REPORT NO. 228

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DIGHEM^{III} SURVEY
OF THE
TWEED TOWNSHIP AREA,
ONTARIO

FOR

GLEN AUDEN RESOURCES LTD.

BY

DIGHEM SURVEYS & PROCESSING INC.

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MISSISSAUGA, ONTARIO
OCTOBER 28, 1985

S.J. KILTY
CHIEF GEOPHYSICIST

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SUMMARY AND RECOMMENDATIONS

A total of 281 km (175 miles) of survey was flown with the DIGHEM^{III} system in August 1985, on behalf of Glen Auden Resources Ltd., over a property near Cochrane, Ontario.

The survey outlined several discrete bedrock conductors associated with areas of low resistivity. Most of these anomalies appear to warrant further investigation using appropriate surface exploration techniques. Areas of interest may be assigned priorities for follow-up work on the basis of supporting geological and/or geochemical information.

The area of interest contains several anomalous features, many of which are considered to be of moderate to high priority as exploration targets.

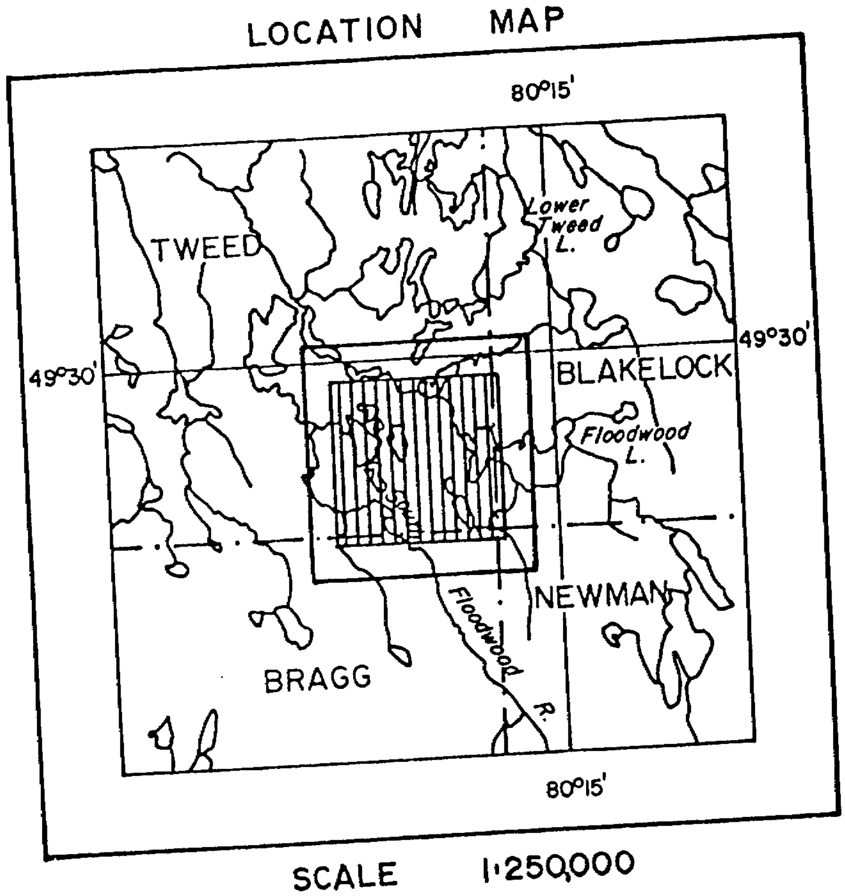

Figure 1

THE SURVEY AREA

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INTRODUCTION

A DIGHEM[III] electromagnetic/resistivity/magnetic/VLF survey totalling 281 line-km (175 line-miles) was flown with a 100 m line-spacing for Glen Auden Resources Ltd., from August 21 to 22, 1985, in the Cochrane area of Ontario (Figure 1). In addition, one tie line was flown totalling 5.5 line-km.

The AStar 350D turbine helicopter (C-GATX) flew at an average airspeed of 100 km/h with an EM bird height of approximately 30 m. Ancillary equipment consisted of a Sonotek PMH5010 magnetometer with its bird at an average height of 45 m, a Sperry radio altimeter, a Geocam sequence camera, an RMS GR33 digital graphics recorder, a Sonotek SDS1200 digital data acquisition system and a Digidata 1140 9-track 800-bpi magnetic tape recorder. The analog equipment recorded four channels of EM data at approximately 900 Hz, two channels of EM data at approximately 7200 Hz, two channels of EM data at approximately 56000 Hz, four channels of VLF-EM information (total field and quadrature components), two ambient EM noise channels (for the coaxial and coplanar receivers), two channels of magnetics (coarse and fine count), and a channel of radio altitude. The digital equipment recorded the above parameters, with the EM data to a sensitivity of 0.2 ppm at 900 Hz, 0.4 ppm at 7200 Hz, the VLF field to 0.1%, and the magnetic field to one nT (i.e., one gamma).

Appendix A provides details on the data channels, their respective sensitivities, and the 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.

EM anomalies shown on the electromagnetic anomaly map 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 are clearly evident on the resistivity map. The resistivity map, therefore, may be more valuable than the electromagnetic anomaly map, in areas where broad or flat-lying conductors are considered to be of importance.

Some of the weaker anomalies could be due to aerodynamic noise, i.e., bird bending, 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.

In areas where EM responses are evident only on the quadrature components, zones of poor conductivity are indicated. Where these responses are coincident with strong 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. These weak features are evident on the resistivity map but may not be shown on the electromagnetic anomaly map. If it is expected that poorly-conductive sulphides may be associated with magnetite-rich units, some of these weakly anomalous features may 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.

SECTION I: SURVEY RESULTS

CONDUCTORS IN THE SURVEY AREA

The survey covered a single grid with 281 km of flying, the results of which are shown on one map sheet for each parameter. Table I-1 summarizes the EM responses in the survey area with respect to conductance grade and interpretation.

The electromagnetic anomaly map shows 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 for follow-up planning, consult the anomaly listings appended to this report to ensure that none of the conductors are overlooked.

The resistivity map shows the conductive properties of the survey area. Some of the resistivity lows (i.e., conductive areas) coincide with discrete bedrock conductors and others indicate conductive overburden or broad conductive rock units. The resistivity patterns may aid geologic mapping and in extending the length of known zones.

TABLE I-1

EM ANOMALY STATISTICS OF THE TWEED TOWNSHIP AREA

CONDUCTOR GRADE	CONDUCTANCE RANGE	NUMBER OF RESPONSES
6	> 99 MHOS	5
5	50-99 MHOS	19
4	20-49 MHOS	34
3	10-19 MHOS	41
2	5- 9 MHOS	56
1	< 5 MHOS	190
X	INDETERMINATE	97
TOTAL		442

CONDUCTOR MODEL	MOST LIKELY SOURCE	NUMBER OF RESPONSES
D	DISCRETE BEDROCK CONDUCTOR	200
T	DISCRETE BEDROCK CONDUCTOR	1
B	DISCRETE BEDROCK CONDUCTOR	46
S	CONDUCTIVE COVER	182
E	EDGE OF WIDE CONDUCTOR	13
TOTAL		442

(SEE EM MAP LEGEND FOR EXPLANATIONS)

The survey area is dominated by a highly magnetic feature striking east across the northern portion of the survey block. Another strong magnetic high is located near the northern edge of the survey boundary. There are also several less magnetic east-striking features and a weak north-striking high located between lines 10200 and 10240. This north-striking zone may be due to a diabase dike.

VLF responses in this area are very poor due to a thin but highly conductive near surface layer which appears to be channeling the horizontal VLF-EM field. The VLF map (Seattle - 24.8 kHz) provides very little information regarding bedrock conductors and structure.

The resistivity map at 900 Hz maps the bedrock conductors and also appears to indicate the presence of several possible fault zones not readily apparent on the magnetic maps.

This survey block contains numerous bedrock conductors of high conductivity thickness. It is strongly recommended that all ground geochemical, geophysical and geological information be used in order to try and differentiate between graphite and sulfide-type responses.

Anomalies 10010B-10110A, 10060B — These grade 2 to grade 5 anomalies reflect a strong bedrock conductor striking southeast. This zone is associated with a prominent magnetic high typical of an iron formation. This zone may have strike extensions to the southeast and northwest. These anomalies probably reflect the presence of pyrrhotite within an iron formation.

Anomalies 10010D-10100xA — This strong bedrock conductor is located along the edge of a linear east-striking magnetic anomaly. The conductor is not associated directly with the magnetic high and may be reflecting mineralization along a contact. This zone may be due to graphite.

Anomalies 10120A-10150A, 10140xA'-10160xA — These conductors are located at the ends of the flight lines and, hence, their location and line to line correlation may be inaccurate. These non-magnetic conductors appear to be striking southeast and may be due to graphite.

Anomaly 10130A	This grade 3 anomaly appears to reflect an isolated, weakly magnetic conductor. This zone could reflect possible sulfides and should be investigated on the ground.
Anomalies 10160A-10540B	This long, linear conductor strikes parallel to the southern border of the survey area. This north dipping conductor is predominantly non-magnetic. The exception to this is the region between lines 10440 and 10500. This conductor is most likely due to a zone of graphite.
Anomalies 10010E-10030C, 10010xA-19010xA	Conductors 10010E-10030C reflect a bedrock zone associated with a strong magnetic high. This conductor probably has a strike extension to the west. Anomalies 10010xA and 19010xA indicate a

poorly conductive zone located adjacent to a magnetic high. This weak conductor is probably due to mineralization along a contact.

Anomalies 10041D, 10050xB-10060xE, 10060C, 10210xB, 10220D

These low amplitude, grade 1 anomalies and x-type responses reflect weak, isolated conductors that appear to be due to bedrock sources. Anomaly 10220D is associated with a north-striking magnetic high that is probably due to a diabase dike. These conductors should be investigated further but with a low priority.

Anomalies 10080C-10190E, 10210xD-10310F, 10160G, 10270D, 10100C-10240D, 10280G-10290G, 10280xD

These grade 1 to grade 5 anomalies reflect parallel conductors striking east. These conductors also appear to be dipping to the north. These mainly non-magnetic conductors may be due to graphite. It is recommended that these conductors be correlated with ground truth before any follow up is commenced.

Anomalies 10100D-10120C should be investigated because of a weak magnetic correlation.

Anomalies 10230I, 10230J, 10230K, 10240F — These grade 1 anomalies reflect weak, isolated conductors that may be due to bedrock sources. Caution should be exercised when locating these anomalies on the ground as they are very weak and may be due to surficial conductivity.

Anomalies 10090F-10130D, 10120E-10130xA' — These grade 1 to grade 3 anomalies and associated x-type responses reflect a pair of conductors associated with an isolated magnetic high. These responses may indicate a faulted section of a nearby iron formation. These north-dipping anomalies should be investigated on the ground.

<u>Group 1-1</u>

These grade 1 to grade 5 anomalies and associated x-type responses reflect conductivity associated with a prominent magnetic high. This area is located on the north edge of the survey area and may continue beyond the northern survey boundary. Follow-up priorities within this group should be assigned after correlation with ground truth. It is recommended that anomalies within this group be subdivided into magnetic and non-magnetic responses in an attempt to prioritize these targets.

Anomalies 10280E-10330E, 10280F-10290F, 10320E-10330D, 10330xB-10340xB

These grade 1 to grade 6 anomalies and associated x-type responses reflect a central magnetic conductor flanked on either side by weaker, intermittent conductors. The central conductor most likely reflects a conductive iron formation with the weaker conductors indicating mineralization along the contacts.

Anomalies 10270xA-10330B, 10280C-10310xA, 10300B

Anomalies within this group reflect two or more parallel bedrock conductors associated with a weak magnetic high. Conductor 10270xA-10330B is associated with the peak of the magnetic high while the other two may be associated with a contact. These anomalies should be investigated on the ground.

Anomalies 10340C-10420xC, 10350C

These grade 1 to grade 3 anomalies reflect a non-magnetic conductor striking east and dipping to the north. Anomaly 10350C is an isolated single line magnetic response. This magnetic conductor may reflect an isolated section of an iron formation.

Group 1-2

Anomalies in this group are associated with a prominent resistivity low and magnetic high. These north-dipping conductors appear to reflect a conductive section of an iron formation and a non-magnetic conductive horizon located to the side of the high. These anomalies should be investigated further.

Anomalies 10380D-10420H, 10520E-10540D

These grade 1 to grade 3 anomalies reflect an intermittent conductor located along a prominent iron formation. The non-magnetic anomalies in this group probably reflect mineralization along a contact.

