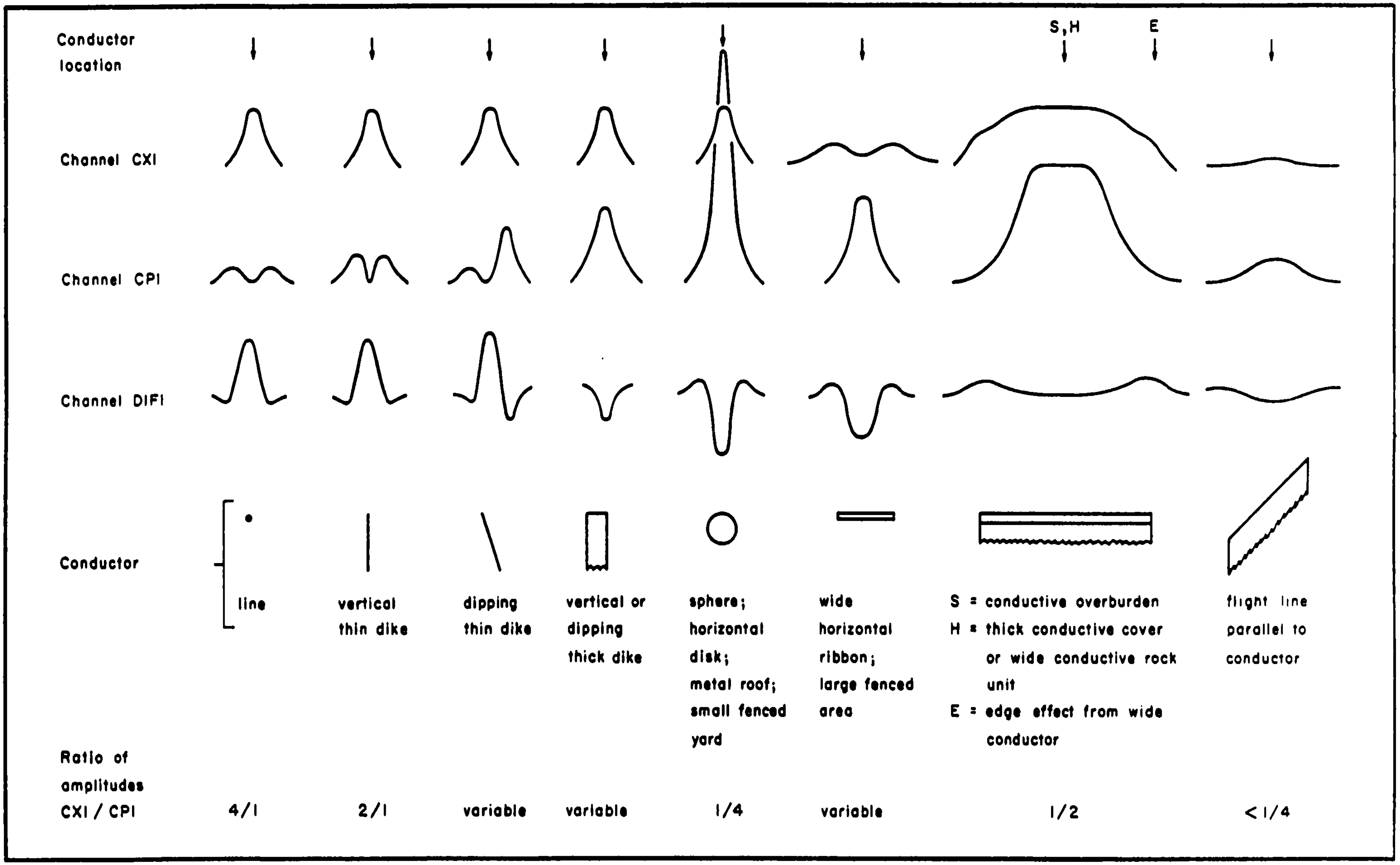

Fig. 5-1 Typical DIGHEM anomaly shapes

Table 5-1. EM Anomaly Grades

Anomaly Grade	Siemens
7	> 100
6	50 - 100
5	20 - 50
4	10 - 20
3	5 - 10
2	1 - 5
1	< 1

The conductance value is a geological parameter because it is a characteristic of the conductor alone. It generally is independent of frequency, flying height or depth of burial, apart from the averaging over a greater portion of the conductor as height increases. Small anomalies from deeply buried strong conductors are not confused with small anomalies from shallow weak conductors because the former will have larger conductance values.

Conductive overburden generally produces broad EM responses which may not be shown as anomalies on the EM maps. However, patchy conductive overburden in otherwise resistive areas can yield discrete anomalies with a conductance grade (cf. Table 5-1) of 1, 2 or even 3 for conducting clays which have resistivities as low as 50 ohm-m. In areas where ground resistivities are below 10 ohm-m, anomalies caused by weathering variations and similar causes can have any conductance grade. The anomaly shapes from the multiple coils often allow such conductors to be recognized, and these are indicated by the letters S, H, and sometimes E on the electromagnetic anomaly map (see EM map legend).

For bedrock conductors, the higher anomaly grades indicate increasingly higher conductances. Examples: DIGHEM's New Insco copper discovery (Noranda, Canada) yielded a grade 5 anomaly, as did the neighbouring copper-zinc Magusi River ore body; Mattabi (copper-zinc, Sturgeon Lake, Canada) and Whistle (nickel, Sudbury, Canada) gave grade 6; and DIGHEM's Montcalm nickel-copper discovery (Timmins, Canada) yielded a grade 7 anomaly. Graphite and sulfides can span all grades but, in any particular survey area, field work may show that the different grades indicate different types of conductors.

Strong conductors (i.e., grades 6 and 7) are characteristic of massive sulfides or graphite. Moderate conductors (grades 4 and 5) typically reflect graphite or sulfides of a less massive character, while weak bedrock conductors (grades 1 to 3) can signify poorly connected graphite or heavily disseminated sulfides. Grades 1 and 2 conductors may not respond to ground EM equipment using frequencies less than 2000 Hz.

The presence of sphalerite or gangue can result in ore deposits having weak to moderate conductances. As an example, the three million ton lead-zinc deposit of Restigouche Mining Corporation near Bathurst, Canada, yielded a well-defined grade 2 conductor. The 10 percent by volume of sphalerite occurs as a coating around the fine grained massive pyrite, thereby inhibiting electrical conduction.

Faults, fractures and shear zones may produce anomalies which typically have low conductances (e.g., grades 1 to 3). Conductive rock formations can yield anomalies of any conductance grade. The conductive materials in such rock formations can be salt water, weathered products such as clays, original depositional clays, and carbonaceous material.

On the interpreted electromagnetic map, a letter identifier and an interpretive symbol are plotted beside the EM grade symbol. The horizontal rows of dots, under the interpretive symbol, indicate the anomaly amplitude on the flight record. The vertical column of dots, under the anomaly letter, gives the estimated depth. In areas where anomalies are crowded, the letter identifiers, interpretive symbols and dots may be obliterated. The EM grade symbols, however, will always be discernible, and the obliterated information can be obtained from the anomaly listing appended to this report.

The purpose of indicating the anomaly amplitude by dots is to provide an estimate of the reliability of the conductance calculation. Thus, a conductance value obtained from a large ppm anomaly (3 or 4 dots) will tend to be accurate whereas one obtained from a small ppm anomaly (no dots) could be quite inaccurate. The absence of amplitude dots indicates that the anomaly from the coaxial coil-pair is 5 ppm or less on both the inphase and quadrature channels. Such small anomalies could reflect a weak conductor at the surface or a stronger conductor at depth. The conductance grade and depth estimate illustrates which of these possibilities fits the recorded data best.

Flight line deviations occasionally yield cases where two anomalies, having similar conductance values but dramatically different depth estimates, occur close together on the same conductor. Such examples illustrate the reliability of the conductance measurement while showing that the depth estimate can be unreliable. There are a number of factors which can produce an error in the depth estimate, including the averaging of topographic variations by the altimeter, overlying conductive overburden, and the location and attitude of the conductor relative to the flight line. Conductor location and attitude can provide an erroneous depth estimate because the stronger part of the conductor may be deeper or to one side of the flight line, or because it has a shallow dip. A heavy tree cover can also produce errors in depth estimates. This is because the depth estimate is computed as the distance of bird from conductor, minus the altimeter reading. The altimeter can lock onto the top of a dense forest canopy. This situation yields an erroneously large depth estimate but does not affect the conductance estimate.

Dip symbols are used to indicate the direction of dip of conductors. These symbols are used only when the anomaly shapes are unambiguous, which usually requires a fairly resistive environment.

A further interpretation is presented on the EM map by means of the line-to-line correlation of anomalies, which is based on a comparison of anomaly shapes on adjacent lines. This provides conductor axes which may define the geological structure over portions of the survey area. The absence of conductor axes in an area implies that anomalies could not be correlated from line to line with reasonable confidence.

DIGHEM electromagnetic maps are designed to provide a correct impression of conductor quality by means of the conductance grade symbols. The symbols can stand alone with geology when planning a follow-up program. The actual conductance values are printed in the attached anomaly list for those who wish quantitative data. The anomaly ppm and depth are indicated by inconspicuous dots which should not distract from the conductor patterns, while being helpful to those who wish this information. The map provides an interpretation of conductors in terms of length, strike and dip, geometric shape, conductance, depth, and thickness. The accuracy is comparable to an interpretation from a high quality ground EM survey having the same line spacing.

The attached EM anomaly list provides a tabulation of anomalies in ppm, conductance, and depth for the vertical sheet model. The EM anomaly list also shows the conductance and depth for a thin horizontal sheet (whole plane) model, but only the vertical sheet parameters appear on the EM map. The horizontal sheet model is suitable for a flatly dipping thin bedrock conductor such as a sulfide sheet having a thickness less than 10 m. The list also shows the resistivity and depth for a conductive earth (half space) model, which is suitable for thicker slabs such as thick conductive overburden. In the EM anomaly list, a depth value of zero for the conductive earth model, in an area of thick cover, warns that the anomaly may be caused by conductive overburden.

Since discrete bodies normally are the targets of EM surveys, local base (or zero) levels are used to compute local anomaly amplitudes. This contrasts with the use of true zero levels which are used to compute true EM amplitudes. Local anomaly amplitudes are shown in the EM anomaly list and these are used to compute the vertical sheet parameters of conductance and depth. Not shown in the EM anomaly list are the true amplitudes which are used to compute the horizontal sheet and conductive earth parameters.

Questionable Anomalies

DIGHEM maps may contain EM responses which are displayed as asterisks (*). These responses denote weak anomalies of indeterminate conductance, which may reflect one of the following: a weak conductor near the surface, a strong conductor at depth (e.g., 100 to 120 m below surface) or to one side of the flight line, or aerodynamic noise. Those responses that have the appearance of valid bedrock anomalies on the flight profiles are indicated by appropriate interpretive symbols (see EM map legend). The others probably do not warrant further investigation unless their locations are of considerable geological interest.

The thickness parameter

DIGHEM can provide an indication of the thickness of a steeply dipping conductor. The amplitude of the coplanar anomaly (e.g., CPI channel on the digital profile) increases relative to the coaxial anomaly (e.g., CXI) as the apparent thickness increases, i.e., the thickness in the horizontal plane. (The thickness is equal to the conductor width if the conductor dips at 90 degrees and strikes at right angles to the flight line.) This report refers to a conductor as thin when the thickness is likely to be less than 3 m, and thick when in excess of 10 m. Thick conductors are indicated on the EM map by parentheses "( )". For base metal exploration in steeply dipping geology, thick conductors can be high priority targets because many massive sulfide ore bodies are thick, whereas non-economic bedrock conductors are often thin. The system cannot sense the thickness when the strike of the conductor is subparallel to the flight line, when the conductor has a shallow dip, when the anomaly amplitudes are small, or when the resistivity of the environment is below 100 ohm-m.

Resistivity mapping

Areas of widespread conductivity are commonly encountered during surveys. In such areas, anomalies can be generated by decreases of only 5 m in survey altitude as well as by increases in conductivity. The typical flight record in conductive areas is characterized by inphase and quadrature channels which are continuously active. Local EM peaks reflect either increases in conductivity of the earth or decreases in survey altitude. For such conductive areas, apparent resistivity profiles and contour maps are necessary for the correct interpretation of the airborne data. The advantage of the resistivity parameter is that anomalies caused by altitude changes are virtually eliminated, so the resistivity data reflect only those anomalies caused by conductivity changes. The resistivity analysis also helps the interpreter to differentiate between conductive trends in the bedrock and those patterns typical of conductive overburden. For example, discrete conductors will generally appear as narrow lows on the contour map and broad conductors (e.g., overburden) will appear as wide lows.

The resistivity profiles and the resistivity contour maps present the apparent resistivity using the so-called pseudo-layer (or buried) half space model defined by Fraser (1978)[1]. This model consists of a resistive layer overlying a conductive half space. The depth channels give the apparent depth below surface of the conductive material. The apparent depth is simply the apparent thickness of the overlying resistive layer. The apparent depth (or thickness) parameter will be positive when the upper layer is more resistive than the underlying material, in which case the apparent depth may be quite close to the true depth.

The apparent depth will be negative when the upper layer is more conductive than the underlying material, and will be zero when a homogeneous half space exists. The apparent depth parameter must be interpreted cautiously because it will contain any errors which may exist in the measured altitude of the EM bird (e.g., as caused by a dense tree cover). The inputs to the resistivity algorithm are the inphase and quadrature components of the coplanar coil-pair. The outputs are the apparent resistivity of the conductive half space (the source) and the sensor-source distance. The flying height is not an input variable, and the output resistivity and sensor-source distance are independent of the flying height. The apparent depth, discussed above, is

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[1] Resistivity mapping with an airborne multicoil electromagnetic system: Geophysics, v. 43, p.144-172

simply the sensor-source distance minus the measured altitude or flying height. Consequently, errors in the measured altitude will affect the apparent depth parameter but not the apparent resistivity parameter.

The apparent depth parameter is a useful indicator of simple layering in areas lacking a heavy tree cover. The DIGHEM system has been flown for purposes of permafrost mapping, where positive apparent depths were used as a measure of permafrost thickness. However, little quantitative use has been made of negative apparent depths because the absolute value of the negative depth is not a measure of the thickness of the conductive upper layer and, therefore, is not meaningful physically. Qualitatively, a negative apparent depth estimate usually shows that the EM anomaly is caused by conductive overburden. Consequently, the apparent depth channel can be of significant help in distinguishing between overburden and bedrock conductors.

The resistivity map often yields more useful information on conductivity distributions than the EM map. In comparing the EM and resistivity maps, keep in mind the following:

(a) The resistivity map portrays the apparent value of the earth's resistivity, where resistivity = 1/conductivity.

(b) The EM map portrays anomalies in the earth's resistivity. An anomaly by definition is a change from the norm and so the EM map displays anomalies, (i) over narrow, conductive bodies and (ii) over the boundary zone between two wide formations of differing conductivity.

The resistivity map might be likened to a total field map and the EM map to a horizontal gradient in the direction of flight[2]. Because gradient maps are usually more sensitive than total field maps, the EM map therefore is to be preferred in resistive areas. However, in conductive areas, the absolute character of the resistivity map usually causes it to be more useful than the EM map.

Interpretation in conductive environments

Environments having background resistivities below 30 ohm-m cause all airborne EM systems to yield very large responses from the conductive ground. This usually prohibits the recognition of discrete bedrock conductors. However, DIGHEM data processing techniques produce three parameters which contribute significantly to the recognition of bedrock conductors. These are the inphase and quadrature difference channels (DFI and DFQ), and the resistivity and depth channels (RES and DP) for each coplanar frequency.

[2] The gradient analogy is only valid with regard to the identification of anomalous locations.

The EM difference channels (DFI and DFQ) eliminate most of the responses from conductive ground, leaving responses from bedrock conductors, cultural features (e.g., telephone lines, fences, etc.) and edge effects. Edge effects often occur near the perimeter of broad conductive zones. This can be a source of geologic noise. While edge effects yield anomalies on the EM difference channels, they do not produce resistivity anomalies. Consequently, the resistivity channel aids in eliminating anomalies due to edge effects. On the other hand, resistivity anomalies will coincide with the most highly conductive sections of conductive ground, and this is another source of geologic noise. The recognition of a bedrock conductor in a conductive environment therefore is based on the anomalous responses of the two difference channels (DFI and DFQ) and the resistivity channels (RES). The most favourable situation is where anomalies coincide on all channels.

The DP channels, which give the apparent depth to the conductive material, also help to determine whether a conductive response arises from surficial material or from a conductive zone in the bedrock. When these channels ride above the zero level on the digital profiles (i.e., depth is negative), it implies that the EM and resistivity profiles are responding primarily to a conductive upper layer, i.e., conductive overburden. If the DP channels are below the zero level, it indicates that a resistive upper layer exists, and this usually implies the existence of a bedrock conductor. If the low frequency DP channel is below the zero level and the high frequency DP is above, this suggests that a bedrock conductor occurs beneath conductive cover.

The conductance channel CDT identifies discrete conductors which have been selected by computer for appraisal by the geophysicist. Some of these automatically selected anomalies on channel CDT are discarded by the geophysicist. The automatic selection algorithm is intentionally oversensitive to assure that no meaningful responses are missed. The interpreter then classifies the anomalies according to their source and eliminates those that are not substantiated by the data, such as those arising from geologic or aerodynamic noise.

Reduction of geologic noise

Geologic noise refers to unwanted geophysical responses. For purposes of airborne EM surveying, geologic noise refers to EM responses caused by conductive overburden and magnetic permeability. It was mentioned previously that the EM difference channels (i.e., channel DFI for inphase and DFQ for quadrature) tend to eliminate the response of conductive overburden. This marked a unique development in airborne EM technology, as DIGHEM is the only EM system which yields channels having an exceptionally high degree of immunity to conductive overburden.

Magnetite produces a form of geological noise on the inphase channels of all EM systems. Rocks containing less than 1% magnetite can yield negative inphase anomalies caused by magnetic permeability. When magnetite is widely distributed throughout a survey area, the inphase EM channels may continuously rise and fall, reflecting variations in the magnetite percentage, flying height, and overburden thickness. This can lead to difficulties in recognizing deeply buried bedrock conductors, particularly if conductive overburden also exists. However, the response of broadly distributed magnetite generally vanishes on the inphase difference channel DFI. This feature can be a significant aid in the recognition of conductors which occur in rocks containing accessory magnetite.

EM magnetite mapping

The information content of DIGHEM data consists of a combination of conductive eddy current responses and magnetic permeability responses. The secondary field resulting from conductive eddy current flow is frequency-dependent and consists of both inphase and quadrature components, which are positive in sign. On the other hand, the secondary field resulting from magnetic permeability is independent of frequency and consists of only an inphase component which is negative in sign. When magnetic permeability manifests itself by decreasing the measured amount of positive inphase, its presence may be difficult to recognize. However, when it manifests itself by yielding a negative inphase anomaly (e.g., in the absence of eddy current flow), its presence is assured. In this latter case, the negative component can be used to estimate the percent magnetite content.

A magnetite mapping technique was developed for the coplanar coil-pair of DIGHEM. The technique yields a channel (designated FEO) which displays apparent weight percent magnetite according to a homogeneous half space model.[3] The method can be complementary to magnetometer mapping in certain cases. Compared to magnetometry, it is far less sensitive but is more able to resolve closely spaced magnetite zones, as well as providing an estimate of the amount of magnetite in the rock. The method is sensitive to 1/4% magnetite by weight when the EM sensor is at a height of 30 m above a magnetitic half space. It can individually resolve steep dipping narrow magnetite-rich bands which are separated by 60 m. Unlike magnetometry, the EM magnetite method is unaffected by remanent magnetism or magnetic latitude.

The EM magnetite mapping technique provides estimates of magnetite content which are usually correct within a factor of 2 when the magnetite is fairly uniformly distributed. EM magnetite maps can be generated when magnetic permeability is evident as negative inphase responses on the data profiles.

Like magnetometry, the EM magnetite method maps only bedrock features, provided that the overburden is characterized by a general lack of magnetite. This contrasts with resistivity mapping which portrays the combined effect of bedrock and overburden.

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[3] Refer to Fraser, 1981, Magnetite mapping with a multi-coil airborne electromagnetic system: Geophysics, v. 46, p. 1579-1594.

Recognition of culture

Cultural responses include all EM anomalies caused by man-made metallic objects. Such anomalies may be caused by inductive coupling or current gathering. The concern of the interpreter is to recognize when an EM response is due to culture. Points of consideration used by the interpreter, when coaxial and coplanar coil-pairs are operated at a common frequency, are as follows:

1. Channels CXP and CPP monitor 60 Hz radiation. An anomaly on these channels shows that the conductor is radiating power. Such an indication is normally a guarantee that the conductor is cultural. However, care must be taken to ensure that the conductor is not a geologic body which strikes across a power line, carrying leakage currents.

2. A flight which crosses a "line" (e.g., fence, telephone line, etc.) yields a center-peaked coaxial anomaly and an m-shaped coplanar anomaly.[4] When the flight crosses the cultural line at a high angle of intersection, the amplitude ratio of coaxial/coplanar response is 4. Such an EM anomaly can only be caused by a line. The geologic body which yields anomalies most closely resembling a line is the vertically dipping thin dike. Such a body, however, yields an amplitude ratio of 2 rather than 4. Consequently, an

[4] See Figure 5-1 presented earlier.

m-shaped coplanar anomaly with a CXI/CPI amplitude ratio of 4 is virtually a guarantee that the source is a cultural line.

3. A flight which crosses a sphere or horizontal disk yields center-peaked coaxial and coplanar anomalies with a CXI/CPI amplitude ratio (i.e., coaxial/coplanar) of 1/4. In the absence of geologic bodies of this geometry, the most likely conductor is a metal roof or small fenced yard.[5] Anomalies of this type are virtually certain to be cultural if they occur in an area of culture.

4. A flight which crosses a horizontal rectangular body or wide ribbon yields an m-shaped coaxial anomaly and a center-peaked coplanar anomaly. In the absence of geologic bodies of this geometry, the most likely conductor is a large fenced area.[5] Anomalies of this type are virtually certain to be cultural if they occur in an area of culture.

5. EM anomalies which coincide with culture, as seen on the camera film or video display, are usually caused by culture. However, care is taken with such coincidences because a geologic conductor could occur beneath a fence, for example. In this example, the fence would be expected to yield an m-shaped coplanar anomaly as in case #2 above.

[5] It is a characteristic of EM that geometrically similar anomalies are obtained from: (1) a planar conductor, and (2) a wire which forms a loop having dimensions identical to the perimeter of the equivalent planar conductor.

If, instead, a center-peaked coplanar anomaly occurred, there would be concern that a thick geologic conductor coincided with the cultural line.

6. The above description of anomaly shapes is valid when the culture is not conductively coupled to the environment. In this case, the anomalies arise from inductive coupling to the EM transmitter. However, when the environment is quite conductive (e.g., less than 100 ohm-m at 900 Hz), the cultural conductor may be conductively coupled to the environment. In this latter case, the anomaly shapes tend to be governed by current gathering. Current gathering can completely distort the anomaly shapes, thereby complicating the identification of cultural anomalies. In such circumstances, the interpreter can only rely on the radiation channels and on the camera film or video records.

MAGNETICS

The existence of a magnetic correlation with an EM anomaly is indicated directly on the EM map. In some geological environments, an EM anomaly with magnetic correlation has a greater likelihood of being produced by sulfides than one that is non-magnetic. However, sulfide ore bodies may be non-magnetic (e.g., the Kidd Creek deposit near Timmins, Canada) as well as magnetic (e.g., the Mattabi deposit near Sturgeon Lake, Canada).

The magnetometer data are digitally recorded in the aircraft to an accuracy of 0.01 nT for cesium magnetometers. The digital tape is processed by computer to yield a total field magnetic contour map. When warranted, the magnetic data may also be treated mathematically to enhance the magnetic response of the near-surface geology, and an enhanced magnetic contour map is then produced. The response of the enhancement operator in the frequency domain is illustrated in Figure 5-2. This figure shows that the passband components of the airborne data are amplified 20 times by the enhancement operator. This means, for example, that a 100 nT anomaly on the enhanced map reflects a 5 nT anomaly for the passband components of the airborne data.

The enhanced map, which bears a resemblance to a downward continuation map, is produced by the digital bandpass filtering of the total field data. The enhancement is equivalent to continuing the field downward to a level (above the source) which is 1/20th of the actual sensor-source distance.

Because the enhanced magnetic map bears a resemblance to a ground magnetic map, it simplifies the recognition of trends in the rock strata and the interpretation of geological structure. It defines the near-surface local geology while de-emphasizing deep-seated regional features. It primarily has application when the magnetic rock units are steeply dipping and the earth's field dips in excess of 60 degrees.

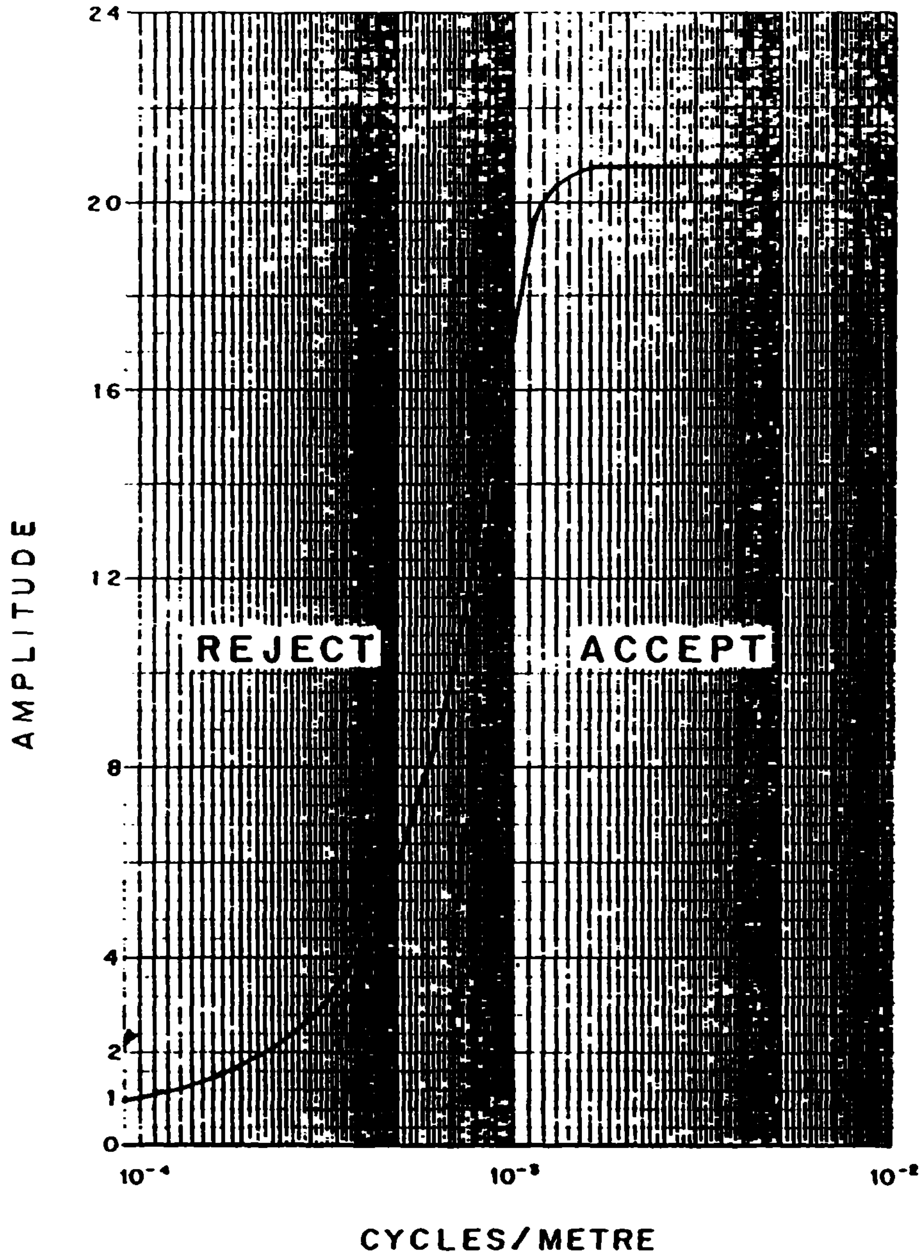

Fig. 5-2 Frequency response of magnetic enhancement operator.

Any of a number of filter operators may be applied to the magnetic data, to yield vertical derivatives, continuations, magnetic susceptibility, etc. These may be displayed in contour, colour or shadow.

VLF

VLF transmitters produce high frequency uniform electromagnetic fields. However, VLF anomalies are not EM anomalies in the conventional sense. EM anomalies primarily reflect eddy currents flowing in conductors which have been energized inductively by the primary field. In contrast, VLF anomalies primarily reflect current gathering, which is a non-inductive phenomenon. The primary field sets up currents which flow weakly in rock and overburden, and these tend to collect in low resistivity zones. Such zones may be due to massive sulfides, shears, river valleys and even unconformities.

The VLF field is horizontal. Because of this, the method is quite sensitive to the angle of coupling between the conductor and the transmitted VLF field. Conductors which strike towards the VLF station will usually yield a stronger response than conductors which are nearly orthogonal to it.

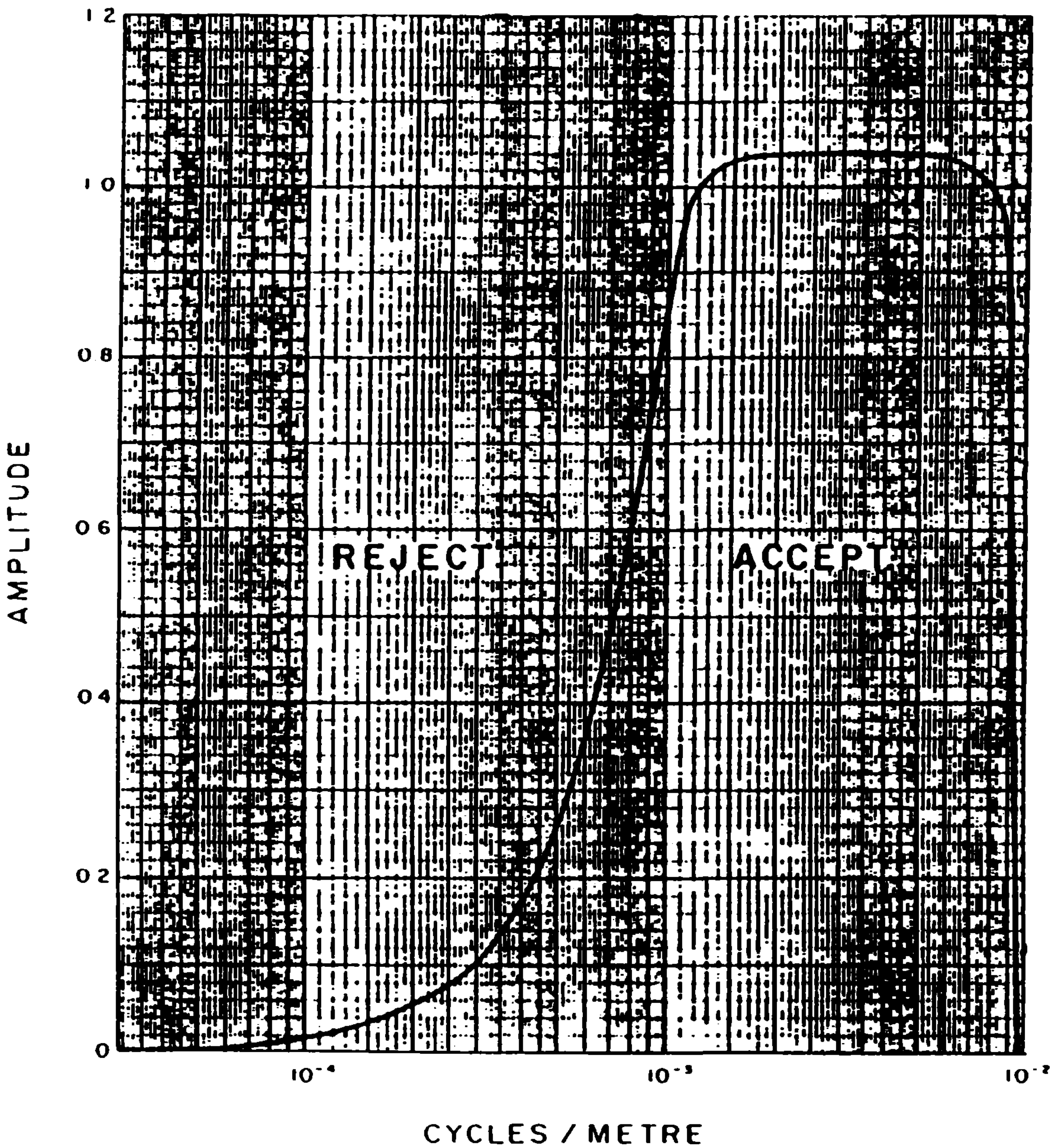

Fig. 5-3 Frequency response of VLF operator.

The Herz Industries Ltd. Totem VLF-electromagnetometer measures the total field and vertical quadrature components. Both of these components are digitally recorded in the aircraft with a sensitivity of 0.1 percent. The total field yields peaks over VLF current concentrations whereas the quadrature component tends to yield crossovers. Both appear as traces on the profile records. The total field data are filtered digitally and displayed as contours to facilitate the recognition of trends in the rock strata and the interpretation of geologic structure.

