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DIGHEM^{III} SURVEY
OF THE
McVICAR AND LANG LAKE AREAS,
ONTARIO

FOR

UTAH MINES LTD.

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DIGHEM SURVEYS & PROCESSING INC.

MISSISSAUGA, ONTARIO
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SUMMARY AND RECOMMENDATIONS

A total of 1,340 km of survey was flown with the DIGHEM^{III} system in December 1985, on behalf of Utah Mines Ltd. over a property near Pickle Lake, Ontario.

The survey outlined numerous 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 at least 1,360 anomalous features, many of which are considered to be of moderate to high priority as exploration targets.

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LOCATION MAP

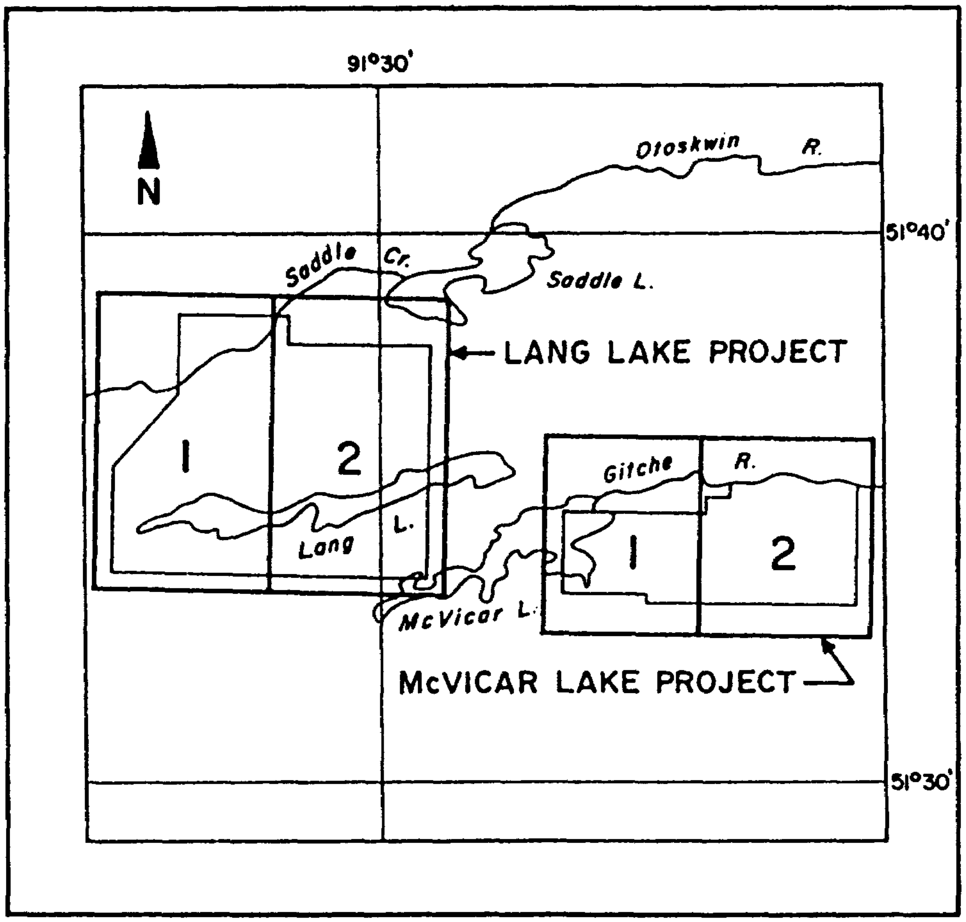

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FIGURE 1

THE SURVEY AREA

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INTRODUCTION

A DIGHEM[III] electromagnetic/magnetic/VLF survey totalling 1,340 line-km was flown with a 100 m line-spacing for Utah Mines Ltd., from December 2 to 7, 1986, in the Pickle Lake area of Ontario (Figure 1). In addition, five tie lines were flown totalling 50 line-km.

The Aerospatialle 350B turbine helicopter flew at an average airspeed of 100 km/h with an EM bird height of approximately 30 m. Ancillary equipment consisted of a Sonotek PMH 5010 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, an SDS 1200 digital data acquisition system, a TOTEM 2A VLF-EM system and a DigiData 1640 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 ambient EM noise channels (for the coaxial and coplanar receivers), two channels of magnetics (coarse and fine count), four channels of VLF (total field and quadrature for two frequencies) 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 and 0.4 ppm at 7200 Hz, 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.

Anomalies which occur beyond the first and last fiducials of a line, (i.e., outside the survey area) should be viewed with caution. Although the flight line extensions appear on the maps as straight dashed lines projected from the last two fiducials, they may not reflect the true flight path, which actually consists of a fairly tight loop between consecutive flight lines. The location of anomalies which are situated beyond the end fiducials may, therefore, be uncertain, although an accurate location may be determined by comparing the 35 mm flight path film with the photomosaic base. (The anomaly fiducial will correspond to the flight path frame with the same number.) Furthermore, 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.

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SECTION I: SURVEY RESULTS

CONDUCTORS IN THE SURVEY AREA

The survey covered two grids with 1,340 km of flying, the results of which are shown on four separate map sheets for each parameter. Tables I-1 and I-2 summarizes the EM responses on the four sheets 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

TABLE I-1

EM ANOMALY STATISTICS OF THE LANG LAKE AREA

CONDUCTOR GRADE	CONDUCTANCE RANGE	NUMBER OF RESPONSES
6	> 99 MHOS	1
5	50-99 MHOS	17
4	20-49 MHOS	46
3	10-19 MHOS	192
2	5- 9 MHOS	343
1	< 5 MHOS	264
X	INDETERMINATE	148
TOTAL		1011

CONDUCTOR MODEL	MOST LIKELY SOURCE	NUMBER OF RESPONSES
D	DISCRETE BEDROCK CONDUCTOR	197
T	DISCRETE BEDROCK CONDUCTOR	4
B	DISCRETE BEDROCK CONDUCTOR	514
S	CONDUCTIVE COVER	296
TOTAL		1011

(SEE EM MAP LEGEND FOR EXPLANATIONS)

TABLE I-1

EM ANOMALY STATISTICS OF THE McVICAR LAKE AREA

CONDUCTOR GRADE	CONDUCTANCE RANGE	NUMBER OF RESPONSES
6	> 99 MHOS	6
5	50-99 MHOS	6
4	20-49 MHOS	13
3	10-19 MHOS	29
2	5- 9 MHOS	140
1	< 5 MHOS	76
X	INDETERMINATE	78
TOTAL		348

CONDUCTOR MODEL	MOST LIKELY SOURCE	NUMBER OF RESPONSES
D	DISCRETE BEDROCK CONDUCTOR	20
T	DISCRETE BEDROCK CONDUCTOR	7
B	DISCRETE BEDROCK CONDUCTOR	223
S	CONDUCTIVE COVER	98
TOTAL		348

(SEE EM MAP LEGEND FOR EXPLANATIONS)

conductive rock units. The resistivity patterns may aid geologic mapping and in extending the length of known zones.

Lang Lake Area

The Lang Lake area contains numerous banded iron formations predominantly located in the central portion of the survey area. The most dominant feature in this survey block is an interpreted fold located on sheet 2 between lines 10760 and 10810. EM conductor axis reflect this possible fold. Actual conductor axis may be different than shown because of the poor resolution while flying parallel to strike in the area of the fold hinge. This possible fold should be considered a high priority target. Also of interest is the presence of an interpreted major fault striking northwest and located between groups 1-1, 1-2, 1-3, and 1-4, 1-6.

Anomalies: 10240O-10450M, 10450L-10480Y, 10570P-10600D, 10610M-10710L, 10790O-11070I

These anomalies reflect an intermittently conductive horizon striking parallel to a prominent magnetic high. This group is moderately magnetic at its western end. This zone may be faulted near line 10570. Anomalies 10570P-10600D represent a highly conductive section of this group and should be investigated.

Anomalies: 10300M, 10320L-10540T, 10320R-10350P, 10360T, 10380U-10410Q, 10430N, 10430L, 10450I-10460M, 10580M-10920S, 10960N-11000J

These anomalies are associated with a large iron formation containing in excess of three percent magnetite. Note that this group of anomalies contains several short strike length conductors located to the side of the iron formation (i.e., 10380U-10410Q) that should be investigated. Also note that FeO contours indicate a fault in the vicinity of line 10570.

Anomalies: 10400O-10450xE

This short strike length conductor is located away from iron formations. Anomaly 10440I is the best response in this conductor and any further exploration on this conductor should be focused on this response.

Groups 1-1, 1-2, 1-3, 1-4

This large group of anomalies reflects conductive sections of iron formations. Priorities within these groups should only be decided after correlation with all known geology.

Several possible targets are readily apparent from the geophysical data. Note that Groups 1-1 and 1-4 may reflect the same iron formation that has been faulted, with Group 1-4 displaced to the south-east. Group 1-4 is also interpreted as being folded at its eastern extent. These areas should be high priority targets. Note that the iron formation in 1-3 may also be folded near anomalies 10650H and I.

Group 1-5

These anomalies reflect bedrock conductors within an iron formation that appears to be both folded and faulted. This Group may represent the hinge of a fold with Groups 1-1 and 1-2 representing the two limbs. All responses within this Group should be evaluated further. Anomaly 10190C appears to coincide with a known mineral occurence. Conductor 10220J-10230G and 10240K-10250G represent good bedrock conductors that should also be investigated.

Anomaly: 10010C-10180A

This conductor reflects a conductive section of an iron formation. Note that the iron formation continues east of anomaly 10180A but appears to have a higher magnetite content and lower conductivity due to fewer sulphides.

Anomalies: 10340E-10370F, 10390G, 10420G, 10440C, 10490M-10560E

These anomalies reflect conductive segments of a linear iron formation. This iron formation may be poorly conductive along its entire length. All known geology should be correlated before the setting of follow-up priorities.

Anomalies: 10400A, 10410B-10430C, 10420B, 10420F

These anomalies reflect an isolated, conductive iron formation. This zone may be part of a larger iron formation located to the northeast. These anomalies should be investigated.

Anomalies: 10460E-10480E, 10470E-10530E, 10480G-10500J, 10490I-10520M, 10520L-10540F

These grade 1 to grade 3 anomalies reflect conductive sections of an iron formation. This zone should be examined in the vicinity of 10500I-10500J where several bands appear to converge.

Anomalies 10640A-10660C, 10650D

These anomalies reflect an isolated, conductive iron formation. Anomaly 10650D may reflect a conductor to the side of the iron formation. These anomalies should be investigated.

Group 1-6

This Group reflects a long linear iron formation which extends off the eastern sheet boundary. Anomalies within this group fall into two categories - those directly associated with the iron formation and those to the side (non-magnetic). Priorities for ground follow-up should be set after correlation with known geology.

Anomalies: 10780H-10810K, 10850J-10870E, 10880H-10920L, 10860H-10880I, 10900M, 11000G-11020H, 11010K-11050J, 11050K-11070F, 11030H-11070E, 11050I-11060G, 11100E-11110J

These anomalies reflect non-magnetic bedrock conductors striking east. Conductor 10780H-10810K appears to be associated with a chalcopyrite showing. These anomalies should be investigated on the ground.

Anomalies: 10500E-10520H, 10510E-10530D, 10550E-10560xD

These anomalies reflect an isolated iron formation. The strike of conductors in this group may be either east or southeast. These anomalies should be investigated. Conductor 10550E-10560xD may be part of the same iron formation.

Anomalies: 10470I-10600E

These anomalies reflect a conductive iron formation. Note that this conductor has a magnetic strike extension to the east (Anomalies 10610C-10710C). This conductor should be investigated in the vicinity of anomaly 10610C.

Anomalies: 10510L-10630A, 10670B-10710B, 10760C-10900H

These anomalies reflect a non-magnetic bedrock conductor. These conductors should be correlated with known geology before further investigation. Note that anomaly 10670B is magnetic. Anomalies 10760L-10900H may reflect a continuation of this horizon.

Group 1-7

These anomalies reflect isolated conductive sections of two iron formations. Their responses are generally low amplitude and reflect poorly conductive sulphides. It is suggested that priorities for these anomalies be defined after correlation with known geology.

Anomalies: 10810F-10880E, 10920F-10940B, 10940A-11000D, 10950C-10960E, 11020B-11040B, 11020C-11050xC

These anomalies reflect non-magnetic bedrock conductors located between iron formations. These conductors should be investigated on the ground.

In addition to the above conductors, several isolated single line responses reflecting bedrock conductors are also found in this area. (e.g., 10520C). These isolated responses are indicated on the EM map as B or D type responses. These anomalies should also be investigated.

McVicar Lake Area

Magnetic contours in the McVicar Lake Area are dominated by north-east striking magnetic highs located near the centre of the map area. Generally, these magnetic highs correlate with the percent magnetite contours. This indicates that the magnetic activity is due to magnetite rich facies of an iron formation. Note that these iron formations converge on Sheet 2 to form a single zone which has a strike extension to the east. Sheet 1 exhibits a more complex pattern with the presence of several weaker bands located in the southern portion of the map sheet.

VLF contours also indicate a dominant north-east strike with again, a more complex situation on Sheet 1.

Resistivity contours indicate the presence of several bedrock conductors. These resistivity lows are generally associated with the magnetic highs. Caution should be used when examining the resistivity map as surpression of inphase amplitude caused by the presence of magnetite will result in increased resistivity values.

Anomalies: 20010C-20040B, 20040C-20050E, 20070G-20080G, 20100H-20140F, 20020xE

These grade 1 to grade 4 anomalies and x-type response appear to indicate conductive sections of an iron formation. Note that the conductors are dipping to the north and that a possible fault zone (striking northwest) may be present near anomaly 20040B. Conductor 20040C-20050E is of interest because of its location off the magnetic high.

Anomalies: 20070xB-20090E, 20180F

These weak responses indicate more conductive sections of a continuous iron formation as indicated by both magnetic and magnetite contours. These anomalies may be of economic interest.

Anomalies: 20070C, 20120H, 20140D-20150A, 20140E-20150B, 20320I, 20340K-20350I, 20430F, 20440E-20470F, 20590J, 20590L, 20700C, 20730E, 20840C

These anomalies reflect conductive sections of an iron formation and may be of interest. Note that anomalies 20340K-20350I may be due to conductive lake bottom.

Group 2-1

This group of anomalies appears to reflect conductive sections of an intermittent iron formation. Note that these conductors can be broken into two types - those directly associated with magnetic highs and those located on the shoulders. Anomalies located on the shoulders may be of economic interest.

Group 2-2

This group reflects bedrock conductors associated with the strongest magnetic high in this survey block. Similar to Group 2-1, the conductors can be subdivided into magnetic and non-magnetic groups. Conductance and resistivity values in this group may be incorrect due to the presence of magnetite. Note that this zone is best defined by the percent magnetite contours.

Anomalies: 20290F-20300E, 20310I-20340H, 20340I, 20360E-20370F, 20390G-20420D, 20450E, 20470E-20480E, 20510xB-20530F, 20550E-20610D, 20550F, 20630H, 20650G

These anomalies reflect possible bedrock conductors associated with an iron formation. The intermittent nature of these conductors may be due to the presence of magnetite. The magnetic high associated with these conductors appears to stop at line 20740. These conductors may be of economic interest.

Anomalies: 20750xB-20770B, 20810B-20900xA, 20960E-20970D

These anomalies appear to reflect a bedrock conductor associated with a weak magnetic high. This zone is poorly defined because of its location near the end of the flight lines.

Anomalies: 20780A-20760A, 20800A

These anomalies are located on an isolated magnetic high that may be faulted in the vicinity of line 20790. These responses should be investigated.

Anomalies: 20950B, 20970C, 21020C-21040E

These anomalies reflect conductive segments of an iron formation. These responses are located along the same formation as Group 2-2 and probably reflect a similar source of conductivity.

Anomalies: 21020xD-21030xD, 21040xA-21050xC, 21030D-21050B

These anomalies reflect a weak conductive unit striking at an oblique angle to the flight lines. This conductor is associated with a magnetic high and a resistivity low. All parameters indicate that this zone has a strike extension to the east.

Anomalies: 20200B, 20430A, 20460B

These anomalies reflect isolated bedrock responses that may be of exploration interest. These anomalies are generally non-magnetic. The short strike length and low amplitude of these responses may make them difficult to locate.

SECTION II: BACKGROUND INFORMATION

Section II provides background information on products which are available from your survey data. Those products not obtained as part of the survey contract may be generated later from raw data which is available on your archive digital 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 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

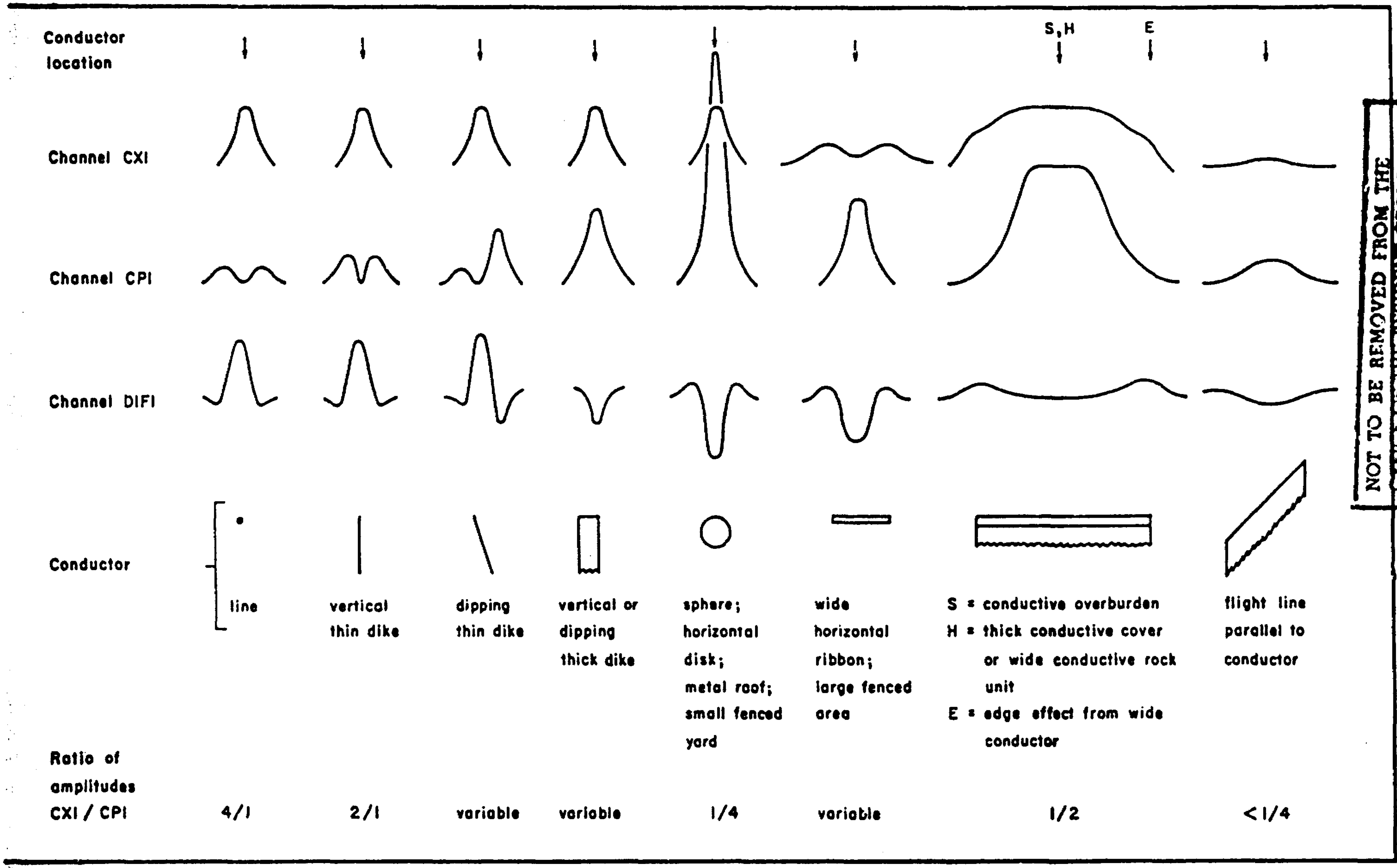

Fig. II-1 Typical DIGHEM anomaly shape

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.

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, 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 may not be shown as anomalies on the EM maps. However, patchy conductive overburden in otherwise

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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.

resistive areas 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 graphite or sulfides of a less massive character, 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 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 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 by 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 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 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

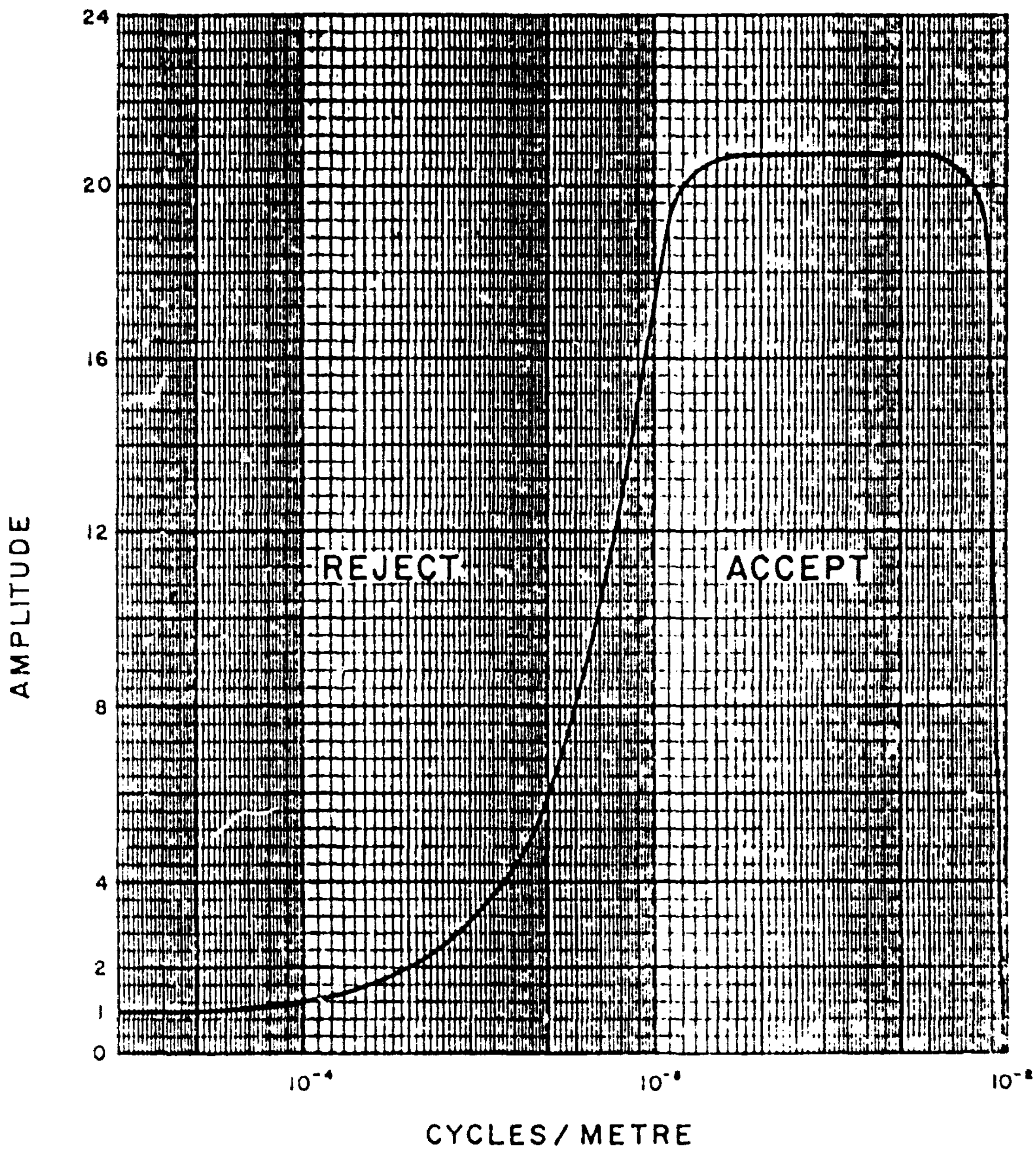

Figure 2 Frequency response of magnetic operator.

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

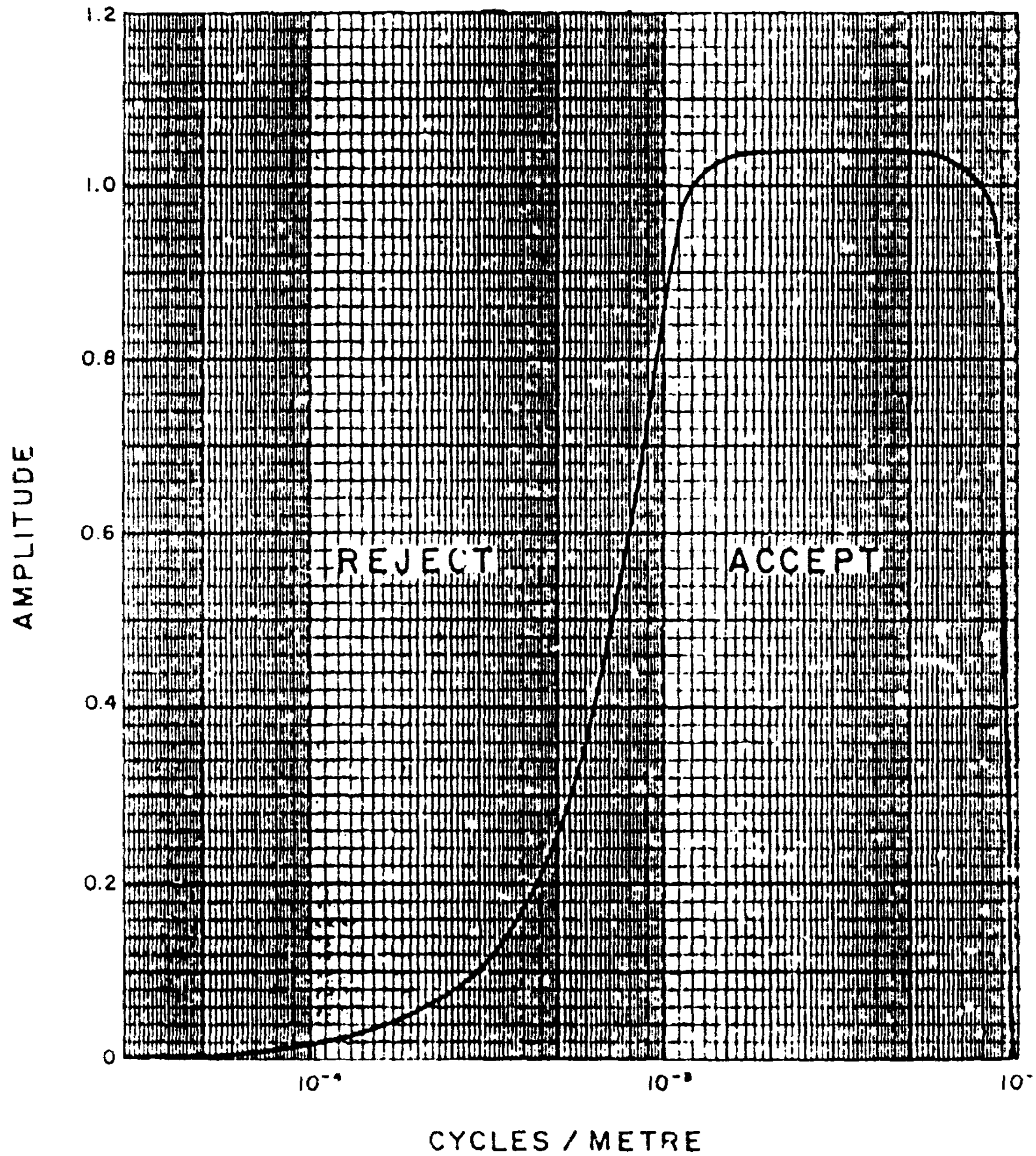

Figure 3 Frequency response of VLF - EM operator.

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

24 map sheets accompany this report:

Electromagnetic Anomalies	4 map sheets
EM Profiles (7,200 Hz)	4 map sheets
Total Field Magnetics	4 map sheets
VLF Contour	4 map sheets
VLF Profiles	4 map sheets
FeO Contours	4 map sheets

Respectfully submitted,
DIGHEM SURVEYS & PROCESSING INC.

S.J. Kilty
Chief Geophysicist

X-SK-379

APPENDIX A

THE FLIGHT RECORDS

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 1:15,840. The analog and digital profiles are listed in Tables A-1 and A-2 respectively.

In Table A-2, the log resistivity scale of 0.06 decade/mm means that the resistivity changes by an order of magnitude in 16.5 mm. The resistivities at 0, 33 and 67 mm up from the bottom of the digital flight record are respectively 1, 100 and 10,000 ohm-m.

FLIGHT PATH RECOVERY

Aircraft positioning and post-survey recovery of aircraft position was accomplished through the use of a Del Norte Flying Flagman positioning system. This electronic navigation system operates in the 8 gHz band and is therefore range limited by hills and by the curvature of the earth.

Table A-1. The Analog Profiles

Channel Number	Parameter	Sensitivity per mm	Designation on digital 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)	15.0 ppm	
08	coplanar quad (56000 Hz)	15.0 ppm	
09	altimeter	3 m	ALT
00,10	magnetics, coarse	10 nT	MAG
11	magnetics, fine	2 nT	
12	VLF-total:	2%	
13	VLF-quad:	2%	
14	VLF-total:	2%	
15	VLF-quad:	2%	

Table A-2. The Digital Profiles

Channel Name (Freq)	Observed parameters	Scale units/mm
MAG	magnetics	500 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
CXS (900 Hz)	ambient noise monitor (coaxial receiver)	2 ppm
CPI (900 Hz)	horizontal coplanar coil-pair inphase	2 ppm
CPQ (900 Hz)	horizontal coplanar coil-pair quadrature	2 ppm
CPS (900 Hz)	ambient noise monitor (coplanar receiver)	2 ppm
CPI (7200 Hz)	horizontal coplanar coil-pair inphase	2 ppm
CPQ (7200 Hz)	horizontal coplanar coil-pair quadrature	2 ppm
VLFT	VLF-EM total field	2 %
VLFQ	VLF-EM vertical quadrature	2 %
	Computed Parameters	
DIFI (900 Hz)	difference function inphase from CXI and CPI	2 ppm
DIFQ (900 Hz)	difference function quadrature from CXQ and CPQ	2 ppm
SIGT	conductance	1 grade
RES (900 Hz)	log resistivity	.06 decade
RES (7200 Hz)	log resistivity	.06 decade
DP (900 Hz)	apparent depth	6 m
DP (7200 Hz)	apparent depth	6 m

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The Plying Plagman uses two ground based transponder stations which transmit distance information back to the helicopter. The onboard Central Processing Unit then takes the two distances and determines the helicopter position relative to the two ground stations. This is accomplished once every second. The ground stations are set up well away from the survey area and are positioned such that the signals cross the survey blocks at an angle between 30° and 150°. After site selection, a baseline is flown at right angles to a line drawn through the transmitter sites to establish an arbitrary coordinate system for the survey area. The distance from each ground transmitter site (range-range) is continuously recorded digitally.

The range-range data is transposed during data processing into an arbitrary x-y coordinate system based on the location of the two transmitter sites. This x-y grid is transferred to the base map by correlating a number of prominent topographical features to the navigational data points. The use of numarous visual tie-in points serves two purposes: to correct for distortions in the photomosaic (if any) and to accurately relate the navigation data to the map sheet.

A P P E N D I X B

EM ANOMALY LIST

	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
LINE10010	(FLIGHT		3)									
B 468 S	0	20	3	48	73	286	1	0	1	10	342	0
C 472 D	18	12	1	4	24	40	14	26	1	32	654	0
LINE10020	(FLIGHT		3)									
A 586 D	33	29	7	26	49	43	12	6	1	17	506	0
LINE10030	(FLIGHT		3)									
A 635 S	0	10	0	23	0	149	1	1	1	30	572	0
C 671 D	26	15	18	31	63	39	15	14	2	59	46	31
LINE10040	(FLIGHT		3)									
A 755 D	12	8	0	8	14	24	9	33	1	74	831	2
LINE10050	(FLIGHT		3)									
A 820 S	0	6	0	14	5	95	1	0	1	42	730	0
B 844 B	0	4	0	2	0	17	6	52	1	136	1035	0
LINE10060	(FLIGHT		3)									
A 955 S	0	10	0	26	19	163	1	2	1	20	529	0
B 933 D	4	5	0	2	6	15	6	46	1	140	1035	0
LINE10070	(FLIGHT		3)									
A 1014 D	6	5	3	6	19	13	7	30	1	106	737	12
LINE10080	(FLIGHT		3)									
A 1163 D	15	7	9	7	16	9	20	15	1	112	68	72
LINE10090	(FLIGHT		3)									
A 1294 B	7	4	6	4	12	5	15	22	2	111	62	71
LINE10100	(FLIGHT		3)									
A 1396 D	43	7	25	12	33	10	93	6	4	89	10	67
LINE10110	(FLIGHT		3)									
A 1545 B	45	9	59	21	76	13	94	5	9	62	2	50
LINE10120	(FLIGHT		3)									
B 1652 D	30	7	10	7	23	20	58	11	2	107	53	70
C 1626 S	0	5	0	9	8	22	1	0	1	50	767	0
LINE10130	(FLIGHT		3)									
A 1780 S	1	6	0	14	5	89	1	0	1	36	703	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
LINE10130	(FLIGHT		3)									
B 1789 D	16	5	7	11	20	18	22	25	1	66	556	4
C 1816 B	0	24	0	20	55	72	2	0	1	22	591	0
D 1818 B	0	14	0	23	47	81	2	5	1	21	537	0
LINE10140	(FLIGHT		3)									
A 1927 S	1	8	0	20	10	131	1	0	1	28	614	0
B 1918 B	6	4	0	6	6	35	7	35	1	98	972	2
C 1891 B	1	20	0	16	25	41	2	0	1	25	638	0
D 1890 B	0	14	0	15	35	51	2	3	1	23	598	0
LINE10150	(FLIGHT		3)									
A 1997 B	2	6	0	13	12	85	2	11	1	51	761	0
B 2026 B	1	28	0	24	33	56	2	6	1	30	553	0
C 2028 B	0	10	0	9	15	21	2	12	1	38	701	0
LINE10160	(FLIGHT		3)									
A 2132 B	1	6	0	15	16	94	1	0	1	44	742	0
B 2104 D	9	50	5	42	114	132	3	0	1	3	332	0
C 2103 B	0	14	0	22	57	34	3	12	1	19	487	0
LINE10170	(FLIGHT		3)									
A 2248 B	1	5	0	5	0	20	3	28	1	118	1035	0
B 2276 B	13	20	27	16	44	42	11	13	1	51	61	22
C 2277 B	10	26	19	30	72	69	5	5	1	26	147	0
D 2280 B	8	12	0	15	98	79	3	9	1	8	422	0
LINE10180	(FLIGHT		3)									
A 2411 B?	0	3	0	2	0	3	6	51	1	205	1035	0
C 2383 B	12	22	24	12	40	29	9	14	1	57	54	28
E 2379 B	0	17	0	41	95	78	2	0	1	3	358	0
H 2373 S	3	3	0	6	0	33	2	30	1	102	979	5
LINE10190	(FLIGHT		3)									
C 2515 B	0	20	0	39	0	111	11	12	1	6	374	0
LINE10200	(FLIGHT		3)									
A 2614 S	0	6	0	15	14	92	1	0	1	42	723	0
C 2591 B	0	3	0	3	1	10	6	49	1	94	938	4
LINE10210	(FLIGHT		3)									
A 2713 S	0	11	0	27	35	172	1	0	1	17	532	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
LINE10211	(FLIGHT	3)										
A 2839 S	0	6	0	10	7	46	1	2	1	53	763	0
D 2845 B	0	2	0	5	0	17	6	57	1	18	436	0
F 2849 B	0	19	0	21	0	121	12	19	1	19	476	0
LINE10220	(FLIGHT	3)										
A 2944 S	0	6	0	11	6	72	1	5	1	59	797	0
C 2920 S	0	7	1	2	15	39	1	1	1	51	756	0
D 2918 B	3	17	22	38	58	45	4	4	1	39	97	9
F 2914 B	3	8	18	26	113	45	5	17	1	37	89	9
J 2908 B	0	21	0	36	0	148	3	1	1	8	416	0
LINE10230	(FLIGHT	5)										
A 309 S	0	11	0	21	9	6	4	6	1	31	706	0
B 311 B	0	3	0	52	0	87	12	10	1	0	299	0
D 316 B	0	4	37	30	126	42	6	23	2	52	27	29
G 321 B?	0	20	0	32	0	246	13	16	1	0	237	0
LINE10240	(FLIGHT	5)										
A 613 S	1	7	2	17	41	88	1	0	1	21	538	0
F 586 B	0	10	0	27	0	62	3	7	1	4	404	0
K 577 B	83	107	86	230	402	106	10	0	2	5	28	0
N 571 S	0	2	0	5	0	31	6	45	1	53	792	0
O 525 B	39	18	57	30	85	26	38	9	4	82	13	60
LINE10250	(FLIGHT	5)										
A 693 S	3	3	1	6	14	21	3	24	1	67	841	0
F 723 B?	0	9	0	10	10	35	9	25	1	30	649	0
J 729 T	243	110	406	265	786	74	61	0	9	17	2	8
L 731 B	0	23	0	36	0	87	9	11	1	3	341	0
P 773 D	56	33	78	47	114	29	32	4	5	70	8	51
LINE10260	(FLIGHT	5)										
B 917 S	2	8	2	16	32	97	1	1	1	22	517	0
D 893 S	1	6	2	41	68	238	1	0	1	3	351	0
F 886 B	0	9	0	21	0	61	10	21	1	14	456	0
G 884 B?	0	8	0	5	0	36	8	32	1	17	503	0
H 883 B?	0	3	0	4	0	33	6	50	1	15	481	0
I 880 B	27	32	53	42	139	25	15	7	2	43	26	21
L 875 B	0	56	6	94	343	24	8	0	1	0	118	0
M 873 B?	0	97	40	176	319	44	8	0	1	3	76	0
P 827 D	41	20	31	22	60	18	30	7	4	93	13	70