Anomalies 10490D-10510D These grade 1 anomalies reflect a short strike length conductor located at the edge of the survey area. This non-magnetic zone is poorly conductive and may reflect disseminated mineralization. This conductor should be investigated on the ground.

SECTION II: BACKGROUND INFORMATION

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 II-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 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 six grades of conductance, as shown in Table II-1. The conductance in mhos is the reciprocal of resistance in ohms.

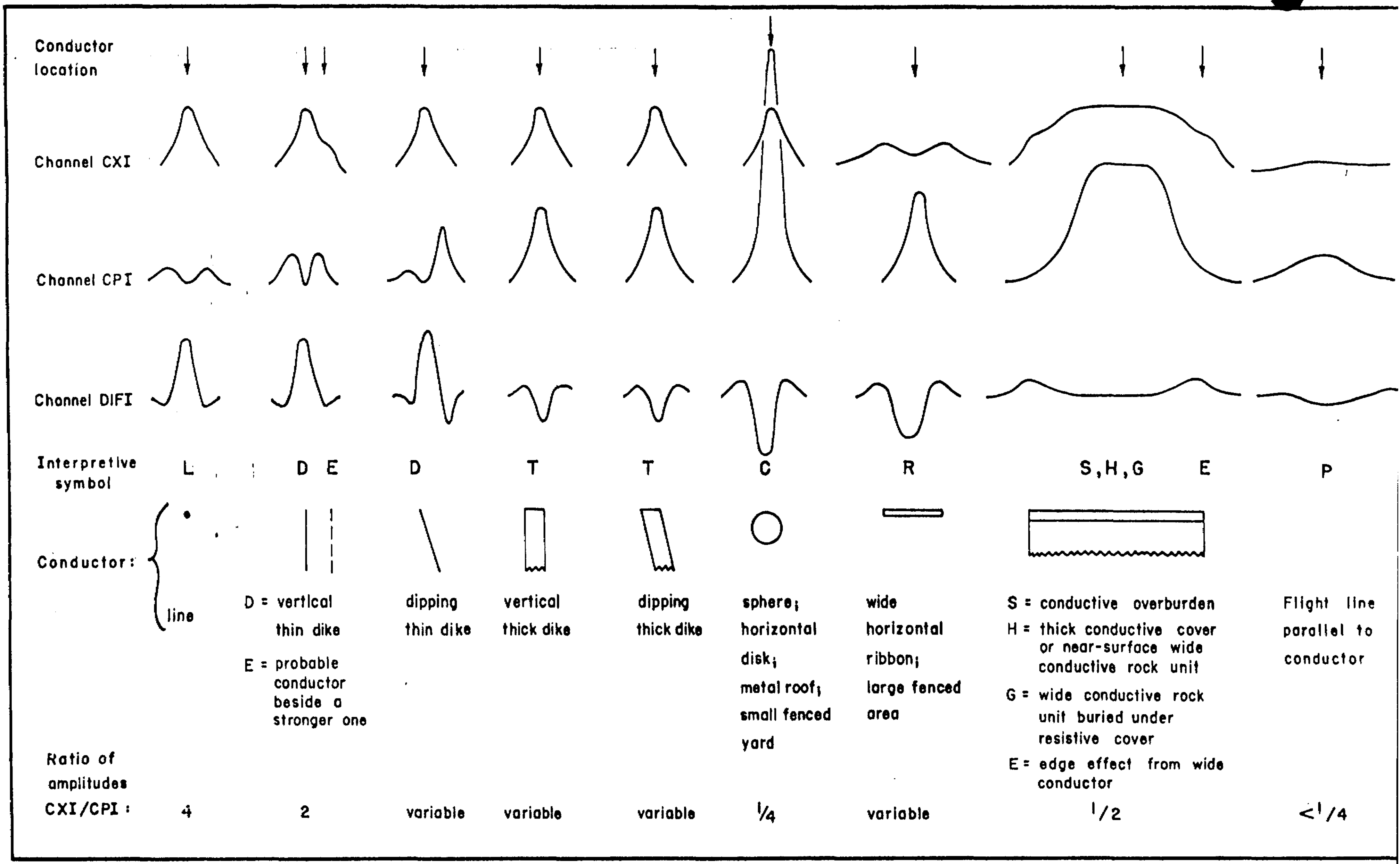

Figure II - 1 Typical DIGHEM anomaly shapes

Table II-1. EM Anomaly Grades

Anomaly Grade	Mho Range
6	> 99
5	50 - 99
4	20 - 49
3	10 - 19
2	5 - 9
1	< 5

The conductance value is a geological parameter because it is a characteristic of the conductor alone. It generally is independent of frequency, and of flying height or depth of burial apart from the averaging over a greater portion of the conductor as height increases.[1] 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 are not plotted on the EM maps. However, patchy conductive overburden in otherwise resistive areas

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[1] This statement is an approximation. DIGHEM, with its short coil separation, tends to yield larger and more accurate conductance values than airborne systems having a larger coil separation.

can yield discrete anomalies with a conductance grade (cf. Table II-1) of 1, or even of 2 for conducting clays which have resistivities as low as 50 ohm-m. In areas where ground resistivities can be 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, G and sometimes E on the map (see EM legend).

For bedrock conductors, the higher anomaly grades indicate increasingly higher conductances. Examples: DIGHEM's New Insco copper discovery (Noranda, Canada) yielded a grade 4 anomaly, as did the neighbouring copper-zinc Magusi River ore body; Mattabi (copper-zinc, Sturgeon Lake, Canada) and Whistle (nickel, Sudbury, Canada) gave grade 5; and DIGHEM's Montcalm nickel-copper discovery (Timmins, Canada) yielded a grade 6 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 5 and 6) are characteristic of massive sulfides or graphite. Moderate conductors (grades 3 and 4) typically reflect sulfides of a less massive character or graphite, while weak bedrock conductors (grades 1 and 2) can signify poorly connected graphite or heavily disseminated sulfides. Grade 1 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 1 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 and 2). 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 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 (see below). 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.

X-type electromagnetic responses

DIGHEM maps contain x-type EM responses in addition to EM anomalies. An x-type response is below the noise threshold of 3 ppm, and reflects 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 <u>thin</u> when the thickness is likely to be less than 3 m, and <u>thick</u> when in excess of 10 m. Thick conductors are indicated on the EM map by crescents. 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 profile (see table in Appendix A) and the resistivity contour map present the apparent resistivity using the so-called pseudo-layer (or buried) half space model defined in Fraser (1978)[2]. This model consists of a resistive layer overlying a conductive half space. The depth channel (see Appendix A) gives 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

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

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 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 absolute value of the earth's resistivity.
(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[3]. 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.

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3 The gradient analogy is only valid with regard to the identification of anomalous locations.

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. The processing of DIGHEM data, however, produces six channels which contribute significantly to the recognition of bedrock conductors. These are the inphase and quadrature difference channels (DIFI and DIFQ), and the resistivity and depth channels (RES and DP) for each coplanar frequency; see table in Appendix A.

The EM difference channels (DIFI and DIFQ) eliminate up to 99% of the response of conductive ground, leaving responses from bedrock conductors, cultural features (e.g., telephone lines, fences, etc.) and edge effects. An edge effect arises when the conductivity of the ground suddenly changes, and this is 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 (DIFI and DIFQ) and the two resistivity channels (RES). The most favourable situation is where anomalies coincide on all four 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 both 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 seleoted 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 above that the EM difference channels (i.e., channel DIFI for inphase and DIFQ 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 DIFI. 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 response and magnetic permeability response. 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 channel "FEO" (see Appendix A) which displays apparent weight percent magnetite according to a homogeneous half space model.[4] 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 steeply 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

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

factor of 2 when the magnetite is fairly uniformly distributed. EM magnetite maps can be generated when magnetic permeability is evident as indicated by anomalies in the magnetite channel FEO.

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.

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 CXS and CPS (see Appendix A) measure 50 and 60 Hz radiation. An anomaly on these channels shows that the conductor is radiating cultural power. Such an indication is normally a guarantee that the conduc-

tor 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.[5] When the flight crosses the cultural line at a high angle of intersection, the amplitude ratio of coaxial/coplanar (e.g., CXI/CPI) 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 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

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5 See Figure II-1 presented earlier.

small fenced yard.[6] 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.[6] 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, 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. If, instead, a center-peaked coplanar anomaly occurred, there would be concern that a thick geologic conductor coincided with the cultural line.

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[6] It is a characteristic of EM that geometrically identical 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.

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 CXS and CPS, and on the camera film.

TOTAL FIELD MAGNETICS

The existence of a magnetic correlation with an EM anomaly is indicated directly on the EM map. 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 one nT (i.e., one gamma). The digital tape is processed by computer to yield a total field magnetic contour map. When warranted, the magnetic data also may 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 II-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

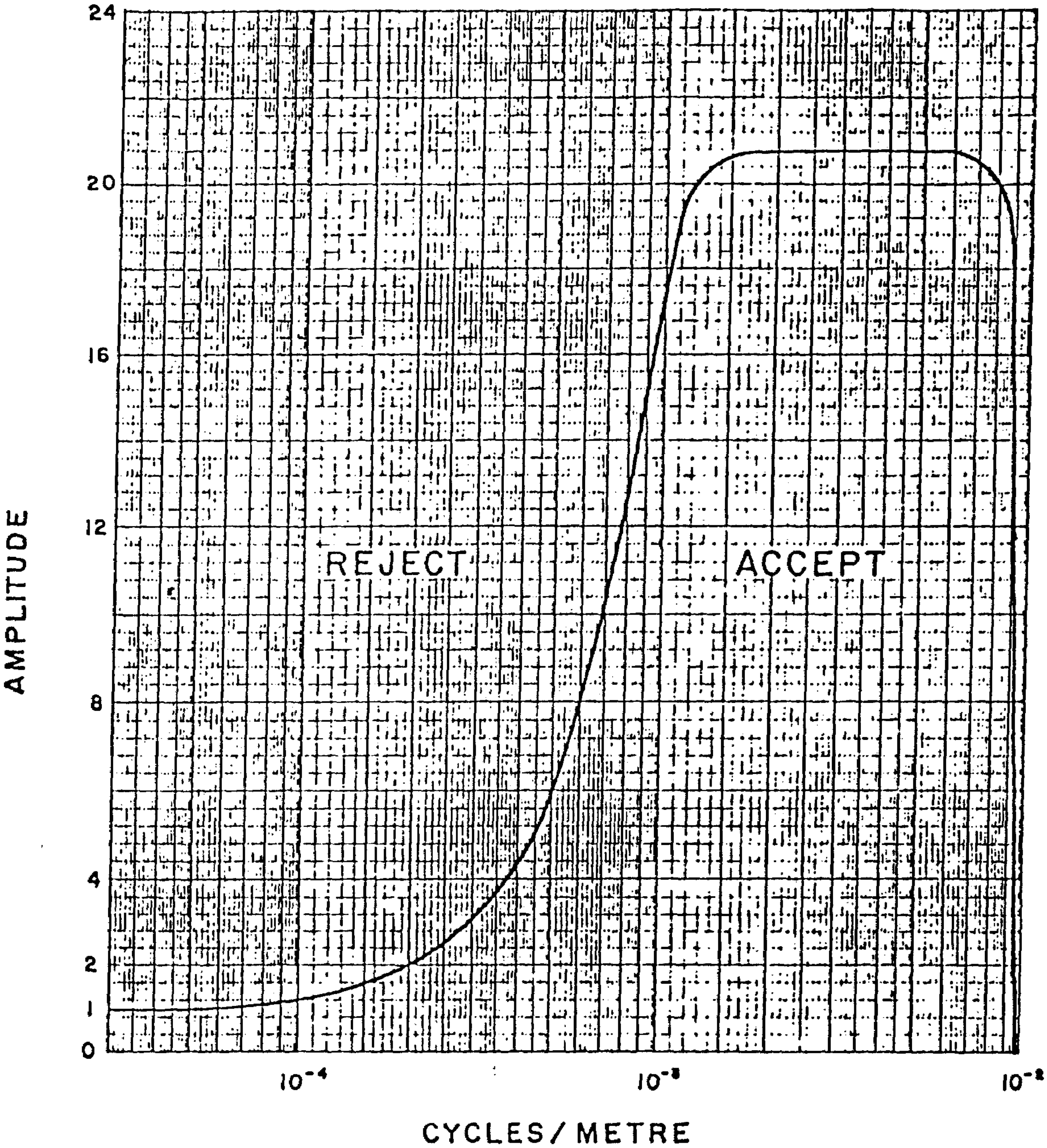

Figure II-2 Frequency response of magnetic enhancement operator.

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.

