87-458-16171

GEOPHYSICAL REPORT
ON THE
DOME MOUNTAIN PROPERTY

OMINECA MINING DIVISION
BRITISH COLUMBIA

LOCATED: 54° ~~45'~~ 44'18" N, 126° ~~40'~~ 37' W
NTS MAP 93L/10E,15E

OWNERS: ERICKSON GOLD MINING CORP.
500-171 WEST ESPLANADE STREET
NORTH VANCOUVER, B.C.

NORANDA EXPLORATION CO. LTD. (NPL)
1050 DAVIE STREET
VANCOUVER, B.C.

OPERATOR: AJM METALS LTD.
500-171 W. ESPLANADE STREET
NORTH VANCOUVER, B.C.

WORK PERFORMED: FEBUARY, 1987
BY: DIGHEM SURVEYS & PROCESING INC.
228 MATHESON BLVD. EAST
MISSISSAUGA, ONTARIO

REPORT BY: T. McCONNELL, B.Sc.
H. SMIT, B.Sc.

DATE: JULY 28, 1987

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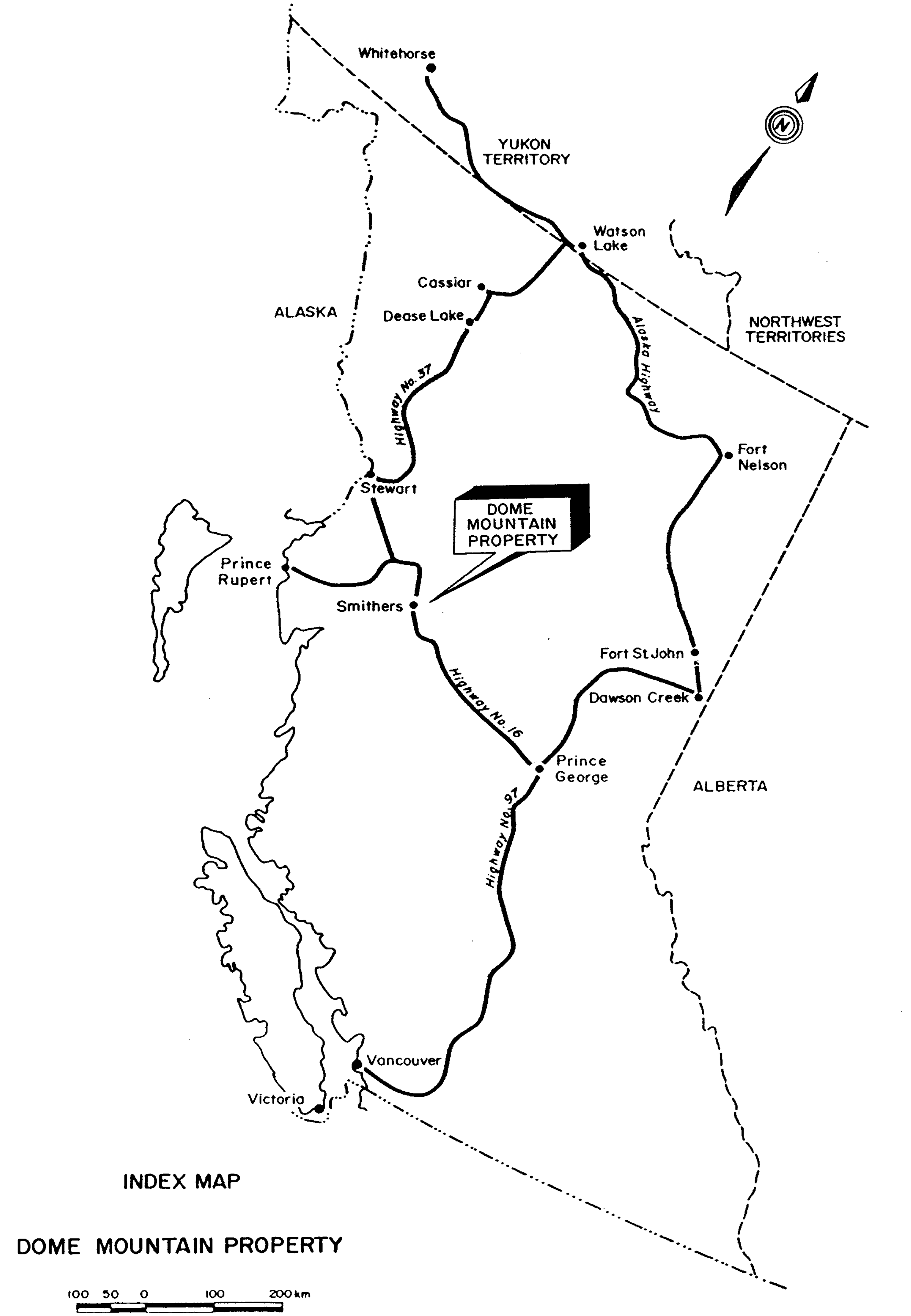


INDEX MAP

DOME MOUNTAIN PROPERTY

FIGURE 1

1.0 INTRODUCTION

In February of 1987 AJM Metals, a wholly owned subsidiary of Total Erickson Resources of North Vancouver, B.C., contracted Dighem Surveys and Processing Inc. of Mississauga, Ontario to do an airborne geophysical survey over an area around Dome Mountain, near Smithers, B.C. The area of the survey covers a number of claims owned by Total Erickson subsidiaries as well as claims which Total Erickson has the right to earn interest in.

A total of 1,327 line-km of survey were flown using the DIGHEM III EM system. A final report detailing the survey methods and results was prepared for Total Erickson by Dighem. This report includes the geophysical report with an introductory report giving additional information required to conform to assessment report standards.

2.0 LOCATION AND ACCESS

Dome Mountain is located 35 kilometers east of the town of Smithers, British Columbia. The survey covered an area from around Guess and Deception Lakes, 9 km southwest of Dome Mountain, to Mount McKendrick, 10 km northwest of Dome Mountain.

Access to the area is via Babine Lake and Chapman Lake roads, which are 2 wheel drive accessible gravel roads. As well, a number of 4 wheel drive forestry and mining roads provide access to various parts of the survey area. Access to areas away from these roads is by walking or helicopter.

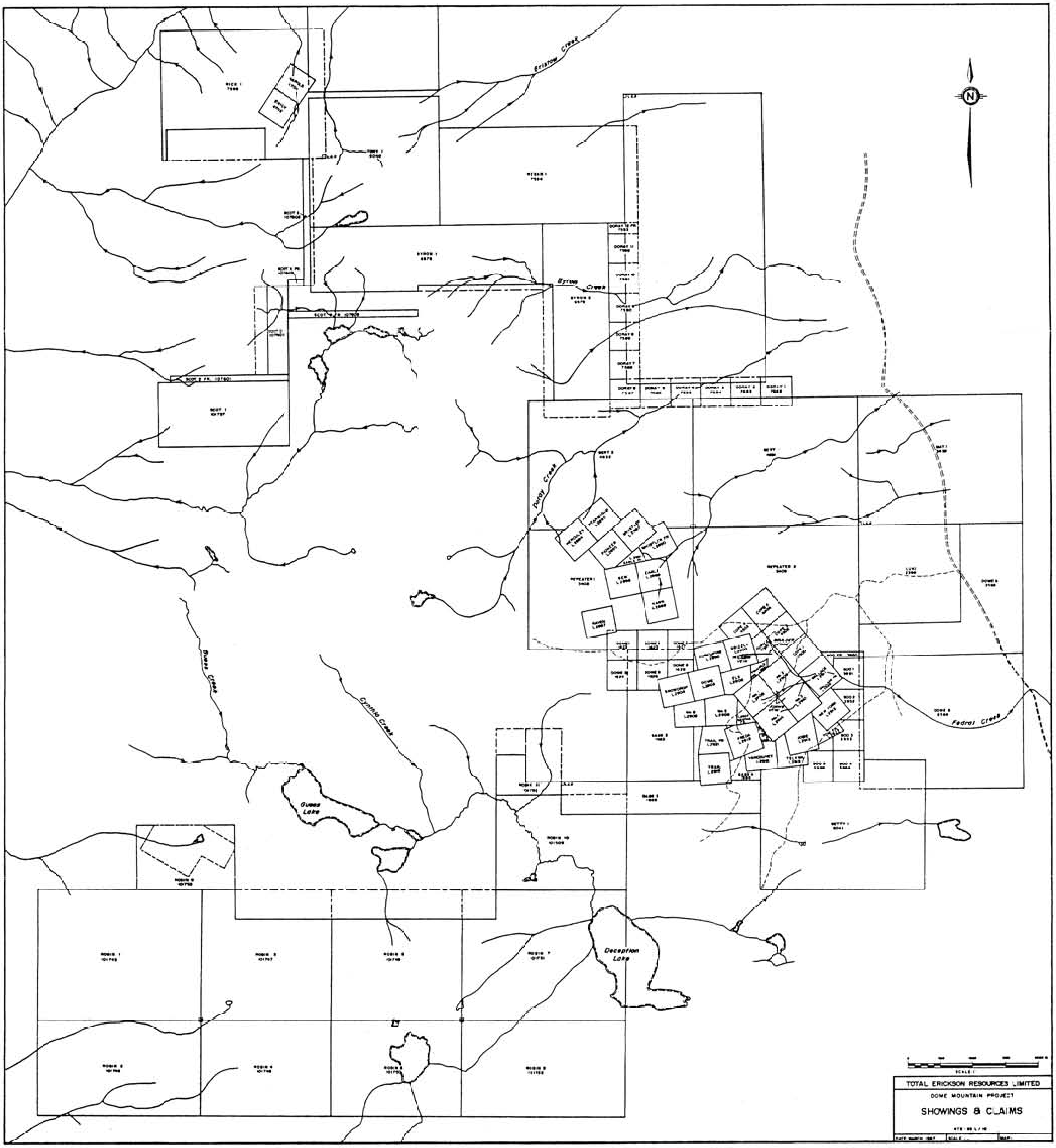
DOME MOUNTAIN
CLAIM LIST

CLAIM NAME	RECORD NUMBER	RECORD DATE	UNITS	REGISTERED OWNER
PTARMIGAN	1529	NOV 8/78	1	NOREX
GRIZZLY	1530	NOV 8/78	1	NOREX
JOSIE	1531	NOV 8/78	1	NOREX
RAVEN	1532	NOV 8/78	1	NOREX
TELKWA	1533	NOV 8/78	1	NOREX
EAGLE	1534	NOV 8/78	1	NOREX
EAGLE FR	1535	NOV 8/78	1	NOREX
HERCULES	1536	NOV 8/78	1	NOREX
TRIANGLE FR	1537	NOV 8/78	1	NOREX
DOME	1538	NOV 8/78	1	NOREX
VANCOUVER	1539	NOV 8/78	1	NOREX
NO. 3	1540	NOV 8/78	1	NOREX
NO. 6	1541	NOV 8/78	1	NOREX
WHISTLER	1542	NOV 8/78	1	NOREX
WHISTLER FR	1543	NOV 8/78	1	NOREX
NO. 5	1544	NOV 8/78	1	NOREX
VICTORIA FR	1545	NOV 8/78	1	NOREX
FREDA	1546	NOV 8/78	1	NOREX
TRAIL FR	1547	NOV 8/78	1	NOREX
TOM FR	1548	NOV 8/78	1	NOREX
PIONEER	1549	NOV 8/78	1	NOREX
GEM	1550	NOV 8/78	1	NOREX
PORCUPINE	1551	NOV 8/78	1	NOREX
ELK	1552	NOV 8/78	1	NOREX
BERTHA	1553	NOV 8/78	1	NOREX
NEW YORK	1554	NOV 8/78	1	NOREX
TRAIL	1555	NOV 8/78	1	NOREX
SNOWDROP	1556	NOV 8/78	1	NOREX
NO. 2	1557	NOV 8/78	1	NOREX
HAWK	1558	NOV 8/78	1	NOREX
NO. 1	1559	NOV 8/78	1	NOREX
WALLACE	1560	NOV 8/78	1	NOREX
NO. 4	1561	NOV 8/78	1	NOREX
WALLACE FR	1562	NOV 8/78	1	NOREX
DOME 1	1623	MAR 1/79	1	NOREX
DOME 2	1624	MAR 1/79	1	NOREX
DOME 3	1625	MAR 1/79	1	NOREX
DOME 4	1626	MAR 1/79	1	NOREX
DOME 5	1627	MAR 1/79	1	NOREX
DOME 6	1628	MAR 1/79	1	NOREX
BABS 3	1983	AUG 28/79	8	NOREX
BABS 4	1984	AUG 28/79	8	NOREX
BABS 5	1985	AUG 28/79	6	NOREX
LUKI	2398	JAN 2/80	9	SILVER HILL
REPEATER 1	3408	NOV 4/80	20	NOREX
REPEATER 2	3409	NOV 4/80	20	SILVER HILL

DOME A	3565	FEB 12/81	20	SILVER HILL
DOME B	3566	FEB 12/81	20	NOREX
MAT 1	3839	JUL 16/81	20	NOREX
BOO FR	3950	JUL 23/81	1	NOREX
BOO 1	3951	JUL 23/81	1	NOREX
BOO 2	3952	JUL 23/81	1	NOREX
BOO 3	3953	JUL 23/81	1	NOREX
BOO 4	3954	JUL 23/81	1	NOREX
BOO 5	3955	JUL 23/81	1	NOREX
COPE 1	4500	OCT 2/81	1	NOREX
COPE 2	4501	OCT 2/81	1	NOREX
COPE 3	4502	OCT 2/81	1	NOREX
COPE 4	4503	OCT 2/81	1	NOREX
COPE 5	4504	OCT 2/81	1	NOREX
EMILY	4703	AUG 13/82	1	NOREX
HAROLD	4704	AUG 13/82	1	NOREX
BERT 1	4831	OCT 12/82	20	NOREX
BERT 2	4832	OCT 12/82	20	NOREX
TONY 1	6040	FEB 15/84	16	NOREX
BETTY 1	6041	FEB 15/84	20	NOREX
BYRON 1	6575	AUG 17/84	14	NOREX
BYRON 2	6576	AUG 17/84	12	NOREX
DORAY 1	7582	MAY 1/86	1	NOREX
DORAY 2	7583	MAY 1/86	1	NOREX
DORAY 3	7584	MAY 1/86	1	NOREX
DORAY 4	7585	MAY 1/86	1	NOREX
DORAY 5	7586	MAY 1/86	1	NOREX
DORAY 6	7587	MAY 1/86	1	NOREX
DORAY 7	7588	MAY 1/86	1	NOREX
DORAY 8	7589	MAY 1/86	1	NOREX
DORAY 9	7590	MAY 1/86	1	NOREX
DORAY 10	7591	MAY 1/86	1	NOREX
DORAY 11	7592	MAY 1/86	1	NOREX
DORAY 12	7593	MAY 1/86	1	NOREX
REGAN 1	7594	MAY 1/86	18	NOREX
RICK 1	7595	MAY 1/86	20	NOREX
ROBIN 1	8109	JAN 15/87	20	EGM
ROBIN 2	8110	JAN 9/87	15	EGM
ROBIN 3	8111	JAN 15/87	16	EGM
ROBIN 4	8112	JAN 15/87	12	EGM
ROBIN 5	8113	JAN 15/87	16	EGM
ROBIN 6	8114	JAN 12/87	12	EGM
ROBIN 7	8115	JAN 15/87	20	EGM
ROBIN 8	8116	JAN 15/87	15	EGM
ROBIN 9	8117	JAN 15/87	6	EGM
ROBIN 10	8118	JAN 15/87	12	EGM
ROBIN 11	8119	JAN 15/87	4	EGM
SCOT 1	8120	JAN 15/87	8	EGM
SCOT 2 FR	8121	JAN 9/87	1	EGM
SCOT 3	8122	JAN 9/87	3	EGM
SCOT 4 FR	8123	JAN 9/87	1	EGM
SCOT 6 FR	8124	JAN 9/87	1	EGM
SCOT 5	8133	JAN 19/87	4	EGM
	TOTAL UNITS		502	

OWNERS:

EGM	ERICKSON GOLD MINING CORP. 500-171 W. ESPLANADE ST. NORTH VANCOUVER, B.C.
NOREX	NORANDA EXPLORATION CO. LTD. 1050 DAVIE ST. VANCOUVER, B.C.
SILVER HILL	SILVER HILL MINES LTD. 1257-409 GRANVILLE ST. VANCOUVER, B.C.


Bristow Creek
Byron Creek
Dorey Creek
Guess Creek
Cynthia Creek
Fedral Creek
Guess Lake
Deception Lake
TOTAL ERICKSON RESOURCES LIMITED
DOME MOUNTAIN PROJECT
SHOWINGS & CLAIMS

4.0 HISTORY

The first claims were staked on Dome Mountain around 1914. The area was actively explored for gold bearing quartz veins by a number of companies and individuals during the 1910's and 1920's. A number of auriferous quartz veins were discovered, including the Forks, Cabin, Jane, Ptarmigan, Hoops, and McKendrick veins. Various small underground workings were initiated during this time, but very little gold production occurred. In the 1930,s underground work was started on the Free Gold showing and sporadic work continued on the numerous small veins which comprise the showing up to 1980. Approxiamately 200 meters of underground development has been done on zone.

In the late 1960's and early 1970's Cordilleran Engineering and Amoco Petoleum Company explored the Dome Mountain area for porphyry copper. A few small massive sulphide deposits (Del Santo, Ascot) have been discovered in the area surrounding that covered by this recent geophysical survey.

In 1984 and 1985 Noranda Exploration Co. Ltd. optioned a large block of claims on Dome Mountain, containing most of the known gold bearing quartz veins. Noranda carried out a program of soil geochemistry, geological mapping, geophysics, trenching, and some diamond drilling. This work resulted in the discovery of the new Boulder Creek zone on the east side of Dome Mountain in the headwaters of Federal Creek.

Canadian United Minerals Inc. acquired Noranda's interest in the property, subject to a back-in clause, in 1985. Subsequent work by Canadian United and Teeshin Resources Ltd. has indicated that the Boulder Creek zone is a major gold bearing structure. An underground development program is currently being undertaken on this zone.

In 1986 Total Erickson Resources Ltd. entered in an agreement with Noranda Exploration Co. Ltd. in which Total Erickson acquired Noranda's back-in rights to the property, as well as ownership of Noranda owned claims on the property. In late 1986 Total Erickson staked a number of claims adjoining the Dome Mountain area.

5.0 GEOLOGY

The Dome Mountain area is underlain by lower to middle Jurassic volcanic and sedimentary rocks of the Hazelton Group. The rocks lie in a northwest trending horst with late Cretaceous and younger rocks in the valleys to the east and west. Monzonitic to dioritic intrusive rocks of lower Jurassic age and younger intrude the Hazelton rocks. The area has been deformed by southeast plunging folds and later northeast and northwest high angle faults.

The primary source of ecomomic mineralization found to date is auriferous mesothermal quartz veins. There is a northwest-southeast zone of shear related veins running from Mount Mckendrick to Dome Mountain along the main topographical high. The volcanic hosted veins within this zone run parallel its strike and have steep dips. The majority of the known quartz veins on Dome Mountain occur within this zone.

The recently discovered Boulder vein runs east-west in the area east of the NW-SE zone. It is also hosted by volcanics and has moderate dips. Other veins such as the Forks vein lie in a volcanic-argillite contact and tend to have shallower dips.

The veins contain varying amounts of pyrite, sphalerite, chalcopyrite, galena, tetrahedrite, arsenopyrite, and occassionally free gold. Wallrock alteration consists of quartz-carbonate-sericite-pyrite replacement with lesser mariposite sometimes present.

Other economically interesting mineralization in the Dome Mountain area consists of copper-silver veins, small massive sulphides, and porphyry copper-molybdenum deposits associated with quartz monzonite intrusives.

6.0 STATEMENT OF QUALIFICATION

I, Hans Q. Smit, of 500-171 West Esplanade Strreet, North Vancouver, British Columbia, hereby certify that:

1. I am a graduate of the University of British Columbia (1984) and hold a Bachelor of Science (Honours) in Geology.

2. I am currently employed as a geologist by Total Erickson Resources Ltd., 500-171 West Esplanade Street, North Vancouver, British Columbia.

3. I have been employed in my profession by various companies over the past six years.

4. I am the Project Geologist of the project for which the geophysical survey discribed by this report was undertaken.

5. I am the author of the Part I introductory section of this report.

July 28/87
Date

Hans Q. Smit, B.Sc.

GEOPHYSICAL REPORT
BY
TERENCE McCONNELL

Report #276

DIGHEM^{III} SURVEY

FOR
TOTAL ERICKSON RESOURCES LTD.
DOME MOUNTAIN PROJECT
BRITISH COLUMBIA

DIGHEM SURVEYS & PROCESSING INC.
MISSISSAUGA, ONTARIO
July 10, 1987

TERENCE J. MCCONNELL
GEOPHYSICIST

F-TM-24

SUMMARY

A total of 1,327 line-km of survey was flown for Total Erickson Resources Ltd. using the DIGHEM^{III} EM system. The survey was conducted in the Dome Mountain area of British Columbia. It was flown during the month of February, 1987.

Numerous anomalous responses of apparent bedrock origin have been detected by this survey. In many cases, these conductors have been grouped into "Zones" on the basis of the resistivity contours. Due to the very low resistivity values associated with these conductors, the 100 or 150 ohm-meter have been used as the zone boundaries. While this may not precisely define the geological boundaries of these broad conductive areas, they will serve to highlight the areas of highest conductivity and to roughly depict their shape. A good example is Zone D, which outlines an arcuate band of conductive horizons just south of Dome Mountain.

There are numerous linear magnetic features crossing the survey area. The strike direction of the majority of these is roughly northwest-southeast. A very large scale, eclipse shaped magnetic anomaly is the dominant feature seen on map sheet 2. This feature has two foci just to the northeast of Dome Mountain.

The VLF responses within the survey area are generally quite strong and well-defined. Those features which strike roughly ESE-WNW are outlined the most clearly.

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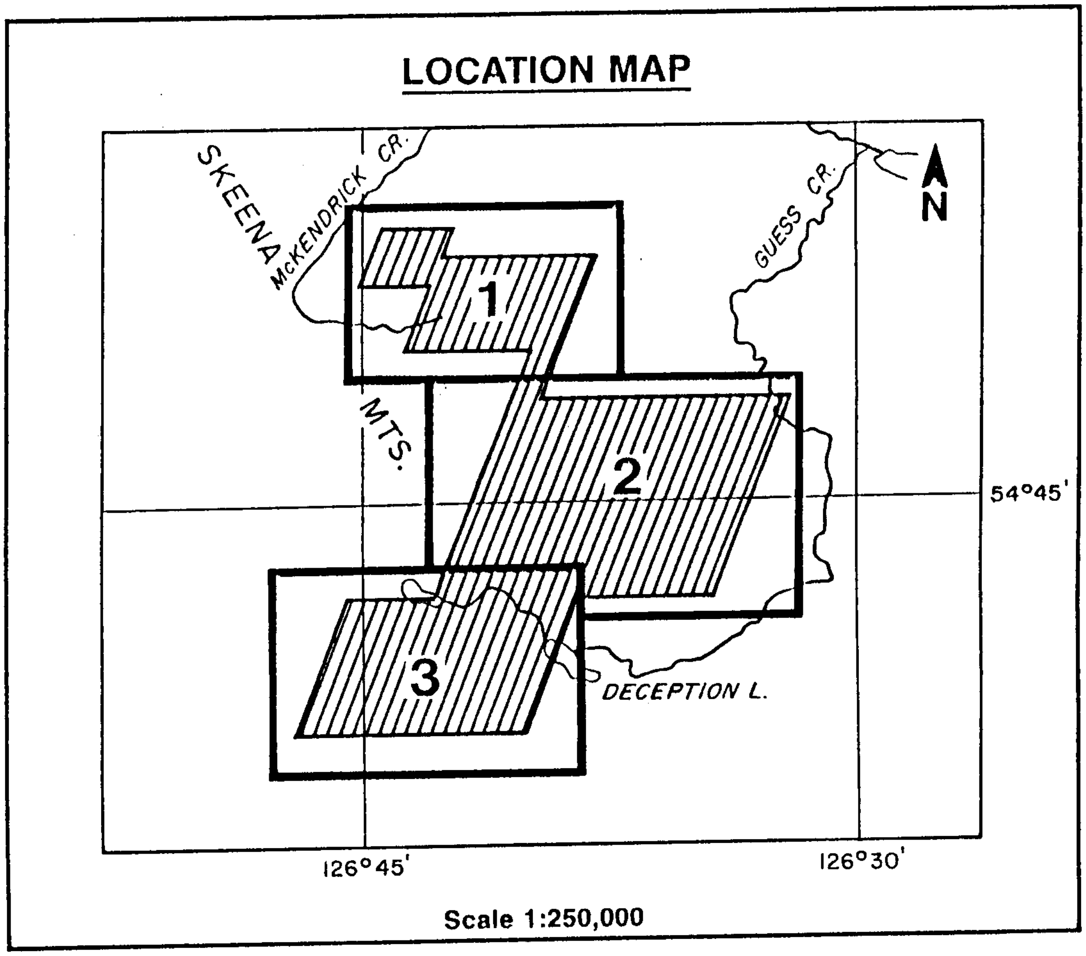


FIGURE 1

THE SURVEY AREA

INTRODUCTION

This report outlines the logistics and interpretation of a DIGHEM^{III} electromagnetic/ resistivity/ magnetic/ VLF survey flown for Total Erickson Resources Ltd.

