ASSESSMENT REPORT ON THE LINECUTTING AND AIRBORNE MAGNETIC AND VLF SURVEY OVER THE TRAIL I, II, III CLAIM GROUPS

Omineca Mining Division/Cariboo Mining Division

NTS: 93N/1E, 93O/4W, 93J/13W, 93K/16E

Latitude 55°03'N Longitude 124°00'W

BPVR 90-12

W. Paterson
March, 1991

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FIGURE NO:

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1. SUMMARY

The TRAIL I, II and III claim groups, located 60 km west of Mackenzie, B.C. are underlain by volcanic rocks of the Upper Triassic-Lower Jurassic Takla Group immediately south of the Mt. Milligan alkaline Cu-Au porphyry deposit.

In May 1990, Aerodat Limited of Mississauga, Ontario completed 720 line-km of airborne magnetic and VLF survey over the TRAIL I, II and III claim groups on behalf of BP Resources Canada Limited. The purpose of the survey was to locate possible exploration targets in the immediate vicinity of the Mt. Milligan deposit.

The data shows that the area is underlain by complex geology and structure and further ground exploration is warranted.

From August 26 to October 2, 1990, Coureur De Bois of Whitehorse, Y.T., cut 52.85 line-km of grid on the TRAIL I, II and III claim groups.

A total of $73,498.00 has been applied as assessment with the following breakdown applied to the claim groups:

TRAIL I : $32,881.00

TRAIL II : $23,328.00

TRAIL III : $17,289.00

2. INTRODUCTION

A. Location, Access and Physiography

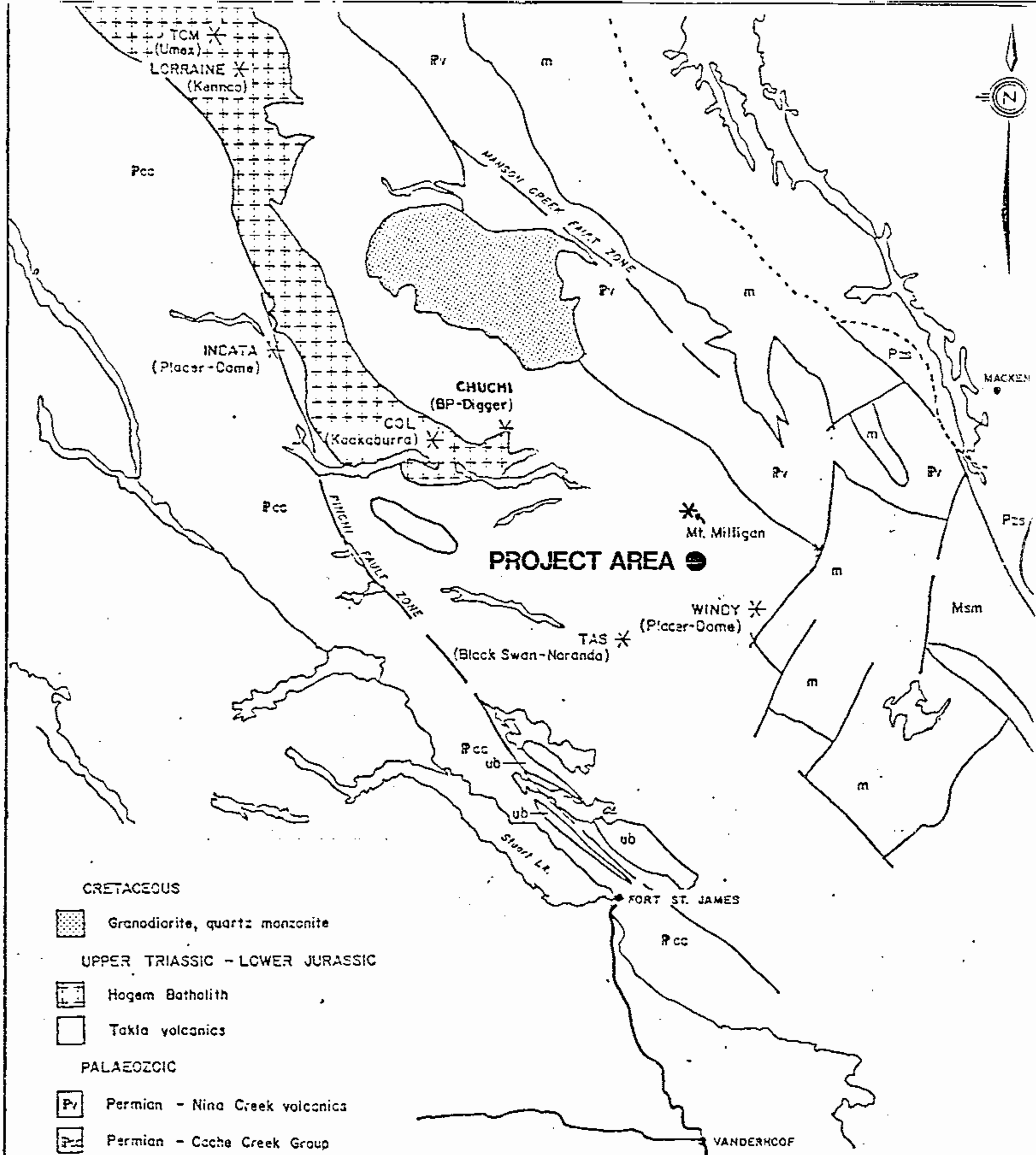
The TRAIL I, II and III claim groups are located approximately 60 km west of Mackenzie and 5 km south of the Mt. Milligan deposit in north-central B.C. (see Figure 1). All claims are within the Omineca Mining District with the exception of the TRAIL 13-16 claims which lie in the Cariboo Mining District. These 4 claims, along with the TRAIL 7 and 8 claims form the TRAIL III claim group.