* 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	QUAD PPM	COPLANAR 900 HZ REAL PPM	QUAD PPM	COPLANAR 7200 HZ REAL PPM	QUAD PPM	VERTICAL DIKE COND MHOS	DEPTH* M	HORIZONTAL SHEET COND MHOS	DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	DEPTH M
LINE10270	(FLIGHT	5)										
D 1049 S	2	15	0	34	39	202	1	0	1	7	363	0
H 1058 B	0	20	0	37	0	158	13	10	1	4	380	0
J 1060 B	45	70	97	121	287	55	12	0	3	25	12	9
N 1066 T	57	63	318	179	463	125	34	0	10	25	1	16
R 1105 D	34	8	48	13	34	25	88	13	7	87	4	71
LINE10280	(FLIGHT	5)										
B 1241 S	4	2	0	5	5	29	5	37	1	75	903	0
D 1231 B?	0	3	0	4	0	26	6	42	1	118	1035	0
F 1215 S	0	11	0	24	11	154	1	5	1	14	443	0
G 1205 B	0	19	0	26	0	110	12	9	1	9	454	0
I 1202 B	146	19	41	7	69	25	323	1	3	61	16	40
J 1195 B	23	26	57	57	73	53	13	0	1	37	54	10
K 1194 B	0	33	0	78	17	119	3	0	1	0	293	0
N 1153 D	21	18	20	26	31	55	12	11	1	73	70	39
LINE10290	(FLIGHT	5)										
B 1350 B	0	41	0	7	0	96	13	9	1	7	398	0
D 1352 B	0	36	0	83	63	112	5	2	1	0	224	0
F 1359 B	39	56	17	109	152	94	6	0	1	0	216	0
G 1360 B	0	41	0	84	97	76	2	0	1	0	233	0
I 1392 D	37	34	48	43	96	61	17	4	2	59	34	33
LINE10300	(FLIGHT	5)										
D 1515 B	0	47	0	93	24	173	12	0	1	0	209	0
E 1513 B	0	45	1	69	67	103	13	1	1	0	294	0
H 1504 B	0	35	0	72	51	79	7	0	1	0	249	0
I 1503 B	0	47	0	79	70	90	5	0	1	0	234	0
K 1501 B	0	16	0	23	0	76	11	14	1	17	516	0
L 1474 B	0	1	0	2	0	6	5	80	1	158	1035	0
M 1472 B	0	4	0	3	0	12	6	51	1	130	1035	0
O 1466 D	56	38	41	50	118	69	20	3	2	48	32	24
LINE10310	(FLIGHT	5)										
A 1630 S	2	6	2	12	21	72	2	14	1	24	506	0
D 1659 B	0	42	0	94	0	181	8	2	1	0	226	0
E 1660 B	0	26	0	15	0	65	13	11	1	0	234	0
F 1661 B	57	65	31	25	95	122	14	5	1	0	300	0
I 1671 B	0	6	0	48	0	86	3	0	1	0	326	0
J 1672 B	0	12	0	12	0	38	10	16	1	14	525	0
K 1677 S	2	4	0	9	13	60	2	17	1	32	694	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
LINE10310 (FLIGHT 5)												
L 1700 D	91	33	99	51	152	94	59	3	5	56	6	39
LINE10320 (FLIGHT 5)												
B 1830 S	1	3	2	14	36	71	1	13	1	25	460	0
E 1796 B	0	26	0	42	27	124	14	1	1	0	339	0
F 1795 B	0	8	45	33	167	111	3	3	2	33	24	12
G 1793 B	0	29	41	47	106	64	7	0	2	57	32	31
J 1787 B	0	8	0	3	0	53	8	30	1	35	700	0
L 1784 B	0	10	0	9	0	50	9	25	1	22	566	0
N 1780 B	0	4	0	6	7	14	2	31	1	43	712	0
O 1777 S	0	12	0	31	27	210	1	8	1	11	373	0
Q 1756 B	0	6	0	7	0	18	8	35	1	75	846	1
R 1755 B	0	10	0	15	24	43	10	26	1	84	874	5
T 1749 B	57	33	38	38	101	105	50	9	3	74	15	52
LINE10330 (FLIGHT 5)												
B 1904 S	2	8	3	15	56	74	1	9	1	20	402	0
D 1925 B?	0	1	0	1	6	1	1	6	1	61	777	0
F 1935 B	0	23	0	38	0	118	13	10	1	1	332	0
H 1938 B	62	31	57	50	130	65	30	6	2	55	27	31
J 1944 B	0	11	0	11	0	59	10	22	1	22	566	0
M 1969 D	0	4	0	5	0	15	7	43	1	103	966	8
O 1975 T	117	46	71	57	134	121	49	5	4	53	10	36
LINE10340 (FLIGHT 5)												
B 2144 S	1	10	2	21	62	103	1	0	1	15	450	0
E 2117 B	0	9	0	20	0	114	10	28	1	24	498	0
G 2109 B	0	15	0	37	0	106	12	15	1	6	367	0
I 2105 B	1	49	52	63	143	88	16	5	1	0	251	0
J 2103 B	0	28	0	38	17	45	14	11	1	0	283	0
K 2098 B	0	20	0	27	0	39	12	14	1	9	408	0
L 2097 B	0	42	0	40	0	65	15	4	1	3	369	0
N 2070 B	0	6	0	9	0	34	8	32	1	56	771	0
Q 2062 D	78	33	76	47	125	93	45	8	4	59	8	42
LINE10350 (FLIGHT 5)												
A 2220 S	0	8	3	16	48	85	1	0	1	21	410	0
C 2244 B	0	8	0	16	0	88	10	25	1	26	577	0
E 2249 T	0	22	0	40	0	190	11	11	1	0	298	0
H 2253 B	13	62	65	119	280	134	5	0	2	32	21	13
I 2255 B	0	33	0	44	0	80	14	8	1	8	392	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
LINE10350 (FLIGHT 5)												
K 2258 B	0	40	5	81	101	43	16	3	1	0	294	0
L 2259 B	0	27	33	39	98	24	14	7	1	4	383	0
N 2260 B	0	8	0	19	0	57	10	19	1	17	536	0
O 2280 B	0	4	0	6	0	22	7	33	1	88	938	0
P 2282 B	0	12	3	8	13	27	10	19	1	69	365	19
Q 2286 B	17	24	25	22	90	80	10	15	2	72	51	42
R 2287 B	26	24	26	16	41	68	16	15	2	65	34	39
LINE10360 (FLIGHT 5)												
E 2392 B	0	11	0	23	0	112	11	17	1	14	484	0
G 2387 B	0	16	0	30	0	153	12	10	1	6	425	0
K 2380 B	0	24	0	32	0	63	13	7	1	3	387	0
L 2379 B	0	22	0	29	0	54	13	9	1	14	501	0
O 2375 B	0	16	0	35	29	42	6	4	1	2	406	0
Q 2372 B	0	14	0	24	0	50	11	11	1	6	439	0
S 2349 B	0	7	0	12	0	17	9	37	1	48	704	0
T 2347 B	31	66	70	63	135	74	13	5	3	56	13	37
V 2342 B	33	30	36	42	99	94	14	12	2	71	40	43
W 2341 B	29	25	29	30	75	61	15	17	3	85	22	59
LINE10370 (FLIGHT 5)												
A 2532 S	3	4	0	3	20	20	3	39	1	36	661	0
B 2538 S	0	4	0	6	25	82	1	7	1	27	550	0
F 2556 B	0	9	0	15	0	78	10	22	1	24	591	0
I 2561 B	0	16	0	20	0	129	11	16	1	14	469	0
L 2566 B	0	41	0	45	32	123	11	3	1	0	338	0
M 2567 B	0	27	0	33	4	79	10	7	1	9	437	0
O 2570 B	0	21	0	12	0	38	11	14	1	34	694	0
R 2575 B	0	22	0	43	0	76	9	2	1	0	339	0
T 2593 D	0	3	0	3	0	11	6	44	1	100	985	2
V 2599 D	39	17	23	15	45	32	35	6	3	93	20	66
LINE10380 (FLIGHT 5)												
F 2704 B	0	13	0	22	0	78	11	19	1	15	465	0
G 2703 S	0	19	0	23	0	100	12	14	1	14	471	0
K 2697 B	0	33	0	36	31	100	13	7	1	9	424	0
L 2696 B	0	24	0	37	0	89	13	7	1	9	448	0
N 2692 B	0	16	0	9	0	27	10	20	1	55	771	0
Q 2687 B	0	36	0	61	85	108	5	4	1	10	392	0
R 2686 B	0	36	0	88	122	141	1	0	1	0	224	0
T 2665 B	0	17	0	22	0	35	12	22	1	30	561	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

LINE10380	(FLIGHT		5)									
U 2663 B	0	20	0	12	22	22	11	22	1	61	771	1
W 2657 B	139	56	112	82	211	120	52	3	6	48	5	34

LINE10390	(FLIGHT		5)									
C 2839 B	0	3	0	5	0	27	7	48	1	47	726	0
E 2842 B	0	24	0	36	50	91	13	11	1	5	362	0
F 2844 B	0	20	0	25	0	84	12	12	1	19	539	0
I 2849 B	0	7	0	8	0	37	8	27	1	35	704	0
J 2850 B	0	7	0	9	0	40	9	24	1	31	695	0
L 2853 B	5	11	0	7	7	18	9	29	1	63	790	0
N 2857 B	0	30	0	62	48	74	3	0	1	0	317	0
O 2858 B	4	24	0	42	28	51	5	0	1	0	347	0
R 2873 B	0	2	0	5	0	3	6	46	1	82	895	0
S 2874 B	0	6	0	5	1	14	8	34	1	90	927	2
T 2879 B	47	21	16	33	77	51	22	3	3	59	13	38

LINE10400	(FLIGHT		5)									
A 3029 B?	1	2	0	3	15	17	3	49	1	53	787	0
D 3005 B	0	21	0	36	25	100	13	13	1	18	499	0
E 3003 D	0	27	0	28	2	73	13	10	1	18	514	0
G 2996 B	0	7	0	14	0	48	9	21	1	19	577	0
H 2995 B	0	9	0	9	0	36	9	21	1	32	707	0
J 2992 B	0	9	1	10	11	17	9	24	1	46	741	0
L 2985 B	0	9	0	15	0	66	10	16	1	24	647	0
O 2973 B	0	7	0	9	0	46	1	9	1	54	759	0
Q 2964 B	0	5	0	6	0	7	8	42	1	51	730	0
R 2963 B	0	22	0	14	0	47	12	20	1	54	746	0
T 2957 B	34	34	13	42	74	129	9	10	2	60	40	33

LINE10410	(FLIGHT		5)									
B 3192 B	0	6	0	7	0	40	8	31	1	41	723	0
F 3216 B	0	21	0	32	20	72	13	6	1	7	449	0
J 3223 B	0	6	0	9	0	34	8	25	1	44	752	0
L 3226 B	0	17	0	12	10	29	11	9	1	41	751	0
N 3231 B	0	15	0	21	0	80	11	14	1	18	539	0
P 3247 B	0	2	0	5	0	0	6	44	1	60	806	0
Q 3249 B	0	12	0	6	0	25	9	19	1	78	890	0
R 3254 B	47	31	28	30	61	79	21	6	2	62	39	34

LINE10420	(FLIGHT		5)									
B 3382 B	0	3	0	3	0	7	6	47	1	49	752	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
LINE10420	(FLIGHT		5)									
D 3381 B	0	14	0	18	0	66	11	14	1	17	545	0
F 3377 B	0	5	0	8	4	25	6	36	1	69	819	0
G 3357 B	0	3	0	5	0	24	7	45	1	66	811	0
I 3352 B	9	20	0	26	15	50	8	8	1	18	553	0
J 3343 B	0	11	0	15	0	61	10	22	1	31	647	0
L 3340 B	0	12	0	10	0	40	10	22	1	54	769	0
N 3335 B	0	9	0	15	4	31	9	17	1	23	624	0
P 3324 B?	0	7	0	9	0	56	1	8	1	58	783	0
R 3315 B	0	22	0	15	0	86	12	22	1	35	618	0
T 3308 B	39	42	17	40	61	161	10	10	1	43	130	11
LINE10430	(FLIGHT		5)									
A 3442 S	2	7	0	15	9	94	1	0	1	33	706	0
C 3467 B	0	2	0	1	0	3	5	57	1	114	1035	0
E 3489 B	0	21	0	28	37	71	7	8	1	12	474	0
G 3496 B	0	18	0	10	0	53	11	17	1	27	616	0
I 3498 B	0	6	0	8	0	23	8	32	1	62	804	0
K 3510 B?	3	12	3	18	28	70	2	4	1	31	420	0
L 3515 B	0	[illegible]	0	4	0	26	7	46	1	92	927	4
M 3516 B	0	7	0	12	0	62	9	27	1	43	721	0
N 3517 B	0	15	0	10	10	50	5	16	1	61	799	0
O 3521 B	16	14	7	18	36	58	9	8	1	67	77	31
LINE10440	(FLIGHT		6)									
A 228 S	0	12	0	27	21	166	1	1	1	19	529	0
C 276 B	0	3	0	3	0	25	6	51	1	80	874	1
D 281 B	0	16	0	18	13	67	6	15	1	27	597	0
E 286 B	0	5	0	6	0	15	3	39	1	67	809	0
G 289 D	0	14	0	8	9	29	5	18	1	59	787	0
I 304 B	5	6	5	10	16	10	5	23	1	68	173	25
K 310 D	0	8	0	7	0	22	9	23	1	75	886	0
M 315 B	33	22	33	31	67	13	19	2	3	62	23	37
N 325 S	0	6	0	16	0	107	1	8	1	43	698	0
LINE10450	(FLIGHT		6)									
A 518 S	0	10	0	22	23	134	1	0	1	28	643	0
C 464 D	0	22	0	24	8	53	8	12	1	25	576	0
F 454 D	0	29	6	27	43	41	6	6	1	32	663	0
G 450 D	0	10	0	10	0	44	9	22	1	43	733	0
I 432 B	0	7	0	9	0	32	8	34	1	58	769	0
J 431 D	0	16	0	11	0	30	9	20	1	69	825	0

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LINE10450 (FLIGHT 6)												
L 426 D	35	34	29	39	84	53	13	4	2	72	48	41
M 425 D	37	29	47	47	101	13	17	6	3	61	14	41
N 424 D	22	18	37	20	68	20	19	17	2	76	32	49
O 414 S	0	8	0	18	0	119	1	6	1	36	634	0
LINE10460 (FLIGHT 6)												
C 552 S	1	14	0	27	36	172	1	0	1	15	509	0
E 584 B	0	4	0	6	0	13	7	49	1	37	612	0
G 602 D	0	12	0	21	12	37	6	15	1	29	628	0
H 603 B	0	13	0	16	8	22	10	17	1	24	591	0
I 611 B	9	20	0	16	30	45	3	6	1	48	736	0
J 615 B	0	10	0	16	0	58	10	22	1	40	712	0
M 630 D	0	5	0	4	0	21	7	45	1	79	846	5
N 631 D	0	7	0	3	0	19	8	41	1	91	895	8
P 635 B	32	26	27	29	70	39	16	10	1	73	66	39
Q 636 S	8	6	7	10	15	45	8	32	1	91	129	49
LINE10470 (FLIGHT 6)												
B 780 S	1	25	2	54	83	336	1	2	1	3	314	0
E 745 S	0	5	0	1	0	1	6	42	1	40	725	0
F 744 B?	0	3	0	3	0	28	6	55	1	42	694	0
I 733 B?	0	5	0	12	0	63	9	26	1	26	626	0
K 724 B	0	23	0	11	0	23	12	23	1	25	506	0
L 723 B	0	29	0	13	0	27	12	16	1	23	520	0
O 716 B	0	23	0	25	0	62	12	11	1	27	614	0
P 714 B	0	24	6	17	28	40	12	12	1	73	180	29
S 709 B	0	31	0	30	0	62	14	9	1	32	645	0
V 693 B	0	4	0	3	0	16	7	47	1	104	979	7
W 689 B	7	14	2	13	25	38	3	11	1	47	513	0
Y 681 B	6	8	1	25	40	28	2	11	1	27	564	0
Z 678 S	0	7	0	17	0	113	1	9	1	39	656	0
LINE10480 (FLIGHT 6)												
A 822 S	1	18	3	37	65	228	1	0	1	10	386	0
D 855 D	0	13	0	9	0	27	10	19	1	28	640	0
E 857 B	13	2	0	7	0	20	7	44	1	32	680	0
G 859 B	0	15	0	26	0	155	12	15	1	12	452	0
J 866 B	0	7	0	17	0	111	10	22	1	21	561	0
L 874 B	0	18	0	19	16	20	9	16	1	23	555	0
M 875 B	0	34	0	26	35	55	14	7	1	6	408	0
P 881 B	0	23	0	18	0	37	12	7	1	28	683	0

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ANOMALY/ FID/INTERP	COAXIAL 900 HZ REAL PPM	QUAD PPM	COPLANAR 900 HZ REAL PPM	QUAD PPM	COPLANAR 7200 HZ REAL PPM	QUAD PPM	VERTICAL DIKE COND MHOS	DEPTH* M	HORIZONTAL SHEET COND MHOS	DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	DEPTH M
LINE10480	(FLIGHT		6)									
Q 883 B	0	7	0	8	6	24	9	30	1	70	831	0
T 887 B	0	20	0	23	0	81	12	10	1	28	645	0
W 902 B	0	3	0	3	0	18	6	51	1	110	999	9
Y 905 B	9	13	8	11	3	22	6	19	1	98	80	59
Z 907 S	0	9	3	22	32	147	1	0	1	22	397	0
LINE10490	(FLIGHT		6)									
A 1119 S	1	4	0	40	84	239	1	2	1	4	336	0
D 1084 B	0	26	0	39	0	109	14	7	1	0	338	0
H 1080 D	0	17	0	11	0	57	11	22	1	30	600	0
I 1078 B	0	7	0	8	0	3	8	33	1	62	790	0
K 1072 D	0	15	0	20	0	118	11	15	1	23	581	0
M 1069 B	0	8	0	13	0	51	9	29	1	44	715	0
O 1064 B	0	24	0	22	19	17	4	11	1	17	437	0
P 1063 D	0	36	0	55	0	35	15	7	1	4	350	0
S 1056 B	0	32	0	27	7	77	13	5	1	13	501	0
T 1055 B	0	20	0	44	0	147	13	10	1	4	367	0
W 1049 B	0	9	0	11	0	48	9	30	1	39	685	0
Z 1034 D	0	6	0	4	0	22	8	38	1	106	985	8
AA 1028 B	0	13	0	17	10	97	1	4	1	41	707	0
BB 1024 B	33	39	75	79	176	81	14	5	3	37	14	19
DD 1023 B	14	25	35	44	42	43	8	14	1	55	64	26
LINE10500	(FLIGHT		6)									
B 1155 S	0	23	0	48	83	181	1	7	1	3	291	0
E 1175 B	0	4	0	4	9	4	1	4	1	38	688	0
H 1189 B	70	19	0	14	0	28	28	15	1	26	600	0
J 1192 B	0	11	0	19	0	82	10	22	1	26	571	0
K 1193 B	0	7	0	6	0	26	8	42	1	91	886	10
M 1199 B	0	24	0	27	0	103	13	11	1	23	564	0
O 1202 B	0	7	0	11	0	63	9	32	1	58	769	0
P 1206 B?	0	5	0	7	0	39	5	35	1	74	846	0
R 1210 B	0	33	23	60	69	100	5	0	1	25	205	0
S 1215 B	0	17	0	21	5	53	11	9	1	24	638	0
T 1216 B	0	11	19	14	57	51	5	16	2	65	37	37
V 1222 D	0	5	0	2	0	15	7	42	1	88	917	1
Y 1236 D	0	26	0	15	0	23	12	14	1	41	712	0
AA 1244 D	0	11	0	23	31	58	3	10	1	22	542	0
LINE10510	(FLIGHT		6)									
A 1385 S	2	5	1	20	20	95	1	0	1	9	452	0

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ANOMALY/ FID/INTERP	COAXIAL 900 HZ REAL PPM	QUAD PPM	COPLANAR 900 HZ REAL PPM	QUAD PPM	COPLANAR 7200 HZ REAL PPM	QUAD PPM	VERTICAL DIKE COND MHOS	DEPTH* M	HORIZONTAL SHEET COND MHOS	DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	DEPTH M
LINE10510	(FLIGHT		6)									
C 1369 S	4	4	2	30	71	169	2	12	1	17	441	0
E 1363 B	0	9	0	16	0	83	10	26	1	34	645	0
F 1362 B	0	7	0	10	0	56	9	29	1	59	787	0
I 1350 B	0	5	0	5	0	24	7	35	1	79	878	0
K 1345 B	0	4	0	3	0	13	7	48	1	128	1035	0
L 1341 B	0	5	0	5	0	14	7	42	1	110	999	10
M 1339 B	17	18	4	20	37	79	12	12	1	17	526	0
O 1336 B	0	7	0	10	0	58	9	28	1	70	834	0
S 1328 B	0	32	23	50	62	84	5	0	1	20	234	0
U 1322 B	0	15	0	18	0	65	11	14	1	23	595	0
W 1315 B	0	14	0	9	0	26	10	20	1	68	828	0
Y 1300 B	0	13	0	5	0	18	10	24	1	89	913	3
LINE10520	(FLIGHT		6)									
A 1422 S	0	12	0	26	52	145	1	0	1	10	450	0
C 1434 D	0	2	0	2	0	7	5	68	1	160	1035	0
E 1438 S	2	8	3	20	22	30	1	0	1	26	376	0
G 1441 B	0	8	0	13	0	46	9	28	1	43	713	0
H 1443 B	0	5	0	7	0	43	8	36	1	83	886	2
K 1455 B	0	9	0	7	0	33	7	29	1	83	908	3
L 1458 B	0	6	0	9	10	28	4	32	1	55	749	0
M 1460 B	0	3	0	3	0	18	6	58	1	147	1035	0
N 1464 B	0	8	0	5	0	10	8	34	1	101	954	8
O 1466 B	30	20	0	20	34	71	12	12	1	18	532	0
Q 1469 B	0	11	0	15	0	91	10	21	1	39	710	0
R 1474 B	0	11	0	14	0	51	10	19	1	46	744	0
T 1477 B	35	28	26	57	82	113	11	5	1	29	105	1
V 1482 B	0	10	0	11	0	60	9	23	1	43	726	0
W 1484 S	0	4	0	12	8	96	1	4	1	28	610	0
Y 1487 B	0	15	0	18	0	54	11	17	1	30	640	0
AA 1502 D	0	5	0	3	0	15	7	39	1	131	1035	0
LINE10530	(FLIGHT		6)									
A 1689 S	1	8	0	17	31	96	1	0	1	21	598	0
C 1672 S	0	6	2	15	69	57	1	7	1	19	465	0
D 1670 B?	0	6	0	13	3	57	5	26	1	38	697	0
E 1655 B	0	5	0	4	0	22	3	33	1	125	1035	0
F 1652 B	17	19	49	57	139	83	11	4	3	44	17	24
G 1646 B	0	16	0	8	2	13	3	9	1	72	843	0
I 1643 D	0	25	0	23	0	105	13	12	1	23	561	0
J 1640 B	0	11	0	15	0	86	10	20	1	39	709	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

LINE10530	(FLIGHT 6)											
M 1633 B	0	49	16	87	164	130	1	0	1	33	81	5
N 1631 B	110	71	180	154	367	152	32	0	6	28	4	16
P 1626 B	0	12	0	9	0	52	10	24	1	51	751	0
R 1621 B	0	20	0	22	0	58	12	16	1	27	572	0
V 1604 D	0	5	0	3	0	12	7	43	1	103	966	8

LINE10540	(FLIGHT 6)											
A 1730 S	0	11	0	23	30	152	1	1	1	19	498	0
C 1745 S	1	7	2	13	47	102	2	7	1	22	527	0
F 1765 B	0	10	0	17	6	72	4	13	1	30	663	0
G 1771 B	5	7	0	3	3	6	8	33	1	120	1035	0
I 1774 B	0	18	0	26	0	99	12	10	1	9	464	0
J 1775 B	0	20	0	26	0	130	12	11	1	13	472	0
M 1783 B	74	61	104	130	291	137	19	0	3	30	16	12
N 1784 B	125	49	24	90	260	135	31	0	4	37	8	22
O 1789 D	0	13	0	10	0	49	10	22	1	44	728	0
Q 1793 D	0	16	0	9	0	49	10	18	1	54	771	0
S 1796 B?	5	5	3	5	13	6	6	37	1	85	277	34
T 1808 D	0	3	0	2	0	18	6	55	1	127	1035	0

LINE10550	(FLIGHT 6)											
C 1946 S	2	7	0	16	39	93	1	0	1	28	662	0
E 1937 B	0	4	0	3	0	10	3	36	1	142	1035	0
F 1918 D	33	22	17	21	46	18	17	12	1	73	62	40
G 1915 B	0	26	0	29	0	51	13	6	1	11	476	0
H 1913 D	0	33	0	39	0	168	14	7	1	11	448	0
J 1910 B	0	2	0	1	0	3	5	75	1	214	1035	0
K 1909 B	0	6	0	5	0	18	8	37	1	114	1029	8
M 1904 B	83	57	162	119	318	164	31	2	6	36	4	24
N 1903 D	87	52	122	90	245	164	33	4	6	40	5	27
O 1898 D	0	7	0	3	0	25	8	33	1	78	871	0
Q 1894 D	0	11	0	5	0	30	9	32	1	77	840	4

LINE10560	(FLIGHT 6)											
B 2015 S	0	4	0	8	8	51	1	0	1	66	831	0
C 2038 B	0	4	0	4	0	8	4	39	1	110	1021	6
D 2041 D	20	18	10	2	33	20	15	16	1	66	105	28
E 2043 D	0	18	0	18	23	81	11	12	1	31	673	0
G 2047 B	0	4	0	6	0	15	7	37	1	107	1006	5
I 2051 D	42	30	62	62	150	93	19	6	4	52	11	34
J 2053 B	109	35	69	58	108	115	54	5	4	59	8	42

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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
LINE10560 (FLIGHT 6)												
K 2056 B	0	5	0	4	0	26	7	41	1	78	863	1
M 2060 D	0	8	0	8	0	44	9	27	1	67	831	0
O 2074 D	27	11	14	15	38	40	26	16	1	88	60	53
LINE10570 (FLIGHT 6)												
B 2254 S?	0	7	0	17	5	85	1	4	1	31	663	0
D 2246 S?	0	5	0	13	6	84	1	4	1	56	794	0
E 2226 D	0	7	0	5	1	12	4	31	1	122	1035	0
F 2223 B	23	26	0	22	34	34	13	19	1	35	600	0
H 2216 D	0	5	0	5	0	19	7	35	1	84	908	0
J 2209 B	28	13	2	16	21	88	17	17	1	66	124	28
K 2205 B	0	4	0	6	0	39	7	34	1	54	794	0
M 2201 D	0	16	0	10	0	45	10	17	1	61	806	0
P 2186 B	12	14	10	15	38	43	10	18	2	92	59	57
LINE10580 (FLIGHT 6)												
A 2321 S	5	5	1	9	18	47	3	24	1	46	705	0
B 2347 B	0	8	0	6	2	11	3	22	1	93	943	3
C 2350 B	12	25	0	21	29	48	12	10	1	18	535	0
E 2357 B	0	4	0	6	0	11	7	37	1	77	882	0
G 2362 S	12	8	1	15	10	94	7	21	1	36	678	0
H 2366 B	0	4	0	4	0	29	7	35	1	6[illegible]	853	0
K 2369 D	0	17	0	11	0	32	11	14	1	56	792	0
M 2378 D	0	4	0	2	0	10	4	47	1	153	1035	0
N 2382 D	25	15	11	12	34	34	18	16	1	93	78	54
LINE10590 (FLIGHT 6)												
B 2496 S	5	5	0	14	9	93	1	3	1	46	749	0
C 2486 D	52	21	38	21	55	12	44	7	4	81	10	60
D 2484 B	9	24	37	19	77	28	12	7	3	61	18	39
E 2482 B	0	40	5	53	74	74	15	5	1	3	344	0
H 2469 S	7	7	0	13	3	82	4	21	1	46	739	0
I 2465 B	0	4	0	4	0	25	7	38	1	77	878	0
K 2461 D	0	15	0	11	0	32	10	17	1	45	744	0
N 2452 D	0	18	0	11	0	36	11	20	1	67	811	0
P 2448 D	26	21	8	12	29	41	13	14	1	90	89	51
LINE10600 (FLIGHT 6)												
C 2598 S	0	3	0	7	1	57	2	14	1	63	843	0
F 2607 B	89	36	58	32	82	21	52	6	5	67	6	50
G 2608 B	19	27	53	28	114	40	15	7	4	55	12	35

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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
LINE10600 (FLIGHT 6)												
H 2610 B	0	37	7	51	68	71	15	6	1	3	351	0
I 2616 B?	0	2	0	4	0	27	6	46	1	110	1029	5
L 2630 B	0	5	0	4	0	14	7	37	1	82	895	0
M 2637 B	0	6	0	5	0	31	8	37	1	94	932	5
O 2642 D	17	17	4	15	13	52	8	16	1	46	327	5
LINE10610 (FLIGHT 6)												
A 2746 B	5	8	0	6	0	15	9	32	1	103	966	8
B 2744 D	10	12	16	4	12	8	12	21	2	94	57	59
C 2742 B	62	30	62	39	106	47	38	6	2	61	37	34
D 2736 D	0	4	0	4	0	21	7	54	1	128	1035	0
E 2735 D	0	4	0	3	0	2	7	45	1	132	1035	0
G 2733 B	0	3	0	1	0	3	6	64	1	155	1035	0
H 2723 B	0	10	0	18	1	11	10	18	1	13	488	0
K 2712 B	0	7	0	4	0	28	8	34	1	87	903	3
M 2707 D	37	28	17	27	58	123	15	11	1	57	105	22
N 2703 S	0	4	0	27	20	182	1	2	1	19	482	0
LINE10620 (FLIGHT 7)												
A 218 S	0	6	0	12	9	83	1	0	1	50	765	0
B 246 D	0	8	0	1	0	19	8	38	1	110	1006	9
D 249 D	12	13	2	11	12	46	6	22	1	71	825	1
E 255 B	0	2	0	4	0	14	6	[illegible]2	1	139	1035	0
F 255 D	0	4	0	5	0	14	7	39	1	118	1035	0
H 276 B	0	6	0	8	0	43	8	35	1	57	763	0
J 281 B	11	23	0	26	8	150	3	6	1	25	543	0
K 282 S	0	8	1	20	56	148	1	3	1	11	385	0
L 284 S	0	13	0	25	0	169	1	3	1	26	533	0
LINE10630 (FLIGHT 7)												
A 382 B	0	6	0	1	0	14	7	43	1	149	1035	0
B 379 B	9	9	0	6	5	29	9	27	1	101	979	4
D 373 B	0	8	0	8	0	6	9	25	1	104	999	3
F 370 B	0	2	0	2	0	3	6	57	1	104	992	5
H 351 D	0	4	0	3	0	20	7	46	1	89	908	4
J 346 B	13	20	0	28	38	184	4	11	1	19	459	0
LINE10640 (FLIGHT 7)												
A 481 B?	0	2	0	3	0	11	6	65	1	215	1035	0
C 484 S	0	8	0	17	18	110	1	2	1	39	707	0
D 512 B	20	15	4	15	8	54	11	18	1	53	447	7

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LINE10640	(FLIGHT	7)										
F 519 B	0	5	0	7	0	27	1	1	1	83	890	1
G 520 B	0	4	0	7	0	26	7	38	1	88	908	3
H 539 D	0	5	0	3	0	29	7	49	1	93	903	9
J 542 D	16	14	6	1	23	54	9	24	1	46	498	3
LINE10650	(FLIGHT	7)										
A 686 S	0	2	0	3	5	6	1	3	1	68	817	0
C 674 B?	0	2	0	3	0	13	6	58	1	193	1035	0
D 673 B?	0	7	0	10	0	54	6	24	1	70	850	0
G 643 B	19	14	6	15	11	53	11	19	1	53	274	12
H 635 B	0	6	0	9	0	35	8	30	1	92	927	3
I 634 B	0	7	0	9	0	38	9	29	1	72	843	0
J 629 B	0	7	0	6	0	36	8	30	1	95	949	3
K 620 S	0	4	0	10	8	61	1	3	1	40	706	0
L 613 D	0	14	0	8	0	33	10	25	1	68	814	1
N 610 B	0	7	1	5	2	32	8	31	1	84	899	1
LINE10660	(FLIGHT	7)										
C 769 B	0	4	0	5	0	28	7	33	1	119	1035	0
D 771 S	0	4	0	9	6	58	1	0	1	68	840	0
E 798 D	8	9	4	11	21	43	6	24	1	40	592	0
G 808 B	0	8	0	11	0	23	9	32	1	62	783	0
I 811 D	0	31	0	30	0	118	14	10	1	30	616	0
L 826 B	0	16	0	12	0	30	11	24	1	50	730	0
N 828 B	0	13	2	10	16	44	4	14	1	65	677	0
LINE10670	(FLIGHT	7)										
B 901 B	3	9	0	0	7	35	5	30	1	69	837	0
C 900 B	15	15	4	10	11	29	8	19	1	52	468	4
E 893 B	0	1	0	2	0	10	4	80	1	107	999	6
F 889 B	0	5	0	8	0	48	8	33	1	52	759	0
H 886 B	0	32	23	19	51	70	13	13	1	31	620	0
J 872 D	0	11	0	11	0	18	10	28	1	56	756	0
L 869 D	28	24	8	19	24	40	11	6	2	94	55	59
LINE10680	(FLIGHT	7)										
B 1030 B	21	8	8	3	17	14	36	25	1	112	89	70
C 1032 D	49	33	22	30	87	50	20	5	1	45	86	14
D 1043 B	0	7	0	10	0	59	9	29	1	59	787	0
F 1046 B	45	44	33	31	79	95	16	7	1	14	466	0
H 1060 B	0	6	0	1	0	9	7	41	1	125	1035	0

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ANOMALY/ FID/INTERP	COAXIAL 900 HZ REAL PPM	QUAD PPM	COPLANAR 900 HZ REAL PPM	QUAD PPM	COPLANAR 7200 HZ REAL PPM	QUAD PPM	VERTICAL DIKE COND MHOS	DEPTH* M	HORIZONTAL SHEET COND MHOS	DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	DEPTH M
LINE10680 (FLIGHT 7)												
I 1063 D	49	27	12	16	23	38	25	7	2	93	60	57
LINE10690 (FLIGHT 7)												
B 1137 D	22	8	11	3	21	14	40	27	1	108	109	64
C 1136 B	126	55	99	76	190	92	46	1	4	42	11	25
E 1124 D	0	8	0	16	0	86	10	26	1	38	691	0
G 1121 D	0	15	0	25	0	128	11	20	1	27	561	0
I 1107 D	0	6	0	2	0	10	7	44	1	109	985	11
K 1104 D	88	35	36	25	23	56	48	8	2	86	29	58
LINE10700 (FLIGHT 7)												
A 1217 S	3	4	0	7	10	39	2	17	1	28	691	0
C 1272 D	24	14	10	11	18	31	19	20	1	96	82	57
D 1273 D	40	14	7	18	4	37	30	15	2	82	34	53
F 1285 D	0	8	0	12	0	26	9	28	1	52	752	0
G 1286 D	0	10	0	5	21	12	9	28	1	67	790	0
H 1288 D	12	43	29	37	53	89	7	5	1	50	81	20
I 1297 S	0	5	0	7	5	51	1	0	1	50	751	0
J 1300 D	0	6	0	6	0	22	8	36	1	73	840	1
K 1303 D	18	9	3	10	10	54	15	27	1	59	485	8
LINE10710 (FLIGHT 7)												
B 1378 B	1	8	5	10	14	37	3	18	1	84	207	36
C 1376 B	0	6	0	8	9	36	8	30	1	62	809	0
D 1374 B	0	3	0	2	0	5	6	57	1	144	1035	0
G 1364 B	0	6	0	8	0	14	8	30	1	84	908	0
H 1362 D	44	26	40	10	73	12	37	18	3	89	21	64
I 1360 D	75	49	65	43	108	62	30	13	[illegible]	68	8	51
J 1351 S	2	6	0	11	9	83	1	6	1	35	701	0
K 1348 B	0	3	0	1	0	9	6	64	1	125	1035	0
L 1345 B	0	6	0	8	0	58	2	22	1	75	834	4
LINE10720 (FLIGHT 7)												
A 1478 S	0	10	0	7	37	25	1	5	1	17	474	0
B 1531 S	0	5	0	16	0	115	1	0	1	36	702	0
E 1538 B	0	3	0	5	0	15	7	44	1	96	954	4
F 1540 B	0	6	4	4	8	12	7	33	1	108	266	52
G 1548 D	0	6	0	8	0	37	8	29	1	77	874	0
H 1550 D	63	21	42	17	64	3	66	12	4	93	12	71
I 1552 D	68	26	42	1	64	37	82	7	4	80	9	50
J 1560 S	0	5	0	3	6	50	1	0	1	53	781	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
LINE10730 (FLIGHT 7)												
A 1694 S	2	7	1	13	52	59	1	0	1	17	574	0
C 1635 B	0	5	0	6	0	24	8	33	1	84	899	0
E 1634 B	0	7	6	11	27	31	9	27	1	91	115	49
F 1626 B	0	7	0	10	0	32	9	27	1	66	825	0
G 1624 D	44	23	34	15	60	7	35	15	2	79	25	53
H 1622 D	63	17	41	18	58	43	74	10	6	82	5	64
J 1611 D	0	4	0	3	0	12	6	51	1	140	1035	0
LINE10740 (FLIGHT 7)												
A 1714 S	0	9	2	18	58	72	1	0	1	13	495	0
D 1747 S	6	6	1	4	8	16	6	33	1	25	551	0
H 1754 S	0	0	0	3	0	20	1	26	1	123	1035	0
J 1772 B	0	2	0	2	0	9	5	65	1	193	1035	0
K 1774 B	0	5	0	10	0	34	8	30	1	59	799	0
N 1783 D	0	9	0	15	0	48	10	24	1	47	739	0
O 1784 B	0	24	56	46	127	31	3	0	3	58	18	37
P 1785 B	21	21	41	14	91	11	21	16	3	76	19	52
Q 1786 B	23	9	4	11	2	41	22	23	1	62	811	0
R 1798 B	0	3	0	2	0	15	6	55	1	143	1035	0
LINE10750 (FLIGHT 7)												
C 1898 S	0	3	1	3	49	129	1	21	1	23	564	0
G 1870 D	0	10	0	15	5	102	1	1	1	34	670	0
I 1867 B	0	5	0	6	0	27	8	37	1	95	943	4
J 1859 B	0	10	13	11	38	23	9	24	1	76	67	42
K 1858 B	3	8	0	8	3	31	8	27	1	84	903	0
L 1851 S	0	7	0	15	9	106	1	1	1	40	703	0
M 1846 D	0	2	0	3	0	16	6	62	1	89	908	4
O 1835 S	0	8	0	19	0	134	1	0	1	32	630	0
LINE10760 (FLIGHT 7)												
A 1982 S	0	7	0	15	27	88	1	0	1	37	707	0
B 1984 B	0	4	0	6	0	43	7	35	1	105	1006	3
C 2001 B?	0	3	0	3	0	8	4	42	1	173	1035	0
G 2012 B	36	26	0	17	17	40	12	13	1	42	713	0
H 2018 D	0	4	0	5	0	17	7	47	1	105	972	9
J 2042 S	0	5	0	11	0	84	1	2	1	59	783	0
LINE10770 (FLIGHT 7)												
B 2113 D	8	6	3	4	5	9	11	39	1	182	1035	0
D 2104 B	8	16	14	16	39	56	5	14	1	73	71	39

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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
LINE10770 (FLIGHT 7)												
E 2101 B	29	21	23	14	35	34	20	17	1	52	638	0
F 2100 B	0	4	0	13	0	42	8	29	1	58	792	0
H 2096 B	0	3	0	4	0	8	6	46	1	119	1035	0
J 2094 D	0	5	0	7	0	30	6	38	1	119	1035	0
K 2083 B	0	5	0	3	0	18	7	46	1	114	1014	11
LINE10780 (FLIGHT 7)												
B 2256 S	0	7	0	13	4	88	2	9	1	55	781	0
C 2258 B	24	8	7	6	13	13	39	29	2	195	67	147
E 2263 B	3	12	0	26	0	182	3	7	1	24	563	0
G 2265 B	0	6	0	18	0	136	7	24	1	25	589	0
H 2268 D	45	13	16	5	18	9	69	24	4	119	13	95
I 2270 D	19	18	21	17	36	32	13	17	1	72	151	31
J 2271 B	0	2	0	5	0	17	6	56	1	117	1021	13
K 2273 B	0	1	0	2	0	1	4	82	1	168	1035	0
M 2275 B	0	8	7	8	21	18	2	12	2	124	62	85
N 2276 D	0	5	0	7	0	24	8	34	1	125	1035	0
P 2287 B	0	3	0	2	0	12	6	58	1	204	1035	0
LINE10790 (FLIGHT 7)												
A 2387 S	0	5	0	9	23	7	1	0	1	54	783	0
C 2369 B	0	7	0	11	6	70	1	5	1	51	763	0
D 2367 D	6	4	0	4	0	26	7	36	1	195	1035	0
E 2361 S	0	17	0	39	35	265	1	0	1	10	419	0
F 2359 S	0	11	0	18	0	145	2	8	1	15	472	0
G 2356 B	31	31	28	20	56	17	15	20	2	84	48	54
I 2354 D	0	3	0	3	0	22	6	46	1	100	972	4
K 2352 B	0	1	0	4	0	9	5	64	1	88	922	0
L 2351 B	48	27	41	16	70	13	36	9	3	90	14	66
M 2349 B	18	13	1	9	19	27	10	24	1	113	87	71
N 2339 D	0	3	0	3	0	6	6	57	1	162	1035	0
O 2335 S	8	5	0	4	0	24	8	34	1	151	1035	0
LINE10800 (FLIGHT 7)												
C 2475 B	0	7	0	11	0	59	9	29	1	82	882	2
E 2489 S	0	7	0	18	6	113	1	1	1	36	661	0
F 2493 S	1	6	0	5	4	32	3	27	1	92	927	4
G 2495 D	5	8	0	9	2	44	6	25	1	84	899	1
H 2501 S	0	11	0	17	22	14	1	0	1	20	549	0
J 2505 B	6	5	9	3	25	7	15	48	2	141	48	103
L 2508 B	0	10	0	10	0	50	9	28	1	72	825	2