The response of the VLF total field filter operator in the frequency domain (Figure 5-3) is basically similar to that used to produce the enhanced magnetic map (Figure 5-2). The two filters are identical along the abscissa but different along the ordinant. The VLF filter removes long wavelengths such as those which reflect regional and wave transmission variations. The filter sharpens short wavelength responses such as those which reflect local geological variations.

CONCLUSIONS AND RECOMMENDATIONS

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

There are many anomalies in the survey block which are typical of massive sulphide responses. The various maps included with this report display the magnetic and conductive properties of the survey area. It is recommended that the survey results be reviewed in detail, in conjunction with all available geophysical, geological and geochemical information. Particular reference should be made to the computer generated data profiles which clearly define the characteristics of the individual anomalies.

The interpreted bedrock conductors defined by the survey should be subjected to further investigation, using appropriate surface exploration techniques. Anomalies which are currently considered to be of moderately low priority may require upgrading if follow-up results are favourable.

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

Respectfully submitted,

DIGHEM

Ruth A. Pritchard
Geophysicist

RAP/sdp

A1195DEC.94R

APPENDIX A

LIST OF PERSONNEL

The following personnel were involved in the acquisition, processing, interpretation and presentation of data, relating to a DIGHEM^{V} airborne geophysical survey carried out for Placer Dome Canada Limited, near Detour Lake, Ontario.

Chris Nind	Manager, Helicopter Geophysics
Greg Paleolog	Survey Operations Supervisor
Jordan Cronkwright	Senior Geophysical Operator
Marc Caron	Second Operator/Field Dataman
Roger Morrow	Pilot (Questral Helicopters Ltd.)
Gordon Smith	Data Processing Supervisor
Ruth Pritchard	Interpretation Geophysicist
Lyn Vanderstarren	Drafting Supervisor
Mike Armstrong	Draftsperson (CAD)
Susan Pothiah	Word Processing Operator
Albina Tonello	Secretary/Expeditor

The survey consisted of 1135 km of coverage, flown from November 6 to November 10, 1994.

All personnel are employees of Dighem, except for the pilot who is an employee of Questral Helicopters Ltd.

DIGHEM

Ruth A. Pritchard
Geophysicist

RAP/sdp

A1195DEC.94R

APPENDIX B

STATEMENT OF COST

Date: December 19, 1994

IN ACCOUNT WITH DIGHEM

To: Dighem flying of Agreement dated October 14, 1994, pertaining to an Airborne Geophysical Survey in the Detour Lake area, Ontario.

Survey Charges

1100 km of flying @ $60.00/km — $66,000.00

Allocation of Costs

- Data Acquisition	(60%)
- Data Processing	(20%)
- Interpretation, Report and Maps	(20%)

DIGHEM

Ruth A. Pritchard
Geophysicist

RAP/sdp

A1195DEC.94R

APPENDIX C

EM ANOMALY LIST

ANOMALY/ FID/INTERP		COAXIAL 926 HZ REAL PPM	COAXIAL 926 HZ QUAD PPM	COPLANAR 885 HZ REAL PPM	COPLANAR 885 HZ QUAD PPM	COPLANAR 7226 HZ REAL PPM	COPLANAR 7226 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 10010		(FLIGHT		1)										
A	851S	0	2	0	2	2	4	-	-	-	-	-	-	0
B	814S	0	3	1	4	11	12	0.4	0	1	69	704	0	0
C	807D	1	10	2	11	13	12	0.5	0	1	68	826	0	1660
D	794S	0	4	0	5	3	43	0.1	0	1	0	2772	0	0
E	781D	58	30	95	53	192	72	31.7	3	6	51	4	36	0
F	773B	10	7	16	13	37	36	11.7	29	2	79	25	52	0
G	771B	1	2	1	2	2	4	-	-	-	-	-	-	0
H	750S	0	3	0	5	19	40	0.5	0	1	15	426	0	0
LINE 10020		(FLIGHT		1)										
A	1046D	0	2	1	2	2	4	-	-	-	-	-	-	960
B	1060S	0	2	0	2	2	4	-	-	-	-	-	-	0
C	1073D	22	15	19	25	78	62	17.0	11	3	72	14	49	0
D	1076D	1	2	1	2	2	4	-	-	-	-	-	-	30
E	1082B	8	5	11	7	25	20	14.2	40	1	87	63	51	0
F	1099S	0	3	0	3	14	28	0.5	0	1	17	557	0	0
LINE 10030		(FLIGHT		1)										
A	1276S	1	3	0	3	6	31	0.9	16	1	86	922	0	0
B	1246D	14	12	15	5	7	54	11.4	19	2	95	53	59	0
C	1238D	9	4	10	5	16	10	22.0	48	1	94	247	42	0
D	1223S?	0	4	0	5	20	36	0.6	0	1	15	604	0	0
E	1204D	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10040		(FLIGHT		1)										
A	1450S	0	2	0	2	2	4	-	-	-	-	-	-	0
B	1507S?	0	2	0	2	2	4	-	-	-	-	-	-	0
C	1539D	11	10	8	11	17	42	9.5	20	1	91	63	54	0
D	1546D	12	6	16	7	31	16	21.3	33	1	82	61	47	0
E	1560S?	0	6	0	8	23	62	0.4	0	1	48	766	0	0
LINE 10050		(FLIGHT		1)										
A	2127D	15	11	29	17	49	55	12.4	23	2	85	52	51	0
B	2122D	18	7	29	17	50	32	29.7	24	3	73	19	49	0
C	2108S	0	7	0	3	33	75	0.6	0	1	15	395	0	0
LINE 10060		(FLIGHT		1)										
A	2415S	0	2	0	2	2	4	-	-	-	-	-	-	0
B	2429D	11	11	32	19	13	67	8.3	26	1	97	129	52	0
C	2435B	15	7	42	12	56	57	22.8	28	6	66	5	49	0
D	2438B	4	9	42	12	56	57	2.4	18	2	66	56	34	0

* ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS.

ANOMALY/ FID/INTERP	COAXIAL 926 HZ REAL PPM	COAXIAL 926 HZ QUAD PPM	COPLANAR 885 HZ REAL PPM	COPLANAR 885 HZ QUAD PPM	COPLANAR 7226 HZ REAL PPM	COPLANAR 7226 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 10060	(FLIGHT	1)											
E 2448S	0	8	0	14	50	71	0.4	0	1	26	645	0	0
F 2477D?	1	3	1	4	4	35	1.2	28	1	161	1017	0	50
LINE 10070	(FLIGHT	1)											
A 2683S	1	2	0	2	2	4	-	-	-	-	-	-	0
B 2673S	0	3	0	4	14	36	0.4	0	1	11	793	0	0
C 2638D?	0	1	1	2	2	1	-	-	-	-	-	-	30
D 2602S	0	6	0	8	13	73	0.4	0	1	64	817	0	0
E 2588D	12	11	4	12	40	59	8.8	21	1	75	149	32	30
F 2582B	1	2	1	2	2	4	-	-	-	-	-	-	0
G 2579B	18	5	32	9	38	37	49.0	28	2	71	39	41	0
H 2567S	1	8	1	4	28	46	0.8	0	1	14	221	0	0
I 2542D	6	5	11	6	17	45	8.6	38	2	139	45	100	50
LINE 10080	(FLIGHT	1)											
A 2816S	0	5	1	5	13	48	0.4	0	1	73	809	0	0
B 2880S?	0	2	0	2	2	4	-	-	-	-	-	-	0
C 2892S	0	4	0	5	18	33	0.4	0	1	62	811	0	0
D 2908D	14	9	5	11	15	42	15.5	27	1	79	95	40	60
E 2916B	13	9	21	14	44	2	14.1	27	3	70	20	45	0
F 2920B	10	9	21	14	44	7	10.0	28	1	55	135	17	11
G 2930S	0	5	1	8	34	20	0.4	0	1	29	578	0	0
H 2962S	1	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10090	(FLIGHT	1)											
A 3148S	0	5	0	6	12	54	0.4	0	1	73	872	0	0
B 3081S	0	3	0	6	21	42	0.4	0	1	45	749	0	0
C 3067D	9	3	4	2	3	5	30.4	40	1	68	331	16	0
D 3057D	10	10	9	12	42	27	7.8	24	1	47	181	9	15
E 3044S?	0	7	0	10	28	66	0.4	0	1	40	737	0	0
LINE 10100	(FLIGHT	1)											
A 3289S	0	2	0	2	2	4	-	-	-	-	-	-	0
B 3348D	2	4	3	5	16	8	1.8	36	1	56	751	0	190
C 3363S	0	2	0	2	2	4	-	-	-	-	-	-	0
D 3380D	7	4	4	3	16	15	14.3	42	1	71	315	19	7
E 3392D	8	6	7	7	38	34	9.9	33	1	39	370	0	0
F 3405S	0	6	0	9	32	65	0.4	0	1	39	732	0	400
G 3435S	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10110	(FLIGHT	1)											
A 3983D	1	7	1	9	23	57	0.6	0	1	49	564	0	0

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LINE 10110	(FLIGHT 1)													
B	3878D?	0	2	0	2	2	4	-	-	-	-	-	-	610
C	3859D	6	6	6	6	24	24	7.4	34	1	75	303	23	0
D	3856B?	2	4	6	6	24	2	3.1	42	1	96	88	54	0
E	3846D	9	6	6	6	38	23	13.0	32	1	55	521	0	0
F	3834S	0	9	0	10	34	94	0.4	0	1	34	695	0	0
G	3808S	1	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10120	(FLIGHT 1)													
A	4042D	3	5	5	4	10	12	3.0	31	1	43	419	0	0
B	4050B	2	4	5	10	29	44	2.6	41	1	85	239	33	30
C	4149B?	2	4	1	5	19	41	2.2	35	1	50	760	0	110
D	4152B	1	2	0	2	2	4	-	-	-	-	-	-	0
E	4160D	0	2	0	1	10	10	0.4	0	1	61	811	0	1020
F	4184B	11	7	19	11	28	18	13.0	31	2	82	42	50	0
G	4189B?	10	1	19	11	28	5	165.5	44	1	92	63	54	0
H	4199D	11	7	7	8	44	32	13.9	29	1	64	203	19	0
I	4208S?	0	5	0	7	19	68	0.4	0	1	52	758	0	0
LINE 10130	(FLIGHT 1)													
A	4476D	1	2	1	2	2	4	-	-	-	-	-	-	20
B	4469D	5	5	8	15	40	79	6.4	37	1	64	309	16	0
C	4464B?	3	1	2	1	9	21	33.9	86	1	74	358	21	0
D	4454B?	1	2	1	2	2	4	-	-	-	-	-	-	0
E	4418S	0	2	0	2	2	4	-	-	-	-	-	-	0
F	4377D	3	5	4	8	29	27	3.5	36	1	42	610	0	120
G	4376D	3	5	3	8	29	27	3.6	37	1	48	333	4	0
H	4344D	12	7	14	11	41	19	16.4	29	2	79	34	50	120
I	4339D	8	4	15	2	12	18	16.9	40	2	85	44	52	0
J	4330D	11	7	9	8	35	24	15.1	25	1	69	137	27	0
LINE 10140	(FLIGHT 1)													
A	4534D	1	2	1	2	2	4	-	-	-	-	-	-	180
B	4536D	5	12	8	13	32	42	2.9	11	2	64	57	32	0
C	4538D	5	12	9	13	32	42	2.4	9	1	73	85	35	0
D	4545B?	1	1	1	2	2	4	-	-	-	-	-	-	0
E	4555D	1	2	1	2	2	4	-	-	-	-	-	-	0
F	4568S?	1	5	0	8	31	42	0.7	5	1	74	748	0	9
G	4602S	0	5	0	7	12	66	0.4	0	1	62	808	0	0
H	4641B?	0	8	1	12	29	97	0.4	0	1	43	692	0	0
I	4647D	4	8	2	8	12	7	2.7	22	1	60	803	0	80
J	4662S	0	2	0	2	2	4	-	-	-	-	-	-	0

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LINE 10140	(FLIGHT		1)										
K 4683D	9	6	11	5	23	24	10.9	35	1	75	171	30	40
L 4689D	9	7	9	6	19	29	10.3	35	1	85	95	45	5
M 4697B	20	11	18	16	59	39	21.7	25	2	78	52	45	0
N 4700D	20	11	18	16	59	39	20.9	24	2	67	44	37	90
LINE 10150	(FLIGHT		1)										
A 4969D	4	8	5	14	44	60	2.7	22	1	47	225	7	0
B 4966D	2	7	5	14	44	60	1.6	15	1	63	179	20	0
C 4958B	1	2	1	2	2	4	-	-	-	-	-	-	0
D 4950D	4	7	6	8	25	9	3.8	29	1	55	351	7	0
E 4942B	2	7	2	9	32	54	1.5	15	1	49	564	0	0
F 4938D	1	2	0	2	2	4	-	-	-	-	-	-	0
G 4919D	4	6	6	10	34	23	3.6	26	1	100	119	54	280
H 4916D	4	6	6	10	34	67	3.1	27	1	104	560	18	0
I 4902S?	1	4	0	7	14	59	0.6	1	1	49	758	0	40
J 4881S	0	9	1	14	39	114	0.4	0	1	31	631	0	0
K 4875D	1	2	1	2	2	4	-	-	-	-	-	-	0
L 4860S	0	2	0	2	2	4	-	-	-	-	-	-	0
M 4837D	6	6	6	6	25	26	5.6	29	1	67	171	23	0
N 4833B?	2	5	14	12	47	26	2.2	25	1	62	188	18	0
O 4828D	10	7	14	12	47	30	12.6	26	2	72	43	41	0
LINE 10160	(FLIGHT		1)										
A 5038B?	3	3	5	6	23	14	4.7	52	1	87	93	46	120
B 5044B?	1	1	2	0	16	14	5.4	94	1	128	107	80	0
C 5053D	1	2	1	2	2	4	-	-	-	-	-	-	0
D 5059D	1	2	1	2	2	4	-	-	-	-	-	-	0
E 5072D	6	9	8	14	44	49	4.9	29	1	90	207	40	0
F 5095D	3	4	4	7	23	46	4.6	57	1	141	107	93	160
G 5098D	3	5	4	7	23	65	2.3	24	1	109	608	17	0
H 5102S	0	5	1	6	16	65	0.4	0	1	56	698	0	0
I 5138B?	0	2	1	2	2	4	-	-	-	-	-	-	0
J 5143D	1	2	1	2	2	4	-	-	-	-	-	-	70
K 5177B	1	2	1	2	2	4	-	-	-	-	-	-	0
L 5194D	7	7	6	8	36	41	7.2	34	1	60	192	18	0
M 5217B?	0	3	0	4	5	31	0.4	0	1	102	975	3	0
LINE 10170	(FLIGHT		1)										
A 5470B	9	4	9	3	17	3	23.3	42	2	106	48	70	490
B 5461B?	1	2	2	6	17	27	2.1	62	1	67	300	17	0
C 5455B	1	2	1	2	2	4	-	-	-	-	-	-	0

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LINE 10170	(FLIGHT 1)													
D	5440D	1	2	1	2	2	4	-	-	-	-	-	-	0
E	5432B?	1	2	0	1	2	10	2.0	45	1	132	1017	0	0
F	5421D	12	10	10	10	32	70	9.3	31	1	114	99	70	140
G	5352S	1	2	0	2	2	4	-	-	-	-	-	-	0
H	5336D	1	2	1	2	2	4	-	-	-	-	-	-	0
I	5328S?	0	2	0	2	2	4	-	-	-	-	-	-	350
LINE 10180	(FLIGHT 1)													
A	5539D	5	5	9	7	25	17	6.8	36	1	94	84	54	650
B	5544B?	1	2	5	1	18	10	2.2	73	1	110	175	59	0
C	5559B?	1	2	1	2	2	4	-	-	-	-	-	-	0
D	5566B	1	1	3	4	5	7	2.2	63	1	64	491	3	100
E	5574D	2	4	1	6	18	37	2.8	45	1	120	1017	0	0
F	5581D	0	2	0	2	2	4	-	-	-	-	-	-	100
G	5591D	9	6	9	9	28	18	12.3	36	2	85	58	50	280
H	5595D	11	10	10	2	17	50	8.9	21	2	108	61	69	0
I	5617S	1	3	0	6	11	55	0.9	14	1	73	864	0	0
J	5658S	0	2	0	2	2	4	-	-	-	-	-	-	0
K	5672S	0	2	1	4	15	16	1.0	0	1	18	329	0	0
L	5690D	1	2	1	2	2	4	-	-	-	-	-	-	0
M	5702S	0	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10190	(FLIGHT 1)													
A	6052D	11	9	14	10	31	44	10.3	27	1	75	103	36	840
B	6048D?	1	2	0	8	18	46	2.5	64	1	61	703	0	0
C	6034B	6	4	6	6	23	16	10.6	39	1	55	443	1	0
D	6029D	2	3	3	6	23	17	2.5	47	1	66	839	0	0
E	6018B	1	2	1	2	2	4	-	-	-	-	-	-	200
F	6015D	5	3	10	11	34	9	9.1	46	1	82	115	39	0
G	6013D	24	14	46	11	108	39	20.9	15	1	93	133	47	0
H	6009D	24	14	46	30	108	39	20.9	17	3	66	21	41	0
I	6006D	1	2	1	2	2	4	-	-	-	-	-	-	0
J	5988S	0	2	0	2	2	4	-	-	-	-	-	-	0
K	5939S	0	4	0	5	27	41	0.5	0	1	42	730	0	0
L	5922D	1	2	0	2	2	4	-	-	-	-	-	-	0
M	5911S	0	3	0	5	20	36	0.4	0	1	53	790	0	0
LINE 10200	(FLIGHT 1)													
A	6134D	6	4	9	4	17	24	10.1	41	1	80	237	30	700
B	6158D	9	5	15	7	22	13	15.3	34	1	76	121	34	0
C	6178D	3	1	13	7	25	1	20.8	74	1	97	158	49	0

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		COAXIAL 926 HZ		COPLANAR 885 HZ		COPLANAR 7226 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/		REAL	QUAD	REAL	QUAD	REAL	QUAD	COND	DEPTH*	COND	DEPTH	RESIS	DEPTH	
FID/INTERP		PPM	PPM	PPM	PPM	PPM	PPM	SIEMEN	M	SIEMEN	M	OHM-M	M	NT
LINE 10200		(FLIGHT	1)											
D	6182D	9	14	13	39	118	36	4.6	19	1	99	175	50	0
E	6185D	39	27	52	41	128	36	19.1	12	3	57	20	35	0
F	6188D	39	27	61	41	134	50	19.1	10	4	55	10	36	500
G	6232D	0	2	0	2	2	4	-	-	-	-	-	-	350
LINE 10201		(FLIGHT	1)											
A	6484S	0	8	0	10	36	84	0.4	0	1	38	695	0	0
B	6468B	1	5	0	4	20	46	0.7	4	1	66	832	0	0
C	6457S	0	3	0	4	19	31	0.7	0	1	17	584	0	0
LINE 10210		(FLIGHT	1)											
A	6800D	4	4	3	4	13	24	4.9	46	1	83	736	3	0
B	6779D	11	8	15	12	32	40	11.5	25	1	69	110	30	0
C	6772B?	1	2	1	2	2	4	-	-	-	-	-	-	0
D	6769B?	1	2	1	2	2	4	-	-	-	-	-	-	0
E	6765B	7	3	9	5	17	9	26.1	41	2	98	32	66	0
F	6760D	1	2	1	2	2	4	-	-	-	-	-	-	0
G	6755B	15	9	28	10	48	53	18.2	24	5	85	7	65	0
H	6715S	0	3	0	4	13	31	0.4	0	1	19	776	0	0
I	6692S	0	5	0	8	28	12	0.4	0	1	46	749	0	0
J	6676B?	0	4	0	3	12	26	0.4	0	1	76	884	0	0
K	6666S	0	4	0	6	18	32	0.4	0	1	64	839	0	0
LINE 10220		(FLIGHT	1)											
A	6866D	1	2	1	2	2	4	-	-	-	-	-	-	80
B	6891D	11	12	13	16	50	66	7.8	18	1	59	120	21	0
C	6903B?	1	2	1	2	2	4	-	-	-	-	-	-	0
D	6908D	17	9	40	16	64	6	21.1	37	4	108	11	85	400
E	6918D	8	8	9	6	20	12	7.3	30	2	119	62	79	0
F	6963S	0	5	0	7	19	57	0.4	0	1	65	811	0	0
G	6982B?	0	2	0	2	10	12	0.4	0	1	71	860	0	0
H	7006D	0	2	0	2	2	4	-	-	-	-	-	-	0
I	7021S	0	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10230		(FLIGHT	2)											
A	542S	2	5	1	7	16	54	2.0	32	1	45	642	0	100
B	521D	1	2	1	2	2	4	-	-	-	-	-	-	0
C	516B	9	10	16	20	40	70	7.4	22	1	56	58	25	0
D	510B	3	7	3	11	32	46	2.3	15	1	62	146	20	0
E	493D	1	2	1	2	2	4	-	-	-	-	-	-	0
F	491D	1	2	1	2	2	4	-	-	-	-	-	-	0

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ANOMALY/	FID/INTERP	COAXIAL 926 HZ REAL PPM	COAXIAL 926 HZ QUAD PPM	COPLANAR 885 HZ REAL PPM	COPLANAR 885 HZ QUAD PPM	COPLANAR 7226 HZ REAL PPM	COPLANAR 7226 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 10230	(FLIGHT 2)													
G	443S	0	2	0	2	2	4	-	-	-	-	-	-	0
H	414S	0	3	0	4	17	39	0.5	0	1	13	613	0	0
I	399D	1	7	0	8	18	59	1.0	10	1	45	742	0	0
J	383S	0	8	0	10	7	28	0.4	0	1	46	752	0	50
LINE 10240	(FLIGHT 2)													
A	661D	4	6	0	4	12	24	3.3	32	1	64	823	0	40
B	682D	1	2	1	2	2	4	-	-	-	-	-	-	0
C	687D	14	17	18	19	52	83	6.8	14	2	60	39	32	70
D	690D	13	17	18	19	52	83	6.6	12	1	64	90	28	0
E	698D	1	2	1	2	2	4	-	-	-	-	-	-	0
F	712D	23	16	48	36	112	42	16.7	15	3	76	15	52	270
G	715D	10	12	48	36	112	42	6.6	15	3	73	18	48	0
H	718D	10	12	31	34	91	45	6.6	19	1	104	80	63	210
I	724S?	1	2	0	2	2	4	-	-	-	-	-	-	0
J	742B?	0	2	0	3	3	13	0.8	7	1	155	1017	0	280
K	806S?	0	4	0	6	18	53	0.4	0	1	51	756	0	0
L	822S	1	6	0	8	2	56	0.8	8	1	36	715	0	0
M	838B?	0	10	0	16	33	140	0.4	0	1	29	630	0	0
LINE 10250	(FLIGHT 2)													
A	1133D	5	5	7	5	19	5	5.6	37	1	85	122	42	0
B	1123D	4	7	9	15	47	59	3.0	29	1	58	182	17	40
C	1120D	4	7	9	15	47	59	2.8	30	1	77	153	33	0
D	1110D	14	15	24	22	65	69	8.6	17	2	61	32	34	50
E	1107D	14	15	4	22	65	69	8.6	16	1	70	150	27	0
F	1101D	1	2	1	2	2	4	-	-	-	-	-	-	0
G	1089D	10	1	17	16	5	13	431.8	45	2	78	35	48	0
H	1087D	12	13	2	14	34	13	7.1	29	2	87	28	60	330
I	1085D	12	13	2	15	34	21	7.2	20	2	72	37	43	0
J	1066B	6	11	8	18	55	46	3.4	18	1	52	160	13	410
K	1010S	0	2	0	2	2	4	-	-	-	-	-	-	0
L	994S	0	4	1	6	9	17	0.4	0	1	43	675	0	0
M	980B?	1	5	0	8	21	61	0.7	5	1	57	811	0	190
LINE 10260	(FLIGHT 2)													
A	1235S	0	2	0	2	2	4	-	-	-	-	-	-	0
B	1247D	14	11	15	10	33	7	12.7	21	2	80	59	45	80
C	1257B	1	2	1	2	2	4	-	-	-	-	-	-	0
D	1271D	13	20	17	24	69	102	5.4	12	1	55	73	23	0
E	1274D	16	20	22	13	45	32	7.2	17	1	55	142	18	0

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ANOMALY/ FID/INTERP	COAXIAL 926 HZ REAL PPM	COAXIAL 926 HZ QUAD PPM	COPLANAR 885 HZ REAL PPM	COPLANAR 885 HZ QUAD PPM	COPLANAR 7226 HZ REAL PPM	COPLANAR 7226 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 10260	(FLIGHT	2)											
F 1280D	1	2	1	2	2	4	-	-	-	-	-	-	0
G 1294D	6	8	12	15	46	25	5.2	24	1	77	142	33	390
H 1301D	1	2	1	2	2	4	-	-	-	-	-	-	240
I 1318D	10	8	20	12	39	34	11.2	33	2	123	31	90	560
J 1321D	10	5	20	12	39	7	16.5	29	3	105	21	76	0
K 1334S	0	4	0	6	10	42	0.4	0	1	82	893	0	0
L 1352S	0	2	0	2	2	4	-	-	-	-	-	-	0
M 1373S	0	2	0	2	2	4	-	-	-	-	-	-	0
N 1390S?	0	2	0	2	2	4	-	-	-	-	-	-	180
O 1405D	0	6	0	6	10	55	0.4	0	1	32	679	0	0
LINE 10270	(FLIGHT	2)											
A 1701S	0	2	0	2	2	4	-	-	-	-	-	-	0
B 1684B	1	2	1	2	2	4	-	-	-	-	-	-	0
C 1678D	1	2	1	2	2	4	-	-	-	-	-	-	0
D 1666D	5	9	17	27	45	38	3.0	18	1	64	100	27	0
E 1662D	7	14	17	28	45	32	3.2	11	1	46	169	8	0
F 1628D	9	6	14	10	30	36	11.5	29	2	93	48	58	760
G 1624B?	1	2	1	2	2	4	-	-	-	-	-	-	0
H 1613S	0	2	0	2	2	4	-	-	-	-	-	-	0
I 1576S	0	2	0	2	2	4	-	-	-	-	-	-	400
J 1548D	2	9	0	11	8	27	0.9	1	1	42	745	0	0
K 1511S	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10280	(FLIGHT	2)											
A 1819D	4	13	2	15	40	59	2.0	8	1	28	671	0	1020
B 1824B	1	2	1	2	2	4	-	-	-	-	-	-	0
C 1839D	9	19	13	23	60	109	3.8	12	1	32	287	0	19
D 1878B	6	4	8	5	20	19	11.2	41	1	120	80	76	0
E 1912S	1	2	0	2	2	2	-	-	-	-	-	-	0
F 1947S?	0	6	0	8	24	62	0.4	0	1	31	667	0	0
G 1955D	0	2	0	2	2	4	-	-	-	-	-	-	0
H 1990S	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10290	(FLIGHT	2)											
A 2458S	1	2	0	2	2	4	-	-	-	-	-	-	0
B 2437D	3	8	9	13	46	25	2.0	15	1	53	277	8	80
C 2433D	7	8	9	13	46	25	6.1	28	1	32	507	0	90
D 2417S	2	11	1	15	35	120	0.9	2	1	32	688	0	10
E 2389S?	1	2	0	2	2	4	-	-	-	-	-	-	0
F 2385S	1	2	1	2	2	4	-	-	-	-	-	-	0

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	COAXIAL 926 HZ		COPLANAR 885 HZ		COPLANAR 7226 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10290	(FLIGHT		2)										
G 2348S	0	4	0	6	10	48	0.4	0	1	44	750	0	0
H 2323S	0	2	0	2	2	4	-	-	-	-	-	-	0
I 2311S	0	5	0	7	2	20	0.4	0	1	27	669	0	0
J 2300D	0	4	0	7	5	14	0.4	0	1	92	969	0	30
K 2271S	1	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10300	(FLIGHT		2)										
A 2554B?	1	5	9	10	37	41	1.1	16	1	63	183	20	16
B 2558D	10	9	9	10	36	41	10.0	28	1	43	483	0	70
C 2576S	1	6	0	9	18	63	0.4	0	1	46	656	0	10
D 2583B?	1	2	1	2	2	4	-	-	-	-	-	-	130
E 2609S	0	12	1	17	24	105	0.4	0	1	22	537	0	70
F 2650S	1	2	0	2	2	4	-	-	-	-	-	-	0
G 2669D	1	2	1	2	2	4	-	-	-	-	-	-	0
H 2683S	0	8	0	12	17	72	0.4	3	1	23	540	0	0
I 2700E	0	7	0	9	35	86	0.4	0	1	49	764	0	0
LINE 10310	(FLIGHT		2)										
A 2971D	4	8	8	12	35	48	3.3	23	1	77	761	0	0
B 2957S	2	6	1	6	20	58	1.6	11	1	61	683	0	0
C 2928S	2	9	1	13	46	43	1.0	2	1	27	535	0	0
D 2874D?	3	3	1	1	12	2	4.4	53	1	52	729	0	0
E 2852S	1	2	0	2	2	4	-	-	-	-	-	-	0
F 2842E	0	8	0	12	9	97	0.4	0	1	78	876	0	0
G 2817S	1	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10320	(FLIGHT		2)										
A 3109S	0	2	0	2	2	4	-	-	-	-	-	-	0
B 3135D	1	2	0	2	2	4	-	-	-	-	-	-	0
C 3150S	1	7	1	11	10	73	0.4	0	1	43	707	0	0
D 3182S	0	10	1	16	41	94	0.4	1	1	27	590	0	0
E 3238D	2	5	2	6	17	43	2.0	33	1	53	774	0	0
F 3264S	1	7	0	9	18	12	0.5	0	1	45	745	0	0
G 3292S	0	5	0	8	7	73	0.4	0	1	67	829	0	0
LINE 10330	(FLIGHT		2)										
A 3560D	1	2	0	2	2	4	-	-	-	-	-	-	0
B 3544S	1	5	1	8	9	70	0.4	0	1	55	703	0	0
C 3515S	0	5	0	8	19	75	0.4	0	1	50	756	0	0
D 3478S	0	2	0	2	2	4	-	-	-	-	-	-	0
E 3466D	1	2	0	2	2	4	-	-	-	-	-	-	100

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LINE 10330	(FLIGHT		2)										
F 3444S	0	7	0	8	17	38	0.4	0	1	43	743	0	0
G 3418S	1	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10340	(FLIGHT		2)										
A 3714S	1	2	1	2	2	4	-	-	-	-	-	-	0
B 3722D	1	2	1	2	2	4	-	-	-	-	-	-	150
C 3756S	1	3	0	3	7	37	0.7	9	1	81	893	0	0
D 3789S	0	4	0	3	15	25	0.6	0	1	15	447	0	0
E 3803D	0	2	0	2	2	4	-	-	-	-	-	-	110
F 3830S?	1	8	0	10	29	73	0.9	10	1	43	724	0	0
G 3856S	0	2	0	2	2	4	-	-	-	-	-	-	9
LINE 10350	(FLIGHT		2)										
A 4179D	1	2	1	2	2	4	-	-	-	-	-	-	90
B 4176D	1	2	1	1	2	4	-	-	-	-	-	-	0
C 4119S	0	2	0	2	2	4	-	-	-	-	-	-	0
D 4107S	0	3	0	5	18	34	0.6	0	1	20	322	0	0
E 4086B	4	8	0	12	32	80	2.9	21	1	54	790	0	0
F 4063S	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10360	(FLIGHT		2)										
A 4352S	0	6	0	8	17	74	0.4	0	1	51	756	0	0
B 4368D	7	5	8	4	19	11	10.3	49	1	100	264	47	0
C 4386D	1	2	1	2	2	4	-	-	-	-	-	-	240
D 4399S	1	5	0	7	12	64	0.6	8	1	61	790	0	0
E 4425S	0	2	0	2	2	4	-	-	-	-	-	-	0
F 4445S	1	5	0	6	30	48	0.4	0	1	36	683	0	0
G 4457D	1	3	0	1	3	14	1.0	27	1	59	776	0	0
H 4468D	1	6	0	4	15	38	0.5	3	1	42	717	0	0
I 4473B?	0	7	1	13	15	94	0.4	0	1	82	846	0	0
J 4495S	0	5	0	7	17	62	0.4	0	1	79	868	0	0
LINE 10370	(FLIGHT		2)										
A 4753S	1	5	0	7	17	64	0.4	0	1	49	743	0	0
B 4722S	0	4	0	5	11	49	0.4	0	1	62	820	0	0
C 4706B?	2	2	3	3	10	14	5.1	74	1	89	852	0	90
D 4690D	4	7	7	15	36	21	3.3	26	1	50	149	12	0
E 4679S	1	2	1	2	2	4	-	-	-	-	-	-	0
F 4630B	2	4	0	2	7	19	2.0	35	1	61	758	0	0
G 4617B?	1	2	0	2	2	2	-	-	-	-	-	-	0
H 4598S	0	3	0	5	13	41	0.3	0	1	16	696	0	0