Access to the TRAIL I and II claims is via logging roads originating 1 km south of the Windy Point Lodge on Highway 97. Approximate road distance is 100 km. Currently there is no road access to the TRAIL III claim group though the area has been proposed for logging by Fletcher Challenge.

The terrain is generally gently rolling with elevations ranging from 1050 m to 1580 m. There are many incised, steep-sided gullies with local relief of 50 m or less. The principal drainage is Rainbow Creek flowing northeast through the TRAIL I and II claim groups.

Vegetation consists of lodgepole pine and white spruce in the lower reaches to balsam fir on top of the hills.

Overburden is continuous but of unknown depth and outcrop is sparse.



BP Resources Canada Limited

MINING DIVISION

TRAIL CLAIM GROUPS

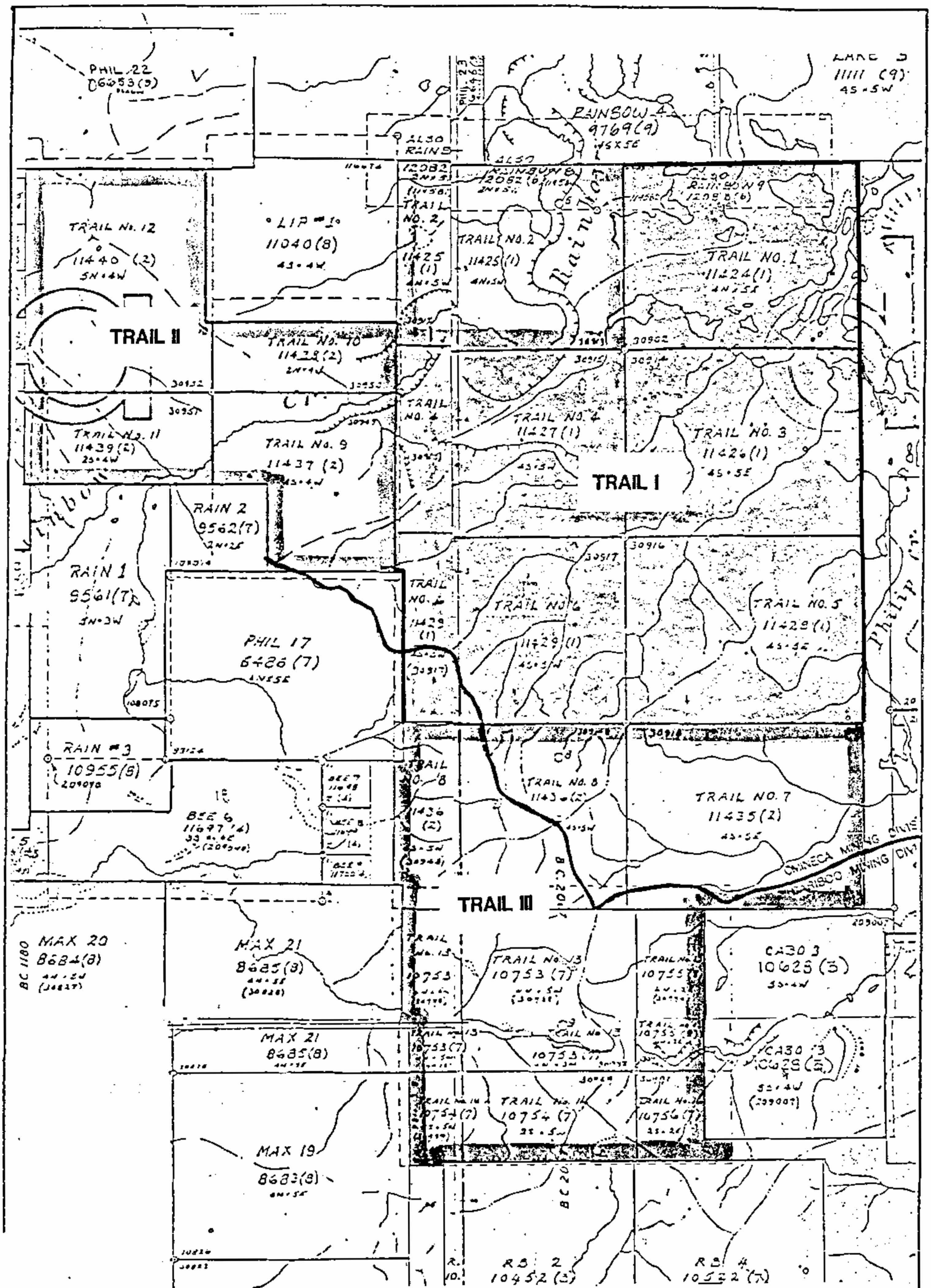
LOCATION AND REGIONAL GEOLOGICAL SETTING