The survey area consists of 1,327 line-kilometers of traverse and control lines. These were flown during the month of February, 1987. The traverse lines were flown in a direction of 020°/200°, and the line spacing was 100 meters.

The project is located in the Dome Mountain area of British Columbia. NTS map sheets 93L/10,15 include the survey site (See location map - Figure 1).

EQUIPMENT

An Aerospatiale AS350B "Squirrel" turbine helicopter (Registration C-GOLV) was provided by Frontier Helicopter Limited. The helicopter flew at an average airspeed of 118 km/h with an EM bird height of approximately 30 m.

Ancillary equipment consisted of the following:

- Geometrics 803 magnetometer with a bird height of 45 m;
- Hertz Industries Totem-1A VLF receiver with a bird height of 52 m;
- Sperry radio altimeter;
- Geocam 75SF sequence camera;
- RMS GR33 digital graphics recorder;
- Sonotek SDS 1200 digital data acquisition system;
- DIGI DATA 1640 9-track, 800 bpi magnetic tape recorder.

The onboard analog equipment recorded four EM data channels of approximately 900 Hz, two EM data channels of approximately 7200 Hz, two ambient EM noise channels for the coaxial and the coplanar receivers, two channels of magnetics (coarse and fine count), two channels of VLF and one channel of radio altitude. The digital equipment recorded this data with a sensitivity of 0.20 ppm for 900 Hz, 0.40 ppm for 7200 Hz and one nT (one gamma) for the magnetic field strength.

The VLF-EM receiver was used to record the total field and quadrature components of the secondary VLF signals from the station at Annapolis, Maryland (NSS-21.4 kHz). These results are plotted as filtered total field contours.

Appendix A provides details on the data channels, their respective sensitivities and the navigation/flight-path recovery procedure.

SECTION I: SURVEY RESULTS

GENERAL DISCUSSION

The survey consisted of one survey block. The data are presented on 3 map sheets for each of the parameters. Table I-1 summarizes the EM responses in the survey area with respect to conductance grade and interpretation.

Electromagnetics

Anomalous electromagnetic responses were picked and analysed by computer to provide preliminary electromagnetic anomaly maps. The resulting maps were used in conjunction with the computer processed digital data profiles during the interpretation stage, to produce the final EM anomaly maps.

The anomalies shown on the electromagnetic maps are based on a near-vertical, half plane model. This model best reflects "discrete" bedrock conductors. Wide bedrock conductors or flat-lying conductive units, whether from

Table I

EM ANOMALY STATISTICS FOR THE DOME MOUNTAIN PROJECT, BRITISH COLUMBIA

CONDUCTOR GRADE	CONDUCTANCE RANGE	NUMBER OF RESPONSES
6	> 99 MHOS	0
5	50-99 MHOS	2
4	20-49 MHOS	24
3	10-19 MHOS	98
2	5- 9 MHOS	120
1	< 5 MHOS	666
X	INDETERMINATE	262
TOTAL		1172

CONDUCTOR MODEL	MOST LIKELY SOURCE	NUMBER OF RESPONSES
D	DISCRETE BEDROCK CONDUCTOR	72
B	DISCRETE BEDROCK CONDUCTOR	345
S	CONDUCTIVE COVER	692
H	ROCK UNIT OR THICK COVER	50
(BLANK)		13
TOTAL		1172

(SEE EM MAP LEGEND FOR EXPLANATIONS)

surficial or bedrock sources, may give rise to very broad responses on the EM profiles. These may not appear on the electromagnetic anomaly map if they have a regional character rather than a locally anomalous character. These broad conductors, which more closely approximate a half space model, will be maximum coupled to the horizontal (coplanar) coil-pair and should be more evident on the resistivity parameter. Resistivity maps, therefore, may be more valuable than the electromagnetic anomaly maps in areas where broad or flat-lying conductors are considered to be of importance.

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

In areas where EM responses are evident primarily 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. If it is expected that poorly-conductive economic mineralization may be associated with magnetite-rich units, these weakly anomalous features will be of interest. In areas where magnetite causes the inphase components to become negative, apparent conductance and depth of EM anomalies may be unreliable. In addition, the apparent dips of conductors may be incorrect if they are flanking, or contained within, magnetite-rich units.

There are some EM anomalies where the low frequency (900 Hz) inphase coplanar response is negative, or zero, while the high frequency (7200 Hz) inphase coplanar response is positive. This results when magnetic zones are weakly conductive. For non-conductive magnetic zones, the coplanar inphase channels yield equal negative excursions for both frequencies.

Negative inphase responses which are equal for both the 900 Hz and 7200 Hz channels are clearly evident on some survey lines. These responses define zones of mafic to ultramafic material. These magnetite-rich rock units can be displayed on EM magnetite maps which are available as optional survey products.

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

Magnetics

A Geometrics 826 proton precession magnetometer was operated at the survey base to record diurnal variations of the earths magnetic field. The clock of the base station was synchronized with that of the airborne system to permit subsequent removal of diurnal drift.

The corrected data were interpolated onto a regular grid at a 2.5 mm interval using a cubic spline technique. The resulting grid provided the basis for presenting the magnetic contours.

The background magnetic level has been set to the mean IGRF value for the survey area. The local IGRF gradient has not been removed from the magnetic data.

The total field magnetic data are presented as contours on the 1:10,000 topographic base map, using a contour interval of 10 nT where gradients permit. The map shows the magnetic properties of the rock units underlying the survey area.

The total field magnetic information was digitally filtered to enhance near-surface magnetic units and suppress regional gradients. This procedure provides better definition and resolution of magnetic units, and also displays weak magnetic features which may not be visible on the total field map. However, magnetic lows, which may be due to non-magnetic units, faults or alteration zones, have better clarity on the total field magnetic map.

The dominant magnetic anomaly within the survey area is the large scale elliptical feature associated with Dome Mountain. The effects of this magnetic anomaly are seen over most of map sheet 2, indicating that it is probably representative of a deep-seated structure. The center of the elliptical anomaly is composed of two separate magnetic highs. One of these two highs is located immediately east of the peak of Dome Mountain, the other is roughly 3.4 kilometers ENE of the peak.

There are also numerous linear magnetic features crossing the survey area. The strike direction of the majority of these is roughly NW-SE. There is ample evidence on the magnetic maps to suggest that the area has undergone deformation and/or alteration. These structural complexities are evident on the contour maps as variations in magnetic intensity, irregular patterns, and off-sets or changes in strike direction.

Linear gradient features and long dike-like formations could be indicative of the contact zones between different rock formation. These possible contacts show some correlation with features seen on the resistivity and VLF maps.

Total magnetic relief is approximately 1,120 nT, ranging from a low of 57,540 nT to a high of 58,660 nT. If a specific magnetic intensity can be assigned to the rock type which is believed to host the target minearlization, it may be possible to select areas of higher priority on the basis of the various magnetic maps. This is based ont he assumption the magnetite content of the host rocks gives rise to a limited range of contour values, which would permit differentiation of the various lithological units.

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

RESISTIVITY

Resistivity maps, which display the conductive properties of the survey area, are used inthe interpretation process. The range of resistivity values shows that the survey area is variably underlain by highly resistive to highly conductive materials.

The contact zone between the different types of conductive material seems to be clearly outlined in many areas by curvi-linear high-gradient features. These apparent boundaries are found on all three map sheets and make the resistivity map a valuable tool for mapping the bedrock structure in the survey area.

Anomalous linear resistivity lows are also evident in some locations. These may represent steeply dipping conductive horizons, and will be discussed later in areas where they correlate with interpreted bedrock EM anomalies.

In some locations, linear resistivity highs occur relative to the areal background resistivity. These are often caused by linear bands of material with a high concentration of magnetite. The effect of the magnetite is to produce a negative inphase response, which will increase the apparent resistivity. A linear feature extending from Line 10130, Fid 960.0 to Line 10260, fid 867.0 is an example of this phenomonon.

VLF-EM

The VLF maps show the contoured results of the filtered total field parameter from the transmitter at Annapolis, Maryland (NSS-21.4 kHz). The VLF method is sensitive to the angle of coupling between the conductor and the propogated

EM field. Consequently, conductors which strike towards the VLF station will usually yield a stronger response than conductors which are nearly orthogonal to it.

The VLF responses within the survey area are generally quite strong and well defined. Those features which strike roughly ESE-WNW are outlined the most clearly. This reflects the bearing from the transmitter at Annapolis, Maryland to the survey area at Dome Mountain, B.C. VLF anomalies which appear to transect the geologic strike inferred from the magnetic data, and those VLF trends which appear to be truncated or offset, are often due to fault or shear zones. Those VLF trends which correlate with high gradient lineations on the magnetic and/or resistivity contours could be additional evidence for formational contacts.

The VLF parameter does not normally provide the same degree of resolution available from the EM data. Closely-spaced conductors, conductors of short strike length or conductors which are poorly coupled to the VLF field, may escape detection with this method. Erratic signals from the VLF transmitter can also give rise to storng, isolated anomalies which should be viewed with caution. However, regardless of these limitations, the VLF results have provided valuable additional structural information.

CONDUCTORS IN THE SURVEY AREA

The EM anomalies resulting from this survey appear to fall within one of three general categories.

The first class of anomalies yields positive inphase responses which give rise to resistivity lows. The anomalies which fall into this category are attributed to either concentrations of graphite or conductive sulphides, and have been given a "B" or "D" interpretive symbol (see map legend).

The second class of anomalies consists of moderately well-defined quadrature responses. These anomalies often flank, or coincide with, negative inphase responses. As discussed earlier, such anomalies appear to reflect weakly conductive material associated with magnetite. Quadrature anomalies, which occur on the flanks of negative inphase responses, are considered to be attractive exploration targets even though they may be weak. These anomalies, which usually yield weak responses on the difference channel parameter, have occasionally been given an "S?" or "B?" interpretive symbol.

The third class of anomalies comprises weak or broad responses which exhibit the characteristics of a half space and do not yield well-defined inflections on the difference channels. Anomalies in this category are usually given an "S" or "H" interpretive symbol. The lack of a difference channel response usually implies a poorly conductive broad source such as overburden, but may also reflect wide or flat-lying conductive units within the bedrock.

As economic mineralization within the area may be associated with massive to weakly disseminated sulphides, which may or may not be hosted by magnetite-rich rocks, it is difficult to assess the relative merits of EM anomalies on the basis of conductance. It is recommended that the individiual anomaly characteristics be compared to those which occur over areas of known potential. The anomaly characteristics are clearly defined on the computer generated data profiles which are supplied as one of the survey products.

Where several anomalies or conductive trends exhibit similar characteristics, or appear to be related to a common geological unit or stratigraphic horizon, these have been grouped into "zones" for purposes of discussion. The zone outlines are shown on the electromagnetic anomaly maps, and approximate the limits of the conductive rock units. Dashed zone boundaries are used to close a zone where the conductive boundary is not definitive.

The following discussion provides a description of the interpreted "bedrock" or "possible bedrock" conductors found in the survey area.

SHEET 1

Conductor 10060xA, 10060xB-10070A

These possible bedrock conductors appear to be very short strike length features. The EM anomalies correlate with small, but very well-defined, magnetic highs caused by local concentrations of magnetite. This magnetite has produced negative inphase responses, and therefore the local conductivity is detected only on the quadrature channels. A very weak resistivity low coincides with the conductors. The VLF responses in the area are weak and quite patchy, and correlation with the conductors is indefinite.

Conductor 10190xA-10200xA

Weak quadrature responses are the basis for these anomaly picks. Strong negative inphase responses are evidence for local concentrations of magnetite. The conductor is directly coincident with a long, linear magnetic feature which strikes NW-SE. The magnetite associated with this lineation has produced a coincident ridge of high resistivity, relative to the low resistivity background level. There is no associated VLF response.

Conductor 10260A-10320A

Quadrature channel responses are the basis for this interpretation. The anomalies are poorly defined and there is a chance that they could represent "edge effect" responses at the contact between moderately conductive material and highly conductive material. The resistivity contour map shows the conductor to be on the flank of an area of very low resistivity. The conductor correlates with a strong and well-defined VLF anomaly which strikes east-west, and appears to extend all the way across map sheet 1. There is no apparent magnetic anomaly associated with the conductor.

Conductor 10590B-10641xA, 10611I-10601G, 10620G, 19050B

All of these anomalous EM responses appear to be related to an area of very low resistivity, which is centered at the intersection of lines 10620 and 19050.

Anomalies 19050B and 10620G occur near this center point. Conductors 10590B-10641xA and 10611I-10601G correlate with the edges of the zone of low resistivity. This feature has good magnetic correlation, with the magnetic contour lines closely fitting the resistivity contours associated with conductor 10590B-10641xA. The VLF also has good correlation, particularly with the northern edge of the resistivity low.

Conductor 10641J,K, 10660xD

These single line responses occur immediately southeast of the feature discussed above. Magnetic correlation for these conductors is flanking, as is the resistivity correlation. Anomaly 10641K is the most definitive of a bedrock conductor. Dip is thought to be to the south. Anomaly 10641J seems to be associated with a linear VLF response which was previously discussed in reference to conductor 10260A-10320A.

Conductor 10220xA, 10400xA

Conductor 10220xA is coincident with a very weak, and discontinuous, VLF lineation which strikes ENE-WSW. There is no magnetic or resistivity correlation.

Conductor 10400xA has flanking correlation with a strong NW-SE striking magnetic feature. VLF and resistivity association is also flanking.

SHEET 2

Conductor 10690J, 10690I-10700xC, 19040B,C,xA,
10700J-10710K

This small grouping of EM anomalies has poor magnetic and VLF association. The resistivity map shows a locally anomalous low correlating with the conductors.

Conductor 11180F, 11200G-11230G, 11240xD-11250H

Conductor 11200G-11230G has direct correlation with a resistivity low. It also has flanking association with a magnetic high which includes anomaly 11180F. VLF correlation is very weak.

Conductor 11240xD-11250H has weak VLF correlation, and no magnetic coincidence. Resistivity association is flanking.

Zone A

The outline for this zone is formed by the 100 ohm-meter resistivity contour. The whole zone is characterized by very low resistivity. Numerous EM anomalies have been given the interpretative symbol "H" indicating that they are thought to represent a conductive halfspace. A flat lying conductive rock formation would have this effect. Other anomalies have been interpreted as "B" and "B?". Some possible causes for these anomalies are dipping dyke-like formations, or structural discontinuities in a conductive rock formation. These "breaks" would produce effects similar to the "edge effects" caused by abrupt changes in conductivity.

There are no strong VLF anomalies produced within this zone. The magnetic contour map shows that some of the interpreted bedrock axes have flanking association with the magnetic anomalies in the area.

Zone B

The conductive formation represented by this zone is thought to strike parallel to the flight lines. VLF responses striking east-west seem to truncate the formation at the north and south ends. A very strong resistivity low coincides with the anomalies on lines 10670 and 10680 and reinforces the north-south strike interpretation. Magnetic correlation is weak but definite. The formation seems to produce a local distortion of the areal magnetic field. Abrupt termination of the formation at the north and south ends is also indicated by the magnetic field contours. The 100 ohm-meter contour line was used to form the zone boundaries.

Conductor 10700xB-10720H

This conductor is best defined on line 10710. The EM anomaly produced at this location seems to indicate a dip to the north. Resistivity correlation is very good and also indicates northerly dip. A strong localized VLF response has been produced correlating with the western half of this conductor. Magnetic association is weak.

Zone C

This zone appears to constitute the western extension of an arc of parallel conductive horizons which folds around just south of Dome Mountain. Zone D, discussed below, forms the main part of this formation.

A very strong resistivity low coincides exactly with this zone. The zone outline traces the 150 ohm-meter contour line. Magnetic association is flanking, with the conductors occuring just south of a NW-SE striking magnetic lineation. A magnetic low on line 10720 distorts the smooth contours of the magnetic lineation. It could be due to remanent magnetization.

VLF correlation is good over the whole zone, and is strongest at line 10710.

Zone D

As mentioned above, this arcuate band of conductive horizons folds around just south of Dome Mountain. Magnetic correlation is the strongest at the west end, particularly in the vicinity of line 10920. At this location a locally intense magnetic high coincides with a short strike length, secondary conductor. Over the majority of the formation, the conductors follow the magnetic contours produced by the large scale, ellipse shaped, magnetic feature produced around Dome Mountain.

The solid line boundaries of the zone trace the 150 ohm-meter resistivity contours. This contour line actually encloses Zones F and G as well. Since it is thought that these are separate conductive features, dashed lines have been used to close the southern boundary of Zone D, and the northern boundaries of Zones F and G.

VLF correlation is excellent over this whole zone and should contribute greatly to the structural interpretation of these conductors.

Zone E

Zone E is outlined by the 100 ohm-meter resistivity contour line. The interpreted conductors at the north and south ends of the zone (the zone extends south onto map sheet 3) have good correlation with locally intense resistivity lows. The interpreted conductors in the middle of the zone, however, have less direct resistivity correlation. Where the apparent strike of the conductors becomes nearly parallel to the flight lines, the EM anomalies are not as well defined, and the precise axes location is difficult to interpret.

The conductors have no direct association with local magnetic anomalies. However, the zone itself does appear to be roughly coextensive with a weakly magnetic structure.

VLF responses are found within the zone, however, there does not appear to be any direct association with the conductive trends.

Zone F

The zone outline reflects the 150 ohm-meter resistivity contour line. The interpreted conductor axes within the zone generally coincide with locally anomalous resistivity features. The strike of most of these conductors is roughly east-west. Conductor 10970H-10990F, however, strikes NW-SE.

Magnetic correlation is good for some of these features, but for others no magnetic association is seen. The VLF response also show some correlation with features within this zone.

Zone G

This zone outlines another area of very low resistivity (less than 150 ohm-metres). The interpreted conductive axes, however, do not have direct coincidence with local resistivity features, as they do in Zone F. There is also no magnetic correlation with the conductors. VLF correlation is apparent for some of the conductors, i.e., 11200A-11222A.

Conductor 10651B-10670D, 10690B-10720C, 10750E-10760F, 11050xA-11070B, 11130B-11140xA, 11150D-11170B

These short strike length conductors occur in various locations on the southern portion of map sheet 2. They are apparently unrelated to the conductors within the zones discussed above.

Magnetic correlation is weak for most of these features. However, conductor 10690B-10720C has flanking association with a negative magnetic lineation which could be due to remanent magnetization. This linear strikes NNW-SSE and is locally strengthened coincident with conductor 10690B-10720C.

The resistivity contour map shows most of these separate conductors as being located on the high gradient lineations at the edges of conductive areas.

The VLF has detected good responses in correlation with all of these conductors. This correlation is usually direct, and the anolous responses are quite well defined. Conductor 10750E-10760F is an exception, as it has only very weak VLF association.

SHEET 3

Zone H

This zone outlines a thin band of conductive material striking roughly NW-SE. Numerous EM anomalies have been produced which have no closely correlating response on adjacent lines. Conductor axes have been drawn in areas where the conductive lithology is more cohesive. Locally anomalous resistivity lows occur coincident with these interpreted conductors.

This band of conductive material appears to be related to a larger structural formation, as opposed to being related to small scale, near surface features. The reasoning behind this interpretation is that the short wavelength magnetic features in this area have a slightly different strike direction than does this conductive zone. The zone appears to parallel the magnetic contours associated with the larger scale, longer wavelength magnetic features.

The VLF responses in the area appear to strike roughly east-west and could be indicative of structural discontinuities. A close examination of all the geophysical parameters, and their inter-relationships, would be helpful in determining the nature of this area of conductivity.

Conductor 10475C-10485C

This very short strike length conductor occurs on the extreme northwest flank of coincident and localized, VLF, magnetic and resistivity anomalies. the conductor is quite weak and is detected only on the quadrature channels of the DIGHEM^{III} system. The anomalies appear to be representative of a thin bedrock source.

There are a number of possible bedrock conductors on maps sheets 2 and 3 which have not been discussed individually. All of these possible bedrock responses should be investigated. A listing of these, and all the other EM anomaies, can be found in Appendix E of this report.

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.