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LINE 10380	(FLIGHT		2)										
A 4850S	0	1	1	2	2	4	-	-	-	-	-	-	0
B 4874S	1	3	1	5	16	45	0.4	0	1	15	519	0	0
C 4894S?	0	3	1	3	6	28	0.4	0	1	123	1017	0	0
D 4908S	1	2	1	2	2	4	-	-	-	-	-	-	0
E 4923D	6	7	8	10	34	7	5.2	38	1	69	384	19	340
F 4932S	1	2	1	2	2	4	-	-	-	-	-	-	16
G 4967S	1	2	0	2	2	4	-	-	-	-	-	-	0
H 4990D	4	8	2	6	22	46	3.2	26	1	51	522	0	0
LINE 10390	(FLIGHT		10)										
A 4682S	1	1	1	2	2	4	-	-	-	-	-	-	0
B 4716S	0	2	0	2	2	4	-	-	-	-	-	-	0
C 4739B	1	2	0	2	2	4	-	-	-	-	-	-	180
D 4765S	0	2	0	2	2	4	-	-	-	-	-	-	0
E 4793S	0	4	1	4	22	33	0.8	0	1	22	266	0	0
F 4808B	6	7	4	7	24	41	6.2	32	1	48	279	5	0
G 4871S	0	2	0	2	2	4	-	-	-	-	-	-	5
LINE 10400	(FLIGHT		10)										
A 4576S	0	4	0	6	20	50	0.4	0	1	39	664	0	0
B 4551S	0	3	1	4	13	29	0.4	0	1	16	421	0	0
C 4534B?	0	4	0	5	11	29	0.4	0	1	144	1017	0	0
D 4504D	1	2	1	2	2	4	-	-	-	-	-	-	130
E 4486S	0	2	0	2	2	4	-	-	-	-	-	-	0
F 4465S	1	3	1	4	19	22	1.0	0	1	19	259	0	0
G 4454D	6	3	3	4	12	12	16.5	53	1	62	232	17	0
H 4406S	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10410	(FLIGHT		10)										
A 4162D	1	2	1	2	2	4	-	-	-	-	-	-	0
B 4208D	1	2	1	2	2	4	-	-	-	-	-	-	40
C 4220D	1	2	1	2	2	4	-	-	-	-	-	-	120
D 4267S	1	2	0	2	2	4	-	-	-	-	-	-	0
E 4280D	7	4	2	5	17	29	18.1	46	1	51	297	7	0
F 4288B?	1	2	1	2	2	4	-	-	-	-	-	-	0
G 4295B?	1	2	0	2	2	4	-	-	-	-	-	-	270
LINE 10420	(FLIGHT		10)										
A 4029B?	0	4	1	7	4	12	0.4	0	1	67	771	0	0
B 4000S	0	2	0	2	2	4	-	-	-	-	-	-	0
C 3989D	0	2	1	1	2	4	-	-	-	-	-	-	70

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	COAXIAL 926 HZ		COPLANAR 885 HZ		COPLANAR 7226 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10420	(FLIGHT	10)											
D 3980B?	1	2	1	2	2	4	-	-	-	-	-	-	70
E 3971B?	0	2	0	1	2	12	0.4	0	1	56	803	0	0
F 3931D	10	7	7	10	29	57	12.5	32	1	38	258	0	0
G 3924B	1	6	2	7	13	12	0.5	0	1	24	496	0	0
H 3917S	1	7	1	10	7	30	0.4	0	1	37	682	0	0
I 3873S	0	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10430	(FLIGHT	10)											
A 3502S	1	4	1	5	14	38	1.1	15	1	53	681	0	0
B 3537B?	2	4	1	5	7	36	1.8	30	1	79	831	0	0
C 3606B?	0	2	0	1	2	4	-	-	-	-	-	-	110
D 3652D	10	4	9	5	15	31	29.2	41	1	53	143	14	0
E 3660B?	3	3	6	3	11	30	3.9	52	1	32	522	0	0
F 3672B?	1	9	1	12	6	93	0.4	0	1	38	679	0	0
LINE 10440	(FLIGHT	10)											
A 3432S	0	3	1	4	12	33	0.4	0	1	11	600	0	0
B 3414S	0	2	0	2	2	4	-	-	-	-	-	-	0
C 3384S	1	2	0	2	2	4	-	-	-	-	-	-	0
D 3366S	1	2	1	2	2	4	-	-	-	-	-	-	0
E 3330D	1	2	1	2	2	4	-	-	-	-	-	-	0
F 3324B?	1	4	1	3	8	11	1.0	17	1	38	658	0	0
G 3314B	11	4	9	5	16	13	33.4	40	1	62	95	26	0
H 3305S	1	7	1	9	10	25	1.0	6	1	28	537	0	0
LINE 10450	(FLIGHT	10)											
A 2979S	0	3	0	3	11	28	0.4	0	1	18	439	0	0
B 3110D	2	2	0	0	7	9	4.1	61	1	53	790	0	80
C 3118B?	2	2	0	3	9	23	2.5	56	1	45	745	0	0
D 3128B	11	1	10	2	11	27	244.2	40	1	71	69	36	0
E 3135B?	4	6	10	7	22	45	4.3	30	1	34	315	0	0
F 3156B?	1	2	0	5	9	8	1.0	22	1	162	1017	0	0
LINE 10460	(FLIGHT	10)											
A 2915S	1	2	0	2	2	4	-	-	-	-	-	-	0
B 2898S?	0	2	0	2	2	4	-	-	-	-	-	-	0
C 2831D	1	2	0	1	6	9	1.5	42	1	71	864	0	180
D 2799B	11	9	13	13	38	23	10.6	26	2	65	56	33	0
E 2796B	1	2	1	2	2	4	-	-	-	-	-	-	0
F 2789S	1	9	1	13	39	100	0.4	0	1	30	624	0	0
G 2778B?	0	2	0	3	6	19	0.4	0	1	157	1017	0	0

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	COAXIAL 926 HZ		COPLANAR 885 HZ		COPLANAR 7226 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10470	(FLIGHT	10)											
A 2476S	0	5	1	6	14	53	0.4	0	1	52	743	0	0
B 2520S	0	2	0	2	2	4	-	-	-	-	-	-	0
C 2534S	0	2	1	2	2	4	-	-	-	-	-	-	0
D 2566D	1	2	0	0	2	4	-	-	-	-	-	-	150
E 2607B	11	6	13	11	12	23	15.9	35	1	62	71	29	0
F 2612B	1	2	1	2	2	4	-	-	-	-	-	-	0
G 2636B?	0	3	0	2	2	11	0.4	0	1	187	1017	0	0
LINE 10480	(FLIGHT	10)											
A 2390S	0	2	0	2	2	4	-	-	-	-	-	-	0
B 2371S?	0	5	0	6	13	50	0.4	0	1	57	793	0	0
C 2358B?	0	2	0	2	2	4	-	-	-	-	-	-	0
D 2341S	0	2	0	2	2	4	-	-	-	-	-	-	0
E 2323B?	0	2	0	2	2	4	-	-	-	-	-	-	0
F 2269D	9	9	13	12	37	54	8.7	27	1	62	74	28	0
G 2267D	8	9	13	11	44	54	6.8	28	1	61	86	25	0
H 2256B?	0	2	0	2	2	4	-	-	-	-	-	-	580
I 2222E	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10490	(FLIGHT	4)											
A 414S	0	2	0	2	2	4	-	-	-	-	-	-	0
B 376B?	1	2	1	2	2	4	-	-	-	-	-	-	0
C 361S	0	2	0	2	2	4	-	-	-	-	-	-	50
D 284S	1	4	1	5	19	29	0.8	0	1	24	220	3	0
E 276D	9	8	13	12	49	36	8.6	31	1	62	83	27	0
F 273D	12	9	13	12	49	36	11.5	29	1	56	156	17	0
G 222S	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10500	(FLIGHT	4)											
A 493S	0	5	1	7	33	42	0.4	0	1	30	522	0	0
B 512S	1	2	1	2	2	4	-	-	-	-	-	-	0
C 523S	1	5	1	7	29	56	1.0	14	1	36	602	0	0
D 547S	0	3	1	5	18	46	0.4	0	1	54	679	0	0
E 594B?	2	1	3	2	17	2	14.9	110	1	46	356	4	0
F 597B	12	4	11	8	37	13	36.9	42	1	65	120	26	0
G 600D	12	7	11	8	38	13	16.1	35	1	72	101	34	0
H 614B?	0	6	1	9	11	29	0.4	0	1	54	772	0	0
LINE 10510	(FLIGHT	4)											
A 885S	1	7	2	11	36	41	0.8	9	1	18	389	0	0
B 855S	0	5	1	7	10	22	0.4	0	1	36	686	0	0

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ANOMALY/ FID/INTERP	COAXIAL 926 HZ REAL PPM	COAXIAL 926 HZ QUAD PPM	COPLANAR 885 HZ REAL PPM	COPLANAR 885 HZ QUAD PPM	COPLANAR 7226 HZ REAL PPM	COPLANAR 7226 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 10510 (FLIGHT 4)													
C 838B?	0	2	0	5	20	39	0.4	0	1	78	897	0	120
D 830S	0	5	0	6	22	56	0.4	0	1	45	752	0	0
E 818D	0	2	0	1	5	10	0.4	0	1	83	917	0	40
F 778B	12	5	12	9	24	8	24.2	37	1	65	146	24	0
G 774D	12	7	12	9	24	26	15.2	29	1	76	91	38	0
H 759D	0	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10520 (FLIGHT 4)													
A 979S	1	5	2	8	13	23	1.3	23	1	20	304	0	0
B 1010S	1	6	1	8	31	59	0.8	4	1	38	667	0	0
C 1025D?	0	2	0	2	2	4	-	-	-	-	-	-	230
D 1029B?	0	4	0	5	16	45	0.4	0	1	56	811	0	0
E 1044D	0	2	0	2	2	4	-	-	-	-	-	-	80
F 1049B?	0	6	0	9	15	45	0.4	0	1	43	729	0	0
G 1076S	1	3	2	5	18	16	1.0	0	1	27	176	7	0
H 1082B	21	10	21	14	26	58	24.0	27	2	71	54	39	0
I 1085D	21	11	21	14	26	58	22.8	26	2	73	43	43	0
J 1106B?	1	2	0	2	2	4	-	-	-	-	-	-	0
K 1142S	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10530 (FLIGHT 4)													
A 1381S	2	9	3	15	81	56	1.0	11	1	21	280	0	0
B 1353S	0	2	0	2	2	4	-	-	-	-	-	-	0
C 1346S	0	2	0	2	2	4	-	-	-	-	-	-	0
D 1331S?	1	2	0	2	2	4	-	-	-	-	-	-	0
E 1311D	0	3	0	2	12	51	0.4	0	1	67	842	0	0
F 1299S	0	7	1	9	28	69	0.4	0	1	39	648	0	0
G 1271B	1	2	1	2	2	4	-	-	-	-	-	-	0
H 1267B	31	12	39	18	85	2	38.5	19	4	74	10	54	0
I 1247B?	1	4	0	5	14	14	0.6	0	1	128	1017	0	0
J 1216S	0	2	0	2	2	4	-	-	-	-	-	-	14
LINE 10540 (FLIGHT 4)													
A 1465B?	1	6	1	10	10	15	1.1	8	1	28	507	0	0
B 1471S	2	5	1	9	42	53	2.2	31	1	22	430	0	0
C 1487S?	1	2	0	2	2	4	-	-	-	-	-	-	0
D 1499S	0	2	1	2	2	4	-	-	-	-	-	-	0
E 1540S	1	5	1	8	34	69	0.5	0	1	32	592	0	0
F 1547S?	1	7	1	9	13	68	0.7	3	1	42	663	0	20
G 1565S	1	8	5	4	53	78	1.0	0	1	22	164	5	0
H 1570B	28	10	36	16	83	39	42.2	22	2	69	46	38	0

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LINE 10540 (FLIGHT 4)													
I 1574D	28	11	36	16	83	31	38.6	19	4	79	9	59	0
J 1594D?	1	5	1	7	25	58	1.1	13	1	90	944	0	0
K 1620S	1	6	1	9	23	74	0.8	10	1	59	744	0	10
LINE 10550 (FLIGHT 4)													
A 1971S	1	7	2	10	19	69	0.8	9	1	22	486	0	0
B 1951S?	1	8	1	8	28	69	0.7	5	1	34	666	0	0
C 1941S	1	6	0	7	25	66	0.4	0	1	49	766	0	0
D 1930B?	0	1	0	1	9	11	0.4	0	1	116	1017	0	0
E 1926B?	0	1	0	0	2	4	-	-	-	-	-	-	0
F 1889S	1	11	1	15	3	19	0.4	1	1	22	544	0	0
G 1865S	1	4	4	6	20	64	1.0	24	1	29	534	0	0
H 1858B	12	6	32	1	70	46	18.4	31	3	86	23	58	0
I 1853D	31	8	32	13	70	19	70.0	19	4	83	12	61	0
J 1839B?	1	2	1	2	2	4	-	-	-	-	-	-	700
K 1833D	4	6	2	11	38	101	3.0	25	1	65	731	0	0
L 1802S	0	5	1	7	22	59	0.4	0	1	70	789	0	0
LINE 10560 (FLIGHT 4)													
A 2065S	1	2	0	2	2	4	-	-	-	-	-	-	0
B 2077S	0	6	1	8	24	66	0.4	0	1	38	616	0	0
C 2088S?	0	4	1	4	15	35	0.4	0	1	100	1004	0	0
D 2115S	0	5	0	7	18	61	0.4	0	1	52	786	0	0
E 2138S	1	12	2	17	69	127	0.4	0	1	21	519	0	0
F 2154S	0	7	1	9	5	71	0.4	0	1	43	707	0	90
G 2165B	1	2	1	2	2	1	-	-	-	-	-	-	0
H 2169D	34	10	37	15	84	19	57.0	15	5	72	7	54	13
I 2183B?	1	12	3	18	52	81	0.4	1	1	28	605	0	750
J 2189D	6	12	3	21	52	80	3.1	15	1	62	688	0	0
K 2218S	0	6	1	2	32	82	0.6	0	1	20	379	0	0
LINE 10570 (FLIGHT 4)													
A 2449S	1	2	1	2	2	4	-	-	-	-	-	-	0
B 2438S	2	5	1	7	16	29	1.4	18	1	40	710	0	0
C 2379S	1	13	1	18	74	127	0.5	0	1	17	527	0	0
D 2363S	1	4	0	5	24	44	0.8	11	1	51	745	0	120
E 2351B	26	3	32	4	65	16	269.8	22	2	92	41	59	0
F 2347B	26	8	32	12	65	19	48.5	14	5	74	6	56	0
G 2335S?	0	2	0	2	2	4	-	-	-	-	-	-	0
H 2328D	3	4	1	9	8	34	3.5	28	1	103	1017	0	0
I 2300S	1	5	1	6	24	16	1.0	9	1	62	760	0	0

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ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10580	(FLIGHT		4)										
A 2537S	1	9	1	13	23	39	0.4	0	1	28	570	0	0
B 2565B?	0	2	0	2	2	4	-	-	-	-	-	-	0
C 2583S	1	2	0	2	2	4	-	-	-	-	-	-	0
D 2610S	2	13	2	19	77	142	0.7	0	1	17	498	0	0
E 2629S	1	2	1	2	2	4	-	-	-	-	-	-	0
F 2638D	12	6	21	8	53	11	20.2	32	2	84	58	49	0
G 2641D	24	8	21	11	53	11	43.2	22	3	85	18	60	50
H 2654S	0	4	1	8	21	54	0.4	0	1	50	770	0	180
I 2660D	1	2	1	2	2	4	-	-	-	-	-	-	0
J 2687S	1	7	0	10	32	83	0.4	0	1	50	743	0	0
LINE 10590	(FLIGHT		5)										
A 582B?	0	2	0	1	0	15	0.4	0	1	100	1004	0	0
B 564S	0	4	1	5	22	38	0.4	0	1	39	681	0	20
C 546D	0	3	0	2	13	9	0.4	0	1	112	1017	0	0
D 529S	0	2	0	2	2	4	-	-	-	-	-	-	0
E 515S?	0	2	0	2	2	4	-	-	-	-	-	-	0
F 498S	1	14	1	20	77	35	0.4	0	1	15	512	0	0
G 476S	1	5	1	6	4	2	0.4	0	1	35	606	0	0
H 467D	1	1	1	0	2	4	-	-	-	-	-	-	0
I 462D	26	11	21	16	57	44	32.6	21	2	73	30	45	19
J 450S	0	2	0	2	2	4	-	-	-	-	-	-	0
K 410S	0	7	1	6	11	47	0.4	0	1	44	742	0	0
LINE 10600	(FLIGHT		5)										
A 665S	2	12	2	16	48	126	0.7	0	1	26	533	0	0
B 671S	1	11	1	14	54	115	0.4	0	1	24	575	0	0
C 681S	0	2	0	2	2	4	-	-	-	-	-	-	0
D 691D	2	7	2	6	24	26	1.2	8	1	111	1017	0	0
E 704S	0	4	0	6	17	37	0.4	0	1	75	853	0	0
F 717S	0	6	0	8	24	71	0.4	0	1	44	750	0	0
G 730S	1	10	2	13	50	78	0.5	0	1	21	530	0	13
H 761D	1	2	1	2	2	4	-	-	-	-	-	-	0
I 765D	24	11	21	4	60	66	25.7	23	2	76	47	44	0
J 810B?	0	7	1	10	28	41	0.4	0	1	47	718	0	13
LINE 10610	(FLIGHT		5)										
A 1044S	1	16	2	20	66	159	0.4	0	1	18	507	0	0
B 1033B?	0	6	0	6	12	57	0.4	0	1	68	804	0	0
C 1022D	1	2	0	2	2	4	-	-	-	-	-	-	410
D 991S	0	8	0	11	20	44	0.4	0	1	28	630	0	0

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LINE 10610	(FLIGHT		5)										
E 980S	0	2	0	2	2	4	-	-	-	-	-	-	17
F 965S?	0	2	1	2	2	4	-	-	-	-	-	-	0
G 958S	1	2	1	2	12	11	1.0	0	1	20	221	0	10
H 946D	1	2	1	2	2	4	-	-	-	-	-	-	0
I 941D	32	12	38	20	83	59	42.4	16	5	65	8	47	16
J 893S	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10620	(FLIGHT		5)										
A 1127S	0	5	0	6	12	58	0.4	0	1	55	783	0	0
B 1142S	0	10	1	14	32	109	0.4	0	1	28	616	0	14
C 1153S	0	5	1	7	19	42	0.4	0	1	35	627	0	0
D 1166D	2	5	1	5	21	28	1.8	22	1	126	1017	0	310
E 1182B?	0	2	0	2	2	4	-	-	-	-	-	-	0
F 1192S	1	5	1	7	24	21	0.5	0	1	40	703	0	0
G 1204B?	0	6	1	9	34	73	0.4	0	1	43	668	0	0
H 1224S	1	3	1	3	16	24	0.8	0	1	32	233	11	0
I 1236D	1	2	1	2	2	4	-	-	-	-	-	-	0
J 1240D	32	10	39	17	75	22	56.2	15	5	68	7	49	130
K 1295S	0	4	1	5	14	41	0.4	0	1	47	710	0	0
LINE 10630	(FLIGHT		5)										
A 1546S	1	4	0	5	11	42	1.4	33	1	50	754	0	0
B 1519S	1	9	1	12	39	99	0.4	0	1	25	580	0	9
C 1504D	4	6	2	5	20	34	3.1	36	1	110	1004	6	290
D 1486S	1	6	0	8	19	67	0.7	9	1	55	786	0	0
E 1478S	1	5	0	6	23	53	0.6	2	1	41	709	0	0
F 1459S?	1	2	0	3	15	48	2.1	51	1	89	938	0	0
G 1443S?	2	4	1	7	31	22	2.0	30	1	41	659	0	0
H 1438S?	0	2	1	2	2	4	-	-	-	-	-	-	0
I 1428B	1	2	1	2	2	4	-	-	-	-	-	-	0
J 1423D	31	12	31	17	73	52	35.8	20	3	73	21	48	20
K 1365S	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10640	(FLIGHT		5)										
A 1627S	1	10	2	15	61	70	0.4	0	1	14	470	0	0
B 1635S	1	11	1	15	60	116	0.4	0	1	24	585	0	0
C 1650D	3	6	2	6	20	4	3.3	35	1	143	1017	0	380
D 1666D	0	4	0	5	12	36	0.4	0	1	104	1017	0	220
E 1675S?	1	2	0	2	2	4	-	-	-	-	-	-	0
F 1684S	1	4	0	1	18	47	0.4	0	1	20	507	0	0
G 1707S	1	4	1	6	18	26	0.5	0	1	46	634	0	0

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ANOMALY/ FID/INTERP	COAXIAL 926 HZ REAL PPM	COAXIAL 926 HZ QUAD PPM	COPLANAR 885 HZ REAL PPM	COPLANAR 885 HZ QUAD PPM	COPLANAR 7226 HZ REAL PPM	COPLANAR 7226 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 10640 (FLIGHT 5)													
H 1718B	13	7	26	8	55	42	16.9	29	1	71	91	33	0
I 1720B	1	2	1	2	2	4	-	-	-	-	-	-	0
J 1723D	24	8	26	11	55	42	44.4	22	3	79	21	53	60
K 1776S	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10650 (FLIGHT 5)													
A 2142B?	2	3	2	4	8	31	0.2	0	1	14	154	0	0
B 2136S	1	13	1	6	29	128	0.5	0	1	19	498	0	0
C 2118D	1	2	0	2	2	4	-	-	-	-	-	-	310
D 2102D	0	2	0	2	2	4	-	-	-	-	-	-	0
E 2083S	1	3	0	5	17	40	0.5	0	1	24	498	0	0
F 2053S	1	2	1	2	2	4	-	-	-	-	-	-	0
G 2041D	1	2	1	2	2	4	-	-	-	-	-	-	0
H 2038D	26	7	28	12	67	27	62.8	25	2	71	39	42	0
I 2035D	26	10	28	15	67	27	39.1	23	3	75	24	49	40
J 1988S	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10660 (FLIGHT 5)													
A 2219B?	1	5	1	8	18	41	0.6	0	1	35	574	0	0
B 2232S	1	11	2	15	69	98	0.6	0	1	22	409	0	0
C 2250D	4	4	2	4	15	24	4.7	36	1	151	1017	0	310
D 2282S	0	3	0	4	15	39	0.4	0	1	18	552	0	0
E 2317D	13	2	15	4	26	13	93.6	37	1	60	196	16	0
F 2321D	23	3	28	9	52	13	203.0	24	2	78	37	47	0
G 2324D	23	6	28	9	52	38	66.7	25	2	74	26	47	13
H 2378S	0	4	1	5	19	35	0.6	0	1	22	282	1	0
LINE 10670 (FLIGHT 5)													
A 2599S	0	4	1	5	16	46	0.4	0	1	33	588	0	0
B 2582B?	0	6	1	9	41	58	0.4	0	1	48	693	0	0
C 2567D	1	2	1	2	2	4	-	-	-	-	-	-	340
D 2537S	1	4	0	5	14	39	0.4	0	1	29	620	2	0
E 2509S	1	6	1	8	9	40	1.0	15	1	35	624	0	0
F 2500D	4	2	29	4	70	30	11.7	57	1	72	105	32	0
G 2496D	1	2	1	2	2	4	-	-	-	-	-	-	0
H 2493D	30	11	39	20	82	36	40.0	18	3	71	14	49	0
I 2483S	0	4	0	5	18	37	0.4	0	1	43	745	0	0
LINE 10680 (FLIGHT 5)													
A 2683S	0	9	1	13	48	103	0.4	0	1	31	590	0	0
B 2699D	3	5	2	4	16	14	3.4	28	1	123	1004	3	0

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	COAXIAL 926 HZ		COPLANAR 885 HZ		COPLANAR 7226 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10680	(FLIGHT	5)											
C 2730S	0	5	0	6	16	52	0.4	0	1	73	876	0	0
D 2745S	0	2	0	2	2	4	-	-	-	-	-	-	0
E 2765D	9	7	47	27	121	91	11.1	33	1	63	133	23	0
F 2767D	43	21	51	32	129	91	31.4	13	2	70	25	44	0
G 2770D	43	21	51	32	129	91	31.4	16	4	61	8	43	20
H 2831S	0	2	0	2	2	4	-	-	-	-	-	-	40
LINE 10690	(FLIGHT	5)											
A 3060S	1	2	1	2	2	4	-	-	-	-	-	-	0
B 3050S	0	2	1	2	2	4	-	-	-	-	-	-	0
C 3030D	3	6	3	4	16	16	3.2	32	1	126	1017	0	160
D 2997S	0	5	0	7	19	60	0.4	0	1	63	832	0	0
E 2982S	0	2	0	2	2	4	-	-	-	-	-	-	0
F 2971S	0	6	1	8	27	62	0.4	0	1	41	686	0	0
G 2956B	1	2	1	2	2	4	-	-	-	-	-	-	0
H 2953D	45	15	51	23	104	25	54.5	12	6	65	5	49	12
I 2938S	0	7	1	9	3	3	0.4	0	1	39	641	0	270
J 2886S	1	5	1	8	19	54	0.4	0	1	39	634	0	0
LINE 10700	(FLIGHT	5)											
A 3133B?	0	4	1	3	15	27	0.4	0	1	56	736	0	0
B 3160D	4	6	3	5	12	17	3.1	30	1	108	1017	0	200
C 3190S	1	5	0	6	21	56	0.6	0	1	53	806	0	0
D 3214S	0	5	0	7	9	54	0.4	0	1	47	697	0	6
E 3225B	10	2	46	4	74	23	51.1	42	1	78	61	43	0
F 3230D	34	8	46	15	74	8	74.7	14	6	68	5	51	13
G 3248S	0	1	1	2	2	4	-	-	-	-	-	-	0
LINE 10710	(FLIGHT	5)											
A 3666S?	2	4	0	5	19	23	1.0	0	1	22	307	0	0
B 3636D	1	2	0	1	2	4	-	-	-	-	-	-	120
C 3603S	0	7	0	9	32	76	0.4	0	1	38	714	0	0
D 3572S	1	2	0	2	2	4	-	-	-	-	-	-	0
E 3557D	30	8	39	15	71	28	66.8	15	5	74	7	55	30
F 3534S	1	1	0	2	2	4	-	-	-	-	-	-	0
LINE 10720	(FLIGHT	5)											
A 3725S	2	5	1	6	35	40	1.7	23	1	29	637	0	13
B 3744S	1	3	1	4	19	29	0.7	0	1	25	270	4	0
C 3773S	0	2	0	3	9	23	0.3	0	1	16	642	0	0
D 3789S	0	6	0	7	27	66	0.4	0	1	42	733	0	0

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ANOMALY/ FID/INTERP	COAXIAL 926 HZ REAL PPM	QUAD PPM	COPLANAR 885 HZ REAL PPM	QUAD PPM	COPLANAR 7226 HZ REAL PPM	QUAD PPM	VERTICAL DIKE COND SIEMEN	DEPTH* M	HORIZONTAL SHEET COND SIEMEN	DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	DEPTH M	MAG CORR NT
LINE 10720	(FLIGHT		5)										
E 3818S	1	2	1	2	2	4	-	-	-	-	-	-	0
F 3824B	28	6	54	17	108	39	86.5	24	1	61	95	25	0
G 3828B	41	12	59	21	114	39	64.5	16	5	70	7	52	0
H 3830D	41	12	59	21	114	73	61.4	15	6	69	5	52	0
I 3875S	1	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10730	(FLIGHT		5)										
A 4115S?	2	5	1	7	32	45	1.6	20	1	36	720	0	0
B 4095S	0	4	1	6	33	38	0.4	0	1	36	608	0	0
C 4081B?	1	1	0	2	2	4	-	-	-	-	-	-	90
D 4046S	0	7	0	10	32	75	0.4	0	1	38	706	0	0
E 4015S	1	2	1	2	2	4	-	-	-	-	-	-	0
F 4006B	1	2	1	2	2	4	-	-	-	-	-	-	0
G 4002B	37	9	57	17	90	11	78.6	16	6	66	5	50	0
H 3982S	0	7	0	10	14	16	0.4	0	1	27	621	0	0
I 3951S	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10740	(FLIGHT		5)										
A 4173S	1	3	0	3	18	18	1.0	0	1	28	240	5	0
B 4192S	1	4	1	5	31	37	0.8	7	1	37	671	0	0
C 4203D	0	4	0	4	16	31	0.4	0	1	77	868	0	0
D 4220S	1	2	0	2	2	4	-	-	-	-	-	-	0
E 4235S	0	8	0	11	43	92	0.4	0	1	32	697	0	0
F 4263S	1	7	1	11	41	84	0.4	0	1	29	578	0	0
G 4272B	21	5	35	9	55	31	69.3	24	7	75	4	59	15
H 4273B	21	5	35	9	55	4	71.5	24	5	86	8	65	14
I 4291S	1	4	0	6	23	38	0.6	3	1	37	703	0	0
J 4314S	1	7	1	10	38	35	0.6	5	1	21	559	0	0
LINE 10750	(FLIGHT		5)										
A 4577S	1	4	1	6	29	40	1.2	22	1	52	722	0	1180
B 4553S	1	4	1	5	15	41	0.9	12	1	43	705	0	0
C 4544D	1	2	0	2	2	4	-	-	-	-	-	-	0
D 4526S	1	8	1	9	26	46	0.5	0	1	46	709	0	0
E 4509S	0	8	0	11	42	91	0.4	0	1	32	686	0	0
F 4477S	2	7	2	11	32	58	1.0	8	1	26	480	0	0
G 4467B	20	7	34	10	57	29	40.0	24	4	83	9	62	0
H 4464B	20	7	34	10	58	27	38.7	26	5	92	8	71	0
I 4446D	0	4	1	8	18	27	0.4	0	1	32	707	0	0
J 4420S	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10760	(FLIGHT		5)										
A 4655D	1	2	0	2	2	16	0.9	12	1	94	969	0	240

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	COAXIAL 926 HZ		COPLANAR 885 HZ		COPLANAR 7226 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10760	(FLIGHT		5)										
B 4674S	1	2	0	2	2	4	-	-	-	-	-	-	0
C 4685S	0	8	0	13	39	47	0.4	0	1	34	701	0	190
D 4714S	1	8	1	12	43	92	0.5	0	1	22	584	0	0
E 4722B	1	2	1	2	2	4	-	-	-	-	-	-	0
F 4727B	22	7	39	12	64	22	47.7	22	4	83	9	62	9
G 4737B?	0	8	0	11	39	91	0.4	0	1	41	725	0	0
H 4743B?	0	5	0	7	18	44	0.4	0	1	29	683	0	0
I 4764S	1	7	0	9	15	30	0.4	0	1	21	587	0	8
J 4783S	0	4	0	4	13	40	0.3	0	1	19	288	0	0
LINE 10770	(FLIGHT		5)										
A 5158S	0	4	0	6	22	43	0.4	0	1	43	756	0	0
B 5117S	0	2	0	2	2	4	-	-	-	-	-	-	0
C 5065S	0	9	1	13	37	107	0.4	0	1	25	572	0	0
D 5047B	25	7	41	11	69	21	51.6	22	4	86	11	64	0
E 5034S	0	7	1	9	34	37	0.4	0	1	38	677	0	0
F 5016S	1	6	1	4	19	55	0.4	0	1	13	239	0	0
G 4981S	0	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10780	(FLIGHT		5)										
A 5222S	2	5	0	5	27	36	1.5	24	1	55	713	0	0
B 5246S	0	4	0	6	1	55	0.4	0	1	48	747	0	0
C 5266D	1	6	3	9	25	62	1.0	12	1	43	738	0	70
D 5276S	0	6	0	9	12	22	0.4	0	1	55	783	0	160
E 5314B	30	11	47	17	82	25	39.6	18	2	82	34	52	0
F 5318B	30	11	47	17	82	51	40.0	18	6	71	4	55	0
G 5329S	0	2	0	2	2	4	-	-	-	-	-	-	0
H 5344S	0	6	1	10	20	88	0.4	0	1	23	568	0	0
I 5375S	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10790	(FLIGHT		5)										
A 5604S	2	7	1	9	42	58	1.2	15	1	34	537	0	0
B 5579S	0	5	0	6	19	57	0.4	0	1	60	820	0	0
C 5558B?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 5545B?	1	5	0	7	4	57	0.6	0	1	71	868	0	0
E 5514B?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 5501B	29	10	40	17	80	30	41.6	16	5	69	8	50	0
G 5478S	1	4	1	4	17	31	0.6	0	1	17	302	0	0
H 5454S	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10800	(FLIGHT		5)										
A 5671S	0	7	1	10	47	48	0.4	0	1	24	559	0	0

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. LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS. .