VLF-EM

VLF-EM 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-EM 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 Herz Industries Ltd Totem VLF-electromagnetometer measures the total field and vertical quadrature components. Both these components are digitally recorded in the aircraft with a sensitivity of 0.1 percent. The total field yields peaks over VLF-EM current concentrations

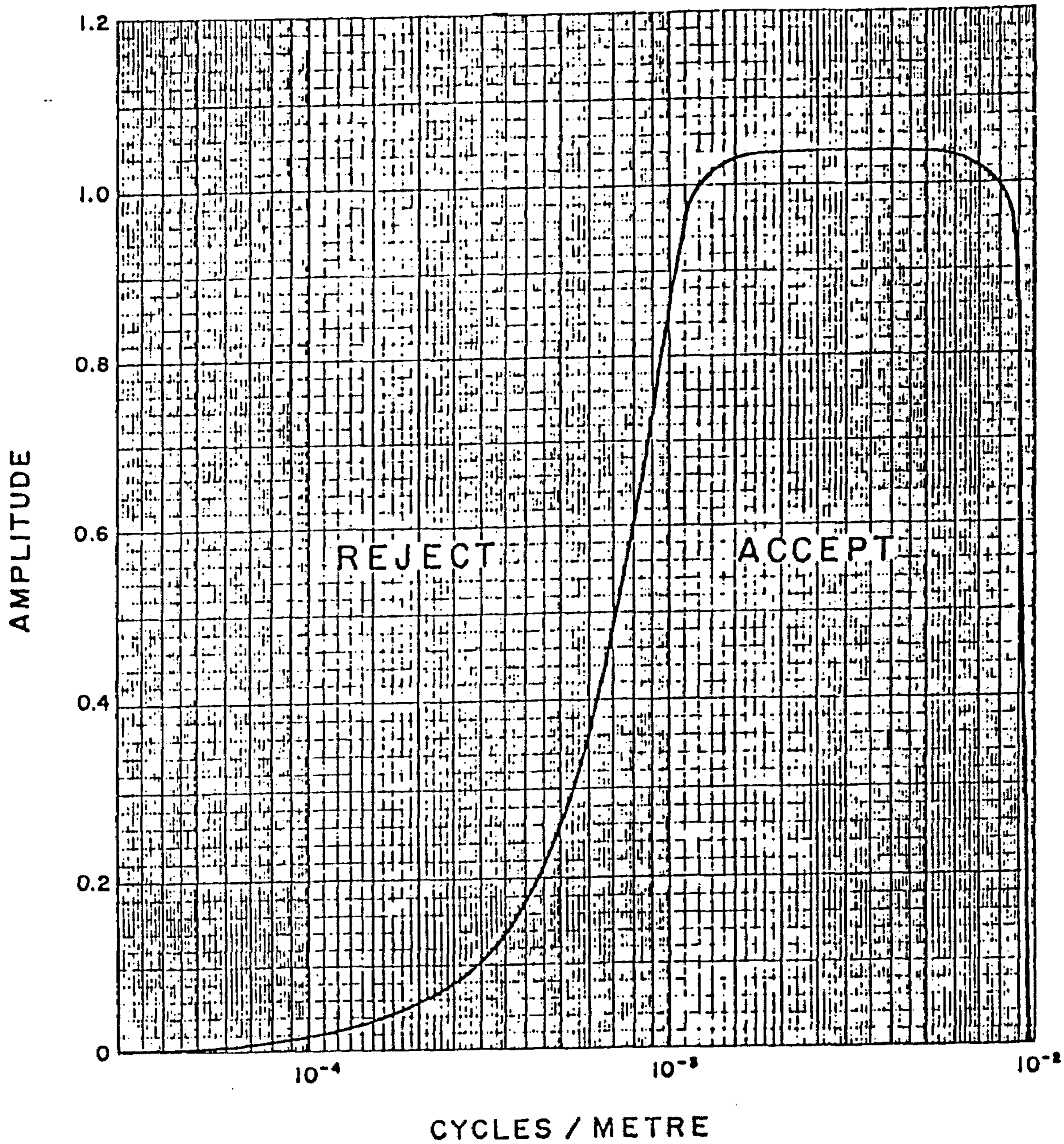

Figure II-3 Frequency response of VLF-EM operator.

whereas the quadrature component tends to yield crossovers. Both appear as traces on the profile records. The total field data also are filtered digitally and displayed on a contour map, to facilitate the recognition of trends in the rock strata and the interpretation of geologic structure.

The response of the VLF-EM total field filter operator in the frequency domain (Figure II-3) is basically similar to that used to produce the enhanced magnetic map (Figure II-2). The two filters are identical along the abscissa but different along the ordinant. The VLF-EM 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. The filtered total field VLF-EM contour map is produced with a contour interval of one percent.

MAPS ACCOMPANYING THIS REPORT

Five map sheets accompany this report:

Electromagnetic Anomalies	1 map sheet
Resistivity (900 Hz)	1 map sheet
Total Field Magnetics	1 map sheet
Enhanced Magnetics	1 map sheet
V.L.F. Total Field Contours (Seattle)	1 map sheet

Respectfully submitted,
DIGHEM SURVEYS & PROCESSING INC.

S.J. Kilty

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Chief Geophysicist

APPENDIX A

THE FLIGHT RECORD AND PATH RECOVERY

Both analog and digital flight records were produced. The analog profiles were recorded on chart paper in the aircraft during the survey. The digital profiles were generated later by computer and plotted on electrostatic chart paper at a scale of 1:10,000. The digital profiles are listed in Table A-1 and the analog profiles in Table A-2.

In Table A-1, the log resistivity scale of 0.03 decade/mm means that the resistivity changes by an order of magnitude in 33 mm. The resistivities at 0, 33, 67, 100 and 133 mm up from the bottom of the digital flight record are respectively 1, 10, 100, 1,000 and 10,000 ohm-m.

Correlation of geophysical data to ground position is accomplished through the use of a fiducial system, which is an incremental counter updating every two seconds. Each fiducial number is registered on the analog record, the digital recording system, and as an individually numbered camera frame. Recognizable topographic or cultural features are then used to plot fiducials on the base maps to locate the track of the aircraft.

The fiducial locations on both the flight records and flight path maps were examined by a computer for unusual helicopter speed changes. Such speed changes may denote an error in flight path recovery. The resulting flight path locations therefore reflect a more stringent checking than is normally provided by manual flight path recovery techniques.

Table A-1. The Digital Profiles

Channel Name	(Freq)	Observed parameters	Scale units/mm
MAG		magnetics	10 nT
ALT		bird height	3 m
CXI	(900 Hz)	vertical coaxial coil-pair inphase	1 ppm
CXQ	(900 Hz)	vertical coaxial coil-pair quadrature	1 ppm
CXS	(900 Hz)	ambient noise monitor (coaxial receiver)	1 ppm
CPI	(900 Hz)	horizontal coplanar coil-pair inphase	1 ppm
CPQ	(900 Hz)	horizontal coplanar coil-pair quadrature	1 ppm
CPS	(900 Hz)	ambient noise monitor (coplanar receiver)	1 ppm
CPI	(7200 Hz)	horizontal coplanar coil-pair inphase	1 ppm
CPQ	(7200 Hz)	horizontal coplanar coil-pair quadrature	1 ppm
VLFT	(24.8 kHz)	VLF-EM total field	1 %
VLFQ	(24.8 kHz)	VLF-EM vertical quadrature	1 %
		Computed Parameters	
DIFI	(900 Hz)	difference function inphase from CXI and CPI	1 ppm
DIFQ	(900 Hz)	difference function quadrature from CXQ and CPQ	1 ppm
CDT		conductance	1 grade
RES	(900 Hz)	log resistivity	.03 decade
RES	(7200 Hz)	log resistivity	.03 decade
DP	(900 Hz)	apparent depth	3 m
DP	(7200 Hz)	apparent depth	3 m
FEO%	(900 Hz)	apparent weight percent magnetite	0.25%

Table A-2. The Analog Profiles

Channel Number	Parameter	Sensitivity per mm	Designation on computer profile
01	coaxial inphase (900 Hz)	2.5 ppm	CXI (900 Hz)
02	coaxial quad (900 Hz)	2.5 ppm	CXQ (900 Hz)
03	coplanar inphase (900 Hz)	2.5 ppm	CPI (900 Hz)
04	coplanar quad (900 Hz)	2.5 ppm	CPQ (900 Hz)
05	coplanar inphase (7200 Hz)	5.0 ppm	CPI (7200 Hz)
06	coplanar quad (7200 Hz)	5.0 ppm	CPQ (7200 Hz)
07	coaxial inphase (56000 Hz)	10.0 ppm	
08	coplanar quad (56000 Hz)	10.0 ppm	
09	altimeter	3 m	ALT
00,10	magnetics, coarse	10 nT	MAG
11	magnetics, fine	2 nT	
12	VLF-total: Cutler	2%	
13	VLF-quad: Cutler	2%	
14	VLF-total: Seattle	2%	VT2
15	VLF-quad: Seattle	2%	VQ2

APPENDIX B

EM ANOMALY LIST

ANOMALY/ FID/INTERP			COAXIAL 900 HZ REAL PPM	COAXIAL 900 HZ QUAD PPM	COPLANAR 900 HZ REAL PPM	COPLANAR 900 HZ QUAD PPM	COPLANAR 7200 HZ REAL PPM	COPLANAR 7200 HZ QUAD PPM	VERTICAL DIKE COND MHOS	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND MHOS	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M
LINE10010 (FLIGHT 6)														
A	806	S	1	9	0	11	37	79	1	0	1	0	225	0
B	800	D	39	13	37	19	77	46	50	0	1	37	69	5
C	796	D	2	5	2	5	4	40	2	11	1	22	486	0
D	792	D	29	5	28	6	35	21	130	0	2	64	42	32
E	773	D	15	17	14	25	69	6	8	0	1	7	141	0
F	739	E	1	5	1	9	28	42	1	0	1	9	123	0
LINE10020 (FLIGHT 6)														
A	618	D	14	4	11	4	18	5	46	12	1	11	187	0
B	621	B?	2	6	2	6	35	34	2	0	1	1	163	0
C	629	D	42	11	38	17	57	72	65	6	1	41	71	11
D	652	D	7	13	4	7	70	2	4	1	1	0	346	0
E	673	S	0	11	2	18	55	89	1	0	1	6	96	0
F	692	S	1	10	2	17	45	89	1	0	1	0	111	0
LINE10030 (FLIGHT 6)														
A	565	D	7	4	4	10	28	43	9	14	1	7	314	0
B	556	D	6	5	0	5	21	22	5	14	1	3	594	0
C	538	D	6	10	3	4	57	3	5	3	1	0	397	0
D	522	S	0	17	2	28	68	173	1	0	1	0	99	0
E	521	S	2	12	1	16	57	78	1	0	1	0	370	0
F	504	S	1	3	1	7	29	28	1	0	1	10	141	0
LINE10040 (FLIGHT 6)														
A	408	S	3	8	2	14	41	64	1	0	1	3	117	0
B	419	S	1	14	0	22	61	130	1	0	1	1	157	0
LINE10041 (FLIGHT 6)														
A	857	D	7	10	5	10	34	53	5	0	1	0	372	0
C	869	D	18	8	15	6	32	18	33	12	1	18	205	0
D	889	B?	0	8	0	16	52	91	1	0	1	1	112	0
E	892	S	2	16	0	28	68	167	1	0	1	0	91	0
LINE10050 (FLIGHT 6)														
A	294	D	6	2	3	1	3	6	37	19	1	0	571	0
B	284	D	9	3	4	1	7	2	34	26	1	2	574	0
LINE10060 (FLIGHT 6)														
B	96	D	13	12	1	17	41	110	6	5	1	0	363	0
C	98	D	6	3	8	5	11	19	17	23	1	17	120	0
D	103	D	4	11	2	14	37	82	2	0	1	0	421	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.