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ANOMALY/ FID/INTERP			COAXIAL 900 HZ		COPLANAR 900 HZ		COPLANAR 7200 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH	
			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
LINE10800			(FLIGHT		7)									
M	2510	B	0	2	0	5	0	21	6	55	1	78	843	5
N	2512	B	31	18	31	14	59	16	29	17	4	90	11	69
O	2512	B	0	14	26	11	51	37	5	15	3	103	17	77
Q	2519	S	0	8	0	17	10	112	1	6	1	42	699	0
S	2524	D	0	33	0	28	0	35	14	14	1	24	517	0
U	2527	B	9	1	0	6	6	28	7	29	1	104	992	4
LINE10810			(FLIGHT		7)									
A	2631	S	0	5	0	1	21	4	2	27	1	44	733	0
B	2629	B?	0	7	0	9	0	54	7	28	1	86	908	0
C	2623	B	0	6	0	12	0	83	4	22	1	52	769	0
F	2611	B	0	5	0	4	0	23	6	44	1	182	1035	0
G	2608	B	9	8	0	6	2	29	8	29	1	119	1035	0
I	2602	S	0	6	0	8	0	50	2	20	1	56	775	0
K	2597	B	11	6	11	4	21	8	25	36	2	126	43	90
M	2593	B	0	10	0	12	0	51	10	22	1	38	709	0
O	2590	B	10	7	4	2	14	21	14	35	1	100	196	50
P	2588	B	4	4	1	4	7	19	6	44	1	157	1035	0
Q	2578	B	0	7	0	6	0	29	8	31	1	78	867	0
S	2574	D	9	13	0	12	3	61	4	15	1	70	837	0
T	2568	S	0	5	0	13	1	87	1	1	1	50	751	0
LINE10820			(FLIGHT		7)									
A	2750	S	0	5	0	2	20	1	2	23	1	54	781	0
B	2769	B	1	7	0	6	0	23	2	19	1	141	1035	0
C	2773	B	0	5	1	2	4	16	7	45	1	202	1035	0
E	2785	S	3	16	2	34	76	224	1	0	1	24	230	0
G	2789	B	4	7	4	8	23	31	3	27	1	103	193	53
H	2796	S	0	10	0	21	32	144	1	3	1	27	584	0
K	2800	D	0	18	0	13	0	48	11	16	1	45	733	0
L	2803	B	7	8	0	12	12	69	3	18	1	64	814	0
M	2808	S	0	12	0	28	2	201	1	10	1	25	499	0
LINE10830			(FLIGHT		7)									
C	2885	B	0	7	0	2	5	16	3	27	1	112	1021	8
D	2882	B	4	9	0	6	5	29	7	26	1	111	1029	5
E	2878	B	0	2	0	2	0	18	6	58	1	195	1035	0
G	2869	S	3	17	4	43	83	271	1	0	1	14	283	0
H	2858	S	10	7	1	9	18	85	7	32	1	30	608	0
J	2855	B	0	10	0	6	0	26	9	32	1	66	797	1
L	2851	S	0	9	0	14	4	90	1	5	1	43	709	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
LINE10800	(FLIGHT	7)										
M 2510 B	0	2	0	5	0	21	6	55	1	78	843	5
N 2512 B	31	18	31	14	59	16	29	17	4	90	11	69
O 2512 B	0	14	26	11	51	37	5	15	3	103	17	77
Q 2519 S	0	8	0	17	10	112	1	6	1	42	699	0
S 2524 D	0	33	0	28	0	35	14	14	1	24	517	0
U 2527 B	9	7	0	6	6	28	7	29	1	104	992	4
LINE10810	(FLIGHT	7)										
A 2631 S	0	5	0	1	21	4	2	27	1	44	733	0
B 2629 B?	0	7	0	9	0	54	7	28	1	86	908	0
C 2623 B	0	6	0	12	0	83	4	22	1	52	769	0
F 2611 B	0	5	0	4	0	23	6	44	1	182	1035	0
G 2608 B	9	8	0	6	2	29	8	29	1	119	1035	0
I 2602 S	0	6	0	8	0	50	2	20	1	56	775	0
K 2597 B	11	6	11	4	21	8	25	36	2	126	43	90
M 2593 B	0	10	0	12	0	51	10	22	1	38	709	0
O 2590 B	10	7	4	2	14	21	14	35	1	100	196	50
P 2588 B	4	4	1	4	7	19	6	44	1	157	1035	0
Q 2578 B	0	7	0	6	0	29	8	31	1	78	867	0
S 2574 D	9	13	0	12	3	61	4	15	1	70	837	0
T 2568 S	0	5	0	13	1	87	1	1	1	50	751	0
LINE10820	(FLIGHT	7)										
A 2750 S	0	5	0	2	20	1	2	23	1	54	781	0
B 2769 B	1	7	0	6	0	23	2	19	1	141	1035	0
C 2773 B	0	5	1	2	4	16	7	45	1	202	1035	0
E 2785 S	3	16	2	34	76	224	1	0	1	24	230	0
G 2789 B	4	7	4	8	23	31	3	27	1	103	193	53
H 2796 S	0	10	0	21	32	144	1	3	1	27	584	0
K 2800 D	0	18	0	13	0	48	11	16	1	45	733	0
L 2803 B	7	8	0	12	12	69	3	18	1	64	814	0
M 2808 S	0	12	0	28	2	201	1	10	1	25	499	0
LINE10830	(FLIGHT	7)										
C 2885 B	0	7	0	2	5	16	3	27	1	112	1021	8
D 2882 B	4	9	0	6	5	29	7	26	1	111	1029	5
E 2878 B	0	2	0	2	0	18	6	58	1	195	1035	0
G 2869 S	3	17	4	43	83	271	1	0	1	14	283	0
H 2858 S	10	7	1	9	18	85	7	32	1	30	608	0
J 2855 B	0	10	0	6	0	26	9	32	1	66	797	1
L 2851 S	0	9	0	14	4	90	1	5	1	43	709	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
LINE10830	(FLIGHT		7)									
M 2846 B?	0	14	0	30	0	212	1	12	1	25	481	0
LINE10840	(FLIGHT		7)									
A 2984 S	0	3	0	5	6	9	1	0	1	84	908	0
C 3006 B	8	6	0	5	5	19	6	35	1	153	1035	0
D 3010 B	5	8	1	6	7	28	7	27	1	114	1035	0
G 3022 S	3	9	3	25	48	172	1	0	1	23	328	0
H 3025 S	2	6	1	5	8	22	2	31	1	150	1005	27
J 3032 S	0	6	2	8	33	77	1	4	1	34	517	0
L 3035 D	0	12	0	7	0	30	9	26	1	75	846	1
N 3039 S	2	7	0	9	3	73	1	10	1	75	860	0
LINE10850	(FLIGHT		7)									
A 3144 E	0	3	0	7	0	50	7	41	1	96	943	5
C 3141 B	0	1	0	2	0	8	4	78	1	209	1035	0
D 3136 B	0	2	0	3	0	24	6	52	1	174	1035	0
H 3123 B	0	7	0	6	0	4	4	29	1	115	1035	0
I 3120 B	3	5	0	5	4	34	4	37	1	103	966	8
J 3109 D	33	23	16	12	23	20	20	22	2	119	38	86
L 3105 S	2	9	2	20	24	131	1	0	1	35	587	0
N 3093 D	0	23	0	15	0	42	12	12	1	50	758	0
P 3089 S	0	7	0	11	5	75	1	0	1	61	806	0
LINE10860	(FLIGHT		8)									
A 856 S	0	8	0	14	5	94	1	2	1	66	814	0
C 884 B	0	1	0	6	0	39	6	53	1	105	992	6
E 905 B	1	7	0	5	3	15	2	16	1	108	1029	3
F 910 B	3	4	0	5	4	26	4	44	1	107	972	12
G 921 D	23	13	10	6	28	15	22	30	2	113	57	77
H 925 D	5	16	3	26	42	137	2	0	1	22	472	0
I 935 S	0	5	3	6	29	49	3	32	1	35	415	0
J 937 D	0	36	0	29	14	57	13	11	1	19	484	0
K 941 S	1	6	0	8	8	60	1	9	1	67	825	0
L 946 S	5	2	0	3	0	21	5	62	1	149	1035	0
LINE10870	(FLIGHT		8)									
A 1079 B	0	2	0	2	0	4	5	65	1	157	1035	0
B 1069 D	0	5	0	3	4	19	3	25	1	68	853	0
C 1065 B	0	3	0	2	2	12	2	51	1	125	1035	0
E 1056 D	5	4	2	3	5	5	9	53	1	112	758	21
F 1052 D	4	14	1	21	31	112	2	1	1	25	608	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
LINE10870 (FLIGHT 8)												
G 1046 S	2	10	1	24	49	134	1	0	1	19	529	0
H 1043 S	0	4	1	4	29	41	4	36	1	31	635	0
I 1041 D	0	21	0	20	15	39	9	14	1	22	550	0
L 1037 S	0	8	0	11	6	74	1	0	1	49	751	0
LINE10880 (FLIGHT 8)												
A 1175 D	0	5	0	6	0	37	8	40	1	95	932	6
B 1180 S	6	9	0	26	14	176	1	3	1	23	537	0
D 1193 S	0	1	0	2	0	9	4	74	1	186	1035	0
E 1196 D	1	3	0	3	2	16	7	39	1	107	1035	0
F 1201 D	4	3	0	2	1	6	4	52	1	177	1035	0
G 1208 D	0	3	0	0	0	8	5	63	1	211	1035	0
H 1211 D	17	4	10	5	15	4	47	34	2	139	38	104
I 1215 D	6	9	3	15	23	73	4	12	1	41	495	0
J 1223 S	1	12	2	24	49	127	1	0	1	17	531	0
L 1227 D	0	16	0	16	24	43	7	17	1	28	600	0
M 1228 D	0	10	0	10	0	40	9	25	1	53	759	0
O 1231 S	0	8	0	12	6	81	1	5	1	48	752	0
LINE10890 (FLIGHT 8)												
B 1326 B	0	3	0	3	0	20	6	48	1	150	1035	0
C 1325 B	0	1	0	1	0	5	4	87	1	212	1035	0
D 1321 S	1	6	0	17	16	112	1	1	1	32	709	0
E 1304 D	0	3	0	2	0	6	2	39	1	197	1035	0
G 1299 D	0	2	0	1	0	7	5	65	1	207	1035	0
H 1297 D	13	10	20	13	40	11	15	24	3	97	22	70
I 1293 S	2	7	1	12	15	74	2	7	1	45	685	0
L 1283 B	0	6	0	4	3	13	8	26	1	65	856	0
M 1282 B	0	5	0	1	0	10	7	41	1	93	954	0
N 1280 S	0	6	0	10	9	80	2	13	1	49	758	0
LINE10900 (FLIGHT 8)												
B 1417 B	0	2	0	0	0	5	5	71	1	216	1035	0
E 1424 B	0	2	0	0	0	1	5	74	1	210	1035	0
H 1442 D	1	4	0	3	0	9	3	40	1	183	1035	0
I 1444 S	0	1	0	2	0	18	4	88	1	142	1035	0
J 1446 D	0	3	0	1	0	10	6	54	1	184	1035	0
K 1448 D	0	4	8	5	13	6	7	47	1	134	128	85
L 1450 D	23	12	3	5	13	4	21	29	2	122	57	84
M 1456 D	3	8	1	13	15	67	2	4	1	50	724	0
N 1462 S	1	11	3	22	47	126	1	0	1	25	505	0

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ANOMALY/ FID/INTERP	COAXIAL 900 HZ REAL PPM	QUAD PPM	COPLANAR 900 HZ REAL PPM	QUAD PPM	COPLANAR 7200 HZ REAL PPM	QUAD PPM	VERTICAL DIKE COND MHOS	DEPTH* M	HORIZONTAL SHEET COND MHOS	DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	DEPTH M
LINE10900	(FLIGHT	8)										
P 1467 D	0	9	0	6	0	35	9	24	1	61	814	0
Q 1468 D	0	11	0	6	0	19	9	22	1	63	819	0
R 1470 B	0	8	0	8	12	75	2	8	1	54	785	0
LINE10910	(FLIGHT	8)										
G 1570 S	0	2	0	2	0	20	2	46	1	186	1035	0
K 1552 S	0	5	0	10	0	71	2	21	1	53	769	0
L 1550 B	0	4	0	3	0	44	7	41	1	95	960	1
N 1546 D	31	8	29	9	23	8	77	16	4	101	11	79
O 1536 S	3	10	2	22	44	119	1	0	1	25	439	0
Q 1532 D	0	8	0	4	0	26	8	32	1	53	765	0
R 1531 D	0	11	0	2	0	20	9	28	1	64	814	0
S 1530 D	0	10	0	13	21	87	3	13	1	38	704	0
LINE10920	(FLIGHT	8)										
E 1713 S	4	3	0	5	1	1	4	33	1	91	960	0
F 1719 D	3	4	0	3	0	15	2	30	1	181	1035	0
H 1729 B	0	2	0	5	0	10	7	49	1	83	878	3
J 1731 B	0	5	0	8	0	78	8	35	1	75	850	0
L 1734 D	18	4	13	3	11	15	88	27	2	124	36	90
M 1740 S	2	6	0	8	5	51	1	9	1	77	867	0
P 1747 S	1	6	2	27	38	153	1	0	1	22	420	0
S 1750 D	0	10	0	14	9	36	10	25	1	33	640	0
T 1751 D	0	28	0	14	0	44	12	16	1	43	706	0
V 1753 D	0	10	0	11	15	78	4	21	1	39	694	0
LINE10930	(FLIGHT	8)										
A 1842 B	0	3	0	5	0	25	7	43	1	93	938	3
B 1829 S	0	5	0	8	9	41	2	13	1	59	817	0
C 1826 D	9	8	4	4	12	10	8	30	1	103	212	51
G 1816 B	0	5	0	8	0	65	8	34	1	77	867	0
J 1798 D	0	20	0	9	0	19	11	16	1	54	769	0
K 1796 D	0	7	0	5	8	45	3	26	1	54	781	0
LINE10940	(FLIGHT	8)										
A 1948 D	8	18	4	15	30	99	5	9	1	44	388	2
B 1952 D	8	9	5	11	22	18	6	23	1	94	212	44
E 1962 D	0	5	0	6	0	49	6	32	1	88	922	1
F 1964 D	0	2	0	2	0	20	6	55	1	145	1035	0
H 1969 S	0	7	0	17	22	105	1	0	1	29	661	0
I 1973 D	1	6	0	8	7	54	1	12	1	73	850	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
LINE10900 (FLIGHT 8)												
P 1467 D	0	9	0	6	0	35	9	24	1	61	814	0
Q 1468 D	0	11	0	6	0	19	9	22	1	63	819	0
R 1470 B	0	8	0	8	12	75	2	8	1	54	785	0
LINE10910 (FLIGHT 8)												
G 1570 S	0	2	0	2	0	20	2	46	1	186	1035	0
K 1552 S	0	5	0	10	0	71	2	21	1	53	769	0
L 1550 B	0	4	0	3	0	44	7	41	1	95	960	1
N 1546 D	31	8	29	9	23	8	77	16	4	101	11	79
O 1536 S	3	10	2	22	44	119	1	0	1	25	439	0
Q 1532 D	0	8	0	4	0	26	8	32	1	53	765	0
R 1531 D	0	11	0	2	0	20	9	28	1	64	814	0
S 1530 D	0	10	0	13	21	87	3	13	1	38	704	0
LINE10920 (FLIGHT 8)												
E 1713 S	4	3	0	5	1	1	4	33	1	91	960	0
F 1719 D	3	4	0	3	0	15	2	30	1	181	1035	0
H 1720 B	0	2	0	5	0	10	7	49	1	83	878	3
J 1731 B	0	5	0	8	0	78	8	35	1	75	850	0
L 1734 D	18	4	13	3	11	15	88	27	2	124	36	90
M 1740 S	2	6	0	8	5	51	1	9	1	77	867	0
P 1747 S	1	6	2	27	38	153	1	0	1	22	420	0
S 1750 D	0	10	0	14	9	36	10	25	1	33	640	0
T 1751 D	0	28	0	14	0	44	12	16	1	43	706	0
V 1753 D	0	10	0	11	15	78	4	21	1	39	694	0
LINE10930 (FLIGHT 8)												
A 1842 B	0	3	0	5	0	25	7	43	1	93	938	3
B 1829 S	0	5	0	8	9	41	2	13	1	59	817	0
C 1826 D	9	8	4	4	12	10	8	30	1	103	212	51
G 1816 B	0	5	0	8	0	65	8	34	1	77	867	0
J 1798 D	0	20	0	9	0	19	11	16	1	54	769	0
K 1796 D	0	7	0	5	8	45	3	26	1	54	781	0
LINE10940 (FLIGHT 8)												
A 1948 D	8	18	4	15	30	99	5	9	1	44	388	2
B 1952 D	8	9	5	11	22	18	6	23	1	94	212	44
E 1962 D	0	5	0	6	0	49	6	32	1	88	922	1
F 1964 D	0	2	0	2	0	20	6	55	1	145	1035	0
H 1969 S	0	7	0	17	22	105	1	0	1	29	661	0
I 1973 D	1	6	0	8	7	54	1	12	1	73	850	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
LINE10940 (FLIGHT 8)												
K 1980 S	3	5	0	7	37	52	2	18	1	33	335	0
L 1983 D	0	11	0	7	0	24	9	22	1	60	804	0
M 1986 B	0	7	0	8	12	50	3	20	1	59	794	0
N 1989 S	4	1	0	3	0	24	6	61	1	139	1035	0
LINE10950 (FLIGHT 8)												
A 2064 D	0	2	0	2	0	5	5	65	1	183	1035	0
B 2062 D	4	16	4	16	25	70	5	7	1	43	362	0
C 2054 B?	1	3	0	1	0	3	6	63	1	215	1035	0
E 2051 B	0	4	0	5	0	35	7	39	1	105	999	5
F 2049 B	0	2	0	1	0	14	5	68	1	162	1035	0
H 2044 S	2	11	0	27	45	133	1	0	1	17	505	0
I 2041 S	2	11	0	18	21	109	1	0	1	27	606	0
K 2032 B	0	5	0	4	0	20	7	35	1	62	819	0
L 2030 B	0	8	1	6	10	32	4	20	1	84	922	0
LINE10960 (FLIGHT 8)												
B 2182 D	2	11	0	12	12	62	2	7	1	52	773	0
C 2188 B	0	3	0	2	0	13	6	57	1	213	1035	0
E 2191 B	0	2	1	2	1	3	4	68	1	218	1035	0
G 2197 B	0	3	0	1	0	14	6	53	1	183	1035	0
J 2202 S	1	11	2	26	54	155	1	0	1	12	489	0
K 2207 S	1	7	1	13	21	84	1	0	1	46	655	0
M 2213 S	0	6	2	4	44	44	5	35	1	24	495	0
N 2215 B	0	4	0	7	0	36	7	40	1	35	673	0
O 2216 B	0	6	0	5	0	24	8	37	1	51	746	0
P 2219 B	0	12	2	21	26	98	3	11	1	35	663	0
LINE10970 (FLIGHT 8)												
B 2295 B	0	5	0	6	3	38	1	5	1	88	960	0
D 2282 B	0	2	0	1	0	6	5	62	1	206	1035	0
G 2275 S	3	8	2	8	37	123	2	18	1	24	460	0
I 2267 S	0	5	3	14	35	73	1	1	1	32	349	0
J 2266 S	0	4	0	5	0	33	7	40	1	54	779	0
K 2265 B	0	4	0	2	0	16	7	43	1	75	871	0
L 2263 B	0	8	1	8	12	41	5	22	1	63	819	0
LINE10980 (FLIGHT 8)												
A 2417 B	0	1	0	2	0	8	5	72	1	213	1035	0
B 2419 S	0	5	0	7	4	51	1	0	1	75	895	0
C 2432 B	0	2	0	1	0	5	5	76	1	218	1035	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

LINE10980	(FLIGHT	8)										
E 2434 B	0	4	0	1	0	8	6	55	1	212	1035	0
G 2442 S	5	7	3	16	33	49	3	10	1	36	345	0
H 2448 S	0	10	1	15	26	92	1	0	1	36	587	0
J 2453 B	0	6	0	6	0	45	8	34	1	55	777	0
K 2454 B	0	5	0	3	0	24	7	35	1	82	908	0
L 2456 D	18	10	2	9	1	55	15	22	1	61	356	13

LINE10990	(FLIGHT	8)										
B 2557 B	0	2	0	0	0	1	5	78	1	214	1035	0
C 2556 B	0	2	0	0	0	7	5	66	1	206	1035	0
D 2550 S	0	7	0	13	15	79	1	0	1	42	749	0
G 2531 S	6	10	2	17	30	100	3	6	1	32	360	0
I 2525 S	5	8	1	15	23	93	2	12	1	38	590	0
J 2521 D	0	4	0	7	0	38	7	33	1	45	749	0
K 2520 D	0	9	0	3	2	14	8	22	1	69	863	0
L 2518 D	5	10	3	9	22	55	3	14	1	48	471	2

LINE11000	(FLIGHT	8)										
A 2666 B	0	6	0	7	0	49	6	25	1	96	972	0
C 2669 B	0	1	0	1	0	2	4	83	1	208	1035	0
D 2676 D	1	7	3	15	18	74	2	0	1	43	376	0
E 2692 B	0	4	0	1	0	9	6	58	1	217	1035	0
F 2693 B	0	3	0	1	0	8	6	54	1	206	1035	0
G 2700 D	5	9	3	12	6	27	3	5	1	48	317	2
I 2706 S	2	8	2	12	20	86	1	0	1	37	482	0
J 2711 B	0	7	0	9	0	53	9	29	1	39	709	0
K 2712 D	0	11	0	5	0	22	9	26	1	72	843	0
L 2714 D	0	9	4	9	24	60	4	23	1	42	414	2
M 2729 S	0	5	0	7	0	55	1	8	1	77	843	4

LINE11010	(FLIGHT	8)										
C 2798 B	0	11	0	18	33	109	1	1	1	28	632	0
D 2794 B	0	3	0	1	0	11	6	57	1	182	1035	0
G 2776 B	0	2	0	1	0	9	5	66	1	212	1035	0
H 2776 B	0	1	0	0	0	4	5	73	1	209	1035	0
J 2770 D	13	22	16	30	25	108	6	7	1	57	84	24
K 2769 D	26	16	21	24	60	59	17	10	2	79	45	47
L 2760 B	0	4	0	2	0	16	6	40	1	82	922	0
M 2758 B	0	4	4	5	18	35	2	19	1	83	191	35

LINE11020	(FLIGHT	8)										
B 2910 D	2	4	0	3	1	13	6	38	1	125	1035	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
LINE11020	(FLIGHT		8)									
C 2912 B	6	3	1	3	0	2	12	57	1	192	1035	0
D 2920 B	0	2	0	1	0	12	5	64	1	212	1035	0
E 2921 B	0	2	0	0	0	6	5	82	1	215	1035	0
H 2927 B	8	8	19	8	24	9	16	25	2	76	42	46
I 2929 D	31	14	10	22	53	69	19	11	2	75	57	42
J 2934 S	1	7	0	12	14	81	1	0	1	48	638	0
K 2939 B	0	5	0	2	0	22	7	44	1	64	811	0
L 2941 B	0	6	5	11	19	52	4	22	1	62	236	18
LINE11030	(FLIGHT		8)									
B 3009 B	3	3	0	1	0	6	5	41	1	179	1035	0
C 3006 B	3	4	0	3	0	2	6	45	1	162	1035	0
E 3000 B	0	2	0	0	0	8	5	75	1	210	1035	0
F 3000 B	0	2	0	0	0	3	5	77	1	215	1035	0
H 2997 D	0	8	11	9	21	31	9	23	2	114	47	78
I 2993 B	19	12	9	12	29	35	14	12	2	85	57	50
K 2984 B	0	4	0	0	0	12	6	50	1	73	867	0
L 2982 B	0	4	3	9	16	40	3	20	1	59	369	11
M 2968 S	3	5	0	11	8	50	2	11	1	57	797	0
LINE11040	(FLIGHT		9)									
B 234 B	0	3	0	1	0	10	6	48	1	192	1035	0
C 237 B	1	2	0	1	0	1	5	67	1	212	1035	0
D 245 B	0	1	0	2	0	5	5	73	1	175	1035	0
F 248 D	16	8	10	6	12	20	23	20	2	116	36	82
H 252 D	31	12	13	3	27	1°	46	11	2	98	45	64
I 253 S	1	8	0	17	17	114	1	0	1	33	656	0
K 262 B	0	4	0	1	0	7	7	51	1	70	817	2
L 264 D	0	14	0	8	13	84	4	20	1	42	706	0
M 281 S	0	12	0	25	4	164	1	8	1	23	503	0
LINE11050	(FLIGHT		9)									
B 351 B	0	1	0	5	0	15	6	59	1	80	874	1
D 345 B	0	2	0	7	0	30	7	43	1	83	895	1
F 331 B?	0	1	0	3	0	10	5	64	1	149	1035	0
H 328 B	5	5	1	3	1	26	5	33	1	88	794	3
I 326 B	7	12	4	4	14	31	5	15	1	84	192	37
J 324 B	13	5	3	5	6	6	24	42	1	115	88	74
K 323 B	9	5	6	3	11	6	19	44	1	129	73	88
L 319 S	1	12	0	23	16	157	1	4	1	27	525	0
N 315 B	0	3	0	2	0	12	6	58	1	71	822	2

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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
LINE11050	(FLIGHT	9)										
P 313 B	0	8	1	10	11	49	8	27	1	65	814	0
Q 297 S	0	15	0	31	6	214	1	8	1	22	487	0
LINE11060	(FLIGHT	9)										
B 457 S	0	4	0	8	5	24	2	23	1	59	790	0
C 459 B	0	4	0	5	0	11	7	42	1	50	746	0
F 486 B	3	6	1	6	4	34	3	24	1	83	895	0
G 488 B	3	7	1	4	5	21	3	37	1	117	1006	15
H 492 B	6	5	1	1	3	3	10	56	1	189	1035	0
J 500 B	0	6	0	3	0	15	7	45	1	68	799	3
K 503 D	0	9	1	10	17	45	4	23	1	66	811	0
L 507 S	0	4	0	8	0	62	1	13	1	69	825	0
M 519 S	0	7	0	15	2	104	1	2	1	39	703	0
LINE11070	(FLIGHT	9)										
B 625 B	0	3	0	8	0	19	7	41	1	59	783	0
E 601 B	8	4	1	4	5	16	13	37	1	109	1019	1
F 595 B	2	4	1	0	2	4	4	46	1	144	1035	0
H 588 B	0	6	0	8	0	15	8	29	1	57	792	0
I 586 B	0	4	1	4	6	17	5	40	1	124	851	17
LINE11080	(FLIGHT	9)										
B 728 S	0	6	0	12	4	83	1	6	1	50	733	0
I 771 D	0	5	0	7	0	29	8	35	1	93	927	4
LINE11090	(FLIGHT	9)										
I 820 D	0	4	0	6	0	23	7	47	1	93	908	8
LINE11100	(FLIGHT	9)										
A 959 B	0	3	0	1	0	11	6	58	1	94	922	7
C 968 D	0	3	0	5	0	33	7	47	1	101	960	7
E 991 D?	1	4	0	4	0	29	2	27	1	139	1035	0
H 1000 D	0	2	0	2	0	6	6	62	1	125	1035	0
LINE11110	(FLIGHT	9)										
C 1079 B	0	2	0	2	0	10	5	75	1	161	1035	0
D 1076 B	0	3	0	4	0	16	7	47	1	131	1035	0
E 1075 B?	0	1	0	3	0	11	5	75	1	189	1035	0
G 1063 B	0	8	0	17	0	112	5	20	1	39	712	0
H 1062 S	0	9	0	18	5	121	1	2	1	32	654	0
J 1056 B?	4	3	1	3	1	16	6	50	1	145	1035	0

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ANOMALY/ FID/INTERP	COAXIAL 900 HZ REAL PPM	QUAD PPM	COPLANAR 900 HZ REAL PPM	QUAD PPM	COPLANAR 7200 HZ REAL PPM	QUAD PPM	VERTICAL DIKE COND MHOS	DEPTH* M	HORIZONTAL SHEET COND MHOS	DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	DEPTH M
LINE11110	(FLIGHT		9)									
K 1048 D	0	4	0	2	0	6	7	47	1	122	1035	0
LINE19020	(FLIGHT		8)									
A 523 S	0	9	0	15	37	111	1	4	1	22	533	0
C 517 B	80	14	11	24	64	50	76	11	1	51	95	19
F 514 B	0	1	0	15	0	67	8	30	1	19	569	0
K 491 B	0	6	0	11	0	79	9	33	1	46	717	0
N 461 B	0	7	0	15	0	106	1	1	1	38	708	0
LINE19030	(FLIGHT		8)									
B 242 D	26	19	62	45	109	57	21	7	3	53	20	31
D 245 B	7	7	23	14	34	73	14	28	4	86	9	65
E 246 B	3	4	9	6	9	37	8	40	3	114	24	84
F 266 B	47	65	102	162	314	168	11	1	3	29	13	13
I 331 S	0	8	0	17	11	110	1	4	1	26	560	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
LINE20010	(FLIGHT	13)										
A 1192 S	1	4	0	6	7	41	1	6	1	81	913	0
B 1179 S	0	8	3	14	30	84	1	1	1	31	386	0
C 1174 B?	0	10	0	3	3	73	2	16	1	50	744	0
LINE20020	(FLIGHT	13)										
A 1123 S	0	6	0	10	7	72	1	2	1	49	742	0
D 1143 S	0	7	0	18	41	93	1	7	1	20	461	0
E 1146 B	0	13	0	10	2	45	9	29	1	49	719	0
LINE20030	(FLIGHT	13)										
A 1083 S	3	1	0	2	4	18	3	64	1	97	954	4
C 1078 S	0	5	0	22	40	138	1	8	1	20	473	0
D 1065 D	1	18	0	19	27	4	4	9	1	38	702	0
LINE20040	(FLIGHT	13)										
A 1021 S	2	5	0	6	11	32	1	9	1	59	819	0
B 1040 D	3	8	3	13	21	62	3	15	1	35	646	0
C 1043 B	3	10	0	6	9	20	2	11	1	77	867	0
LINE20050	(FLIGHT	13)										
C 972 S	0	12	0	24	35	147	1	7	1	22	505	0
D 969 S	1	7	0	11	29	72	1	9	1	22	516	0
E 953 B	1	5	1	3	11	5	1	8	1	97	992	0
LINE20060	(FLIGHT	13)										
B 899 B	0	4	0	5	0	40	4	42	1	82	871	4
E 918 S	0	11	0	23	50	127	1	5	1	17	471	0
G 926 S	5	9	1	11	36	75	3	27	1	17	391	0
I 936 S	3	10	0	19	22	108	1	15	1	29	503	0
LINE20070	(FLIGHT	13)										
A 864 S	0	4	0	19	53	34	1	3	1	23	553	0
C 861 B?	0	3	0	5	0	18	5	47	1	83	867	5
G 847 D	6	11	9	17	40	45	4	16	1	51	169	14
LINE20080	(FLIGHT	13)										
A 795 S	0	1	0	2	0	10	5	82	1	107	985	9
C 802 S	1	8	0	3	30	91	1	4	1	29	597	0
D 804 S	0	10	0	19	48	107	1	0	1	22	536	0
F 819 B?	0	3	0	4	7	24	3	34	1	88	943	0
G 823 D	15	12	15	13	39	18	14	23	1	62	123	25

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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
LINE20080	(FLIGHT	13)										
H 829 D	0	10	1	10	15	30	1	1	1	60	794	0
LINE20090	(FLIGHT	13)										
A 755 S	3	9	0	15	32	28	1	1	1	26	576	0
B 753 S	0	8	0	13	33	82	1	2	1	27	606	0
C 742 S	2	11	0	17	29	105	1	7	1	26	516	0
E 739 B	0	4	0	2	0	17	6	56	1	77	834	5
LINE20100	(FLIGHT	13)										
B 689 S	0	6	0	12	19	68	1	6	1	25	537	0
D 695 S	0	5	0	15	0	100	2	18	1	40	704	0
G 704 S	0	2	0	3	10	25	1	4	1	41	706	0
H 714 D	4	5	8	8	19	10	6	34	1	49	226	11
LINE20110	(FLIGHT	13)										
B 654 B	0	9	0	22	17	150	1	0	1	20	543	0
C 645 B	0	5	0	6	0	43	8	44	1	26	517	0
D 641 S	0	12	0	20	37	117	1	3	1	26	577	0
LINE20120	(FLIGHT	13)										
A 541 B?	0	5	0	11	5	67	1	1	1	44	730	0
C 551 B	0	1	0	13	0	5	6	44	1	28	555	0
E 554 S	0	4	0	25	50	136	1	11	1	20	438	0
H 563 B	0	3	0	4	0	26	7	52	1	124	1035	0
L 584 B?	4	3	3	3	6	1	8	23	1	100	223	43
LINE20130	(FLIGHT	13)										
A 509 B?	0	1	0	4	0	8	5	69	1	78	831	7
D 504 S	0	9	0	19	40	111	1	0	1	27	610	0
F 499 S	2	1	0	2	1	15	3	63	1	128	1035	0
G 479 B	12	4	9	4	18	4	32	17	1	97	129	49
LINE20140	(FLIGHT	13)										
A 424 S	0	4	0	8	6	55	1	9	1	47	752	0
D 450 B?	0	5	0	9	0	64	4	30	1	58	785	0
E 452 B?	0	2	0	1	0	11	5	73	1	191	1035	0
F 469 B?	5	5	3	6	14	21	5	22	1	70	496	5
LINE20150	(FLIGHT	13)										
A 388 B?	0	3	0	4	0	29	6	39	1	107	1035	0
B 387 B?	0	1	0	1	0	7	4	75	1	192	1035	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

LINE20180	(FLIGHT	13)										
A 211 S	0	7	0	17	0	115	1	8	1	35	600	0
B 216 B	114	31	222	58	270	35	130	10	12	60	1	50
D 246 S	0	8	0	18	4	121	1	10	1	39	658	0
F 248 B?	0	1	0	2	0	9	5	83	1	205	1035	0

LINE20200	(FLIGHT	12)										
A 1371 T	11	10	27	23	60	50	13	20	3	74	19	50
B 1367 B?	0	5	0	11	0	78	5	30	1	61	785	0

LINE20210	(FLIGHT	12)										
A 1296 T	8	6	10	8	31	17	13	30	2	95	55	60

LINE20220	(FLIGHT	12)										
A 1269 T	3	5	4	14	25	26	3	22	1	65	213	23

LINE20230	(FLIGHT	12)										
A 1189 T	16	4	58	15	72	6	78	8	12	64	1	54

LINE20240	(FLIGHT	12)										
A 1082 B	4	3	7	7	20	5	8	48	1	102	90	63

LINE20250	(FLIGHT	12)										
B 964 S	2	2	0	4	0	26	2	35	1	121	1035	0
D 957 B	0	7	0	15	0	54	9	27	1	71	828	1
E 955 B?	0	1	0	2	0	12	5	74	1	155	1035	0

LINE20260	(FLIGHT	12)										
A 877 T	19	10	50	27	81	29	30	18	6	72	5	56
C 880 B	0	8	0	16	0	56	10	29	1	50	729	0

LINE20270	(FLIGHT	12)										
A 849 B?	4	3	10	6	20	6	13	46	3	136	22	106
B 845 B?	0	1	0	1	0	5	6	56	1	139	1035	0
C 843 D	0	17	0	30	0	68	12	18	1	31	602	0

LINE20280	(FLIGHT	12)										
C 552 D	0	42	0	71	80	66	14	6	1	10	395	0

LINE20290	(FLIGHT	12)										
A 520 B	0	1	5	2	8	1	5	82	1	153	139	101
B 518 B	16	5	24	13	34	18	35	30	4	105	13	82

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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
LINE20290 (FLIGHT 12)												
E 513 B	0	43	66	68	123	54	14	11	2	45	38	22
F 507 B?	0	2	0	3	0	19	5	64	1	155	1035	0
LINE20300 (FLIGHT 12)												
A 441 B	12	3	19	7	26	5	46	28	4	113	13	88
C 446 B	0	21	0	32	21	51	6	10	1	21	533	0
D 447 B	0	26	0	37	0	52	11	12	1	37	678	0
E 451 B	0	6	0	8	0	35	8	36	1	79	856	3
LINE20310 (FLIGHT 12)												
A 413 B	5	3	13	7	16	20	17	45	2	111	28	81
B 412 B	10	2	11	4	13	3	51	41	3	125	22	95
F 405 B	0	64	19	114	189	123	14	7	1	0	219	0
G 404 B	0	62	0	100	53	122	18	7	1	1	253	0
I 399 B	0	7	0	12	0	26	9	30	1	74	837	2
LINE20320 (FLIGHT 12)												
A 338 B	52	8	94	17	106	10	196	13	17	66	1	59
C 343 B?	0	10	0	16	0	20	10	22	1	34	673	0
D 344 B	0	10	0	11	59	56	8	22	1	6	407	0
E 345 B	0	22	0	49	39	77	5	6	1	4	337	0
F 346 B?	0	6	0	5	0	10	9	31	1	107	979	9
G 350 B?	0	2	0	3	0	10	6	60	1	126	1035	0
I 357 B	0	5	0	8	0	30	8	32	1	82	886	1
LINE20330 (FLIGHT 12)												
A 301 B	41	14	62	24	85	16	58	19	5	86	6	69
B 299 B	33	13	72	25	92	14	56	18	10	69	2	58
D 293 B?	0	6	0	13	0	43	4	28	1	41	702	0
F 290 B	0	8	0	18	0	41	10	28	1	36	636	0
H 285 B	0	11	0	18	0	41	8	25	1	50	730	0
LINE20340 (FLIGHT 12)												
A 220 D	19	7	56	24	74	21	44	17	6	77	6	60
C 225 B	18	3	41	6	42	1	159	22	9	98	2	85
D 230 B	0	4	0	6	0	31	7	43	1	61	790	0
F 232 B	0	12	0	27	10	47	9	16	1	31	643	0
G 233 B?	0	6	0	9	0	22	8	30	1	76	863	0
H 236 D	0	4	0	5	0	12	7	42	1	92	927	4
I 238 B?	0	1	0	3	0	10	5	67	1	134	1035	0
K 246 S	0	7	0	23	13	156	1	0	1	19	553	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

LINE20350	(FLIGHT	12)										
B 193 B	8	3	26	14	37	9	26	33	3	96	18	70
D 190 B	7	3	17	9	25	7	22	32	3	100	21	73
E 180 B?	0	4	0	6	0	33	6	38	1	73	846	0
F 178 B?	0	4	0	5	0	30	2	25	1	80	882	0
G 177 B?	0	3	0	3	0	16	6	49	1	121	1035	0
I 162 B?	0	6	0	13	0	87	4	21	1	56	783	0
J 160 S	0	9	0	24	0	153	1	0	1	18	536	0

LINE20360	(FLIGHT	11)										
A 1359 B	2	2	3	5	14	6	5	52	1	112	262	57
B 1371 B?	0	6	0	11	0	66	9	28	1	61	801	0
C 1372 B?	0	5	0	9	0	45	8	35	1	83	878	4
E 1378 B	0	5	0	6	0	20	8	33	1	96	954	4

LINE20370	(FLIGHT	11)										
B 1294 B	18	4	37	9	48	0	96	27	9	91	2	78
C 1288 B	4	1	7	3	8	11	27	58	3	165	22	132
D 1281 B	0	5	0	8	0	41	8	33	1	87	908	2
F 1272 D	0	7	0	13	0	37	9	24	1	66	825	0

LINE20380	(FLIGHT	11)										
A 1211 T	31	5	75	15	91	5	161	12	20	65	1	58
B 1215 B	3	0	3	1	5	4	183	75	1	207	178	128
D 1222 B	0	15	0	19	0	54	9	14	1	33	691	0
F 1224 B	0	3	0	5	0	6	7	47	1	114	1014	11

LINE20390	(FLIGHT	11)										
A 1180 B	6	4	9	5	21	5	12	40	2	121	53	84
B 1178 B	6	3	14	7	24	6	20	41	3	128	15	101
D 1165 D	0	17	0	21	0	38	11	15	1	36	697	0
E 1162 B	0	6	0	11	0	31	9	28	1	61	801	0
G 1157 B	0	3	0	3	0	21	6	50	1	129	1035	0

LINE20400	(FLIGHT	11)										
A 1110 B	0	4	0	4	0	18	7	38	1	97	985	0
C 1112 B	0	9	0	17	0	51	10	18	1	28	658	0
F 1117 B?	0	3	0	3	0	12	6	46	1	136	1035	0

LINE20410	(FLIGHT	11)										
A 1046 B	0	5	0	6	0	35	8	38	1	91	922	4
C 1043 B	0	7	0	10	0	47	9	33	1	73	825	3

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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
LINE20410	(FLIGHT		11)									
F 1038 B	0	4	0	3	0	15	7	49	1	148	1035	0
LINE20420	(FLIGHT		11)									
A 998 B?	0	7	0	10	0	23	5	23	1	55	787	0
D 1001 B	0	5	0	5	0	16	7	37	1	100	979	3
LINE20430	(FLIGHT		11)									
A 942 D	7	7	17	14	31	28	10	26	2	104	48	69
B 936 B	0	8	0	12	0	41	9	32	1	75	828	4
C 935 B	0	22	0	10	0	35	5	15	1	47	726	0
F 921 B?	0	3	0	7	0	55	3	33	1	99	972	3
LINE20440	(FLIGHT		11)									
A 872 B	0	5	0	9	0	48	8	27	1	70	860	0
C 874 B	0	6	0	8	0	26	8	31	1	63	811	0
E 884 B	0	5	0	13	0	93	1	0	1	49	756	0
LINE20450	(FLIGHT		11)									
A 824 B	3	4	5	8	14	13	4	38	1	119	103	75
C 808 B	0	6	0	9	0	59	8	40	1	80	843	7
D 806 B	0	19	0	16	0	46	11	18	1	39	700	0
E 802 B?	0	4	0	8	0	57	8	39	1	92	917	6
F 796 B?	0	7	0	20	1	137	1	1	1	30	649	0
LINE20460	(FLIGHT		11)									
A 751 B	3	5	6	13	25	31	4	21	1	96	122	52
B 758 B	3	5	2	6	9	2	3	28	1	129	824	20
D 764 B	0	4	0	5	0	26	7	36	1	133	1035	0
E 765 B	0	7	0	11	0	26	9	25	1	56	785	0
G 774 B	0	5	0	11	0	77	2	15	1	82	895	0
LINE20470	(FLIGHT		11)									
A 715 B	29	20	38	24	76	32	23	13	4	90	10	69
D 696 B	0	14	0	10	0	18	10	24	1	60	777	0
E 691 B?	0	3	0	7	0	37	7	44	1	122	1035	0
F 684 B	0	9	0	17	0	105	3	14	1	72	834	0
LINE20480	(FLIGHT		11)									
A 638 B	46	15	53	19	70	19	64	7	9	73	2	60
C 653 B	0	9	0	15	0	25	10	21	1	57	790	0
D 654 B	0	30	0	35	0	61	14	7	1	19	536	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
LINE20480	(FLIGHT	11)										
E 658 B?	0	3	0	6	0	35	7	39	1	112	1035	0
LINE20490	(FLIGHT	11)										
A 596 B	153	37	333	84	400	42	161	0	28	29	1	25
C 578 B	0	4	0	7	0	49	7	38	1	117	1035	0
D 576 B	0	6	0	8	0	34	8	40	1	98	922	10
E 575 B	0	4	0	4	0	20	7	45	1	104	972	8
LINE20500	(FLIGHT	11)										
A 516 T	16	8	19	15	39	15	21	14	3	85	18	59
B 531 B	0	5	0	7	0	54	8	34	1	108	1014	6
D 533 B	0	3	0	3	0	16	6	59	1	132	1035	0
LINE20510	(FLIGHT	11)										
A 478 B	0	4	0	7	1	17	5	38	1	99	949	7
B 477 B	6	15	18	25	60	36	5	8	2	81	39	51
C 456 B	0	3	0	2	0	14	6	46	1	127	1035	0
LINE20520	(FLIGHT	10)										
B 3105 B	0	3	0	4	0	27	6	45	1	111	1029	5
C 3106 B	0	4	0	3	0	4	6	48	1	114	1029	8
E 3110 B	0	2	0	4	0	31	6	54	1	119	1035	0
LINE20530	(FLIGHT	10)										
D 3028 B	0	5	0	6	0	34	7	39	1	90	913	5
E 3026 B	0	7	0	5	0	13	8	36	1	83	882	3
F 3022 B	0	3	0	2	0	10	6	58	1	149	1035	0
LINE20540	(FLIGHT	10)										
B 2964 B	10	5	0	8	0	59	8	31	1	82	895	0
D 2966 B	0	5	0	5	0	20	8	34	1	89	927	0
LINE20550	(FLIGHT	10)										
B 2890 B	0	5	0	5	0	41	7	35	1	109	1029	4
C 2888 B?	0	3	0	4	0	24	7	40	1	119	1035	0
D 2887 B	0	3	0	2	0	10	6	49	1	154	1035	0
E 2882 B	0	3	0	2	0	19	6	54	1	156	1035	0
F 2880 B	0	4	0	5	5	7	7	49	1	140	1035	0
LINE20560	(FLIGHT	10)										
A 2811 S	4	2	0	6	1	39	4	39	1	96	972	0