		COAXIAL 926 HZ		COPLANAR 885 HZ		COPLANAR 7226 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/		REAL	QUAD	REAL	QUAD	REAL	QUAD	COND	DEPTH*	COND	DEPTH	RESIS	DEPTH	
FID/INTERP		PPM	PPM	PPM	PPM	PPM	PPM	SIEMEN	M	SIEMEN	M	OHM-M	M	NT
LINE 10800		(FLIGHT		5)										
B	5698S	0	6	0	8	18	66	0.4	0	1	63	814	0	0
C	5762S	0	7	1	10	1	79	0.4	0	1	36	644	0	0
D	5768B	14	1	33	4	71	26	371.4	39	1	73	71	38	0
E	5773B	27	9	33	16	72	20	44.6	22	3	74	20	49	0
F	5796B?	0	3	0	3	14	25	0.4	0	1	45	747	0	0
G	5812S	0	5	1	7	4	47	0.4	0	1	26	597	0	0
H	5834S	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10810		(FLIGHT		5)										
A	6059S	1	7	1	9	44	53	0.6	0	1	24	583	0	0
B	6015D	3	8	5	9	8	74	2.1	11	1	61	653	0	0
C	5996S	0	4	0	6	20	53	0.4	0	1	60	808	0	0
D	5965S	1	2	1	2	2	4	-	-	-	-	-	-	0
E	5957D	1	2	1	2	2	4	-	-	-	-	-	-	0
F	5952D	22	8	28	13	52	14	35.5	27	2	75	28	48	0
G	5937S	0	3	0	3	21	22	1.0	0	1	21	347	0	0
H	5916S	0	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10820		(FLIGHT		5)										
A	6118S	1	10	2	15	70	86	0.7	0	1	21	397	0	1180
B	6158D	5	6	5	11	36	86	4.2	26	1	84	281	30	0
C	6177S	0	5	0	7	17	62	0.4	0	1	73	853	0	0
D	6193S	0	2	0	2	2	4	-	-	-	-	-	-	0
E	6213B	1	2	1	2	2	4	-	-	-	-	-	-	0
F	6216D	20	8	25	12	52	33	32.7	27	2	76	28	49	6
G	6252S	1	4	1	4	19	26	0.9	0	1	25	261	4	0
LINE 10830		(FLIGHT		5)										
A	6498S	1	9	2	14	22	36	0.7	1	1	15	469	0	0
B	6465S	0	2	0	2	2	4	-	-	-	-	-	-	9
C	6456D	9	7	12	9	36	61	10.2	36	1	75	160	32	0
D	6451S	0	2	1	2	2	4	-	-	-	-	-	-	0
E	6434S	0	2	0	2	2	4	-	-	-	-	-	-	0
F	6416S	0	2	0	2	2	4	-	-	-	-	-	-	0
G	6393B	17	6	24	9	18	5	39.9	30	3	80	20	54	0
H	6369S	0	5	0	6	20	33	0.4	0	1	40	717	0	0
I	6327S	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10840		(FLIGHT		5)										
A	6550S	0	6	1	8	35	59	0.4	1	1	54	693	0	0
B	6579S	0	4	0	5	12	52	0.4	0	1	66	839	0	0

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ANOMALY/	FID/INTERP	COAXIAL 926 HZ REAL PPM	QUAD PPM	COPLANAR 885 HZ REAL PPM	QUAD PPM	COPLANAR 7226 HZ REAL PPM	QUAD PPM	VERTICAL DIKE COND SIEMEN	DEPTH* M	HORIZONTAL SHEET COND SIEMEN	DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	DEPTH M	MAG CORR NT
LINE 10840		(FLIGHT		5)										
C	6588D	1	2	1	2	2	4	-	-	-	-	-	-	5
D	6592S	0	6	1	9	18	73	0.4	0	1	44	700	0	0
E	6625S	1	2	0	2	2	4	-	-	-	-	-	-	0
F	6645B	16	6	26	11	52	13	33.3	31	3	78	21	53	0
G	6676S	0	2	0	2	2	4	-	-	-	-	-	-	4
H	6698S	1	6	1	9	33	60	0.7	3	1	21	496	0	0
LINE 10850		(FLIGHT		5)										
A	6926S	1	5	0	5	14	37	0.4	0	1	17	488	0	0
B	6903S	0	5	0	8	19	74	0.4	0	1	50	727	0	0
C	6882S	1	7	1	10	11	82	0.5	0	1	41	655	0	0
D	6843S	1	2	1	2	2	4	-	-	-	-	-	-	0
E	6823B	14	9	20	13	59	77	16.9	31	2	74	35	46	0
F	6821B	14	6	20	13	59	77	24.6	33	2	82	32	52	8
G	6790S	0	6	0	9	23	72	0.4	0	1	30	610	0	0
H	6761S	1	4	2	6	28	41	0.8	10	1	24	425	0	0
LINE 10860		(FLIGHT		5)										
A	7033S	1	2	1	2	2	4	-	-	-	-	-	-	0
B	7047S	0	6	0	8	29	30	0.4	0	1	53	781	0	0
C	7065S	1	5	0	7	19	43	0.9	15	1	55	774	0	0
D	7072S	1	2	0	2	2	4	-	-	-	-	-	-	0
E	7084B	13	6	17	10	51	40	24.5	35	2	80	30	52	0
F	7086B	13	6	17	10	51	40	22.4	35	2	86	35	55	0
G	7110S	1	3	1	4	15	15	1.0	0	1	17	268	0	0
H	7140S	1	7	1	10	5	57	0.6	3	1	22	508	0	0
LINE 10870		(FLIGHT		6)										
A	477S	0	5	1	9	22	64	0.4	0	1	50	722	0	0
B	459S	0	2	0	2	2	4	-	-	-	-	-	-	0
C	450S	0	4	0	6	12	51	0.4	0	1	53	766	0	0
D	434S	0	2	0	2	2	4	-	-	-	-	-	-	0
E	415S	0	6	0	8	27	24	0.4	0	1	53	770	0	0
F	401S	0	2	0	2	2	4	-	-	-	-	-	-	90
G	375B	10	3	18	8	50	23	32.5	45	2	82	28	54	0
H	372B	12	3	18	7	49	8	55.2	41	1	79	60	45	0
I	348B?	1	6	1	9	21	70	0.5	0	1	30	664	0	0
J	312S	2	10	1	14	38	107	0.8	4	1	22	518	0	0
LINE 10880		(FLIGHT		6)										
A	545S	1	9	1	13	37	42	0.4	0	1	37	663	0	0

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ANOMALY/ FID/INTERP	COAXIAL 926 HZ REAL PPM	COAXIAL 926 HZ QUAD PPM	COPLANAR 885 HZ REAL PPM	COPLANAR 885 HZ QUAD PPM	COPLANAR 7226 HZ REAL PPM	COPLANAR 7226 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 10880	(FLIGHT		6)										
B 563S?	0	2	0	2	2	4	-	-	-	-	-	-	0
C 601S	0	4	0	5	17	34	0.6	0	1	18	414	0	0
D 613S	1	2	0	2	2	4	-	-	-	-	-	-	0
E 637B	15	7	23	10	58	80	22.7	30	3	80	15	57	0
F 639B	15	6	23	10	56	13	28.7	31	2	79	36	49	0
G 654S	0	2	0	2	2	4	-	-	-	-	-	-	0
H 690S	0	5	1	9	25	57	0.4	0	1	30	536	0	0
LINE 10890	(FLIGHT		6)										
A 933S	0	8	1	13	42	103	0.4	0	1	35	651	0	0
B 911S	0	6	0	10	20	85	0.4	0	1	55	783	0	0
C 900S	0	4	0	5	12	48	0.4	0	1	76	868	0	0
D 881S	0	2	0	2	2	4	-	-	-	-	-	-	0
E 873B?	0	2	0	2	2	4	-	-	-	-	-	-	0
F 869B?	0	7	0	8	28	25	0.4	0	1	47	745	0	0
G 865B?	0	2	0	2	2	4	-	-	-	-	-	-	0
H 851S	0	2	0	2	2	4	-	-	-	-	-	-	0
I 824D	1	2	1	2	2	4	-	-	-	-	-	-	0
J 820D	16	6	23	9	38	24	32.6	30	2	75	40	45	0
K 808S	1	7	1	10	31	78	0.6	3	1	26	569	0	0
LINE 10900	(FLIGHT		6)										
A 996S	0	5	0	7	7	11	0.4	0	1	68	868	0	0
B 1013S	0	4	0	7	13	61	0.4	0	1	76	876	0	0
C 1022S	1	4	0	6	17	51	0.6	0	1	62	820	0	0
D 1052S	1	5	0	6	26	22	0.5	0	1	38	720	0	0
E 1064S	0	1	0	2	2	4	-	-	-	-	-	-	0
F 1090B	1	2	1	2	2	4	-	-	-	-	-	-	0
G 1093D	13	3	18	7	29	8	61.6	39	2	78	55	45	0
H 1102B?	1	3	1	4	13	29	0.7	8	1	32	566	0	0
I 1106S	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10910	(FLIGHT		6)										
A 1399S	0	2	0	2	2	4	-	-	-	-	-	-	0
B 1374D	0	2	0	2	2	4	-	-	-	-	-	-	20
C 1360S	0	5	0	8	25	67	0.4	0	1	42	730	0	0
D 1313S	0	2	0	2	2	4	-	-	-	-	-	-	0
E 1284D	11	4	14	6	26	37	28.9	40	2	76	51	43	0
F 1280D	11	2	14	4	26	1	80.1	40	1	80	64	45	0
G 1271S	0	5	0	8	20	74	0.4	0	1	25	566	0	0
H 1242S	0	7	0	10	27	78	0.4	0	1	33	659	0	0

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	COAXIAL 926 HZ		COPLANAR 885 HZ		COPLANAR 7226 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10920	(FLIGHT	6)											
A 1494S	1	4	0	6	21	48	0.5	0	1	38	720	0	0
B 1510S	0	2	0	2	2	4	-	-	-	-	-	-	0
C 1518S	1	2	0	2	2	4	-	-	-	-	-	-	0
D 1532S	0	4	0	6	12	37	0.4	0	1	29	662	0	0
E 1554B	7	2	16	4	18	21	36.7	53	1	75	88	37	0
F 1558D	10	0	16	2	18	36	999.0	48	1	73	75	36	0
G 1587S	1	3	0	4	16	34	0.5	0	1	20	265	0	0
LINE 10930	(FLIGHT	6)											
A 1944D	2	5	4	5	21	18	1.7	29	1	79	868	0	440
B 1935S	0	2	0	2	2	4	-	-	-	-	-	-	0
C 1907S	0	6	1	8	33	69	0.4	0	1	25	596	0	0
D 1874S	0	2	1	2	2	4	-	-	-	-	-	-	0
E 1838D	10	7	21	12	55	42	12.2	30	2	69	42	39	0
F 1834D	14	7	21	12	55	42	19.4	33	1	64	66	32	0
G 1821S	0	1	0	2	2	4	-	-	-	-	-	-	0
H 1764S	0	6	1	8	24	72	0.4	0	1	32	622	0	1310
LINE 10940	(FLIGHT	6)											
A 2008B?	0	2	0	5	14	41	0.4	0	1	168	1017	0	530
B 2015S	0	4	0	6	16	52	0.4	0	1	67	830	0	0
C 2040S	0	6	1	9	3	18	0.4	0	1	30	642	0	0
D 2070S	1	5	1	8	31	49	1.0	15	1	22	565	0	0
E 2091S	0	2	1	2	2	4	-	-	-	-	-	-	0
F 2103D	9	6	19	4	44	10	12.0	31	2	76	36	46	0
G 2106D	10	7	19	9	45	32	12.5	31	2	77	55	44	0
H 2120S	1	3	1	4	20	22	1.0	0	1	21	261	0	0
I 2154S	0	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10950	(FLIGHT	10)											
A 1710B?	0	2	0	2	2	4	-	-	-	-	-	-	640
B 1751S	0	2	0	2	2	4	-	-	-	-	-	-	0
C 1787S	0	4	0	6	19	27	0.4	0	1	22	600	0	0
D 1829D	11	5	18	8	42	2	21.3	34	2	73	45	42	0
E 1834D	10	9	19	11	42	12	9.4	25	1	71	89	34	0
F 1853S	0	5	1	5	25	30	0.4	0	1	43	636	0	0
G 1907S	0	5	0	6	17	25	0.4	0	1	33	641	0	0
LINE 10960	(FLIGHT	10)											
A 1626B?	0	1	0	0	17	63	0.4	0	1	158	1017	0	0
B 1594S	0	5	0	5	11	49	0.4	0	1	51	772	0	0

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LINE 10960	(FLIGHT	10)											
C 1562S	0	3	1	6	13	38	0.5	0	1	28	636	0	170
D 1553S	0	2	0	2	2	4	-	-	-	-	-	-	0
E 1532D	13	12	22	19	66	52	8.8	23	2	65	37	37	0
F 1529D	9	13	22	19	67	51	5.3	19	1	58	112	21	0
G 1513S	1	5	1	6	20	14	0.6	0	1	39	688	0	0
H 1473S	0	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10970	(FLIGHT	10)											
A 1215S	0	5	0	8	6	68	0.4	3	1	64	790	0	0
B 1283S	0	2	0	2	2	4	-	-	-	-	-	-	0
C 1324D	12	6	17	9	49	1	18.9	32	2	66	48	35	0
D 1329D	8	9	17	16	50	64	6.2	25	1	37	332	0	0
E 1343S	1	5	0	7	27	52	0.5	0	1	34	686	0	0
F 1390S	0	4	0	6	13	52	0.4	0	1	34	711	0	0
LINE 10980	(FLIGHT	10)											
A 1142S	0	2	0	2	2	4	-	-	-	-	-	-	0
B 1127S	0	7	0	10	10	86	0.4	0	1	43	750	0	0
C 1121S?	0	2	0	2	2	4	-	-	-	-	-	-	0
D 1070S	0	4	0	8	15	32	0.4	0	1	30	685	0	0
E 1036D	9	7	12	10	25	44	9.5	35	1	64	69	31	0
F 1032D	7	6	12	9	2	26	8.7	37	1	35	422	0	0
G 1021S	1	4	1	5	26	37	0.9	0	1	13	318	0	0
H 1010S	0	4	0	5	17	42	0.5	0	1	13	319	0	0
LINE 10990	(FLIGHT	10)											
A 701S	0	2	0	2	2	4	-	-	-	-	-	-	0
B 784S	0	4	0	5	22	39	0.4	0	1	35	729	0	0
C 829B?	4	1	9	2	33	11	66.5	76	1	60	198	16	0
D 835D	10	8	9	8	35	40	9.7	26	1	44	307	1	0
E 848S?	1	6	0	5	25	46	0.7	0	1	14	430	0	0
LINE 11000	(FLIGHT	10)											
A 641S	1	4	0	6	12	55	0.7	5	1	68	856	0	0
B 619S	0	2	0	3	14	25	0.6	0	1	10	444	0	0
C 583S	0	2	0	2	2	4	-	-	-	-	-	-	0
D 571S	0	2	1	2	2	4	-	-	-	-	-	-	0
E 548S	0	5	1	7	21	30	0.4	0	1	24	594	0	0
F 527D	9	11	9	15	58	95	6.0	26	1	35	327	0	0
G 517S?	1	8	0	9	34	89	0.4	0	1	30	669	0	0
H 498S	1	2	0	2	2	4	-	-	-	-	-	-	0

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LINE 11010	(FLIGHT	9)											
A 1165S	0	3	1	6	16	42	0.4	0	1	41	720	0	60
B 1251S	1	4	1	8	4	30	1.0	24	1	17	515	0	0
C 1281S?	2	10	3	13	17	50	1.1	5	1	28	259	0	0
D 1290D	14	11	11	13	48	51	11.6	25	1	44	130	9	0
E 1304B?	3	2	1	0	8	22	10.7	66	1	49	662	0	0
LINE 11020	(FLIGHT	9)											
A 969S	0	5	1	7	16	34	0.4	0	1	20	565	0	0
B 941S	2	6	3	7	7	9	1.5	20	1	23	412	0	0
C 932D	15	8	13	9	47	41	20.9	30	1	52	109	17	0
D 922D	1	2	1	2	2	4	-	-	-	-	-	-	0
E 897S	0	4	0	7	9	60	0.5	0	1	36	717	0	0
F 868S	0	4	0	5	15	19	0.4	0	1	43	750	0	0
LINE 11030	(FLIGHT	9)											
A 618S	0	2	0	2	2	4	-	-	-	-	-	-	0
B 677S	1	2	1	4	13	27	0.5	0	1	17	201	0	0
C 724D	14	13	15	18	68	82	9.9	24	1	55	74	23	0
D 736D	1	2	1	1	2	4	-	-	-	-	-	-	0
E 795S	1	2	0	2	2	4	-	-	-	-	-	-	0
LINE 11040	(FLIGHT	9)											
A 500S?	0	2	0	2	2	4	-	-	-	-	-	-	0
B 488S	0	7	0	9	11	75	0.4	0	1	45	758	0	0
C 458S	1	2	1	3	15	24	0.7	0	1	14	276	0	0
D 433S	0	2	1	2	2	4	-	-	-	-	-	-	0
E 420S	0	2	1	2	2	4	-	-	-	-	-	-	0
F 399D	13	13	13	19	78	124	9.0	21	1	55	88	21	0
G 388B?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 11050	(FLIGHT	8)											
A 7722S	0	4	0	6	12	56	0.4	0	1	80	902	0	0
B 7740S?	0	4	0	5	12	42	0.3	0	1	17	916	0	0
C 7751S	0	10	0	14	36	121	0.4	0	1	27	647	0	40
D 7775S	0	11	0	16	64	65	0.4	0	1	22	615	0	0
E 7825S	0	2	0	2	2	4	-	-	-	-	-	-	0
F 7843S	10	8	5	12	22	73	9.6	29	1	46	197	7	0
G 7848D	10	5	6	12	1	69	18.6	37	1	67	221	21	0
H 7857D	1	2	1	2	2	4	-	-	-	-	-	-	0
I 7892S	0	5	1	8	22	65	0.4	0	1	29	644	0	0
LINE 11060	(FLIGHT	8)											
A 7667B?	0	6	1	9	21	68	0.4	0	1	92	839	0	450

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ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 11060	(FLIGHT		8)										
B 7642S	0	4	0	6	21	50	0.4	0	1	54	786	0	7
C 7636S	0	2	0	2	2	4	-	-	-	-	-	-	0
D 7622S	0	12	1	18	65	146	0.4	0	1	21	595	0	0
E 7578S	0	2	0	2	2	4	-	-	-	-	-	-	0
F 7558D	8	2	5	3	16	11	40.3	47	1	53	396	5	0
G 7549D	5	3	1	3	7	21	10.7	56	1	53	587	0	0
H 7518S	0	4	1	6	17	50	0.4	0	1	32	626	0	0
LINE 11070	(FLIGHT		8)										
A 7217S	0	6	0	9	13	74	0.4	0	1	56	767	0	0
B 7236B?	1	2	0	2	2	4	-	-	-	-	-	-	0
C 7249S	0	2	0	2	2	4	-	-	-	-	-	-	0
D 7270S	0	8	1	13	46	108	0.4	0	1	29	694	0	0
E 7319S	0	2	0	2	2	4	-	-	-	-	-	-	0
F 7330S?	0	2	1	2	2	4	-	-	-	-	-	-	0
G 7353D	8	3	5	5	18	14	33.9	48	1	51	327	6	0
H 7362D	7	6	4	7	20	35	8.9	41	1	40	367	0	0
I 7392S	1	6	1	9	21	22	0.5	3	1	31	605	0	0
J 7411S	0	2	1	2	2	4	-	-	-	-	-	-	0
LINE 11080	(FLIGHT		8)										
A 7149S	0	6	1	9	11	75	0.4	0	1	51	741	0	0
B 7134D	0	2	0	2	2	4	-	-	-	-	-	-	270
C 7109S	0	4	0	5	20	43	0.4	0	1	64	872	0	0
D 7037D	5	1	4	3	9	11	37.7	54	1	68	275	18	0
E 7029D	8	6	5	7	15	30	10.1	32	1	60	189	16	0
F 7001S	0	2	1	2	2	4	-	-	-	-	-	-	0
LINE 11090	(FLIGHT		8)										
A 6733S	0	2	0	2	2	4	-	-	-	-	-	-	0
B 6751D	1	2	0	2	2	4	-	-	-	-	-	-	0
C 6759B?	0	3	0	4	22	36	0.5	0	1	68	860	0	0
D 6777S	0	5	0	8	13	46	0.4	0	1	53	790	0	0
E 6796S?	0	2	0	2	2	4	-	-	-	-	-	-	0
F 6858D	6	2	4	2	6	14	25.7	51	1	58	224	13	0
G 6866D	5	3	3	3	14	19	11.7	50	1	50	344	4	0
H 6889S	1	5	1	7	32	28	0.7	8	1	29	563	0	0
LINE 11100	(FLIGHT		8)										
A 6671S	1	2	0	2	2	4	-	-	-	-	-	-	4420
B 6649S	0	2	0	2	2	4	-	-	-	-	-	-	0

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LINE 11100	(FLIGHT	8)											
C 6559D	7	4	6	6	20	27	15.3	43	1	58	162	17	0
D 6553D	1	2	1	2	2	4	-	-	-	-	-	-	0
E 6532S	1	4	1	6	10	10	1.3	22	1	30	552	0	0
F 6499S	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 11110	(FLIGHT	8)											
A 6145S	2	8	1	14	51	82	1.4	12	1	27	592	0	0
B 6166S	0	3	0	5	15	41	0.4	0	1	48	772	0	0
C 6175S	0	6	1	10	33	85	0.4	0	1	36	703	0	0
D 6278D	9	2	7	3	9	6	84.5	44	1	76	104	35	0
E 6284D	1	1	1	0	2	2	-	-	-	-	-	-	0
F 6307S	1	3	1	4	17	28	0.7	0	1	21	206	1	0
G 6336S	0	4	0	8	14	62	0.4	1	1	33	664	0	5
LINE 11120	(FLIGHT	8)											
A 6084S	2	4	0	9	46	50	1.8	28	1	29	667	0	4
B 6071S	0	4	0	4	11	40	0.3	0	1	16	441	0	0
C 6061S	1	5	0	7	21	58	0.7	4	1	52	786	0	0
D 6025S	0	2	0	2	2	4	-	-	-	-	-	-	0
E 5980S	1	2	1	2	2	4	-	-	-	-	-	-	0
F 5971D	8	2	6	3	7	9	70.9	47	1	95	81	55	0
G 5964D	1	2	1	2	2	4	-	-	-	-	-	-	0
H 5943S	0	3	0	4	13	23	0.6	0	1	23	215	3	0
I 5917S	2	4	0	6	11	32	1.5	26	1	32	700	0	0
LINE 11130	(FLIGHT	8)											
A 5656S	0	5	0	7	31	49	0.4	0	1	36	731	0	0
B 5721S	1	1	0	2	2	4	-	-	-	-	-	-	0
C 5753S	1	6	1	8	22	32	0.6	3	1	21	599	0	0
D 5789B	8	2	12	4	11	3	39.5	44	2	85	40	53	0
E 5846S	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 11140	(FLIGHT	8)											
A 5605S	2	5	0	7	20	49	1.4	14	1	43	768	0	0
B 5590S	1	6	0	9	34	75	0.5	0	1	35	729	0	0
C 5553S	1	2	0	2	2	4	-	-	-	-	-	-	0
D 5535S	1	5	0	7	27	17	0.5	0	1	34	697	0	0
E 5524S	2	7	1	4	42	50	1.0	0	1	14	187	0	0
F 5505D	1	2	1	2	2	4	-	-	-	-	-	-	0
G 5492B	12	2	18	4	7	41	94.5	42	3	81	17	56	40
H 5485S	1	6	3	10	35	58	0.8	9	1	32	283	0	0

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ANOMALY/ FID/INTERP	COAXIAL 926 HZ REAL PPM	COAXIAL 926 HZ QUAD PPM	COPLANAR 885 HZ REAL PPM	COPLANAR 885 HZ QUAD PPM	COPLANAR 7226 HZ REAL PPM	COPLANAR 7226 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 11140	(FLIGHT	8)											
I 5454S	1	7	1	10	32	77	0.7	8	1	23	580	0	0
LINE 11150	(FLIGHT	8)											
A 5210S	0	5	0	7	23	60	0.4	0	1	43	752	0	0
B 5251S	1	1	0	2	12	18	0.7	0	1	18	307	0	0
C 5272S	1	5	0	7	25	46	0.5	0	1	22	576	0	0
D 5313B?	10	14	35	18	93	120	5.2	20	2	54	51	25	0
E 5318B	4	12	41	19	53	70	1.9	13	3	58	14	38	17
F 5323B	23	15	41	19	25	41	17.9	21	1	32	97	2	0
G 5362S	0	2	0	2	2	4	-	-	-	-	-	-	0
H 5377S	0	4	0	6	17	53	0.4	0	1	32	688	0	0
LINE 11160	(FLIGHT	8)											
A 5126S	1	3	0	4	14	18	0.8	0	1	28	587	2	0
B 5092S	1	1	0	1	2	4	-	-	-	-	-	-	0
C 5070S	1	9	0	14	39	86	0.6	2	1	15	505	0	0
D 5032B	18	17	34	27	109	30	10.0	22	1	44	93	13	0
E 5023B	21	14	33	22	38	45	17.6	22	2	47	33	22	0
F 4971S	1	3	0	4	15	25	0.6	0	1	16	313	0	0
LINE 11170	(FLIGHT	8)											
A 4647S	0	2	0	2	2	4	-	-	-	-	-	-	0
B 4661S?	1	6	0	9	37	77	0.4	0	1	51	786	0	0
C 4682S	1	8	1	12	42	40	0.4	0	1	15	510	0	0
D 4731B	18	3	32	3	8	60	0.1	0	1	26	86	11	0
E 4736B	21	13	32	22	69	52	17.1	25	2	62	26	37	70
F 4776S	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 11180	(FLIGHT	8)											
A 4530S	0	2	0	2	2	4	-	-	-	-	-	-	50
B 4511S	0	7	1	6	39	46	0.4	0	1	28	616	0	0
C 4494S	0	7	1	9	11	61	0.4	0	1	24	589	0	0
D 4450D	12	8	6	13	53	47	12.9	30	1	67	81	32	0
E 4447B	4	6	24	11	45	47	3.3	32	3	74	22	49	0
F 4443B	18	8	24	7	50	5	27.3	25	2	71	30	44	0
G 4408S	0	4	1	6	14	29	0.4	0	1	28	605	0	0
LINE 11190	(FLIGHT	8)											
A 4186S	0	2	0	2	2	4	-	-	-	-	-	-	0
B 4204S	1	3	1	5	34	29	1.0	0	1	14	328	0	0
C 4219S	0	6	0	8	35	62	0.4	0	1	27	645	0	0

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	COAXIAL 926 HZ		COPLANAR 885 HZ		COPLANAR 7226 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 11190	(FLIGHT		8)										
D 4249S?	1	2	0	2	2	4	-	-	-	-	-	-	0
E 4267B	11	3	15	4	24	13	46.7	36	2	91	31	60	0
F 4273B	6	6	17	11	41	24	6.7	25	3	78	19	53	50
G 4300S	1	6	0	9	25	60	0.6	3	1	25	597	0	0
LINE 11200	(FLIGHT		8)										
A 4063S	0	7	0	9	32	78	0.4	0	1	31	650	0	0
B 4046S	0	7	0	9	22	82	0.4	0	1	31	652	0	0
C 4020S	0	2	0	2	2	4	-	-	-	-	-	-	0
D 4000B	1	2	1	2	2	4	-	-	-	-	-	-	0
E 3994B	13	5	15	9	33	9	27.8	31	2	81	32	51	0
F 3991B	1	2	1	2	2	4	-	-	-	-	-	-	0
G 3970S	1	5	1	6	24	4	0.9	12	1	34	633	0	5
LINE 11210	(FLIGHT		8)										
A 3738S	0	2	0	2	2	4	-	-	-	-	-	-	0
B 3748B?	1	2	0	2	2	4	-	-	-	-	-	-	0
C 3763B?	0	2	0	2	2	4	-	-	-	-	-	-	0
D 3822D	7	4	11	5	28	44	15.1	37	1	72	101	32	0
E 3828B	1	1	1	0	1	4	-	-	-	-	-	-	0
F 3835D	9	3	11	4	10	12	31.6	36	2	91	57	54	40
G 3850S	0	5	0	7	20	60	0.4	0	1	43	698	0	0
H 3876S	0	3	0	5	13	47	0.4	0	1	37	711	0	0
LINE 11220	(FLIGHT		8)										
A 3647B?	0	5	0	6	12	57	0.4	0	1	71	872	0	0
B 3630S?	0	2	0	3	20	24	1.0	0	1	17	357	0	0
C 3614S?	0	9	1	12	46	89	0.4	0	1	21	625	0	0
D 3577S?	8	6	10	8	36	68	10.3	33	1	68	71	33	0
E 3570B	1	1	1	0	1	4	-	-	-	-	-	-	0
F 3564D	9	2	9	3	8	3	46.3	47	1	89	100	48	30
G 3559D	1	2	1	0	2	4	-	-	-	-	-	-	0
H 3550S	1	4	0	6	17	51	0.6	4	1	39	687	0	0
I 3520S	1	6	0	8	6	21	0.5	0	1	37	662	0	0
LINE 11230	(FLIGHT		8)										
A 3217S?	0	2	0	2	2	4	-	-	-	-	-	-	0
B 3235S	0	7	1	11	39	87	0.4	0	1	29	623	0	0
C 3255S?	1	11	1	15	60	109	0.4	0	1	15	564	0	0
D 3293B	1	1	1	1	2	4	-	-	-	-	-	-	0
E 3300B	1	1	1	1	2	4	-	-	-	-	-	-	0

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LINE 11230		(FLIGHT		8)										
F	3308D	9	2	9	3	21	14	61.4	43	1	81	103	40	0
G	3313D	4	4	4	1	5	18	5.2	42	1	61	520	0	0
H	3340S?	0	2	0	2	2	4	-	-	-	-	-	-	5
LINE 11240		(FLIGHT		8)										
A	3116S	2	3	1	3	16	24	2.8	56	1	95	852	5	0
B	3102S	1	10	1	13	13	22	0.4	0	1	29	623	0	0
C	3086S?	0	7	0	9	37	68	0.4	0	1	32	685	0	0
D	3059S	0	2	0	2	2	4	-	-	-	-	-	-	0
E	3050B	1	2	1	2	2	4	-	-	-	-	-	-	0
F	3044B	7	1	8	2	6	10	148.0	56	2	110	32	77	0
G	3037B	9	3	9	6	16	0	29.2	36	2	91	45	56	0
H	3011S	0	6	0	8	18	36	0.4	0	1	37	675	0	0
LINE 11250		(FLIGHT		8)										
A	2772S	0	1	0	3	10	29	0.3	0	1	11	952	0	0
B	2788S	0	5	0	8	31	50	0.4	0	1	43	768	0	0
C	2806S	0	7	0	2	20	24	0.4	0	1	35	688	0	0
D	2815S	0	10	1	12	69	97	0.4	0	1	15	509	0	0
E	2824S?	0	10	0	14	48	111	0.4	0	1	23	585	0	0
F	2864B?	1	2	1	2	2	4	-	-	-	-	-	-	0
G	2870D	6	1	14	4	11	5	46.1	55	3	100	21	72	0
H	2879D	8	3	12	6	25	22	21.0	40	2	103	34	70	0
I	2884D	4	3	7	0	15	6	8.6	63	1	120	563	30	0
J	2908S	0	7	0	9	30	80	0.4	0	1	29	654	0	0
K	2919S	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 11260		(FLIGHT		8)										
A	2712B?	0	4	0	4	22	37	0.4	0	1	51	783	0	0
B	2699S	0	2	0	2	2	4	-	-	-	-	-	-	0
C	2669S	0	10	1	16	77	115	0.4	0	1	12	505	0	0
D	2620D	1	2	1	2	2	1	-	-	-	-	-	-	0
E	2614B	8	1	18	1	10	20	216.2	44	4	94	9	72	0
F	2604D	13	6	15	8	33	20	22.4	34	2	93	38	61	0
G	2600D	1	2	10	6	21	17	2.4	58	1	94	477	20	0
H	2576S	0	8	0	11	33	89	0.4	0	1	25	619	0	0
I	2550S	1	2	0	2	2	4	-	-	-	-	-	-	0
LINE 11270		(FLIGHT		8)										
A	2329S	1	3	1	5	23	7	1.1	20	1	33	646	0	0
B	2360S	0	8	0	13	36	108	0.4	0	1	33	692	0	0

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LINE 11270		(FLIGHT		8)										
C	2373S	1	6	1	9	46	70	0.4	0	1	18	585	0	0
D	2383S?	1	8	1	1	18	54	0.4	0	1	13	272	0	0
E	2430D	1	2	1	2	2	4	-	-	-	-	-	-	0
F	2435B	18	2	30	4	24	35	166.8	35	4	78	9	58	0
G	2445D	20	7	24	13	47	22	40.3	33	3	75	20	51	40
H	2450D	1	2	1	2	2	4	-	-	-	-	-	-	0
I	2461S	0	4	1	5	20	45	0.5	0	1	13	284	0	0
J	2473S	1	4	1	6	15	24	0.6	0	1	37	622	0	0
LINE 11280		(FLIGHT		8)										
A	2247S	0	2	0	2	2	4	-	-	-	-	-	-	0
B	2229S	0	5	0	7	25	55	0.4	0	1	29	690	0	0
C	2175B?	3	3	11	3	25	6	5.4	47	1	47	318	2	0
D	2169B	11	6	14	10	33	44	19.4	34	2	66	44	36	0
E	2160B	15	4	15	9	40	12	46.3	35	2	70	43	39	0
F	2147S	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 11290		(FLIGHT		8)										
A	1897S	1	5	1	8	30	64	0.4	0	1	25	641	0	0
B	1910S	1	6	1	4	16	38	0.4	0	1	13	301	0	0
C	1933S?	0	2	0	2	2	4	-	-	-	-	-	-	0
D	1942S	0	3	0	3	14	29	0.5	0	1	15	480	0	0
E	1964S	0	4	0	8	22	67	0.4	0	1	50	764	0	0
F	1988S	2	9	3	12	8	17	1.2	6	1	28	549	0	0
G	1997D	7	4	4	5	7	7	18.1	47	1	44	172	6	0
H	2007D	13	7	13	11	19	58	18.3	34	1	47	84	15	40
I	2020S	1	2	0	2	2	4	-	-	-	-	-	-	0
J	2046S	0	3	1	5	8	36	0.2	0	1	14	454	0	0
LINE 11300		(FLIGHT		8)										
A	1713S	0	9	1	12	44	61	0.4	0	1	23	587	0	0
B	1687S	0	3	1	4	18	33	0.6	0	1	13	297	0	0
C	1656S	0	3	0	3	14	25	0.6	0	1	15	542	0	0
D	1634S	0	5	0	8	11	66	0.4	0	1	57	790	0	0
E	1617B?	0	10	1	14	2	92	0.4	0	1	40	727	0	250
F	1604D	7	7	6	9	34	101	6.5	34	1	31	208	0	0
G	1595D	15	10	13	14	66	52	14.2	29	1	42	91	11	0
LINE 11310		(FLIGHT		8)										
A	1322S	0	6	0	9	18	20	0.4	0	1	25	659	0	0
B	1350S	1	2	0	2	2	4	-	-	-	-	-	-	0