	COAXIAL 900 HZ		COPLANAR 900 HZ		COPLANAR 7200 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH	
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND MHOS	DEPTH* M	COND MHOS	DEPTH M	RESIS OHM-M	DEPTH M
LINE10060 (FLIGHT 6)												
E 107 S	1	5	1	10	30	58	1	0	1	0	134	0
F 112 D	5	3	2	3	7	21	9	21	1	0	562	0
G 179 B?	1	5	0	6	26	18	2	0	1	2	159	0
LINE10070 (FLIGHT 4)												
A 3426 D	12	7	4	10	41	40	2	0	1	8	112	0
B 3413 D	4	1	3	1	3	1	63	42	1	12	368	0
C 3401 S	1	6	0	12	32	80	1	0	1	6	145	0
D 3382 S	3	18	2	28	97	141	1	0	1	7	53	0
E 3355 S	2	11	1	18	65	57	2	0	1	0	106	0
LINE10080 (FLIGHT 4)												
A 3214 D	17	7	13	11	37	32	23	6	1	33	132	0
B 3222 S	2	16	1	27	95	157	1	0	1	4	88	0
C 3268 D	3	11	3	16	49	81	2	0	1	7	176	0
D 3302 S	2	2	0	7	59	28	5	0	1	10	122	0
LINE10090 (FLIGHT 4)												
A 3181 D	24	9	13	10	29	18	30	5	1	43	153	3
B 3176 S	1	11	2	13	52	53	2	0	1	0	98	0
C 3163 S	1	9	1	12	38	67	1	0	1	10	103	0
D 3145 E	2	5	2	8	36	21	3	5	1	22	80	6
E 3137 D	5	1	11	2	2	6	53	29	2	43	54	12
F 3113 D	3	3	4	4	5	1	7	28	1	15	194	0
G 3104 E	1	0	0	7	23	16	2	2	1	7	183	0
LINE10100 (FLIGHT 4)												
A 2965 D	6	3	1	3	6	10	13	10	1	42	329	0
C 3015 B	6	6	7	13	77	96	2	0	1	5	48	0
D 3019 D	29	6	35	28	71	74	37	1	3	28	21	7
E 3048 D	4	2	7	3	7	19	17	37	1	23	137	0
F 3054 E	1	1	1	2	27	54	1	0	1	17	136	0
LINE10110 (FLIGHT 4)												
A 2938 D	11	2	8	3	10	5	39	16	1	47	205	3
B 2933 S	1	5	2	6	26	40	1	0	1	2	132	0
C 2918 S	1	1	1	7	27	33	1	0	1	9	114	0
D 2895 B	10	21	7	30	38	103	4	0	1	6	129	0
E 2892 D	29	7	46	20	41	12	58	0	3	33	13	14
F 2869 D	6	5	8	6	11	9	12	20	1	27	102	0
LINE10120 (FLIGHT 4)												
A 2675 T	20	2	31	8	37	12	125	0	4	49	11	28

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	COAXIAL 900 HZ		COPLANAR 900 HZ		COPLANAR 7200 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH	
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND MHOS	DEPTH* M	COND MHOS	DEPTH M	RESIS OHM-M	DEPTH M
LINE10120 (FLIGHT 4)												
B 2726 D	10	7	10	9	32	5	13	0	1	21	80	0
C 2730 D	16	5	5	10	23	53	21	4	1	25	67	0
E 2757 B	7	12	5	16	24	57	4	0	1	6	180	0
F 2758 B	7	8	8	2	40	10	11	23	1	32	103	1
G 2768 S	0	3	0	18	34	116	1	0	1	13	220	0
LINE10130 (FLIGHT 4)												
A 2647 D	6	3	6	7	20	19	11	15	1	9	377	0
B 2610 D	19	6	21	15	52	15	30	0	2	37	30	11
C 2606 D	8	3	4	4	10	3	21	11	1	43	62	10
D 2583 D	6	11	3	16	54	58	3	0	1	0	248	0
LINE10140 (FLIGHT 4)												
A 2449 B	26	4	52	7	42	14	211	0	8	37	3	24
B 2485 E	0	4	0	7	25	39	1	0	1	11	145	0
C 2494 D	15	3	16	5	26	8	73	0	3	51	24	25
D 2497 D	13	2	3	2	4	0	91	14	1	50	69	15
LINE10150 (FLIGHT 4)												
A 2424 D	25	7	30	9	34	15	66	0	4	45	8	26
B 2423 D	19	5	21	8	32	22	2	0	1	9	70	0
C 2380 D	16	7	10	11	27	39	19	1	1	18	181	0
E 2376 D	10	6	3	6	12	18	12	10	1	43	86	8
G 2367 S	1	4	0	7	22	22	1	5	1	20	169	1
LINE10160 (FLIGHT 4)												
A 2207 D	2	8	2	9	24	66	5	18	1	21	173	0
B 2232 E	1	6	0	10	32	58	1	0	1	15	152	0
C 2240 S	0	6	0	4	29	38	1	0	1	4	190	0
D 2244 S	1	5	0	7	28	45	1	0	1	5	166	0
E 2256 D	9	3	8	5	4	11	28	34	1	57	254	12
F 2261 D	10	7	0	7	24	40	8	2	1	43	91	7
G 2262 B	9	6	12	11	35	58	13	1	1	41	67	8
H 2269 S	0	6	0	4	33	41	1	0	1	1	152	0
LINE10170 (FLIGHT 4)												
A 2160 E	2	7	1	9	36	46	1	0	1	3	128	0
B 2148 S	1	6	0	8	18	44	1	0	1	21	194	0
C 2137 D	11	3	9	6	7	4	28	28	1	67	200	22
E 2133 D	8	4	10	7	24	21	17	0	2	47	58	13
F 2124 S	0	1	0	4	20	3	16	2	1	5	136	0

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ANOMALY/ FID/INTERP	COAXIAL 900 HZ REAL PPM	COAXIAL 900 HZ QUAD PPM	COPLANAR 900 HZ REAL PPM	COPLANAR 900 HZ QUAD PPM	COPLANAR 7200 HZ REAL PPM	COPLANAR 7200 HZ QUAD PPM	VERTICAL DIKE COND MHOS	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND MHOS	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M
LINE10170	(FLIGHT	4)										
G 2109 D	3	5	2	2	16	16	4	23	1	35	571	0
H 2108 B	2	4	3	7	14	6	4	24	1	33	170	11
LINE10180	(FLIGHT	4)										
A 1534 B	6	4	4	2	13	21	13	22	1	23	130	0
C 1561 S	1	7	1	8	29	51	1	0	1	1	154	0
D 1572 S	1	1	0	7	25	85	1	0	1	20	159	2
E 1584 D	10	2	6	1	4	3	80	34	2	118	55	80
G 1588 B	4	6	1	7	21	37	3	6	1	82	73	44
H 1597 S	0	3	0	5	23	2	35	4	1	16	243	0
J 1613 B	3	4	1	2	0	1	3	27	1	71	830	0
LINE10190	(FLIGHT	4)										
A 1505 D	8	5	1	3	9	18	10	19	1	25	105	0
B 1489 E	3	5	2	9	76	136	1	0	1	0	82	0
C 1459 D	8	3	4	0	3	3	38	32	1	82	146	36
E 1455 B	5	5	6	6	6	34	1	0	1	24	283	0
F 1426 D	7	8	11	11	29	28	8	15	1	63	66	29
G 1421 S	1	3	0	5	9	35	1	0	1	23	357	0
LINE10200	(FLIGHT	4)										
A 1293 B	7	4	2	2	13	23	11	21	1	24	145	0
B 1297 S	2	12	2	16	34	92	1	0	1	8	235	0
C 1302 E	2	9	1	6	13	35	1	0	1	0	339	0
E 1309 S	3	12	2	16	49	95	1	0	1	3	100	0
F 1340 D	4	6	5	5	20	5	5	16	1	34	236	0
G 1341 S	2	5	6	6	22	30	1	0	1	13	153	0
H 1345 D	10	3	9	2	3	4	60	18	1	58	83	21
J 1373 S	1	4	1	5	20	21	1	0	1	17	204	0
K 1375 D	5	5	12	9	20	10	11	10	2	69	35	39
LINE10210	(FLIGHT	4)										
A 1259 B	4	3	3	1	1	2	10	29	1	9	197	0
B 1211 D	17	9	11	5	58	54	23	2	1	34	82	1
D 1185 S	1	5	1	3	26	35	1	0	1	21	194	0
E 1182 D	8	9	12	12	40	29	9	6	1	47	64	16
F 1181 D	7	8	10	12	23	26	7	17	1	64	68	30
LINE10220	(FLIGHT	4)										
A 1040 D	8	11	4	8	55	61	5	6	1	0	213	0
C 1052 E	3	11	2	13	40	69	1	0	1	0	374	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 900 HZ REAL PPM	COAXIAL 900 HZ QUAD PPM	COPLANAR 900 HZ REAL PPM	COPLANAR 900 HZ QUAD PPM	COPLANAR 7200 HZ REAL PPM	COPLANAR 7200 HZ QUAD PPM	VERTICAL DIKE COND MHOS	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND MHOS	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M
LINE10220	(FLIGHT	4)										
D 1057 B?	3	9	0	11	30	65	1	0	1	0	395	0
F 1093 D	11	4	6	1	5	6	43	27	1	78	205	29
H 1097 D	9	4	14	4	11	8	42	7	3	80	17	54
I 1101 S	0	4	0	3	7	6	1	14	1	5	481	0
J 1110 S	1	3	0	4	11	34	1	0	1	13	398	0
K 1113 S	2	3	1	0	1	1	3	28	1	48	751	0
L 1119 S	2	7	0	6	34	57	1	0	1	19	171	1
M 1124 D	4	7	6	10	13	11	4	6	1	50	136	11
LINE10230	(FLIGHT	4)										
A 1005 D	4	10	1	13	40	48	2	0	1	0	252	0
B 961 S	1	3	1	5	19	20	1	0	1	13	330	0
D 957 D	7	4	4	3	6	15	14	36	1	66	249	20
E 954 D	17	4	13	3	9	10	83	7	2	78	48	44
G 950 S	4	1	1	4	6	47	1	0	1	4	363	0
I 940 B?	0	8	0	8	21	63	1	0	1	25	709	0
J 938 B?	0	9	0	8	27	64	1	0	1	20	683	0
K 931 B?	4	12	1	12	33	63	2	0	1	2	602	0
L 927 B?	2	12	2	12	34	74	1	0	1	18	150	1
M 924 B?	2	21	1	27	53	152	1	0	1	10	386	0
LINE10240	(FLIGHT	4)										
A 789 B	8	6	1	14	26	40	5	4	1	0	267	0
B 829 S	0	7	0	10	7	43	1	0	1	16	434	0
C 838 B	0	4	0	1	5	4	1	25	1	9	304	0
D 841 B	3	8	0	5	28	49	2	0	1	21	707	0
E 845 D	3	5	8	2	10	6	9	38	1	90	70	53
F 850 B?	0	1	0	15	45	87	1	0	1	0	239	0
G 864 D	9	14	6	8	6	2	6	2	1	28	232	0
H 866 D	7	2	10	0	25	9	95	26	1	43	82	9
LINE10251	(FLIGHT	6)										
A 1071 D	7	4	0	1	2	17	12	25	1	0	337	0
B 1051 S?	0	6	0	6	22	23	1	4	1	18	203	0
C 1038 S	0	3	0	6	19	20	1	0	1	3	374	0
D 1036 S	1	3	0	3	14	28	1	0	1	9	305	0
E 1032 D	2	3	3	1	3	1	7	37	1	69	262	18
F 1027 S	0	3	0	4	7	22	1	0	1	0	508	0
G 1016 D	6	12	5	8	10	4	4	0	1	25	197	0
H 1013 D	9	10	11	28	64	97	5	8	1	41	114	8
LINE10260	(FLIGHT	4)										
A 484 D	8	11	1	3	27	62	5	9	1	0	250	0