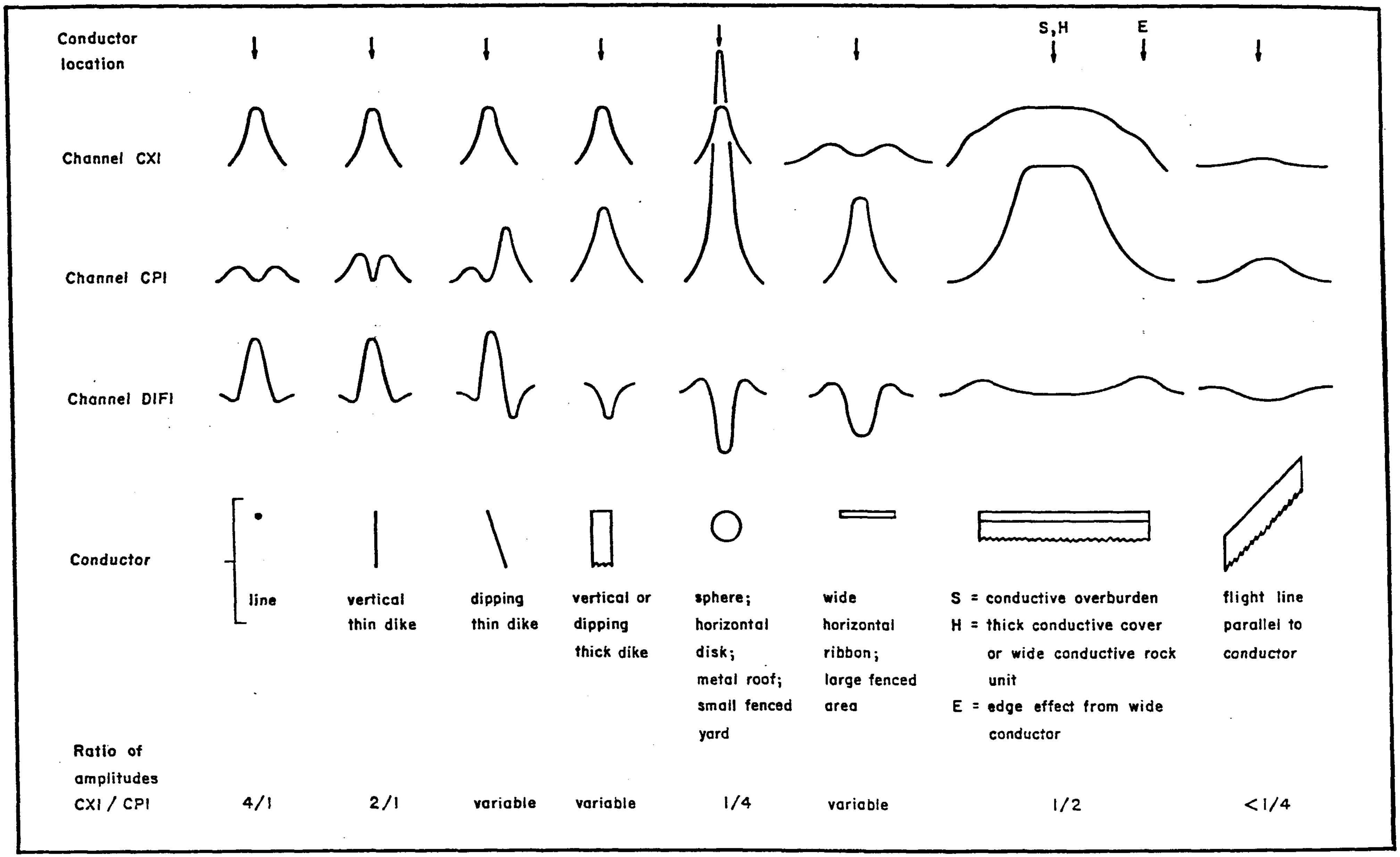
The conductive earth (half space) model is suitable for broad conductors. Resistivity contour maps result from the use of this model. A later section entitled Resistivity Mapping describes the method further, including the effect of using it on anomalies caused by discrete conductors such as sulfide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



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

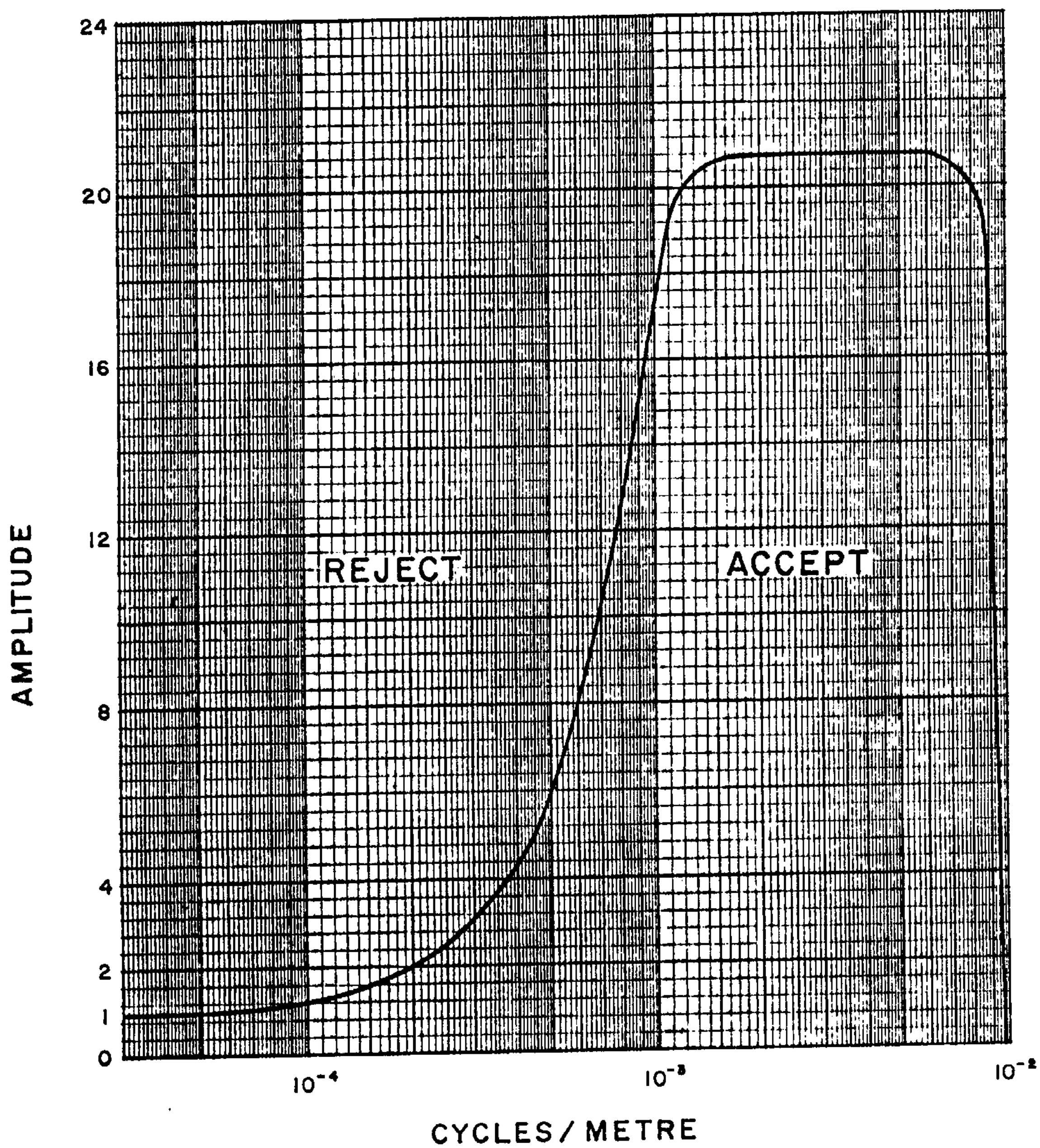

Figure 2 Frequency response of magnetic operator.

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

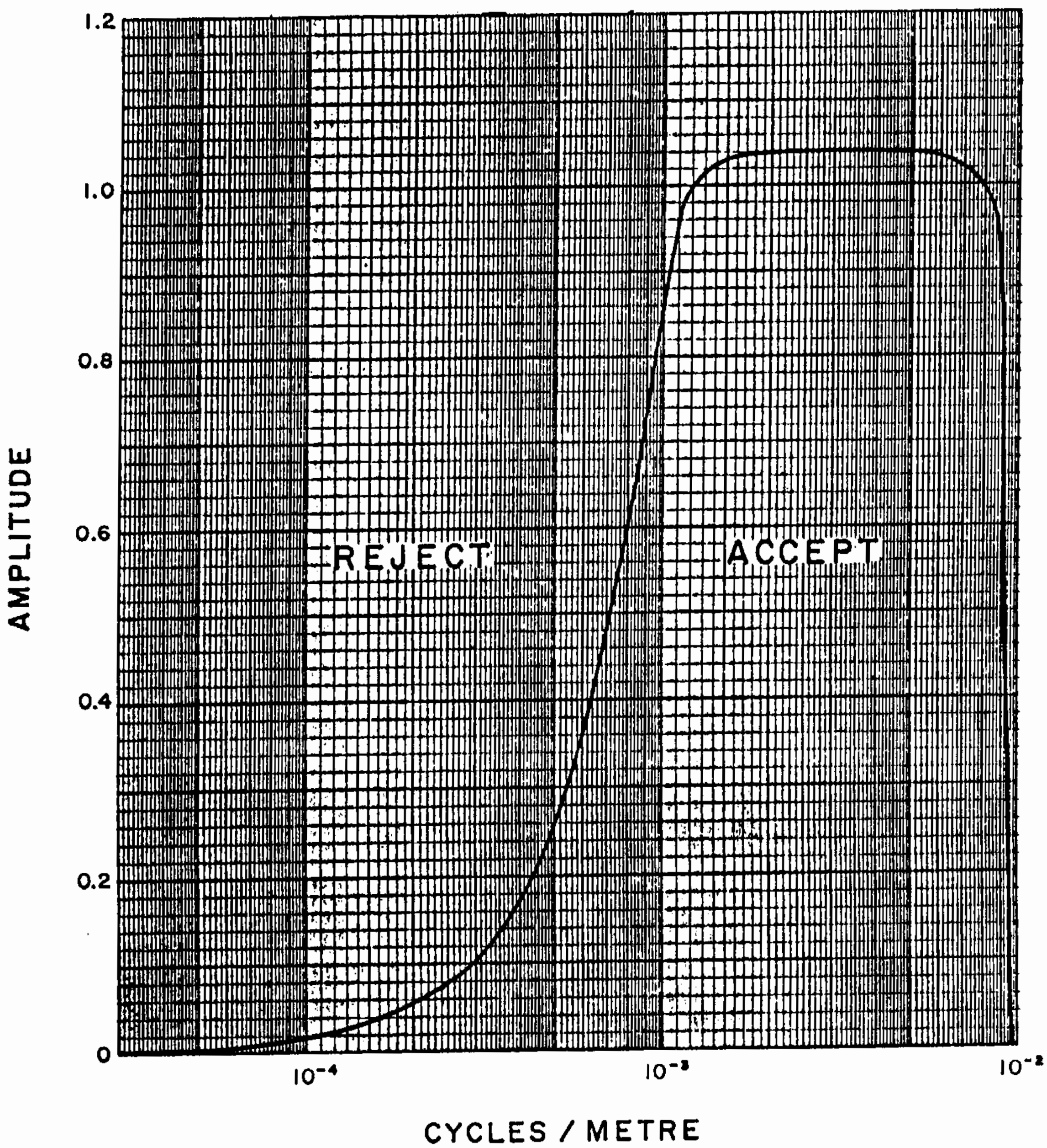

Figure 3 Frequency response of VLF-EM operator.

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

12 map sheets accompany this report. These are presented on a topographic base at a scale of 1:10,000.

Electromagnetic Anomalies	3 map sheets
Resistivity (7200 Hz)	3 map sheets
Total Field Magnetics	3 map sheets
VLF Total Field, Annapolis	3 map sheets

Respectfully submitted,
DIGHEM SURVEYS & PROCESSING INC.

Terence J. McConnell
Geophysicist

A-TM-2

A P P E N D I X 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 1:10,000. The analog and digital profiles are identified 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

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

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

Table A-1. The 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)
09	altimeter	3 m	ALT
10	magnetics, coarse	10 nT	MAG
11	magnetics, fine	2 nT	
12	VLF-total: Annapolis	2%	
13	VLF-quad: Annapolis	2%	

Table A-2. The Digital Profiles

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

APPENDIX B

LIST OF PERSONNEL

The following personnel were involved in the acquisition, processing, interpretation and presentation of data, relating to a DIGHEM^{III} airborne geophysical survey carried out for Total Erickson Resources Ltd., over a property in the Dome Mountain area, British Columbia.

B. Blight	Survey Operations Supervisor
P. Rooney	Pilot (Frontier Helicopters Ltd.)
P. Bottomley	Computer Processor
T. McConnell	Geophysicist
G. Hohs	Draftsman
Jayne Crawford	Word Processing Operator

The survey consisted of 1,327 km of coverage, flown during the month of February, 1987. Geophysical data were compiled utilizing a VAX 11-780 computer.

All personnel are employees of Dighem Surveys & Processing Inc., except for the pilot who is an employee of Frontier Helicopters Ltd.

DIGHEM SURVEYS & PROCESSING INC.

Terence J. McConnell
Geophysicist

Ref: 276

F-TM-24

APPENDIX C

STATEMENT OF QUALIFICATIONS

I, Terence J. McConnell, of the City of Toronto, Province of Ontario, do hereby certify that:

1. I am a Geophysicist residing at 480 Oriole Parkway, Apt. #200, Toronto, Ontario.

2. I am a graduate of the Univeristy of Toronto, Ontario, with a B.Sc. degree (1983) in Geophysics.

3. I have been actively engaged in geophysical exploration since 1983.

4. I am presently employed by Dighem Surveys and Processing Inc.

5. The statements made in this report represent my best opinion and judgement.

Dated at Toronto this 10th day of July, 1987.

Terence J. McConnell
Geophysicist

F-TM-24

APPENDIX D

STATEMENT OF COST

Date: July 10, 1987

IN ACCOUNT WITH
DIGHEM SURVEYS & PROCESSING INC.

To: Dighem flying of Agreement dated January 7, 1987, pertaining to an Airborne Geophysical Survey in the Dome Mountain area, B.C.

Survey Charges

1,200 km of flying @ $84.00/km	$100,800.00

Allocation of Costs

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

DIGHEM SURVEYS & PROCESSING INC.

Terence J. McConnell
Geophysicist

F-TM-24

JOB-276

A P P E N D I X   E

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
LINE 10070 (FLIGHT 19)												
A 1385 B?	0	1	-1	0	-1	1	1	4	1	214	1035	0
LINE 10110 (FLIGHT 19)												
A 1055 S	0	2	0	5	11	49	1	11	1	89	922	2
B 1086 S	0	3	1	4	10	36	1	0	1	42	684	12
LINE 10120 (FLIGHT 19)												
A 1031 S	0	3	0	3	5	34	1	0	1	38	563	10
B 1000 S	-1	8	0	11	24	115	1	8	1	65	781	3
LINE 10130 (FLIGHT 19)												
A 962 S	-1	4	0	5	14	47	1	14	1	106	1006	5
LINE 10140 (FLIGHT 19)												
A 897 S	0	5	-2	6	16	60	1	0	1	72	860	0
B 893 S	0	3	-1	6	16	51	1	6	1	73	860	0
C 883 S	0	3	-2	4	9	37	1	0	1	32	525	7
LINE 10150 (FLIGHT 18)												
A 1801 S	0	1	0	6	5	25	2	30	1	71	837	0
B 1804 S	0	4	0	6	18	62	1	3	1	63	801	0
C 1820 S	0	4	0	6	4	15	1	24	1	66	772	3
LINE 10170 (FLIGHT 18)												
A 1676 S	-1	2	0	3	10	25	1	0	1	31	740	1
LINE 10180 (FLIGHT 18)												
A 1634 S	-1	3	0	4	9	30	1	0	1	29	691	1
B 1615 S	-1	2	-1	5	12	47	1	3	1	71	846	0
LINE 10190 (FLIGHT 18)												
A 1561 S	0	2	1	4	10	13	1	0	1	22	505	0
LINE 10200 (FLIGHT 18)												
A 1492 S	0	4	-1	5	7	20	1	18	1	62	779	0
LINE 10210 (FLIGHT 18)												
A 1271 S	0	3	0	4	5	29	1	0	1	43	328	17
LINE 10250 (FLIGHT 18)												
A 927 S	1	3	0	3	13	15	1	0	1	45	255	19

* 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
LINE 10250	(FLIGHT 18)											
B 944 S	-1	3	0	6	9	49	1	5	1	79	878	0
LINE 10260	(FLIGHT 18)											
A 901 B?	0	3	1	4	17	36	1	0	1	34	232	11
B 885 S	-1	4	0	5	7	47	1	0	1	88	927	0
LINE 10270	(FLIGHT 18)											
A 780 B?	0	4	1	7	27	46	1	0	1	54	758	0
B 798 S	0	4	0	4	6	33	1	0	1	8	1439	0
LINE 10280	(FLIGHT 18)											
A 746 B?	0	4	0	7	22	48	1	1	1	58	819	0
LINE 10290	(FLIGHT 18)											
A 620 B?	0	3	0	5	20	26	1	0	1	34	287	9
B 665 S	1	3	0	3	5	30	1	0	1	45	644	16
LINE 10300	(FLIGHT 18)											
A 581 B?	0	9	-1	12	34	78	1	0	1	49	767	0
LINE 10305	(FLIGHT 6)											
A 681 S	2	8	4	16	61	52	2	5	1	37	125	5
B 671 B	7	9	11	8	40	46	8	15	2	57	26	32
C 665 S	1	9	3	13	11	29	1	0	1	25	383	0
D 653 S	1	5	-1	1	40	87	1	0	1	26	181	6
E 629 S	1	1	0	3	3	31	2	28	1	81	1035	0
LINE 10310	(FLIGHT 18)											
A 394 B?	1	8	0	11	34	66	1	0	1	48	758	0
LINE 10315	(FLIGHT 6)											
A 883 S	3	3	4	20	8	5	3	15	1	43	105	11
B 874 B	12	3	5	3	9	30	45	26	3	54	21	31
C 859 S	0	3	1	3	14	22	1	0	1	25	331	0
D 835 S	1	3	0	5	20	29	1	0	1	36	237	11
LINE 10320	(FLIGHT 18)											
A 357 B?	0	6	-1	8	19	54	1	4	1	88	922	1
B 325 S	0	3	-2	4	9	24	1	0	1	19	1122	0
LINE 10325	(FLIGHT 6)											
A 962 B	9	11	24	21	45	31	10	0	2	46	27	21

* 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
LINE 10325	(FLIGHT	6)										
B 980 S	0	4	0	6	20	49	1	0	1	93	960	0
C 1007 S	-1	5	1	6	30	37	1	0	1	67	833	0
LINE 10330	(FLIGHT	18)										
A 238 S	0	1	-1	3	10	14	1	0	1	53	508	20
LINE 10335	(FLIGHT	6)										
A 1083 S	-2	5	0	5	19	34	1	0	1	26	291	3
B 1050 S	1	4	1	9	42	47	1	0	1	50	739	0
LINE 10345	(FLIGHT	6)										
A 1148 S	1	4	1	11	47	76	1	0	1	26	276	0
B 1164 S	2	10	1	1	116	106	1	0	1	19	66	4
C 1174 B	13	16	30	33	93	30	9	0	2	38	29	14
D 1182 S	1	4	0	2	38	38	1	0	1	28	161	9
E 1193 S	0	5	0	7	25	63	1	0	1	64	828	0
F 1221 S	0	9	1	13	59	89	1	0	1	21	683	0
LINE 10355	(FLIGHT	6)										
A 1325 S	2	8	2	13	51	67	1	0	1	32	203	0
B 1293 S?	-1	5	1	2	8	16	1	0	1	38	407	8
C 1264 S	2	6	1	13	68	54	1	0	1	19	679	0
LINE 10360	(FLIGHT	17)										
A 3195 S	0	4	0	4	13	31	1	0	1	25	626	0
B 3229 S	0	3	1	3	7	36	1	0	1	27	810	0
C 3236 S	-1	3	1	3	10	27	1	0	1	46	560	18
LINE 10365	(FLIGHT	6)										
A 1382 S	2	9	2	9	29	50	1	0	1	18	287	0
B 1393 B	3	9	7	14	54	60	3	1	1	25	318	0
C 1412 S	-1	3	0	4	9	27	1	0	1	43	482	14
D 1439 S	-1	6	1	10	57	66	1	0	1	29	720	0
LINE 10370	(FLIGHT	17)										
A 3154 S	1	2	-1	3	9	24	1	0	1	33	624	1
B 3114 S	2	2	0	2	6	17	1	0	1	52	443	24
LINE 10375	(FLIGHT	7)										
A 116 S	3	10	1	16	7	94	1	0	1	35	247	0
B 108 B?	3	4	4	9	24	17	4	2	1	40	210	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
LINE 10375	(FLIGHT	7)										
C 101 S?	0	4	1	3	10	23	1	0	1	23	459	0
D 64 S	1	4	0	5	9	10	1	0	1	62	886	0
LINE 10380	(FLIGHT	17)										
A 3030 S	2	5	1	3	14	32	1	0	1	48	302	23
B 3035 S	3	5	1	5	16	41	1	0	1	30	421	3
C 3076 S	0	3	1	3	9	27	1	0	1	43	420	17
LINE 10385	(FLIGHT	7)										
A 153 S	2	6	1	9	20	78	1	4	1	22	341	0
B 160 S	2	8	2	12	60	20	1	0	1	26	325	0
C 218 S?	-3	6	3	4	15	20	1	0	1	24	192	2
LINE 10395	(FLIGHT	7)										
A 316 B?	4	11	4	16	93	46	3	0	1	39	186	0
B 294 S?	-1	4	0	1	11	14	1	0	1	64	525	30
C 270 S	1	2	0	4	16	16	1	0	1	39	172	16
LINE 10400	(FLIGHT	17)										
A 2874 S?	3	6	-1	3	10	32	1	20	1	98	949	6
B 2917 S	0	3	0	3	13	31	1	0	1	41	473	13
LINE 10405	(FLIGHT	7)										
A 370 B	4	11	5	2	115	121	1	0	1	30	51	16
B 424 S	-3	7	0	9	42	73	1	0	1	45	819	0
LINE 10412	(FLIGHT	17)										
A 655 S	-2	3	1	3	11	21	1	0	1	34	595	4
LINE 10415	(FLIGHT	7)										
A 603 S	0	3	1	5	17	20	1	0	1	31	110	12
B 544 S	-1	3	-3	5	16	38	1	0	1	38	516	10
C 541 S	0	5	-2	8	32	54	1	0	1	75	932	0
LINE 10420	(FLIGHT	17)										
A 701 S	0	2	-1	4	11	32	1	0	1	40	563	12
LINE 10425	(FLIGHT	7)										
A 694 B	4	6	7	3	46	13	8	17	1	57	71	22
B 727 S	0	3	-1	4	6	14	1	0	1	24	1118	0
C 752 S	-1	6	1	7	26	45	1	0	1	95	649	8

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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
LINE 10475	(FLIGHT		8)									
E 318 S	-1	4	1	10	56	78	1	0	1	51	746	0
F 323 S	0	4	1	5	36	38	1	0	1	15	719	0
LINE 10480	(FLIGHT		17)									
A 1246 S	0	4	0	5	23	40	1	0	1	34	322	8
B 1238 S	-2	2	0	3	10	20	1	0	1	47	516	17
LINE 10485	(FLIGHT		8)									
A 432 B	15	10	28	7	155	144	32	14	2	44	44	17
B 430 S?	0	15	3	30	155	144	1	0	1	7	383	0
C 425 D	-1	6	0	5	11	14	1	0	1	97	985	0
D 420 S	-1	2	0	6	12	43	1	13	1	100	960	5
LINE 10491	(FLIGHT		17)									
A 1423 S	2	2	-1	4	8	30	1	0	1	46	433	19
LINE 10495	(FLIGHT		8)									
A 474 S	0	5	0	8	37	57	1	0	1	54	860	0
B 481 S	1	4	-1	4	17	22	1	0	1	33	360	8
C 538 S	-1	6	1	6	27	45	1	2	1	88	828	0
LINE 10505	(FLIGHT		8)									
A 680 S	1	5	-1	6	21	54	1	0	1	62	863	0
B 674 S	1	4	0	5	4	47	2	10	1	91	985	0
LINE 10510	(FLIGHT		17)									
A 1643 S	2	4	-1	4	19	7	1	0	1	40	288	15
B 1649 S	1	2	-3	3	12	32	1	0	1	32	501	5
C 1657 S	1	5	-3	4	13	35	1	0	1	23	366	0
LINE 10515	(FLIGHT		8)									
A 778 S?	-1	4	0	2	9	21	1	0	1	35	951	1
B 803 S	4	13	2	21	81	94	2	0	1	17	394	0
LINE 10520	(FLIGHT		17)									
A 1759 S	3	1	0	4	18	16	1	0	1	27	326	1
LINE 10525	(FLIGHT		8)									
A 857 S	1	3	-1	3	10	6	1	0	1	23	987	0
B 829 S	2	7	2	13	35	36	1	0	1	25	516	0
LINE 10530	(FLIGHT		17)									
A 1803 S	4	3	-1	4	21	24	1	0	1	39	229	16