SCALE: As shown	DRAWN BY:	FIG. 1
DATE: 3/91 REV.:	DRAFTED BY:	
N.T.S. PROJ. 10/57	REPORT BPVR 90-12	

B. Claim Data

The 16 TRAIL claims (Figure 2) have been grouped as follows into three claim groups.

Claim	Units	Record #	Recording Date	Expiry Date
TRAIL 1 Claim Group (100 units):				
TRAIL 1	20	11424	Jan. 14/1990	Jan. 14/1991
TRAIL 3	20	11426	Jan. 19/1990	Jan. 19/1991
TRAIL 4	20	11427	Jan. 21/1990	Jan. 21/1991
TRAIL 5	20	11428	Jan. 23/1990	Jan. 23/1991
TRAIL 6	20	11429	Jan. 25/1990	Jan. 25/1991
TRAIL II Claim Group (72 units):				
TRAIL 2	20	11425	Jan. 17/1990	Jan. 17/1991
TRAIL 9	16	11437	Feb. 11/1990	Feb. 11/1991
TRAIL 10	8	11438	Feb. 12/1990	Feb. 12/1991
TRAIL 11	8	11439	Feb. 14/1990	Feb. 14/1991
TRAIL 12	20	11440	Feb. 13/1990	Feb. 13/1191
TRAIL III Claim Group (82 units):				
TRAIL 7	20	11435	Feb. 7/1990	Feb. 7/1991
TRAIL 8	20	11436	Feb. 9/1990	Feb. 9/1991
TRAIL 13	20	10753	Jul. 30/1990	Jul. 30/1991
TRAIL 14	10	10754	Jul. 31/1990	Jul. 31/1991
TRAIL 15	8	10755	Aug. 1/1990	Aug. 1/1991
TRAIL 16	4	10756	Jul. 31/1990	Jul. 31/1991



NTS : 93N/1E,93O/4W,93J/13W,93K/16E

Scale 1 : 50 000

0 1 2 3

KILOMETRES

BP Resources Canada Limited

MINING DIVISION

TRAIL I, II, III, CLAIM GROUPS

CLAIM MAP

SCALE: As shown		DRAWN BY:		FIG.	
DATE: 3/91	REV.:	DRAFTED BY:			
NTS As shown	PROJ. 10157	REPORT BPVR 90-12			

In addition, the TRAIL 13, 14, 15 and 16 claims are within the Cariboo Mining District while the rest are in the Omineca Mining District.

C. History

There is no recorded history of exploration or any evidence of previous staking on the property prior to 1990. J.E. Armstrong (1949) of the G.S.C. undertook the first systematic regional mapping in the area between 1936 - 1944.

The discovery of the Mt. Milligan deposit prompted the staking of the TRAIL claims in early 1990.

3. REGIONAL GEOLOGICAL SETTING

The claim area is situated in the central part of the Quesnel Trough, within the Intermontane Tectonic Belt of the Canadian Cordilleran (Figure 1). The Quesnel Trough assemblage consists principally of Upper Triassic Takla Group volcanic and sedimentary rocks which are correlative with the Nicola Group in southern B.C. and the Stuhini Group in northern B.C. (Richards 1976, Monger, 1977). The volcanic rocks are island-arc type calc-alkaline to alkaline pyroxene-rich flows and volcaniclastic rocks of predominantly submarine origin. They are interlayered with volcanic-derived greywacke and siltstone, with minor limestone and conglomerate. The assemblage was intruded by comagmatic alkaline intrusions and by the Jura-Cretaceous Omineca calc-alkaline intrusions, principally the Hogem Batholith. Northwest and northeast trending transcurrent and block faults, and minor folding have offset and juxtaposed major sections of the volcanic stratigraphy with the intrusive and sedimentary rocks.