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	COAXIAL 900 HZ		COPLANAR 900 HZ		COPLANAR 7200 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH	
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND MHOS	DEPTH* M	COND MHOS	DEPTH M	RESIS OHM-M	DEPTH M
LINE10260 (FLIGHT 4)												
B 534 S	2	3	1	5	16	21	1	1	1	28	177	7
C 539 D	9	5	12	7	12	15	18	20	2	79	41	47
D 557 D	6	9	4	8	4	2	5	0	1	46	254	0
E 558 D	1	3	8	4	3	2	7	12	1	51	78	14
F 559 D	6	8	1	1	4	8	5	14	1	70	143	25
LINE10270 (FLIGHT 4)												
A 427 D	7	5	3	5	15	20	9	13	1	2	259	0
B 404 S	2	7	1	11	33	15	4	3	1	15	112	0
C 376 D	12	4	29	10	16	8	44	23	4	77	10	56
D 374 D	4	4	7	6	21	23	1	2	1	20	222	0
E 367 S	0	2	0	3	8	18	1	0	1	16	412	0
F 360 S	0	4	0	5	18	22	1	0	1	12	209	0
G 359 D	2	5	1	1	15	20	2	2	1	40	786	0
H 354 S	2	4	1	6	19	23	1	0	1	8	281	0
LINE10280 (FLIGHT 4)												
A 213 D	13	5	4	8	18	25	19	16	1	1	215	0
B 226 D	5	4	3	6	17	34	5	18	1	0	292	0
C 229 D	3	5	5	10	35	57	4	9	1	5	178	0
D 243 S	1	9	0	15	37	42	1	0	1	0	131	0
E 257 D	4	3	1	2	6	23	7	36	1	70	593	0
F 259 D	6	1	11	2	9	1	65	34	3	108	22	79
G 265 D	4	5	11	9	17	5	8	0	2	57	45	24
H 268 D	7	4	5	4	3	11	13	13	1	31	201	0
I 283 S	0	3	0	4	15	20	1	0	1	12	259	0
J 286 D	3	4	1	3	1	7	4	12	1	27	718	0
K 288 D	2	5	1	8	9	29	1	0	1	19	224	0
LINE10290 (FLIGHT 3)												
A 3658 D	10	1	3	1	4	7	66	26	1	4	215	0
B 3647 D	4	3	3	7	20	25	5	22	1	5	257	0
C 3646 D	4	1	4	5	14	22	18	34	1	11	166	0
D 3632 S	0	6	0	10	48	37	2	0	1	0	117	0
E 3621 D	6	2	4	4	12	10	1	22	1	34	268	10
F 3620 D	10	5	18	4	11	3	35	25	3	84	21	58
G 3615 D	11	12	25	20	43	27	12	9	2	56	25	31
H 3612 S	4	4	3	1	4	5	9	25	1	4	435	0
I 3597 D	5	4	2	3	2	12	7	18	1	5	504	0
J 3596 D	4	1	6	10	9	9	8	16	1	29	174	0
LINE10300 (FLIGHT 3)												
A 3466 D	15	6	9	9	26	54	21	16	1	1	198	0

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ANOMALY/ FID/INTERP	COAXIAL 900 HZ REAL PPM	COAXIAL 900 HZ QUAD PPM	COPLANAR 900 HZ REAL PPM	COPLANAR 900 HZ QUAD PPM	COPLANAR 7200 HZ REAL PPM	COPLANAR 7200 HZ QUAD PPM	VERTICAL DIKE COND MHOS	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND MHOS	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M
LINE10300 (FLIGHT 3)												
B 3477 D	4	16	1	4	85	19	15	7	1	14	83	0
C 3478 D	5	13	2	20	72	104	2	0	1	11	346	0
D 3508 D	6	7	2	6	19	50	5	22	1	32	499	0
E 3509 D	7	4	9	8	16	17	12	26	1	75	76	38
F 3515 S	1	3	1	6	17	23	1	0	1	19	244	0
G 3521 D	4	4	3	2	17	7	7	26	1	14	342	0
H 3537 D	8	4	3	4	9	1	14	30	1	29	280	0
I 3539 D	6	9	10	14	18	29	6	5	1	47	78	14
LINE10310 (FLIGHT 3)												
A 3421 D	7	2	4	2	7	8	27	27	1	23	227	0
B 3411 D	4	5	2	1	1	3	5	29	1	26	387	0
C 3396 S	0	5	0	5	14	32	1	0	1	6	259	0
D 3388 S	0	3	0	3	15	26	1	0	1	17	304	0
E 3384 D	2	0	3	0	2	3	327	68	1	93	194	41
F 3374 D	3	5	0	1	4	2	3	17	1	11	658	0
H 3358 D	9	4	3	2	12	28	20	35	1	20	492	0
I 3357 D	1	2	8	5	13	16	6	38	1	59	106	22
LINE10320 (FLIGHT 3)												
A 3229 D	12	4	4	5	27	19	24	23	1	7	339	0
B 3241 D	1	10	0	17	15	117	1	0	1	12	451	0
C 3255 S	0	3	0	4	13	26	1	0	1	20	302	0
E 3271 D	1	2	0	1	4	21	1	0	1	24	308	0
F 3275 D	2	2	4	3	9	3	8	45	1	76	185	28
G 3300 D	7	3	5	14	10	2	7	23	1	24	391	0
LINE10330 (FLIGHT 3)												
A 3189 D	12	1	3	1	3	77	105	29	1	12	277	0
B 3180 S	1	2	0	3	8	12	1	3	1	20	241	0
C 3168 S	0	2	0	2	7	11	1	0	1	10	293	0
D 3155 D	2	2	5	4	16	8	8	41	1	84	122	40
E 3154 D	2	1	4	4	10	5	2	30	1	30	340	5
F 3131 D	3	8	0	4	14	30	2	10	1	24	654	0
G 3129 D	3	5	5	5	11	9	5	31	1	47	213	8
LINE10340 (FLIGHT 3)												
A 3009 D	14	7	6	8	19	28	15	10	1	3	288	0
C 3060 D	2	4	2	7	18	21	2	14	1	20	464	0
D 3079 D	3	4	0	2	10	24	3	33	1	34	728	0
E 3084 S	0	5	1	7	27	44	1	0	1	4	166	0

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	COAXIAL 900 HZ		COPLANAR 900 HZ		COPLANAR 7200 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH	
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND MHOS	DEPTH* M	COND MHOS	DEPTH M	RESIS OHM-M	DEPTH M
LINE10350	(FLIGHT		3)									
A 2965 D	16	3	8	4	8	15	59	18	1	0	254	0
B 2962 S	1	10	2	4	55	79	1	0	1	0	107	0
C 2919 D	4	4	0	6	14	8	3	28	1	25	658	0
D 2917 B	2	4	5	7	14	24	4	28	1	46	218	5
E 2900 D	2	8	0	1	8	23	2	25	1	35	663	0
LINE10360	(FLIGHT		3)									
B 2789 D	14	10	4	14	40	65	9	5	1	0	283	0
C 2831 S	1	3	0	4	4	25	1	0	1	21	340	0
D 2859 D	3	6	2	0	1	16	4	37	1	35	515	0
LINE10370	(FLIGHT		3)									
A 2744 D	10	4	7	6	16	10	21	15	1	10	265	0
B 2723 S	0	3	0	5	19	27	1	0	1	7	282	0
C 2699 D	3	2	5	3	10	5	11	50	1	48	216	7
D 2691 S?	0	6	1	7	14	41	1	0	1	19	631	0
E 2680 D	1	7	0	5	7	24	1	0	1	5	560	0
LINE10380	(FLIGHT		3)									
A 2489 D	12	8	8	13	34	61	11	21	1	32	252	0
B 2503 S	1	4	0	7	22	52	1	0	1	3	224	0
C 2540 D	3	3	2	0	7	18	8	54	1	22	577	0
D 2549 D	2	3	0	1	4	31	1	0	1	25	299	2
E 2562 D	2	6	2	3	24	28	1	0	1	9	218	0
LINE10390	(FLIGHT		3)									
B 2420 D	6	3	1	6	16	23	7	30	1	46	794	0
C 2407 S	0	1	0	2	27	64	1	0	1	8	246	0
D 2390 S	0	5	0	8	22	18	2	10	1	1	486	0
E 2383 B?	0	1	0	3	8	22	1	0	1	4	367	0
F 2377 D	5	3	7	4	13	6	19	24	1	56	100	18
G 2374 D	2	2	0	2	7	11	5	57	1	51	781	0
I 2367 D	5	3	4	5	16	9	9	36	1	49	508	0
J 2356 D	2	9	0	6	22	17	1	0	1	12	574	0
LINE10400	(FLIGHT		3)									
A 2238 D	8	1	4	2	9	8	56	42	1	68	340	16
B 2256 S	0	11	0	18	33	101	1	0	1	0	187	0
C 2276 S	0	5	0	8	3	50	1	0	1	5	498	0
D 2283 S	0	3	0	6	13	27	1	0	1	7	305	0
E 2286 D	5	1	7	2	8	2	41	42	1	55	121	17

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	COAXIAL 900 HZ		COPLANAR 900 HZ		COPLANAR 7200 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH	
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND MHOS	DEPTH* M	COND MHOS	DEPTH M	RESIS OHM-M	DEPTH M
LINE10400 (FLIGHT 3)												
F 2289 D	2	6	2	5	13	15	1	18	1	19	316	0
G 2296 D	4	3	4	4	12	7	8	36	1	77	206	28
LINE10410 (FLIGHT 3)												
A 2167 D	8	2	4	4	7	16	23	36	1	66	588	0
B 2157 S	0	6	0	15	62	80	1	0	1	0	134	0
C 2138 S	0	7	0	11	7	47	1	0	1	0	1605	0
D 2131 S	0	2	0	5	15	22	1	0	1	1	472	0
E 2127 D	1	3	0	3	10	12	1	10	1	10	317	0
F 2123 D	3	2	1	1	3	10	6	46	1	25	712	0
G 2122 D	2	3	4	7	14	42	3	24	1	33	253	0
H 2114 D	3	3	6	2	6	8	11	28	1	81	97	38
I 2104 S	1	7	0	11	37	60	1	0	1	6	240	0
LINE10420 (FLIGHT 3)												
A 1752 S	0	3	0	3	15	22	1	0	1	22	365	0
B 1760 D	9	4	10	7	12	11	19	3	2	66	49	32
C 1764 S	2	1	2	7	41	103	1	0	1	2	132	0
E 1804 D	5	8	9	15	29	36	5	12	1	40	115	7
F 1808 D	11	5	5	8	22	3	14	17	1	65	80	29
H 1822 S	0	4	0	5	4	9	1	14	1	15	476	0
LINE10430 (FLIGHT 3)												
A 1702 D	18	3	17	12	29	10	41	4	1	36	95	2
C 1699 S	3	4	4	18	46	129	1	0	1	1	112	0
D 1690 S	1	9	0	3	51	89	1	0	1	0	158	0
F 1681 B?	0	6	0	8	4	59	1	1	1	64	811	0
G 1672 S	0	5	0	8	5	12	1	0	1	0	709	0
H 1668 S	0	3	0	6	15	34	1	0	1	0	471	0
I 1662 S	1	4	0	7	23	48	1	0	1	0	271	0
J 1660 D	7	5	11	12	21	4	10	6	1	31	87	0
K 1655 D	19	7	24	13	33	37	33	11	4	73	12	51
L 1630 S	2	7	1	11	37	78	1	0	1	2	144	0
LINE10440 (FLIGHT 3)												
A 1508 D	25	15	27	29	95	83	18	0	2	37	30	12
B 1512 S	3	12	3	19	58	118	1	0	1	1	137	0
C 1521 S	1	10	1	5	36	28	2	0	1	0	174	0
D 1543 S	1	5	1	6	5	11	1	0	1	2	799	0
E 1547 S	0	5	0	9	22	64	1	0	1	0	442	0
F 1556 D	7	12	8	12	45	3	5	3	1	33	116	0

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	COAXIAL 900 HZ		COPLANAR 900 HZ		COPLANAR 7200 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH	
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND MHOS	DEPTH* M	COND MHOS	DEPTH M	RESIS OHM-M	DEPTH M
LINE10440 (FLIGHT 3)												
G 1561 D	13	9	19	15	36	32	16	5	2	47	34	20
I 1574 S	0	3	1	4	9	30	1	0	1	7	347	0
LINE10450 (FLIGHT 3)												
A 1463 D	19	2	17	9	21	7	75	10	1	25	80	0
B 1460 S	3	9	4	13	49	73	1	0	1	1	145	0
C 1440 S	1	4	1	5	13	35	1	0	1	5	918	0
D 1436 S	1	4	1	5	11	33	1	0	1	8	746	0
E 1429 D	19	28	24	32	81	43	8	0	2	30	42	4
F 1426 D	5	5	4	4	10	20	6	16	1	32	296	0
LINE10460 (FLIGHT 3)												
A 1280 D	18	2	16	10	15	5	65	11	1	19	127	0
B 1283 S	3	10	5	14	34	94	1	0	1	2	172	0
C 1290 S	1	3	1	3	15	12	1	13	1	19	337	0
D 1304 B?	1	4	2	5	15	36	1	0	1	3	530	0
E 1321 D	14	19	31	42	122	83	8	0	2	32	28	9
F 1322 D	8	5	15	8	21	3	14	15	2	54	44	24
G 1326 D	3	3	1	1	5	10	5	39	1	28	296	0
H 1338 S	1	3	0	4	7	31	1	0	1	25	338	1
I 1346 S	0	3	0	4	8	26	1	0	1	21	285	0
LINE10470 (FLIGHT 3)												
A 1144 D	8	2	6	3	3	0	38	17	1	25	242	0
B 1135 S	0	3	0	3	5	14	1	0	1	27	385	1
F 1121 S	0	14	0	22	55	84	1	0	1	0	436	0
G 1102 D	4	8	4	10	34	28	3	0	1	14	305	0
LINE10480 (FLIGHT 3)												
A 945 D	21	8	23	13	12	5	33	17	2	59	28	33
B 956 S	1	4	1	3	13	21	1	0	1	2	342	0
C 971 S	1	5	1	8	19	10	3	13	1	0	286	0
D 990 D	2	7	2	8	13	33	2	0	1	25	495	0
E 997 S	0	3	1	4	13	26	1	0	1	0	518	0
F 1002 S	1	2	1	4	11	17	1	6	1	13	362	0
LINE10490 (FLIGHT 3)												
A 882 D	13	2	12	3	7	5	83	18	2	91	41	58
B 842 S	1	5	0	6	13	34	1	0	1	0	511	0
D 816 D	3	6	0	8	17	60	2	2	1	31	747	0
E 813 S	0	4	1	8	17	46	1	0	1	0	361	0