* 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
LINE 10530 (FLIGHT 17)												
B 1815 S	3	4	-2	6	9	32	2	0	1	55	863	0
LINE 10535 (FLIGHT 8)												
A 989 S	-1	3	0	7	22	64	1	14	1	88	938	0
B 1013 S	3	4	2	12	58	48	2	8	1	40	316	0
LINE 10540 (FLIGHT 17)												
A 1934 S	2	4	-1	8	36	46	1	5	1	64	828	0
B 1923 S	4	6	-1	9	48	61	2	10	1	58	809	0
LINE 10545 (FLIGHT 8)												
A 1242 S	0	3	1	4	12	32	1	0	1	13	810	0
LINE 10550 (FLIGHT 17)												
A 1961 S	1	3	-1	4	16	25	1	0	1	45	193	22
B 1969 S	4	3	0	9	53	23	3	35	1	56	761	0
LINE 10555 (FLIGHT 8)												
A 1316 S	0	4	0	5	15	22	1	1	1	100	992	1
B 1298 S	1	2	0	3	8	19	1	0	1	16	711	0
C 1290 S	2	7	4	10	41	45	2	0	1	53	185	8
LINE 10560 (FLIGHT 17)												
A 2079 S	5	5	0	11	43	26	3	20	1	47	754	0
LINE 10565 (FLIGHT 9)												
A 271 S	2	6	2	7	7	2	2	0	1	50	186	6
LINE 10570 (FLIGHT 17)												
A 2118 S	1	8	0	12	41	16	1	3	1	47	725	0
B 2154 S	5	4	1	9	15	7	4	23	1	52	785	0
LINE 10575 (FLIGHT 9)												
A 371 S?	1	2	-2	2	2	13	1	0	1	12	4806	0
B 318 S	-1	4	1	3	8	14	1	0	1	20	991	0
C 305 S	-1	8	4	3	32	53	1	0	1	29	104	10
LINE 10581 (FLIGHT 17)												
A 2714 S?	5	10	1	6	19	33	3	17	1	47	586	0
LINE 10585 (FLIGHT 9)												
A 486 S	2	9	2	16	57	66	1	0	1	38	259	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
LINE 10590	(FLIGHT	17)										
A 2569 S?	3	6	2	13	51	27	2	9	1	39	461	0
B 2572 B?	5	8	0	13	54	29	2	10	1	58	797	0
LINE 10595	(FLIGHT	9)										
A 747 S	3	8	4	1	16	13	1	0	1	28	90	11
LINE 10600	(FLIGHT	9)										
A 944 S	-3	4	1	3	6	32	1	0	1	14	1335	0
B 962 S	2	10	3	14	39	40	1	0	1	32	230	0
LINE 10601	(FLIGHT	11)										
A 1800 S	0	4	0	3	7	14	1	0	1	9	951	0
B 1806 S?	0	2	-2	4	7	40	1	0	1	17	1625	0
C 1817 S	0	4	0	6	17	37	2	24	1	96	949	5
D 1824 S	0	3	0	2	9	23	1	0	1	32	763	3
E 1861 S	2	7	3	9	20	39	2	0	1	52	241	4
F 1866 S	3	5	0	7	28	33	2	10	1	72	841	0
G 1892 B?	4	7	2	12	13	9	3	0	1	67	426	7
H 1899 B?	3	7	1	11	47	38	2	3	1	73	886	0
LINE 10611	(FLIGHT	9)										
A 1614 S	-4	4	1	4	6	39	1	0	1	27	743	0
B 1629 S	1	6	3	7	13	19	1	0	1	66	123	24
C 1634 S	0	3	1	4	15	38	1	0	1	37	464	9
D 1654 S	0	2	2	2	14	9	1	0	1	37	180	14
E 1691 S	1	3	1	5	6	25	1	0	1	35	490	7
F 1713 S	2	3	1	4	12	42	1	0	1	32	524	4
G 1721 B?	1	6	2	6	16	30	2	0	1	118	131	67
H 1735 S	0	3	1	3	8	28	1	0	1	32	677	2
I 1748 B?	4	8	2	2	5	29	4	13	1	64	251	15
J 1752 B?	3	8	4	11	42	16	2	6	1	72	589	3
K 1783 S	0	4	2	6	10	30	1	0	1	63	254	14
LINE 10620	(FLIGHT	9)										
A 2024 S?	3	8	6	2	14	52	4	18	1	65	101	27
B 2015 S?	-1	3	1	4	15	41	1	0	1	31	582	2
C 1992 S	-1	5	1	4	18	6	1	0	1	41	167	19
D 1970 S	3	2	0	5	17	19	1	0	1	15	538	0
E 1956 S	1	4	0	5	7	37	1	0	1	32	379	5
F 1918 S	3	4	2	6	20	37	3	7	1	72	366	11
G 1881 B?	5	9	10	20	39	9	4	0	1	59	173	15

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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
LINE 10620 (FLIGHT 9)												
H 1879 B?	2	6	6	17	33	18	2	0	1	76	377	16
LINE 10630 (FLIGHT 9)												
A 2237 S	3	4	0	6	17	26	2	0	1	22	790	0
B 2289 S	2	6	-6	6	27	58	1	0	1	33	767	0
C 2313 S	1	4	-6	9	7	34	1	15	1	45	712	0
D 2321 S	2	5	-5	6	30	47	2	14	1	47	765	0
E 2346 S	2	2	-7	3	12	27	1	0	1	22	342	0
LINE 10631 (FLIGHT 11)												
A 2062 S?	3	5	0	6	30	19	2	12	1	67	856	0
B 2100 S	0	3	1	5	22	4	1	7	1	50	410	3
LINE 10641 (FLIGHT 11)												
A 279 S	2	10	2	15	42	65	1	0	1	28	392	0
B 302 S?	2	5	2	4	20	17	1	0	1	46	179	24
C 312 S	1	5	1	5	20	32	1	0	1	43	198	20
D 341 S	-1	4	0	5	3	16	1	0	1	19	378	0
E 354 S	-1	6	1	1	44	65	1	0	1	21	156	2
F 382 S	2	4	1	6	13	16	2	20	1	55	434	6
G 398 S	1	3	0	5	10	16	1	0	1	26	316	1
H 404 S	1	3	0	6	18	28	1	1	1	55	840	0
I 412 S	0	4	0	4	18	29	1	0	1	29	444	3
J 425 B?	4	6	9	11	32	7	5	0	1	76	179	24
K 430 D	11	10	18	29	79	28	8	13	1	42	155	7
LINE 10651 (FLIGHT 11)												
A 848 S	2	12	1	20	14	170	1	0	1	20	570	0
B 821 B?	2	5	2	7	33	17	2	4	1	70	917	0
C 789 S	1	4	-2	8	7	20	1	0	1	45	804	0
D 773 S?	4	7	1	14	34	71	2	4	1	11	519	0
E 713 S	3	3	1	6	18	34	3	28	1	62	473	5
F 652 S	1	3	0	4	17	33	1	0	1	40	260	17
G 642 S	1	6	1	3	8	20	1	14	1	56	712	0
LINE 10660 (FLIGHT 11)												
A 1074 S	0	1	1	3	7	20	1	0	1	35	824	4
B 1087 S	2	10	2	19	40	171	1	0	1	18	516	0
C 1145 S	-2	7	1	10	36	38	1	0	1	44	484	0
D 1162 S	0	0	2	12	47	23	1	1	1	18	315	0
E 1165 S?	3	8	1	8	34	51	2	4	1	18	339	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
LINE 10660	(FLIGHT 11)											
F 1172 B?	2	5	4	10	30	27	2	7	1	31	182	0
G 1176 B	6	4	2	3	32	48	10	31	1	39	80	8
H 1179 B	3	6	2	2	22	38	4	29	1	46	82	14
I 1185 B	2	6	12	2	3	33	9	30	2	64	40	35
J 1229 S	3	2	2	6	26	23	4	30	1	73	161	29
LINE 10670	(FLIGHT 11)											
A 1553 S	0	4	0	5	17	29	1	0	1	78	590	8
B 1543 S	0	3	1	2	8	19	1	0	1	17	268	0
C 1531 S	1	3	2	6	11	55	2	27	1	70	264	24
D 1518 B	2	5	1	7	28	18	2	16	1	72	342	21
E 1468 B?	5	10	13	30	98	30	4	0	1	35	157	0
F 1466 B	11	8	15	29	60	41	8	0	1	28	113	0
G 1465 B	14	8	34	29	60	41	17	0	1	14	50	0
H 1464 B	14	15	34	29	60	29	13	1	3	38	18	17
I 1459 B	7	2	15	16	48	33	14	18	1	31	151	0
J 1442 S	1	4	1	5	25	24	1	0	1	34	353	0
K 1431 S	2	5	0	7	18	53	1	7	1	46	572	0
LINE 10680	(FLIGHT 11)											
A 2332 S	0	6	1	10	13	75	1	0	1	45	573	0
B 2321 S	0	3	2	4	12	14	1	0	1	32	380	6
C 2309 S?	0	4	3	4	10	32	1	0	1	45	206	21
D 2267 S	1	3	0	3	12	29	1	0	1	32	811	2
E 2256 S	1	2	-1	4	12	40	1	0	1	30	388	5
F 2243 B	3	10	4	12	94	82	2	14	1	34	344	0
G 2241 D	10	4	19	36	114	60	9	13	1	28	118	0
H 2238 B	1	3	24	46	170	76	4	6	2	41	40	16
I 2235 B	4	21	17	46	171	78	3	0	1	28	241	0
J 2222 S	1	4	3	5	22	32	1	0	1	32	293	7
K 2212 S	1	8	2	3	5	35	1	0	1	43	129	23
LINE 10690	(FLIGHT 12)											
A 156 S	-4	3	0	4	6	14	1	0	1	25	369	1
B 169 B?	-2	5	2	7	20	54	1	12	1	45	623	0
C 176 S	-2	3	1	3	15	25	1	0	1	44	147	23
D 187 S	-4	2	-1	3	4	13	1	0	1	37	614	8
E 213 S	-4	3	-2	10	10	41	1	12	1	63	797	0
F 221 B?	0	8	0	7	32	49	1	4	1	59	817	0
G 227 S	-2	4	-2	8	14	54	1	8	1	73	863	0
H 233 S	-3	4	0	4	16	21	1	0	1	41	300	14

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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
LINE 10690	(FLIGHT	12)										
I 262 B?	1	5	4	13	50	9	2	11	1	67	215	23
J 264 B?	3	3	4	13	28	21	3	23	1	60	286	15
LINE 10700	(FLIGHT	11)										
A 2438 S	0	4	-1	6	11	46	2	15	1	93	972	0
B 2476 S	1	4	1	10	21	61	2	10	1	43	716	0
C 2489 S	0	3	0	4	16	38	1	0	1	30	390	4
D 2499 B?	2	3	3	4	15	18	1	0	1	66	105	44
E 2520 S	1	3	1	5	3	14	1	0	1	38	522	10
F 2544 S	-2	4	1	5	12	51	1	0	1	71	585	6
G 2551 B	3	14	3	21	114	88	1	0	1	13	405	0
H 2552 B	3	12	3	22	114	88	1	0	1	30	351	0
I 2556 S	-1	2	1	2	8	19	1	0	1	26	567	0
J 2603 B?	1	6	4	5	25	17	2	3	1	69	254	19
LINE 10710	(FLIGHT	12)										
A 473 S	-3	2	-5	2	7	13	1	0	1	137	1035	0
B 419 S	-2	4	-2	6	19	50	1	11	1	77	860	0
C 411 S	-3	7	-1	11	40	89	1	7	1	52	736	0
D 401 S?	-1	5	3	4	23	18	1	0	1	28	173	7
E 390 S	-1	3	1	7	26	24	1	0	1	54	556	0
F 363 S	0	4	-2	7	13	66	1	12	1	95	966	0
G 353 D	9	13	13	19	67	37	6	0	1	36	207	0
H 346 S	-2	3	-2	3	9	29	1	0	1	26	874	0
I 339 D	4	16	13	51	206	114	2	0	1	15	220	0
J 323 S	0	3	1	7	39	31	1	0	1	68	703	1
K 310 S?	-2	3	1	2	11	17	1	0	1	47	162	24
LINE 10720	(FLIGHT	12)										
A 617 S	-1	3	0	3	12	27	1	0	1	23	733	0
B 626 S	0	6	-1	9	34	31	1	5	1	53	749	0
C 637 S	1	7	2	12	52	58	1	0	1	19	435	0
D 654 S	0	3	0	4	23	22	1	0	1	48	189	26
E 660 S	0	3	-1	6	8	49	1	4	1	97	938	7
F 679 S	-2	2	0	4	5	43	1	0	1	13	1557	0
G 692 D	12	17	22	30	121	24	8	0	1	25	335	0
H 711 D	0	7	-1	7	81	80	1	5	1	68	806	1
I 719 S?	0	2	1	7	28	47	1	10	1	48	705	0
J 727 S?	1	2	2	6	23	25	2	24	1	57	293	13
K 740 S	0	3	0	6	22	33	1	9	1	72	860	0
L 745 B?	0	3	0	6	21	34	1	1	1	64	863	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
LINE 10720	(FLIGHT	12)										
M 752 B?	0	5	1	6	12	7	2	24	1	102	960	8
LINE 10730	(FLIGHT	12)										
A 899 S	-1	4	-1	4	11	38	1	0	1	32	379	7
B 887 S	-1	4	0	4	20	23	1	0	1	24	287	0
C 841 D	7	12	11	20	55	30	5	0	1	20	245	0
D 821 S	-1	3	-2	10	47	79	1	5	1	52	742	0
E 817 S	0	4	0	11	60	90	1	0	1	23	701	0
F 803 S	1	4	1	5	43	52	1	0	1	39	99	22
G 800 S	1	4	0	7	23	33	1	16	1	73	840	1
H 791 S	-2	3	-2	3	6	43	1	0	1	37	417	12
I 784 S	0	2	-1	2	5	14	1	0	1	44	356	18
LINE 10740	(FLIGHT	12)										
A 995 S	-2	4	-2	5	3	31	1	0	1	14	605	0
B 1006 S	-3	2	-1	1	2	25	1	0	1	147	1035	0
C 1012 S	-2	5	0	5	14	48	1	0	1	99	979	2
D 1021 S	-1	2	0	5	12	49	1	0	1	18	885	0
E 1051 S	-1	4	0	8	29	78	1	0	1	74	863	0
F 1057 S	-3	3	1	5	12	49	1	12	1	102	988	0
G 1064 S	-1	5	2	8	22	57	1	1	1	66	503	9
H 1070 S	1	5	2	4	24	49	1	0	1	28	130	8
I 1094 S?	0	6	0	12	36	113	1	12	1	75	811	8
J 1115 D	8	14	9	15	63	52	5	2	1	40	714	0
K 1147 S	1	7	2	3	87	42	1	0	1	17	71	2
L 1153 S	1	4	2	9	33	20	1	15	1	34	414	0
M 1179 S	-1	2	2	2	10	10	1	0	1	50	221	27
LINE 10750	(FLIGHT	12)										
A 1382 S	-1	3	1	3	2	31	1	0	1	27	914	0
B 1322 S	-2	3	1	3	11	33	1	0	1	27	995	0
C 1310 S	-2	3	2	5	7	27	1	0	1	43	465	14
D 1303 S	0	5	1	8	18	50	1	0	1	36	435	0
E 1299 B?	-3	5	2	6	30	4	1	0	1	95	163	45
F 1284 S	-3	4	2	4	14	39	1	0	1	27	887	0
G 1271 B	5	15	6	24	99	87	3	0	1	48	162	9
H 1270 D	5	15	6	24	99	87	3	0	1	18	600	0
I 1221 S	-1	3	0	7	6	55	1	8	1	83	860	7
J 1213 S	-2	1	0	4	10	25	1	0	1	34	576	6
K 1205 S?	-1	1	0	4	9	22	1	0	1	48	544	20
LINE 10760	(FLIGHT	12)										
A 1421 S	-1	2	0	3	6	20	1	5	1	159	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
LINE 10760	(FLIGHT	12)										
B 1427 S?	-2	6	-3	8	17	82	1	7	1	77	853	2
C 1433 S	0	5	-1	7	20	70	1	1	1	64	834	0
D 1491 S?	-1	2	2	4	7	30	1	0	1	44	635	14
E 1497 S	0	3	2	4	23	26	1	0	1	52	172	28
F 1502 S?	2	5	1	6	3	43	2	27	1	86	895	4
G 1532 D	3	6	1	18	84	79	2	0	1	31	595	0
H 1574 S	1	3	1	6	18	48	1	21	1	86	802	4
I 1597 S	0	2	1	2	9	18	1	0	1	43	545	14
LINE 10770	(FLIGHT	12)										
A 1789 S	-1	6	0	6	22	54	1	0	1	63	837	0
B 1723 S	2	6	2	10	39	56	1	0	1	37	508	0
C 1698 S?	0	3	2	4	14	30	1	0	1	35	312	9
D 1694 S?	1	5	1	6	9	17	1	10	1	82	527	13
LINE 10780	(FLIGHT	12)										
A 1917 S?	-4	15	-7	24	108	240	1	4	1	20	425	0
B 1921 S?	-2	8	-3	12	45	123	2	11	1	45	721	0
C 1949 S	-2	2	0	4	4	32	1	0	1	21	2048	0
D 1987 S	0	8	1	16	67	48	1	0	1	20	583	0
E 2006 B?	2	5	6	11	39	25	3	23	1	59	486	8
F 2011 S	1	10	-1	14	54	111	1	14	1	36	577	1
G 2018 B?	0	8	-1	10	49	54	1	4	1	51	763	0
LINE 10790	(FLIGHT	12)										
A 2279 S	-2	7	0	8	33	77	1	0	1	51	779	0
B 2217 S	1	4	1	6	3	7	3	1	1	48	329	0
C 2190 S?	-1	4	3	4	8	17	1	0	1	34	123	13
LINE 10800	(FLIGHT	12)										
A 2328 S	-1	3	0	2	10	21	1	0	1	28	809	0
B 2338 S?	-2	8	-3	10	27	100	1	4	1	54	747	0
C 2398 S	1	9	2	11	57	36	1	0	1	23	405	0
D 2415 D	4	8	4	12	57	31	3	13	1	60	457	8
LINE 10810	(FLIGHT	12)										
A 2713 S	-2	2	-2	3	9	19	1	0	1	27	805	0
B 2709 S	0	3	-2	6	20	60	2	19	1	75	890	0
C 2696 S	-3	4	-3	6	10	61	1	17	1	118	1021	14
D 2643 S	0	8	2	10	36	39	1	0	1	28	341	0
E 2637 S	-1	5	1	4	23	36	1	0	1	46	143	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
LINE 10821 (FLIGHT 13)														
A	53	S	-5	3	-10	5	9	26	1	0	1	8	1258	0
B	105	S	-9	3	-4	4	8	25	1	0	1	51	985	16
C	118	S	-8	2	-7	3	8	20	1	0	1	57	433	28
D	129	S	-5	10	-4	23	103	119	1	0	1	6	536	0
E	134	S	-7	4	-5	3	19	35	1	0	1	49	164	27
LINE 10830 (FLIGHT 13)														
A	382	S	-3	4	1	5	14	13	1	0	1	68	844	0
B	376	S	-2	3	0	6	23	43	2	1	1	42	819	0
C	366	S	-1	13	2	19	86	124	1	0	1	8	562	0
D	357	S?	-2	5	1	9	40	28	1	0	1	18	498	0
E	338	B?	-1	4	4	7	20	9	2	0	1	93	1035	0
F	268	S	-6	3	-3	4	9	33	1	0	1	41	912	9
LINE 10840 (FLIGHT 13)														
A	466	S	0	2	-1	5	6	40	2	40	1	120	1035	0
B	489	S	1	3	-3	6	15	59	2	20	1	85	922	0
C	519	S	1	15	-1	26	100	205	1	0	1	6	430	0
D	527	S	2	7	0	9	45	56	1	0	1	14	668	0
E	537	S?	3	10	0	14	60	57	1	0	1	10	636	0
F	562	D	5	5	2	1	11	3	7	50	1	78	843	4
G	567	B	1	2	3	1	7	10	5	43	1	45	253	0
H	569	D	5	6	2	12	37	10	4	0	1	77	1021	0
I	647	S	-2	3	-10	4	11	19	1	0	1	29	846	1
LINE 10850 (FLIGHT 13)														
A	854	S	0	2	-11	4	5	33	1	0	1	6	1835	0
B	800	S	3	24	-9	40	192	141	1	0	1	4	345	0
C	788	S	4	5	-5	8	37	53	1	0	1	14	699	0
D	762	B	10	9	4	20	63	15	5	6	1	19	635	0
E	761	D	10	10	4	20	63	15	5	0	1	21	742	0
LINE 10860 (FLIGHT 13)														
A	901	S	-1	4	-10	5	14	57	1	2	1	103	992	3
B	908	S	-3	5	-17	8	9	90	1	11	1	82	874	3
C	947	S	0	4	-7	3	14	30	1	0	1	35	199	13
D	954	S	1	2	-6	25	128	193	1	2	1	14	477	0
E	959	B?	5	36	-5	60	271	472	1	0	1	0	268	0
F	970	B	4	2	4	8	31	44	7	44	1	42	243	5
G	973	B?	5	7	0	12	18	52	3	4	1	17	634	0
H	982	S?	3	3	-7	5	29	25	1	9	1	33	747	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
LINE 10860	(FLIGHT 13)											
I 992 S	1	2	-8	4	2	19	1	0	1	49	312	24
J 1013 D	13	16	10	31	113	58	6	0	1	2	566	0
K 1034 S	0	3	-10	3	3	29	1	0	1	14	2637	0
L 1045 S	-1	1	-9	3	11	14	1	0	1	7	940	0
M 1050 S	1	2	-10	3	9	21	1	0	1	14	786	0
N 1060 S	1	2	-10	4	1	20	1	0	1	23	694	0
O 1063 S	0	3	-9	4	3	41	1	0	1	29	731	1
P 1088 S	-1	3	-9	5	4	26	1	0	1	34	464	8
LINE 10870	(FLIGHT 13)											
A 1337 S	-2	4	-10	5	6	44	1	0	1	102	1014	0
B 1308 S	0	5	-7	8	34	43	1	0	1	59	825	0
C 1292 S?	4	12	-5	11	47	80	1	0	1	13	604	0
D 1283 B	5	7	3	10	51	46	3	0	1	9	530	0
E 1283 B?	5	7	3	10	51	46	4	0	1	22	335	0
F 1259 D	22	25	16	49	159	82	7	0	1	0	406	0
G 1216 S	0	3	-10	4	7	21	1	0	1	32	642	4
H 1184 S	-1	2	-9	3	2	1	1	0	1	32	456	5
LINE 10880	(FLIGHT 13)											
A 1450 S	-2	3	-10	5	11	46	1	0	1	124	1035	0
B 1466 S	-2	6	-10	5	17	56	1	0	1	96	966	1
C 1487 S	-1	8	-5	6	17	72	1	0	1	31	725	0
D 1513 S?	4	6	-1	22	46	105	1	5	1	24	546	0
E 1519 B	8	5	8	2	14	18	19	30	1	61	102	24
F 1521 B?	5	7	7	7	15	21	6	8	1	14	699	0
G 1534 S	1	7	-4	11	36	45	1	0	1	38	736	0
H 1554 D	23	33	15	63	242	194	6	0	1	0	348	0
I 1622 S	-2	2	-9	6	8	25	2	31	1	107	1029	1
J 1627 S	-2	1	-10	7	9	22	2	24	1	109	1035	0
LINE 10890	(FLIGHT 13)											
A 1812 S	-4	6	-9	5	16	51	1	0	1	92	960	0
B 1760 B	9	6	6	12	59	9	9	12	1	50	86	15
C 1759 B	9	4	9	11	55	117	13	18	1	59	86	23
D 1734 D	22	18	21	41	148	59	10	0	1	2	318	0
E 1702 S	-1	2	-10	4	9	31	1	0	1	41	1009	6
F 1671 S	-3	5	-9	4	6	13	1	0	1	40	455	12
G 1665 S	-4	3	-9	5	8	22	1	0	1	38	372	12
LINE 10900	(FLIGHT 13)											
A 1863 S	-2	2	-9	3	2	32	1	0	1	9	3396	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
LINE 10900	(FLIGHT	13)										
B 1876 S	-2	2	-8	5	17	43	1	0	1	25	668	0
C 1882 S	-4	4	-7	5	12	49	1	0	1	16	1010	0
D 1909 S	0	8	-4	13	56	95	1	2	1	40	708	0
E 1932 B	10	7	5	16	12	16	7	16	2	59	50	29
F 1933 B	10	4	5	15	12	16	9	28	1	43	163	8
G 1973 B	48	50	59	111	418	197	11	0	2	29	20	10
H 1974 D	48	50	59	111	418	197	11	0	1	13	71	0
I 2043 S	-4	3	-4	3	13	28	1	0	1	44	546	16
LINE 10910	(FLIGHT	13)										
A 2242 S	-1	4	-1	5	15	54	1	13	1	98	949	6
B 2189 B	7	5	14	5	62	47	19	28	2	75	30	47
C 2186 B	9	3	16	9	2	11	31	11	1	61	66	26
D 2162 D	28	24	50	55	182	55	15	0	3	42	14	22
E 2161 D	32	24	50	55	182	55	16	0	2	38	44	10
F 2097 S	-2	2	-2	2	2	9	1	0	1	44	705	14
LINE 10920	(FLIGHT	14)										
A 107 S	2	5	1	17	20	34	1	0	1	0	304	0
B 110 S	1	3	0	6	41	35	1	0	1	0	324	0
C 126 B	10	10	16	20	8	36	8	0	2	0	29	0
D 129 B	11	6	16	19	1	36	12	0	3	0	20	0
E 130 B	10	10	14	15	3	17	10	0	2	0	45	0
F 146 S?	0	5	4	8	37	46	1	0	1	0	328	0
G 162 B	2	12	40	32	16	81	8	0	2	17	54	0
H 165 B	20	24	42	36	21	5	13	0	4	0	12	0
I 166 B	19	16	42	36	104	5	16	0	1	0	83	0
J 234 B?	4	6	1	10	15	20	3	0	1	0	398	0
K 237 S	2	5	1	13	14	34	1	0	1	0	364	0
LINE 10930	(FLIGHT	14)										
A 405 S	2	7	2	12	39	38	1	0	1	0	204	0
B 384 H	15	3	18	19	27	25	25	0	3	0	14	0
C 354 D	29	26	44	46	47	75	15	0	5	0	6	0
D 353 D	29	26	44	46	47	75	15	0	1	0	61	0
LINE 10940	(FLIGHT	14)										
A 517 S	-9	9	1	9	45	3	1	0	1	32	331	0
B 539 B	15	14	38	23	57	44	17	1	4	44	12	25
C 539 D	15	14	38	23	57	44	17	1	3	42	17	21
D 559 S?	-5	1	2	6	2	11	1	13	1	106	186	56