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ANOMALY/ FID/INTERP	COAXIAL 900 HZ REAL PPM	QUAD PPM	COPLANAR 900 HZ REAL PPM	QUAD PPM	COPLANAR 7200 HZ REAL PPM	QUAD PPM	VERTICAL DIKE COND MHOS	DEPTH* M	HORIZONTAL SHEET COND MHOS	DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	DEPTH M

LINE20560	(FLIGHT		10)									
B 2835 B	0	5	0	7	0	48	8	35	1	85	903	1
C 2836 B	0	4	0	4	0	22	7	41	1	141	1035	0
D 2840 B	0	3	0	3	0	21	6	44	1	135	1035	0

LINE20570	(FLIGHT		10)									
C 2754 B	0	5	0	5	0	22	7	41	1	130	1035	0
D 2749 B	0	4	0	4	0	31	7	43	1	141	1035	0

LINE20580	(FLIGHT		10)									
B 2701 B	0	3	0	3	0	16	6	50	1	158	1035	0
C 2705 B	0	5	0	4	0	24	7	36	1	111	1035	0

LINE20590	(FLIGHT		10)									
A 2628 S	2	2	0	5	3	23	2	40	1	128	1035	0
C 2621 B	0	6	0	8	0	57	8	33	1	97	949	5
E 2618 B	0	5	0	4	0	25	7	38	1	118	1035	0
G 2613 B	0	9	0	8	0	28	9	32	1	107	979	10
J 2605 B	0	1	0	1	0	3	5	80	1	215	1035	0
L 2603 B	0	2	0	2	0	4	6	62	1	190	1035	0

LINE20600	(FLIGHT		10)									
C 2565 B	0	5	0	9	0	55	8	28	1	74	874	0
D 2566 B	0	13	0	11	0	35	10	20	1	77	871	0
E 2570 B	0	3	0	2	0	10	6	55	1	166	1035	0

LINE20610	(FLIGHT		10)									
B 2481 B	0	4	0	8	0	52	8	33	1	75	867	0
C 2480 B	0	6	0	10	0	50	8	27	1	73	860	0
D 2474 B	0	3	0	2	0	18	6	48	1	184	1035	0

LINE20620	(FLIGHT		10)									
D 2413 B	0	3	0	3	0	17	6	48	1	178	1035	0

LINE20630	(FLIGHT		10)									
E 2312 B?	0	7	0	18	3	97	1	8	1	32	626	0
F 2311 B	0	8	0	13	0	80	5	28	1	58	769	0
G 2310 B	0	5	0	5	0	28	7	39	1	100	960	5
H 2305 B?	0	3	0	4	0	14	7	45	1	119	1035	0

LINE20640	(FLIGHT		10)									
A 2246 B	0	6	0	7	0	9	8	29	1	70	853	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
LINE20640	(FLIGHT	10)										
C 2248 B	0	7	0	6	0	30	8	29	1	95	954	2
LINE20650	(FLIGHT	10)										
B 2165 B	0	6	0	5	0	32	8	34	1	102	985	4
D 2163 B	0	1	0	1	0	5	5	66	1	69	822	0
E 2162 B	0	9	0	9	0	37	9	26	1	75	853	0
G 2156 B	0	5	0	4	0	13	7	42	1	130	1035	0
LINE20660	(FLIGHT	10)										
A 2100 B	0	3	0	3	0	18	6	44	1	147	1035	0
B 2102 B	0	5	0	4	0	12	7	30	1	125	1035	0
LINE20670	(FLIGHT	10)										
B 2013 B	0	4	0	3	0	8	7	43	1	174	1035	0
D 2010 B	0	5	0	5	0	16	8	34	1	115	1035	0
LINE20680	(FLIGHT	10)										
B 1950 B	2	7	0	7	0	7	8	27	1	98	979	1
LINE20690	(FLIGHT	10)										
B 1867 B	0	3	0	3	0	13	6	43	1	135	1035	0
LINE20700	(FLIGHT	10)										
B 1809 B	0	3	0	1	0	11	6	57	1	184	1035	0
C 1817 B	0	1	0	1	0	3	5	71	1	206	1035	0
LINE20710	(FLIGHT	10)										
C 1715 B	0	4	0	2	0	15	6	51	1	170	1035	0
LINE20730	(FLIGHT	10)										
A 1499 B	0	5	0	7	0	9	8	32	1	98	966	3
C 1497 B	0	1	0	0	0	3	5	82	1	214	1035	0
E 1488 B	0	1	0	1	0	4	4	89	1	218	1035	0
LINE20740	(FLIGHT	10)										
C 1453 S	0	2	0	1	0	13	2	46	1	173	1035	0
LINE20750	(FLIGHT	10)										
A 1353 S	2	2	0	5	0	34	3	42	1	116	1035	0
LINE20760	(FLIGHT	10)										
A 1155 B	9	5	11	8	23	22	17	43	1	115	73	76

* 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
LINE20760	(FLIGHT	10)										
D 1110 B	0	4	0	6	0	45	7	39	1	119	1035	0
E 1090 D	11	10	7	10	12	31	9	15	1	83	188	35
LINE20770	(FLIGHT	10)										
B 1074 B	8	6	3	7	10	29	7	20	1	69	363	16
LINE20780	(FLIGHT	10)										
A 998 D	10	4	13	5	20	13	31	37	2	142	37	106
C 933 S	2	5	1	4	7	22	2	12	1	96	1021	0
LINE20790	(FLIGHT	10)										
B 900 B	0	2	0	3	0	12	6	56	1	135	1035	0
C 913 S	5	6	1	11	9	67	3	12	1	44	759	0
LINE20800	(FLIGHT	10)										
A 844 B	0	1	0	1	0	6	5	84	1	208	1035	0
C 793 B	0	3	0	3	0	15	6	50	1	158	1035	0
LINE20810	(FLIGHT	10)										
B 756 D	21	12	12	19	36	65	15	9	1	58	90	23
LINE20820	(FLIGHT	10)										
A 612 D	21	9	10	9	18	30	25	9	1	75	82	37
LINE20830	(FLIGHT	10)										
A 593 D	15	10	6	13	14	39	12	9	1	76	124	33
LINE20840	(FLIGHT	10)										
C 465 B?	0	2	0	2	0	13	5	72	1	163	1035	0
D 456 D	15	13	3	3	26	35	11	11	1	70	390	13
LINE20850	(FLIGHT	9)										
A 2965 B	3	4	2	3	5	13	5	19	1	128	335	47
LINE20860	(FLIGHT	9)										
B 2926 B	5	5	1	4	1	26	5	29	1	130	842	15
LINE20890	(FLIGHT	9)										
B 2651 S	8	9	3	7	10	40	6	19	1	68	499	7
LINE20950	(FLIGHT	9)										
B 2199 B	0	2	0	4	0	29	6	49	1	107	1006	5

* 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	QUAD PPM	COPLANAR 900 HZ REAL PPM	QUAD PPM	COPLANAR 7200 HZ REAL PPM	QUAD PPM	VERTICAL DIKE COND MHOS	DEPTH* M	HORIZONTAL SHEET COND MHOS	DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	DEPTH M
LINE20960	(FLIGHT		9)									
E 2074 B?	2	4	0	2	3	10	4	33	1	165	1035	0
LINE20970	(FLIGHT		9)									
C 2037 B	0	2	0	4	0	33	6	47	1	136	1035	0
D 2043 B?	2	4	0	2	4	8	3	38	1	208	1035	0
LINE21020	(FLIGHT		9)									
C 1643 B	0	2	0	3	0	17	6	61	1	129	1035	0
LINE21030	(FLIGHT		9)									
A 1573 S	0	7	0	15	6	103	1	4	1	32	634	0
D 1598 B	5	7	20	13	31	1	11	31	3	101	25	73
G 1620 B	0	4	0	3	0	21	7	49	1	130	1035	0
LINE21040	(FLIGHT		9)									
B 1546 S	3	5	0	10	5	62	2	17	1	55	783	0
D 1516 B	0	17	4	17	32	25	1	0	1	44	293	4
E 1499 B	0	3	0	2	0	16	6	47	1	121	1035	0
LINE21050	(FLIGHT		9)									
A 1428 S	0	9	0	20	3	140	1	5	1	27	569	0
B 1461 D	0	13	0	7	0	35	1	4	1	73	831	2
LINE29040	(FLIGHT		9)									
A 1234 B?	0	3	0	8	0	58	1	0	1	57	801	0
C 1295 S	0	3	0	7	0	48	1	11	1	104	938	14
LINE29050	(FLIGHT		10)									
A 259 B	0	5	0	2	8	10	2	34	1	75	828	4
B 315 B	0	1	0	1	0	5	5	75	1	208	1035	0
C 317 S	0	3	0	6	0	41	1	18	1	94	954	1
E 347 S	0	2	0	6	0	45	3	37	1	79	874	0
G 371 S	2	0	0	0	0	2	12	132	1	208	1035	0
H 376 S	3	2	0	2	1	0	5	68	1	204	1035	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.

52011SW0561 52011SW0028 MCVICAR LAKE

900

Ontario

Natural Resources

File____________

LOGICAL – GEOCHEMICAL DATA STATEMENT

TO BE ATTACHED AS AN APPENDIX TO TECHNICAL REPORT
FACTS SHOWN HERE NEED NOT BE REPEATED IN REPORT
TECHNICAL REPORT MUST CONTAIN INTERPRETATION, CONCLUSIONS ETC.

Type of Survey(s) AIRBORNE EM/MAG VLF

Township or Area STOUGHTON LAKE/MCVICAR LAKE

Claim Holder(s) UTAH MINES LTD. #900
25 Adelaide St. East, Toronto, Ontario

Survey Company DIGHEM SURVEYS & PROCESSING INC.

Author of Report S.J. KILTY

Address of Author 228 Matheson Blvd. East, Mississauga,

Covering Dates of Survey Flown Dec. 2-Dec. 7, 1985 Report Submitted March 23, 1986
(linecutting to office)

Total Miles of Line ~~Cut~~ Flown 1340 km

SPECIAL PROVISIONS CREDITS REQUESTED

ENTER 40 days (includes line cutting) for first survey.

ENTER 20 days for each additional survey using same grid.

	DAYS per claim
Geophysical	
–Electromagnetic	
–Magnetometer	
–Radiometric	
–Other	
Geological	
Geochemical	

AIRBORNE CREDITS (Special provision credits do not apply to airborne surveys)

Magnetometer 20 Electromagnetic 40 Radiometric ______
(enter days per claim)

VLF 20

DATE: Sept. 2, 1986 SIGNATURE: Rodney N. Thomas
~~Author of Report or Agent~~

Rodney N. Thomas

Res. Geol.______ Qualifications 2.2489

Previous Surveys

File No.	Type	Date	Claim Holder

OFFICE USE ONLY

MINING CLAIMS TRAVERSED
List numerically

(prefix) (number)

LIST APPENDED

246 CLAIMS

RECEIVED
SEP 4 1986
MINING LANDS SECTION

TOTAL CLAIMS______

If space insufficient, attach list

SELF POTENTIAL

Instrument ______ Range ______

Survey Method ______

______

Corrections made ______

______

RADIOMETRIC

Instrument ______

Values measured ______

Energy windows (levels) ______

Height of instrument ______ Background Count ______

Size of detector ______

Overburden ______

(type, depth – include outcrop map)

OTHERS (SEISMIC, DRILL WELL LOGGING ETC.)

Type of survey ______

Instrument ______

Accuracy ______

Parameters measured ______

______

Additional information (for understanding results) ______

______

______

AIRBORNE SURVEYS

Type of survey(s) DIGHEM III Electromagnetic/magnetic/VLF

Instrument(s) Totem 2A VLF-EM; Sonotek PMH 5010 Magnetometer

(specify for each type of survey)

Accuracy EM Data: 0.2 ppm at 900 Hz, 0.4 ppm at 7200 Hz Mag: one nT (gamma)

(specify for each type of survey) VLF: 0.1%

Aircraft used Aerospatialle 350B Turbine helicopter

Sensor altitude EM Bird 30m, Mag Bird 45m

Navigation and flight path recovery method Del Norte Flying Flagman positioning system, Sperry radio altimeter, Geocam sequence camera

Aircraft altitude ~ 65m Line Spacing 100m

Miles flown over total area 1340 km Over claims only 400 km

GEOL

#60-86

2.9314

Ontario — Ministry of Natural Resources

Report of Work
(Geophysical, Geological, Geochemical and Expenditures)

The Mining Act

Instructions: – Please type or print. – If number of mining claims traversed exceeds space on this form, attach a list.
Note: – Only days credits calculated in the "Expenditures" section may be entered in the "Expend. Days Cr." columns. – Do not use shaded areas below.

Type of Survey(s): AIRBORNE EM, MAG, VLF

Township or Area: MC VICAR LAKE

Claim Holder(s): UTAH MINES LTD.

Prospector's Licence No.: T793

Address: SUITE 900, 25 ADELAIDE ST. EAST, TORONTO, ONTARIO

Survey Company: DIGHEM

Date of Survey (from & to): 02 12 85 07 12 85

Total Miles of line ~~Cut~~ flown: 1340 km

Name and Address of Author (of Geo-Technical report): S.J. KILEY

Credits Requested per Each Claim in Columns at right

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

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

Airborne Credits		Days per Claim
Note: Special provisions credits do not apply to Airborne Surveys.	Electromagnetic	40
	Magnetometer	20
	~~XXXXXXX~~ VLF	20

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.

RECEIVED AUG 25 1986 RED LAKE MINING DIV.

Mining Claims Traversed (List in numerical sequence)

Prefix	Number	Expend. Days Cr.	Prefix	Number	Expend. Days Cr.
KRL	846023		KRL	846061	
	846024			846062	
	846025			846063	
	846026			846064	
	846027			846065	
	846028				
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	846060				

RECEIVED AUG 27 1986 RESIDENT GEOLOGIST, RED LAKE

NOT TO BE REMOVED FROM THE OFFICE OF THE RESIDENT GEOLOGIST DIVISION OF MINES, RED LAKE

Total number of mining claims covered by this report of work: 28

For Office Use Only		
Total Days Cr. Recorded: 2240	Date Recorded: Aug. 25, 1986	Mining Recorder: [signature]
	Date Approved as Recorded	Branch Director

Date: AUG 19, 1986 — Recorded Holder or Agent (Signature): [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:
Rodney N. Thomas, Utah Mines Ltd. #900, 25 Adelaide St. E.
Toronto, Ontario M5C 1Y2

Date Certified: Aug. 19/1986 — Certified by (Signature): [signature]

2. 9379

Ministry of Natural Resources Ontario

Report of Work (Geophysical, Geological, Geochemical and Expenditures)

#62-86

2.9379

The Mining Act

PICHETTE

Type of Survey(s): FIRBOQUE EM, MAG, VLF

Township or Area: McVICAR & STOUGHTON LK

Claim Holder(s): UTAH MINES LTD

Prospector's Licence No.: T993

Address: SUITE 900 25 ADELAIDE ST E. TORONTO

Survey Company: DIGHEM

Date of Survey (from & to): 02 12 85 07 12 85

Total Miles of line Cut: 1340 Km

Name and Address of Author (of Geo-Technical report): S. J. KILTY

Credits Requested per Each Claim in Columns at right

Special Provisions		Days per Claim
For first survey: Enter 40 days. (This includes line cutting)	Geophysical	
	- Electromagnetic	
	- Magnetometer	
For each additional survey: using the same grid: Enter 20 days (for each)	- Radiometric	
	- Other	
	Geological	
	Geochemical	
Man Days		
Complete reverse side and enter total(s) here	Geophysical	
	- Electromagnetic	
	- Magnetometer	
	- Radiometric	
	- Other	
	Geological	
	Geochemical	
Airborne Credits		
Note: Special provisions credits do not apply to Airborne Surveys.	Electromagnetic	
	Magnetometer	20
	~~Radiometric~~ VLF	20

Mining Claims Traversed (List in numerical sequence)

SEE ATTACHED LIST. 218 CLAIMS

NOTE: This Report of Work accepted Section 74(3). Report of Work mailed Priority Post - shipping date Aug 18/86 (Next working day)

RECEIVED OCT 06 1986 RESIDENT GEOLOGIST, RED LAKE

RECEIVED SEP 22 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.

NOT TO BE REMOVED FROM THE OFFICE OF THE RESIDENT GEOLOGIST DIVISION OF MINES, RED LAKE

Total number of mining claims covered by this report of work: 218

For Office Use Only: Total Days Cr. Recorded 17,440 — Date Recorded Aug 20 1986 — Mining Recorder [signature] — Date Approved as Recorded 86 9.30 — Branch Director [signature]

Date: AUG 18/1986

Recorded Holder or Agent (Signature): [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.

KRL 852117

Name and Postal Address of Person Certifying: Rodney N Thomas #900 25 Adelaide St East Toronto, Ontario M5C 1Y2

Date Certified: Aug 18/1986

Certified by (Signature):

Ministry of Northern Development and Mines
Ontario

Airborne Geophysical Certificate

Mining Act

This is to certify that UTAH MINES LTD has met the requirements of Section 78 of the Mining Act, with respect to the following mining claims in the ~~XXXXXXXXXXXXXX~~ Areas of BAGGY LAKE, McVICAR LAKE AND STOUGHTON LAKE

Mining Claims (Please list)

KRL 868683 to 96 inclusive
868719 to 27 inclusive
868730-31
868756 to 76 inclusive
868805 to 09 inclusive
868813 to 35 inclusive
868874 to 85 inclusive
890542-43
890569 to 78 inclusive
902929 to 38 inclusive
902949 to 58 inclusive
902983 to 3000 inclusive
903401 to 06 inclusive
926183-84

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Mining Claims

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...ED AUG 20 1985 RED LAKE MINING DIV.

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.

Total number of mining claims covered by this report of work. 218

For Office Use Only

Total Days Cr. Recorded	Date Recorded	Mining Recorder
	Date Approved as Recorded	Branch Director

Date: AUG 18/1986 — Recorded Holder or Agent (Signature): [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

RODNEY D THOMAS 400 25 ADELAIDE ST. EAST
TORONTO ONTARIO M5C 1H3

Date Certified: Aug 18/1986 — Certified by (Signature): [signature]

MDIV	CLAIM
KRL	846023
KRL	846024
KRL	846025
KRL	846026
KRL	846027
KRL	846028
KRL	846029
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KRL	846062
KRL	846063
KRL	846064
KRL	846065

MDIV	CLAIM
KRL	852951
KRL	852952
KRL	852953
KRL	852954
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KRL	853006
KRL	853007
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MDIV	CLAIM
KRL	853009
KRL	853010
KRL	853011
KRL	853012
KRL	853013
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MDIV	CLAIM
KRL	853075
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KRL	853115
KRL	853116
KRL	853117
KRL	853118

REGISTERED File: 2.9379

September 25, 1986

Utah Mines Ltd
Suite 900
25 Adelaide Street East
Toronto, Ontario
M5C 1Y2

Attention: Rodney N. Thomas

Dear Sir:

Enclosed is an Airborne Geophysical Certificate issued under Section 78 of the Mining Act R.S.O. 1980.

It is your responsibility to file this certificate with the Mining Recorder at Red Lake, Ontario no later than sixty (60) days from the date of issue of the certificate.

Upon recording of this certificate the time for performing the first and all subsequent periods of work for claims listed shall fall due one year later than the times prescribed in subsection 1 of Section 76.

Yours sincerely,

J.C. Smith, Supervisor
Mining Lands Section

Whitney Block, 6th Floor
Queen's Park
Toronto, Ontario
M7A 1W3

Telephone: (416) 965-4888

DK/mc
cc: Mining Recorder
Red Lake, Ontario

Encl.

SEE ACCOMPANYING

MAP(S) IDENTIFIED AS

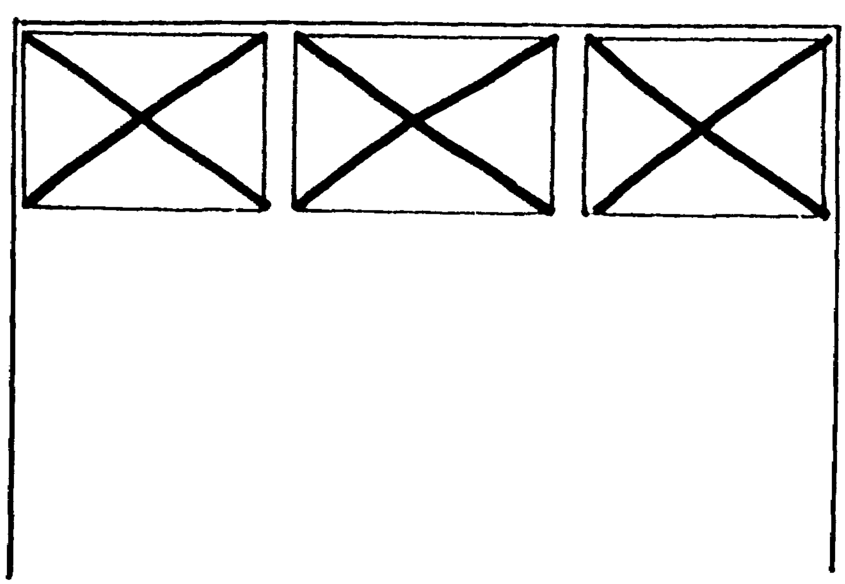
52Ø/11 SW- 0028 #1-3

LOCATED IN THE MAP

CHANNEL IN THE

FOLLOWING SEQUENCE

(X)



FOR ADDITIONAL

INFORMATION

SEE MAPS:

520/11SW-0028 #4-29

AREA
SADDLE LAKE
M N R ADMINISTRATIVE DISTRICT
SIOUX LOOKOUT
MINING DIVISION
RED LAKE
LAND TITLES / REGISTRY DIVISION
KENORA (PATRICIA PORTION)

Ministry of Natural Resources — Land Management Branch

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
RESERVATION
CANCELLED
SAND & GRAVEL

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

RED LAKE MINING DIVISION
AUG 25 1986
RED LAKE, ONTARIO

SCALE: 1 INCH = 40 CHAINS

AREA
McVICAR LAKE
M N R ADMINISTRATIVE DISTRICT
SIOUX LOOKOUT
MINING DIVISION
RED LAKE
LAND TITLES / REGISTRY DIVISION
KENORA (PATRICIA PORTION)

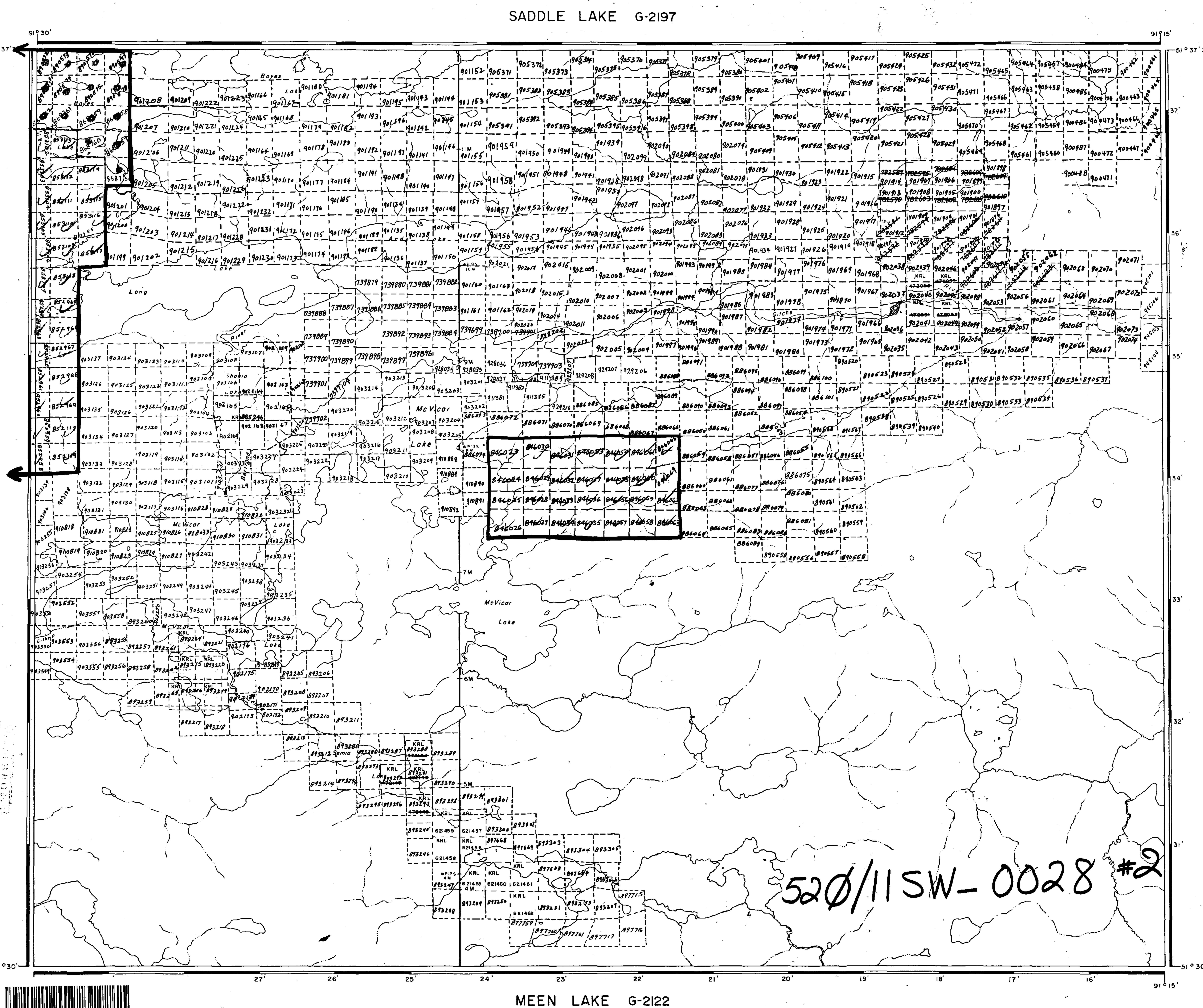
27379

Ministry of Natural Resources — Land Management Branch
Ontario

Date JANUARY, 1984

Number G-2121

52011SW0561 52011SW0028 MCVICAR LAKE 200



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

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

RED LAKE MINING DIVISION
AUG 25 1986
RED LAKE, ONTARIO

SCALE: 1 INCH = 40 CHAINS

FEET 0 1000 2000 4000 6000 8000
METRES 0 200 1000 (1 KM) 2000 (2 KM)

AREA

McVICAR LAKE

M.N.R. ADMINISTRATIVE DISTRICT
SIOUX LOOKOUT
MINING DIVISION
RED LAKE
LAND TITLES / REGISTRY DIVISION
KENORA (PATRICIA PORTION)

Ministry of Natural Resources
Land Management Branch
Ontario

Date JANUARY, 1984

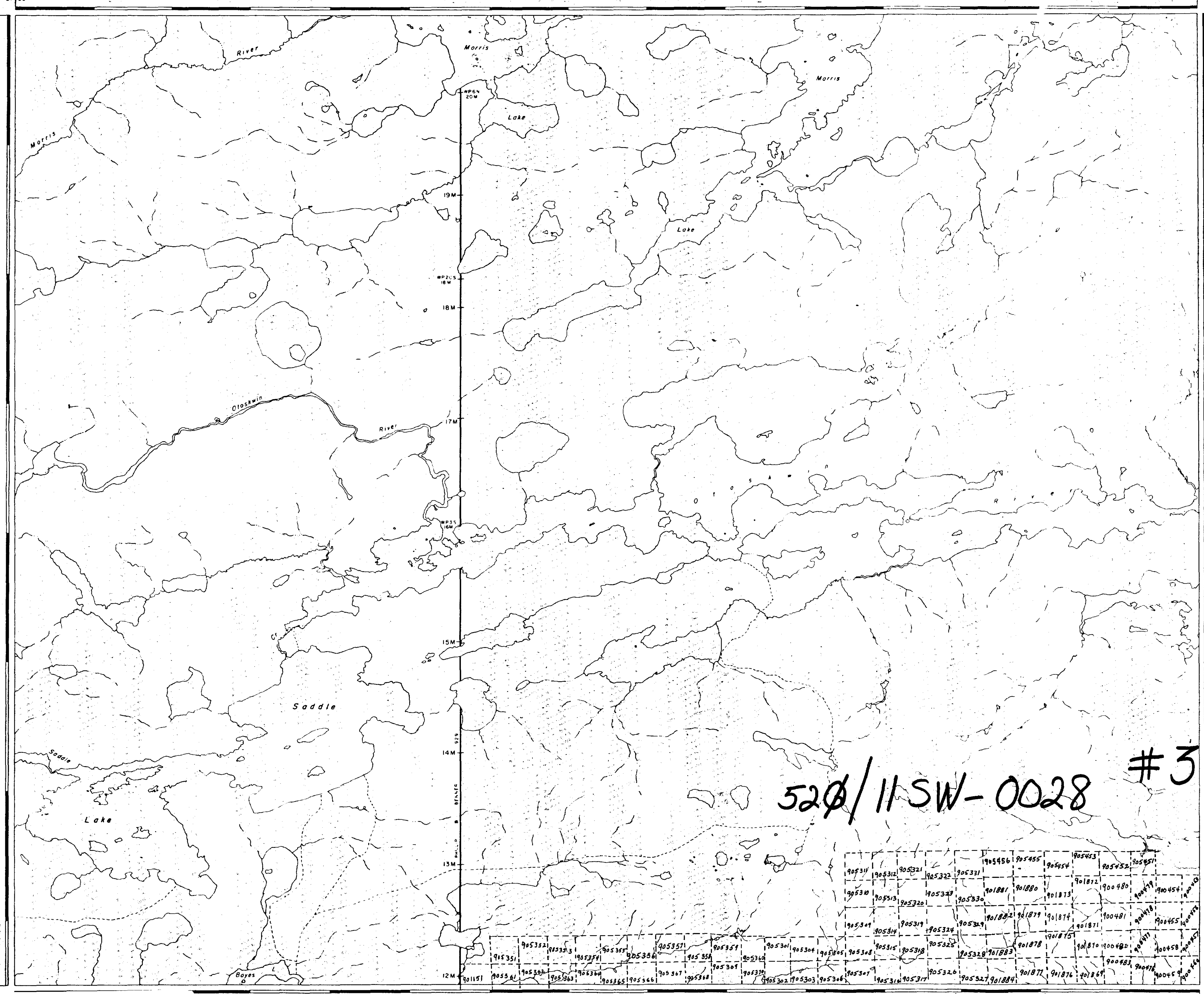
Number G-2121

52O/11SW-0028 #2

52011SW8561 52011SW0028 MCVICAR LAKE 210

515912

MORRIS LAKE G-2132



520/11SW-0028 #3

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

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

RED LAKE MINING DIVISION
MAY 16 1986
RED LAKE, ONTARIO

SCALE: 1 INCH = 40 CHAINS

FEET 0 1000 2000 4000 6000 8000
METRES 0 200 1000 (1 KM) 2000 (2 KM)

AREA

SADDLE LAKE

M.N.R. ADMINISTRATIVE DISTRICT

SIOUX LOOKOUT

MINING DIVISION

RED LAKE

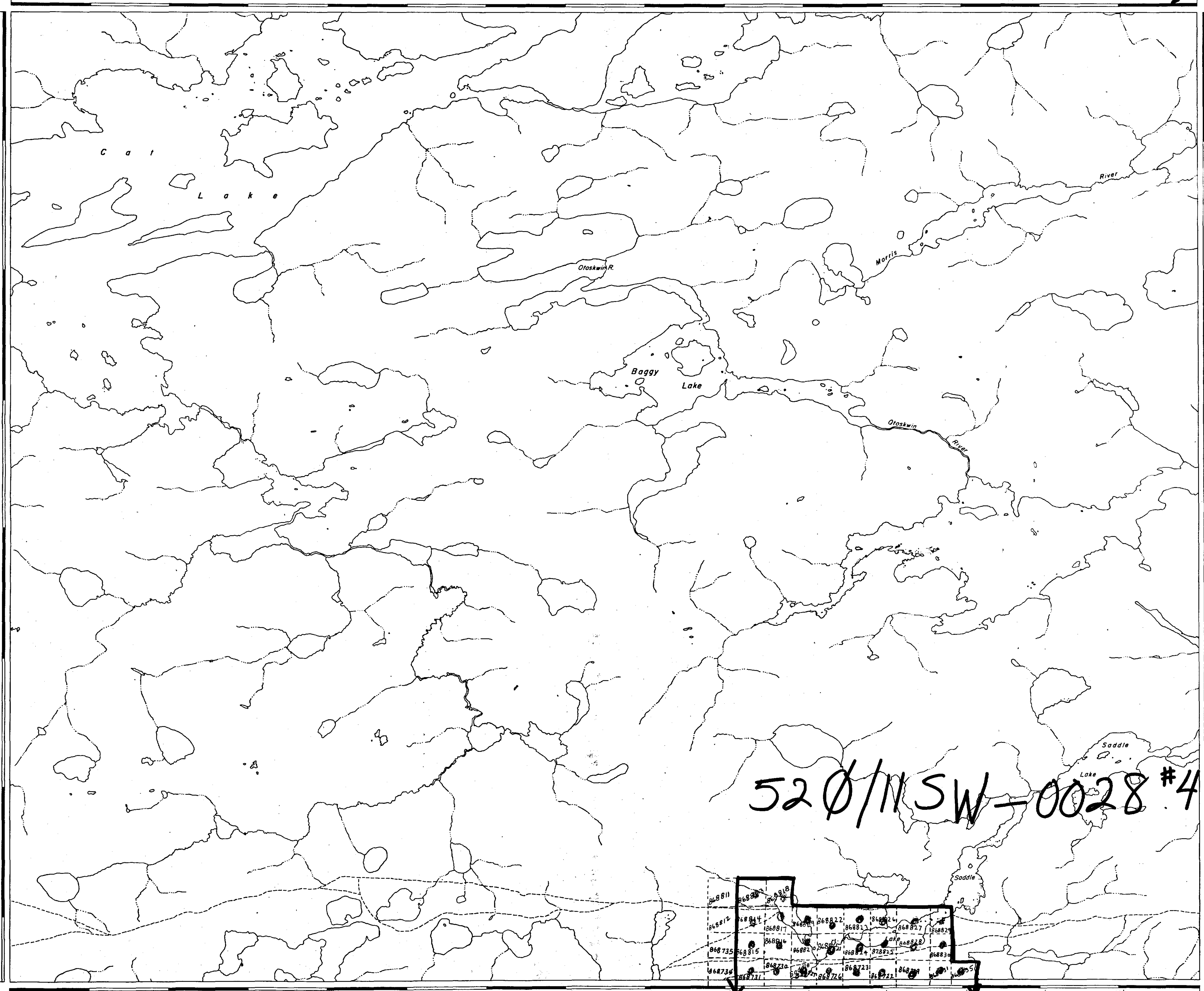
LAND TITLES / REGISTRY DIVISION

KENORA (PATRICIA PORTION)

Ontario Ministry of Natural Resources Land Management Branch

Date FEBRUARY, 1984. Number G-2197

52O11SW0561 52O11SW0028 MCVICAR LAKE 220



CAT LAKE G-1986

SADDLE LAKE G-2197

STOUGHTON LAKE G-2228

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.

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

RED LAKE MINING DIVISION
APR 15 1986
RED LAKE, ONTARIO

SCALE: 1 INCH = 40 CHAINS

FEET 0 1000 2000 4000 6000 8000
METRES 0 200 1000 (1 KM) 2000 (2 KM)

AREA

BAGGY LAKE

M.N.R. ADMINISTRATIVE DISTRICT
SIOUX LOOKOUT
MINING DIVISION
RED LAKE
LAND TITLES / REGISTRY DIVISION
KENORA (PATRICIA PORTION)

Ministry of Natural Resources
Land Management Branch
Ontario

Date FEBRUARY, 1984

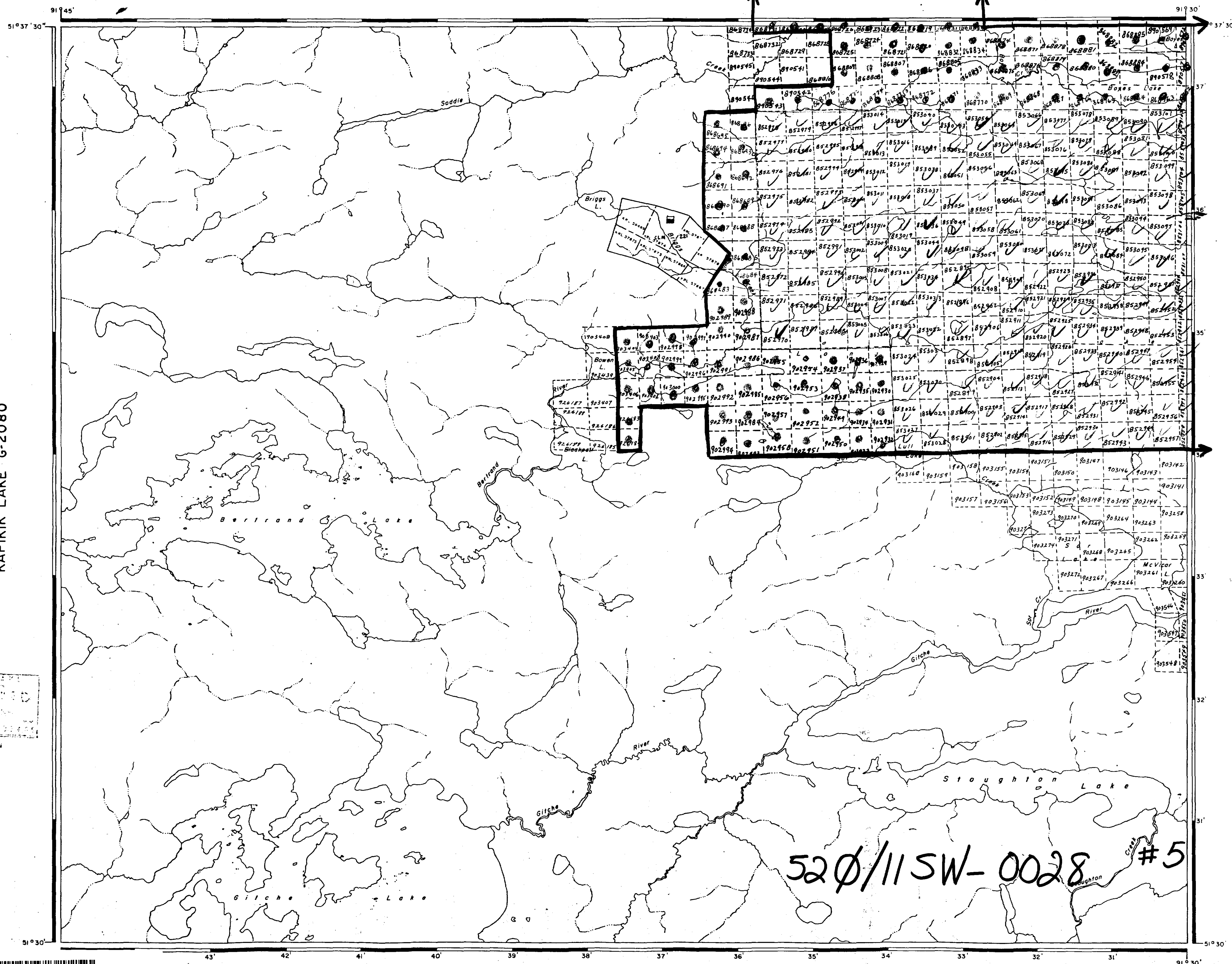
Number G-1945

52011SW0561 52011SW0028 MCVICAR LAKE

230

516913

BAGGY LAKE G-1945



KAPIKIK LAKE G-2080

McVICAR LAKE G-2121

ZIONZ RIVER G-2280

520/11SW-0028 #5

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.