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LINE 11310	(FLIGHT	8)											
C 1381S?	0	2	0	2	2	4	-	-	-	-	-	-	0
D 1406S	0	2	0	2	2	4	-	-	-	-	-	-	0
E 1427B?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 1435D	7	6	8	8	11	67	8.2	41	1	32	178	0	0
G 1445D	14	15	13	24	93	25	7.8	20	1	41	112	8	20
LINE 11320	(FLIGHT	8)											
A 1274S	0	6	0	8	27	66	0.4	2	1	41	701	0	0
B 1248S	0	2	0	2	2	4	-	-	-	-	-	-	0
C 1199S	1	2	0	2	2	4	-	-	-	-	-	-	5
D 1178B?	3	9	11	16	17	77	1.7	12	1	34	286	0	0
E 1173D	10	7	10	10	39	33	11.3	33	1	40	157	4	0
F 1162D	11	8	10	13	55	65	12.2	28	1	52	145	14	0
G 1128S	0	2	1	2	2	4	-	-	-	-	-	-	9
LINE 11330	(FLIGHT	8)											
A 915S	0	6	0	9	12	47	0.4	0	1	25	643	0	0
B 937S	0	2	0	2	2	4	-	-	-	-	-	-	0
C 952S	0	2	0	2	2	4	-	-	-	-	-	-	0
D 997B	2	7	5	13	2	14	1.6	16	1	38	470	0	0
E 1003D	6	10	4	14	50	100	3.5	26	1	34	300	0	0
F 1016D	11	8	6	10	37	59	12.7	32	1	47	240	6	0
LINE 11340	(FLIGHT	8)											
A 818S	0	6	0	10	38	65	0.4	0	1	20	568	0	0
B 784S	1	3	0	4	15	39	0.4	0	1	17	591	0	0
C 760S	0	6	0	8	9	70	0.4	0	1	45	730	0	0
D 741B?	2	5	3	7	30	41	1.6	28	1	43	556	0	0
E 737D	7	5	4	6	30	40	12.1	42	1	41	466	0	0
F 724D	7	9	5	7	27	67	5.6	28	1	40	522	0	0
LINE 11350	(FLIGHT	8)											
A 486S?	0	2	0	3	21	29	0.9	0	1	10	361	0	0
B 521S	0	3	0	4	17	28	0.7	0	1	15	455	0	0
C 551S	1	3	0	3	18	19	1.0	0	1	16	341	0	0
D 574D	7	4	3	4	21	12	13.4	41	1	59	672	0	4
E 588B	1	2	1	2	2	4	-	-	-	-	-	-	0
F 625S	0	2	0	2	2	4	-	-	-	-	-	-	16
LINE 11360	(FLIGHT	8)											
A 373S?	0	3	0	3	11	27	0.4	0	1	14	560	0	0

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LINE 11360	(FLIGHT		8)										
B 363S	0	4	0	6	16	43	0.4	0	1	47	768	0	0
C 335S	1	2	0	4	19	30	0.7	0	1	17	285	0	60
D 316D	6	3	2	3	16	18	11.5	42	1	51	726	0	0
E 302S?	1	2	0	2	2	4	-	-	-	-	-	-	0
F 271S	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 11370	(FLIGHT		7)										
A 6457S	1	2	0	2	2	4	-	-	-	-	-	-	0
B 6488S	0	4	0	6	14	55	0.4	0	1	37	710	0	0
C 6516S	0	4	0	6	25	41	0.4	0	1	45	760	0	0
D 6543S	1	2	0	2	2	4	-	-	-	-	-	-	0
E 6567D	5	4	3	3	13	16	9.2	43	1	38	676	0	0
F 6581S	1	5	0	6	7	7	0.9	12	1	49	772	0	0
G 6613S	1	5	0	6	18	31	0.7	3	1	34	709	0	0
LINE 11380	(FLIGHT		7)										
A 6407S	0	2	0	2	2	4	-	-	-	-	-	-	0
B 6387S	0	3	0	6	17	42	0.6	0	1	46	768	0	0
C 6361S	0	4	0	7	27	48	0.4	0	1	41	749	0	0
D 6333S	1	3	0	5	22	36	0.8	0	1	19	299	0	80
E 6314D	5	5	2	7	24	50	6.6	35	1	43	522	0	0
F 6284B?	1	2	0	2	2	4	-	-	-	-	-	-	0
G 6270S	1	4	0	6	12	57	0.8	15	1	33	679	0	0
LINE 11390	(FLIGHT		7)										
A 6077S	0	2	0	2	2	4	-	-	-	-	-	-	0
B 6096S	1	4	0	6	28	47	0.6	0	1	25	692	0	0
C 6108S	0	3	0	6	19	32	0.4	0	1	34	711	0	0
D 6141S	1	4	0	5	7	41	1.3	22	1	52	798	0	0
E 6164D	1	2	1	2	2	4	-	-	-	-	-	-	0
F 6182S	1	2	1	2	2	4	-	-	-	-	-	-	0
G 6200S	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 11400	(FLIGHT		7)										
A 6006S	0	5	0	2	25	60	0.6	0	1	12	501	0	0
B 5978S	0	8	1	10	57	78	0.4	0	1	17	576	0	0
C 5937S	1	2	0	2	2	4	-	-	-	-	-	-	0
D 5912D	1	2	1	1	2	4	-	-	-	-	-	-	0
E 5893S	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 11410	(FLIGHT		7)										
A 5649S	0	6	0	9	25	38	0.4	0	1	34	709	0	0

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. OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT .
. LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS. .

	COAXIAL 926 HZ		COPLANAR 885 HZ		COPLANAR 7226 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 11410	(FLIGHT		7)										
B 5669S	0	6	1	9	41	55	0.4	0	1	14	561	0	0
C 5693B?	0	2	0	2	2	4	-	-	-	-	-	-	0
D 5707B?	0	2	0	2	2	4	-	-	-	-	-	-	0
E 5741S	1	2	0	2	2	4	-	-	-	-	-	-	0
F 5756D?	1	2	1	2	2	4	-	-	-	-	-	-	0
G 5771S	1	4	1	6	15	36	0.9	17	1	26	594	0	0
LINE 11420	(FLIGHT		7)										
A 5564S	1	5	1	9	47	23	0.6	2	1	13	550	0	0
B 5531S?	0	6	0	8	28	68	0.4	0	1	48	768	0	0
C 5514S	0	5	0	6	14	54	0.4	0	1	43	738	0	0
D 5490D	5	6	4	5	6	20	5.7	33	1	42	542	0	0
E 5445S	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 11430	(FLIGHT		7)										
A 5247S	0	8	1	11	58	71	0.4	0	1	13	529	0	0
B 5286S	0	6	0	10	34	70	0.4	0	1	33	707	0	0
C 5335D	1	2	1	2	2	4	-	-	-	-	-	-	0
D 5380S	1	3	0	5	16	38	0.5	0	1	17	245	0	0
LINE 11440	(FLIGHT		7)										
A 5098S	0	10	2	15	64	93	0.4	0	1	10	487	0	70
B 5060S	0	7	0	11	42	81	0.4	0	1	27	669	0	0
C 5024B?	2	7	1	9	30	57	1.3	10	1	30	567	0	70
D 5017B	1	2	1	2	0	4	-	-	-	-	-	-	0
E 4987S	0	5	0	6	24	53	0.4	0	1	27	636	0	0
LINE 11450	(FLIGHT		7)										
A 4635S?	1	1	0	1	6	21	4.4	76	1	109	1017	0	140
B 4653S	1	5	0	9	16	34	0.5	0	1	32	683	0	0
C 4711S	1	6	0	8	31	4	0.5	0	1	32	709	0	0
D 4755D	4	3	3	7	1	24	7.2	50	1	30	394	0	0
E 4760B	1	2	1	2	2	4	-	-	-	-	-	-	0
F 4785B?	2	3	0	2	21	35	2.1	46	1	35	668	0	0
G 4807S	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 11460	(FLIGHT		7)										
A 4580S	1	4	0	6	15	47	0.9	20	1	31	683	0	0
B 4528S	1	4	0	6	20	49	0.9	13	1	42	749	0	110
C 4493D	1	2	1	2	2	4	-	-	-	-	-	-	0
D 4472S	2	4	1	6	10	27	1.9	26	1	27	565	0	0

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	COAXIAL 926 HZ		COPLANAR 885 HZ		COPLANAR 7226 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 11460	(FLIGHT		7)										
E 4449S	0	2	0	2	2	4	-	-	-	-	-	-	12
LINE 11470	(FLIGHT		7)										
A 4227S	1	5	0	6	23	56	0.4	0	1	33	700	0	0
B 4260S	0	2	0	2	2	4	-	-	-	-	-	-	0
C 4281S	1	5	0	7	33	27	1.2	17	1	39	733	0	0
D 4291S	1	2	0	2	2	4	-	-	-	-	-	-	0
E 4331B?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 4335B?	1	2	1	2	2	4	-	-	-	-	-	-	0
G 4350S	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 11480	(FLIGHT		7)										
A 4163S	1	6	0	8	5	37	1.0	9	1	53	753	0	0
B 4138S	0	6	0	8	14	34	0.4	0	1	37	710	0	0
C 4122S	0	5	0	7	32	59	0.4	0	1	39	725	0	0
D 4078B	3	3	1	3	11	5	5.3	45	1	33	381	0	9
E 4073B	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 11490	(FLIGHT		7)										
A 3811B?	0	5	0	6	22	55	0.4	0	1	68	853	0	0
B 3830S	0	8	0	11	29	94	0.4	0	1	43	742	0	0
C 3841S	0	2	0	2	2	4	-	-	-	-	-	-	0
D 3911D	3	7	2	9	19	43	2.6	23	1	25	422	0	0
E 3919D	1	2	1	2	2	4	-	-	-	-	-	-	0
F 3956S	2	8	1	11	26	102	1.4	13	1	32	626	0	0
LINE 11500	(FLIGHT		7)										
A 3706S	0	2	0	2	2	4	-	-	-	-	-	-	0
B 3644B	1	2	1	2	2	4	-	-	-	-	-	-	0
C 3637B	2	6	1	8	20	3	2.0	11	1	46	591	0	0
D 3605S	1	6	1	8	15	74	0.8	7	1	48	678	0	0
LINE 11510	(FLIGHT		7)										
A 3393S	0	6	1	10	8	62	0.4	0	1	32	666	0	0
B 3429S	0	3	0	4	14	35	0.4	0	1	11	495	0	180
C 3462B?	1	7	3	10	41	66	0.9	9	1	31	298	0	0
D 3468B	1	2	1	2	2	4	-	-	-	-	-	-	0
E 3475B?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 11520	(FLIGHT		7)										
A 3176S	0	4	1	6	20	24	0.4	0	1	35	685	0	0

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ANOMALY/ FID/INTERP	COAXIAL 926 HZ REAL PPM	COAXIAL 926 HZ QUAD PPM	COPLANAR 885 HZ REAL PPM	COPLANAR 885 HZ QUAD PPM	COPLANAR 7226 HZ REAL PPM	COPLANAR 7226 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 11520	(FLIGHT		7)										
B 3147S	0	4	0	5	21	42	0.4	0	1	40	738	0	120
C 3117B?	1	7	4	9	20	56	0.6	0	1	24	326	0	0
D 3112D	6	6	4	11	22	53	6.1	32	1	27	403	0	0
E 3104B?	2	6	1	6	5	12	1.8	15	1	51	569	0	0
LINE 11530	(FLIGHT		7)										
A 2870S	0	4	0	7	26	52	0.4	0	1	50	768	0	0
B 2902S	0	4	0	6	24	46	0.4	0	1	37	713	0	160
C 2927S	0	6	0	9	4	63	0.4	0	1	26	627	0	0
D 2939D	9	9	6	11	24	42	8.4	28	1	35	296	0	0
E 2949D?	1	1	1	1	8	0	3.6	92	1	52	628	0	0
F 2999S?	1	11	1	15	27	49	0.4	0	1	25	572	0	0
LINE 11540	(FLIGHT		7)										
A 2772S	1	3	0	4	17	26	0.7	0	1	14	384	0	0
B 2754S	0	2	0	2	2	4	-	-	-	-	-	-	0
C 2729S	0	6	0	3	27	60	0.6	0	1	14	415	0	0
D 2701S	1	2	1	2	2	4	-	-	-	-	-	-	0
E 2692D	10	9	6	10	34	47	8.6	26	1	49	249	7	0
F 2683D	1	2	1	2	2	4	-	-	-	-	-	-	0
G 2664S	1	2	0	2	2	4	-	-	-	-	-	-	20
H 2635B?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 11550	(FLIGHT		7)										
A 2485S	0	7	0	10	28	56	0.4	0	1	40	733	0	0
B 2510B?	1	8	0	11	33	84	0.5	0	1	36	711	0	40
C 2516B?	0	2	1	2	2	4	-	-	-	-	-	-	0
D 2526D	6	4	4	5	20	28	11.3	38	1	51	230	7	0
E 2557B?	1	5	1	7	2	11	0.8	13	1	39	696	0	0
F 2560B?	1	5	0	7	2	53	0.4	0	1	49	758	0	0
G 2587B	5	11	4	15	47	25	2.8	16	1	24	472	0	20
LINE 11560	(FLIGHT		7)										
A 2358S	0	5	0	6	18	47	0.4	0	1	58	814	0	0
B 2326S	0	4	0	5	27	35	0.4	0	1	43	756	0	0
C 2299B?	0	2	0	2	2	4	-	-	-	-	-	-	30
D 2285D	1	2	1	1	2	4	-	-	-	-	-	-	0
E 2258D	1	2	0	2	2	4	-	-	-	-	-	-	0
F 2226S?	2	10	1	12	40	64	1.3	4	1	28	577	0	0
LINE 11570	(FLIGHT		7)										
A 2036S	0	5	0	7	5.	54	0.4	0	1	47	781	0	0

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ANOMALY/ FID/INTERP	COAXIAL 926 HZ REAL PPM	COAXIAL 926 HZ QUAD PPM	COPLANAR 885 HZ REAL PPM	COPLANAR 885 HZ QUAD PPM	COPLANAR 7226 HZ REAL PPM	COPLANAR 7226 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 11570	(FLIGHT		7)										
B 2070S	0	9	0	12	12	98	0.4	0	1	26	643	0	0
C 2112S?	1	4	1	6	18	12	0.9	9	1	40	701	0	0
D 2156S	0	3	0	5	17	38	0.5	0	1	9	468	0	0
E 2182S	1	6	1	7	4	5	1.1	13	1	31	634	0	15
LINE 11580	(FLIGHT		7)										
A 1944S	0	4	0	6	23	45	0.4	0	1	50	776	0	0
B 1914S	0	10	0	15	53	79	0.4	0	1	21	600	0	0
C 1871B?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 1861B?	0	3	1	3	4	37	0.4	0	1	47	696	0	0
E 1835S	0	6	1	9	21	30	0.4	0	1	31	639	0	0
LINE 11590	(FLIGHT		7)										
A 1494S	1	2	1	2	2	4	-	-	-	-	-	-	0
B 1531S	1	10	0	16	24	56	0.4	0	1	19	583	0	0
C 1563S?	1	2	0	2	2	4	-	-	-	-	-	-	40
D 1576D	1	2	0	2	2	4	-	-	-	-	-	-	0
E 1586S?	0	2	0	2	2	4	-	-	-	-	-	-	0
F 1595S?	1	2	0	2	2	4	-	-	-	-	-	-	0
G 1619S	1	6	1	8	24	67	0.4	0	1	34	669	0	0
H 1645S	1	2	1	2	2	4	-	-	-	-	-	-	19
LINE 11600	(FLIGHT		7)										
A 1417S	0	5	1	6	18	27	0.4	0	1	27	653	0	50
B 1378S	0	9	0	14	51	101	0.4	0	1	25	625	0	0
C 1338D	6	4	2	7	18	47	10.1	40	1	50	522	0	0
D 1330B?	2	4	1	10	20	76	2.8	41	1	27	561	0	0
E 1323S	1	5	1	8	3	62	0.7	5	1	29	624	0	0
LINE 11610	(FLIGHT		7)										
A 1066S	2	7	1	11	36	48	1.1	8	1	13	508	0	0
B 1115S	0	9	0	13	50	102	0.4	0	1	28	669	0	50
C 1156D	9	11	6	14	11	46	6.1	22	1	33	325	0	10
D 1164B	1	2	1	2	2	4	-	-	-	-	-	-	0
E 1176S?	2	7	1	10	24	51	1.2	12	1	28	622	0	0
LINE 11620	(FLIGHT		7)										
A 958S	2	13	1	3	33	130	0.4	0	1	10	136	0	0
B 919S	0	9	0	12	49	91	0.4	0	1	26	671	0	0
C 907S	0	2	0	2	2	4	-	-	-	-	-	-	0
D 880D	21	16	15	24	79	67	13.9	23	1	44	100	12	0

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LINE	11620	(FLIGHT		7)										
E	873D	8	10	9	11	38	61	6.0	29	1	36	197	1	0
F	863B?	1	8	1	12	26	103	0.4	0	1	25	583	0	0
LINE	11630	(FLIGHT		7)										
A	618S	0	6	1	7	12	33	0.4	0	1	8	431	0	0
B	656S	0	7	0	10	31	76	0.4	0	1	32	705	0	0
C	703D	11	6	12	6	7	11	18.7	32	1	53	172	12	0
D	711D	9	9	11	13	47	43	7.6	23	1	53	106	17	0
E	724S	1	7	0	8	13	42	0.4	0	1	33	667	0	0
LINE	11640	(FLIGHT		7)										
A	526S	1	4	1	12	17	29	1.6	32	1	8	470	0	0
B	496S	1	2	0	2	2	4	-	-	-	-	-	-	0
C	476S	1	2	0	2	2	4	-	-	-	-	-	-	0
D	453D	10	5	12	7	13	42	17.7	38	1	58	147	19	0
E	447D	6	12	19	20	67	64	3.1	15	1	48	71	17	0
F	444D	13	11	19	20	67	64	10.6	24	1	59	73	25	0

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Ministry of Northern Development and Mines

Ontario

Report of Work Conducted After Recording Claim

Mining Act

Transaction Number: W9560.00156

2.15942

Instructions:
- Please type or print and submit in duplicate.
- Refer to the Mining Act and Regulations for requ... Recorder.
- A separate copy of this form must be completed...
- Technical reports and maps must accompany th...
- A sketch, showing the claims the work is assign...

32E13NE0008 2.15942 LOWER DETOUR LAKE

900

Recorded Holder(s): PLACER DOME CANADA LIMITED		Client No.: 300210
Address: P.O.BOX 350; Suite 2422; ROYAL TRUST TOWER; T.D.Centre M5K 1N3		Telephone No.: 416 363 4962
Mining Division: Porcupine	Township/Area: Lower Detour Lake	M or G Plan No.: G 1647
Dates Work Performed From: November 2, 1994	To: December 1, 1994	

Work Performed (Check One Work Group Only)

Work Group	Type
Geotechnical Survey	DIGHEM V Survey - Airborne
Physical Work, Including Drilling	
Rehabilitation	
Other Authorized Work	
Assays	
Assignment from Reserve	

RECEIVED APR 7 1995 MINING LANDS BRANCH

Total Assessment Work Claimed on the Attached Statement of Costs $ 61,125.00

Note: The Minister may reject for assessment work credit all or part of the assessment work submitted if the recorded holder cannot verify expenditures claimed in the statement of costs within 30 days of a request for verification.

Persons and Survey Company Who Performed the Work (Give Name and Address of Author of Report)

Name	Address
Dighem A Division of CGG	Mississauga, Ontari

(attach a schedule if necessary)

Certification of Beneficial Interest * See Note No. 1 on reverse side

I certify that at the time the work was performed, the claims covered in this work report were recorded in the current holder's name or held under a beneficial interest by the current recorded holder.	Date	Recorded Holder or Agent (Signature)
	Feb 14/1995	M.L.Vcislo; Land Manager

Certification of Work Report

I certify that I have a personal knowledge of the facts set forth in this Work report, having performed the work or witnessed same during and/or after its completion and annexed report is true.

Name and Address of Person Certifying		
Paul Burchell; P.O.BOX 960; 823 Birch Street s. Timmins Ontario P4N 7H1		
Telephone No.: 705 267 5400	Date: February 16/1995	Certified By (Signature): Burchell

For Office Use Only

Total Value Cr. Recorded	Date Recorded	Mining Recorder	Received Stamp
$61,125-	Deemed Approval Date: MAY 18 1995	Date Approved	RECEIVED FEB 17 1995 TB 4:15 PORCUPINE MINING DIVISION
	Date Notice for Amendments Sent		

0241 (03/91)

Ministry of Northern Development and Mines
Ontario
Ministère du Développement du Nord et des mines

Statement of Costs for Assessment Credit

État des coûts aux fins du crédit d'évaluation

Mining Act/Loi sur les mines

Transaction No./N° de transaction: W9560.00156

2.15942

Personal information collected on this form is obtained under the authority of the Mining Act. This information will be used to maintain a record and ongoing status of the mining claim(s). Questions about this collection should be directed to the Provincial Manager, Minings Lands, Ministry of Northern Development and Mines, 4th Floor, 159 Cedar Street, Sudbury, Ontario P3E 6A5, telephone (705) 670-7264.

Les renseignements personnels contenus dans la présente formule sont recueillis en vertu de la Loi sur les mines et serviront à tenir à jour un registre des concessions minières. Adresser toute quesiton sur la collece de ces renseignements au chef provincial des terrains miniers, ministère du Développement du Nord et des Mines, 159, rue Cedar, 4e étage, Sudbury (Ontario) P3E 6A5, téléphone (705) 670-7264.

1. Direct Costs/Coûts directs

Type	Description	Amount Montant	Totals Total global
Wages Salaires	Labour Main-d'oeuvre	1,725.	
	Field Supervision Supervision sur le terrain		$1,725.00
Contractor's and Consultant's Fees Droits de l'entrepreneur et de l'expert-conseil	Type Dighem I Power		
		$9,400.00	
			$59,400.
Supplies Used Fournitures utilisées	Type		
Equipment Rental Location de matériel	Type		
		Total Direct Costs Total des coûts directs	$61,125.00

2. Indirect Costs/Coûts indirects

** **Note:** When claiming Rehabilitation work Indirect costs are not allowable as assessment work.
Pour le remboursement des travaux de réhabilitation, les coûts indirects ne sont pas admissibles en tant que travaux d'évaluation.

Type	Description	Amount Montant	Totals Total global
Transportation Transport	Type		
Food and Lodging Nourriture et hébergement			
Mobilization and Demobilization Mobilisation et démobilisation			
		Sub Total of Indirect Costs Total partiel des coûts indirects	
		Amount Allowable (not greater than 20% of Direct Costs) Montant admissible (n'excédant pas 20 % des coûts directs)	
		Total Value of Assessment Credit (Total of Direct and Allowable Indirect costs) Valeur totale du crédit d'évaluation (Total des coûts directs et indirects admissibles)	$61,125.00

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Note: The recorded holder will be required to verify expenditures claimed in this statement of costs within 30 days of a request for verification. If verification is not made, the Minister may reject for assessment work all or part of the assessment work submitted.

Note : Le titulaire enregistré sera tenu de vérifier les dépenses demandées dans le présent état des coûts dans les 30 jours suivant une demande à cet effet. Si la vérification n'est pas effectuée, le ministre peut rejeter tout ou une partie des travaux d'évaluation présentés.

Filing Discounts

1. Work filed within two years of completion is claimed at 100% of the above Total Value of Assessment Credit.
2. Work filed three, four or five years after completion is claimed at 50% of the above Total Value of Assessment Credit. See calculations below:

Total Value of Assessment Credit		Total Assessment Claimed
	× 0.50 =	

Remises pour dépôt

1. Les travaux déposés dans les deux ans suivant leur achèvement sont remboursés à 100 % de la valeur totale susmentionnée du crédit d'évaluation.
2. Les travaux déposés trois, quatre ou cinq ans après leur achèvement sont remboursés à 50 % de la valeur totale du crédit d'évaluation susmentionné. Voir les calculs ci-dessous.

Valeur totale du crédit d'évaluation		Évaluation totale demandée
	× 0.50 =	

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Certification Verifying Statement of Costs

I hereby certify:
that the amounts shown are as accurate as possible and these costs were incurred while conducting assessment work on the lands shown on the accompanying Report of Work form.

that as LAND MANAGER (Recorded Holder, Agent, Position in Company) I am authorized

to make this certification

Attestation de l'état des coûts

J'atteste par la présente :
que les montants indiqués sont le plus exact possible et que ces dépenses ont été engagées pour effectuer les travaux d'évaluation sur les terrains indiqués dans la formule de rapport de travail ci-joint.

Et qu'à titre de ________ je suis autorisé (titulaire enregistré, représentant, poste occupé dans la compagnie)

à faire cette attestation.

Signature	Date
[signature] M.L.Vcislo; Land Manager	Feb 14/1995

0212 (04/91)

Nota : Dans cette formule, lorsqu'il désigne des personnes, le masculin est utilisé au sens neutre.

0241 (2/91)

Work Report Number for Applying Reserve	Claim Number (see Note 2)	Number of Claim Units	Value of Assessment Work Done on this Claim	Value Applied to this Claim	Value Assigned from this Claim	Reserve: Work to be Claimed at a Future Date
See Schedule "A"	2.15942					
	Total Number of Claims		Total Value Work Done	Total Value Work Applied	Total Assigned From	Total Reserve

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Credits you are claiming in this report may be cut back. In order to minimize the adverse effects of such deletions, please indicate from which claims you wish to priorize the deletion of credits. Please mark (✓) one of the following:

1. ☐ Credits are to be cut back starting with the claim listed last, working backwards.
2. XX Credits are to be cut back equally over all claims contained in this report of work.
3. ☐ Credits are to be cut back as priorized on the attached appendix.

In the event that you have not specified your choice of priority, option one will be implemented.

Note 1: Examples of beneficial interest are unrecorded transfers, option agreements, memorandum of agreements, etc., with respect to the mining claims.

Note 2: If work has been performed on patented or leased land, please complete the following:

I certify that the recorded holder had a beneficial interest in the patented or leased land at the time the work was performed	Signature	Date
	M.L.Vcislo;Land Manager	Feb.14/1995

SCHEDULE "A"

Work Report No. for Applying Res.	Claim No. (see Note 2)	No. of Claim Units	Value of Assessment Work Done on this Claim	Value Applied to this Claim	Value Assigned from this Claim	Reserve Work to be Claimed at a Future Date
	P 577792	1	156.00		156.00	
	P 577793	1	156.00		156.00	
	P 577794	1	156.00		156.00	
	P 577795	1	156.00		156.00	
	P 577796	1	156.00		156.00	
	P 577797	1	156.00		156.00	
	P 577798	1	156.00		156.00	
	P 577799	1	156.00		156.00	
	P 577802	1	156.00		156.00	
	P 577803	1	156.00		156.00	
	P 779415	1	156.00		156.00	
	P 779416	1	157.00		157.00	
	P 779417	1	157.00		157.00	
	P 779418	1	157.00		157.00	
	P 779419	1	157.00		157.00	
	P 779420	1	157.00		157.00	
	P 777421	1	157.00		157.00	
	P 780735	1	157.00		157.00	
	P 780736	1	157.00		157.00	
	P 780737	1	157.00		157.00	
	P 780738	1	157.00		157.00	
	P 780739	1	157.00		157.00	
	P 780740	1	157.00		157.00	
	Total Number of Claim		Total Value Work Done	Total Value Work Applied	Total Assigned From	Total Reserve

2.15942

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4163599787 PLACER DOME INC.-TOR F-454 T-137 P-001/002 MAR 07 '95 16:40

SCHEDULE "A"

Work Report No. for Applying Res.	Claim No. (see Note 2)	No. of Claim Units	Value of Assessment Work Done on this Claim	Value Applied to this Claim	Value Assigned from this Claim	Reserve Work to be Claimed at a Future Date
	P 780741	1	157.00		157.00	
	P 780742	1	157.00		157.00	
	P 780743	1	157.00		157.00	
	P 780744	1	157.00		157.00	
	P 780745	1	157.00		157.00	
	P 780746	1	157.00		157.00	
	P 780752	1	157.00		157.00	
	P 780753	1	157.00		157.00	
	P 780754	1	157.00		157.00	
	P 780755	1	157.00		157.00	
	P 780756	1	157.00		157.00	
	P 837155	1	157.00		157.00	
	P 837156	1	157.00		157.00	
	P 837157	1	157.00		157.00	
	P 837158	1	157.00		157.00	
	38 Total Number of Claim		Total Value Work Done $ 5,955.00	Total Value Work Applied	Total Assigned From $5,955.00	Total Reserve

2.15942

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SCHEDULE "B"
LEASED CLAIMS - WESTMIN RESOURCES OPTION.