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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
LINE 10940 (FLIGHT 14)												
E 565 B?	-2	8	4	8	14	25	1	0	1	76	83	37
F 579 D	25	33	40	56	166	115	10	0	1	25	51	0
G 598 S	-7	3	-2	4	9	26	1	0	1	9	1116	0
H 656 S	-5	5	1	8	9	32	1	0	1	29	548	0
LINE 10951 (FLIGHT 14)												
A 1115 S	0	7	1	0	40	46	1	0	1	27	80	12
B 1105 B	9	8	22	18	43	31	12	22	4	71	10	51
C 1100 D	12	5	25	5	10	21	51	18	5	46	6	29
D 1099 D	13	10	25	5	10	25	28	21	3	50	13	30
E 1095 B	25	17	58	66	95	126	16	0	3	37	12	19
F 1094 B	24	27	58	66	95	150	12	1	2	33	23	12
G 1078 B?	2	6	9	17	60	26	3	5	1	58	61	26
H 1068 B	10	6	15	21	75	2	10	7	2	52	35	25
I 1064 B	3	8	9	18	72	56	3	0	2	45	37	18
J 1057 D	7	10	11	17	63	49	6	0	1	13	515	0
K 1034 S	-2	2	-1	4	9	10	1	0	1	13	629	0
LINE 10960 (FLIGHT 14)												
A 1213 S	-3	3	-4	2	3	23	1	0	1	18	3512	0
B 1226 S	-3	4	0	5	12	40	1	2	1	89	972	0
C 1254 B	18	24	53	41	127	85	13	3	5	47	7	31
D 1258 D	7	4	9	13	33	2	10	20	4	56	10	36
E 1261 D	11	1	9	26	54	18	10	9	3	40	13	20
F 1268 S	0	4	1	18	73	10	1	0	1	23	434	0
LINE 10961 (FLIGHT 14)												
A 1407 B?	4	7	8	16	54	41	4	16	1	61	99	25
B 1421 B	4	6	11	5	30	115	9	33	1	40	79	11
C 1424 D	8	1	6	5	30	115	36	45	1	41	89	11
D 1435 B	4	4	25	42	126	7	6	0	2	58	36	30
E 1438 D	19	27	25	42	132	113	7	0	1	22	144	0
F 1463 S	-1	6	-1	7	3	58	1	6	1	62	809	0
G 1484 S	-2	4	-3	3	7	32	1	0	1	19	1558	0
H 1522 S	-3	4	2	7	11	29	1	0	1	40	501	0
LINE 10962 (FLIGHT 14)												
A 1614 S?	-2	2	2	6	2	7	1	0	1	29	388	0
LINE 10970 (FLIGHT 14)												
A 1895 S	-5	4	-1	7	15	52	1	0	1	54	801	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
LINE 10970 (FLIGHT 14)												
B 1874 S	-3	2	2	12	60	70	1	0	1	30	272	0
C 1863 B	23	16	17	33	93	17	11	0	6	45	5	30
D 1857 B	13	19	17	20	188	166	8	0	4	32	9	15
E 1855 B	5	1	41	36	188	166	16	8	3	24	15	6
F 1853 D	25	20	41	128	84	107	7	0	3	28	15	11
G 1852 B	22	20	80	129	335	107	11	3	2	24	33	4
H 1841 B	5	14	18	23	59	15	5	0	2	53	29	27
I 1841 D	5	13	18	23	59	19	5	0	2	38	53	9
J 1835 B?	4	22	12	32	106	62	3	0	1	41	69	11
K 1826 B	13	11	3	11	18	67	8	9	2	47	28	22
L 1817 D	9	13	14	23	93	76	6	0	1	14	233	0
M 1796 S	-4	2	-1	4	6	11	1	0	1	14	513	0
N 1734 S	-3	3	3	6	20	11	1	0	1	45	252	0
LINE 10980 (FLIGHT 16)												
A 241 S	0	4	-3	7	30	67	1	7	1	77	878	0
B 236 S	1	2	-1	6	3	53	1	0	1	65	874	0
C 208 B	14	3	84	68	251	140	24	14	4	43	8	27
D 206 B	9	5	22	11	248	126	22	31	4	40	10	24
E 204 B	19	18	51	3	18	148	37	7	5	35	6	20
F 200 B	9	16	48	94	183	35	6	0	3	27	14	8
G 198 D	38	46	48	66	183	36	12	0	2	22	25	2
H 197 B	9	18	8	47	159	30	3	0	1	22	82	0
I 186 B	22	31	32	65	198	75	7	0	2	25	34	2
J 179 B?	6	12	4	21	91	56	3	0	1	26	326	0
K 174 B	9	9	27	20	41	15	13	16	2	66	45	36
L 170 B	9	10	27	7	55	28	21	4	2	35	39	9
M 162 B	8	7	9	13	46	23	8	0	2	90	40	56
N 160 D	12	6	9	13	47	23	13	0	1	14	359	0
O 141 S	1	3	-3	4	15	20	1	0	1	18	623	0
LINE 10990 (FLIGHT 16)												
A 305 S	0	5	-1	7	32	55	1	0	1	72	899	0
B 323 S	1	6	2	11	24	66	1	0	1	32	516	0
C 331 B	5	5	7	8	50	100	7	24	2	48	23	25
D 335 D	12	7	11	6	16	9	20	21	3	53	17	32
E 341 B?	9	10	9	18	76	22	6	0	1	13	276	0
F 352 B	5	13	4	16	67	54	3	0	1	9	477	0
G 372 B	11	17	26	44	43	31	7	0	1	37	63	8
H 375 D	12	16	23	43	42	36	6	0	2	26	48	0
I 378 D	9	13	21	41	34	36	6	0	1	45	66	13

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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
LINE 10990	(FLIGHT	16)										
J 386 D	12	11	27	40	126	28	9	0	2	34	30	9
K 387 D	20	22	27	40	126	56	10	0	1	32	57	2
L 406 S	1	5	-3	6	20	40	1	0	1	98	979	1
M 414 S	1	4	-3	4	2	9	1	0	1	28	743	2
N 468 S	1	4	3	5	29	13	2	20	1	35	424	0
LINE 11000	(FLIGHT	16)										
A 659 S	0	2	-2	5	19	22	1	0	1	27	271	4
B 639 S	2	3	1	5	4	33	1	0	1	33	166	13
C 630 B	16	11	23	21	78	63	15	10	3	57	19	34
D 627 B	6	16	46	33	88	31	10	0	4	43	11	25
E 626 B	20	16	46	33	88	19	19	0	3	35	17	15
F 620 S	2	2	1	6	31	66	2	13	1	23	706	0
G 611 B?	1	9	1	5	23	40	1	0	1	41	773	0
LINE 11010	(FLIGHT	16)										
A 791 B?	3	2	-1	4	18	24	1	0	1	46	258	22
B 798 B?	2	6	3	7	26	56	2	23	1	62	259	18
C 807 B	32	25	142	89	82	27	29	0	3	35	15	17
D 809 B	75	58	147	143	437	167	23	0	6	23	4	10
E 810 B	74	60	147	143	437	167	23	0	2	30	22	10
F 827 S	1	2	-1	3	5	15	1	0	1	23	676	0
G 861 S	1	1	-1	2	7	17	1	0	1	39	754	9
H 884 S	3	6	3	14	41	27	2	0	1	39	609	0
LINE 11020	(FLIGHT	16)										
A 1006 D	17	10	46	36	29	11	19	0	3	60	24	32
B 1004 B	33	21	61	47	158	44	23	0	5	39	6	23
C 1003 D	36	20	61	47	158	44	26	0	2	34	25	11
D 927 S	1	4	2	4	7	6	2	23	1	41	304	0
LINE 11030	(FLIGHT	16)										
A 1060 B?	3	3	0	4	11	24	1	0	1	43	850	11
B 1089 D	13	18	40	18	62	33	15	5	3	54	14	33
C 1091 D	43	37	74	29	116	60	28	0	4	37	8	20
D 1092 B	43	37	74	29	116	60	28	0	4	29	11	11
E 1112 S	1	4	-1	5	12	43	1	0	1	25	960	0
F 1120 S	1	3	-1	4	9	27	1	0	1	29	1250	1
G 1143 S	1	4	1	3	5	3	1	0	1	28	339	3
LINE 11041	(FLIGHT	16)										
A 1347 B	9	4	40	10	16	5	55	7	4	44	9	26

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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
LINE 11041 (FLIGHT 16)												
B 1343 D	5	20	23	42	136	68	4	0	2	46	39	20
C 1342 D	5	20	23	42	136	68	4	0	1	32	85	2
D 1295 S	2	3	-1	6	15	25	1	11	1	91	954	0
E 1277 S	4	7	3	11	21	20	3	1	1	35	346	0
LINE 11050 (FLIGHT 16)												
A 1410 S	1	11	0	16	79	129	1	8	1	41	654	0
B 1421 B	18	40	78	93	308	97	9	0	4	33	10	17
C 1422 B	37	38	78	93	308	101	14	4	3	35	12	18
D 1427 D	3	9	18	21	78	74	5	6	1	30	73	2
E 1427 D	14	9	18	21	78	74	13	21	1	38	99	8
F 1430 D	5	16	9	14	123	93	3	11	1	38	559	0
G 1447 S	3	3	-2	5	7	48	2	35	1	92	917	5
H 1452 S	3	3	-1	4	6	30	1	0	1	34	774	6
I 1461 S	1	2	-2	2	8	21	1	0	1	41	925	10
J 1471 S	-1	4	0	3	12	26	1	0	1	38	498	9
K 1479 S	1	4	-1	5	5	39	1	0	1	77	903	0
L 1507 B?	3	3	2	4	19	30	1	0	1	39	107	21
LINE 11063 (FLIGHT 16)												
A 1638 S	1	4	1	6	22	42	1	0	1	85	783	0
B 1631 B	9	12	27	21	73	34	10	0	3	53	14	30
C 1623 D	6	6	9	13	73	12	7	9	1	54	85	18
D 1622 B	10	11	8	20	73	36	6	0	1	36	119	0
E 1620 D	5	8	7	18	75	36	4	8	1	35	385	0
F 1578 S	-1	3	-1	4	17	17	1	0	1	35	363	10
G 1558 S?	2	3	5	10	23	7	3	19	1	51	171	11
H 1544 B?	4	4	3	10	45	51	4	21	1	40	276	0
LINE 11070 (FLIGHT 8)												
A 2365 S	0	3	1	4	10	38	1	0	1	43	484	16
B 2375 B	7	7	7	12	20	42	6	20	2	81	31	52
C 2386 D	11	14	20	39	169	122	7	1	1	44	55	15
D 2388 D	9	21	14	39	169	122	4	3	1	26	343	0
E 2435 S	-3	6	0	5	2	5	1	0	1	31	285	7
F 2453 S	1	5	2	8	18	10	1	0	1	42	388	0
LINE 11082 (FLIGHT 8)												
A 2300 B	5	7	4	17	19	6	3	0	1	67	68	31
B 2296 B	11	12	15	25	88	7	8	8	1	53	79	20
C 2261 S	0	3	-1	5	15	44	1	0	1	32	443	6

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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
LINE 11082	(FLIGHT	8)										
D 2255 S	0	3	-1	5	22	8	1	0	1	42	226	18
E 2238 S	2	6	5	11	23	17	2	6	1	53	171	12
F 2225 S	3	6	3	11	49	34	2	0	1	53	150	11
LINE 11091	(FLIGHT	8)										
A 1612 B	4	14	7	21	67	48	3	0	1	59	58	27
B 1617 B	4	8	7	13	37	22	4	5	2	53	36	25
C 1621 B	4	2	11	27	31	42	5	10	1	44	256	2
D 1631 S	-1	4	0	3	9	22	1	0	1	16	522	0
E 1641 S	0	1	-1	3	9	17	1	0	1	41	606	12
F 1681 S	2	6	3	6	45	30	2	7	1	49	196	6
G 1687 S	1	4	1	5	24	45	1	0	1	40	115	21
H 1692 S	2	7	2	10	45	39	1	2	1	50	217	9
LINE 11102	(FLIGHT	8)										
A 1908 B	10	8	7	15	25	36	8	13	1	67	68	33
B 1904 B	9	7	19	17	43	10	12	22	2	60	36	33
C 1901 B	8	10	17	4	5	23	15	19	1	41	141	5
D 1866 S	-1	2	-6	3	5	28	1	0	1	35	677	6
E 1845 S	1	6	3	6	23	13	2	0	1	53	262	6
F 1839 S	2	3	1	3	14	25	1	0	1	33	139	12
LINE 11111	(FLIGHT	6)										
A 460 D	8	9	5	10	58	42	6	16	1	57	80	23
B 467 D	5	12	15	12	37	66	6	10	1	29	316	0
C 468 B?	4	12	0	12	37	66	2	0	1	38	726	0
D 474 S	-2	4	-1	3	7	16	1	0	1	34	669	2
E 495 S	-3	3	-5	2	7	20	1	0	1	18	1294	0
LINE 11122	(FLIGHT	6)										
A 343 D	6	4	6	15	80	48	6	10	1	52	57	21
B 334 D	7	9	11	15	48	24	6	8	1	45	97	11
C 332 D	3	7	5	13	42	3	3	8	1	37	322	0
D 277 S	3	7	4	13	30	10	3	3	1	37	236	0
E 266 S	1	5	2	9	41	35	1	0	1	40	283	0
LINE 11130	(FLIGHT	5)										
A 2297 B	9	5	8	12	86	61	11	22	2	53	43	25
B 2292 B	1	8	6	16	55	29	2	3	1	73	66	39
C 2287 B	4	6	5	15	33	19	3	18	1	69	80	34
D 2278 B	5	4	9	4	31	23	1	0	1	30	38	15

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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
LINE 11130 (FLIGHT 5)												
E 2272 S	0	3	1	3	3	15	1	0	1	25	224	0
F 2261 S	1	1	-2	2	4	21	1	0	1	12	2291	0
G 2242 S	1	4	0	5	20	36	1	0	1	41	447	14
H 2232 S	3	5	4	5	30	23	1	0	1	48	90	30
I 2222 S	1	5	0	6	28	32	1	0	1	41	358	0
LINE 11140 (FLIGHT 5)												
A 2077 B	3	9	4	10	4	31	2	5	1	68	82	32
B 2082 B	5	6	2	9	35	27	4	20	1	58	70	25
C 2085 B	6	3	6	7	23	13	12	34	2	73	39	43
D 2098 B	7	9	20	16	39	23	10	12	2	59	31	32
E 2103 B?	1	9	13	11	15	24	4	2	1	42	211	1
F 2122 S	-2	4	0	2	7	14	1	0	1	202	1035	0
G 2142 S	-2	5	1	5	20	32	1	6	1	86	877	0
H 2170 S?	4	5	2	7	35	35	3	25	1	52	180	13
LINE 11150 (FLIGHT 5)												
A 2029 S	-1	2	1	3	10	20	1	0	1	34	246	9
B 2018 B	4	8	1	8	15	25	2	0	1	50	66	16
C 2010 B?	2	5	7	9	22	42	4	21	1	77	66	42
D 2005 B	4	5	4	7	16	10	5	32	1	93	266	40
E 1993 B?	4	7	8	5	10	10	6	5	1	35	231	0
F 1950 S	1	7	0	10	44	29	1	0	1	37	728	0
G 1933 S	3	4	5	10	27	9	4	13	1	35	220	0
LINE 11160 (FLIGHT 5)												
A 1795 B	5	6	7	11	31	14	5	17	1	63	87	27
B 1799 B	7	5	9	9	16	19	10	22	1	56	112	19
C 1812 D	4	6	0	5	4	6	3	6	1	78	527	4
D 1815 B	3	5	4	11	24	36	3	20	1	60	193	18
E 1857 S	-2	4	-3	2	4	17	1	0	1	36	642	6
F 1865 S	-2	3	-3	4	4	20	1	0	1	32	361	6
G 1871 S	1	7	1	11	48	27	1	0	1	27	586	0
H 1892 S?	3	7	6	13	14	17	3	17	1	43	174	7
LINE 11170 (FLIGHT 5)												
A 1745 B	3	6	9	5	12	26	7	0	2	57	33	27
B 1730 B?	3	5	0	5	18	10	3	21	1	93	159	46
C 1716 B?	9	10	14	21	31	31	7	7	1	50	55	20
D 1638 B	10	6	17	16	41	13	14	2	2	59	50	27
LINE 11180 (FLIGHT 5)												
A 1494 B	7	5	11	5	31	4	16	21	1	49	68	17

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	COAXIAL 900 HZ		COPLANAR 900 HZ		COPLANAR 7200 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH	
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND MHOS	DEPTH* M	COND MHOS	DEPTH M	RESIS OHM-M	DEPTH M
LINE 11180 (FLIGHT 5)												
B 1499 B	5	6	9	2	7	24	11	26	1	49	239	5
C 1513 D	3	7	3	7	35	26	3	6	1	61	252	13
D 1525 B?	3	3	14	12	25	15	10	17	2	56	44	26
E 1541 S	2	2	-2	3	10	30	1	0	1	35	666	8
F 1576 B?	2	4	3	7	31	16	3	14	1	53	224	9
G 1593 S	1	2	3	9	15	29	2	9	1	29	212	0
H 1610 B	13	12	10	17	15	13	9	0	2	43	51	13
LINE 11190 (FLIGHT 5)												
A 1397 H	1	4	4	5	23	21	1	0	1	20	108	2
B 1385 S	0	1	1	3	15	25	1	0	1	46	287	21
C 1365 B?	5	6	8	14	27	42	5	15	1	74	70	39
D 1353 S	0	2	-1	3	13	25	1	0	1	34	633	4
E 1320 S?	1	8	4	3	41	25	1	0	1	39	87	22
F 1283 B	14	15	27	32	85	35	10	6	2	50	50	21
G 1282 B	4	16	27	31	85	35	5	0	3	37	20	14
LINE 11200 (FLIGHT 5)												
A 1145 D	4	10	6	18	41	27	3	0	1	43	174	4
B 1149 B?	2	6	3	4	20	36	1	0	1	31	159	11
C 1164 B?	1	2	3	3	9	7	1	0	1	105	174	77
D 1175 B	3	7	10	8	18	10	5	5	2	71	58	36
E 1187 S	-1	3	0	3	9	30	1	0	1	34	652	5
F 1202 S	-1	4	0	5	15	30	1	0	1	36	352	10
G 1223 B?	2	5	4	9	25	22	3	4	1	48	148	7
H 1234 S	1	5	2	11	46	44	1	0	1	35	275	0
I 1237 S	2	10	2	17	75	9	1	0	1	32	269	0
J 1249 D	11	11	21	10	38	38	15	12	2	58	48	28
K 1251 B	11	4	21	10	38	38	35	0	3	41	19	18
LINE 11210 (FLIGHT 5)												
A 1092 S	-1	6	1	7	39	27	1	0	1	61	257	11
B 1075 S?	1	5	1	7	24	13	1	0	1	59	383	8
C 1052 S	-3	3	0	4	7	5	1	0	1	33	344	7
D 1028 B?	1	8	4	8	46	18	1	4	1	46	155	9
E 1012 S	-2	6	2	7	10	24	1	0	1	43	293	0
F 998 D	10	10	22	15	35	8	12	15	2	60	35	33
LINE 11222 (FLIGHT 5)												
A 861 B	4	5	5	8	29	42	5	18	1	57	155	16
B 871 S	2	4	2	6	19	45	2	9	1	65	616	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
LINE 11222 (FLIGHT 5)												
C 874 S	2	6	1	14	53	74	1	0	1	29	567	0
D 890 B?	3	3	1	3	3	11	1	0	1	64	213	36
E 902 S	1	3	0	3	8	23	1	0	1	28	809	0
F 917 S	1	3	1	5	13	39	1	0	1	26	771	0
G 929 S	2	7	3	7	6	30	2	0	1	75	183	28
H 937 B?	4	8	3	14	40	37	3	2	1	42	175	4
I 952 S?	3	10	3	12	64	5	2	0	1	36	269	0
J 963 B	10	6	15	12	27	31	15	2	2	62	36	32
K 967 H	1	0	3	1	14	2	9	58	4	76	10	53
LINE 11230 (FLIGHT 5)												
A 816 B	3	7	6	8	26	11	4	0	1	69	112	26
B 809 S	-1	4	1	4	10	36	1	0	1	15	417	0
C 802 S	0	5	2	8	34	44	1	0	1	36	446	0
D 795 S	-1	5	2	6	25	47	1	2	1	86	724	5
E 765 S	-1	3	-2	4	12	5	1	0	1	14	526	0
F 750 S	-1	5	0	9	37	32	1	0	1	45	754	0
G 739 S?	2	9	2	11	49	14	1	0	1	4	516	0
H 723 S	0	7	2	14	37	47	1	0	1	17	485	0
I 706 B	13	8	24	23	47	33	15	18	2	58	38	31
LINE 11240 (FLIGHT 5)												
A 470 B	5	6	11	16	21	7	6	10	1	49	84	15
B 481 S	-1	4	-4	4	11	29	1	0	1	16	349	0
C 492 S	0	5	-4	7	7	19	1	0	1	35	787	0
D 509 S	-1	3	-3	3	12	22	1	0	1	32	372	5
E 569 S	-1	3	-1	6	23	25	1	0	1	35	713	0
F 576 B	3	4	10	7	21	23	7	5	2	67	43	34
LINE 11250 (FLIGHT 5)												
A 441 B	9	12	20	35	97	3	6	0	2	33	48	5
B 419 S	-1	2	-4	7	15	43	1	0	1	46	819	0
C 403 S	1	6	-4	10	21	21	1	0	1	53	799	0
D 397 S	-1	2	-6	2	7	20	1	0	1	26	339	3
E 395 S	-2	2	-6	7	19	26	1	0	1	72	860	0
F 368 S	0	5	-4	5	19	23	1	0	1	47	814	0
G 358 S	0	4	-4	8	15	31	1	0	1	50	819	0
H 351 B?	-1	5	-2	8	27	24	1	0	1	75	917	0
I 343 S	-1	3	-2	5	21	14	1	0	1	37	779	0
J 336 B?	1	9	4	6	30	45	2	0	1	18	634	0
K 329 B	7	2	11	4	7	11	33	35	1	65	66	31