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

RED LAKE MINING DIVISION
JUL 16 1986
RED LAKE, ONTARIO

SCALE: 1 INCH = 40 CHAINS

FEET 0 1000 2000 4000 6000 8000
METRES 0 200 1000 (1 KM) 2000 (2 KM)

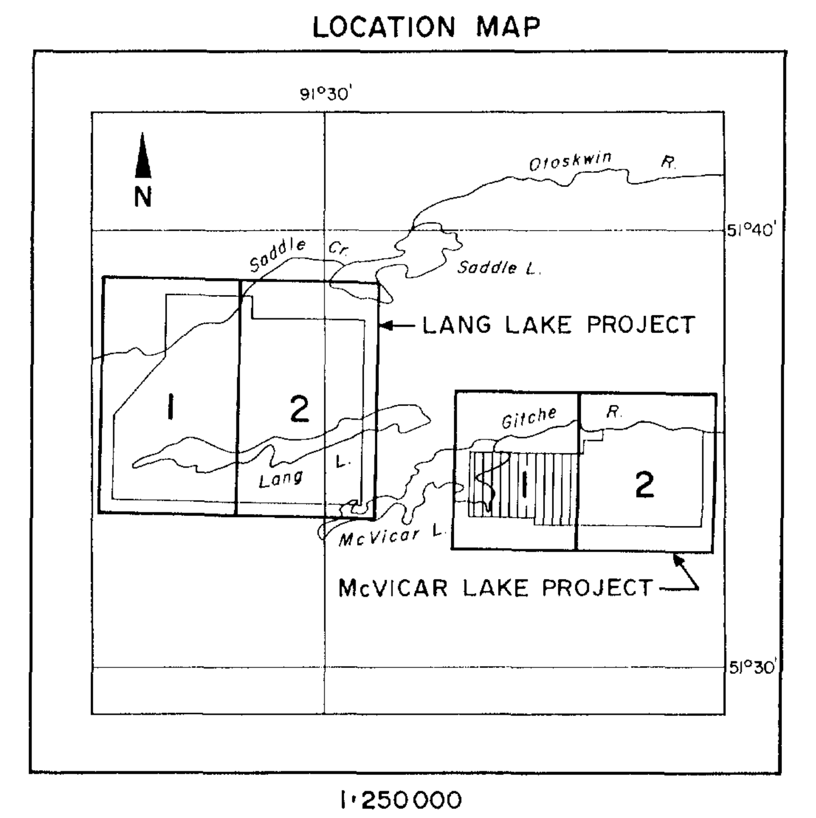
AREA **STOUGHTON LAKE**

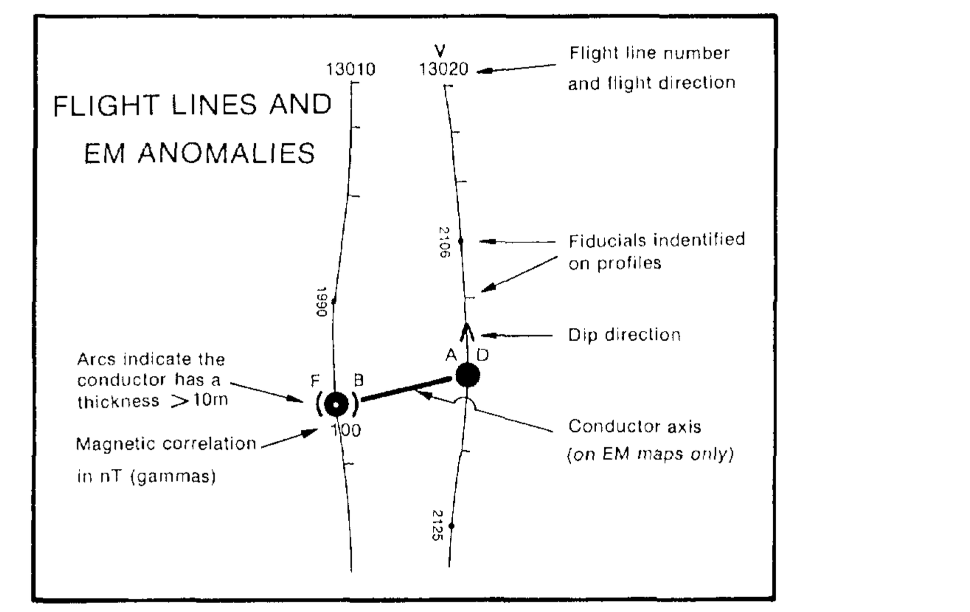
M.N.R. ADMINISTRATIVE DISTRICT
SIOUX LOOKOUT
MINING DIVISION
RED LAKE
LAND TITLES / REGISTRY DIVISION
KENORA (PATRICIA PORTION)

Ontario Ministry of Natural Resources — Land Management Branch

Date FEBRUARY, 1984 — Number G-2228

52O11SW0561 52O11SW0028 MCVICAR LAKE 240





ISOMAGNETIC LINES
(total field)

1000	1 000 nT
250	250 nT
50	50 nT
	25 nT
	magnetic depression

Magnetic inclination within the survey area: 77°

520/11SW-0028 #6

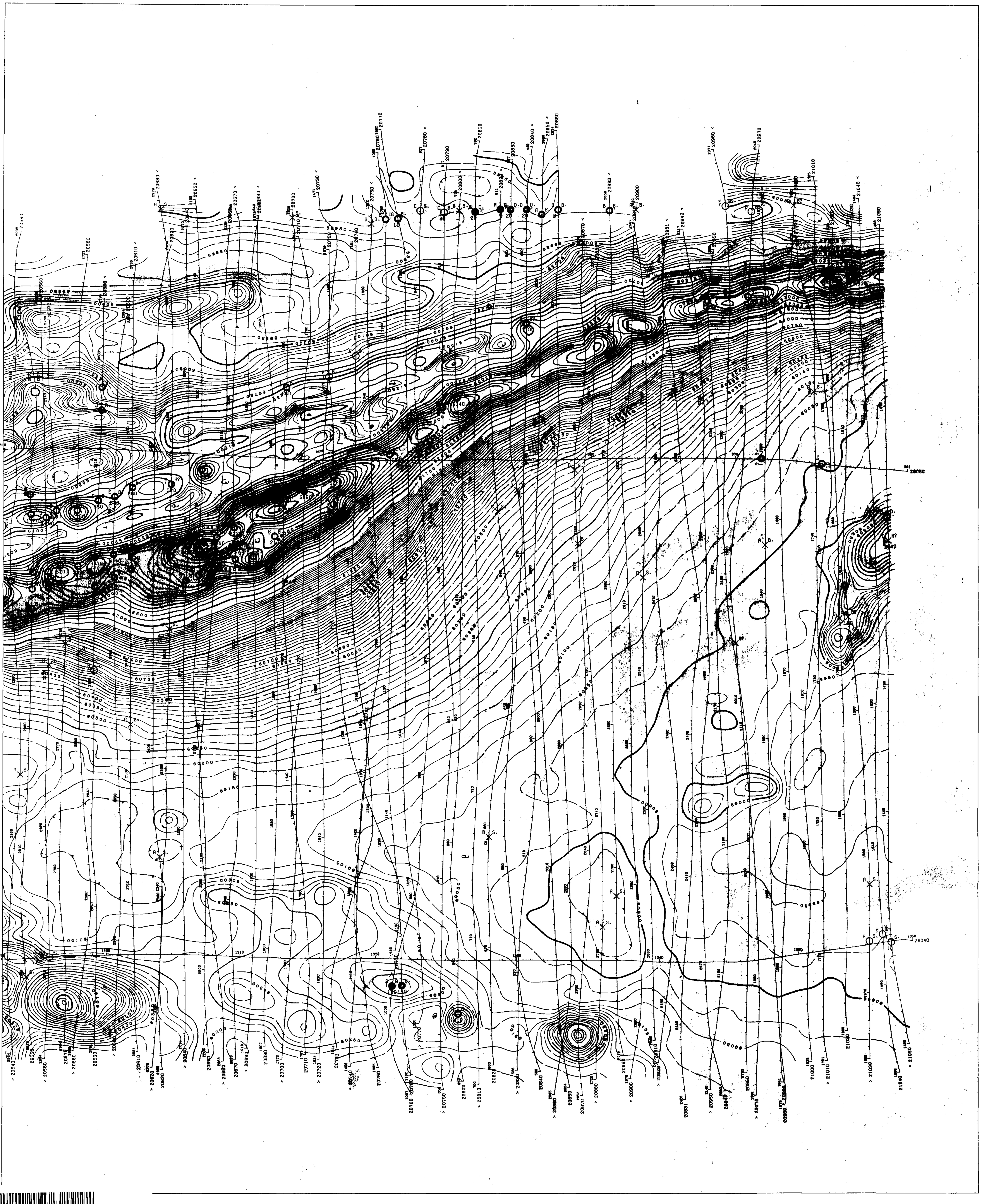
UTAH MINES LTD.
McVICAR LAKE PROJECT

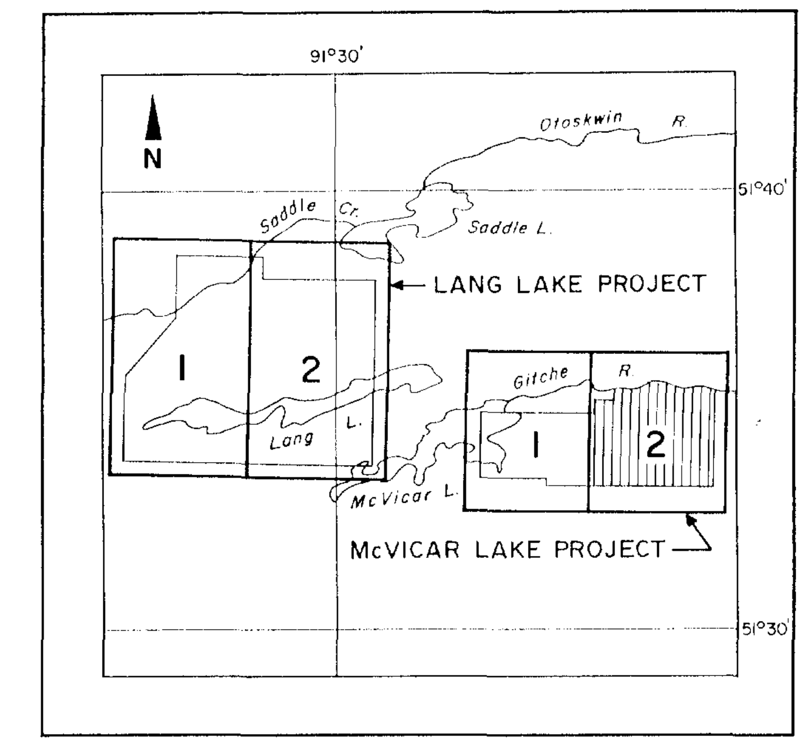
TOTAL FIELD MAGNETICS
BY DIGHEM SURVEYS & PROCESSING INC.

DIGHEM[III] SURVEY	GEOPHYSICIST: SJK	DRAFTING By: R.Z.
DATE: MARCH 1986	JOB: 238	SHEET: 1

Scale 1:10000
0 — 1 Km
0 — 0.5 Miles

250





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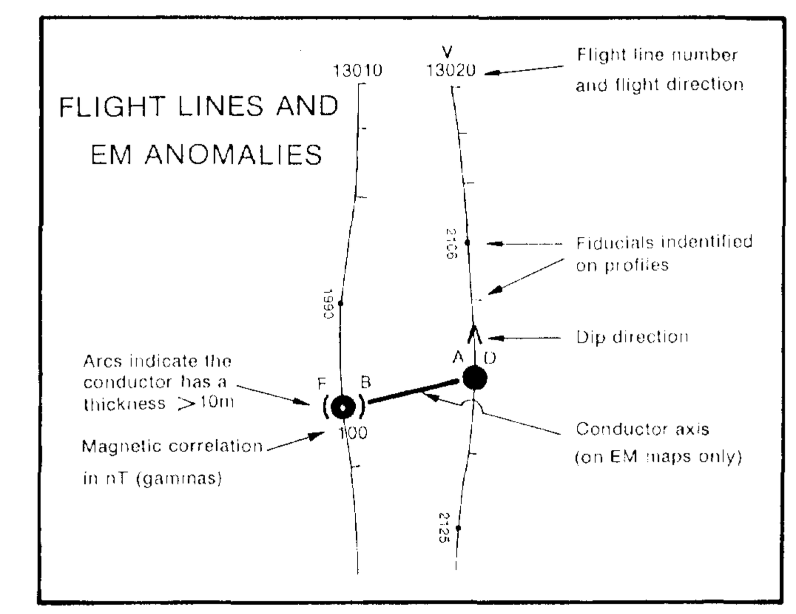


ISOMAGNETIC LINES
(total field)

1000	1 000 nT
250	250 nT
50	50 nT
	25 nT
	magnetic depression

Magnetic inclination within the survey area: 77°

52Ø/11SW-0028 #7

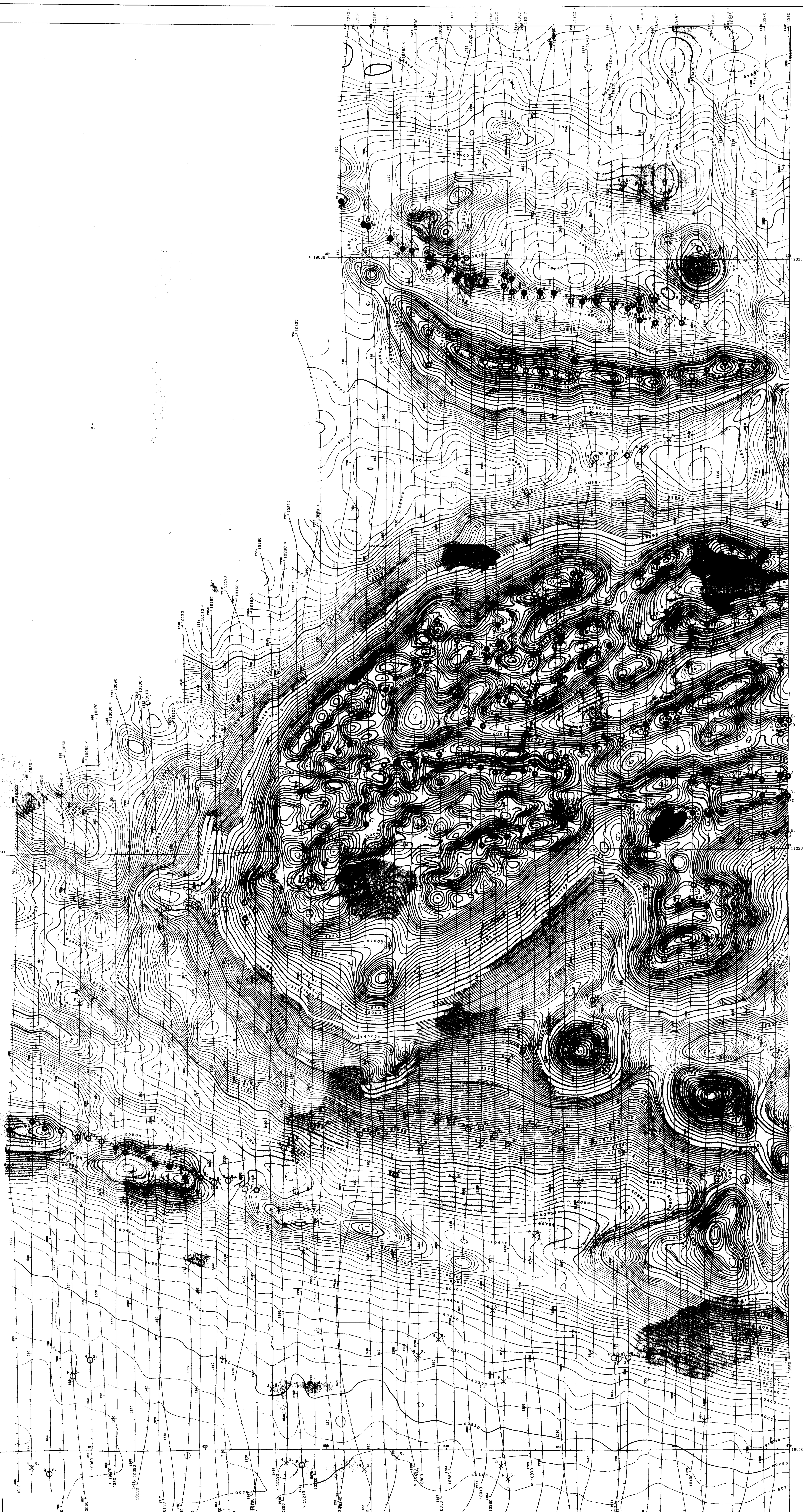
UTAH MINES LTD.
McVICAR LAKE PROJECT

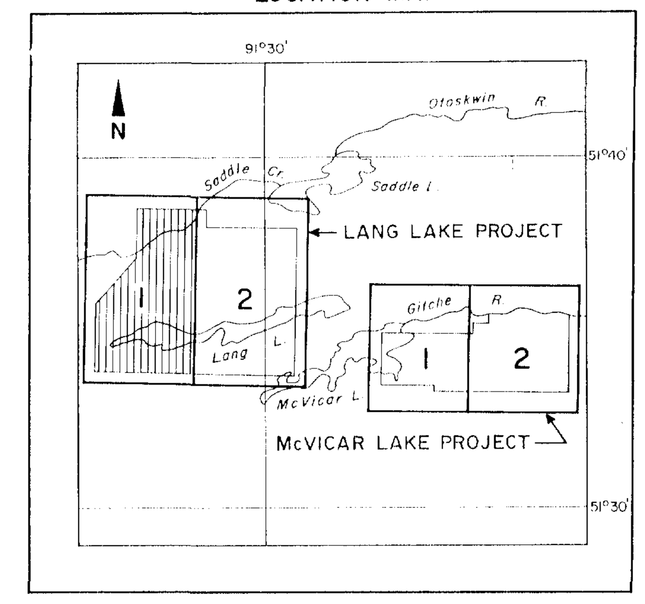
TOTAL FIELD MAGNETICS
BY DIGHEM SURVEYS & PROCESSING INC.

DIGHEM III SURVEY	GEOPHYSICIST: SJK	DRAFTING By: R.2.
DATE: MARCH 1986	JOB: 238	SHEET: 2

Scale 1:10000
0 — 1 Km
0 — 0.5 Miles

260





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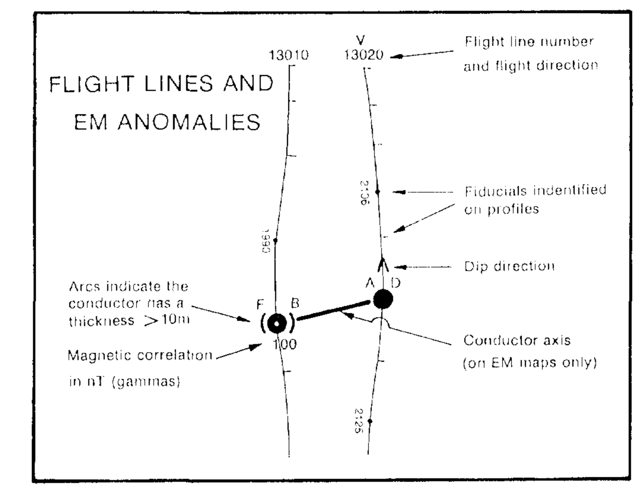


ISOMAGNETIC LINES
(total field)

1000	1 000 nT
250	250 nT
50	50 nT
	25 nT
	magnetic depression

Magnetic inclination within the survey area: 77°

520/11SW-0028 #8

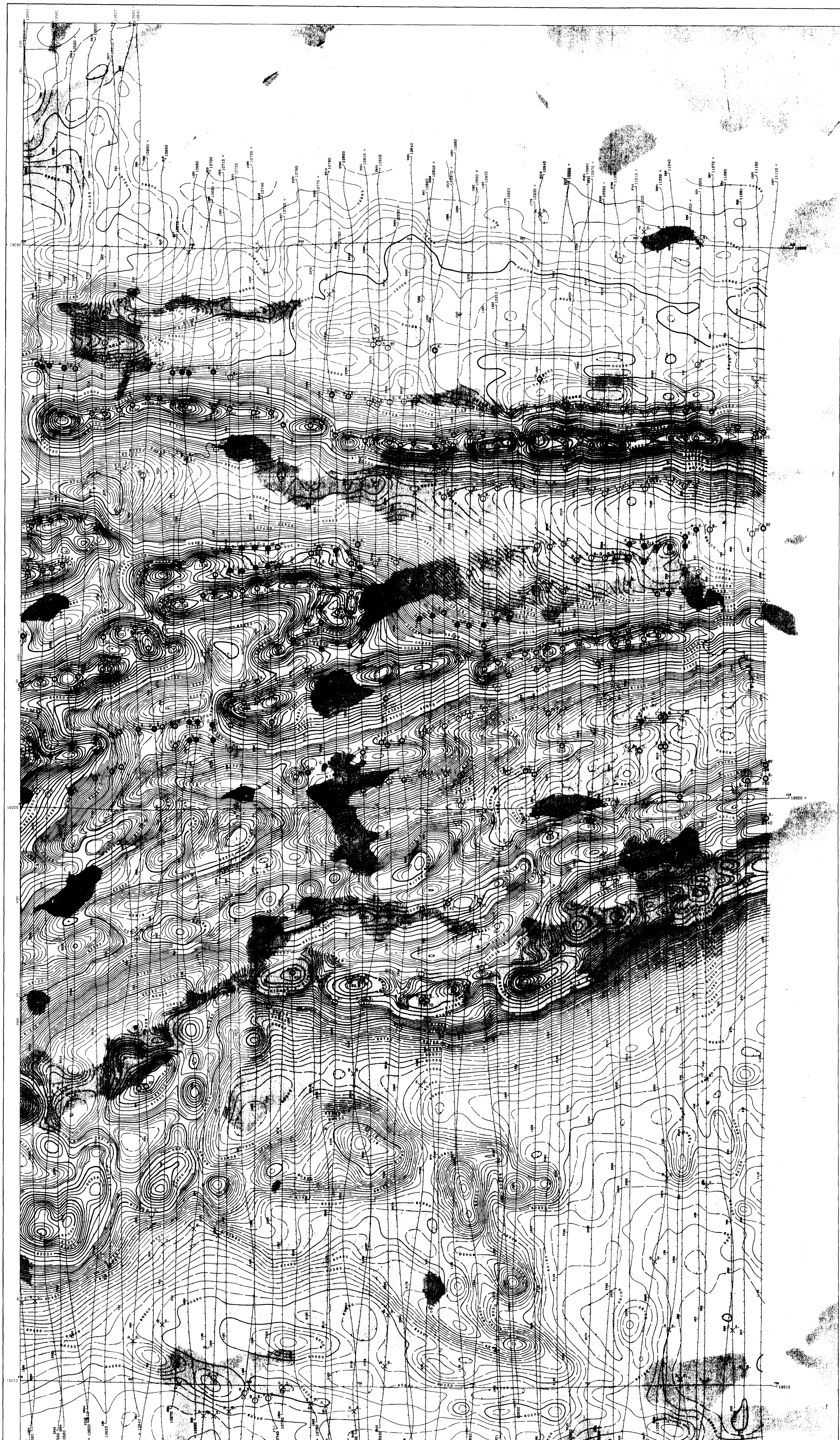
UTAH MINES LTD.
LANG LAKE PROJECT

TOTAL FIELD MAGNETICS
BY DIGHEM SURVEYS & PROCESSING INC.

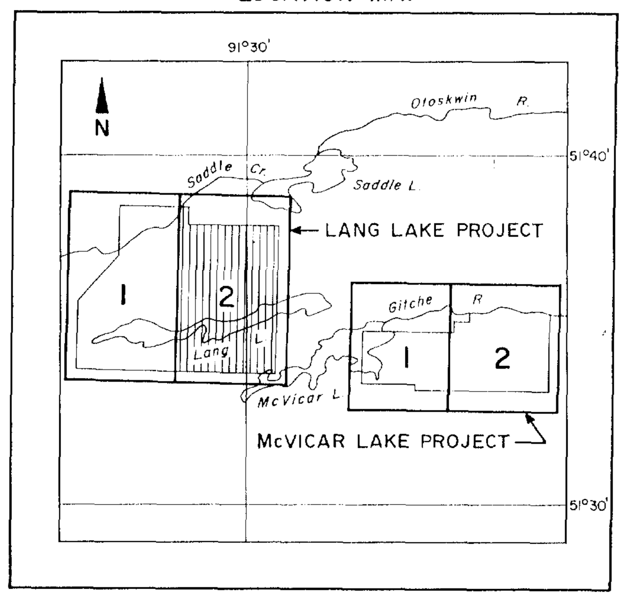
DIGHEM III SURVEY	GEOPHYSICIST: SJK	DRAFTING By: R.2.
DATE: MARCH 1986	JOB: 238	SHEET: 1

Scale 1:10000
0 — 1 Km
0 — 0.5 Miles

270



LOCATION MAP



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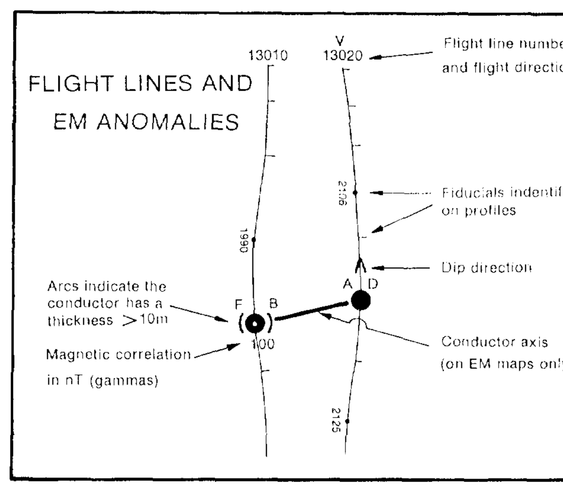


ISOMAGNETIC LINES
(total field)

1000	1 000 nT
250	250 nT
50	50 nT
	25 nT
	magnetic depression

Magnetic inclination within the survey area: 77°

520/11SW-0028 #9

UTAH MINES LTD. 29379
LANG LAKE PROJECT

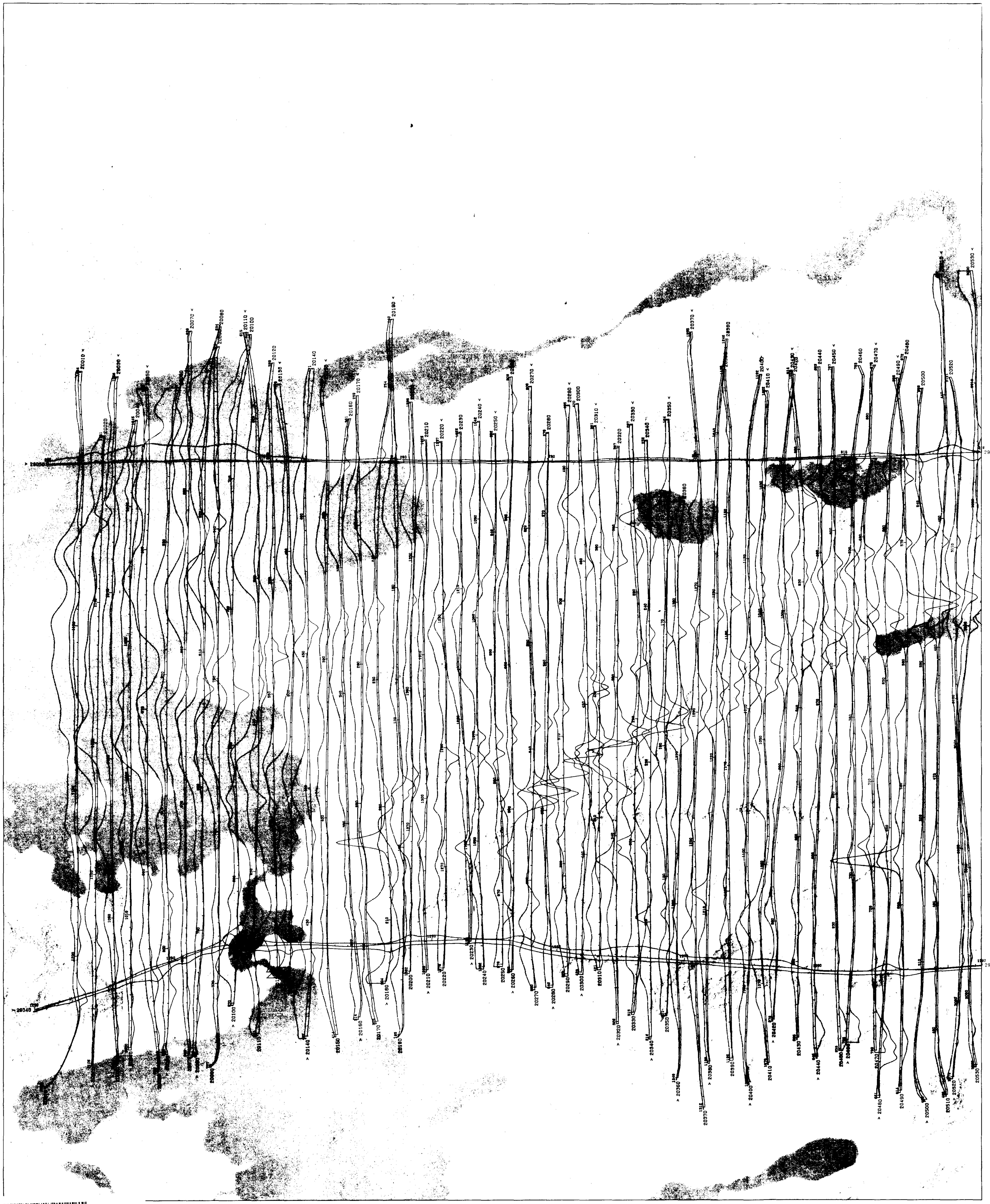
TOTAL FIELD MAGNETICS
BY DIGHEM SURVEYS & PROCESSING INC.

DIGHEM[III] SURVEY	GEOPHYSICIST: SJK	DRAFTING By: R.R.
DATE: MARCH 1986	JOB: 238	SHEET: 2

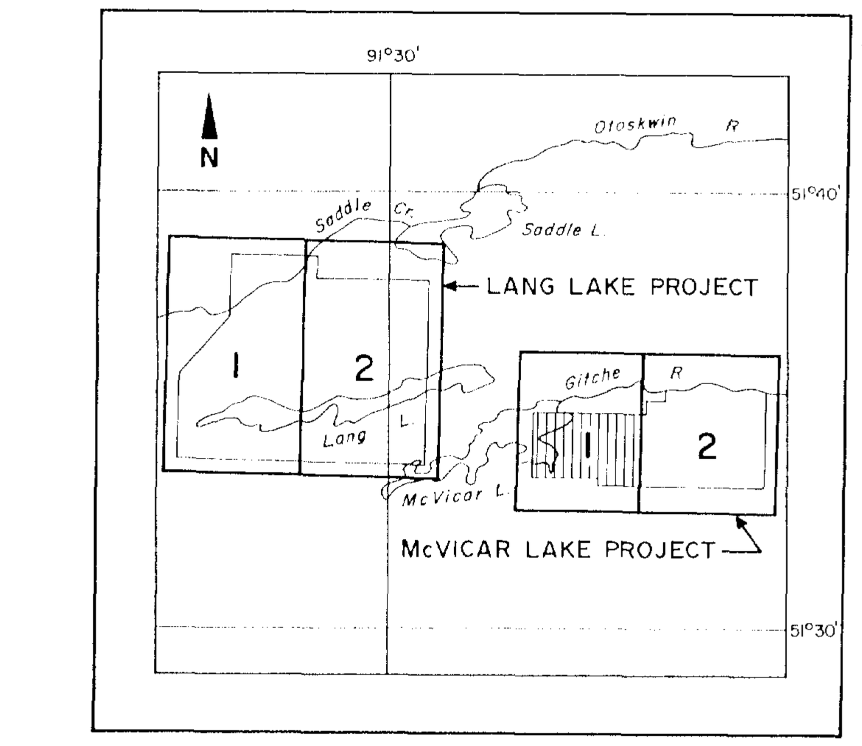
Scale 1:10000

0 — 1 Km
0 — 0.5 Miles

280



LOCATION MAP



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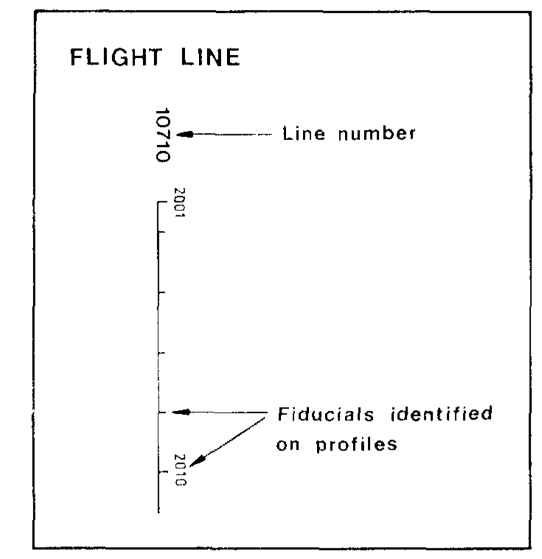


LEGEND

Coplanar inphase 10ppm/mm

Coplanar quadrature 10ppm/mm

52Ø/11SW-0028 #10

UTAH MINES LTD.

McVICAR LAKE PROJECT

27379

EM PROFILES (7200Hz)

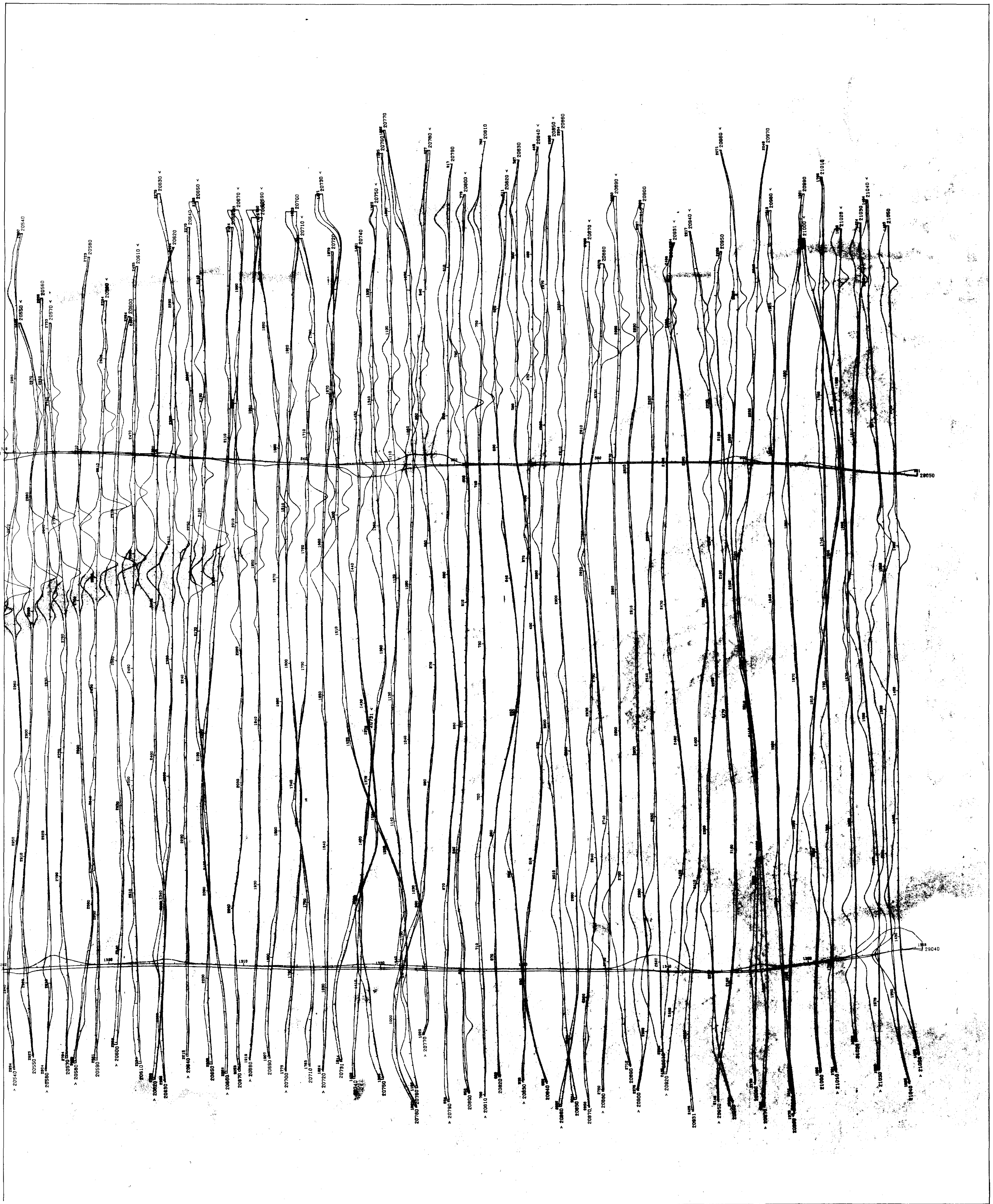
BY DIGHEM SURVEYS & PROCESSING INC.

DIGHEM III SURVEY	GEOPHYSICIST: SJK	DRAFTING By: R.Z.
DATE: MARCH 1986	JOB: 238	SHEET: 1

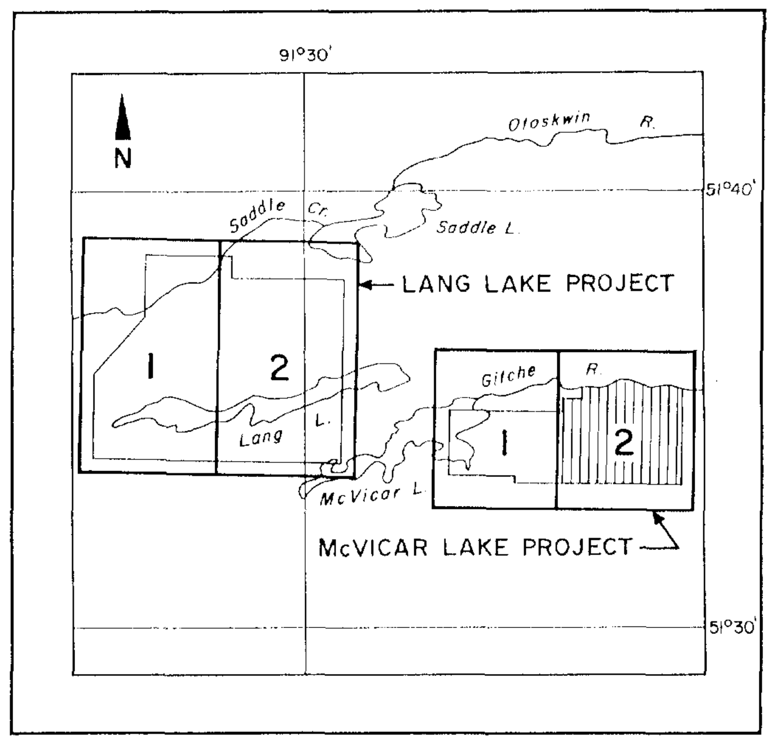
Scale 1:10000

0 — 1 Km

0 — 0.5 Miles



LOCATION MAP



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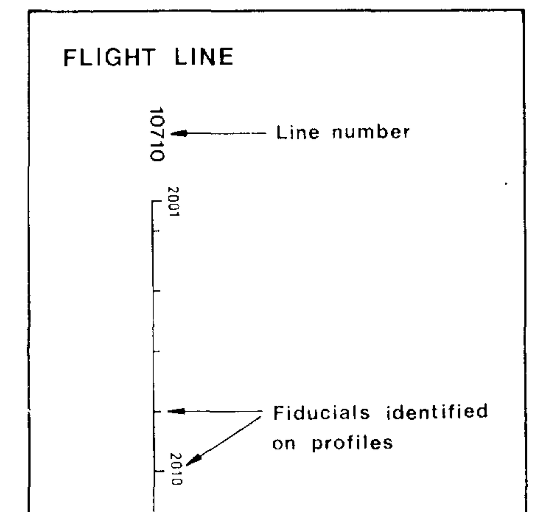
FLIGHT LINE



LEGEND

Coplanar inphase 10 ppm/mm

Coplanar quadrature 10 ppm/mm

52O/11SW-0028 #11

UTAH MINES LTD.

McVICAR LAKE PROJECT

22319

EM PROFILES (7200 Hz)

BY DIGHEM SURVEYS & PROCESSING INC.