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ANOMALY/ FID/INTERP			COAXIAL 900 HZ REAL PPM	COAXIAL 900 HZ QUAD PPM	COPLANAR 900 HZ REAL PPM	COPLANAR 900 HZ QUAD PPM	COPLANAR 7200 HZ REAL PPM	COPLANAR 7200 HZ QUAD PPM	VERTICAL DIKE COND MHOS	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND MHOS	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M
LINE10500			(FLIGHT		3)									
A	685	D	18	6	10	7	9	25	35	19	1	47	172	8
C	755	S	0	18	0	24	37	179	1	0	1	0	353	0
D	761	B?	0	13	0	18	29	137	1	0	1	0	249	0
E	768	D	4	12	0	17	28	104	2	0	1	6	510	0
LINE10510			(FLIGHT		3)									
A	626	D	16	5	10	8	4	17	30	17	1	52	116	15
C	617	S	0	4	0	5	13	29	1	0	1	9	339	0
D	562	D	3	6	0	7	9	50	2	9	1	25	680	0
LINE10520			(FLIGHT		3)									
A	444	S	2	22	2	31	103	171	1	0	1	0	340	0
B	448	D	17	10	15	14	30	49	17	0	1	26	125	0
C	473	S	0	2	0	4	7	25	1	0	1	19	398	0
D	499	S	1	10	1	10	41	87	1	0	1	2	155	0
E	515	D	3	2	3	12	16	44	3	20	1	14	362	0
F	523	S	0	5	0	9	11	14	1	9	1	7	349	0
LINE10530			(FLIGHT		3)									
A	320	S	2	13	2	18	71	108	1	0	1	0	100	0
B	318	D	16	7	15	10	3	11	26	2	1	30	93	0
C	307	S	1	3	0	5	20	28	1	2	1	13	347	0
D	276	S	1	9	2	12	34	61	1	0	1	0	224	0
E	270	S	0	13	0	18	42	112	1	0	1	0	132	0
LINE10540			(FLIGHT		3)									
A	148	S	2	10	3	18	65	61	2	0	1	0	98	0
B	152	D	12	7	14	10	20	69	17	11	1	21	87	0
C	161	S	0	7	0	8	18	59	1	0	1	0	411	0
D	214	S	1	7	1	5	21	6	7	13	1	7	178	0
LINE19010			(FLIGHT		6)									
A	1285	S	0	4	0	5	7	1	10	47	1	21	481	0
B	1300	S	0	3	0	3	12	20	1	0	1	4	440	0
C	1327	S	0	6	0	9	33	30	2	0	1	2	284	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.

Ministry of Northern Affairs and Mines
Ontario

Report of Work

(Geophysical, Geological, Geochemical and Expenditures) 48

W8508.00486 Mir

42H08NW0015 2.8796 TWEED 900

Type of Survey(s): Airborne Mag VLF + EM

Township or Area: Tweed

Claim Holder(s): Larry John Salo

Prospector's Licence No.: M-20010

Address: General Delivery Connaught, Ontario PON 1AO

Survey Company: Dighem Survey + Processing Inc.

Date of Survey (from & to): 21 Day 08 Mo. 85 Yr. | 22 Day 08 Mo. 85 Yr.

Total Miles of line Cut: 9 miles

Name and Address of Author (of Geo-Technical report): Steve Kilty 46 Sumonds Street, Toronto, Ontario

Credits Requested per Each Claim in Columns at right

Special Provisions	Geophysical	Days per Claim
For first survey: Enter 40 days. (This includes line cutting)	- Electromagnetic	
	- Magnetometer	
For each additional survey: using the same grid: Enter 20 days (for each)	- Radiometric	
	- Other	
	Geological	
	Geochemical	

Man Days	Geophysical	Days per Claim
Complete reverse side and enter total(s) here	- Electromagnetic	
	- Magnetometer	
	- Radiometric	
	- Other	
	Geological	
	Geochemical	

Airborne Credits		Days per Claim
Note: Special provisions credits do not apply to Airborne Surveys.	Electromagnetic	40
	Magnetometer	40
	Radiometric	

Mining Claims Traversed (List in numerical sequence)

Mining Claim Prefix	Mining Claim Number	Expend. Days Cr.
L	842592	
	842593	
	842594	
	842595	
	842596	
	842597	
	842598	
	842599	

Total number of mining claims covered by this report of work: 8

RECEIVED
JAN 1986
MINING LANDS SECTION

Expenditures (excludes power stripping)

Type of Work Performed:

Performed on Claim(s):

Calculation of Expenditure Days Credits

Total Expenditures $ ÷ 15 = Total Days Credits

Instructions
Total Days Credits may be apportioned at the claim holder's choice. Enter number of days credits per claim selected in columns at right.

Date: Dec 6/85 Recorded Holder or Agent (Signature): Bruce [signature]

For Office Use Only

Total Days Cr. Recorded	Date Recorded	Mining Recorder
640	DEC 9 1985	[signature]
	Date Approved as Recorded: 86.1.31	Director: [signature]

Certification Verifying Report of Work

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

Name and Postal Address of Person Certifying: Bruce Durham, P.O. Box 1637 Timmins, ONTARIO P4N 7W8

Date Certified: Dec 6/85

Certified by (Signature): Bruce [signature]

1362 (85/9)

Mining Lands Section

File No 28796

Control Sheet

TYPE OF SURVEY

✓ GEOPHYSICAL

___ GEOLOGICAL

___ GEOCHEMICAL

___ EXPENDITURE

MINING LANDS COMMENTS:

LD.

J. Hurst

Signature of Assessor

Jan 29/86

Date

M-608

TWEED

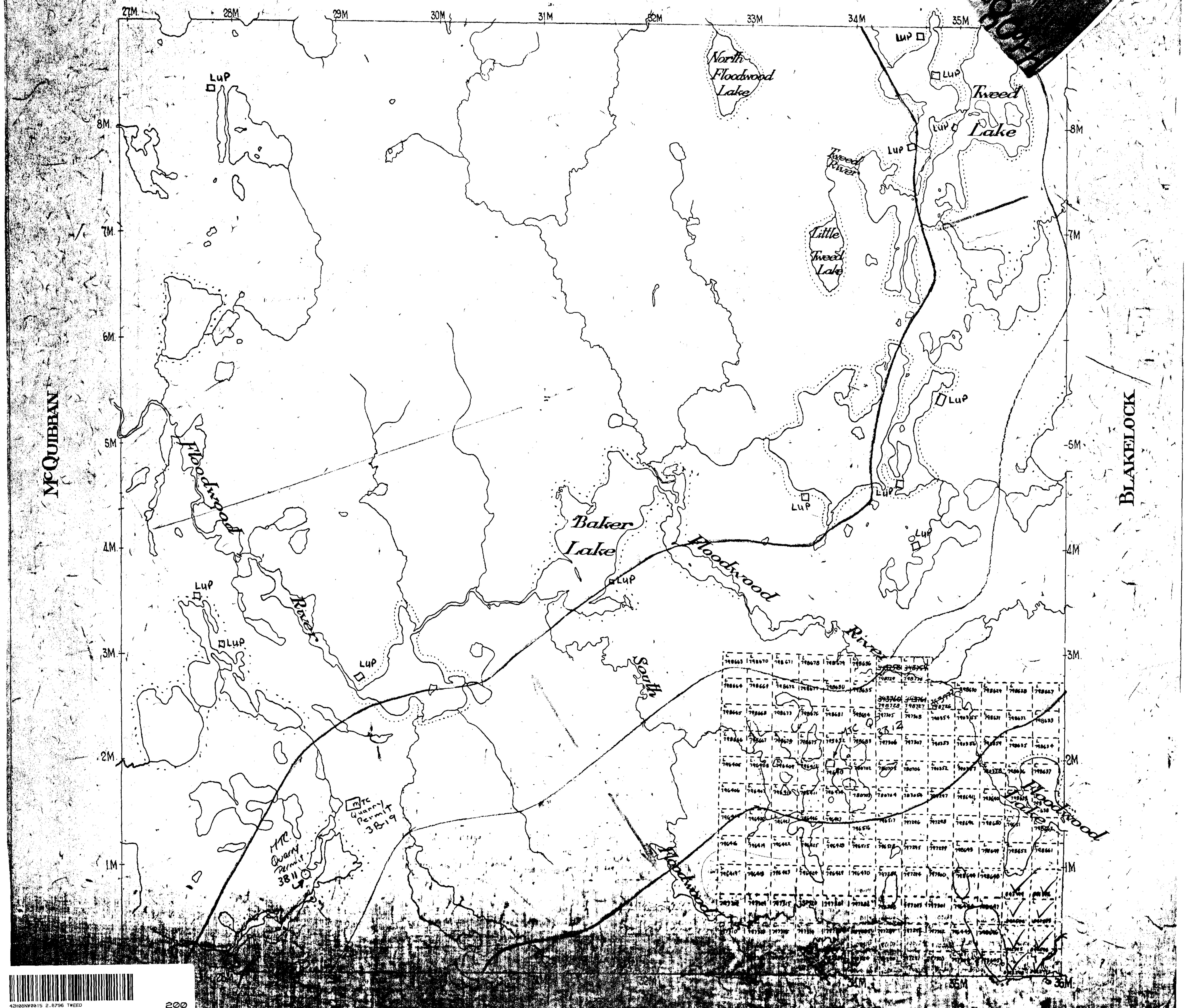
LARDER LAKE MINING DIVISION

DISTRICT OF COCHRANE

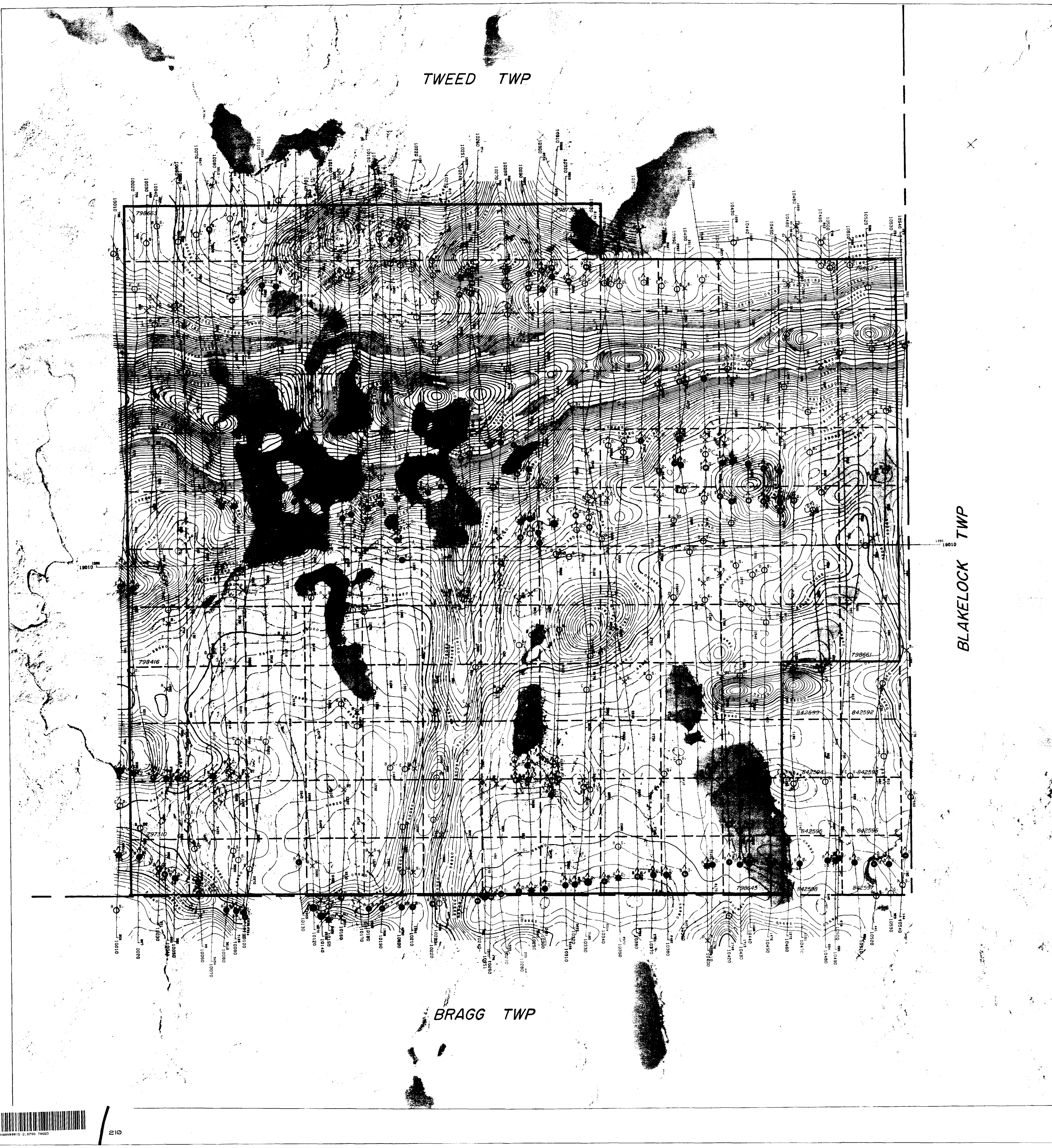
Scale - 40 Chains - 1 Inch

NOTE
400' Surface Rights Reservation around all Lakes and Rivers.