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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
LINE 11250	(FLIGHT	5)										
L 326 H	5	4	10	6	15	6	13	31	2	75	30	46
M 321 B	6	4	14	8	20	12	17	7	2	57	36	27
LINE 11260	(FLIGHT	4)										
A 3264 S	1	5	2	9	28	21	1	6	1	42	400	0
B 3236 S	0	5	2	6	16	24	1	0	1	58	473	1
C 3226 S	0	3	3	7	20	20	2	6	1	61	224	15
D 3220 S	1	1	2	4	16	21	1	0	1	38	231	14
E 3218 S?	3	10	6	16	65	50	2	0	1	32	277	0
F 3215 B?	3	3	10	14	39	27	6	17	1	42	90	9
G 3213 B	5	8	6	14	39	31	4	3	1	42	107	6
H 3201 B	15	9	8	20	50	14	10	5	2	50	27	24
I 3193 H	8	7	10	12	36	25	9	18	3	60	17	38
J 3191 B	5	3	9	11	30	18	9	10	3	58	16	34
LINE 11270	(FLIGHT	4)										
A 3030 S	2	6	1	13	63	72	1	0	1	13	529	0
B 3035 S	0	1	-1	17	42	41	1	0	1	18	588	0
C 3062 S	0	4	-2	3	30	29	1	0	1	32	148	12
D 3115 B?	4	4	8	7	24	18	8	30	1	40	92	8
E 3118 B	5	9	7	19	53	21	3	0	1	32	183	0
F 3131 B	4	9	25	20	47	19	8	13	2	50	27	26
G 3133 B	8	9	25	20	47	7	11	6	3	44	18	22
H 3141 B	3	5	5	6	21	21	5	11	3	54	14	31
I 3144 B	5	4	4	6	14	21	7	16	2	48	24	23
LINE 11280	(FLIGHT	4)										
A 2964 S	0	0	-1	4	14	29	1	0	1	36	215	13
B 2951 S	0	3	-2	8	29	32	1	0	1	35	733	0
C 2935 S	1	4	0	6	27	23	1	0	1	40	777	0
D 2909 S	1	5	-2	6	39	26	1	0	1	57	806	0
E 2868 B	13	6	6	12	39	14	14	17	2	51	23	27
F 2863 H	3	5	12	8	4	29	7	17	3	60	17	37
G 2857 B	7	9	19	22	74	29	8	0	2	39	28	13
LINE 11290	(FLIGHT	4)										
A 2639 S	1	2	-1	2	23	10	1	0	1	35	141	15
B 2644 S	0	4	-2	4	14	34	1	0	1	19	271	0
C 2648 S	0	3	-1	4	14	27	1	0	1	21	348	0
D 2659 S	3	4	0	7	27	27	3	14	1	38	763	0
E 2709 B?	3	7	3	11	41	24	2	0	1	16	278	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
LINE 11290	(FLIGHT 4)											
F 2725 B?	4	6	2	9	41	27	3	3	1	25	234	0
G 2734 B	5	3	15	14	41	8	10	26	2	54	23	31
H 2742 B	3	4	5	6	16	4	5	15	3	47	19	24
I 2745 B	5	4	11	11	42	68	10	13	2	39	30	14
J 2747 B	8	15	13	21	42	68	5	0	2	48	35	20
LINE 11300	(FLIGHT 4)											
A 2557 S	1	6	-2	11	31	92	1	0	1	31	704	0
B 2546 S	2	4	0	4	8	12	1	0	1	38	133	17
C 2501 B?	3	6	8	3	15	8	6	18	1	44	108	8
D 2485 B	4	7	12	14	39	9	6	20	3	61	19	38
E 2480 H	4	4	11	8	30	26	9	24	3	64	13	42
F 2475 B	2	4	14	17	52	14	5	0	3	42	22	17
LINE 11310	(FLIGHT 4)											
A 2337 S	1	3	0	5	22	35	1	0	1	22	127	3
B 2352 S	1	2	-2	4	9	20	1	0	1	22	374	0
C 2366 S	2	4	-1	5	1	14	1	0	1	42	210	19
D 2374 S	0	3	-3	4	15	23	1	0	1	39	508	11
E 2423 B	6	11	4	16	70	47	3	6	1	38	136	4
F 2443 B	4	7	9	11	52	51	5	16	2	58	29	32
G 2446 B	6	6	12	9	37	50	11	0	2	38	27	11
LINE 11320	(FLIGHT 4)											
A 2256 S	2	4	-1	6	10	16	1	7	1	60	817	0
LINE 11324	(FLIGHT 15)											
A 410 S	0	6	0	9	32	83	1	0	1	34	713	0
B 386 S	1	4	0	6	14	11	1	11	1	58	732	0
C 366 S	3	7	1	11	52	56	2	11	1	42	220	6
D 348 B	10	13	12	6	126	49	9	15	1	32	56	6
E 339 H	2	1	8	4	3	23	16	43	3	57	20	33
F 330 H	7	9	5	9	24	13	6	10	3	40	19	19
LINE 11330	(FLIGHT 4)											
A 2059 S	-1	4	-2	6	11	12	1	0	1	52	834	0
B 2119 S	2	5	1	8	31	34	1	10	1	40	614	0
C 2129 B	12	11	13	15	57	20	10	1	2	31	37	6
D 2142 H	2	8	8	13	60	16	3	1	3	50	20	27
E 2147 B	9	8	10	9	23	44	9	16	3	38	16	18
F 2153 B	11	16	10	26	105	66	5	0	3	29	19	9

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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
LINE 11340 (FLIGHT 4)												
A 1923 S	-1	2	0	7	29	30	1	0	1	41	763	0
B 1915 B	12	11	6	32	110	34	5	6	1	38	60	10
C 1913 B	9	17	10	26	96	38	4	1	1	34	61	7
D 1904 H	2	8	6	12	39	39	2	0	2	52	27	27
E 1893 H	14	14	19	27	92	46	10	0	3	32	15	12
LINE 11350 (FLIGHT 4)												
A 1650 S	3	8	1	7	16	29	2	0	1	5	621	0
B 1668 S	-1	3	-4	5	7	2	1	0	1	52	828	0
C 1714 S	0	4	-3	2	6	37	1	0	1	29	145	11
D 1734 B	9	1	7	32	107	43	6	0	1	28	81	0
E 1736 B	11	10	7	32	9	36	5	0	2	50	45	21
F 1744 H	6	4	3	7	18	6	7	18	2	51	24	27
LINE 11360 (FLIGHT 4)												
A 1610 S	2	5	0	7	18	30	1	0	1	17	759	0
B 1595 S	-1	3	-4	4	13	15	1	0	1	16	300	0
C 1569 S	0	3	-2	5	24	32	1	0	1	40	140	20
D 1532 B	7	13	21	2	125	55	12	22	2	47	43	20
E 1531 B	6	13	21	2	82	17	12	12	2	49	42	21
F 1521 H	3	1	7	6	18	18	10	20	3	58	19	33
G 1510 B	6	4	16	9	37	18	15	12	3	48	14	27
H 1504 H	2	12	7	24	85	29	2	0	3	44	17	23
LINE 11370 (FLIGHT 4)												
A 1398 S	-1	2	1	4	18	22	1	0	1	34	224	12
B 1414 S	0	6	1	9	14	76	1	1	1	36	611	0
C 1432 S	-1	4	0	4	2	31	1	0	1	20	263	0
D 1445 B	10	14	4	24	83	39	4	0	1	35	87	3
E 1454 H	5	5	5	7	31	10	7	17	3	59	14	36
F 1468 H	12	9	20	19	49	1	13	2	3	30	13	11
G 1473 H	9	12	25	23	73	37	9	0	3	25	18	5
LINE 11380 (FLIGHT 4)												
A 1190 S	1	7	4	12	50	27	2	0	1	34	613	0
B 1153 S	2	5	1	1	32	20	1	0	1	19	123	0
C 1135 S	-1	3	0	3	13	21	1	0	1	32	272	8
D 1126 B?	8	13	14	21	78	36	6	4	1	37	125	3
E 1120 H	6	7	10	6	26	40	10	6	3	59	15	35
F 1109 B	14	16	22	16	22	32	11	4	3	40	14	20
G 1107 B	4	7	21	23	33	24	7	0	3	28	13	8

* 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
LINE 11380	(FLIGHT	4)										
H 1101 H	5	8	8	14	47	15	5	0	3	41	17	19
LINE 11392	(FLIGHT	15)										
A 101 S	0	0	2	1	88	94	1	0	1	36	74	21
B 147 S	-1	8	1	13	69	23	1	0	1	25	344	0
C 155 S	0	6	2	12	45	39	1	0	1	19	321	0
D 171 S	-2	4	2	4	13	36	1	0	1	30	264	8
E 178 B?	4	5	7	19	78	71	4	18	1	31	247	0
F 186 H	4	2	3	3	7	23	10	34	3	50	18	27
G 198 B	16	7	23	9	41	14	35	19	3	36	15	17
H 201 B	18	7	19	24	91	71	18	12	3	28	16	9
LINE 11400	(FLIGHT	4)										
A 926 S	1	7	-1	10	20	68	1	0	1	34	759	0
B 907 S	0	4	0	7	24	28	1	0	1	50	763	0
C 893 S	1	8	0	2	10	43	1	0	1	18	118	0
D 878 S	0	4	-2	5	18	36	1	0	1	28	372	5
E 871 B?	1	8	-2	2	28	23	1	11	1	46	742	0
F 853 H	4	16	22	10	70	22	6	3	4	40	11	22
G 851 B	18	13	21	18	39	13	15	1	3	31	18	10
H 848 B	11	15	15	26	88	36	6	0	2	29	22	7
LINE 11410	(FLIGHT	4)										
A 712 S	1	8	-1	17	67	50	1	0	1	36	704	0
B 722 S	0	3	-3	4	2	12	1	0	1	40	787	0
C 752 S	1	4	0	7	1	4	1	0	1	23	744	0
D 761 S	0	6	-2	8	7	28	1	0	1	47	814	0
E 775 S	-1	4	-3	4	15	31	1	0	1	22	427	0
F 793 H	5	5	7	6	4	10	8	10	3	63	17	38
G 799 H	11	25	38	46	134	60	7	0	4	34	11	17
H 801 B	21	14	35	31	82	8	18	0	3	28	16	8
I 805 B	19	16	18	29	96	35	10	0	2	28	25	6
LINE 11420	(FLIGHT	4)										
A 661 S	2	11	3	17	4	42	1	0	1	6	586	0
B 641 S	-2	7	-2	10	38	54	1	0	1	37	754	0
C 621 S	-1	2	-3	12	29	37	1	0	1	24	726	0
D 606 S	-2	3	-4	3	7	25	1	0	1	28	366	4
E 596 B	8	12	15	23	45	47	6	17	1	24	327	0
F 591 H	2	4	10	8	30	16	6	12	3	57	23	31
G 584 H	2	2	11	3	20	24	18	39	4	33	12	16

* 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
LINE 11420 (FLIGHT 4)												
H 577 B	12	8	17	25	32	24	10	2	2	26	26	4
I 576 B	12	11	17	25	32	13	9	2	3	32	19	12
J 569 H	6	5	18	24	70	6	8	7	3	40	14	20
LINE 11430 (FLIGHT 4)												
A 468 B	3	6	15	9	35	26	8	14	1	57	114	19
B 473 H	6	3	10	1	26	15	47	25	3	61	16	37
C 486 H	10	18	10	32	99	53	4	0	3	25	19	5
D 495 H	18	16	28	42	152	9	11	0	4	29	10	13
LINE 11440 (FLIGHT 4)												
A 354 S	1	5	4	16	26	90	2	0	1	38	173	0
B 342 S	0	5	1	4	2	20	1	0	1	29	468	0
C 284 B	8	2	20	12	46	26	29	36	1	56	119	21
D 281 H	8	6	19	11	46	26	16	24	3	69	22	44
E 263 H	6	7	8	15	52	26	6	9	3	33	15	13
F 257 H	36	35	46	81	202	79	11	0	4	26	9	11
LINE 11450 (FLIGHT 4)												
A 119 S	-4	2	1	1	11	17	1	0	1	16	113	0
B 162 S	-3	10	1	19	76	44	1	0	1	31	612	0
C 180 S	-3	6	-2	8	14	14	1	0	1	78	882	0
D 222 H	11	7	15	17	40	32	12	9	3	26	13	8
E 231 H	15	14	25	25	84	20	11	0	4	29	9	13
LINE 19010 (FLIGHT 16)												
A 2138 S	4	14	2	22	69	234	1	13	1	19	370	0
B 2146 B	3	27	45	46	198	140	5	0	2	40	34	16
C 2149 B	29	35	106	144	477	121	12	0	4	30	9	15
D 2150 B	29	35	106	144	477	121	12	0	3	25	15	9
E 2161 S	1	5	0	7	4	65	1	3	1	72	840	0
F 2210 S	2	3	-1	8	1	18	1	18	1	62	790	0
G 2217 S	2	3	-2	3	15	34	1	0	1	20	672	0
H 2247 B?	-4	3	-6	3	2	12	6	56	1	219	1035	0
LINE 19020 (FLIGHT 16)												
A 2014 S	-1	7	1	12	77	80	1	2	1	43	681	0
B 2009 S	-1	9	2	13	77	21	1	0	1	14	491	0
C 1993 S	-1	7	1	11	39	87	1	0	1	31	670	0
D 1966 S	1	4	1	14	61	114	1	0	1	33	314	0
E 1954 S	-1	3	0	2	7	29	1	0	1	26	558	1

* 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
LINE 19020	(FLIGHT	16)										
F 1951 S	-2	4	0	6	21	57	1	3	1	92	943	1
G 1932 S?	2	10	2	15	76	88	1	0	1	27	287	0
H 1923 H	7	2	5	7	51	79	16	35	2	52	41	24
I 1920 H	4	9	23	20	34	65	8	7	3	61	19	37
J 1909 D	3	8	8	11	41	29	4	0	1	61	158	17
LINE 19030	(FLIGHT	16)										
A 1849 B	3	4	3	4	35	18	4	35	1	91	234	40
B 1822 B?	2	5	3	7	39	43	2	15	1	76	278	25
C 1814 B	6	8	5	10	26	7	5	6	1	48	135	9
D 1776 S	1	6	1	5	25	43	1	0	1	38	74	22
LINE 19040	(FLIGHT	17)										
A 77 S?	-3	6	2	7	16	22	1	0	1	33	377	0
B 81 B	2	5	6	10	62	19	3	28	1	61	156	22
C 83 B	2	12	6	16	63	58	2	8	1	51	615	1
D 89 S	-4	3	0	5	8	31	1	0	1	46	276	21
E 114 S	-5	3	-1	5	17	21	1	22	1	96	949	5
F 160 S	-2	2	2	7	24	19	1	0	1	26	347	0
G 167 S?	-1	7	4	9	32	43	1	16	1	39	342	4
H 173 B	6	8	12	16	66	60	6	24	1	45	106	13
I 174 B	6	6	12	16	66	60	7	17	1	48	55	19
J 184 H	4	4	3	8	17	30	4	24	2	50	23	27
K 192 B	4	3	10	28	106	72	4	5	3	32	21	11
L 195 B	3	4	11	5	106	72	10	32	2	25	32	3
M 199 H	17	9	25	15	54	44	23	13	3	27	15	8
LINE 19050	(FLIGHT	19)										
A 281 S	-2	2	0	4	10	30	1	0	1	40	480	14
B 293 B	8	18	17	41	128	57	4	11	1	45	85	16
LINE 19060	(FLIGHT	19)										
A 567 S	3	3	-2	5	12	39	1	0	1	16	828	0
B 615 S	3	5	1	8	4	19	2	13	1	50	695	0
LINE 19070	(FLIGHT	19)										
A 751 S	1	4	-1	5	13	40	1	0	1	35	592	6

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16171

Report #276

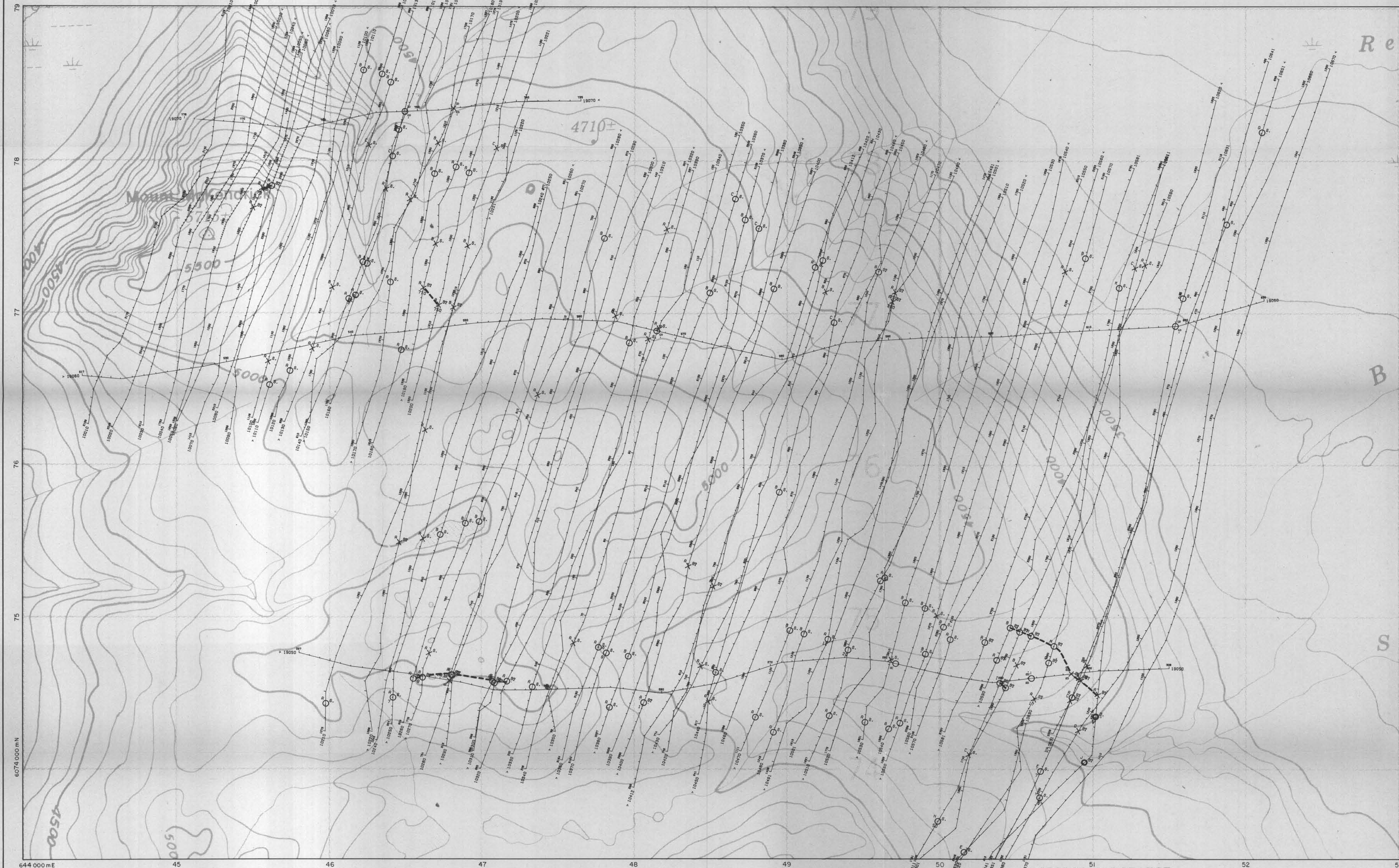
DIGHEM^{III} SURVEY 87-458-16171
FOR
TOTAL ERICKSON RESOURCES LTD.
DOME MOUNTAIN PROJECT
BRITISH COLUMBIA

[redacted]
4/89

BY
DIGHEM SURVEYS & PROCESSING INC.

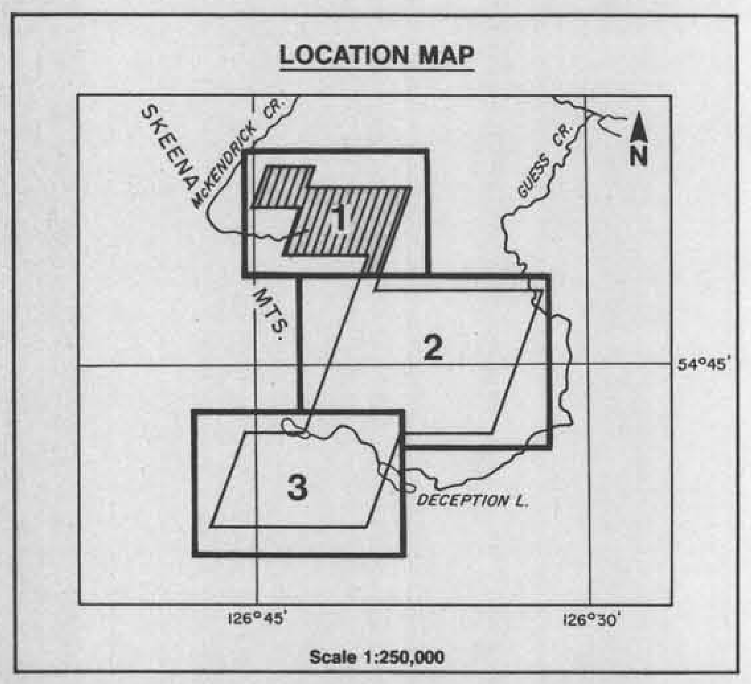
MISSISSAUGA, ONTARIO
July 10, 1987

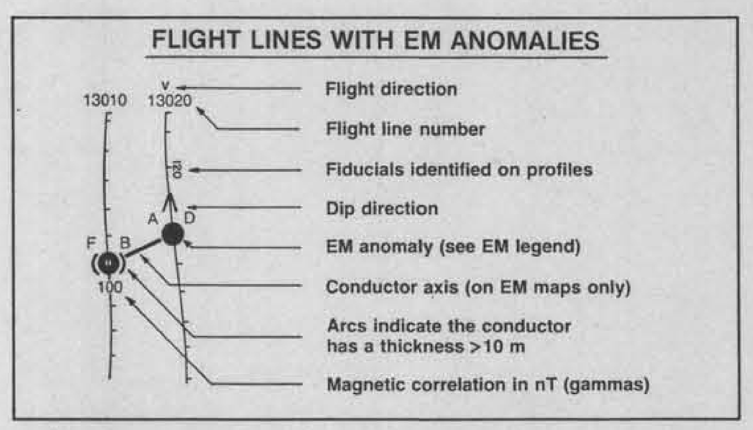
TERENCE J. MCCONNELL
GEOPHYSICIST



GEOLOGICAL BRANCH
ASSESSMENT REPORT

16,171





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	Inphase and Quadrature of Coaxial Coil is greater than
· 15 m	. 5 ppm
: 30 m	.. 10 ppm
⋮ 45 m	... 15 ppm
⁞ 60 m	.... 20 ppm

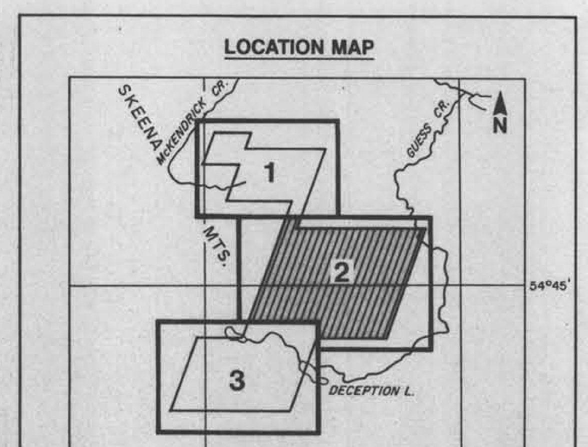
Interpretive symbol	Conductor ("model")
B.	Bedrock conductor
D.	Narrow bedrock conductor ("thin dike")
S.	Conductive cover ("horizontal thin sheet")
H.	Broad conductive rock ugit, deep conductive weathering, thick conductive cover ("half space")
E.	Edge of broad conductor ("edge of half space")
L.	Culture,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

TOTAL ERICKSON RESOURCES LTD.
DOME MOUNTAIN PROJECT, B.C.

ELECTROMAGNETIC ANOMALIES
BY DIGHEM SURVEYS & PROCESSING INC.

DIGHEM^{III} SURVEY	GEOPHYSICIST: GMc	DRAFTING By: G.H.
DATE: JULY 1987	JOB: 276	SHEET: 1

Scale 1:10,000
0 — 1 Km
0 — 0.5 Mi



FLIGHT LINES WITH EM ANOMALIES

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

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" → 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

GEOLOGICAL BRANCH
ASSESSMENT REPORT

16,171

TOTAL ERICKSON RESOURCES LTD.
DOME MOUNTAIN PROJECT, B.C.