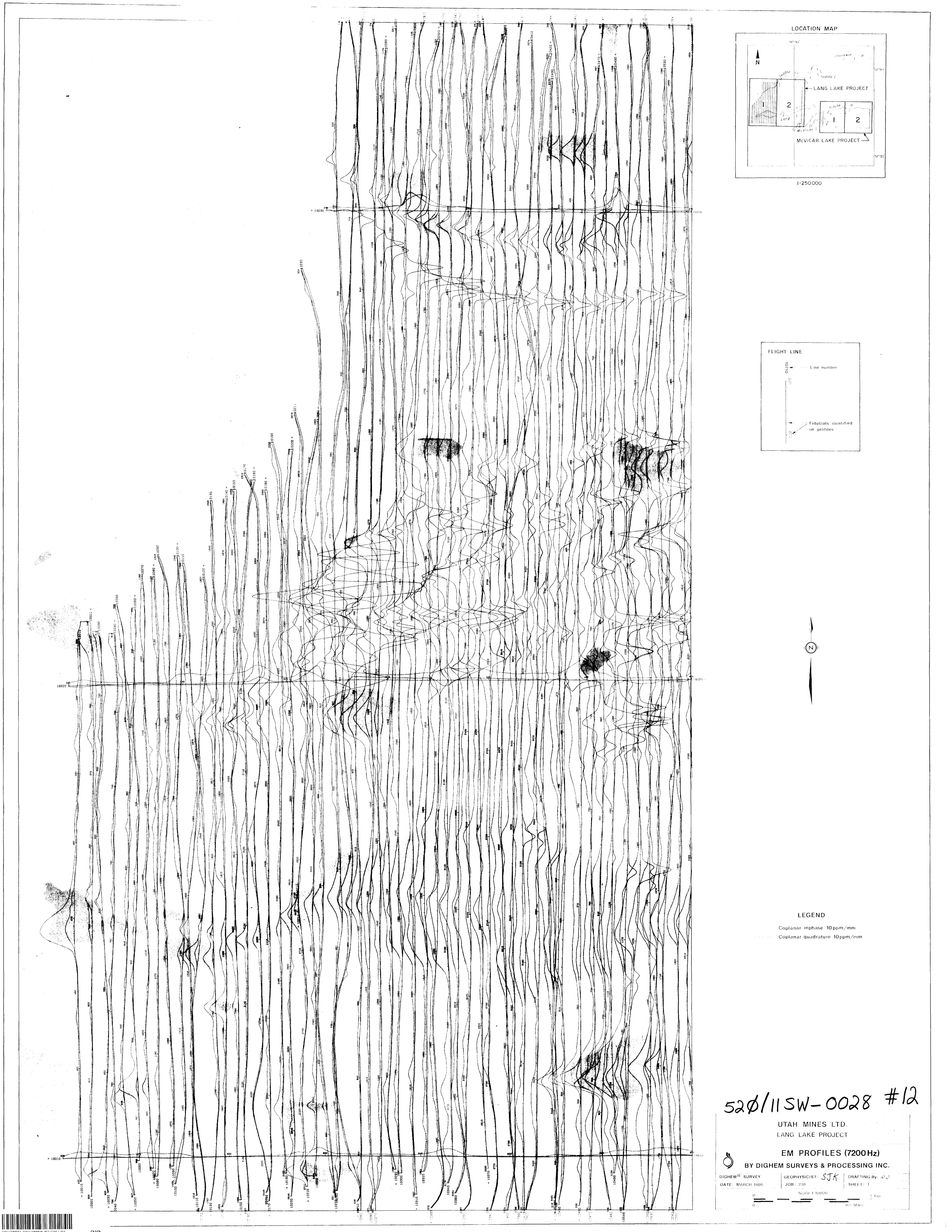
DIGHEM III SURVEY	GEOPHYSICIST: SJK	DRAFTING By: R.Z.
DATE: MARCH 1986	JOB: 238	SHEET: 2

Scale 1:10000

0 — 1 Km

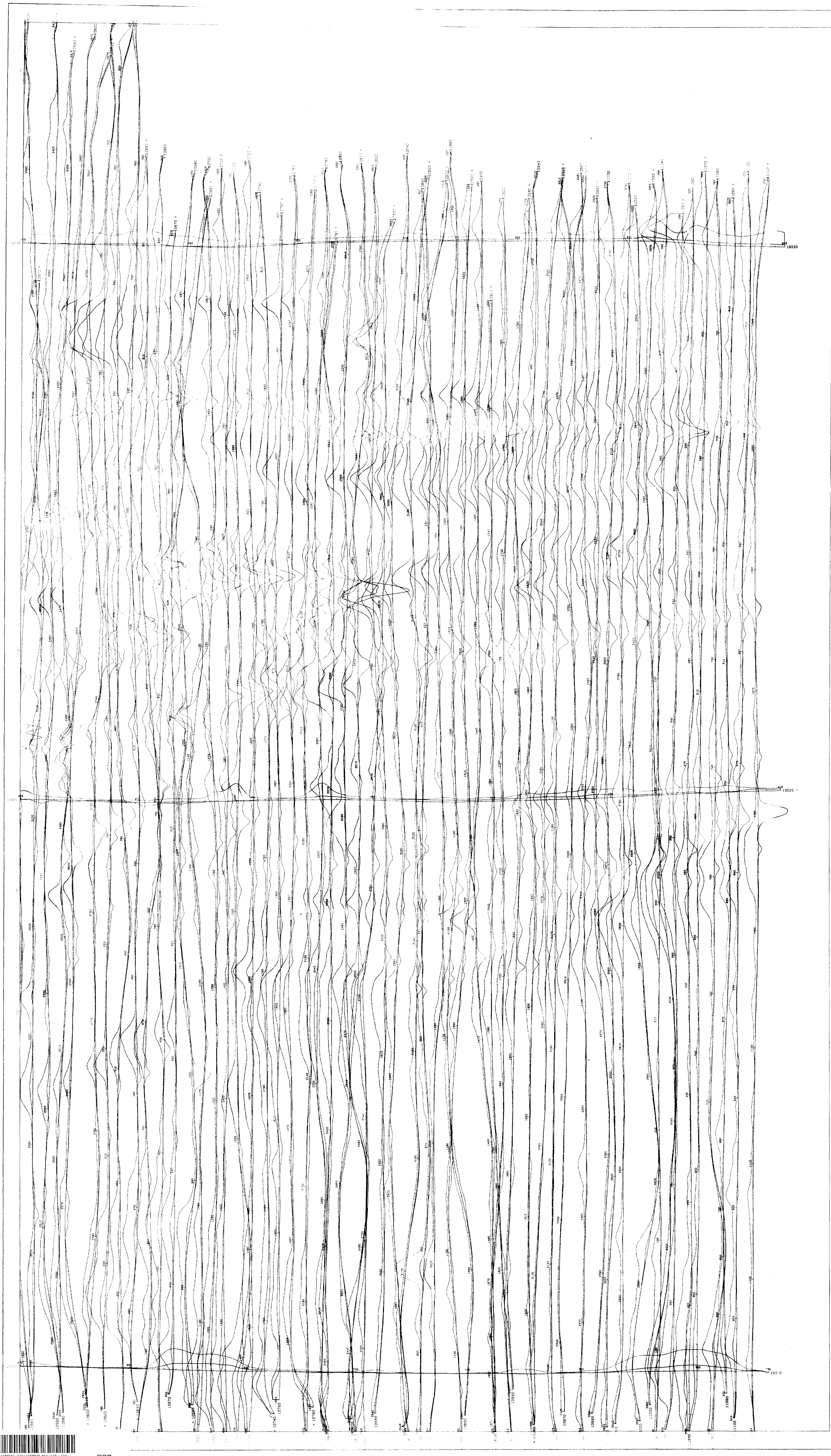
0 — 0.5 Miles

300

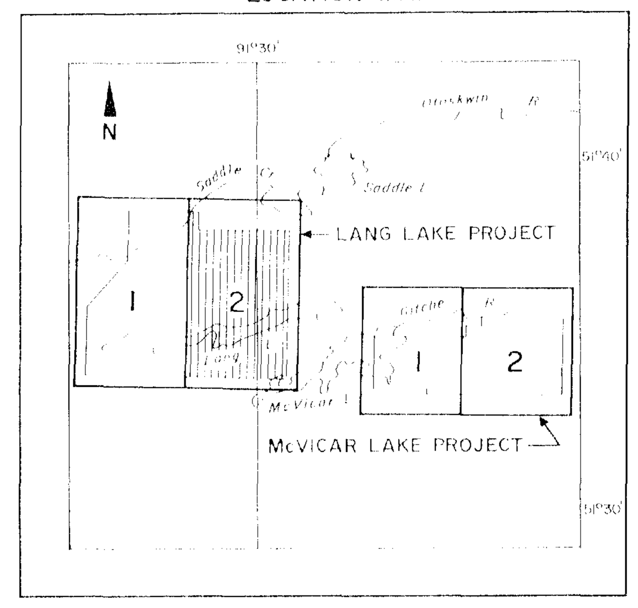


LOCATION MAP
N
Saddle
Saddle L
LANG LAKE PROJECT
Lang
McVicar L
Gitche
McVICAR LAKE PROJECT
91°30'
51°40'
51°30'
1:250000
FLIGHT LINE
Line number
Fiducials identified on profiles
LEGEND
Coplanar inphase 10ppm/mm
Coplanar quadrature 10ppm/mm
52Ø/11SW-0028 #12
UTAH MINES LTD.
LANG LAKE PROJECT
EM PROFILES (7200Hz)
BY DIGHEM SURVEYS & PROCESSING INC.
DIGHEM III SURVEY
DATE: MARCH 1986
GEOPHYSICIST: SJK
JOB: 238
DRAFTING By:
SHEET: 1
Scale 1:10000
0
1 Km
0.5 Miles

310



LOCATION MAP



1:250000

FLIGHT LINE

Line number

Fiducials identified on profiles

LEGEND

Coplanar inphase 10ppm/mm
Coplanar quadrature 10ppm/mm

520/11SW-0028 #13

UTAH MINES LTD.
LANG LAKE PROJECT

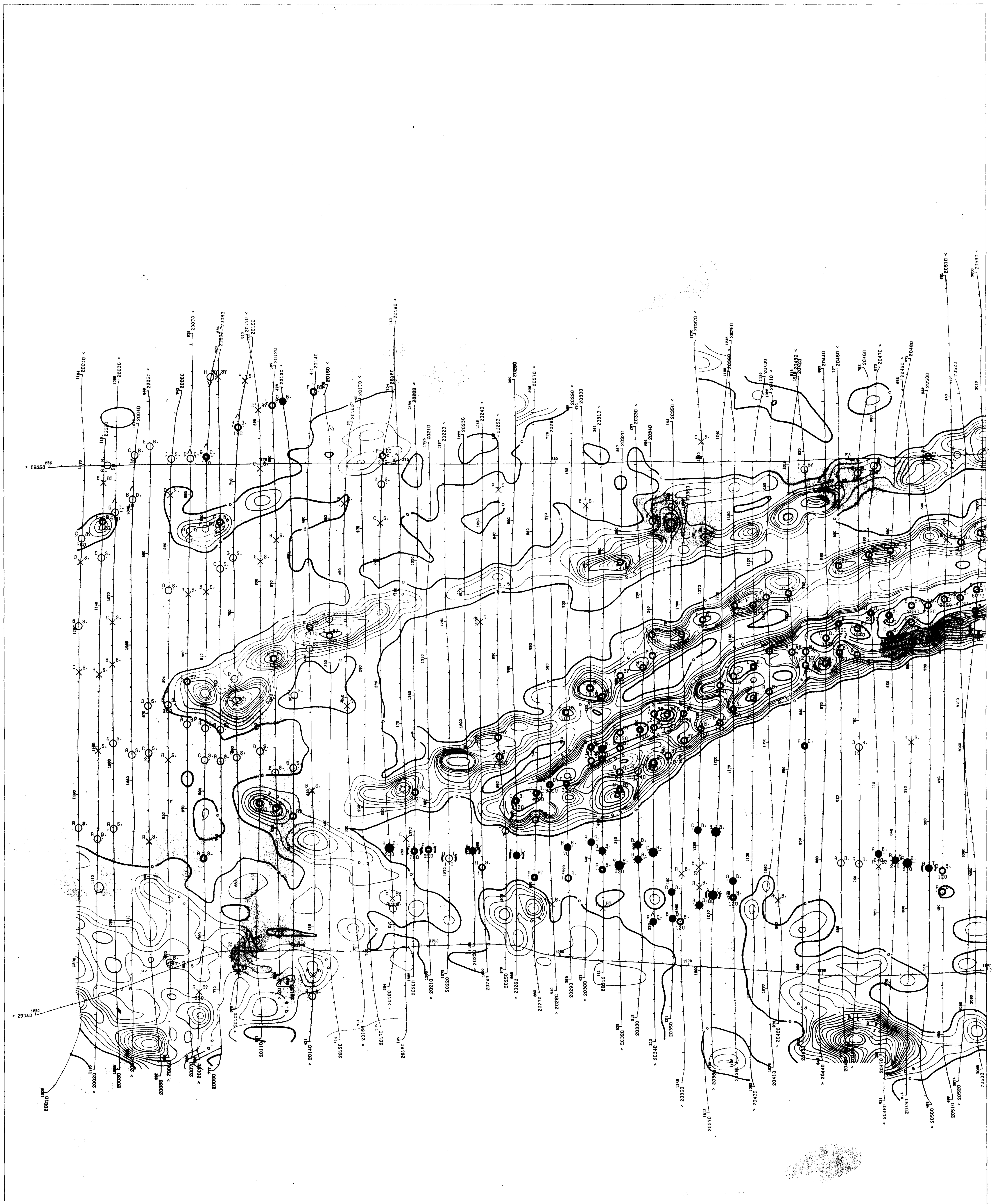
EM PROFILES (7200 Hz)
BY DIGHEM SURVEYS & PROCESSING INC.

DIGHEM III SURVEY	GEOPHYSICIST: SJK	DRAFTING By: R.2.
DATE: MARCH 1986	JOB: 238	SHEET: 2

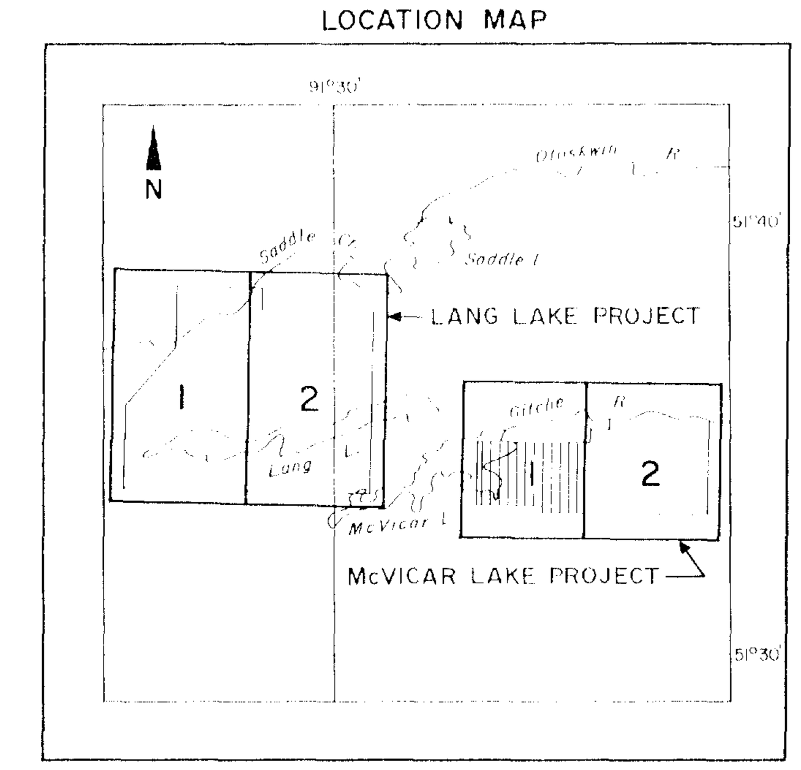
Scale 1:10000

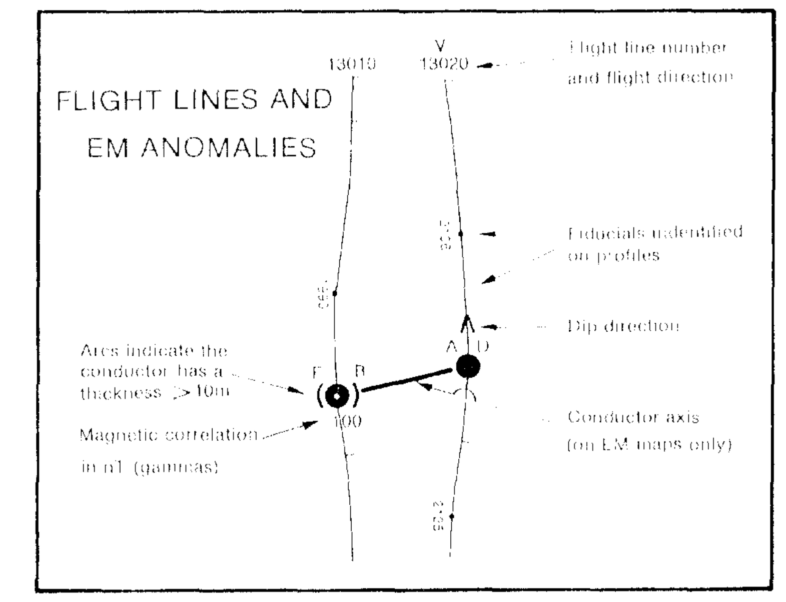
0 — 1 Km
0 — 0.5 Miles

320



LOCATION MAP





LEGEND

Contours	Apparent Weight % Magnetite
5	5.00
1	1.00
	0.25

520/11SW-0028 #14

UTAH MINES LTD.

McVICAR LAKE PROJECT

2.9379 Dupl.

EM MAGNETITE

BY DIGHEM SURVEYS & PROCESSING INC.

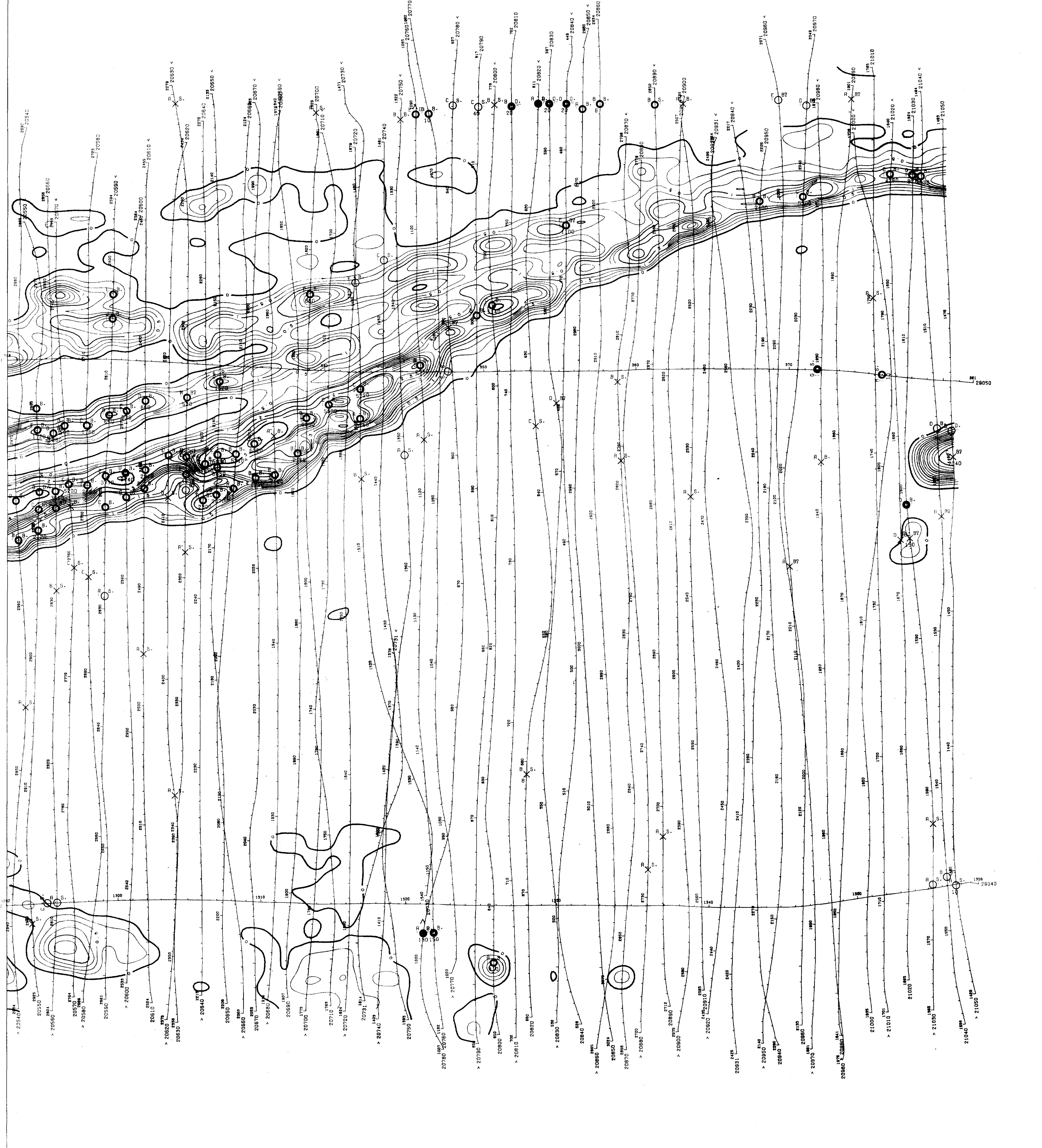
DIGHEM[III] SURVEY	GEOPHYSICIST: SJK	DRAFTING By: R.2.
DATE: MARCH 1986	JOB: 238	SHEET: 1

Scale 1:10000

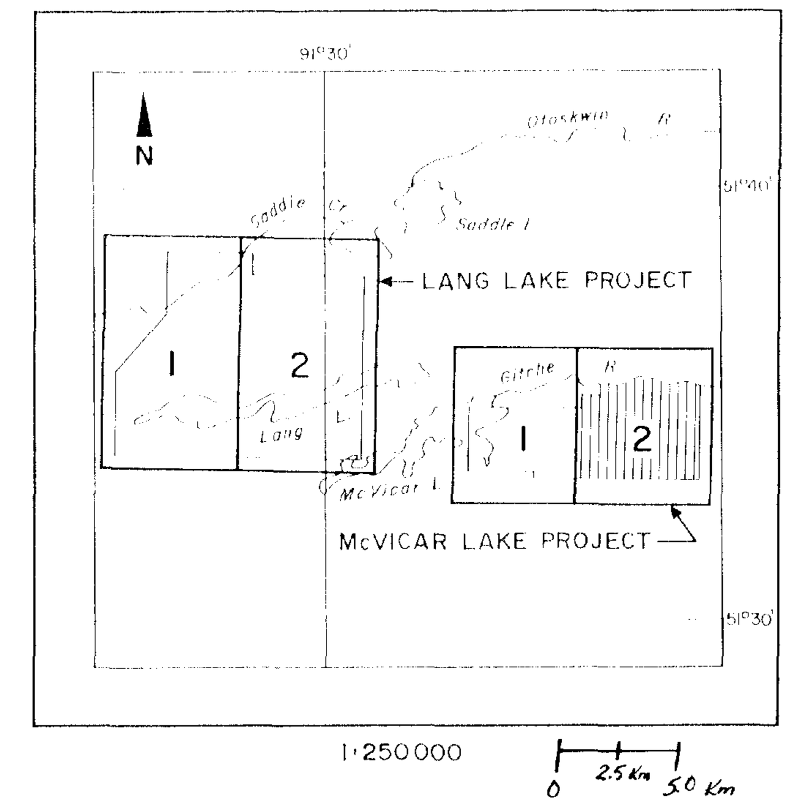
0 — 1 Km

0 — 0.5 Miles

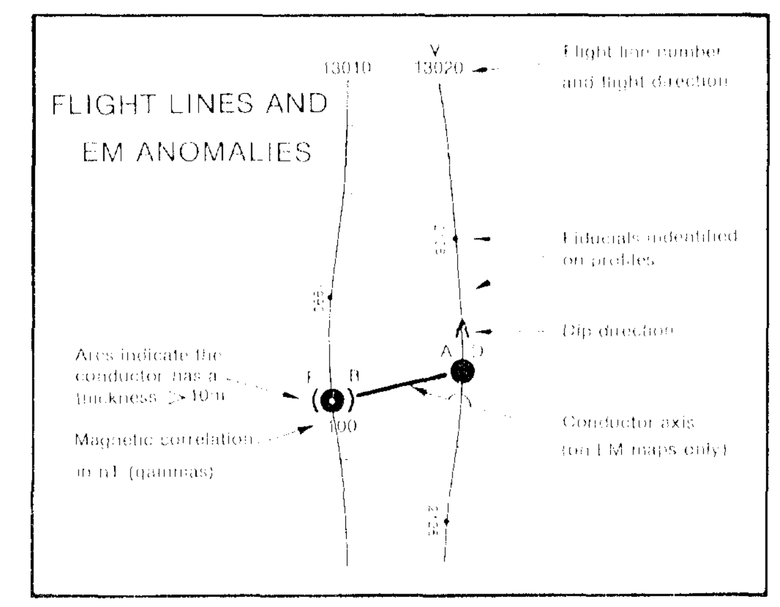
330



LOCATION MAP



1:250000



LEGEND

Contours	Apparent Weight % Magnetite
5	5.00
1	1.00
	0.25

520/11SW-0028 #15

UTAH MINES LTD.

McVICAR LAKE PROJECT

29379 Dupl.

EM MAGNETITE

BY DIGHEM SURVEYS & PROCESSING INC.

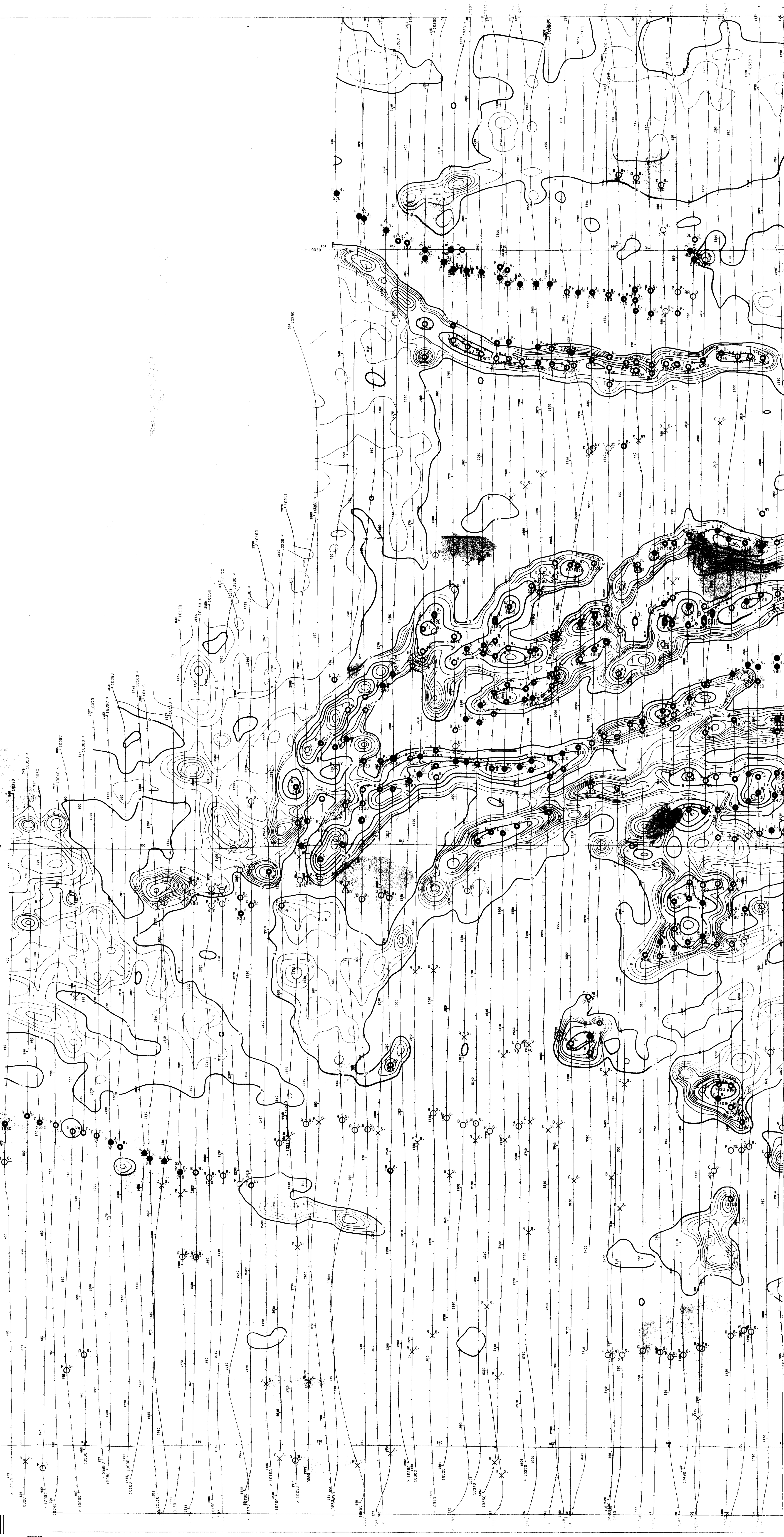
DIGHEM III SURVEY	GEOPHYSICIST: SJK	DRAFTING By: R.2.
DATE: MARCH 1986	JOB: 238	SHEET: 2

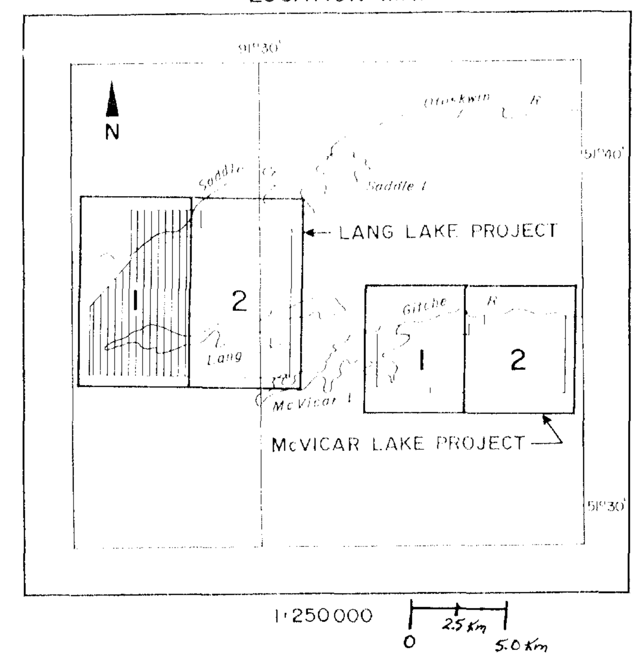
Scale 1:10000

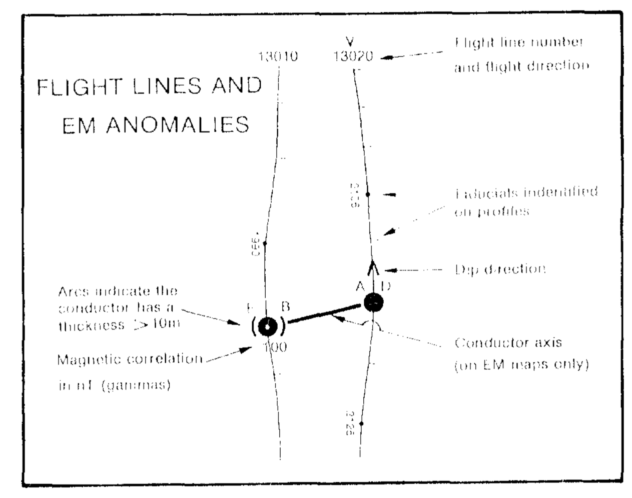
0 — 1 Km

0 — 0.5 Miles

340







LEGEND

Contours	Apparent Weight % Magnetite
5	5.00
1	1.00
	0.25

520/11SW-0028 #16

UTAH MINES LTD.

LANG LAKE PROJECT

29379 Dupl.

EM MAGNETITE

BY DIGHEM SURVEYS & PROCESSING INC.

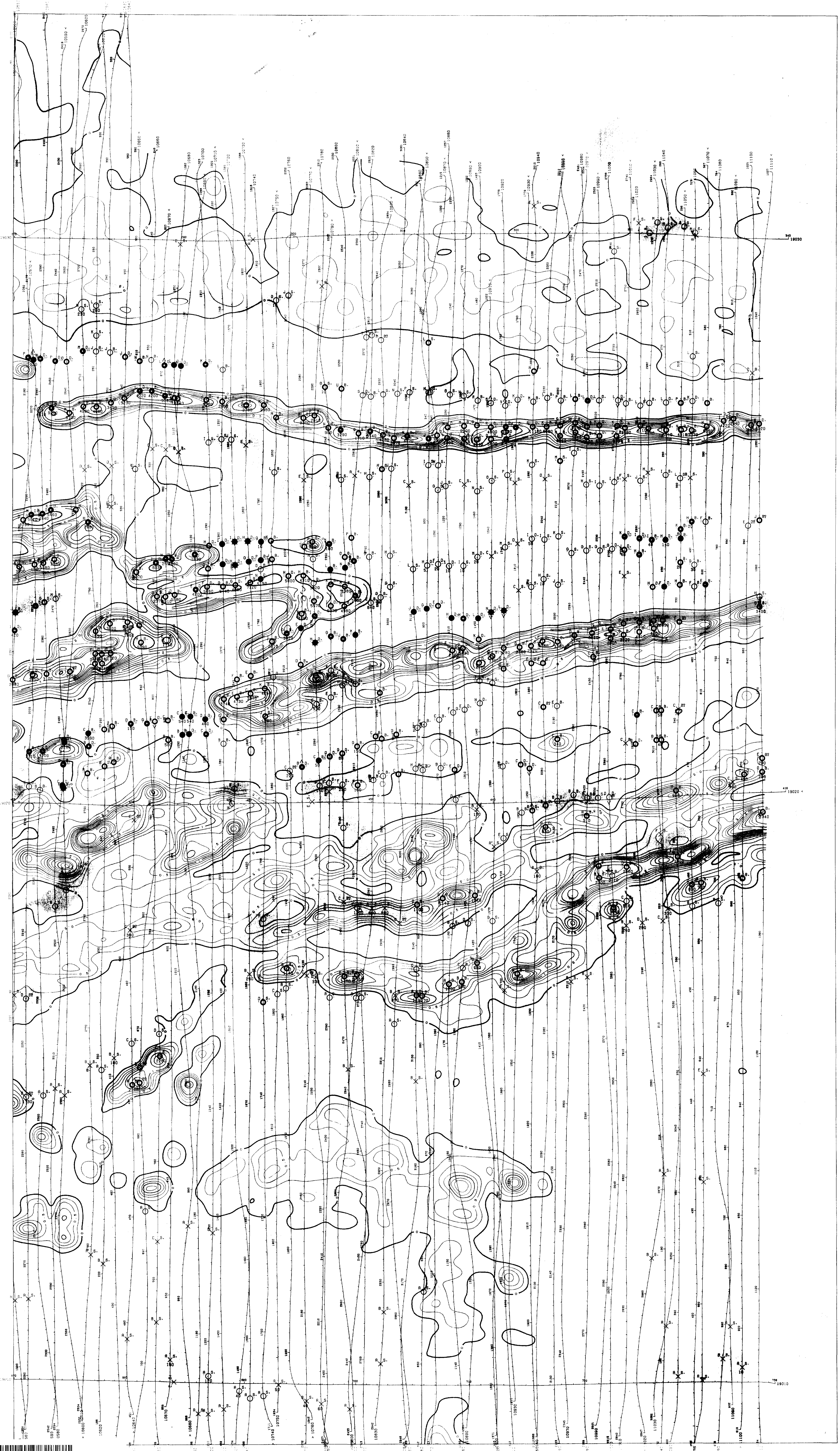
DIGHEM[III] SURVEY	GEOPHYSICIST: SJK	DRAFTING By: R.Z.
DATE: MARCH 1986	JOB: 238	SHEET: 1

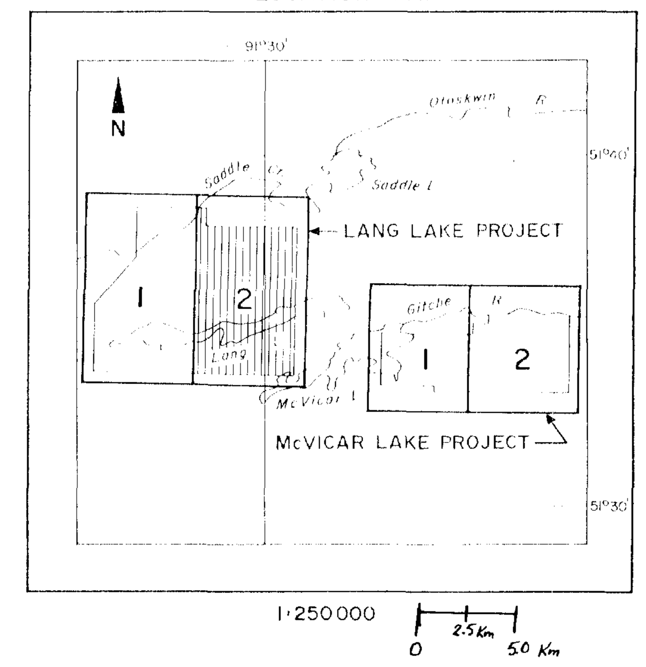
Scale 1:10000

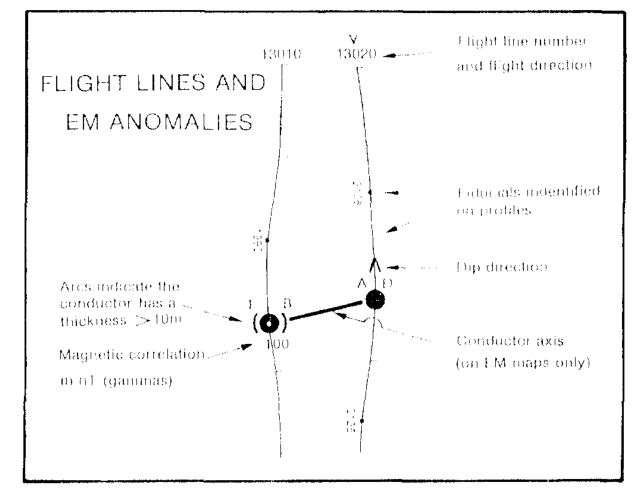
0 — 1 Km

0 — 0.5 Miles

350







LEGEND

Contours	Apparent Weight % Magnetite
5	5.00
1	1.00
	0.25

520/11SW-0028 #17

2.9379 Dupl.

UTAH MINES LTD.

LANG LAKE PROJECT

EM MAGNETITE

BY DIGHEM SURVEYS & PROCESSING INC.

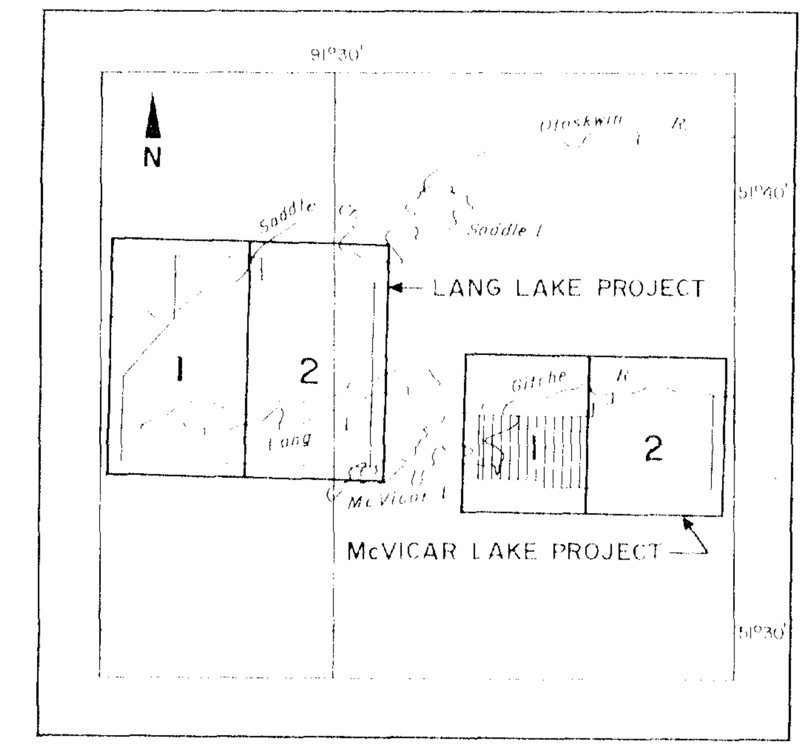
DIGHEM III SURVEY	GEOPHYSICIST: SJK	DRAFTING By: R2
DATE: MARCH 1986	JOB: 238	SHEET: 2

Scale 1:10000

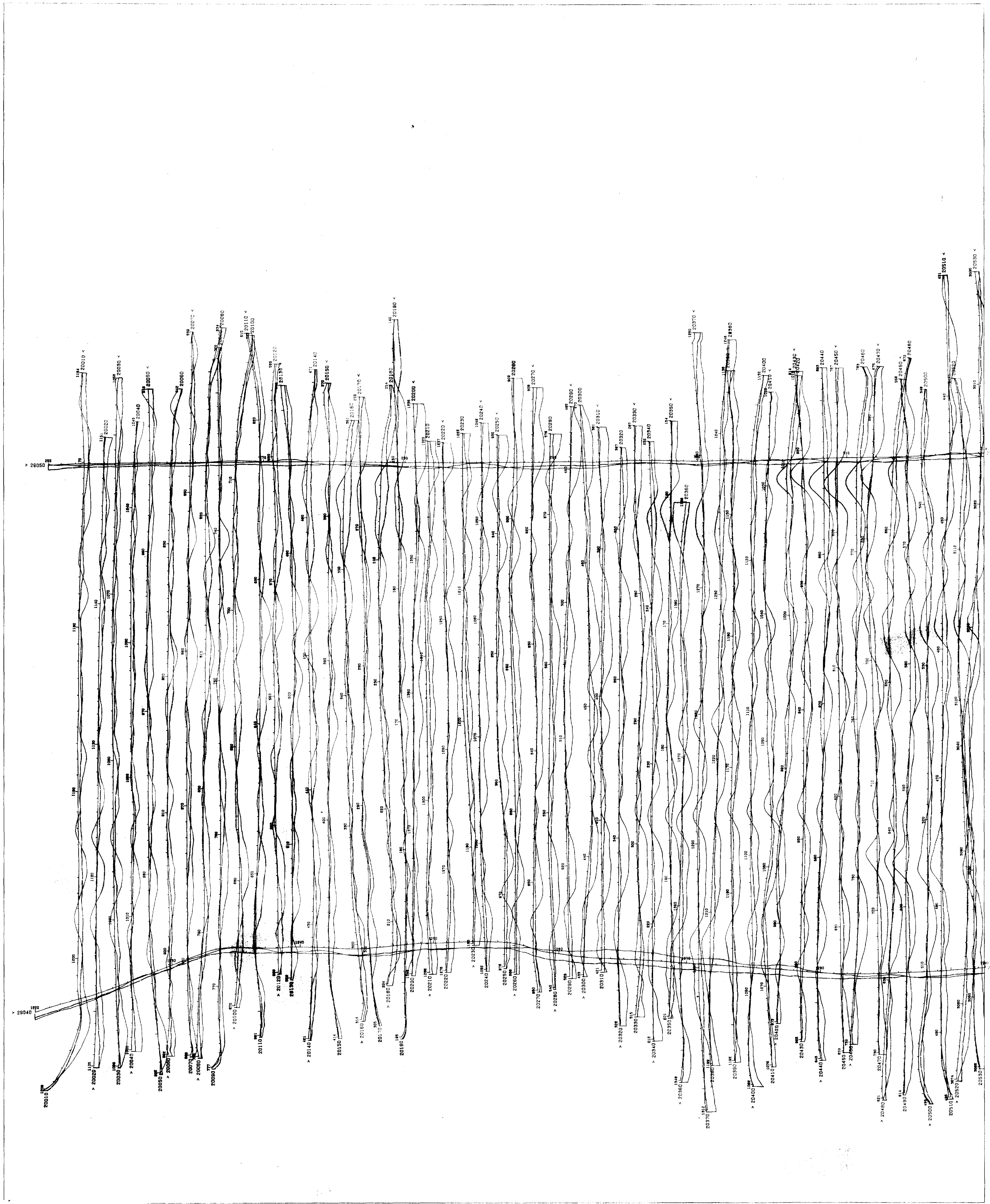
0 — 1 Km

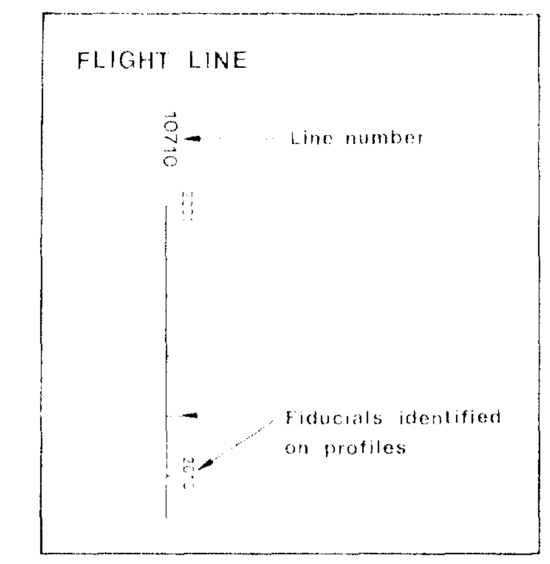
0 — 0.5 Miles

LOCATION MAP



1:250000





LEGEND

Total field 4% per mm
Quadrature field 4% per mm

Tx NAA Cutler, Maine
? 24.0 kHz

520/11SW-0028 #18

UTAH MINES LTD.
McVICAR LAKE PROJECT

VLF-EM PROFILES
BY DIGHEM SURVEYS & PROCESSING INC.