Parcel#	Lease Block #	Claim #	Lease#	Expiry date	Work on. claim.	Value. Applied.	Value Assigned	Reserve on claim
L 1664 Sixthly:	CLM 340	P 553420 to P 553429 P 553442 to P 553451 P 553504 to P 553513 P 553525 to P 553534 P 553545 to P 553549	1406 LC	06/01/2012	$7053.00	0.00	7053.00	0.00
45 claims, being Part 1, Plan 6R-5933; 1901.07 Ac Mining Rights Lease #106320								
L 1664 Thirdly:	CLM 341	P 553306 to P 553313 P 553326 to P 553333 P 553346 to P 553352 P 553463 P 553476 to P 553477 P 553550 to P 553553 P 575672 to P 575673	1403 LC	06/01/2012	$5015.00	0.00	5015.00	0.00
32 claims, being Part 1, Plan 6R-5935; 1117.11 Ac Mining Rights Lease #106319								
L 1664 Fourthly:	CLM 342	P 553334 to P 553345 P 553464 to P 553475 P 553478 to P 553483	1404 LC	06/01/2012	$4702.00	0.00	4702.00	0.00
30 claims, being Part 1, Plan 6R-5934; 1239.76 Ac Mining Rights Lease #106316								

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Parcel#	Lease Block #	Claim #	Lease#	Expiry date	Work on. claim.	Value. Applied.	Value Assigned	Reserve on claim
L 1664 Seventhly:	CLM 343	P 553303 to P 553305 P 553314 to P 553325 P 553535 to P 553544 P 553554 to P 553562	1407 LC	06/01/2012	$5329.00	0.00	5329.00	0.00
34 claims, being Part 1, Plan 6R-5936; 1336.73 Ac Mining Rights Lease #106318								
L 1664 Eighthly:	CLM 344	P 553414 to P 553419 P 553430 to P 553441 P 553452 to P 553462 P 553503 P 553514 to P 553524	1408 LC	06/01/2012	$6426.00	0.00	6426.00	0.00
41 claims, being Part 1, Plan 6R-5937; 1549.57 Ac Mining Rights Lease #106317								
L 1664 Fifthly:	CLM 359	P 553359 to P 553362 P 553377 to P 553380 P 553395 to P 553398 P 553412 to P 553413 P 577760 to P 577767 P 709761 to P 709764	1405 LC	06/01/2012	$4075.00	0.00	4075.00	0.00
26 claims, being Part 1, Plan 6R-6044; 908.31 Ac Mining Rights Lease # 106321								

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MINING LANDS BRANCH

File

Parcel#	Lease Block #	Claim #	Lease#	Expiry date	Work on claim.	Value. Applied.	Value Assigned	Reserve on claim
L 1664 Secondly:	CLM 360	P 549918 P 553354 to P 553358 P 553363 to P 553367 P 553372 to P 553376 P 553381 to P 553385 P 553390 to P 553394 P 553399 to P 553402 P 553407 to P 553411	1402 LC	06/01/2012	$5486.00	0.00	5486.00	0.00
35 claims, being Part 1, Plan 6R-6042; 1445.68 Ac Mining Rights Lease # 106322								
L 1664 Firstly:	CLM 361	P 553353 P 553368 to P 553371 P 553386 to P 553389 P 553403 to P 553406 P 549919 to P 549931	1401 LC	06/01/2012	$4075.00	0.00	4075.00	0.00
26 claims, being Part 1, Plan 6R-6062; 966.23 Ac Mining Rights Lease # 106323								
L 1687	CLM 357	P 577768 to P 577774 P 577800 to P 577801 P 577804 to P 577810 P 868263 to P 868275	1431 LC	06/01/2012	$4545.00	0.00	4545.00	0.00
29 claims, being Part 1, Plan 6R-6108; 1033.00 Ac Mining Rights Lease # 106367								

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Alle

Parcel#	Lease Block #	Claim #	Lease#	Expiry date	Work on. claim.	Value. Applied.	Value Assigned	Reserve on claim
L 1714	Individual claims	P1087168 to P1087176	1479 LC	06/01/2013	$1411.00	0.00	1411.00	0.00
9 claims, being Parts 1 to 9; Plan 6R-6170; 145.861 Ha Mining Rights Lease # 106541								
	CLM 358	P 577792 to P 577799 P 577802 to P 577803 P 779415 to P 779421 P 780735 to P 780746 P 780752 to P 780756 P 837155 to P 837158	pending	pending proceeding	$5955.00	0.00	5955.00	0.00
38 claims, being part of surveyed claim block, under pending proceedings to bring claims								

2 1594 2

02/16/1995

2.15942

SCHEDULE
REPORT OF WORK CONDUCTED
AFTER RECORDING CLAIM

Work Report Number for Applying Reserve	CLAIM NUMBER	Number of Claim Units	Value of Assessment Work Done on this Claim	Value Applied to this Claim	Value Assigned from this Claim	Reserve: Work to be Claimed at a Future Date
	P 1133200	1	0.00	834.00	0.00	0.00
	P 1133201	1	0.00	834.00	0.00	0.00
	P 1133202	1	0.00	834.00	0.00	0.00
	P 1133203	1	0.00	834.00	0.00	0.00
	P 1133204	1	0.00	834.00	0.00	0.00
	P 1133205	1	0.00	834.00	0.00	0.00
	P 1133206	1	0.00	834.00	0.00	0.00
	P 1133207	1	0.00	834.00	0.00	0.00
	P 1133208	1	0.00	834.00	0.00	0.00
	P 1133209	1	0.00	834.00	0.00	0.00
	P 1158819	1	0.00	834.00	0.00	0.00
	P 1158820	1	0.00	1032.00	0.00	0.00
*** Total ***			0.00	10206.00	0.00	0.00

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02/16/1995

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SCHEDULE
REPORT OF WORK CONDUCTED
AFTER RECORDING CLAIM

Work Report Number for Applying Reserve	CLAIM NUMBER	Number of Claim Units	Value of Assessment Work Done on this Claim	Value Applied to this Claim	Value Assigned from this Claim	Reserve: Work to be Claimed at a Future Date
	P 1189624	16	0.00	1903.00	0.00	0.00
	P 1189625	12	0.00	1428.00	0.00	0.00
	P 1189626	2	0.00	238.00	0.00	0.00
	P 1189627	6	0.00	1276.00	0.00	0.00
	P 1189628	12	0.00	4800.00	0.00	0.00
	P 1189629	1	0.00	400.00	0.00	0.00
	P 1189630	1	0.00	200.00	0.00	0.00
	P 1189631	6	0.00	2400.00	0.00	0.00
	P 1189904	12	0.00	4800.00	0.00	0.00
	P 1189905	2	0.00	674.00	0.00	0.00
	P 1189906	2	0.00	600.00	0.00	0.00
	P 1190901	6	0.00	2400.00	0.00	0.00
	P 1190902	2	0.00	600.00	0.00	0.00
*** Total ***			0.00	21719.00	0.00	0.00

02/16/1995

SCHEDULE
REPORT OF WORK CONDUCTED
AFTER RECORDING CLAIM

2.15942

Work Report Number for Applying Reserve		CLAIM NUMBER	Number of Claim Units	Value of Assessment Work Done on this Claim	Value Applied to this Claim	Value Assigned from this Claim	Reserve: Work to be Claimed at a Future Date
	P	1155001	1	0.00	800.00	0.00	0.00
	P	1155004	1	0.00	800.00	0.00	0.00
	P	1155005	1	0.00	800.00	0.00	0.00
	P	1155009	1	0.00	800.00	0.00	0.00
	P	1155010	1	0.00	800.00	0.00	0.00
	P	1155011	1	0.00	800.00	0.00	0.00
	P	1155016	1	0.00	800.00	0.00	0.00
	P	1155017	1	0.00	800.00	0.00	0.00
*** Total ***				0.00	6400.00	0.00	0.00

02/16/1995

2.15942

SCHEDULE
REPORT OF WORK CONDUCTED
AFTER RECORDING CLAIM

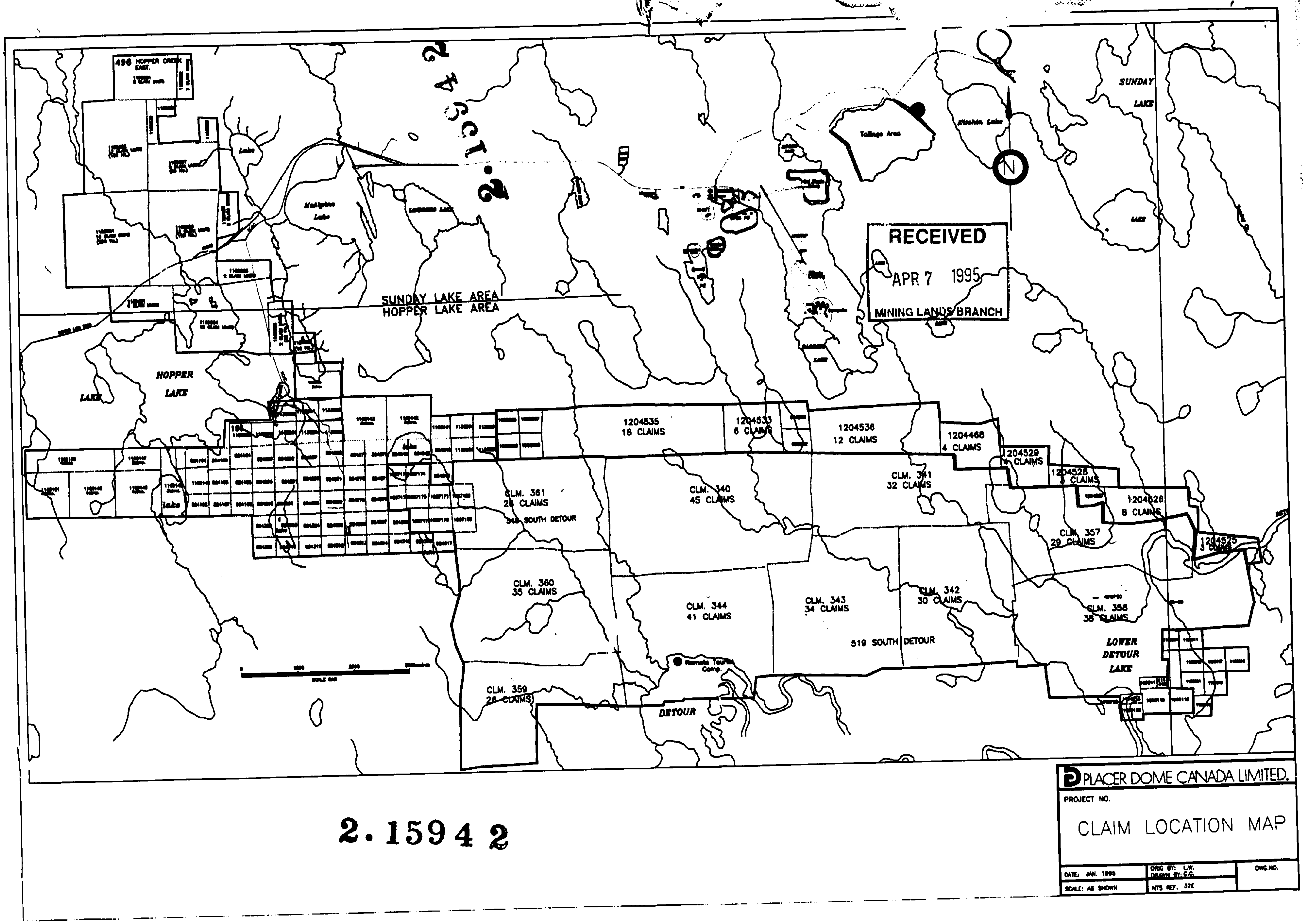
Work Report Number for Applying Reserve		CLAIM NUMBER	Number of Claim Units	Value of Assessment Work Done on this Claim	Value Applied to this Claim	Value Assigned from this Claim	Reserve: Work to be Claimed at a Future Date
	P	1090117	1	158.00	1200.00	0.00	0.00
	P	1090118	1	158.00	1200.00	0.00	0.00
	P	1090119	1	158.00	1200.00	0.00	0.00
	P	1090120	1	158.00	1200.00	0.00	0.00
	P	1114018	1	158.00	1200.00	0.00	0.00
	P	1114019	1	158.00	1200.00	0.00	0.00
	P	1204468	4	630.00	1600.00	0.00	0.00
	P	1204525	3	470.00	1200.00	0.00	0.00
	P	1204526	8	1248.00	3200.00	0.00	0.00
	P	1204527	1	158.00	400.00	0.00	0.00
	P	1204528	3	470.00	1200.00	0.00	0.00
	P	1204529	4	630.00	1600.00	0.00	0.00
	P	1204535	16	2499.00	6400.00	0.00	0.00
*** Total ***			45	7053.00	22800.00	0.00	0.00

(13)

VALUE OF ASSESSMENT WORK PERFORMED ON MINING CLAIMS

June 30, 1995
FILE NUMBER 2.15942
TRANSACTION NO. W9560.00156

CLAIM NUMBER	VALUE OF ASSESSMENT WORK DONE ON THIS CLAIM
1090117	$ 111.00
1090118	$ 111.00
1090119	$ 111.00
1090120	$ 111.00
1114018	$ 111.00
1114019	$ 111.00
1204468	$ 444.00
1204525	$ 333.00
1204526	$ 888.00
1204527	$ 111.00
1204528	$ 333.00
1204529	$ 444.00
12045435	$1,799.00
CLM 340	$5,070.00
CLM 341	$3,552.00
CLM 342	$3,346.00
CLM 343	$3,790.00
CLM 344	$4,626.00
CLM 359	$2,886.00
CLM 360	$3,901.00
CLM 361	$2,886.00
CLM 357	$3,235.00
1087168	$ 111.00
1087169	$ 111.00
1087170	$ 111.00
1087171	$ 111.00
1087172	$ 111.00
1087173	$ 111.00
1087174	$ 111.00
1087175	$ 111.00
1087176	$ 111.00
CLM 358	$4,293.00
TOTAL	**$43,602.00**


496 HOPPER CREEK EAST.
SUNDAY LAKE
Tailings Area
RECEIVED
APR 7 1995
MINING LANDS BRANCH
N
Malspina Lake
SUNDAY LAKE AREA
HOPPER LAKE AREA
HOPPER LAKE
LAKE
1204535 16 CLAIMS
1204533 6 CLAIMS
1204536 12 CLAIMS
1204468 4 CLAIMS
1204529 4 CLAIMS
1204528 3 CLAIMS
1204526 8 CLAIMS
1204525 3 CLAIMS
CLM. 361 28 CLAIMS
548 SOUTH DETOUR
CLM. 340 45 CLAIMS
CLM. 341 32 CLAIMS
CLM. 357 29 CLAIMS
CLM. 360 35 CLAIMS
CLM. 344 41 CLAIMS
CLM. 343 34 CLAIMS
CLM. 342 30 CLAIMS
CLM. 358 38 CLAIMS
519 SOUTH DETOUR
LOWER DETOUR LAKE
CLM. 359 28 CLAIMS
DETOUR
0 1000 2000 3000metres
SCALE BAR
PLACER DOME CANADA LIMITED.
PROJECT NO.
CLAIM LOCATION MAP
DATE: JAN. 1995
SCALE: AS SHOWN
ORIG BY: L.W.
DRAWN BY: C.G.
NTS REF. 32E
DWG.NO.

2.15942

Ontario

Ministry of Northern Development and Mines

Ministère du Développement du Nord et des Mines

Geoscience Approvals Office
933 Ramsey Lake Road
6th Floor
Sudbury, Ontario
P3E 6B5

Telephone: (705) 670-5853
Fax: (705) 670-5863

July 4, 1995

Our File: 2.15942
Transaction #: W9560.00156

Mining Recorder
Ministry of Northern
Development & Mines
60 Wilson Avenue
1st Floor
Timmins, Ontario
P4N 2S7

Dear Mr. White:

RE: Approval of Notice of Reduction issued for assessment work reported on mining claims 1090117 et al. in Lower Detour Lake Area.

The assessment work credits as outlined in the notice of reduction dated May 16, 1995 **have been approved as of June 30, 1995.** The credits have been approved under Section 15 (Airborne Geophysics) of the Mining Act Regulations.

If you require additional assistance in this matter please contact Steven Beneteau at (705) 670-5858.

Yours sincerely,

Ron C. Gashinski

Ron C. Gashinski
Senior Manager, Mining Lands Section
Mining and Land Management Branch
Mines and Minerals Division

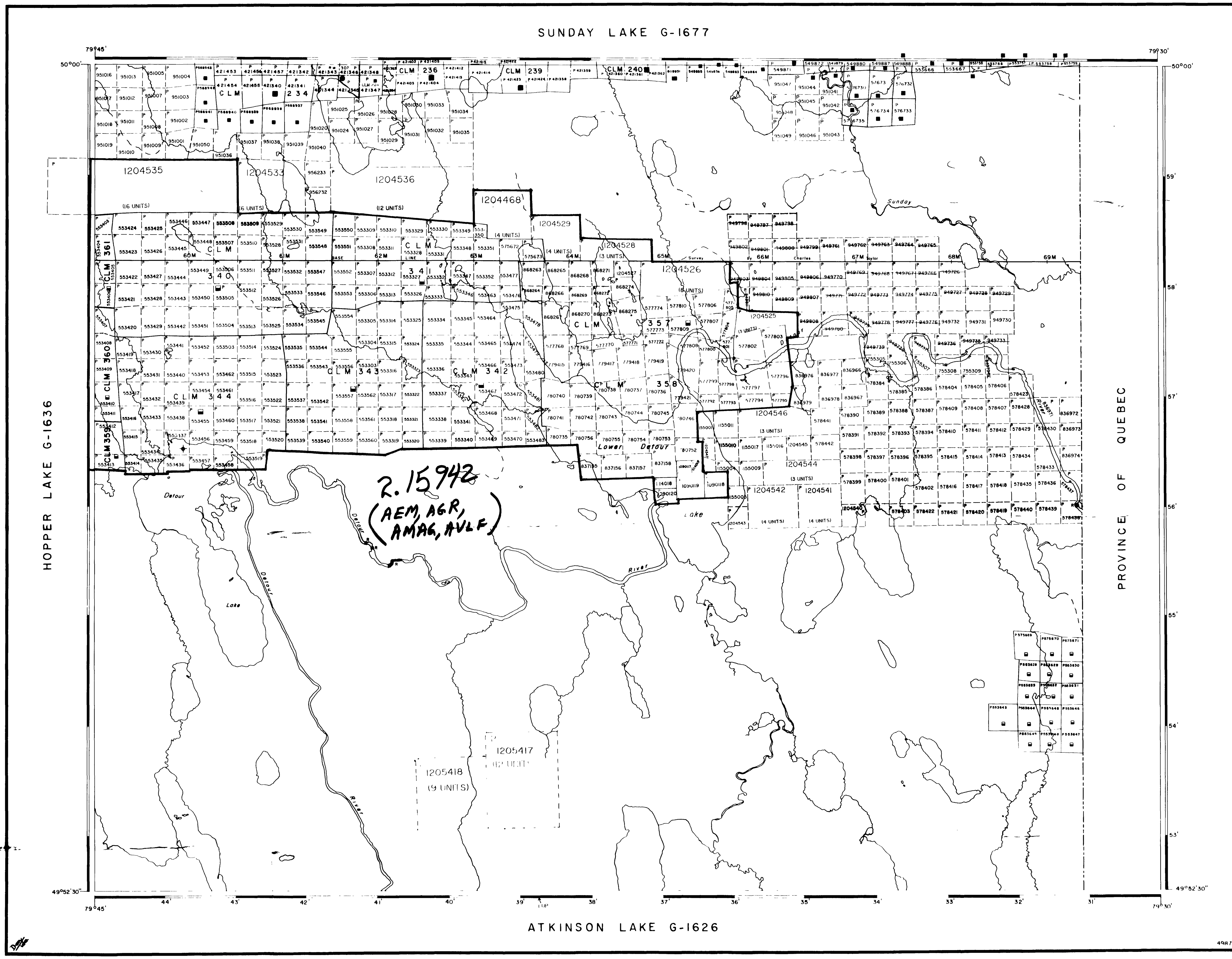
SBB SBB/jn
Encl.

cc: Assessment Files Office
Sudbury, Ontario

Resident Geologist
Timmins, Ontario

LOWER DETOUR LAKE

TRIM LINE



REFERENCES

AREAS WITHDRAWN FROM DISPOSITION

M.R.O. – MINING RIGHTS ONLY

S.R.O. – SURFACE RIGHTS ONLY

M.+S. – MINING AND SURFACE RIGHTS

Description Order No. Date Disposition File

LUP — LAND USE PERMIT

— REMOTE TOURIST CAMP

LEGEND

HIGHWAY AND ROUTE No.
OTHER ROADS
TRAILS
SURVEYED LINES
TOWNSHIPS, BASE LINES, ETC.
LOTS, MINING CLAIMS, PARCELS, ETC.
UNSURVEYED LINES
LOT LINES
PARCEL BOUNDARY
MINING CLAIMS ETC.
RAILWAY AND RIGHT OF WAY
UTILITY LINES
NON-PERENNIAL STREAM
FLOODING OR FLOODING RIGHTS
SUBDIVISION OR COMPOSITE PLAN
RESERVATIONS
ORIGINAL SHORELINE
MARSH OR MUSKEG
MINES
TRAVERSE MONUMENT

DISPOSITION OF CROWN LANDS

TYPE OF DOCUMENT	SYMBOL
PATENT, SURFACE & MINING RIGHTS	●
" , SURFACE RIGHTS ONLY	◐
" , MINING RIGHTS ONLY	◒
LEASE, SURFACE & MINING RIGHTS	■
" , SURFACE RIGHTS ONLY	⊟
" , MINING RIGHTS ONLY	⊟
LICENCE OF OCCUPATION	▼
ORDER-IN-COUNCIL	OC
RESERVATION	⊙
CANCELLED	⊛
SAND & GRAVEL	⊙

NOTE: MINING RIGHTS IN PARCELS PATENTED PRIOR TO MAY 6, 1913, VESTED IN ORIGINAL PATENTEE BY THE PUBLIC LANDS ACT, R.S.O. 1970, CHAP. 380, SEC. 63, SUBSEC. 1

SCALE: 1 INCH = 40 CHAINS 2.15942

FEET 0 1000 2000 4000 6000 8000

METRES 0 200 1000 (1 KM) 2000 (2 KM)

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AREA LOWER DETOUR LAKE

M.N.R. ADMINISTRATIVE DISTRICT COCHRANE

MINING DIVISION PORCUPINE

LAND TITLES / REGISTRY DIVISION COCHRANE

Ministry of Natural Resources — Land Management Branch — Ontario

Date: DECEMBER 1982

Number: G-1647

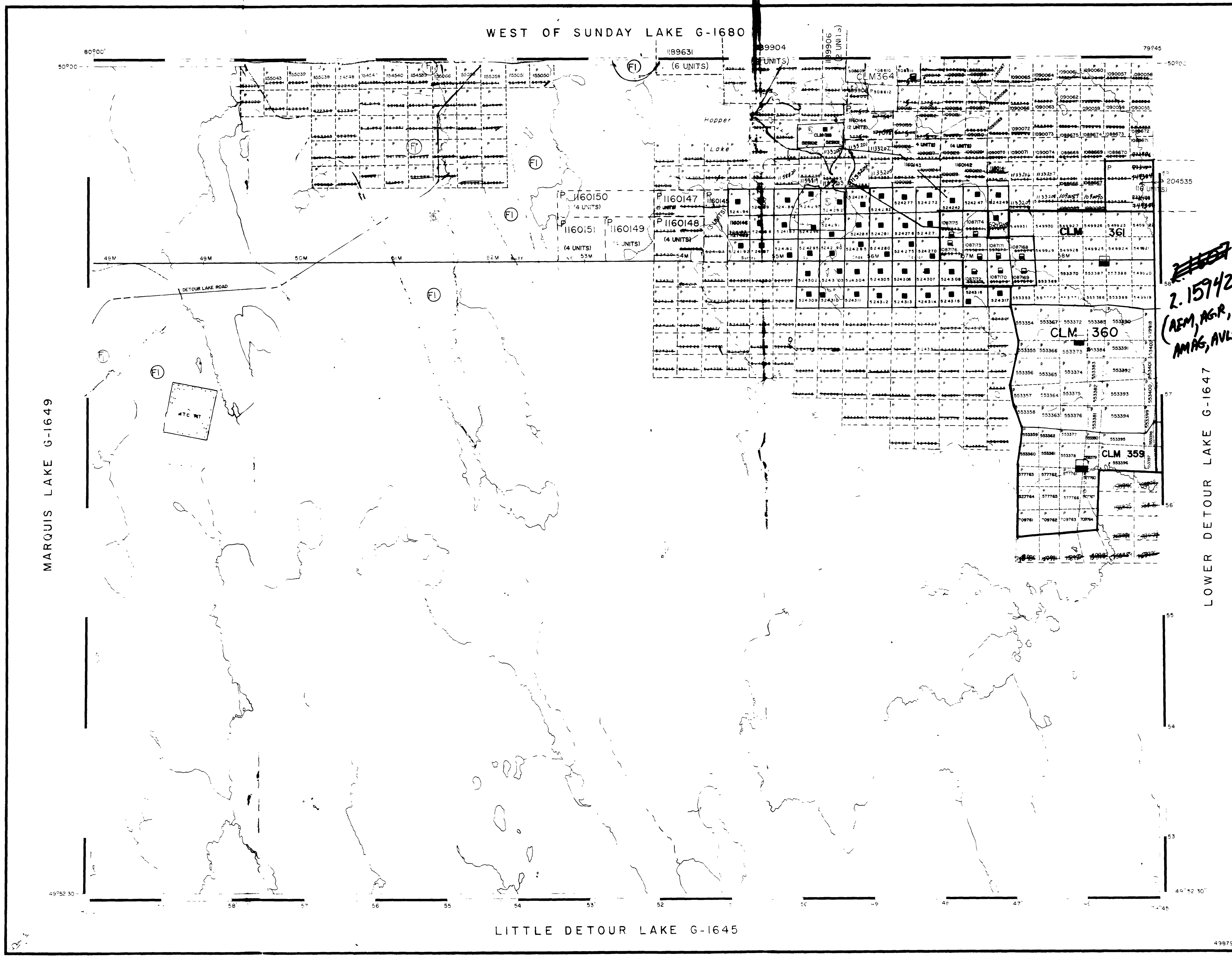
TRIM LINE

32E13NE0008 2.15942 LOWER DETOUR LAKE 200

G-1636

HOPPER LAKE

TRIM LINE



REFERENCES

AREAS WITHDRAWN FROM DISPOSITION

M.R.O. – MINING RIGHTS ONLY
S.R.O. – SURFACE RIGHTS ONLY
M.+S. – MINING AND SURFACE RIGHTS

RE-OPENED BY MRO 27/85 22/07/85 S.R.O.

(F1) THIS TWP. IS SUBJECT TO FORESTRY ACTIVITIES IN 1994/95 FURTHER INFORMATION AVAILABLE ON FILE

SAND AND GRAVEL

QUARRY PERMIT

(43) Withdrawn S.R.O. Section 43
— Quarry permit area
Received Aug. 16/83

LEGEND

HIGHWAY AND ROUTE No.
OTHER ROADS
TRAILS
SURVEYED LINES
TOWNSHIPS, BASE LINES, ETC.
LOTS, MINING CLAIMS, PARCELS, ETC.
UNSURVEYED LINES
LOT LINES
PARCEL BOUNDARY
MINING CLAIMS ETC.
RAILWAY AND RIGHT OF WAY
UTILITY LINES
NON-PERENNIAL STREAM
FLOODING OR FLOODING RIGHTS
SUBDIVISION OR COMPOSITE PLAN
RESERVATIONS
ORIGINAL SHORELINE
MARSH OR MUSKEG
MINES
TRAVERSE MONUMENT

DISPOSITION OF CROWN LANDS

TYPE OF DOCUMENT	SYMBOL
PATENT, SURFACE & MINING RIGHTS	●
" SURFACE RIGHTS ONLY	◐
" MINING RIGHTS ONLY	◑
LEASE, SURFACE & MINING RIGHTS	■
" SURFACE RIGHTS ONLY	◧
" MINING RIGHTS ONLY	◨
LICENCE OF OCCUPATION	▼
ORDER-IN-COUNCIL	OC
RESERVATION	ⓡ
CANCELLED	⊗
SAND & GRAVEL	Ⓢ

NOTE: MINING RIGHTS IN PARCELS PATENTED PRIOR TO MAY 6, 1913, VESTED IN ORIGINAL PATENTEE BY THE PUBLIC LANDS ACT, R.S.O. 1970, CHAP. 380, SEC. 63, SUBSEC. 1

SCALE: 1 INCH = 40 CHAINS

THE INFORMATION THAT APPEARS ON THIS MAP HAS BEEN COMPILED FROM VARIOUS SOURCES, AND ACCURACY IS NOT GUARANTEED. THOSE WISHING TO STAKE MINING CLAIMS SHOULD CONSULT WITH THE MINING RECORDER, MINISTRY OF NORTHERN DEVELOPMENT AND MINES, FOR ADDITIONAL INFORMATION ON THE STATUS OF THE LANDS SHOWN HEREON

AREA

HOPPER LAKE

M.N.R. ADMINISTRATIVE DISTRICT
COCHRANE

MINING DIVISION
PORCUPINE

LAND TITLES / REGISTRY DIVISION
COCHRANE

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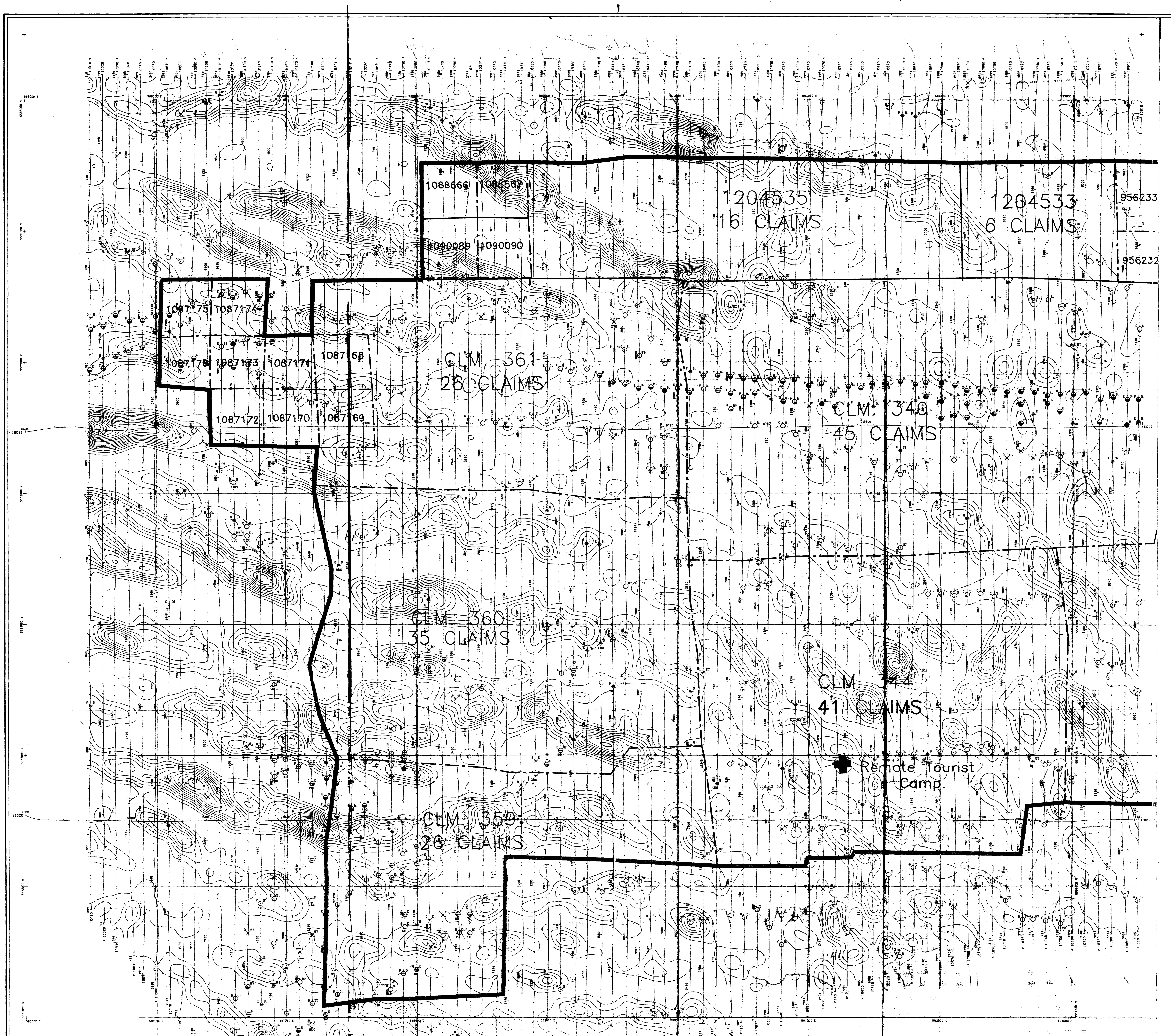
MINING LANDS BRANCH

Ontario
Ministry of Natural Resources
Land Management Branch

Date: DECEMBER 1982
Number: G-1636

2.15942

32E13NE0008 2.15942 LOWER DETOUR LAKE 210



TECHNICAL SUMMARY

Navigation	Sercel real time differential GPS positioning
Data reduction grid interval	25 metres
Terrain clearance	Helicopter 60 m Electromagnetic sensor 30 m Magnetometer VLF receiver 40 m
Data sampling interval	0.1 second
Magnetometer / sensitivity	Scintrex cesium / 0.01 nT
VLF receiver / sensitivity	Herz 2A / 1%
Electromagnetic system	DIGHEM[V]

Frequency	Sensitivity	Coil Orientation
900 Hz	0.1 ppm	Vertical coaxial
5500 Hz	0.2 ppm	Vertical coaxial
900 Hz	0.1 ppm	Horizontal coplanar
7200 Hz	0.2 ppm	Horizontal coplanar
56000 Hz	0.5 ppm	Horizontal coplanar

ELECTROMAGNETIC ANOMALIES

Grade	Anomaly	Conductance
7	●	>100 siemens
6	◕	50–100 siemens
5	◒	20–50 siemens
4	⊕	10–20 siemens
3	⊕	5–10 siemens
2	○	1–5 siemens
1	◌	< 1 siemens
–	✳	Questionable anomaly

Anomaly identifier — Interpretive symbol

Depth is greater than: · 15 m; : 30 m; ⋮ 45 m; ⁞ 60 m

Inphase and Quadrature of coaxial coil is greater than: . 5 ppm; . 10 ppm; . 15 ppm; ... 20 ppm

Interpretive symbol	Conductor ("model")
B	Bedrock conductor
D	Narrow bedrock conductor ("thin dike")
S	Conductive cover ("horizontal thin sheet")
H	Broad conductive rock unit, deep conductive weathering, thick conductive cover ("half space")
E	Edge of broad conductor ("edge of half space")
L	Culture, e.g. power line, metal building or fence

FLIGHT LINES WITH EM ANOMALIES

- 13010
- 13020 — Flight direction
- Flight line number: 11020 — Reflight Number, Line Number, Area Number
- Fiducials identified on profiles
- Dip direction
- EM anomaly (see EM legend)
- Conductor axis (on EM maps only)
- Arcs indicate the conductor has a thickness > 10m
- Magnetic correlation in nT (gammas)

VLF CONTOURS

Contours in percent

— 10 —

— 2 —

– – 1 – –

STATIONS

NAA Culter (Maine) – 24.0 kHz

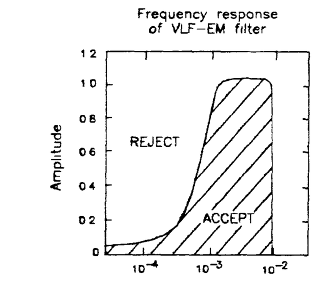
Lines 10010 – 10480

11050 – 11640

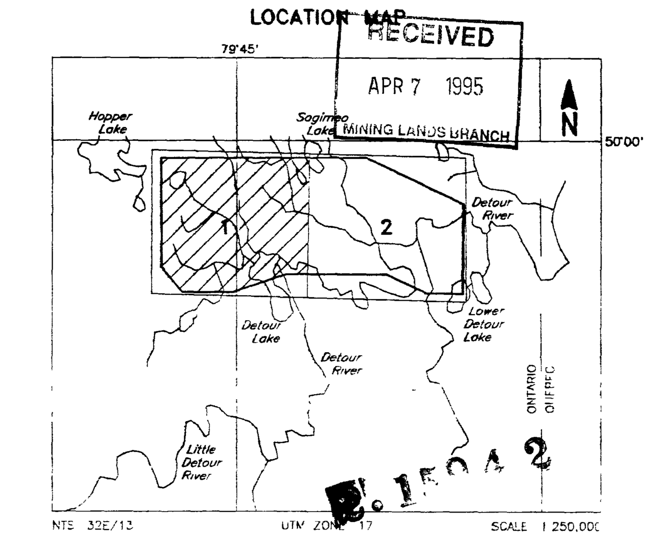
NSS Annapolis (Md.) – 21.4 kHz

Lines 10490 – 11040

Frequency response of VLF–EM filter



LOCATION MAP



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PLACER DOME CANADA LIMITED
DETOUR LAKE AREA, ONTARIO

FILTERED VLF

DIGHEM[V] SURVEY	NTS 32 E/13	GEOPHYSICIST
DATE NOVEMBER, 1994	JOB 1195	SHEET 1

DIGHEM, A division of CGG Canada Ltd.