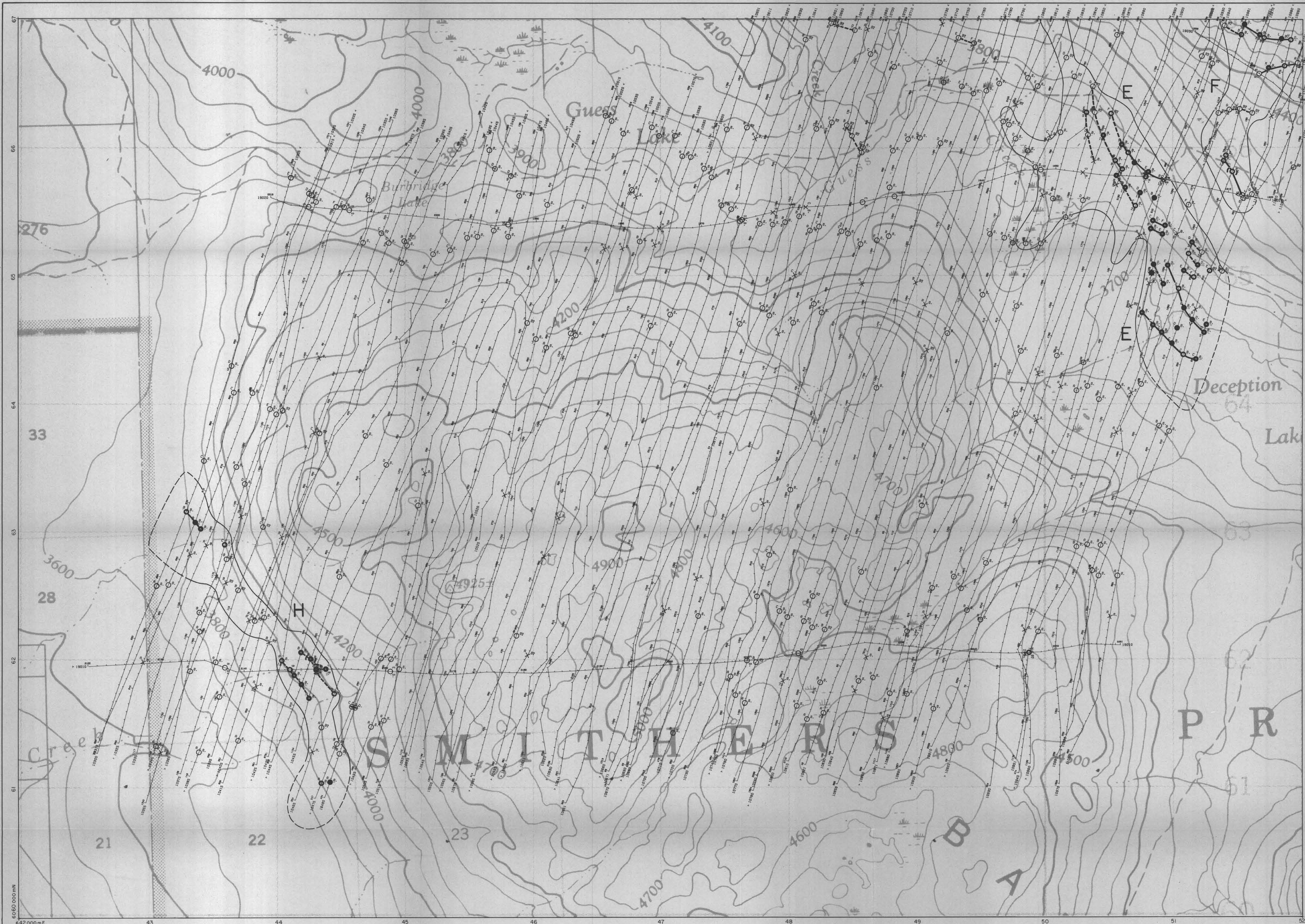
ELECTROMAGNETIC ANOMALIES
BY DIGHEM SURVEYS & PROCESSING INC.

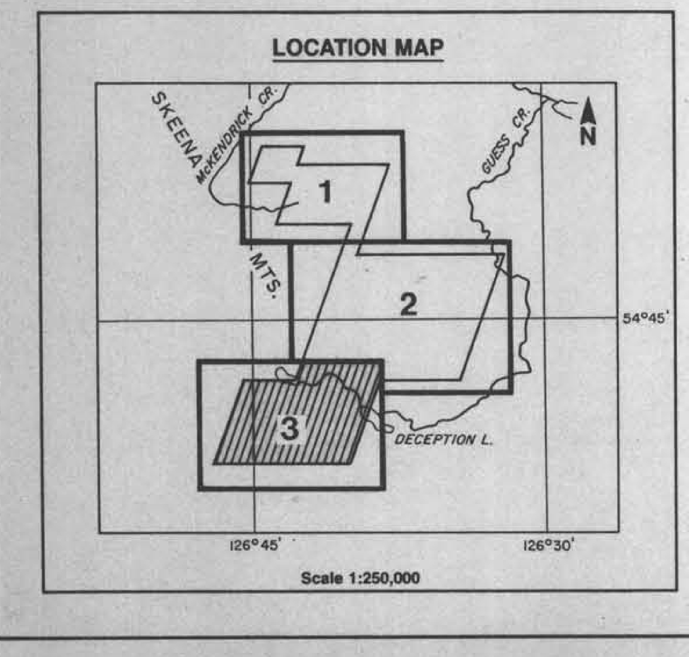
DIGHEM[III] SURVEY	GEOPHYSICIST: TMc	DRAFTING By: G.H.
DATE: JULY 1987	JOB: 276	SHEET: 2

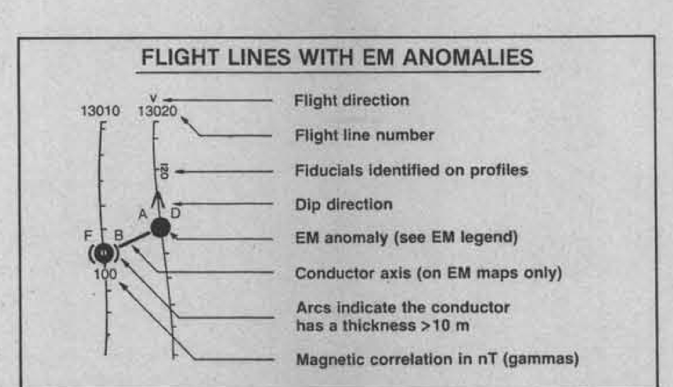
Scale 1:10,000

0 — 1 Km

0 — 0.5 Mi







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" — C — H — interpretive symbol

Depth is greater than	Inphase and Quadrature of Coaxial Coil is greater than
· 15 m	. 5 ppm
: 30 m	.. 10 ppm
⋮ 45 m	... 15 ppm
⋮ 60 m	.... 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

GEOLOGICAL BRANCH
ASSESSMENT REPORT

16,171

TOTAL ERICKSON RESOURCES LTD.
DOME MOUNTAIN PROJECT, B.C.

ELECTROMAGNETIC ANOMALIES
BY DIGHEM SURVEYS & PROCESSING INC.

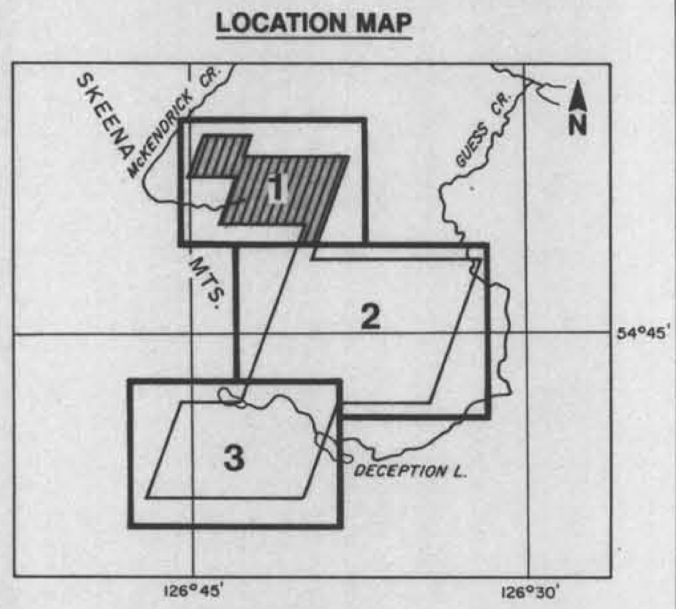
DIGHEM[III] SURVEY	GEOPHYSICIST: [signature]	DRAFTING By: G.H.
DATE: JULY 1987	JOB: 276	SHEET: 3

Scale 1:10,000
0 — 1 Km
0 — 0.5 Mi

GEOLOGICAL BRANCH
ASSESSMENT REPORT

16,171

LOCATION MAP



Scale 1:250,000

FLIGHT LINES WITH EM ANOMALIES

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

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" — 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

LEGEND

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

Contours in ohm-m at 10 intervals per decade

TOTAL ERICKSON RESOURCES LTD.
DOME MOUNTAIN PROJECT, B.C.

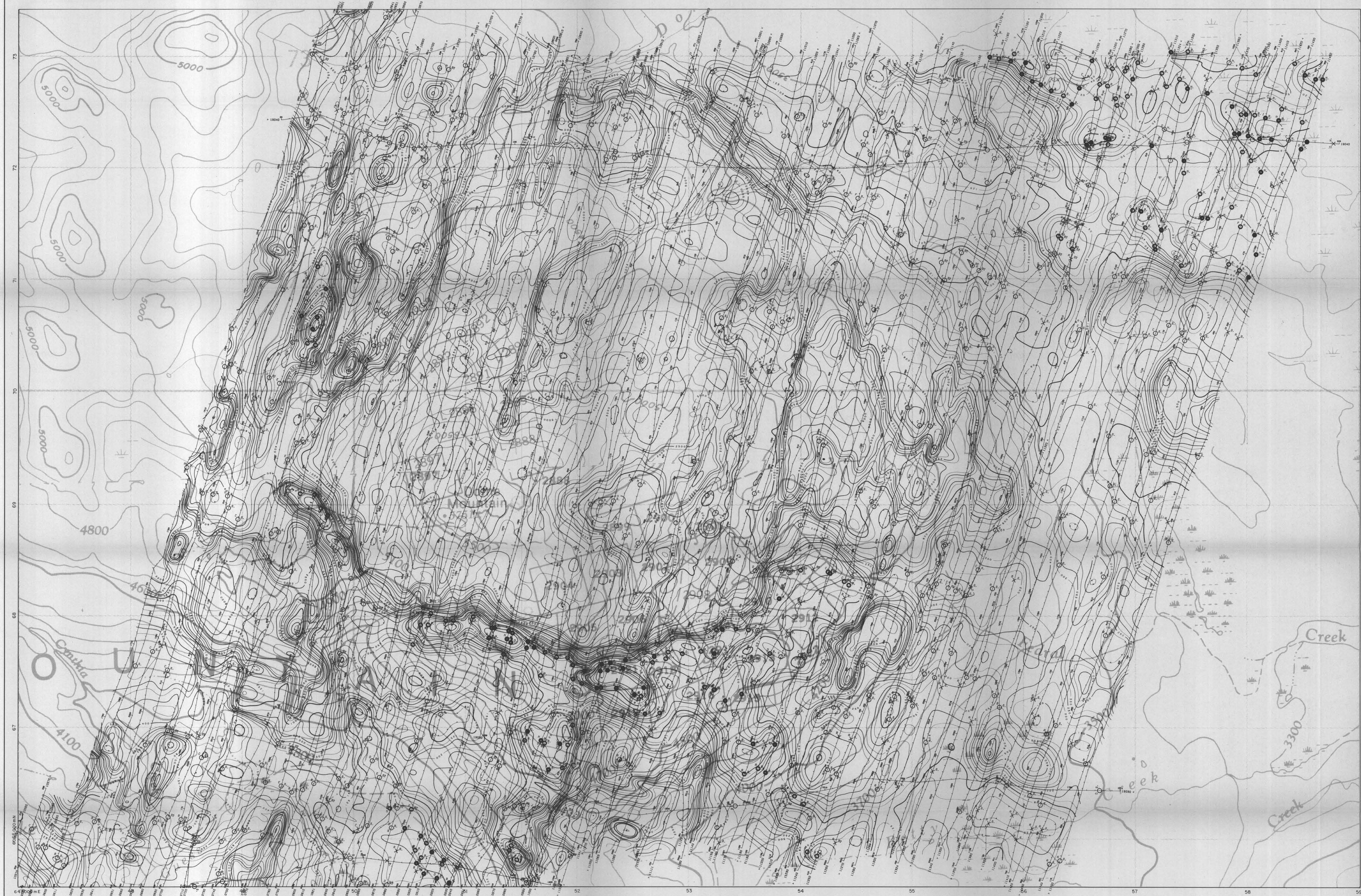
RESISTIVITY (7200 Hz)
BY DIGHEM SURVEYS & PROCESSING INC.

DIGHEM[III] SURVEY	GEOPHYSICIST: TMC	DRAFTING By: G.H.
DATE: JULY 1987	JOB: 276	SHEET: 1

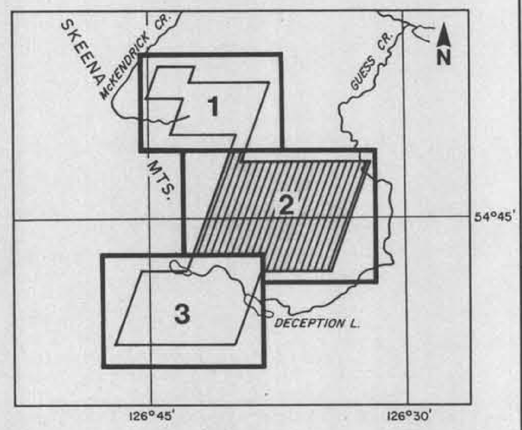
Scale 1:10,000

0 — 1 Km

0 — 0.5 Mi



LOCATION MAP



Scale 1:250,000

FLIGHT LINES WITH EM ANOMALIES

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

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

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

LEGEND

1000
800
600
500
400
300
250
200
150
125
100

Contours in ohm-m at 10 intervals per decade

GEOLOGICAL BRANCH
ASSESSMENT REPORT

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TOTAL ERICKSON RESOURCES LTD.

DOME MOUNTAIN PROJECT, B.C.

RESISTIVITY (7200 Hz)

BY DIGHEM SURVEYS & PROCESSING INC.

DIGHEM[III] SURVEY	GEOPHYSICIST: TMc	DRAFTING By: G.H.
DATE: JULY 1987	JOB: 276	SHEET: 2

Scale 1:10,000

0 — 1 Km

0 — 0.5 Mi

GEOLOGICAL BRANCH
ASSESSMENT REPORT

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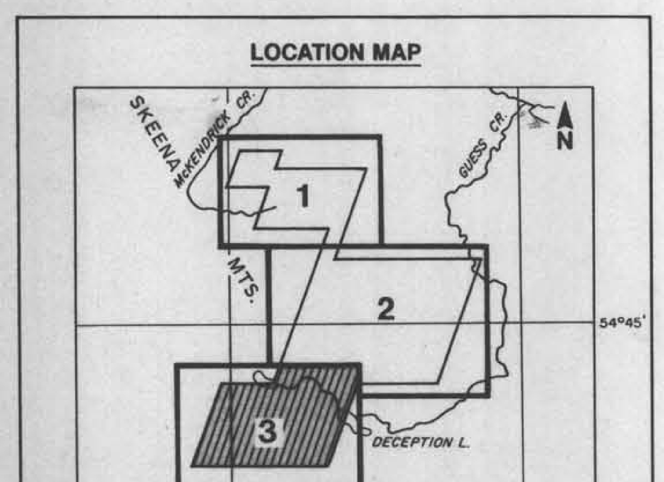
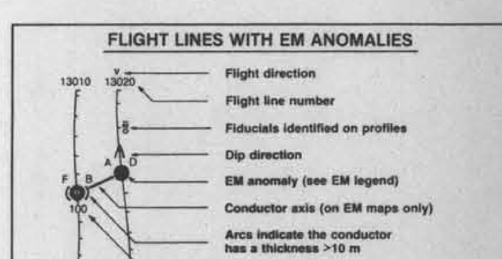


FLIGHT LINES WITH EM ANOMALIES



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

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L.	Culture, e.g. power line, building, fence

LEGEND

1000
800
600
500
400
300
250
200
150
125
100

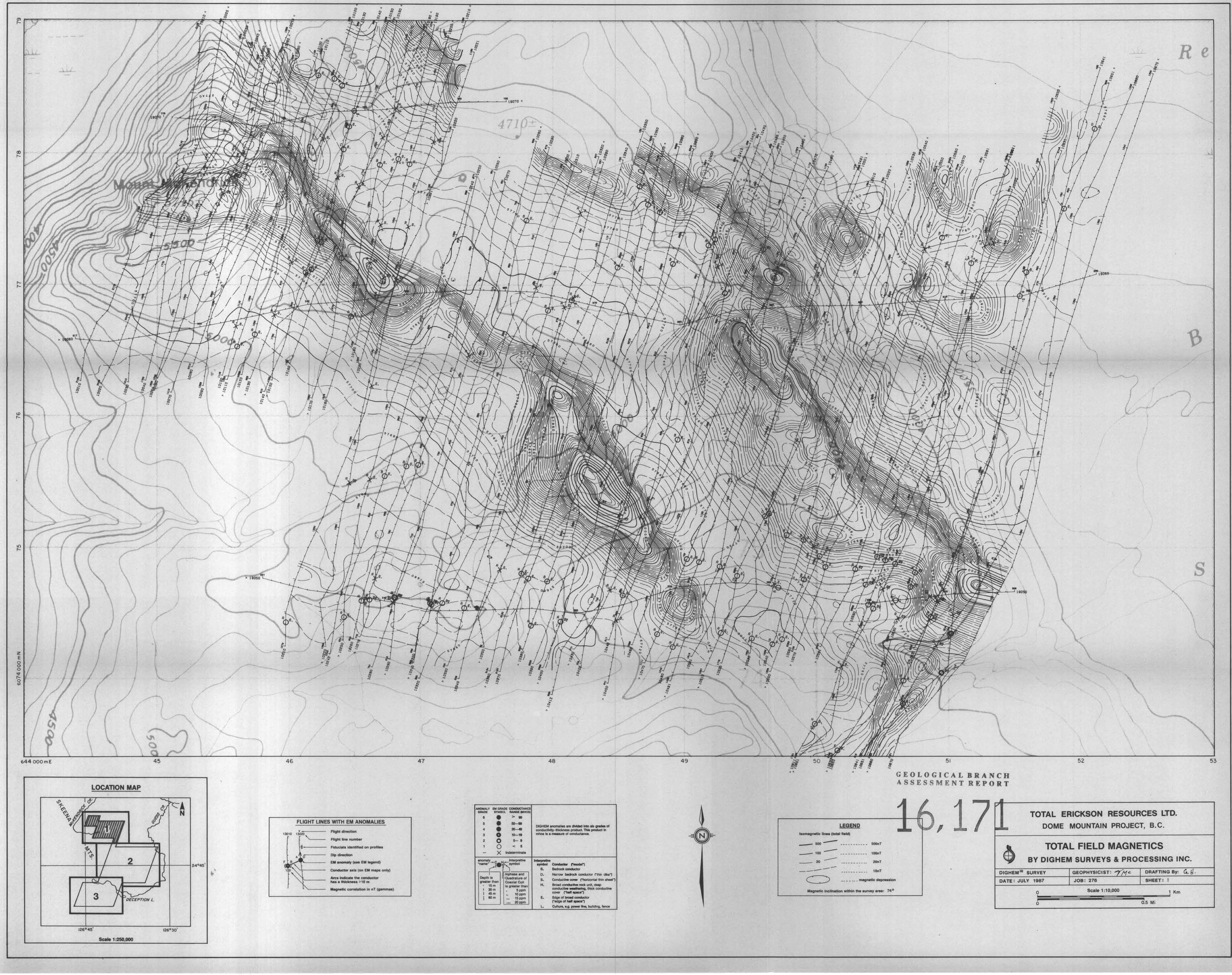
Contours in ohm-m
at 10 intervals per decade

TOTAL ERICKSON RESOURCES LTD.
DOME MOUNTAIN PROJECT, B.C.

RESISTIVITY (7200 Hz)
BY DIGHEM SURVEYS & PROCESSING INC.

DIGHEM[III] SURVEY	GEOPHYSICIST: TH	DRAFTING By: G.H.
DATE: JULY 1987	JOB: 276	SHEET: 3

Scale 1:10,000
0 — 1 Km
0 — 0.5 Mi


Mount McKendrick
4710±
4500
5000
5500
Re
B
S
644 000 mE
45
46
47
48
49
50
51
52
53
6074 000 mN
75
76
77
78
79
LOCATION MAP
SKEENA
MCKENDRICK CR.
MTS.
GUESS CR.
DECEPTION L.
1
2
3
54°45'
126°45'
126°30'
Scale 1:250,000
FLIGHT LINES WITH EM ANOMALIES
13010
13020
Flight direction
Flight line number
Fiducials identified on profiles
Dip direction
EM anomaly (see EM legend)
Conductor axis (on EM maps only)
Arcs indicate the conductor has a thickness >10 m
Magnetic correlation in nT (gammas)
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
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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
GEOLOGICAL BRANCH
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LEGEND
Isomagnetic lines (total field)
500 500nT
100 100nT
20 20nT
10nT
magnetic depression
Magnetic inclination within the survey area: 74°
TOTAL ERICKSON RESOURCES LTD.
DOME MOUNTAIN PROJECT, B.C.
TOTAL FIELD MAGNETICS
BY DIGHEM SURVEYS & PROCESSING INC.
DIGHEM III SURVEY
GEOPHYSICIST: TMc
DRAFTING By: G.H.
DATE: JULY 1987
JOB: 276
SHEET: 1
Scale 1:10,000
0 1 Km
0 0.5 Mi

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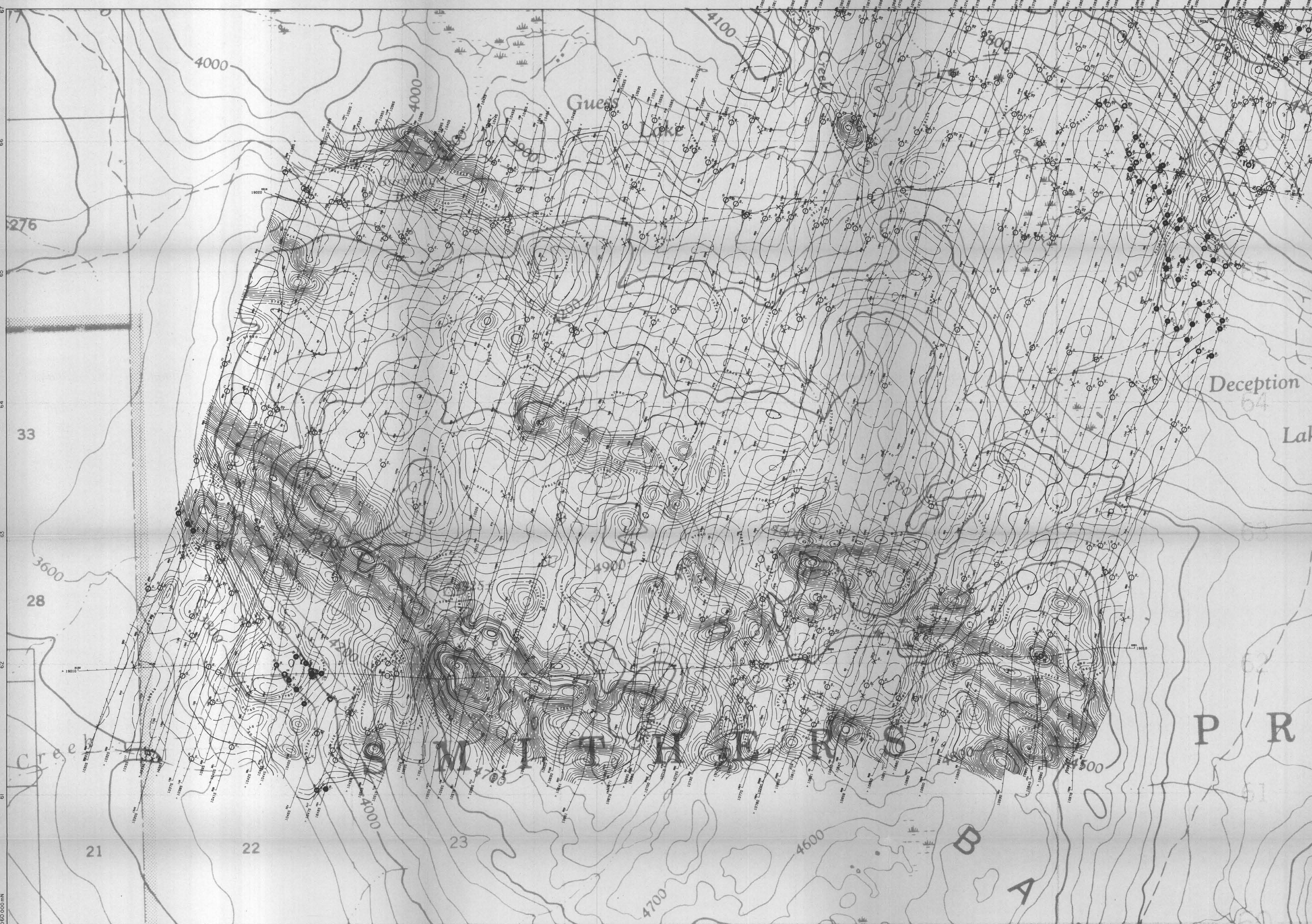
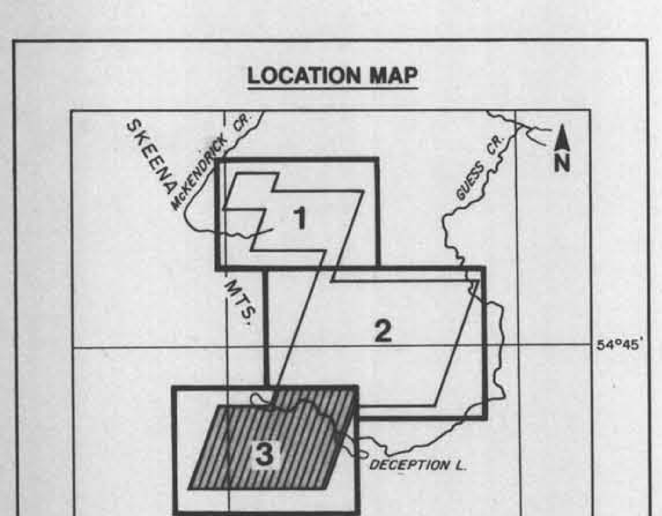
TOTAL ERICKSON RESOURCES LTD.
DOME MOUNTAIN PROJECT, B.C.