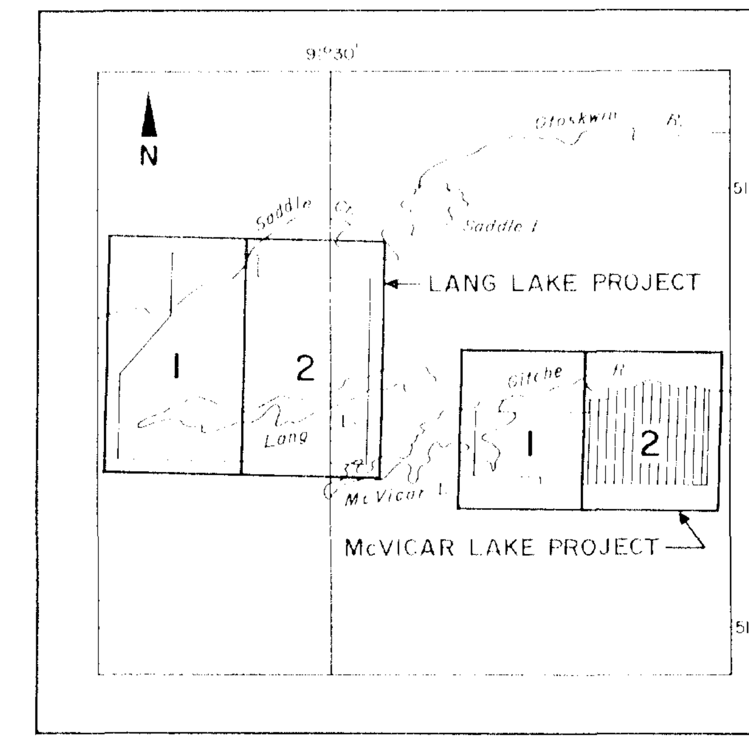
DIGHEM III SURVEY | GEOPHYSICIST: SJK | DRAFTING By: R.2
DATE: MARCH 1986 | JOB: 238 | SHEET: 1

Scale 1:10000

0 — 1 Km
0 — 0.5 Miles

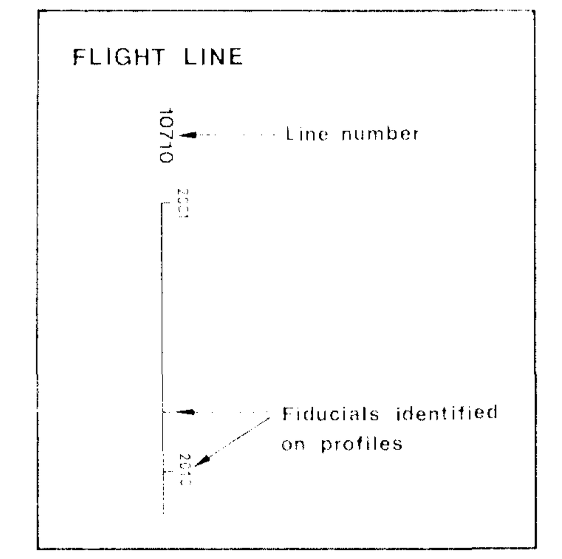
370

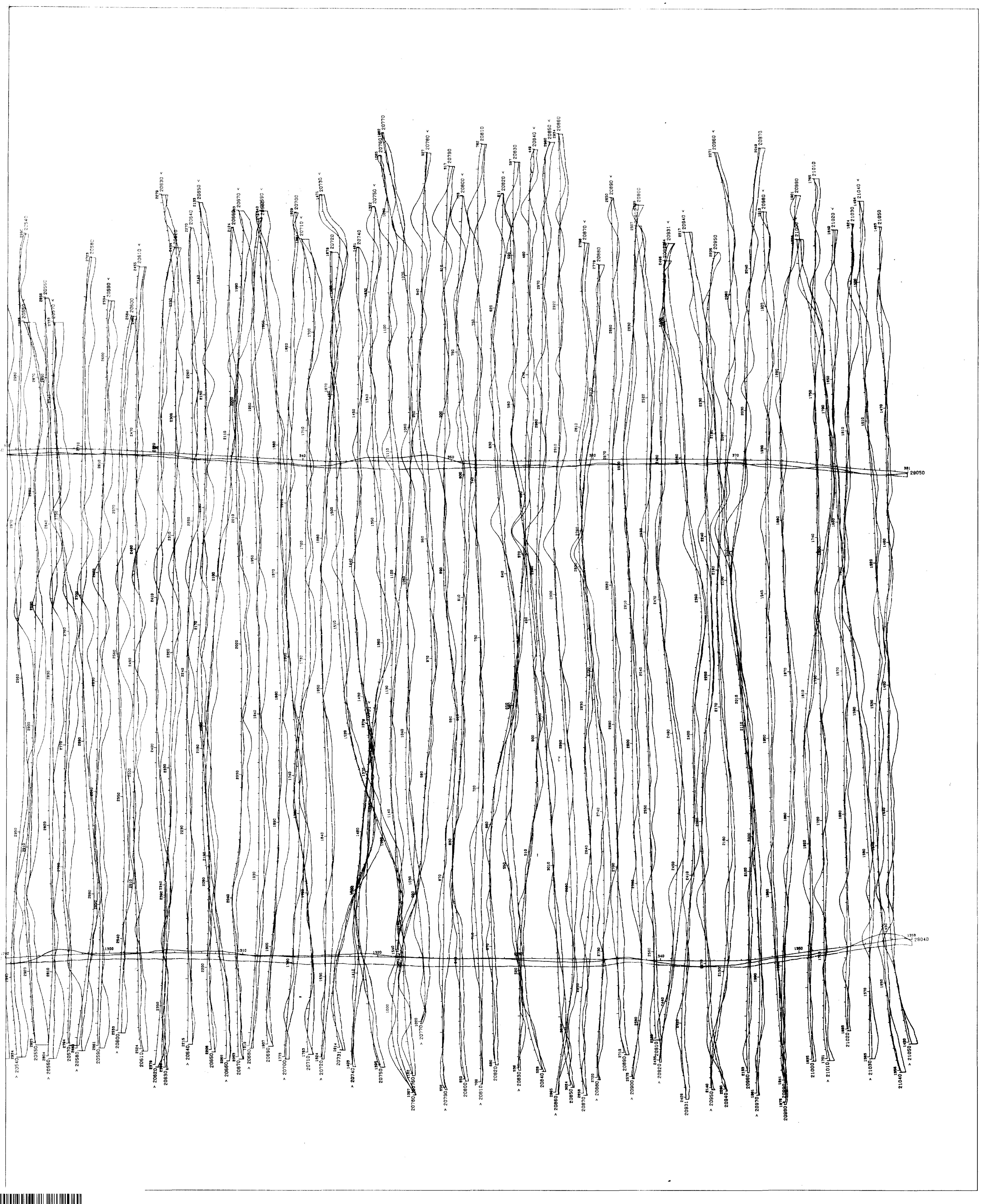
LOCATION MAP



1:250000

FLIGHT LINE





LEGEND

Total field 4% per mm
Quadrature field 4% per mm

Tx NAA Cutler, Maine
f 24.0 kHz

520/11SW-0028 #19

UTAH MINES LTD.
McVICAR LAKE PROJECT

VLF-EM PROFILES
BY DIGHEM SURVEYS & PROCESSING INC.

DIGHEM III SURVEY	GEOPHYSICIST: SJK	DRAFTING By: R.Z
DATE: MARCH 1986	JOB: 238	SHEET: 2

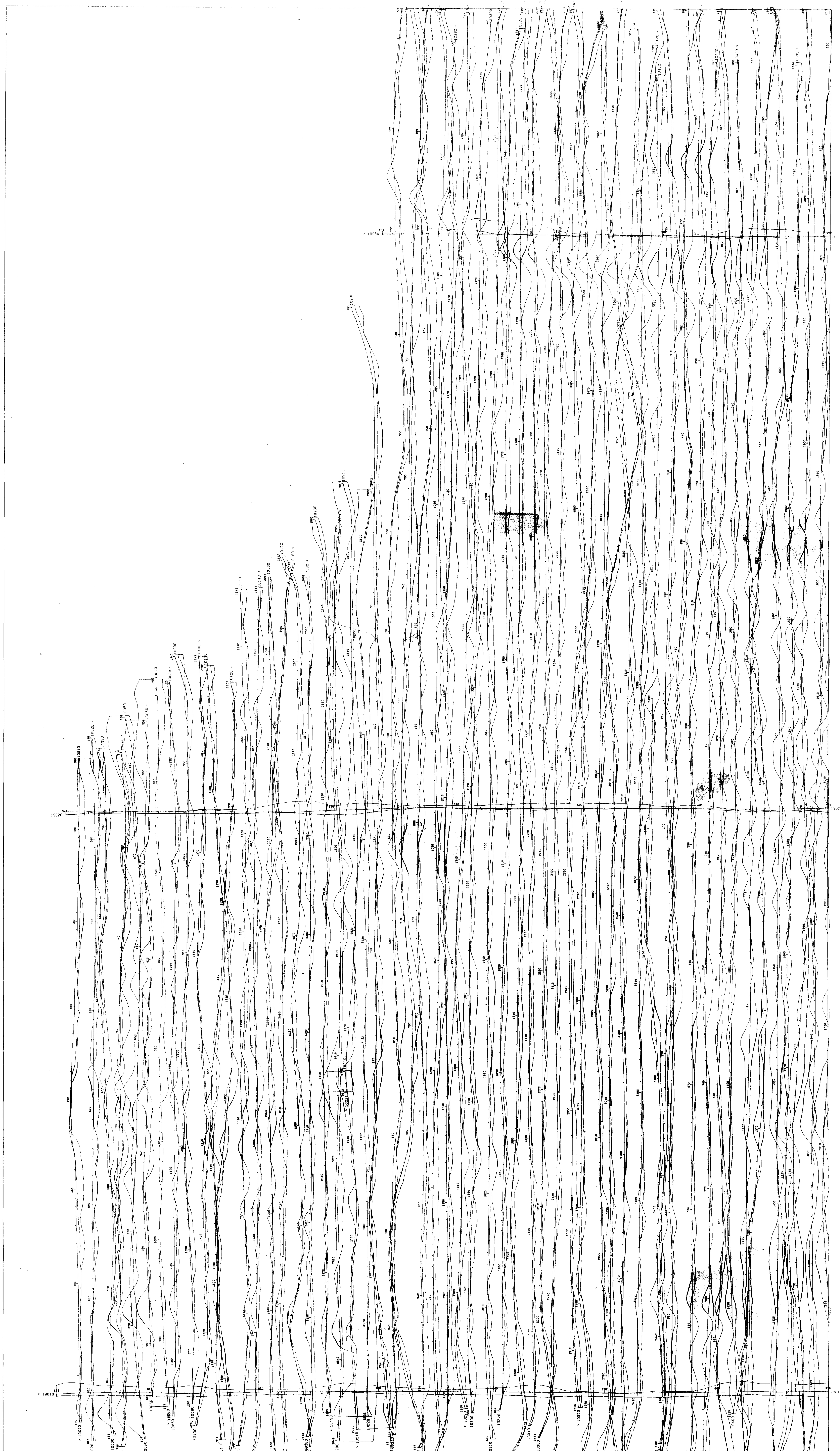
Scale 1:10000

0 — 1 Km

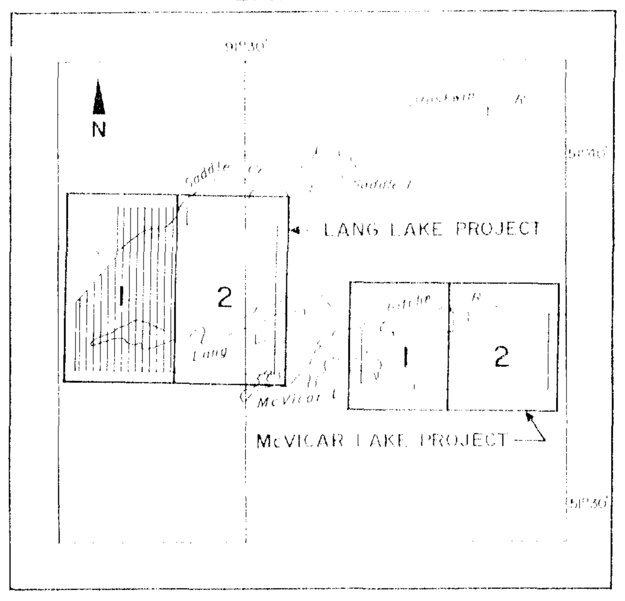
0 — 0.5 Miles

52011SW0051 52011SW0028 MCVICAR LAKE

380

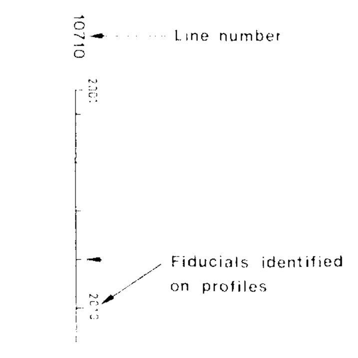


LOCATION MAP



1:250000

FLIGHT LINE



LEGEND

Total field 4% per mm
Quadrature field 4% per mm

Tx:NAA Cutler, Maine
f: 24.0 kHz

52Ø/11SW-0028 #20

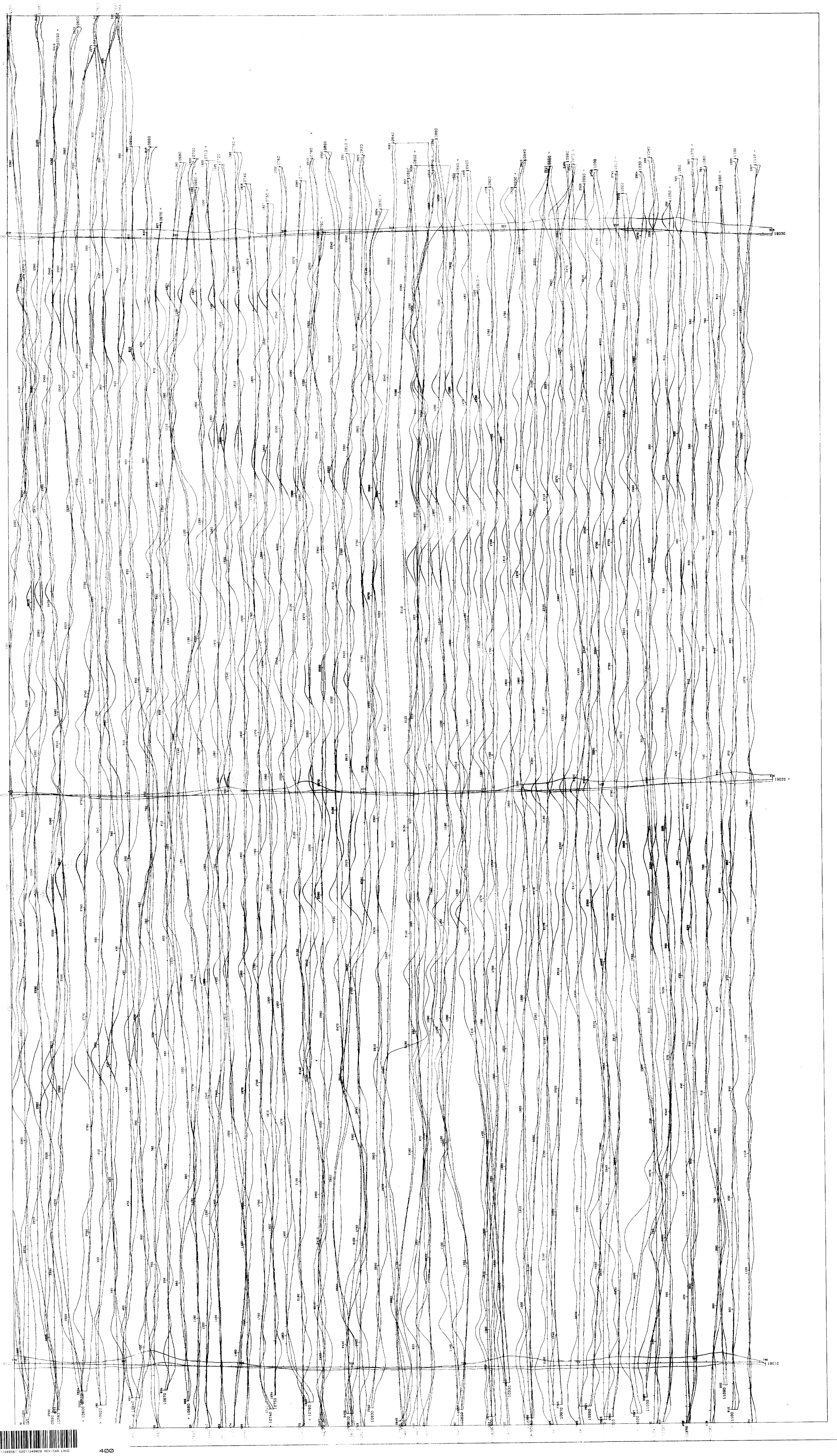
UTAH MINES LTD.
LANG LAKE PROJECT

VLF-EM PROFILES
BY DIGHEM SURVEYS & PROCESSING INC.

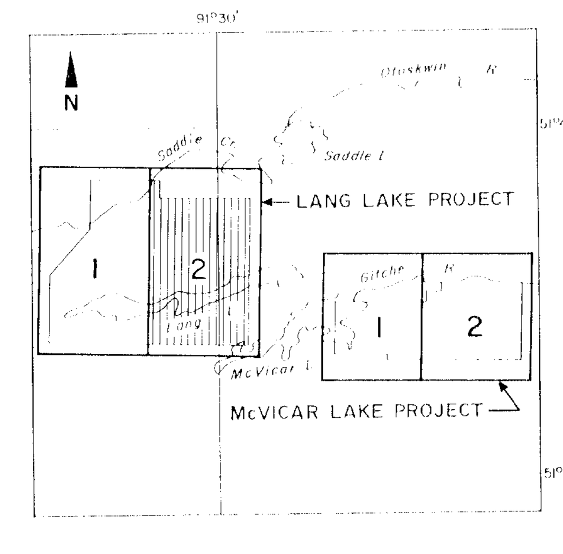
DIGHEM III SURVEY	GEOPHYSICIST: SJK	DRAFTING By:
DATE: MARCH 1986	JOB: 238	SHEET: 1

Scale 1:10000
0 — 1 Km
0 — 0.5 Miles

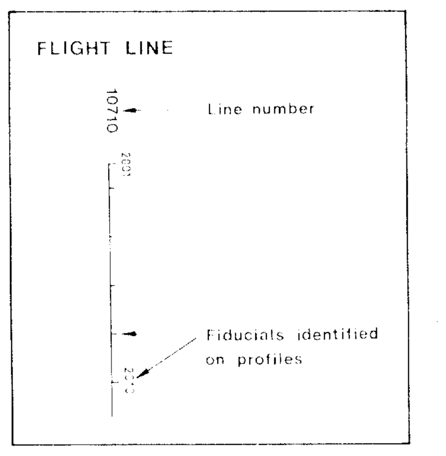
390



LOCATION MAP



1:250000



LEGEND

Total field 4% per mm

Quadrature field 4% per mm

Tx NAA Cutler, Maine

f: 24.0 kHz

520/11SW-0028 #21

UTAH MINES LTD.

LANG LAKE PROJECT

VLF-EM PROFILES

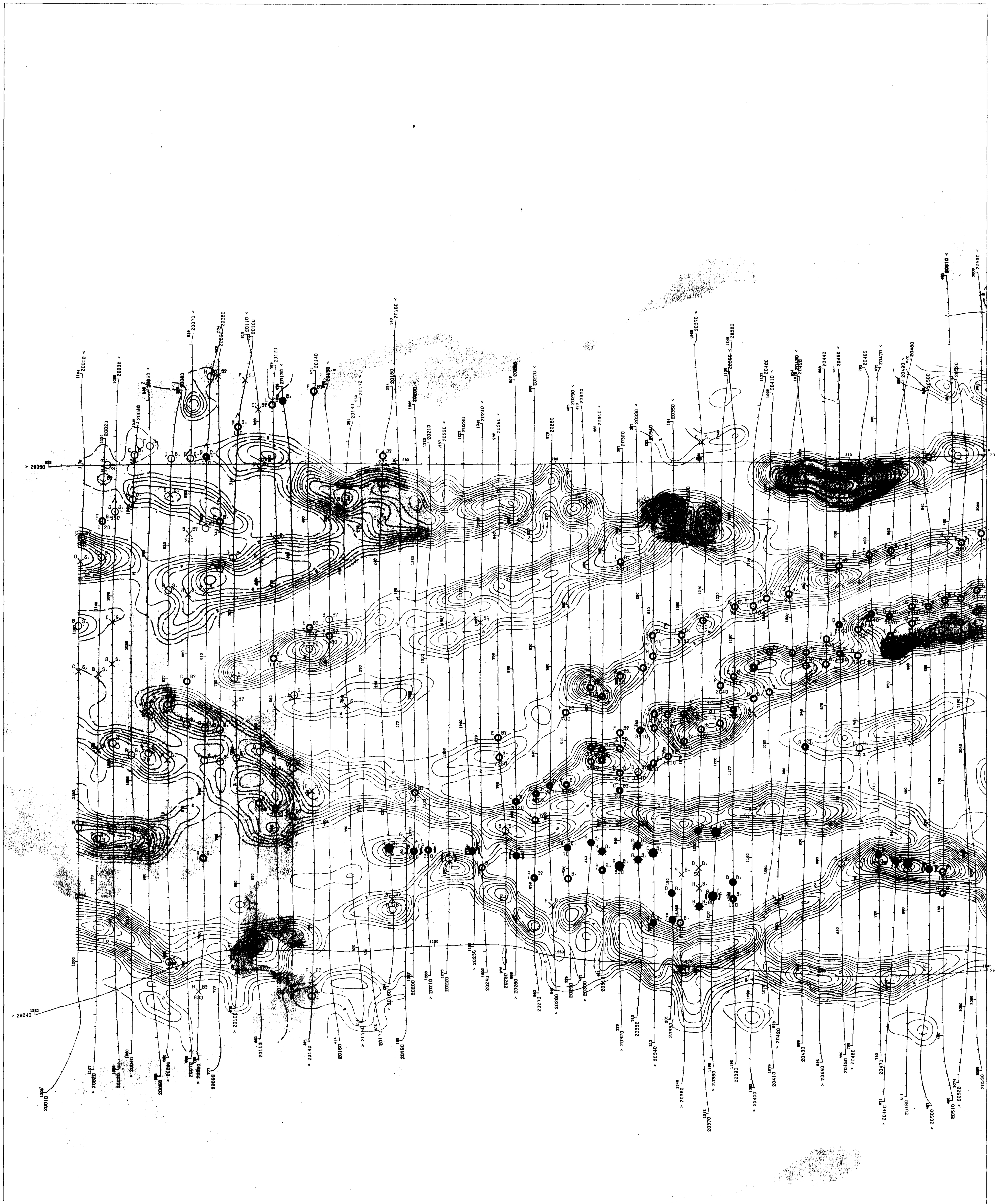
BY DIGHEM SURVEYS & PROCESSING INC.

DIGHEM[III] SURVEY	GEOPHYSICIST: SJK	DRAFTING By: RZ
DATE: MARCH 1986	JOB: 238	SHEET: 2

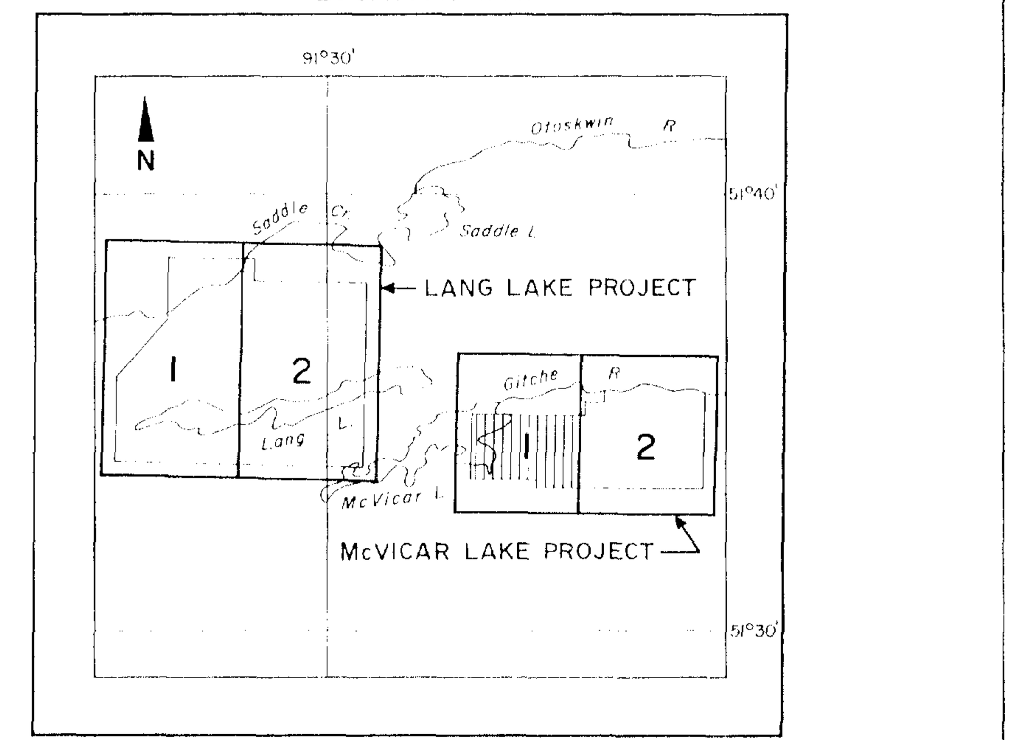
Scale 1:10000

0 — 1 Km

0 — 0.5 Miles



LOCATION MAP



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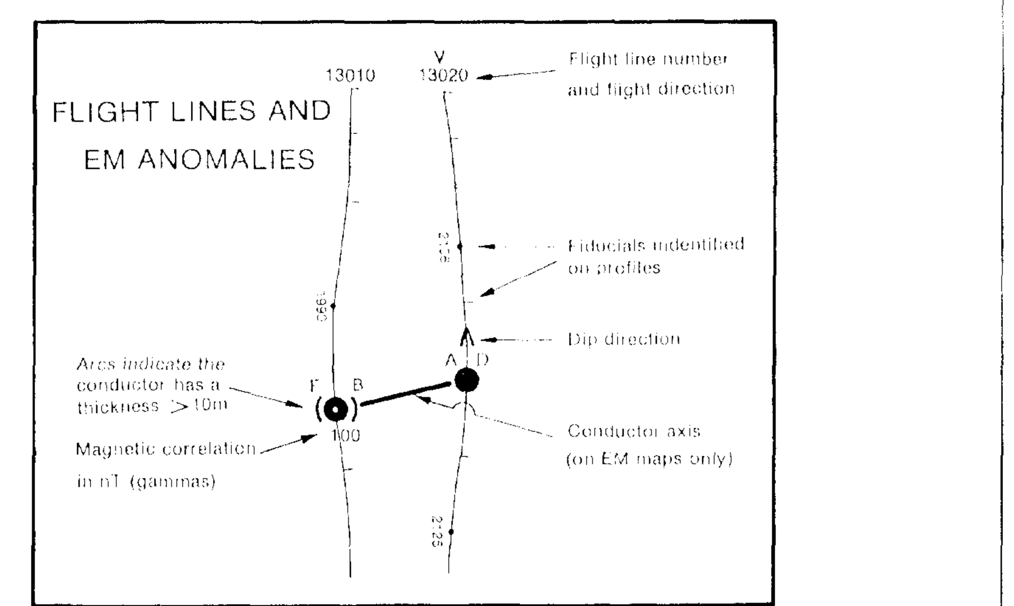


LEGEND

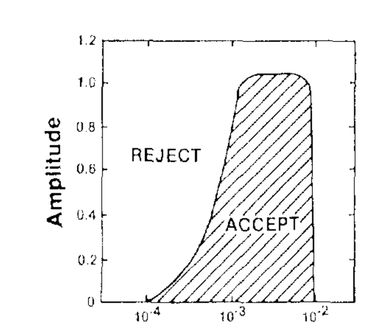
Contours in percent

— 10 —

— 2 —

- - 1 - -

The numbers face in the direction of increasing value



Cycles/metre

Frequency response of VLF-EM filter

1 x NAA Cutler, Maine

1: 24.0 kHz

52Ø/11SW-0028 #22

UTAH MINES LTD.

McVICAR LAKE PROJECT

FILTERED TOTAL VLF-EM FIELD

BY DIGHEM SURVEYS & PROCESSING INC.

DIGHEM III SURVEY	GEOPHYSICIST: SJK	DRAFTING BY: R.Z.
DATE: MARCH 1986	JOB: 238	SHEET: 1

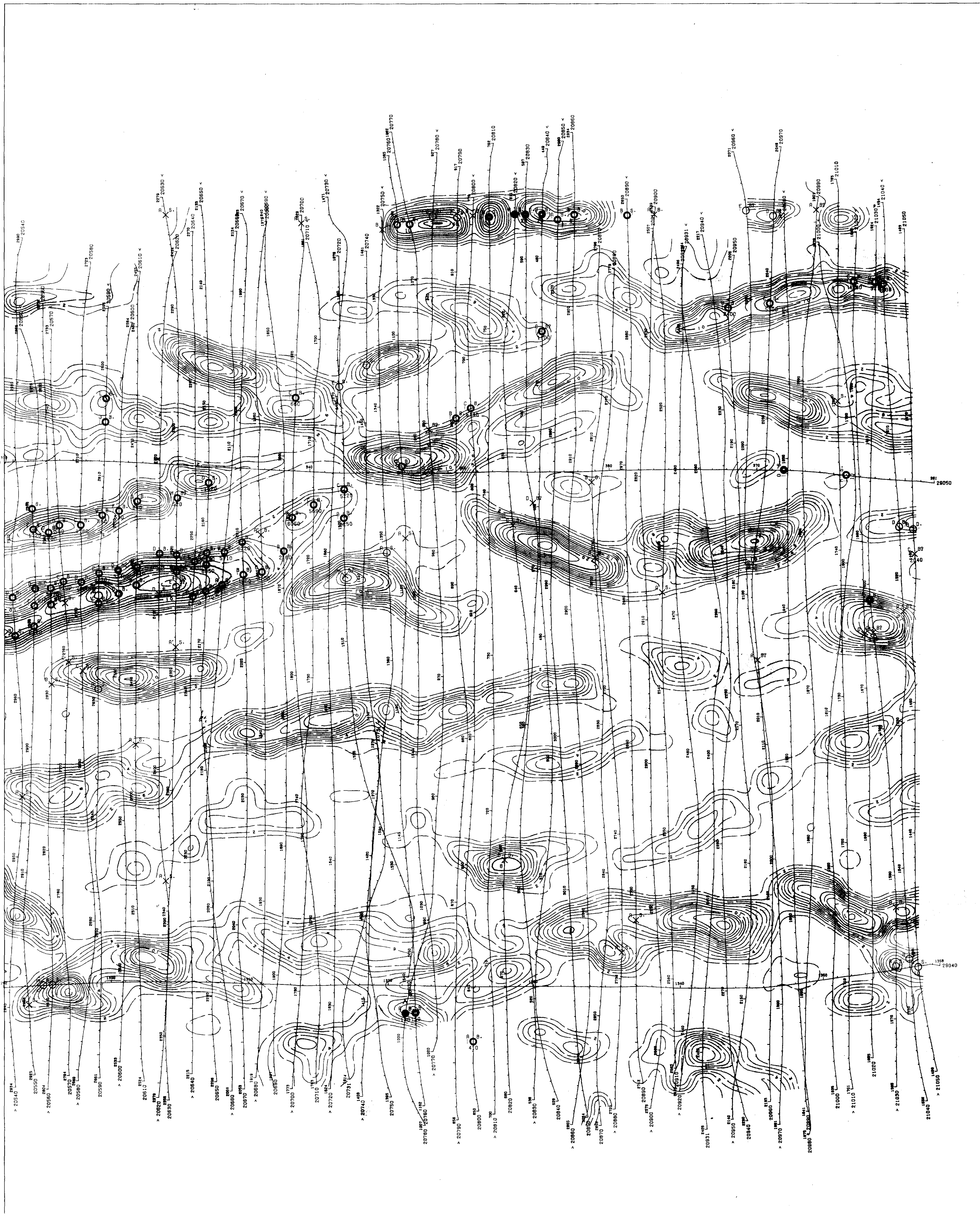
Scale 1:10000

0 — 1 Km

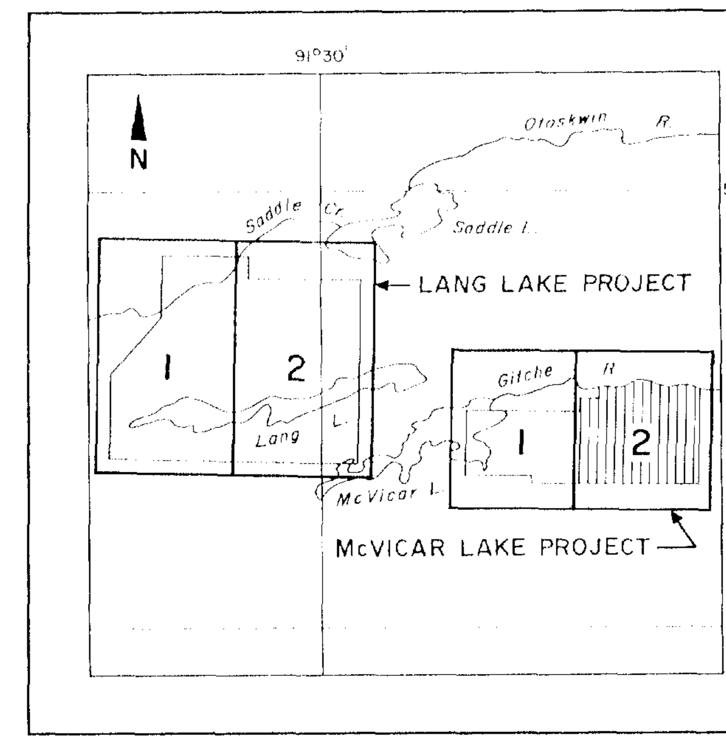
0 — 0.5 Miles

52011SW0561 52011SW0028 MCVICAR LAKE

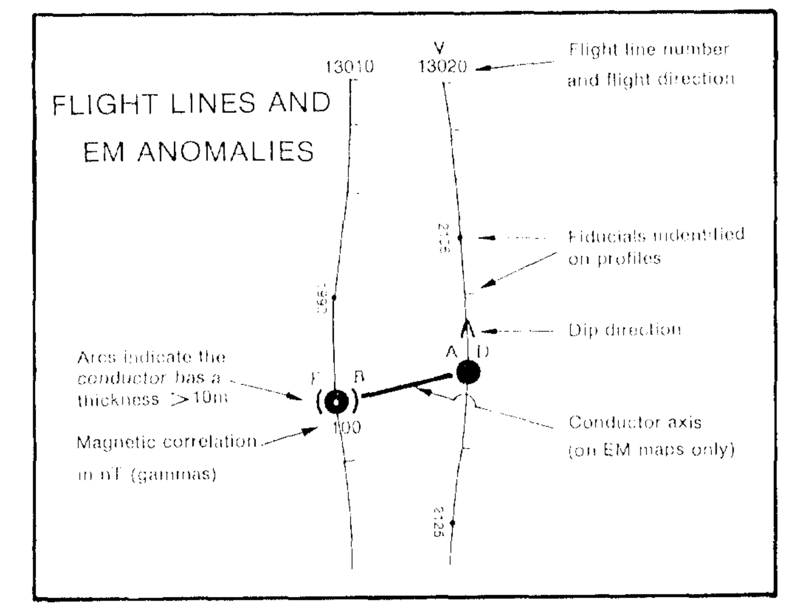
410



LOCATION MAP



1:250000



LEGEND

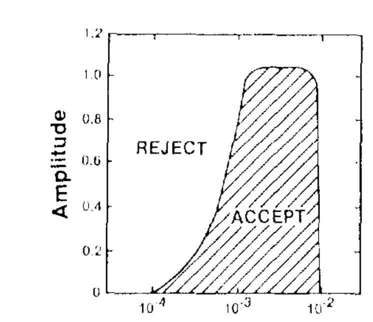
Contours in percent

— 10 —

— 2 —

— 1 —

The numbers face in the direction of increasing value



Cycles/metre

Frequency response of VLF-EM filter

Tx:NAA Cutler, Maine

f: 24.0 kHz

52Ø/11SW-0028 #23

UTAH MINES LTD.

McVICAR LAKE PROJECT

FILTERED TOTAL VLF-EM FIELD

BY DIGHEM SURVEYS & PROCESSING INC.