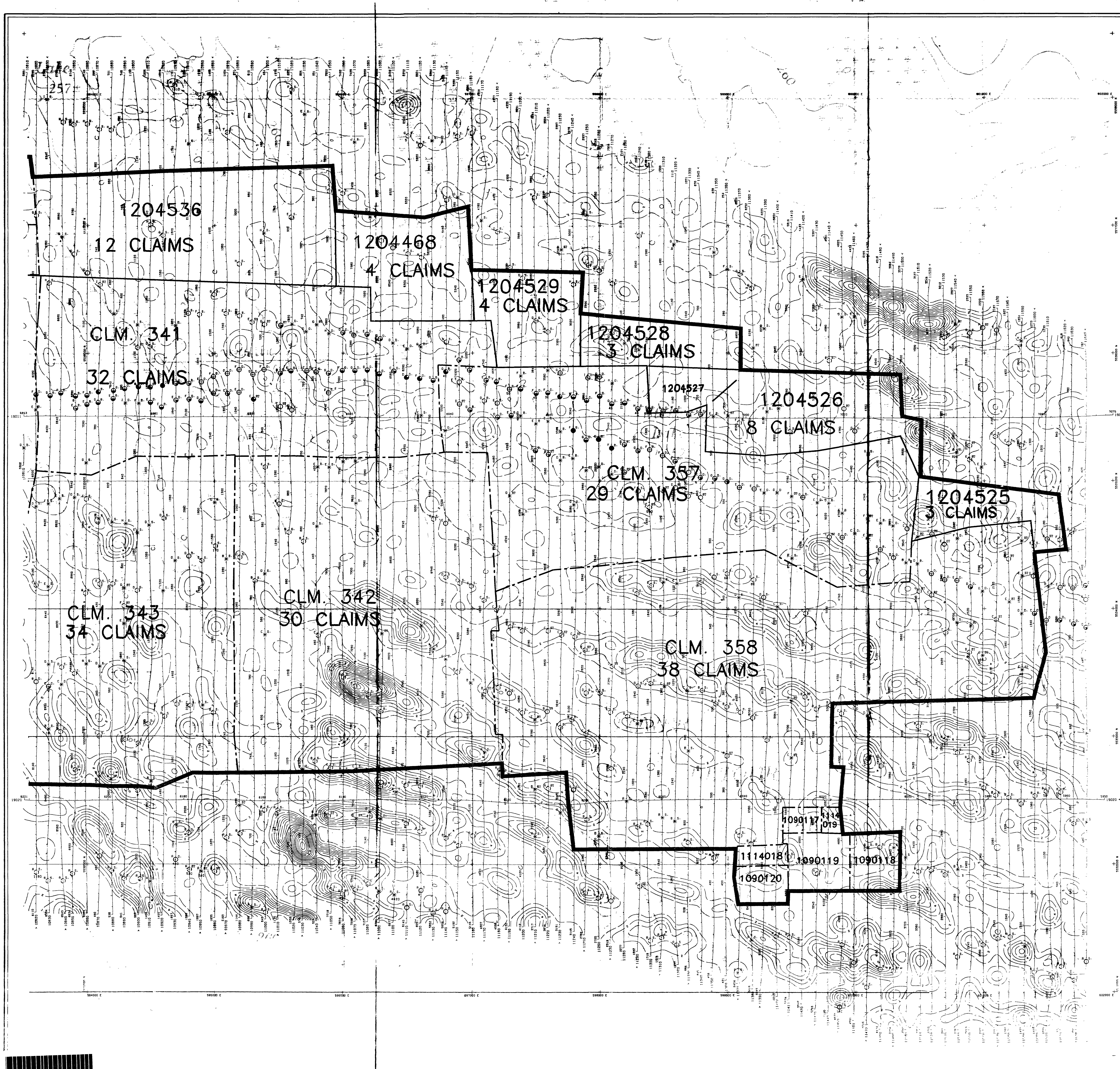
0 0.5 1.0 km

Scale 1:10 000

DIGHEM
Quality and Service in Airborne Geophysics

32E13NE0008 2.15942 LOWER DETOUR LAKE

220



TECHNICAL SUMMARY

Navigation	Sercel real time differential GPS positioning
Data reduction grid interval	25 metres
Terrain clearance	Helicopter 60 m Electromagnetic sensor 30 m Magnetometer. VLF receiver 40 m
Data sampling interval	0.1 second
Magnetometer / sensitivity	Scintrex cesium / 0.01 nT
VLF receiver / sensitivity	Herz 2A / 1%
Electromagnetic system	DIGHEM^V

Frequency	Sensitivity	Coil Orientation
900 Hz	0.1 ppm	Vertical coaxial
5500 Hz	0.2 ppm	Vertical coaxial
900 Hz	0.1 ppm	Horizontal coplanar
7200 Hz	0.2 ppm	Horizontal coplanar
56000 Hz	0.5 ppm	Horizontal coplanar

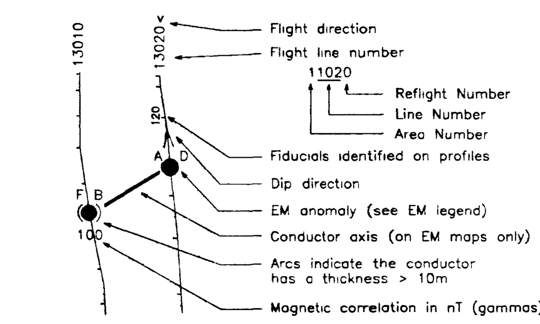
ELECTROMAGNETIC ANOMALIES

Grade	Anomaly	Conductance
7	●	>100 siemens
6	◕	50–100 siemens
5	◒	20–50 siemens
4	⊕	10–20 siemens
3	⊕	5–10 siemens
2	○	1–5 siemens
1	◌	< 1 siemens
–	✳	Questionable anomaly

Anomaly identifier — Interpretive symbol — Depth is greater than: · 15 m, : 30 m, ⁝ 45 m, ⁞ 60 m — Inphase and Quadrature of coaxial coil is greater than: . 5 ppm, . 10 ppm, 15 ppm, . 20 ppm

Interpretive symbol	Conductor ("model")
B	Bedrock conductor
D	Narrow bedrock conductor ("thin dike")
S	Conductive cover ("horizontal thin sheet")
H	Broad conductive rock unit, deep conductive weathering, thick conductive cover ("half space")
E	Edge of broad conductor ("edge of half space")
L	Culture, e.g. power line, metal building or fence

FLIGHT LINES WITH EM ANOMALIES



VLF CONTOURS

Contours in percent

10

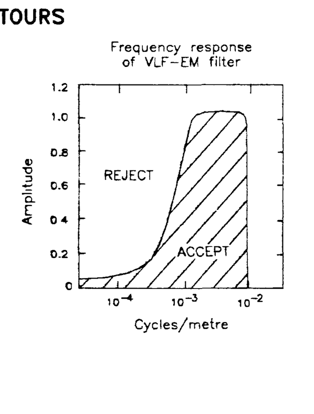
2

1

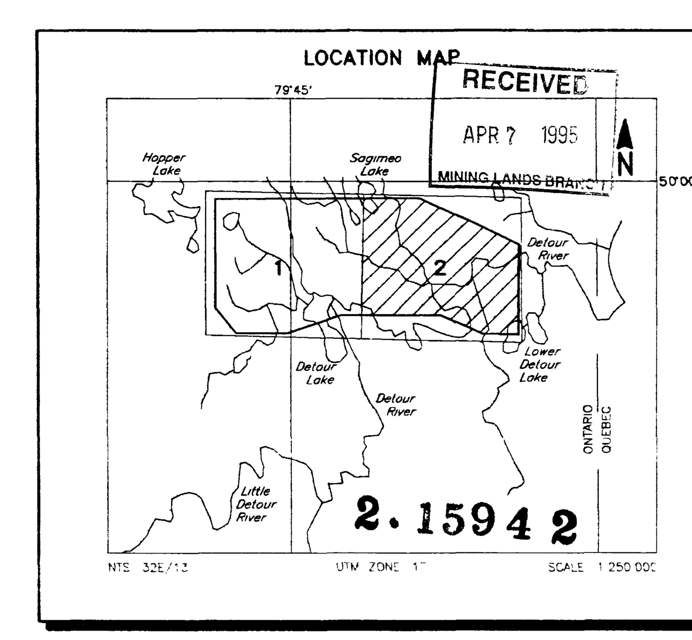
STATIONS

NAA Culter (Maine) – 24.0 kHz
Lines 10010 – 10480
11050 – 11640

NSS Annapolis (Md.) – 21.4 kHz
Lines 10490 – 11040



LOCATION MAP



PLACER DOME CANADA LIMITED
DETOUR LAKE AREA, ONTARIO

FILTERED VLF

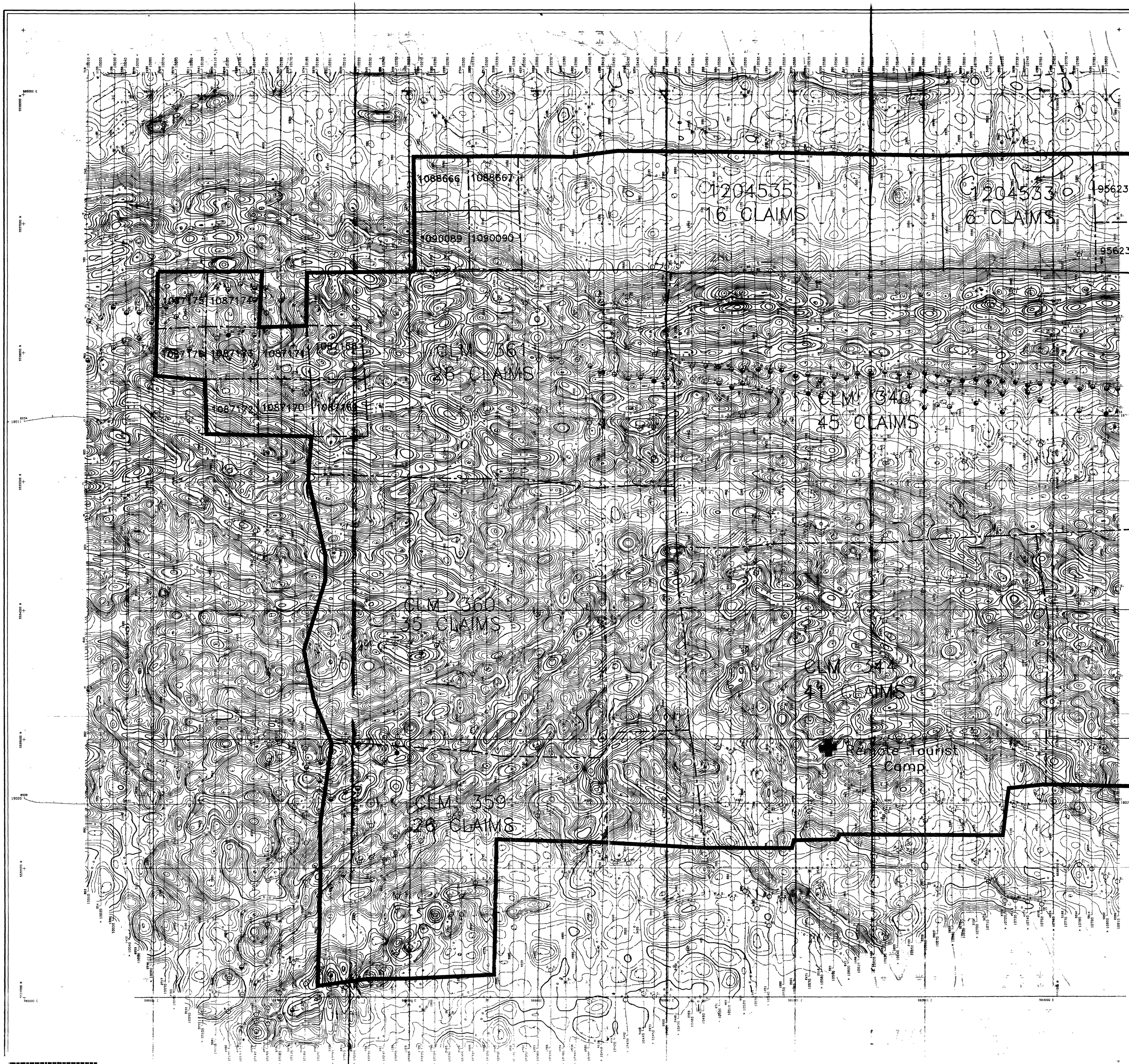
DIGHEM^V SURVEY	NTS 32 E/13	GEOPHYSICIST RP
DATE NOVEMBER, 1994	JOB 1195	SHEET 2

DIGHEM, A division of CGG Canada Ltd.

DIGHEM
Quality and Service in Airborne Geophysics

32E13NE0008 2.15942 LOWER DETOUR LAKE

230



TECHNICAL SUMMARY

Navigation . . . . Sercel real time differential GPS positioning
Data reduction grid interval . . 25 metres
Terrain clearance . . . . Helicopter 60 m
Electromagnetic sensor 30 m
Magnetometer. VLF receiver 40 m
Data sampling interval . . . . 0.1 second
Magnetometer / sensitivity . . . . Scintrex cesium / 0.01 nT
VLF receiver / sensitivity . . . . Herz 2A / 1%
Electromagnetic system . . . . . . DIGHEM[V]

Frequency	Sensitivity	Coil Orientation
900 Hz	0.1 ppm	Vertical coaxial
5500 Hz	0.2 ppm	Vertical coaxial
900 Hz	0.1 ppm	Horizontal coplanar
7200 Hz	0.2 ppm	Horizontal coplanar
56000 Hz	0 5 ppm	Horizontal coplanar

ELECTROMAGNETIC ANOMALIES

Grade	Anomaly	Conductance
7	●	>100 siemens
6	◕	50–100 siemens
5	◒	20–50 siemens
4	⊕	10–20 siemens
3	⊕	5–10 siemens
2	○	1–5 siemens
1	◌	< 1 siemens
–	✳	Questionable anomaly

Anomaly identifier
Interpretive symbol
Depth is greater than
· 15 m
· 30 m
: 45 m
⋮ 60 m
Inphase and Quadrature of coaxial coil is greater than
. 5 ppm
.. 10 ppm
. 15 ppm
.. 20 ppm

Interpretive symbol	Conductor ("model")
B	Bedrock conductor
D	Narrow bedrock conductor ("thin dike")
S	Conductive cover ("horizontal thin sheet")
H	Broad conductive rock unit, deep conductive weathering, thick conductive cover ("half space")
E	Edge of broad conductor ("edge of half space")
L	Culture, e g power line, metal building or fence

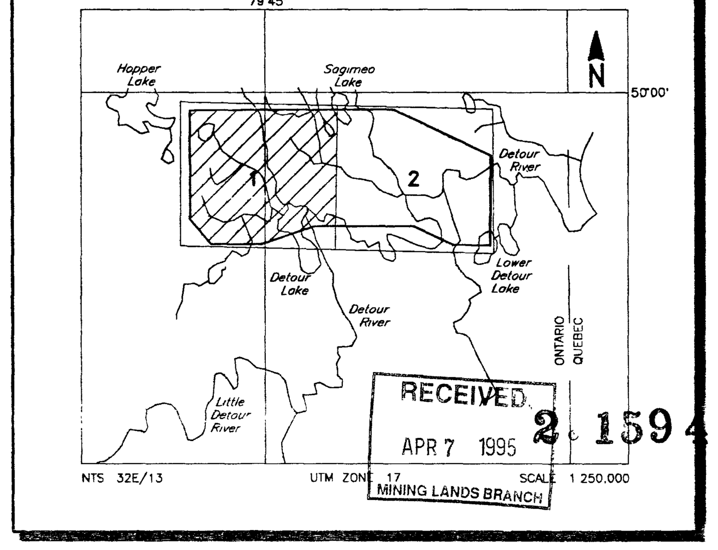
FLIGHT LINES WITH EM ANOMALIES

13010
13020
Flight direction
Flight line number
11020
Reflight Number
Line Number
Area Number
Fiducials identified on profiles
Dip direction
EM anomaly (see EM legend)
Conductor axis (on EM maps only)
Arcs indicate the conductor has a thickness > 10m
Magnetic correlation in nT (gammas)

CALCULATED VERTICAL GRADIENT CONTOURS

. . . . 2.5 nT/metre
. . . . 0 5 nT/metre
. . . . 0.1 nT/metre
. . . . 0 05 nT/metre

LOCATION MAP



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PLACER DOME CANADA LIMITED
DETOUR LAKE AREA, ONTARIO

CALCULATED VERTICAL GRADIENT MAGNETICS

DIGHEM[V] SURVEY	NTS: 32 E/13	GEOPHYSICIST: RP
DATE NOVEMBER, 1994	JOB 1195	SHEET 1

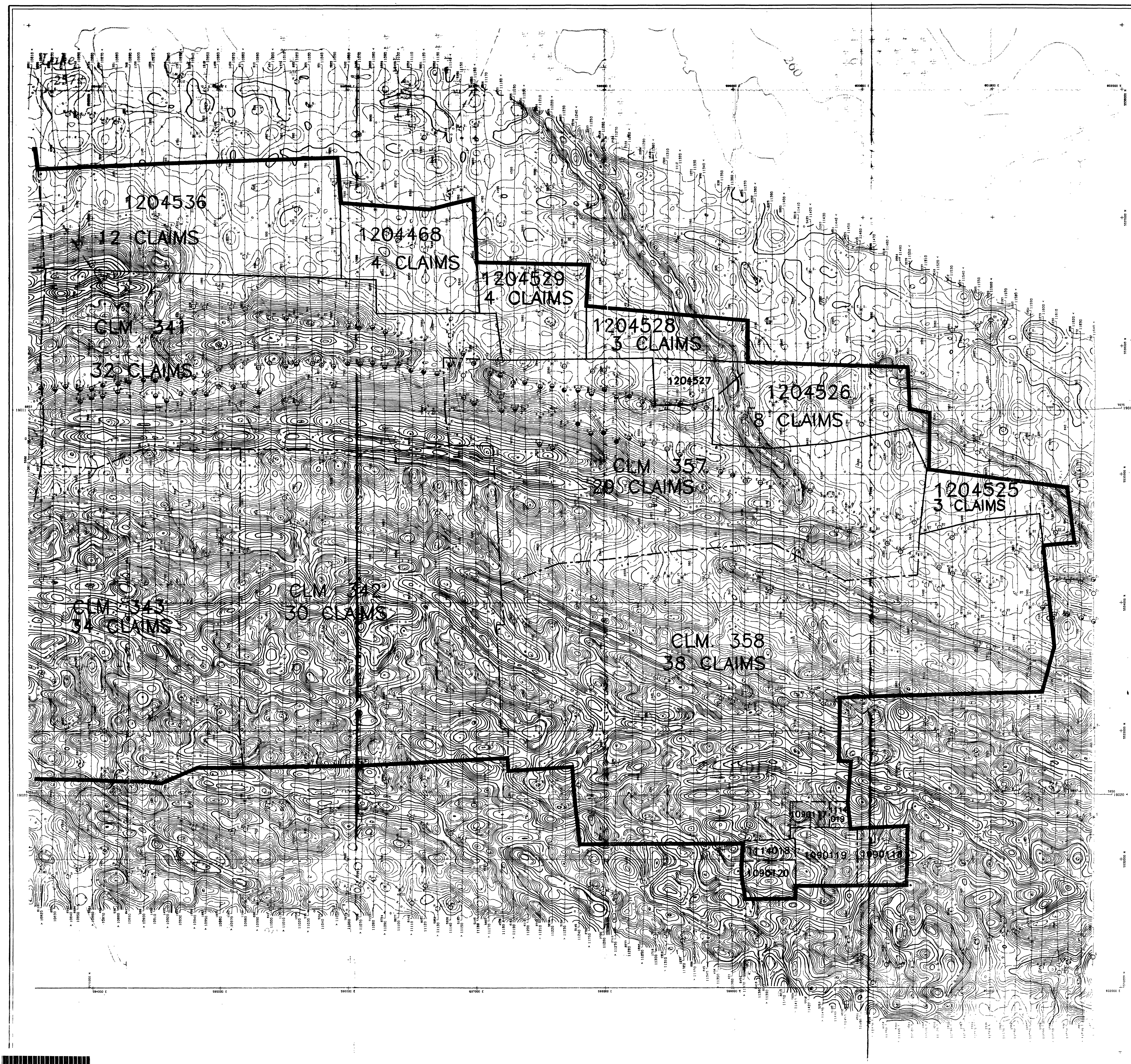
DIGHEM, A division of CGG Canada Ltd

0 0 5 1 0 Km
0 0.5 M
Scale 1 10 000

DIGHEM
Quality and Service in Airborne Geophysics

32E13NE0008 2.15942 LOWER DETOUR LAKE

240



TECHNICAL SUMMARY

Navigation	Sercel real time differential GPS positioning
Data reduction grid interval	25 metres
Terrain clearance	Helicopter 60 m Electromagnetic sensor 30 m Magnetometer. VLF receiver 40 m
Data sampling interval	0.1 second
Magnetometer / sensitivity	Scintrex cesium / 0 01 nT
VLF receiver / sensitivity	Herz 2A / 1%
Electromagnetic system	DIGHEM[V]

Frequency	Sensitivity	Coil Orientation
900 Hz	0.1 ppm	Vertical coaxial
5500 Hz	0.2 ppm	Vertical coaxial
900 Hz	0.1 ppm	Horizontal coplanar
7200 Hz	0.2 ppm	Horizontal coplanar
56000 Hz	0.5 ppm	Horizontal coplanar

ELECTROMAGNETIC ANOMALIES

Grade	Anomaly	Conductance
7	●	>100 siemens
6		50–100 siemens
5		20–50 siemens
4		10–20 siemens
3	⊕	5–10 siemens
2	○	1–5 siemens
1		< 1 siemens
–	✳	Questionable anomaly

Anomaly identifier; Interpretive symbol; Depth is greater than: 15 m, 30 m, 45 m, 60 m; Inphase and Quadrature of coaxial coil is greater than: 5 ppm, 10 ppm, 15 ppm, 20 ppm

Interpretive symbol	Conductor ("model")
B	Bedrock conductor
D	Narrow bedrock conductor ("thin dike")
S	Conductive cover ("horizontal thin sheet")
H	Broad conductive rock unit, deep conductive weathering, thick conductive cover ("half space")
E	Edge of broad conductor ("edge of half space")
L	Culture, e g power line, metal building or fence

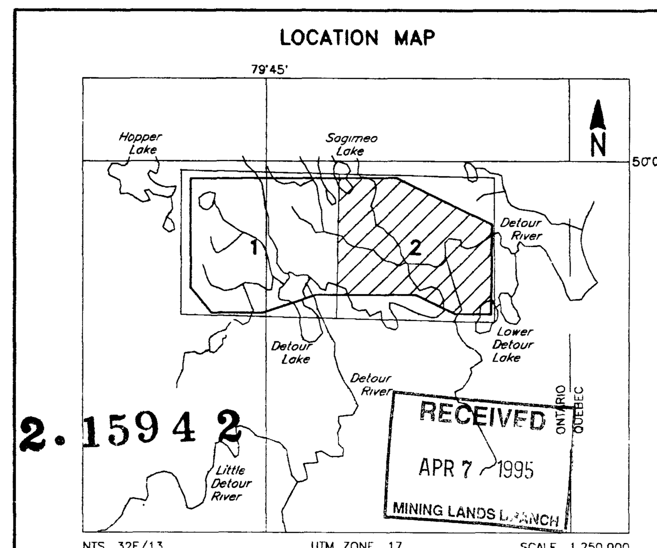
FLIGHT LINES WITH EM ANOMALIES

- Flight direction
- Flight line number
- 11020: Area Number, Line Number, Reflight Number
- Fiducials identified on profiles
- Dip direction
- EM anomaly (see EM legend)
- Conductor axis (on EM maps only)
- Arcs indicate the conductor has a thickness > 10m
- Magnetic correlation in nT (gammas)

CALCULATED VERTICAL GRADIENT CONTOURS

- .... 2 5 nT/metre
- .... 0 5 nT/metre
- .... 0.1 nT/metre
- .... 0 05 nT/metre

LOCATION MAP



NTS 32E/13 — UTM ZONE 17 — SCALE 1 250,000

2.15942

PLACER DOME CANADA LIMITED
DETOUR LAKE AREA, ONTARIO

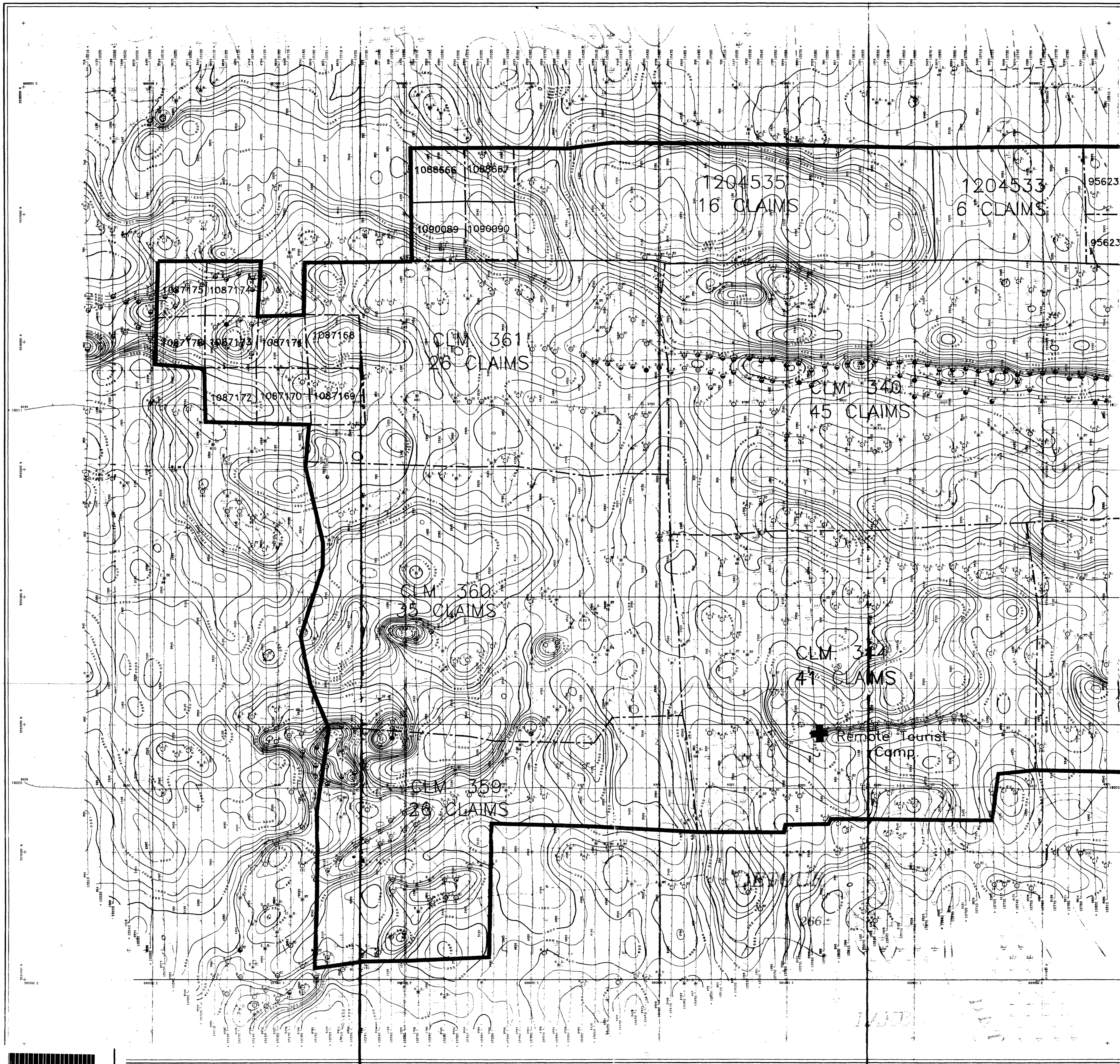
CALCULATED VERTICAL GRADIENT MAGNETICS

DIGHEM[V] SURVEY	NTS 32 E/13	GEOPHYSICIST
DATE NOVEMBER 1994	JOB 1195	SHEET 2

DIGHEM, A division of CGG Canada Ltd.

0 0.5 1.0 Km

DIGHEM
Quality and Service in Airborne Geophysics



TECHNICAL SUMMARY

Navigation	Sercel real time differential GPS positioning
Data reduction grid interval	25 metres
Terrain clearance	Helicopter 60 m Electromagnetic sensor 30 m Magnetometer. VLF receiver 40 m
Data sampling interval	0.1 second
Magnetometer / sensitivity	Scintrex cesium / 0.01 nT
VLF receiver / sensitivity	Herz 2A / 1%
Electromagnetic system	DIGHEM^V

Frequency	Sensitivity	Coil Orientation
900 Hz	0.1 ppm	Vertical coaxial
5500 Hz	0.2 ppm	Vertical coaxial
900 Hz	0.1 ppm	Horizontal coplanar
7200 Hz	0.2 ppm	Horizontal coplanar
56000 Hz	0.5 ppm	Horizontal coplanar

ELECTROMAGNETIC ANOMALIES

Grade	Anomaly	Conductance
7	●	>100 siemens
6	◕	50–100 siemens
5	◒	20–50 siemens
4	⊕	10–20 siemens
3	⊕	5–10 siemens
2	○	1–5 siemens
1	◌	< 1 siemens
–	✳	Questionable anomaly

Anomaly identifier — Interpretive symbol — Depth is greater than: · 15 m, : 30 m, ⁝ 45 m, ⁞ 60 m — Inphase and Quadrature of coaxial coil is greater than: . 5 ppm, . 10 ppm, . . 15 ppm, . 20 ppm

Interpretive symbol	Conductor ("model")
B	Bedrock conductor
D	Narrow bedrock conductor ("thin dike")
S	Conductive cover ("horizontal thin sheet")
H	Broad conductive rock unit, deep conductive weathering, thick conductive cover ("half space")
E	Edge of broad conductor ("edge of half space")
L	Culture, e.g. power line, metal building or fence

FLIGHT LINES WITH EM ANOMALIES

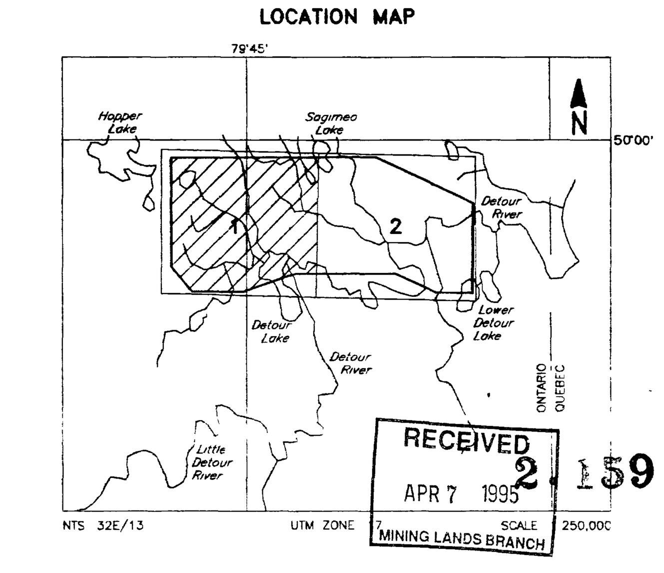
13010
13020
Flight direction
Flight line number
11020
Reflight Number
Line Number
Area Number
Fiducials identified on profiles
Dip direction
EM anomaly (see EM legend)
Conductor axis (on EM maps only)
Arcs indicate the conductor has a thickness > 10m
Magnetic correlation in nT (gammas)

RESISTIVITY CONTOURS

1000
800
600
500
400
300
250
200
150
125
100

Contours in ohm–m at 10 intervals per decade

LOCATION MAP



NTS 32E/13 UTM ZONE 17 SCALE 1:250,000

2.15942

PLACER DOME CANADA LIMITED
DETOUR LAKE AREA, ONTARIO

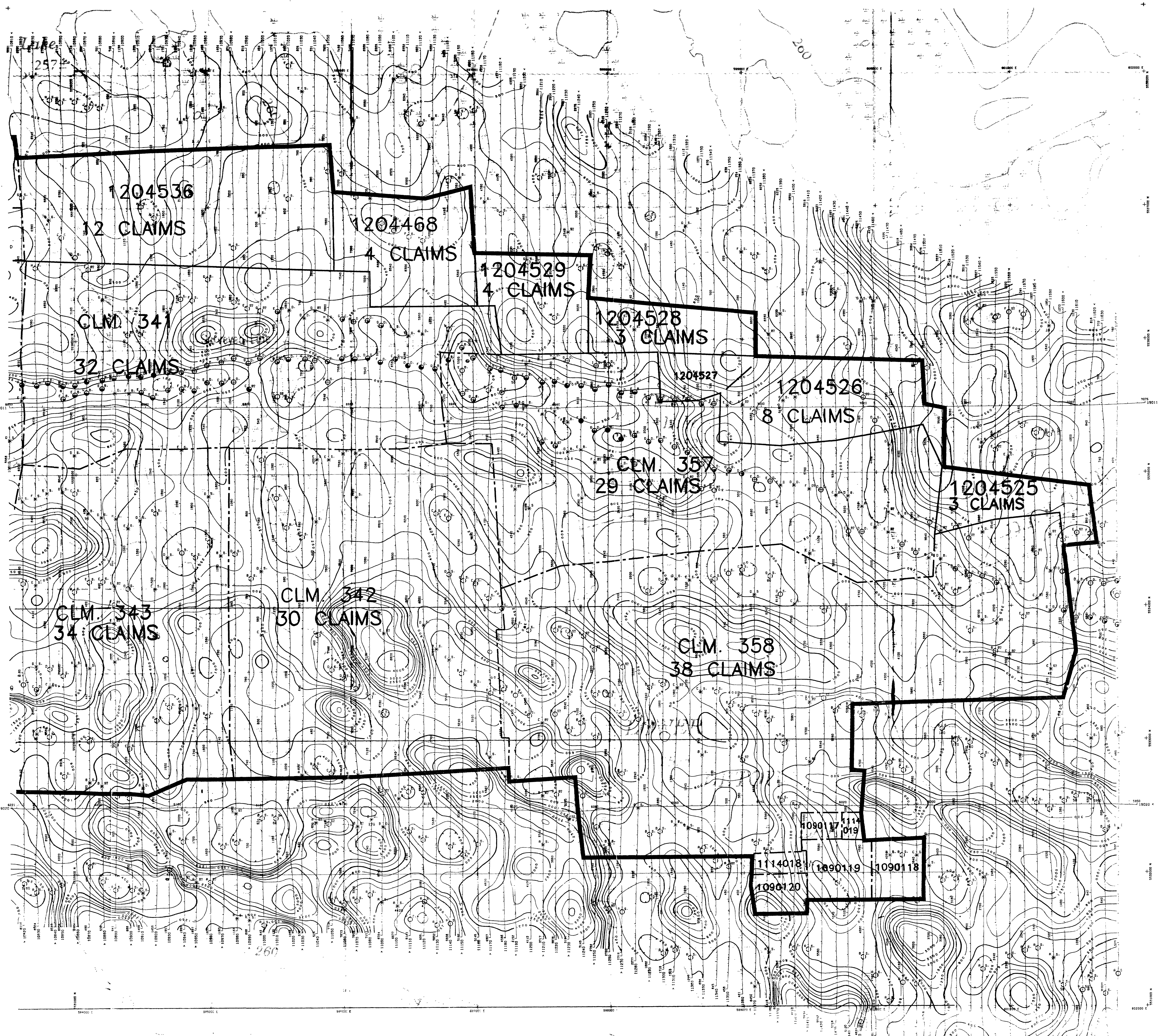
RESISTIVITY
7200 Hz COPLANAR

DIGHEM^V SURVEY	NTS 32 E/13	GEOPHYSICIST RP
DATE: NOVEMBER, 1994	JOB 1195	SHEET 1

DIGHEM, A division of CGG Canada Ltd.