TOTAL FIELD MAGNETICS
BY DIGHEM SURVEYS & PROCESSING INC.

DIGHEM III SURVEY	GEOPHYSICIST: T.Mc	DRAFTING By: G.H.
DATE: JULY 1987	JOB: 276	SHEET: 2

Scale 1:10,000
0 1 Km
0 0.5 Mi





FLIGHT LINES WITH EM ANOMALIES

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

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

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E.	Edge of broad conductor ("edge of half space")
L.	Culture, e.g. power line, building, fence

LEGEND

Isomagnetic lines (total field)

- 500 .... 500nT
- 100 .... 100nT
- 20 .... 20nT
- 10nT
- .... magnetic depression

Magnetic inclination within the survey area: 74°

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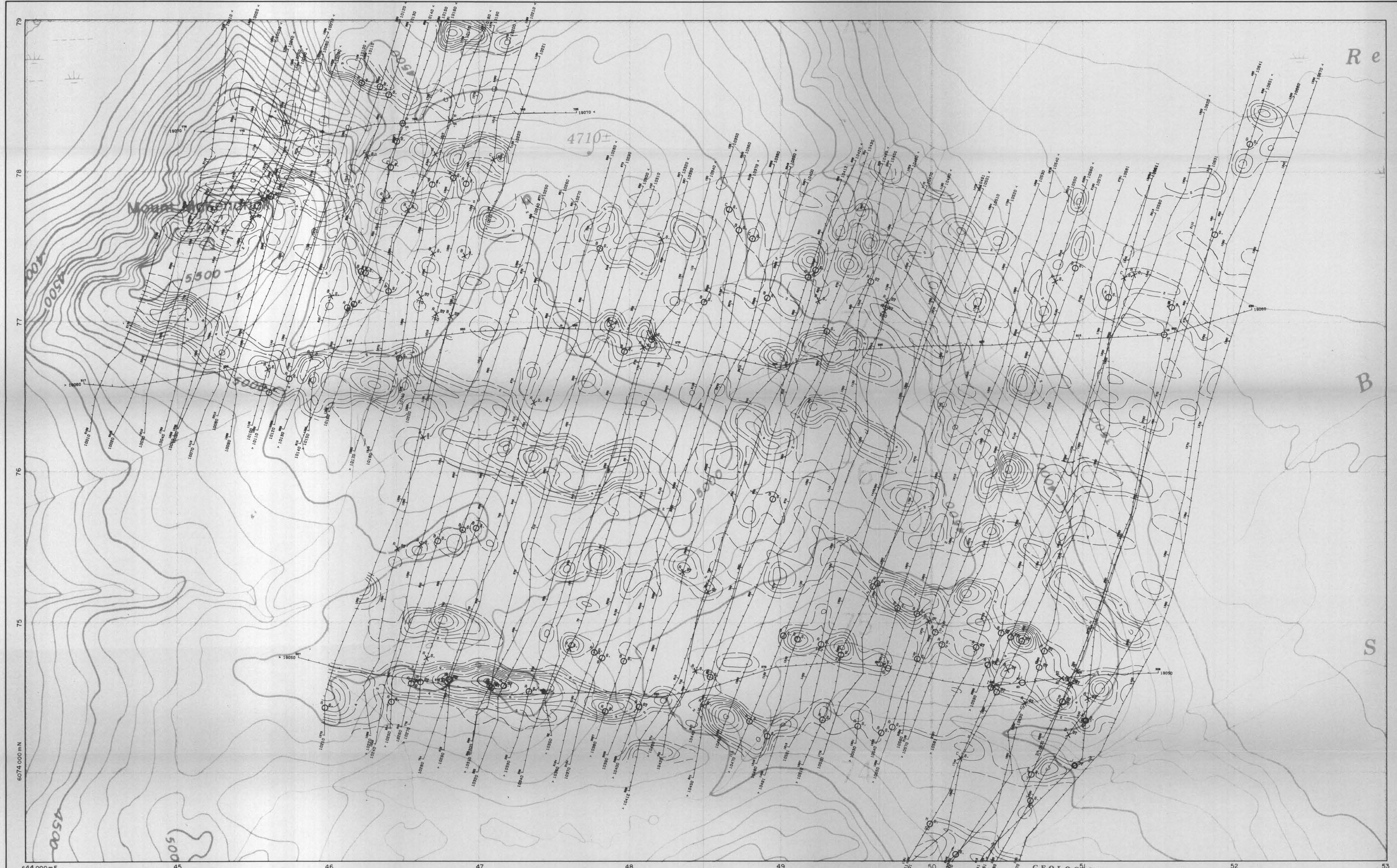
TOTAL ERICKSON RESOURCES LTD.
DOME MOUNTAIN PROJECT, B.C.

TOTAL FIELD MAGNETICS
BY DIGHEM SURVEYS & PROCESSING INC.

DIGHEM III SURVEY	GEOPHYSICIST: TMc	DRAFTING By: G.H
DATE: JULY 1987	JOB: 276	SHEET: 3

Scale 1:10,000
0 — 1 Km
0 — 0.5 Mi



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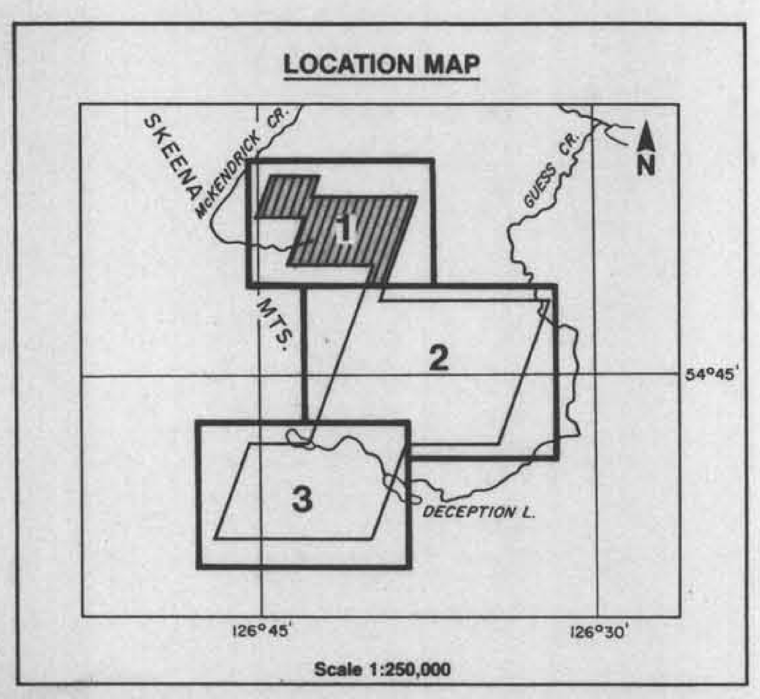
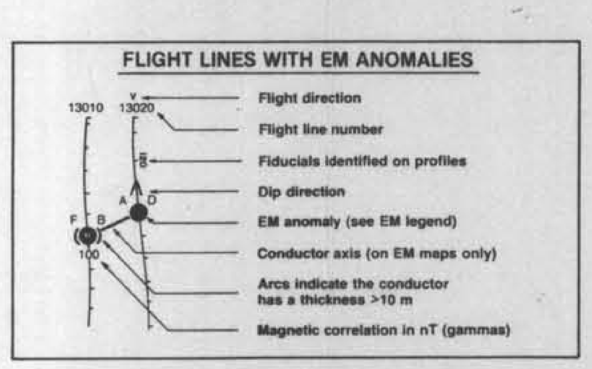
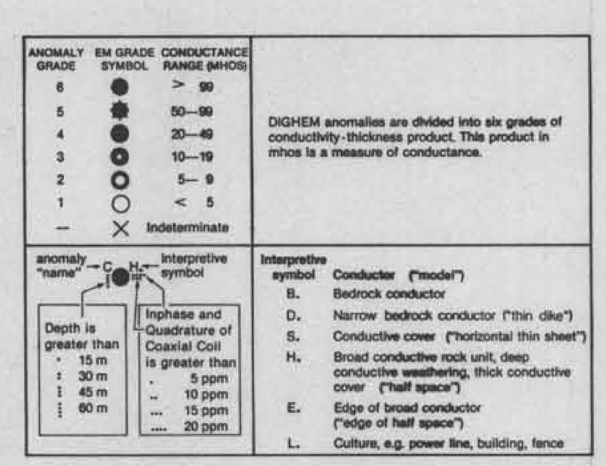
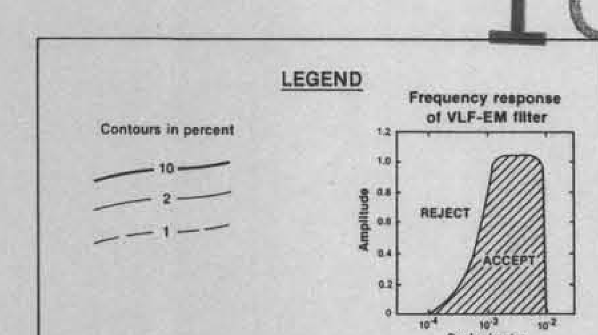








TOTAL ERICKSON RESOURCES LTD.

DOME MOUNTAIN PROJECT, B.C.

FILTERED VLF (ANNAPOLIS)

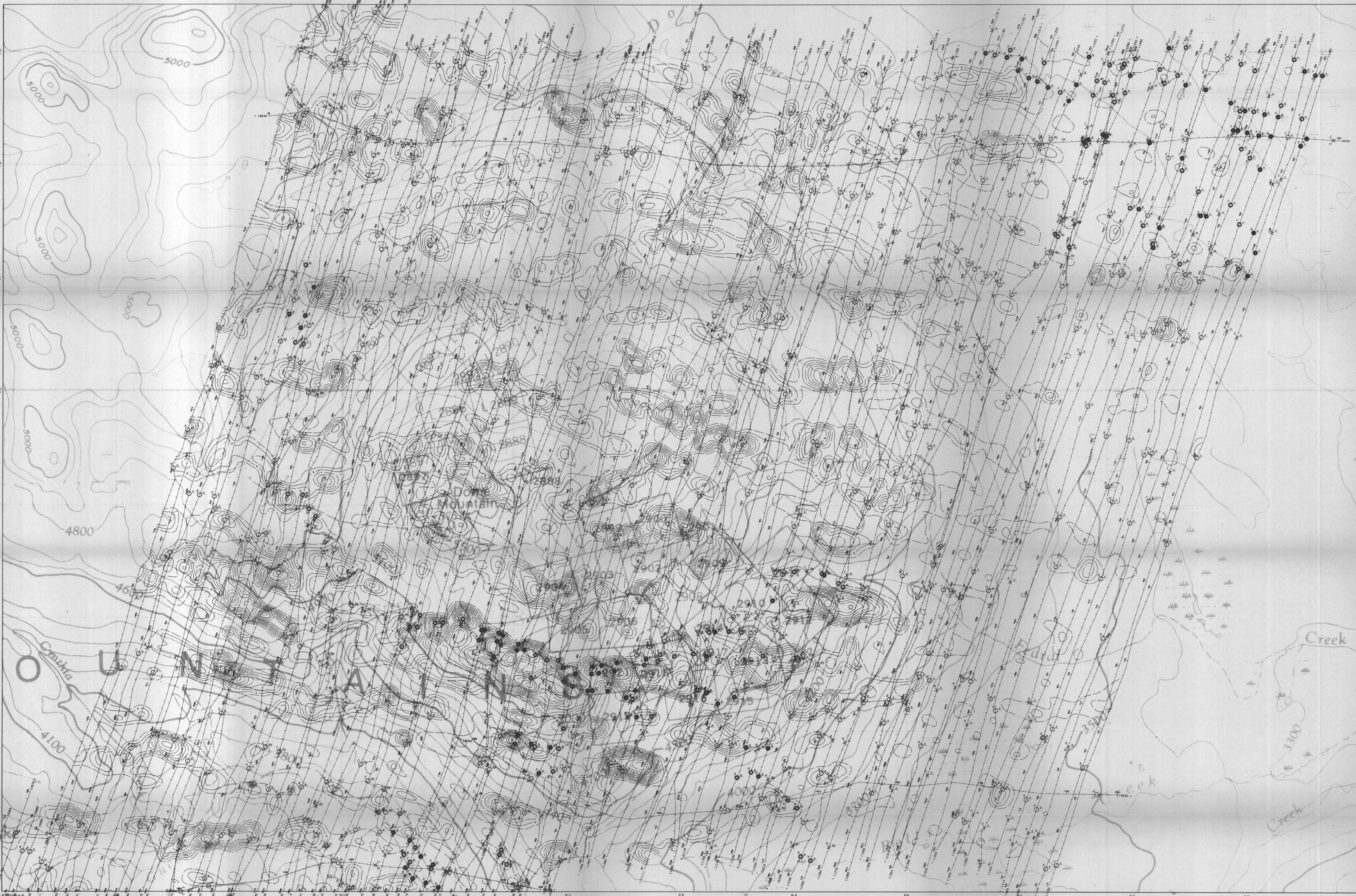
BY DIGHEM SURVEYS & PROCESSING INC.

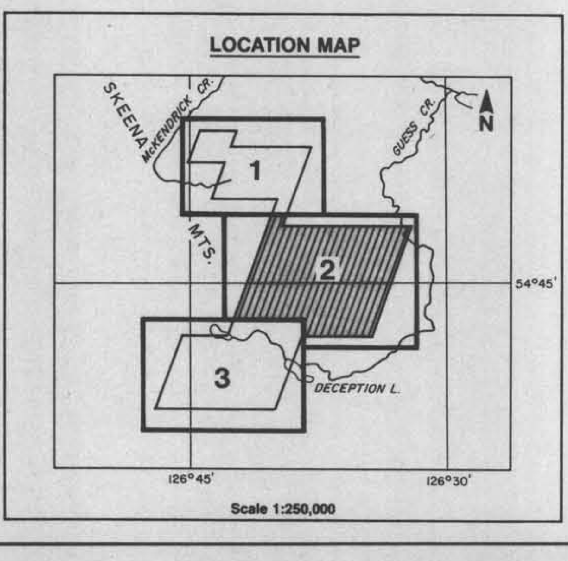
DIGHEM[III] SURVEY	GEOPHYSICIST: JMc	DRAFTING By: G.H.
DATE: JULY 1987	JOB: 276	SHEET: 1

Scale 1:10,000

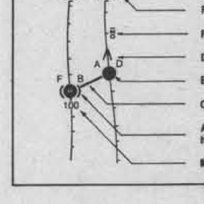
0 — 1 Km

0 — 0.5 Mi

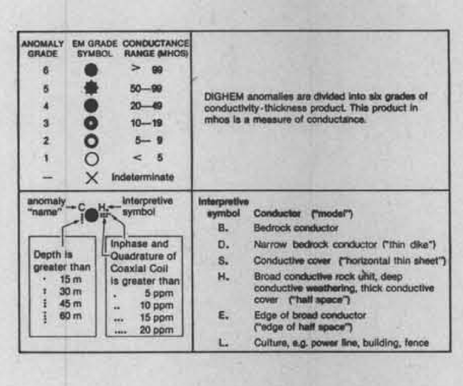




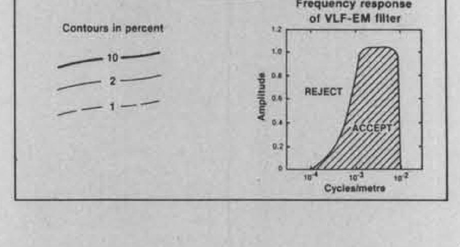
FLIGHT LINES WITH EM ANOMALIES



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



LEGEND



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TOTAL ERICKSON RESOURCES LTD.

DOME MOUNTAIN PROJECT, B.C.

FILTERED VLF (ANNAPOLIS)

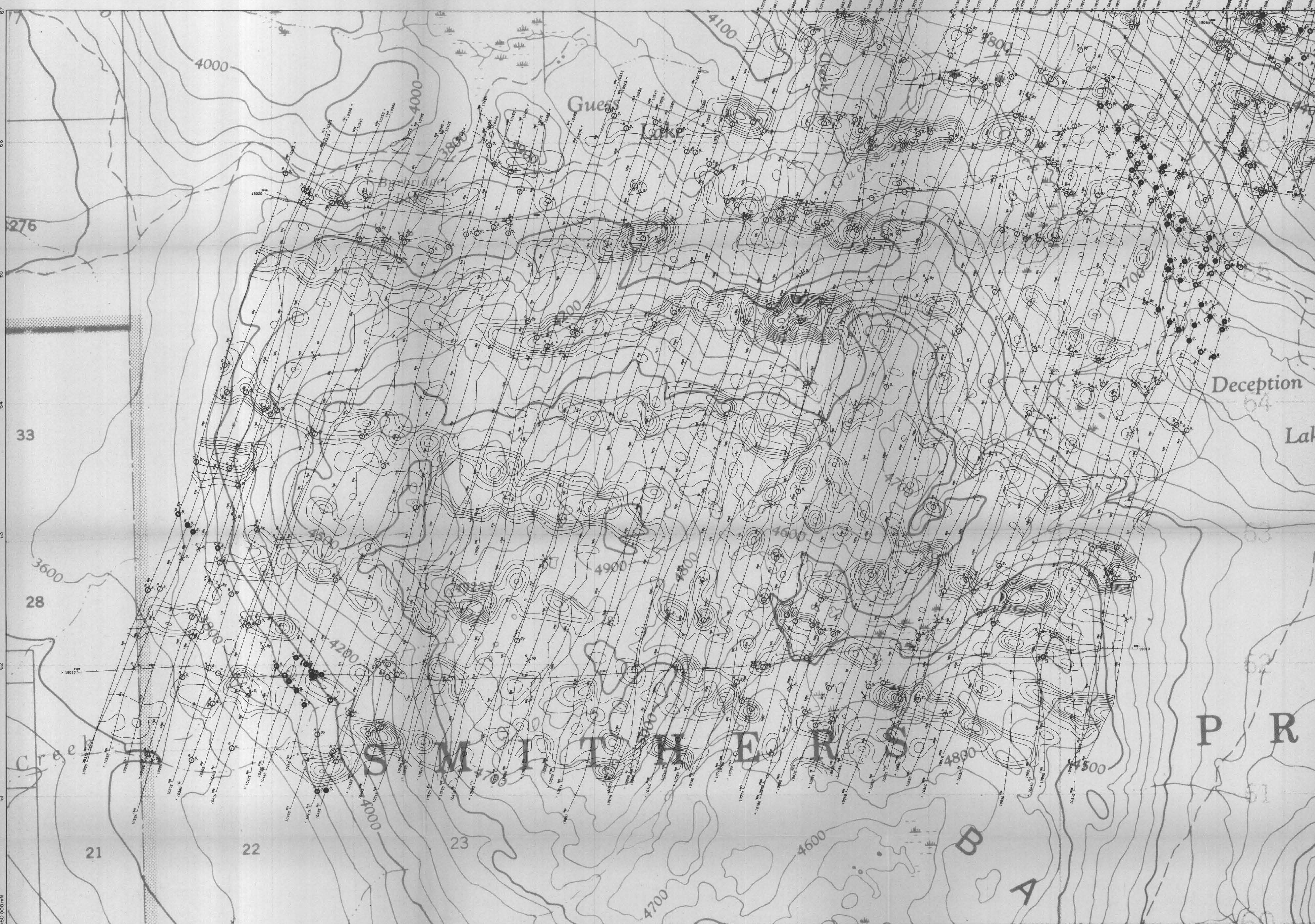
BY DIGHEM SURVEYS & PROCESSING INC.

DIGHEM[III] SURVEY	GEOPHYSICIST: TM[c]	DRAFTING By: G.H.
DATE: JULY 1987	JOB: 276	SHEET: 2

Scale 1:10,000

0 — 1 Km

0 — 0.5 Mi



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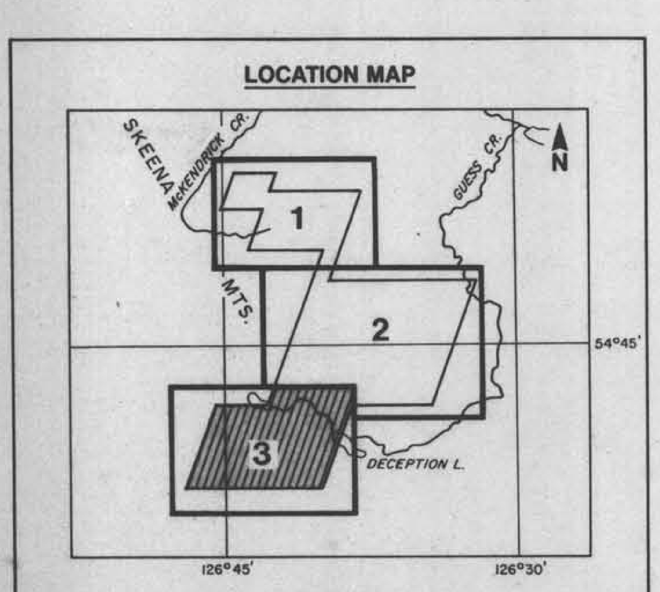

FLIGHT LINES WITH EM ANOMALIES

13010 13020

- Flight direction
- Flight line number
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- Dip direction
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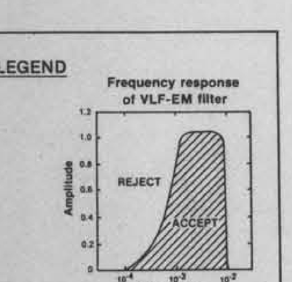
L.	Culture, e.g. power line, building, fence

N

LEGEND

Contours in percent
10
2
1



TOTAL ERICKSON RESOURCES LTD.
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DATE: JULY 1987	JOB: 276	SHEET: 3

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0 — 1 Km
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