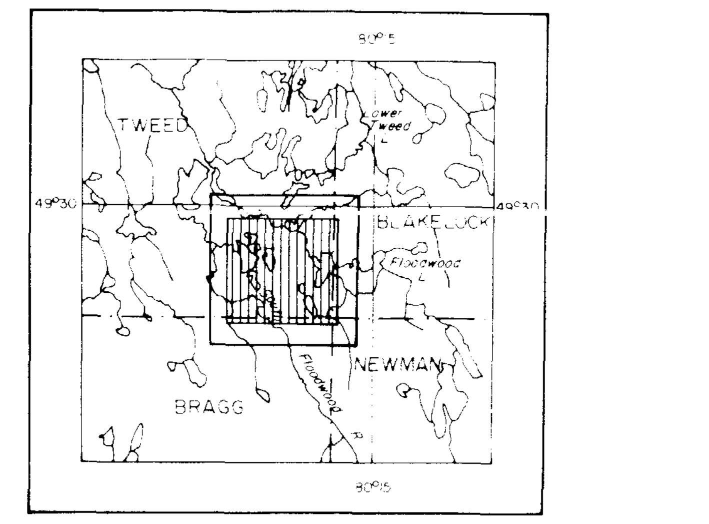
— SRO Withdrawn from staking Sec 43 The Mining Act RSO 1970 Order NR. W. 1/81 Jan 1/81



M-608



LOCATION MAP



SCALE 1:250,000

FLIGHT LINES AND
EM ANOMALIES

ISOMAGNETIC LINES
(total field)

GLEN AUDEN RESOURCES LTD.

TWEED TOWNSHIP AREA, ONTARIO

TOTAL FIELD MAGNETICS

BY DIGHEM SURVEYS & PROCESSING INC.

DIGHEM III SURVEY	GEOPHYSICIST:	DRAFTING By: B.P.
DATE: NOVEMBER 1985	JOB: 228	

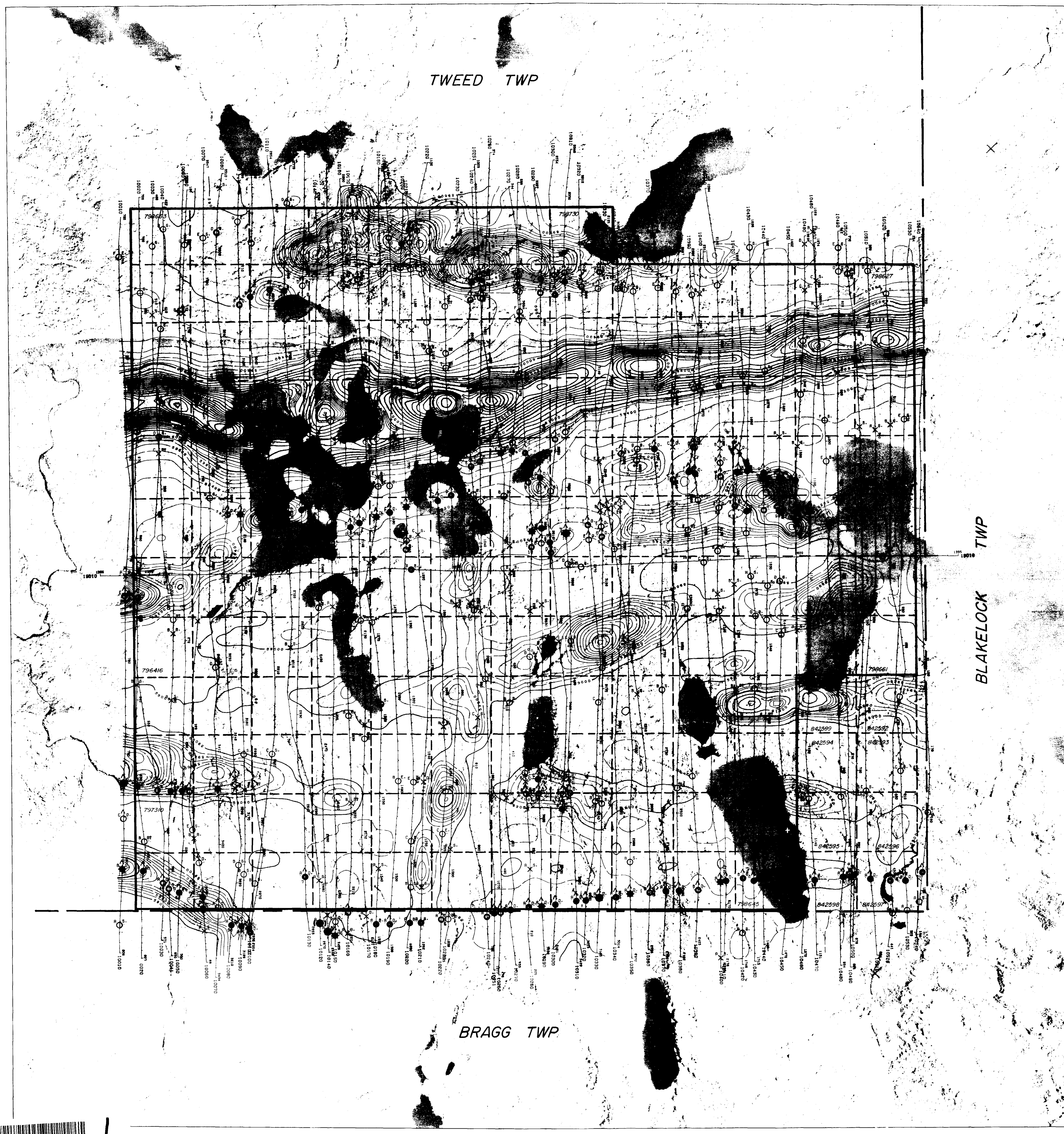
Scale 1:10000

0 — 1 Km

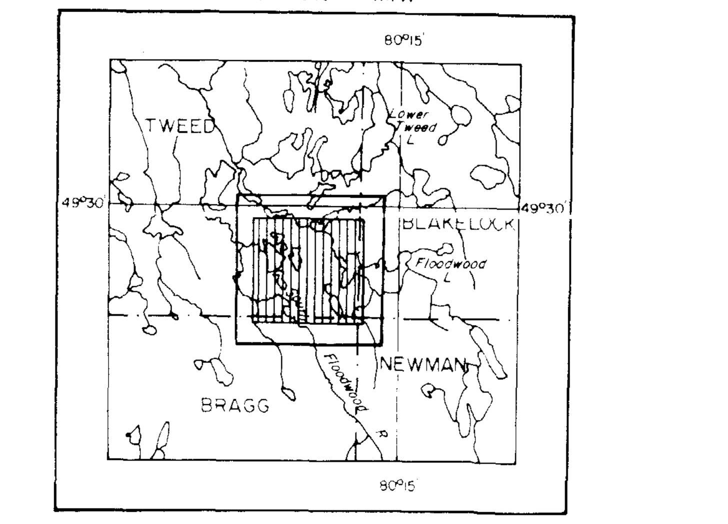
0 — 0.5 Miles

28796

210



LOCATION MAP

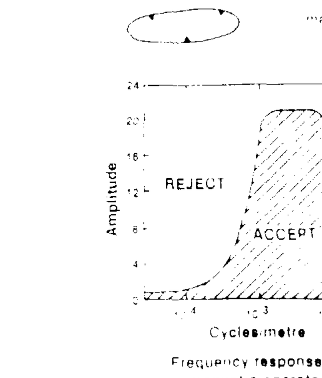


SCALE 1:250,000

FLIGHT LINES AND EM ANOMALIES

ISOMAGNETIC LINES
(enhanced field)

5000	5 000 nT
1000	1 000 nT
200	200 nT
	100 nT
	magnetic depression



Frequency response of magnetic operator

ANOMALY GRADE	EM GRADE SYMBOL	CONDUCTANCE RANGE (MHOS)
6		> 99
5		50—99
4		20—49

DIGHEM anomalies are divided into six grades of conductivity—thickness product. This product in mhos is the reciprocal of resistance in ohms. The mho is a measure of conductance.

SYMBOL	GEOPHYSICAL MODEL	PROBABLE CAUSE

GLEN AUDEN RESOURCES LTD.

TWEED TOWNSHIP AREA, ONTARIO

ENHANCED MAGNETICS

BY DIGHEM SURVEYS & PROCESSING INC.