0 0.5 1.0 Km
0 0.5 M
Scale 1:10 000

DIGHEM
Quality and Service in Airborne Geophysics



TECHNICAL SUMMARY

Navigation	Sercel real time differential GPS positioning
Data reduction grid interval	25 metres
Terrain clearance	Helicopter 60 m Electromagnetic sensor 30 m Magnetometer. VLF receiver 40 m
Data sampling interval	0.1 second
Magnetometer / sensitivity	Scintrex cesium / 0.01 nT
VLF receiver / sensitivity	Herz 2A / 1%
Electromagnetic system	DIGHEM[V]

Frequency	Sensitivity	Coil Orientation
900 Hz	0.1 ppm	Vertical coaxial
5500 Hz	0.2 ppm	Vertical coaxial
900 Hz	0.1 ppm	Horizontal coplanar
7200 Hz	0.2 ppm	Horizontal coplanar
56000 Hz	0.5 ppm	Horizontal coplanar

ELECTROMAGNETIC ANOMALIES

Grade	Anomaly	Conductance
7	●	>100 siemens
6	◕	50–100 siemens
5	◒	20–50 siemens
4	⊕	10–20 siemens
3	⊕	5–10 siemens
2	○	1–5 siemens
1	◌	< 1 siemens
–	✳	Questionable anomaly

Anomaly identifier
Interpretive symbol
Depth is greater than
: 15 m
: 30 m
: 45 m
: 60 m
Inphase and Quadrature of coaxial coil is greater than
. 5 ppm
. 10 ppm
. 15 ppm
. . 20 ppm

Interpretive symbol	Conductor ("model")
B	Bedrock conductor
D	Narrow bedrock conductor ("thin dike")
S	Conductive cover ("horizontal thin sheet")
H	Broad conductive rock unit, deep conductive weathering, thick conductive cover ("half space")
E	Edge of broad conductor ("edge of half space")
L	Culture, e.g. power line, metal building or fence

FLIGHT LINES WITH EM ANOMALIES

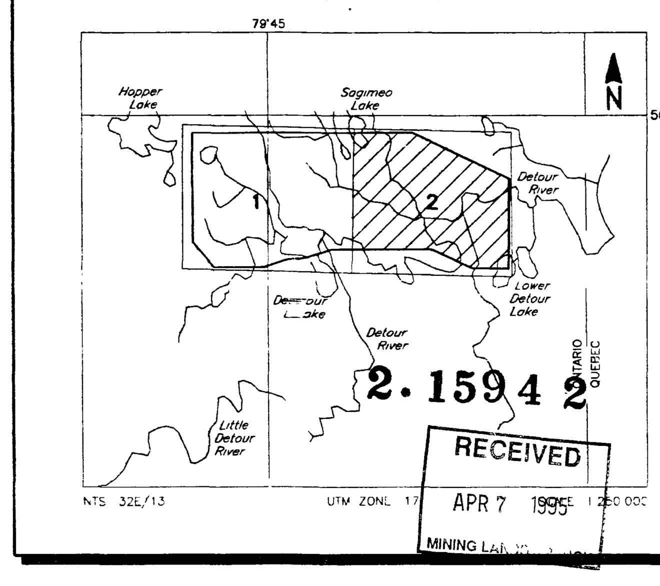
Flight direction
Flight line number
11020
Reflight Number
Line Number
Area Number
Fiducials identified on profiles
Dip direction
EM anomaly (see EM legend)
Conductor axis (on EM maps only)
Arcs indicate the conductor has a thickness > 10m
Magnetic correlation in nT (gammas)

RESISTIVITY CONTOURS

1000
800
600
500
400
300
250
200
150
125
100

Contours in ohm-m at 10 intervals per decade

LOCATION MAP



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PLACER DOME CANADA LIMITED
DETOUR LAKE AREA, ONTARIO

RESISTIVITY
7200 Hz COPLANAR

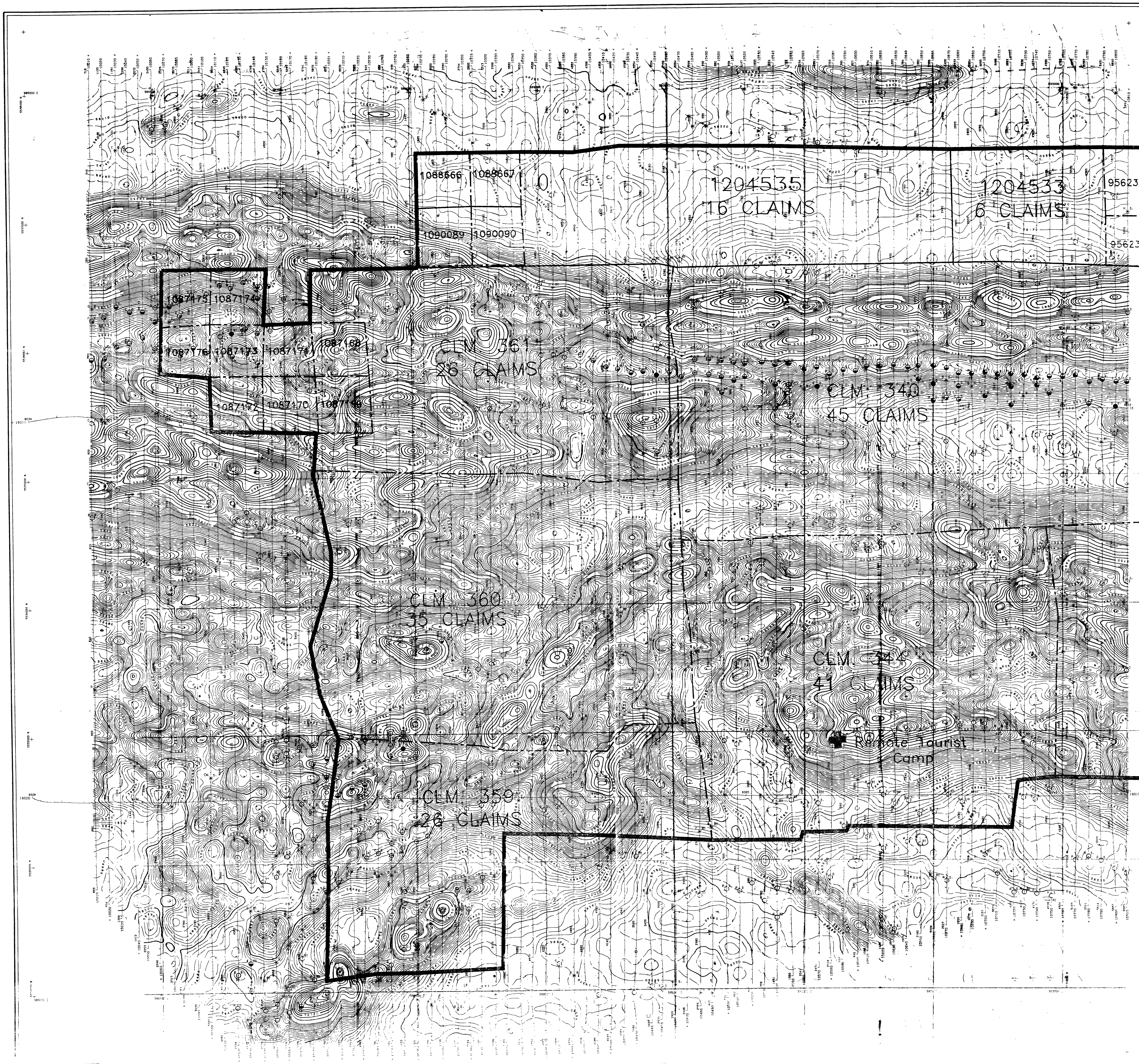
DIGHEM[V] SURVEY	NTS. 32 E/13	GEOPHYSICIST. RP
DATE NOVEMBER, 1994	JOB 1195	SHEET 2

DIGHEM, A division of CGG Canada Ltd.

Scale 1:10 000

DIGHEM
Quality and Service in Airborne Geophysics

270



TECHNICAL SUMMARY

Navigation	Sercel real time differential GPS positioning
Data reduction grid interval	25 metres
Terrain clearance	Helicopter 60 m Electromagnetic sensor 30 m Magnetometer VLF receiver 40 m
Data sampling interval	0.1 second
Magnetometer / sensitivity	Scintrex cesium / 0.01 nT
VLF receiver / sensitivity	Herz 2A / 1%
Electromagnetic system	DIGHEM[V]

Frequency	Sensitivity	Coil Orientation
900 Hz	0.1 ppm	Vertical coaxial
5500 Hz	0.2 ppm	Vertical coaxial
900 Hz	0.1 ppm	Horizontal coplanar
7200 Hz	0.2 ppm	Horizontal coplanar
56000 Hz	0.5 ppm	Horizontal coplanar

ELECTROMAGNETIC ANOMALIES

Grade	Anomaly	Conductance
7	●	>100 siemens
6		50–100 siemens
5		20–50 siemens
4		10–20 siemens
3		5–10 siemens
2	○	1–5 siemens
1		< 1 siemens
–	✳	Questionable anomaly

Anomaly identifier — Interpretive symbol — Depth is greater than: 15 m, 30 m, 45 m, 60 m — Inphase and Quadrature of coaxial coil is greater than: 5 ppm, 10 ppm, 15 ppm, 20 ppm

Interpretive symbol	Conductor ("model")
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D	Narrow bedrock conductor ("thin dike")
S	Conductive cover ("horizontal thin sheet")
H	Broad conductive rock unit, deep conductive weathering, thick conductive cover ("half space")
E	Edge of broad conductor ("edge of half space")
L	Culture, e.g. power line, metal building or fence

FLIGHT LINES WITH EM ANOMALIES

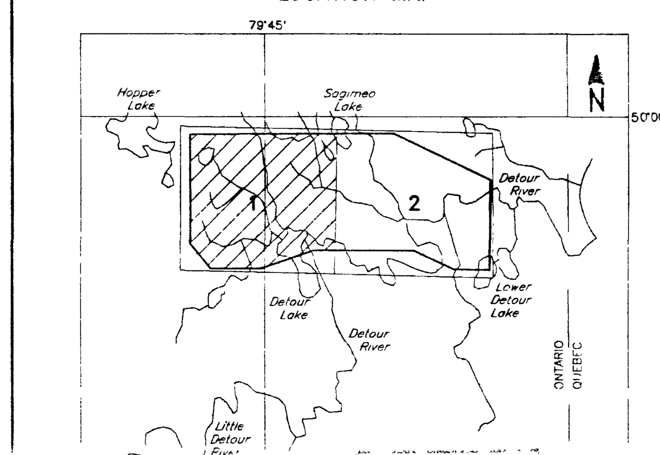
- Flight direction
- Flight line number (11020: Reflight Number, Line Number, Area Number)
- Fiducials identified on profiles
- Dip direction
- EM anomaly (see EM legend)
- Conductor axis (on EM maps only)
- Arcs indicate the conductor has a thickness > 10m
- Magnetic correlation in nT (gammas)

TOTAL FIELD MAGNETIC CONTOURS

- 250 nT
- 50 nT
- 10 nT
- 5 nT
- magnetic low

Magnetic inclination within the survey area 76 degrees

LOCATION MAP



NTS 32 E/13 UTM ZONE 17 SCALE 1 250,000

2.15942

PLACER DOME CANADA LIMITED
DETOUR LAKE AREA, ONTARIO

TOTAL FIELD MAGNETICS

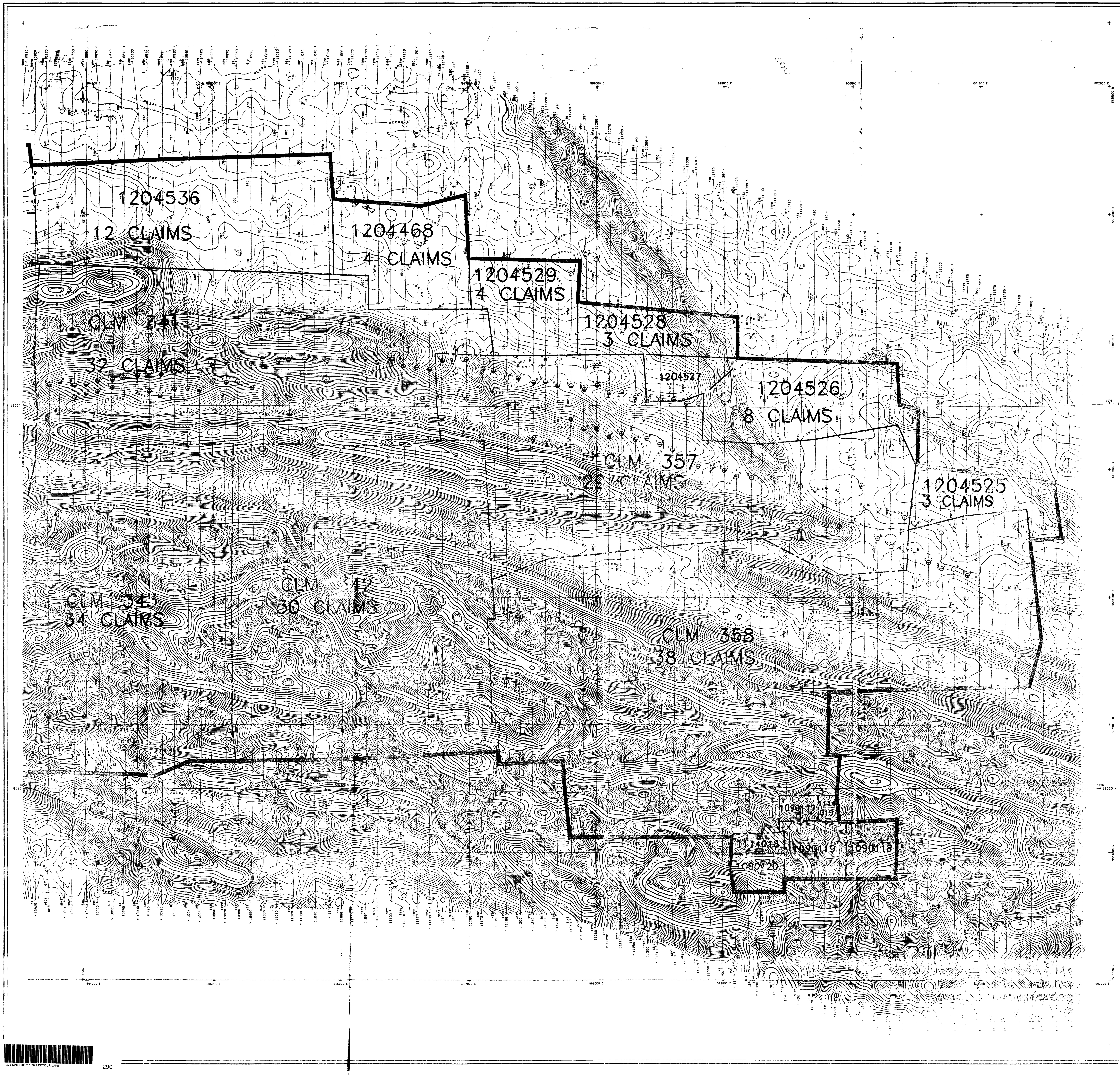
DIGHEM[V] SURVEY	NTS. 32 E/13	GEOPHYSICIST RP
DATE NOVEMBER 1994	JOB 1195	SHEET 1

DIGHEM, A division of CGG Canada Ltd

Scale 1:10 000

DIGHEM

32E13NE0008 2.15942 LOWER DETOUR LAKE 280



TECHNICAL SUMMARY

Navigation	Sercel real time differential GPS positioning
Data reduction grid interval	25 metres
Terrain clearance	Helicopter 60 m Electromagnetic sensor 30 m Magnetometer, VLF receiver 40 m
Data sampling interval	0.1 second
Magnetometer / sensitivity	Scintrex cesium / 0.01 nT
VLF receiver / sensitivity	Herz 2A / 1%
Electromagnetic system	DIGHEM

Frequency	Sensitivity	Coil Orientation
900 Hz	0.1 ppm	Vertical coaxial
5500 Hz	0.2 ppm	Vertical coaxial
900 Hz	0.1 ppm	Horizontal coplanar
7200 Hz	0.2 ppm	Horizontal coplanar
56000 Hz	0.5 ppm	Horizontal coplanar

ELECTROMAGNETIC ANOMALIES

FLIGHT LINES WITH EM ANOMALIES

TOTAL FIELD MAGNETIC CONTOURS

LOCATION MAP

2.15042

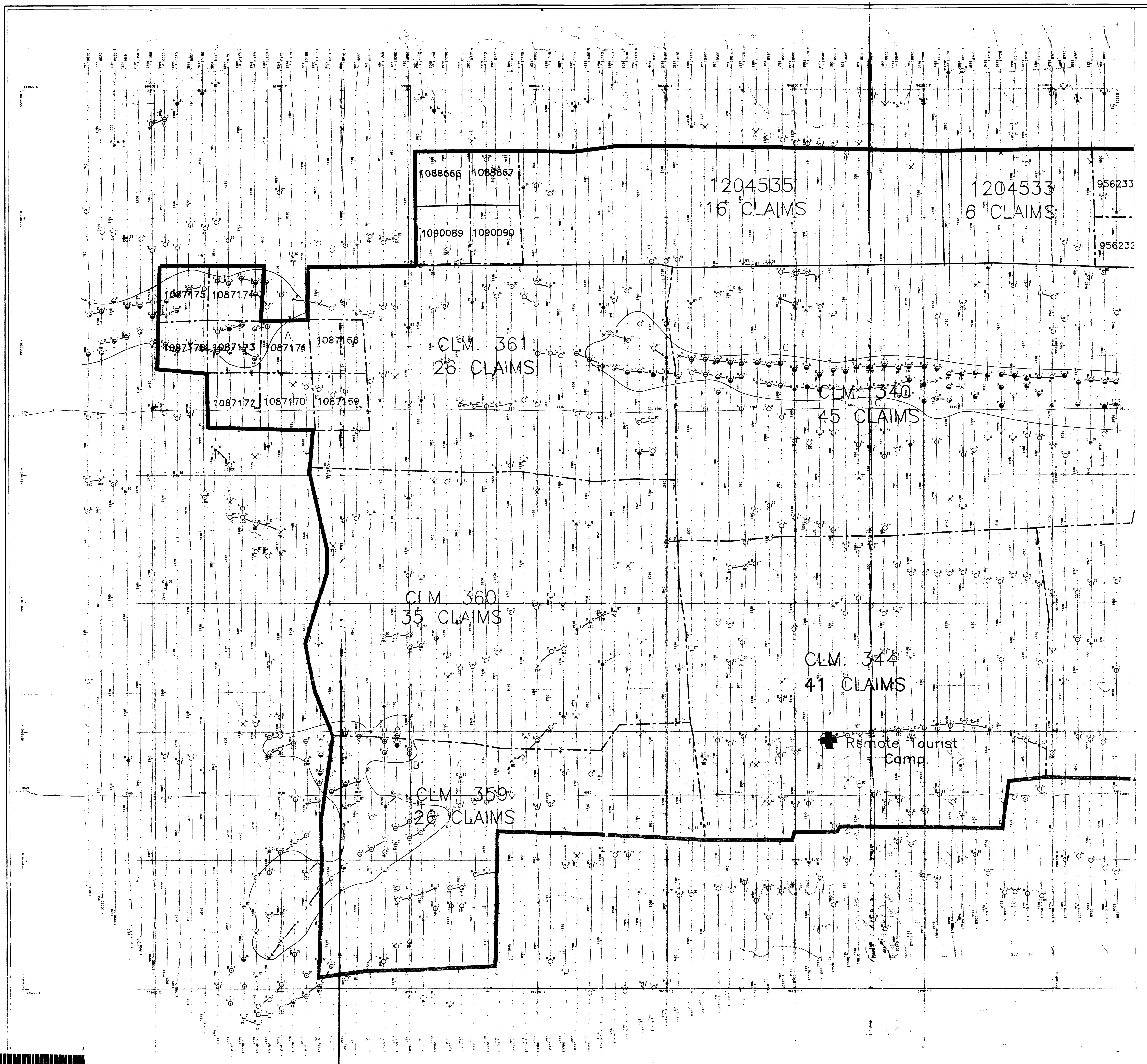
PLACER DOME CANADA LIMITED
DETOUR LAKE AREA, ONTARIO

TOTAL FIELD MAGNETICS

DIGHEM, A division of CGG Canada Ltd.

DIGHEM

290



TECHNICAL SUMMARY

Navigation . . . . Sercel real time differential GPS positioning
Data reduction grid interval 25 metres
Terrain clearance . . . . Helicopter 60 m
Electromagnetic sensor 30 m
Magnetometer VLF receiver 40 m
Data sampling interval . 0.1 second
Magnetometer / sensitivity . . . Scintrex cesium / 0.01 nT
VLF receiver / sensitivity . . Herz 2A / 1%
Electromagnetic system . . . . . . DIGHEM

Frequency	Sensitivity	Coil Orientation
900 Hz	0.1 ppm	Vertical coaxial
5500 Hz	0.2 ppm	Vertical coaxial
900 Hz	0.1 ppm	Horizontal coplanar
7200 Hz	0.2 ppm	Horizontal coplanar
56000 Hz	0.5 ppm	Horizontal coplanar

ELECTROMAGNETIC ANOMALIES

Grade	Anomaly	Conductance
7	●	>100 siemens
6	◕	50–100 siemens
5	◒	20–50 siemens
4	⊕ (half filled)	10–20 siemens
3	⊕	5–10 siemens
2	○	1–5 siemens
1	◌	< 1 siemens
–	✳	Questionable anomaly

Anomaly identifier
Interpretive symbol
Depth is greater than
15 m
30 m
45 m
60 m
Inphase and Quadrature of coaxial coil is greater than
5 ppm
10 ppm
15 ppm
20 ppm

Interpretive symbol	Conductor ("model")
B	Bedrock conductor
D	Narrow bedrock conductor ("thin dike")
S	Conductive cover ("horizontal thin sheet")
H	Broad conductive rock unit, deep conductive weathering, thick conductive cover ("half space")
E	Edge of broad conductor ("edge of half space")
L	Culture, e.g. power line, metal building or fence

FLIGHT LINES WITH EM ANOMALIES

13010
13020
Flight direction
Flight line number
11020
Reflight Number
Line Number
Area Number
Fiducials identified on profiles
Dip direction
EM anomaly (see EM legend)
Conductor axis (on EM maps only)
Arcs indicate the conductor has a thickness > 10m
Magnetic correlation in nT (gammas)

2.15942

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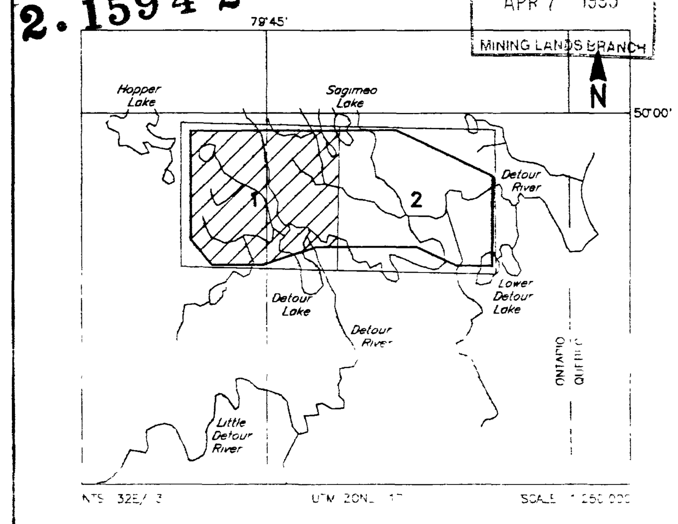
LOCATION MAP



NTS 32E/13 UTM ZONE 17 SCALE 1:250 000

PLACER DOME CANADA LIMITED
DETOUR LAKE AREA, ONTARIO

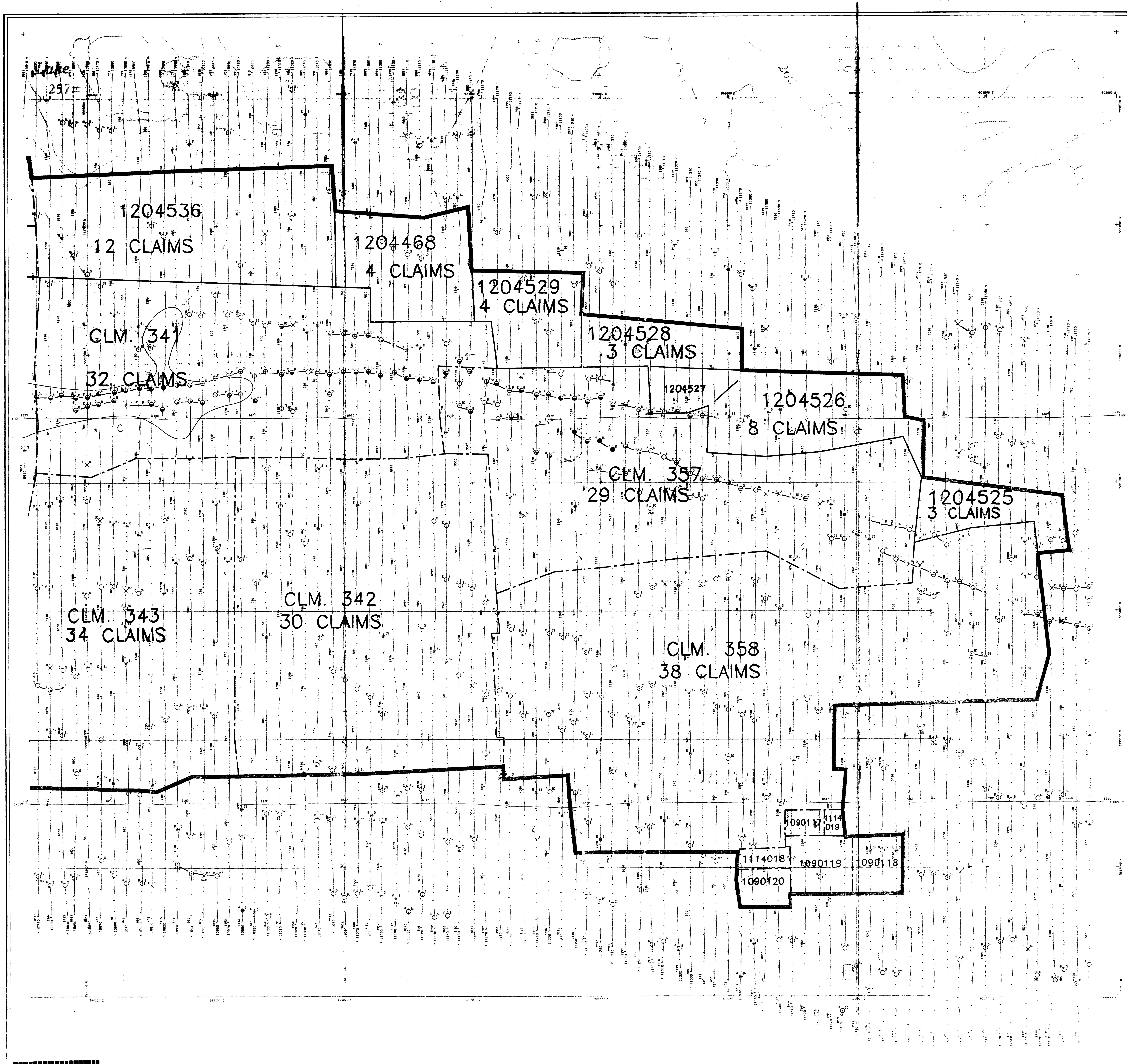
ELECTROMAGNETIC ANOMALIES

DIGHEM SURVEY	NTS 32 E/13	GEOPHYSICIST
DATE NOVEMBER, 1994	JOB 1195	SHEET 1

DIGHEM, A division of CGG Canada Ltd

DIGHEM

300



TECHNICAL SUMMARY

Navigation	Sercel real time differential GPS positioning
Data reduction grid interval	25 metres
Terrain clearance	Helicopter 60 m Electromagnetic sensor 30 m Magnetometer, VLF receiver 40 m
Data sampling interval	0.1 second
Magnetometer / sensitivity	Scintrex cesium / 0.01 nT
VLF receiver / sensitivity	Herz 2A / 1%
Electromagnetic system	DIGHEM[V]

Frequency	Sensitivity	Coil Orientation
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7200 Hz	0.2 ppm	Horizontal coplanar
56000 Hz	0.5 ppm	Horizontal coplanar

ELECTROMAGNETIC ANOMALIES

Grade	Anomaly	Conductance
7	●	>100 siemens
6		50–100 siemens
5		20–50 siemens
4		10–20 siemens
3	⊕	5–10 siemens
2	○	1–5 siemens
1		< 1 siemens
–	✳	Questionable anomaly

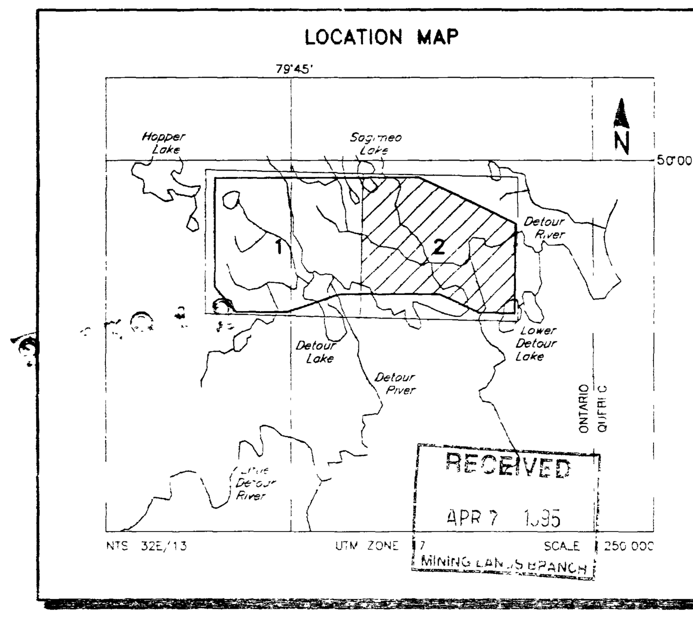
Anomaly identifier — Interpretive symbol
Depth is greater than 15 m, 30 m, 45 m, 60 m
Inphase and Quadrature of coaxial coil is greater than 5 ppm, 10 ppm, 15 ppm, 20 ppm

Interpretive symbol	Conductor ("model")
B	Bedrock conductor
D	Narrow bedrock conductor ("thin dike")
S	Conductive cover ("horizontal thin sheet")
H	Broad conductive rock unit, deep conductive weathering, thick conductive cover ("half space")
E	Edge of broad conductor ("edge of half space")
L	Culture, e.g. power line, metal building or fence

FLIGHT LINES WITH EM ANOMALIES

Flight direction
Flight line number
11020 — Reflight Number, Line Number, Area Number
Fiducials identified on profiles
Dip direction
EM anomaly (see EM legend)
Conductor axis (on EM maps only)
Arcs indicate the conductor has a thickness > 10m
Magnetic correlation in nT (gammas)

LOCATION MAP



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ELECTROMAGNETIC ANOMALIES

DIGHEM[V] SURVEY	NTS 32 E/13	GEOPHYSICIST

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