DIGHEM[III] SURVEY	GEOPHYSICIST: SJK	DRAFTING By: R2
DATE: MARCH 1986	JOB: 238	SHEET: 2

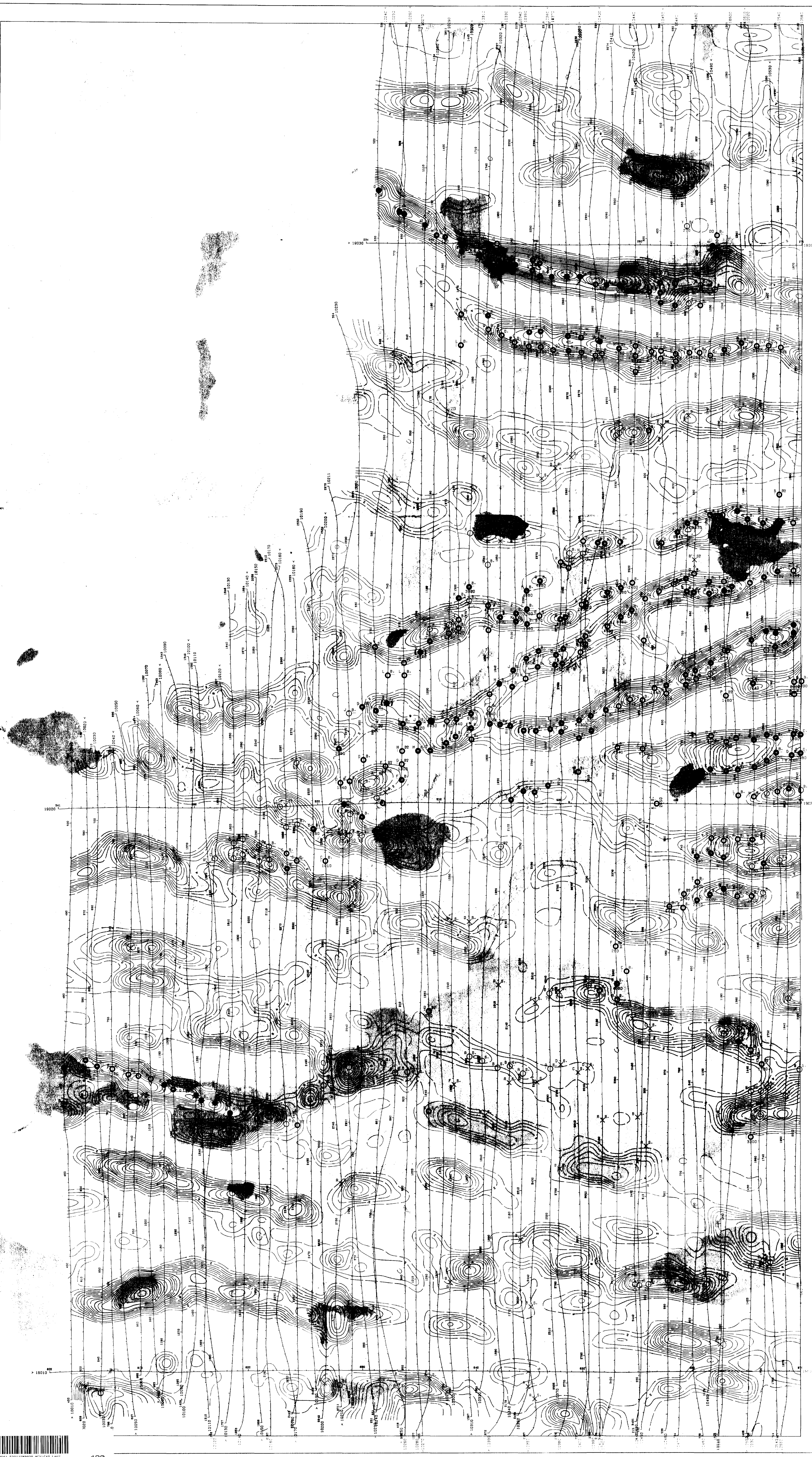
Scale 1:10000

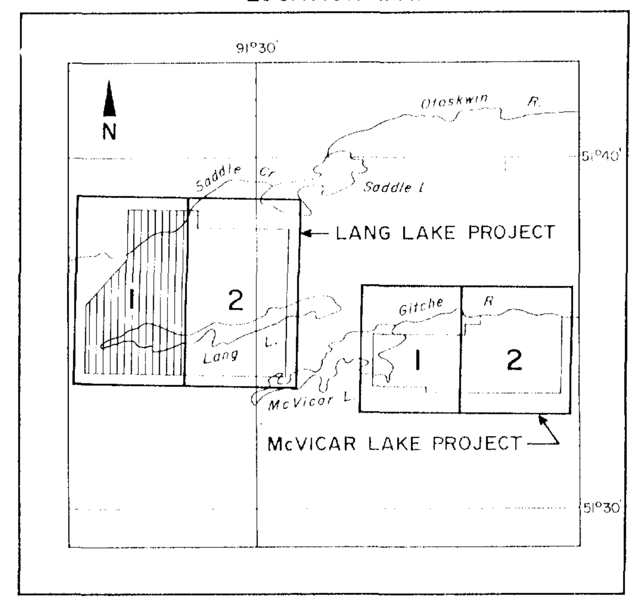
0 — 1 Km

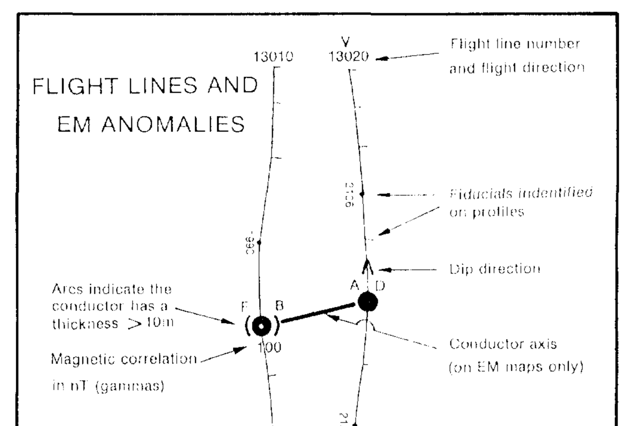
0 — 0.5 Miles

52011SW0561 52011SW0028 MCVICAR LAKE

420







LEGEND

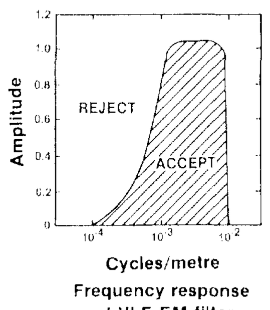
Contours in percent

10

2

1

The numbers face in the direction of increasing value



Frequency response of VLF-EM filter

Tx:NAA Cutler, Maine

f: 24.0 kHz

520/11SW-0028 #24

UTAH MINES LTD.

LANG LAKE PROJECT

FILTERED TOTAL VLF-EM FIELD

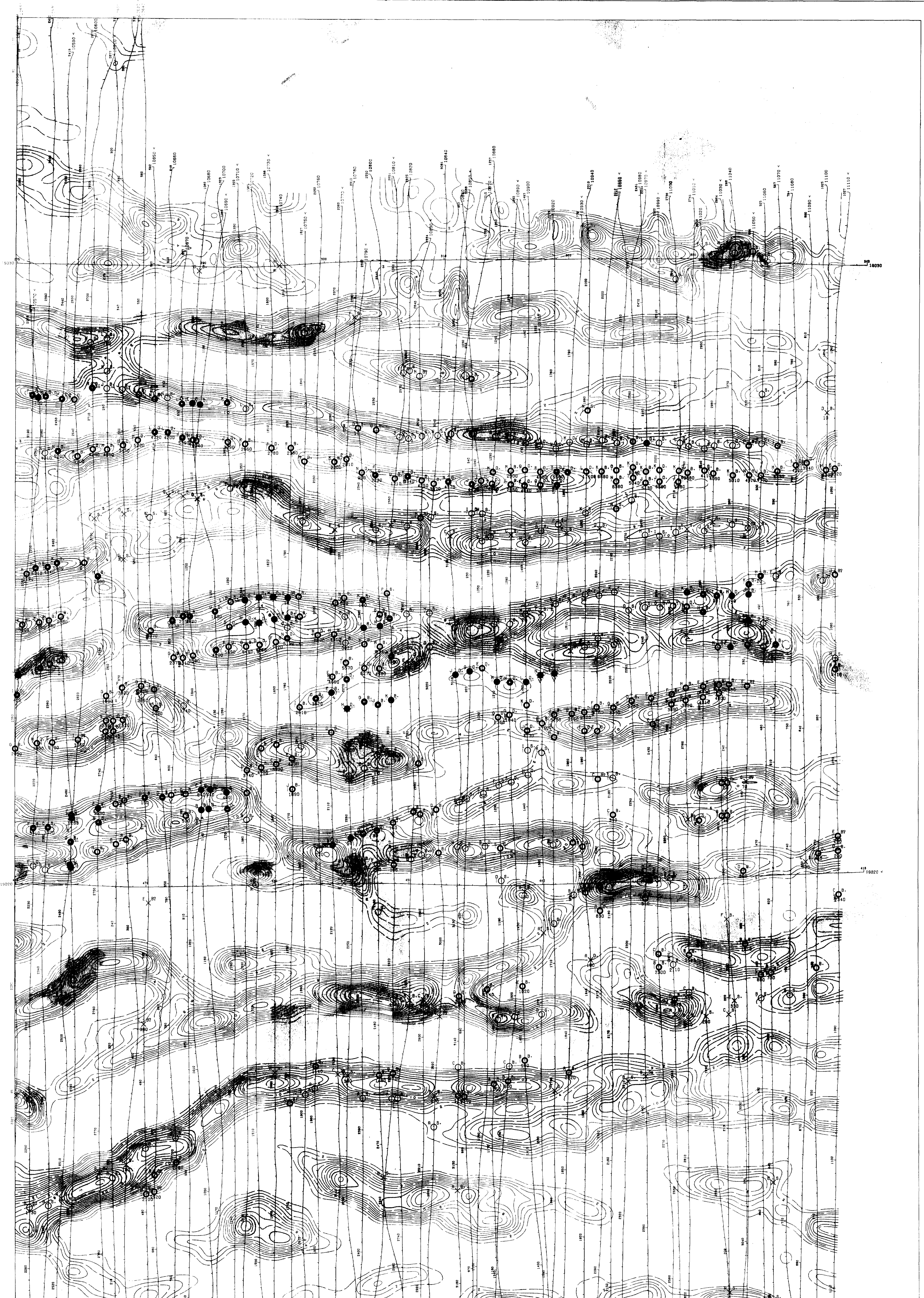
BY DIGHEM SURVEYS & PROCESSING INC.

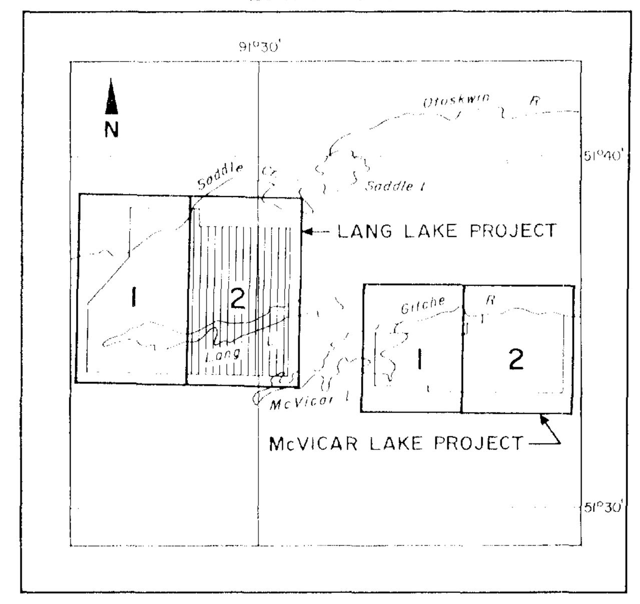
DIGHEM[III] SURVEY	GEOPHYSICIST: SJK	DRAFTING By: R2
DATE: MARCH 1986	JOB: 238	SHEET: 1

Scale 1:10000

0 — 1 Km

0 — 0.5 Miles





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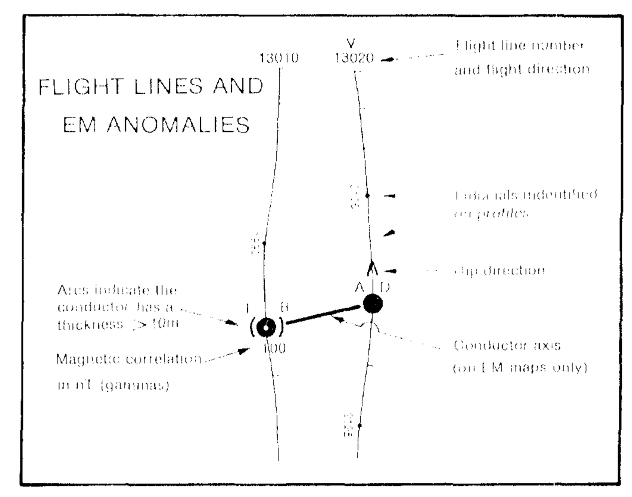


LEGEND

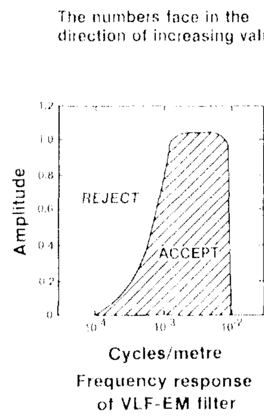
Contours in percent

— 10 —

— 2 —

— 1 —

The numbers face in the direction of increasing value



Cycles/metre

Frequency response of VLF-EM filter

Tx:NAA Cutler, Maine

f: 24.0 kHz

52Ø/11SW-0028 #25

UTAH MINES LTD.

LANG LAKE PROJECT

FILTERED TOTAL VLF-EM FIELD

BY DIGHEM SURVEYS & PROCESSING INC.

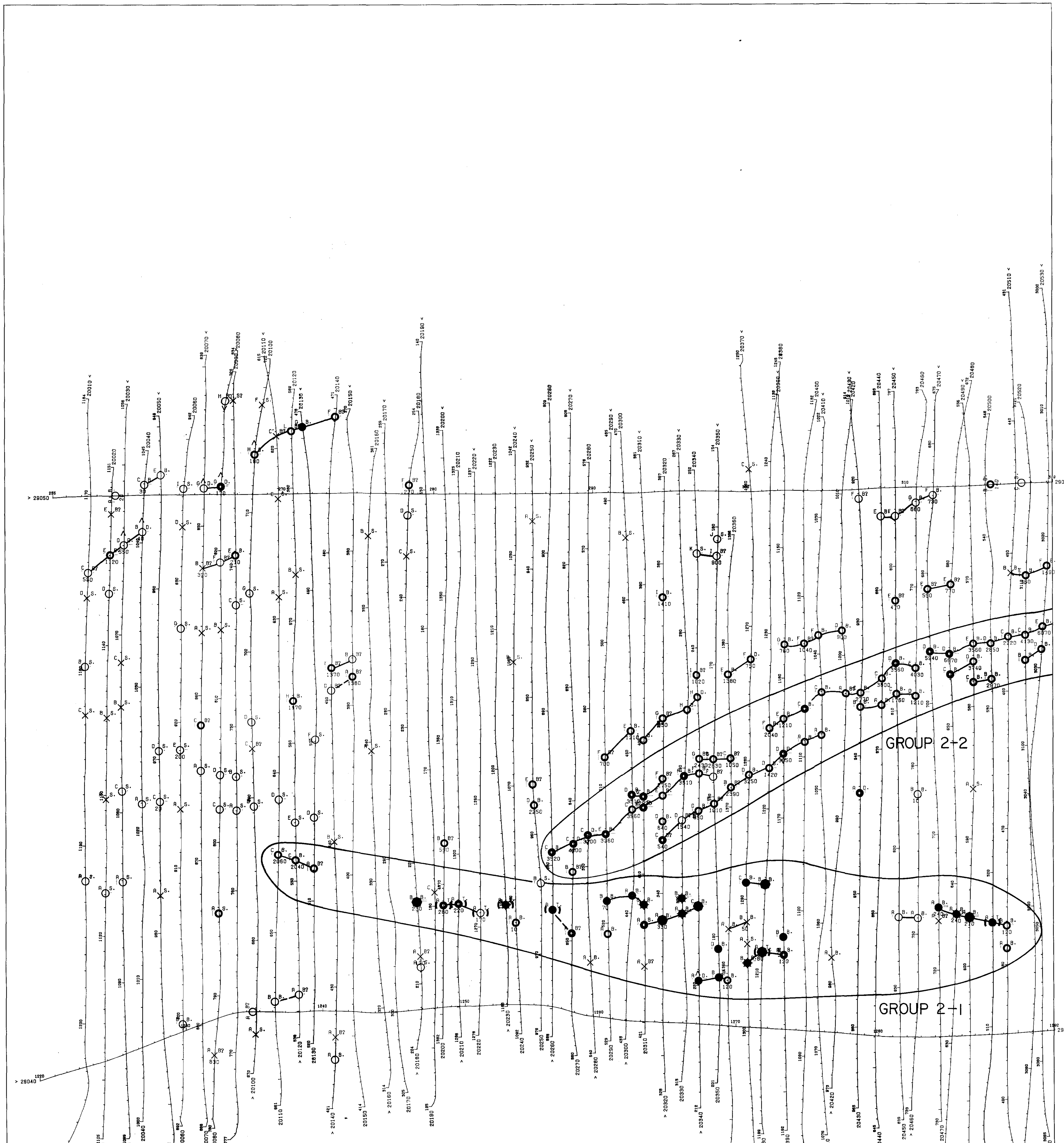
DIGHEM[III] SURVEY	GEOPHYSICIST: SJK	DRAFTING By: R.2.
DATE: MARCH 1986	JOB: 238	SHEET: 2

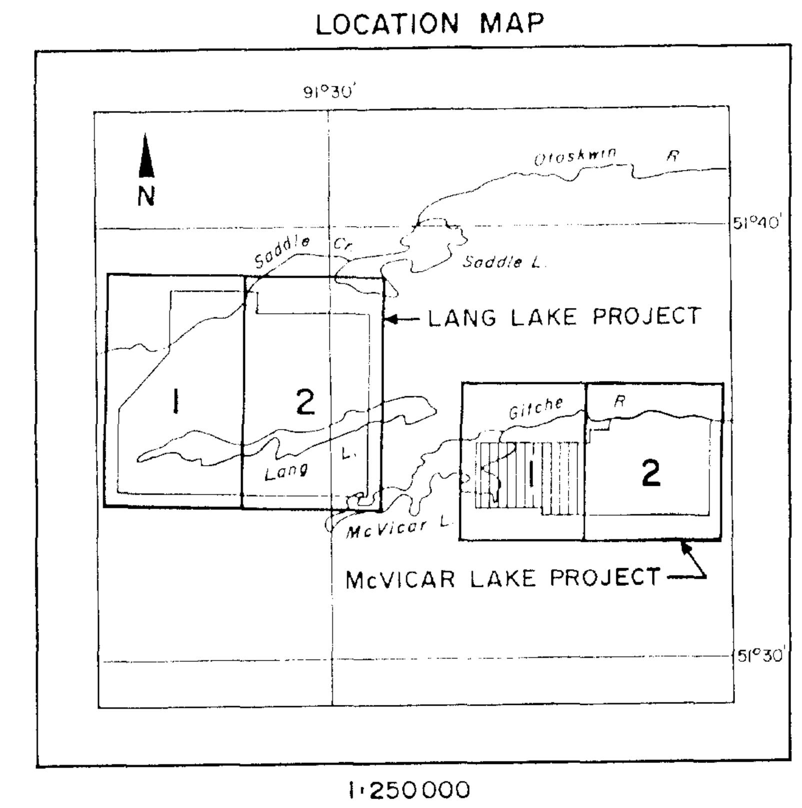
Scale 1:10000

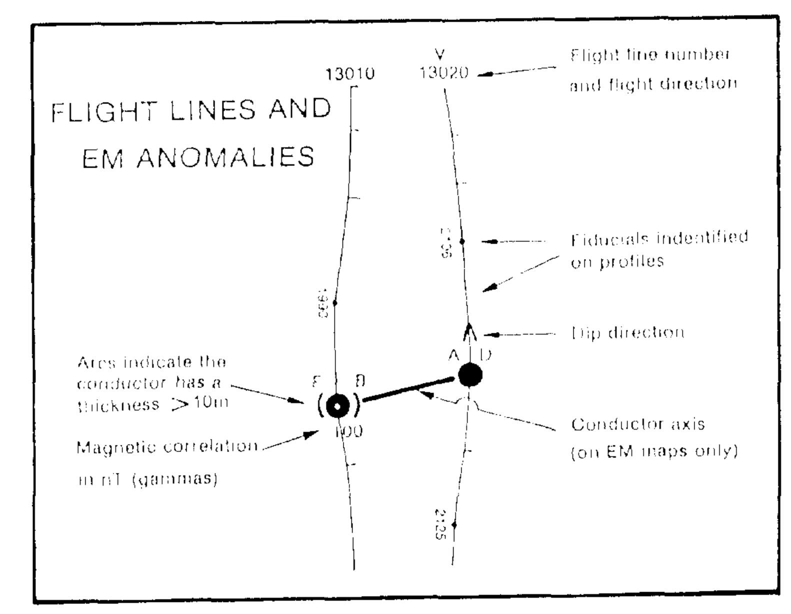
0 — 1 Km

0 — 0.5 Miles

440







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

DIGHEM anomalies are divided into six grades of conductivity-thickness product. This product in mhos is a measure of conductance.

anomaly "name" · 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, building, fence

52Ø/11SW-0028 #26

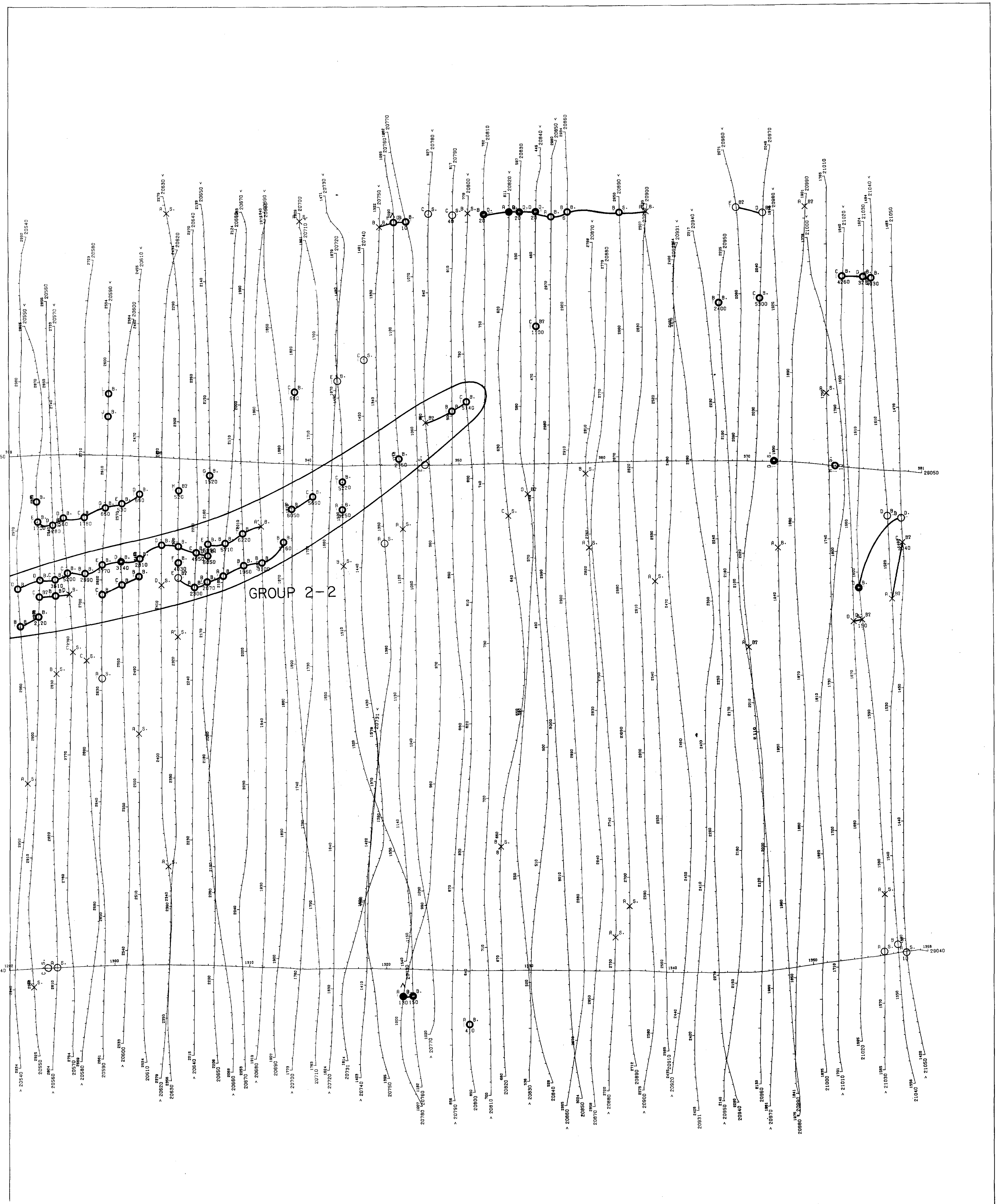
UTAH MINES LTD.
McVICAR LAKE PROJECT

ELECTROMAGNETIC ANOMALIES
BY DIGHEM SURVEYS & PROCESSING INC.

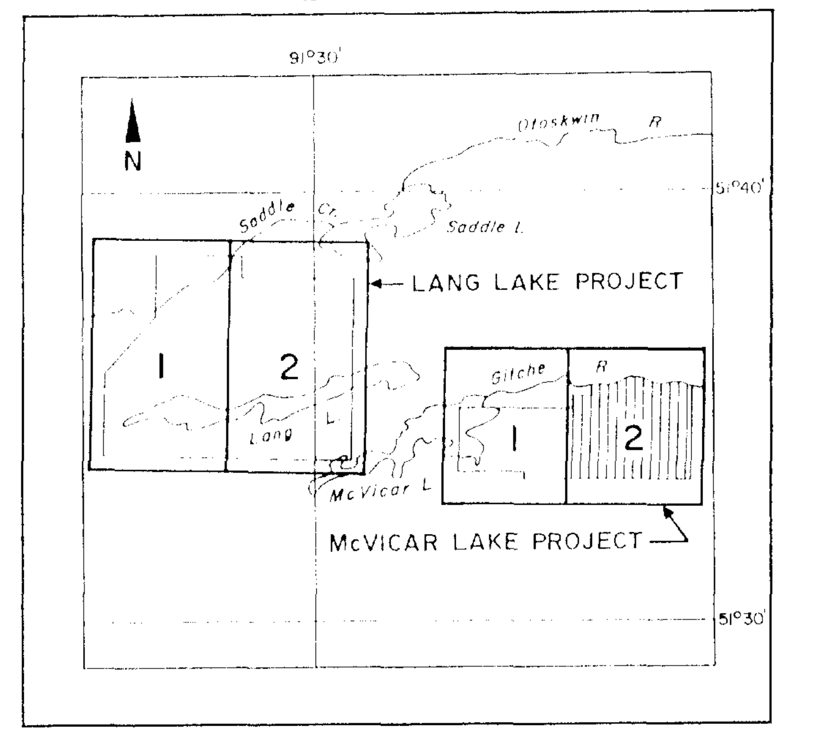
DIGHEM III SURVEY	GEOPHYSICIST: SJK	DRAFTING By: R.Z.
DATE: MARCH 1986	JOB: 238	SHEET: 1

Scale 1:10000
0 — 1 Km
0 — 0.5 Miles

52011SW0561 52011SW0028 MCVICAR LAKE 450



LOCATION MAP



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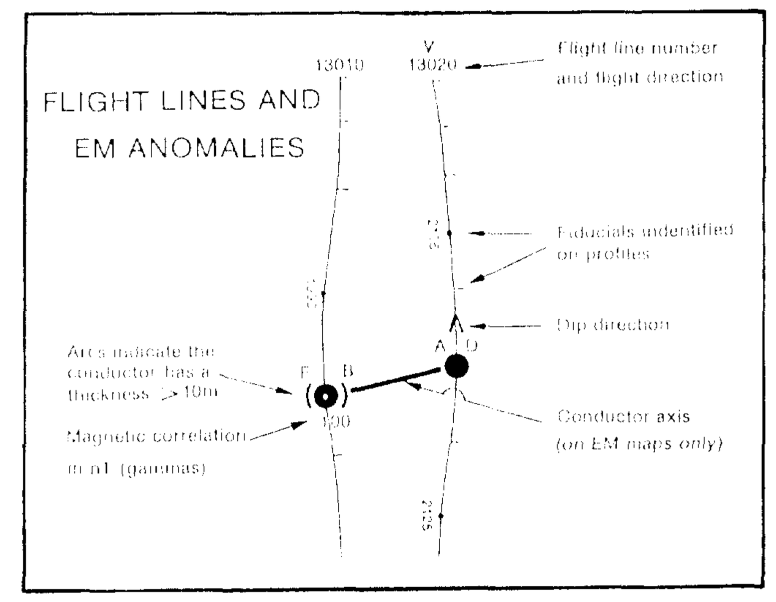


ANOMALY GRADE	EM GRADE SYMBOL	CONDUCTANCE RANGE (MHOS)
6	●	> 99
5	✸	50 — 99
4	●	20 — 49
3	◉	10 — 19
2	O	5 — 9
1	◯	< 5
---	×	Indeterminate

DIGHEM anomalies are divided into six grades of conductivity-thickness product. This product in mhos is a measure of conductance.

anomaly "name" — 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, building, fence

520/11SW-0028 #27

UTAH MINES LTD.

McVICAR LAKE PROJECT

ELECTROMAGNETIC ANOMALIES

BY DIGHEM SURVEYS & PROCESSING INC.

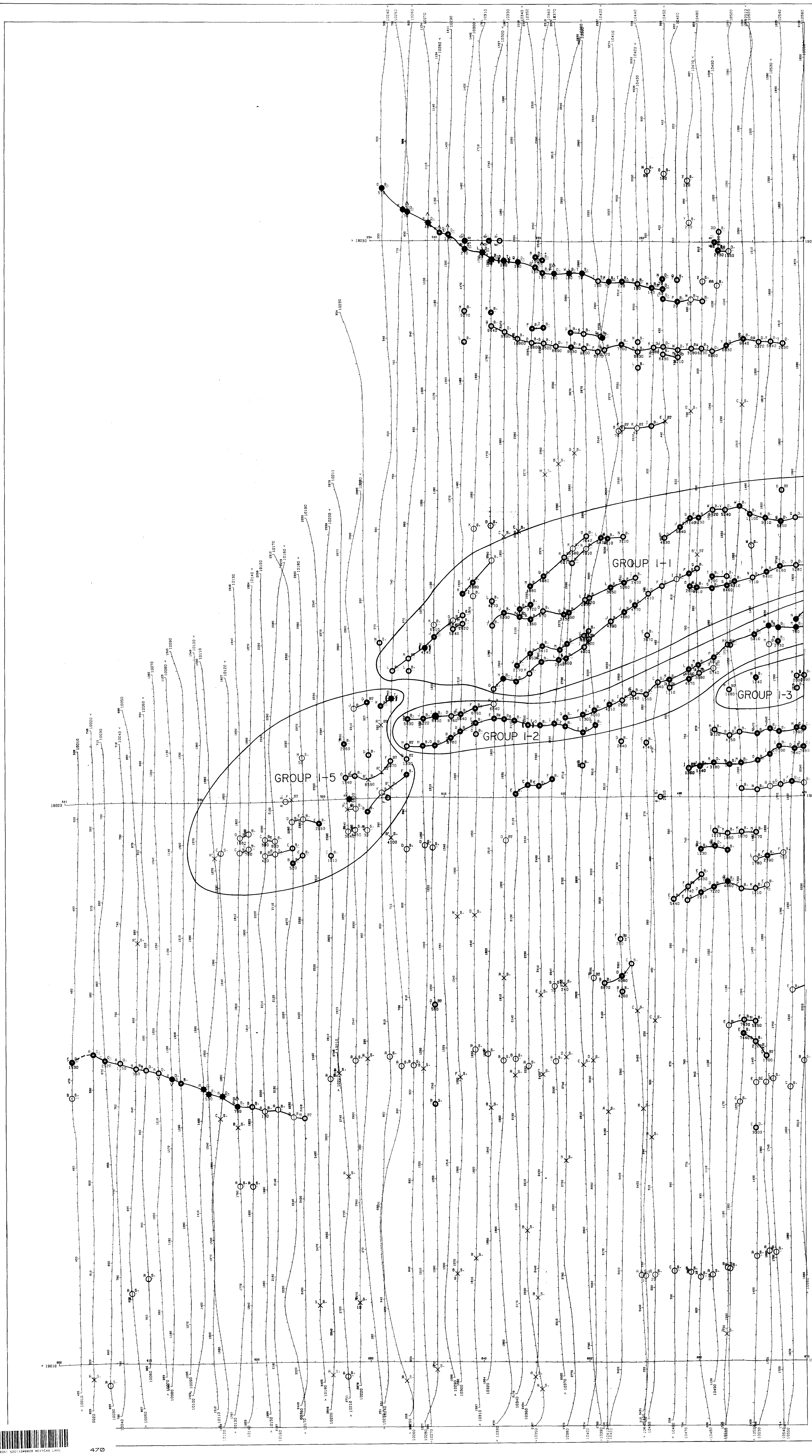
DIGHEM III SURVEY	GEOPHYSICIST: SJK	DRAFTING By: RJ
DATE: MARCH 1986	JOB: 238	SHEET: 2

Scale 1:10000

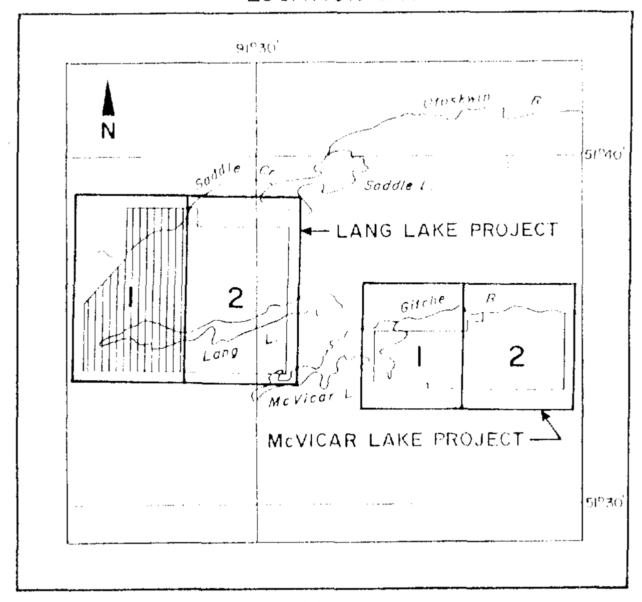
0 — 1 Km

0 — 0.5 Miles

460



LOCATION MAP



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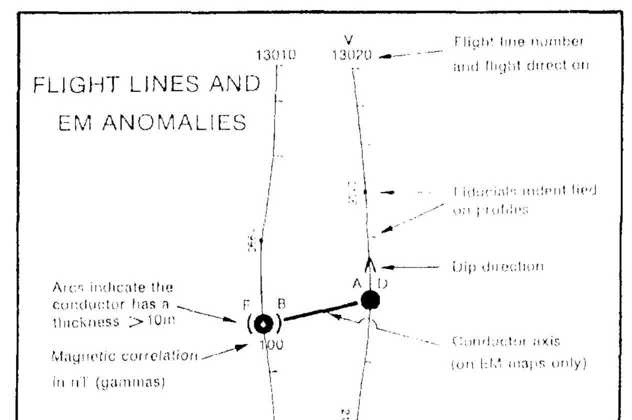


ANOMALY GRADE	EM GRADE SYMBOL	CONDUCTANCE RANGE (MHOS)
6		· 99
5		50 – 99
4		20 – 49
3		10 – 19
2		5 – 9
1		· 5
····	X	Indeterminate

DIGHEM anomalies are divided into six grades of conductivity-thickness product. This product in mhos is a measure of conductance.

anomaly "name" — C. H. — 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, building, fence

520/11SW-0028 #28

UTAH MINES LTD.
LANG LAKE PROJECT

ELECTROMAGNETIC ANOMALIES
BY DIGHEM SURVEYS & PROCESSING INC.

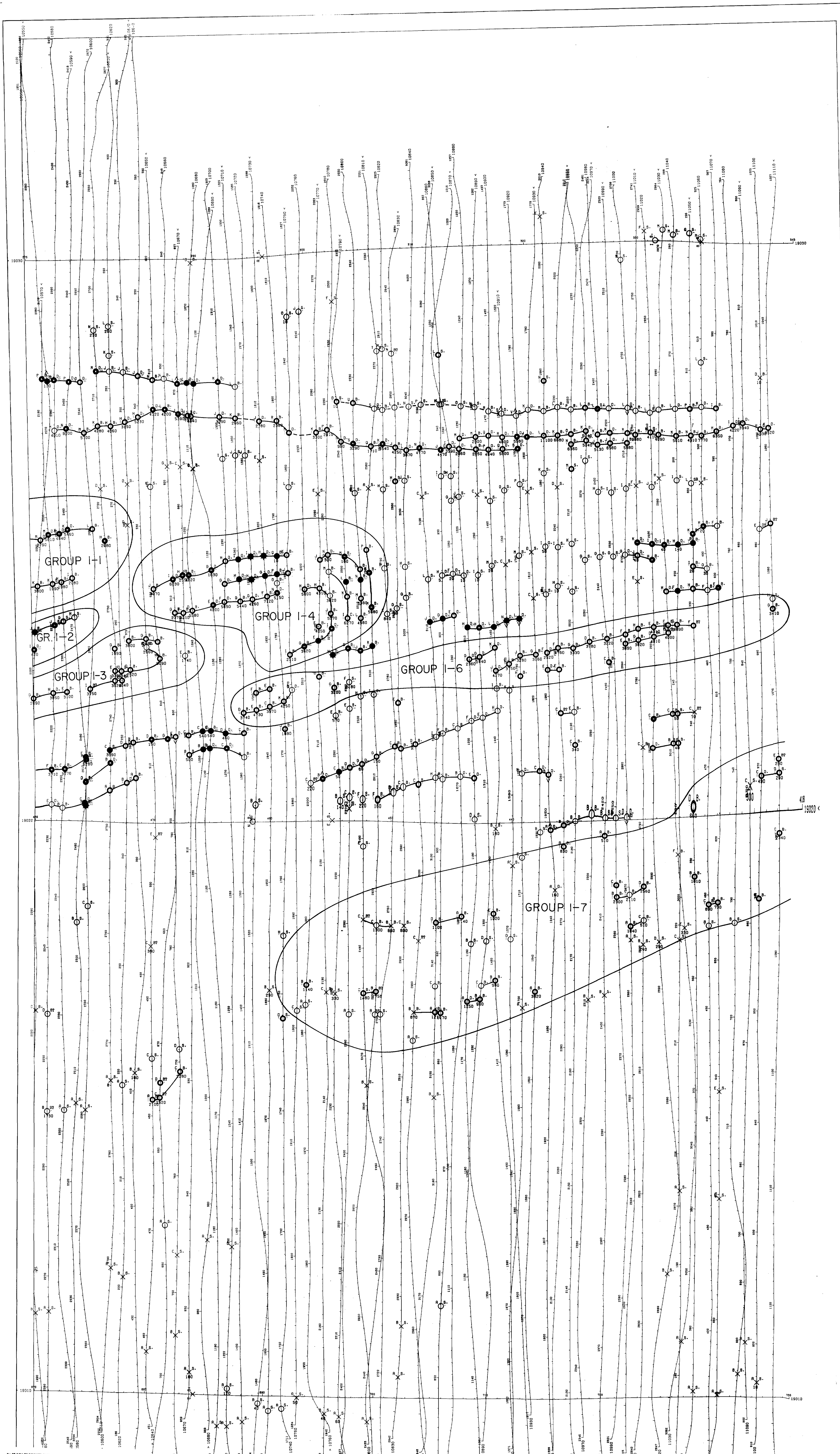
DIGHEM III SURVEY	GEOPHYSICIST: SJA	DRAFTING By:
DATE: MARCH 1986	JOB: 238	SHEET: 1

Scale 1:10000

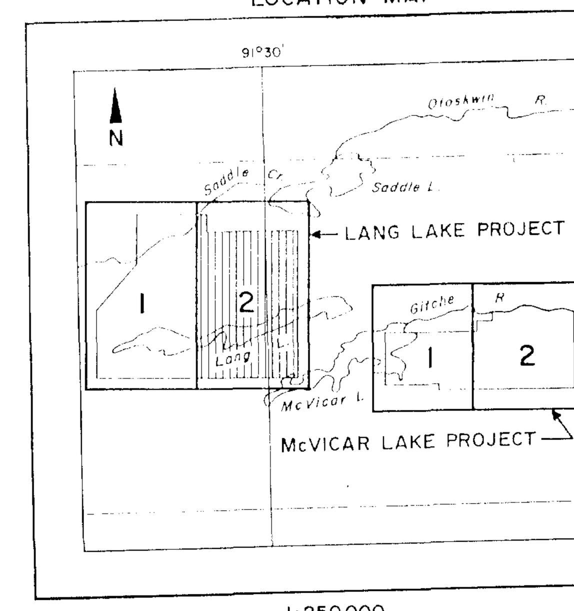
0 — 1 Km

0 — 0.5 Miles

470



LOCATION MAP



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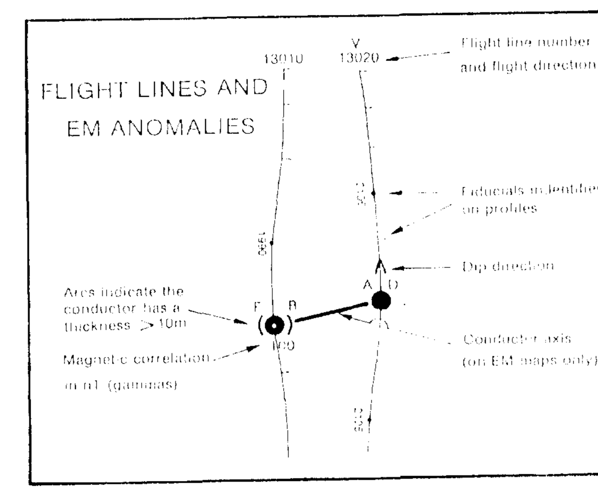

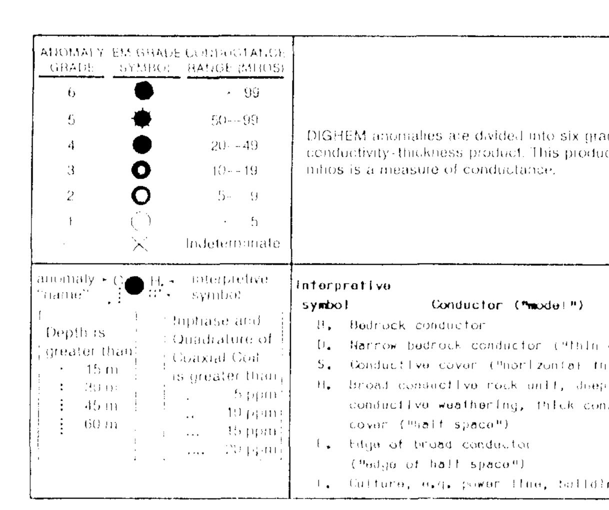

520/11SW-0028 #29

UTAH MINES LTD.

LANG LAKE PROJECT

ELECTROMAGNETIC ANOMALIES

BY DIGHEM SURVEYS & PROCESSING INC.

DIGHEM III SURVEY	GEOPHYSICIST: SJA	DRAFTING By: R.R.
DATE: MARCH 1986	JOB: 238	SHEET: 2

Scale 1:10000

0 — 1 Km

0 — 0.5 Miles

480