DIGHEM III SURVEY	GEOPHYSICIST:	DRAFTING By: B.P.
DATE: NOVEMBER 1985	JOB: 228	

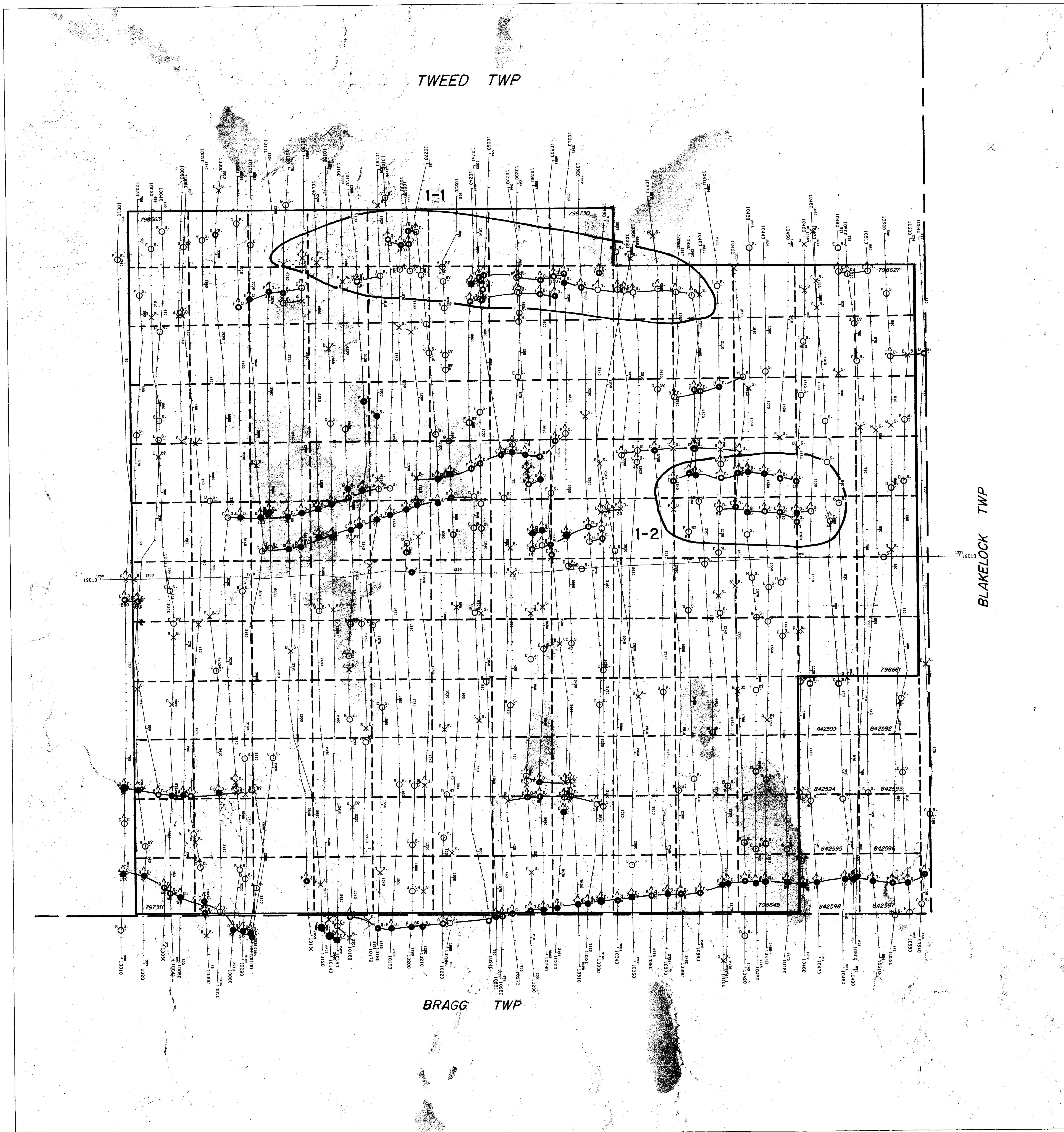
Scale 1:10000

0 — 1 Km

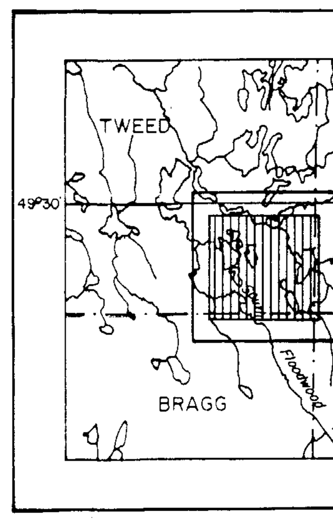
0 — 0.5 Miles

28796

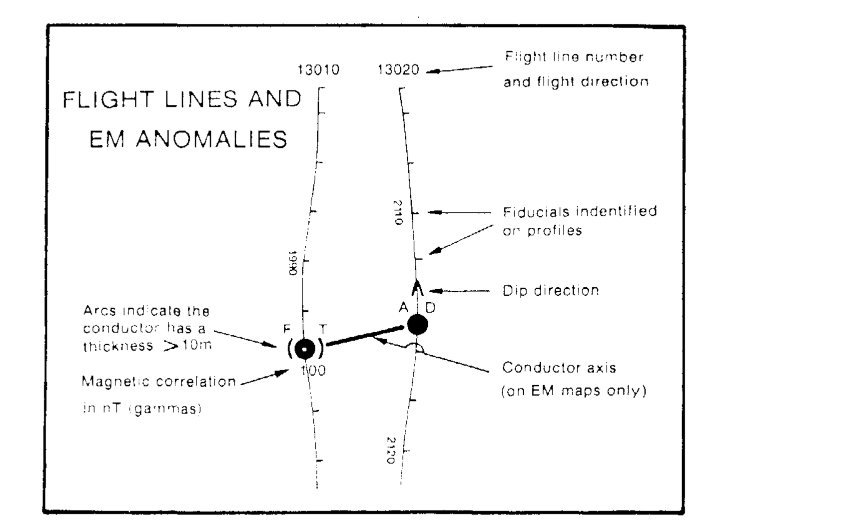
220



LOCATION MAP



SCALE 1:250,000



GLEN AUDEN RESOURCES LTD.

TWEED TOWNSHIP AREA, ONTARIO

ELECTROMAGNETIC ANOMALIES

BY DIGHEM SURVEYS & PROCESSING INC.

DIGHEM[III] SURVEY	GEOPHYSICIST:	DRAFTING By:
DATE: NOVEMBER 1985	JOB: 228	

Scale 1:10000

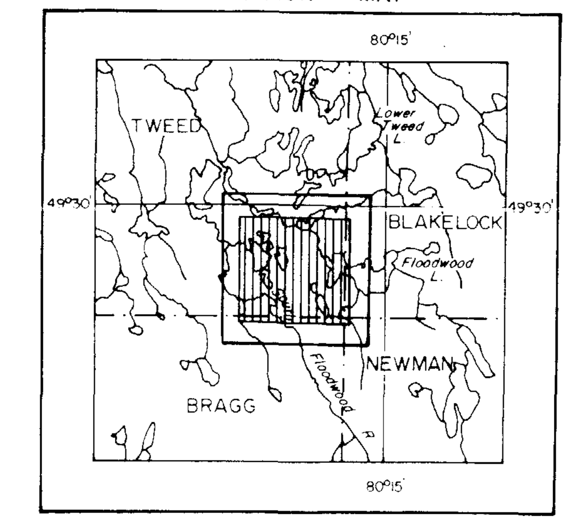
0 — 1 Km

0 — 0.5 Miles

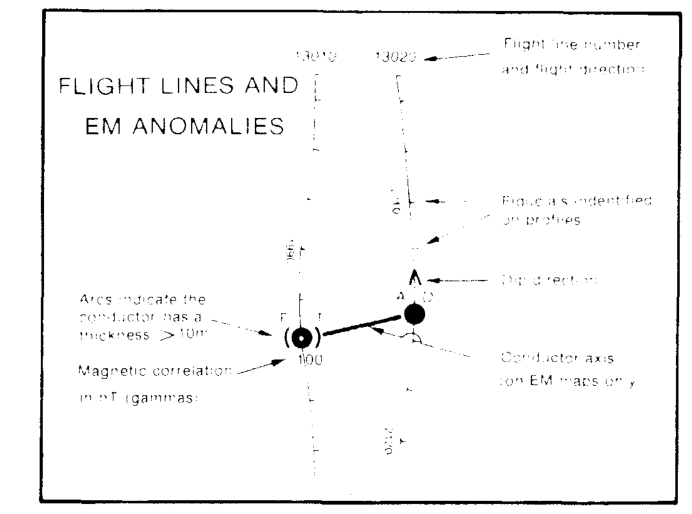
28796

230

LOCATION MAP



SCALE 1:250,000

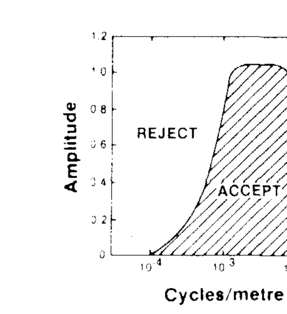


LEGEND

Contours in percent

10
2
1

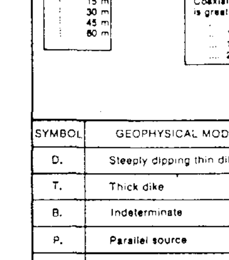
The numbers face in the direction of increasing value



Cycles/metre
Frequency response
of VLF-EM filter

ANOMALY GRADE	EM GRADE SYMBOL	CONDUCTANCE RANGE (MHOS)
6	●	> 99
5	✸	50—99
4	●	20—49
3	◉	10—19
2	O	5—9
1	○	< 5
—	X	Indeterminate

DIGHEM anomalies are divided into six grades of conductivity—thickness product. This product in mhos is the reciprocal of resistance in ohms. The mho is a measure of conductance.



The interpretation is shown by the interpretive symbol (see legend below). The left letter is the anomaly identifier. The horizontal rows of dots indicate anomaly amplitude on the flight record, and the vertical column gives the estimated depth. This 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 conductive overburden effects.

SYMBOL	GEOPHYSICAL MODEL	PROBABLE CAUSE
D.	Steeply dipping thin dike	Narrow bedrock conductor
T.	Thick dike	Thick (>10m) bedrock conductor
B.	Indeterminate	Unclassified bedrock conductor
P.	Parallel source	Conductor nearly parallel or off line
E.	Vertical contact	Edge of conductive unit
S.	Conductive upper layer	Conductive overburden or flat lying sheet
H.	Half space	Broad conductive unit
G.	Buried half space	Broad conductive unit beneath resistive cover
L.	Line	Culture, e.g., fence, power line, railroad, etc.
a?	"a" is one of the above symbols. "a?" means that the model classification is uncertain	
?	Probable aerodynamic noise, meaning that conductive material may not exist	

GLEN AUDEN RESOURCES LTD.

TWEED TOWNSHIP AREA, ONTARIO

FILTERED TOTAL VLF-EM FIELD

BY DIGHEM SURVEYS & PROCESSING INC.

DIGHEM III SURVEY	GEOPHYSICIST:	DRAFTING By: B.P.
DATE: NOVEMBER 1985	JOB: 228	

Scale 1:10000

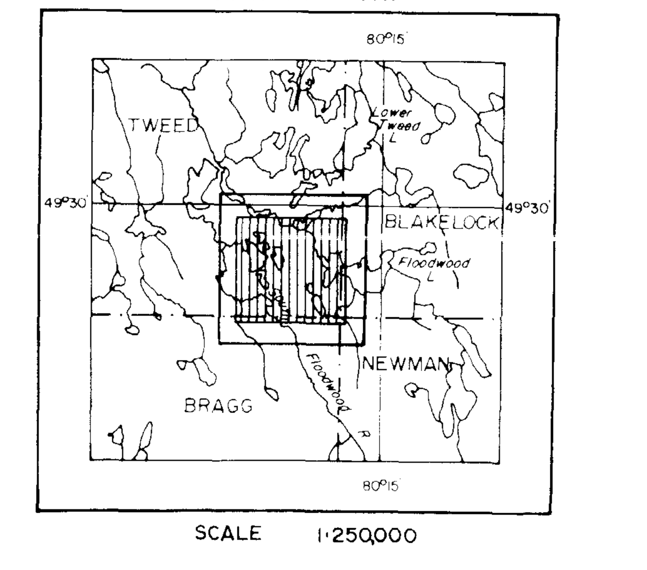
0 — 1 Km

0 — 0.5 Miles

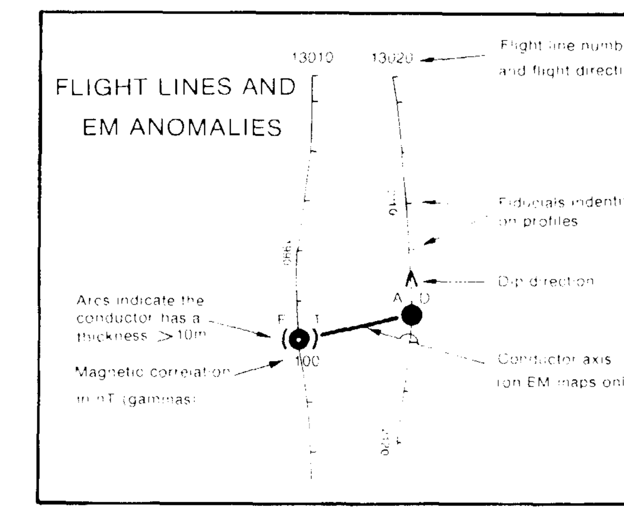
240

28776

LOCATION MAP



SCALE 1:250,000



LEGEND

Contours in ohm — m
at ten intervals per decade

1000, 800, 600, 500, 400, 300, 250, 200, 150, 125, 100

Note

The numbers face in the direction of increasing value

ANOMALY GRADE	EM GRADE SYMBOL	CONDUCTANCE RANGE (MHOS)
6	●	> 99
5	✹	50—99
4	●	20—49
3	◉	10—19
2	O	5—9
1	○	< 5
—	X	Indeterminate

DIGHEM anomalies are divided into six grades of conductivity — thickness product. This product in mhos is the reciprocal of resistance in ohms. The mho is a measure of conductance.

Identifier name → A B ← 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

The interpretation is shown by the interpretive symbol (see legend below). The left letter is the anomaly identifier. The horizontal rows of dots indicate anomaly amplitude on the flight record, and the vertical column gives the estimated depth. This 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 conductive overburden effects.

SYMBOL	GEOPHYSICAL MODEL	PROBABLE CAUSE
D.	Steeply dipping thin dike	Narrow bedrock conductor
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G.	Buried half space	Broad conductive unit beneath resistive cover
L.	Line	Culture, e.g., fence, power line, railroad, etc.
a?	"a" is one of the above symbols; "a?" means that the model classification is uncertain	
?	Probable aerodynamic noise, meaning that conductive material may not exist	

GLEN AUDEN RESOURCES LTD.

TWEED TOWNSHIP AREA, ONTARIO

RESISTIVITY (900 Hz)

BY DIGHEM SURVEYS & PROCESSING INC.

DIGHEM[III] SURVEY	GEOPHYSICIST:	DRAFTING By:
DATE: NOVEMBER 1985	JOB: 228	

Scale 1:10000

0 — 1 Km

0 — 0.5 Miles

28796

250