4. AIRBORNE GEOPHYSICALSURVEY

Between May 1 and May 9, 1990, 750 line-km of an airborne magnetometer/VLF survey were flown by Aerodat Limited of Mississauga, Ontario over the TRAIL I, II and III claim groups. Details of this survey, including all pertinent maps, are included in Appendix III.

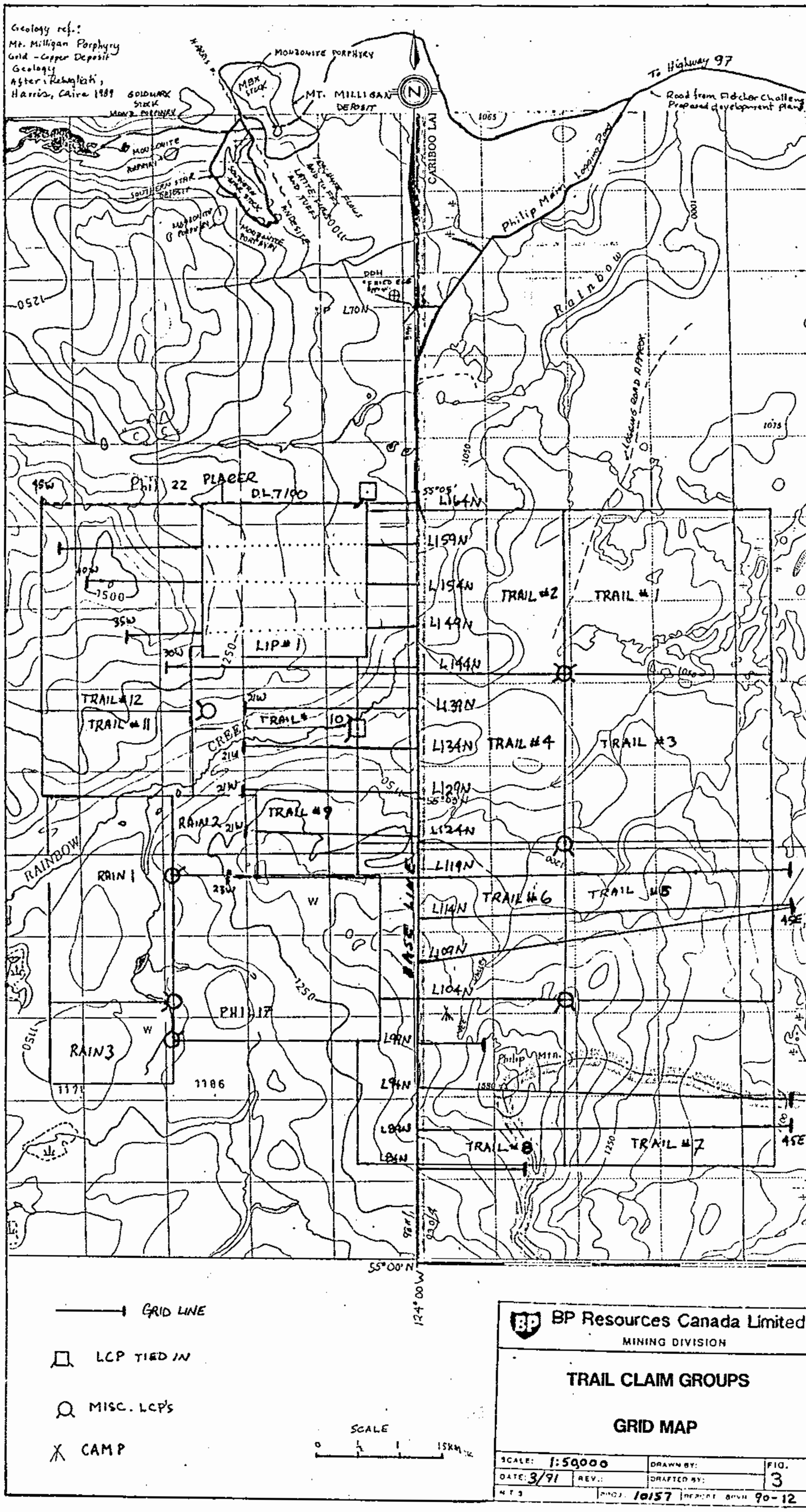
The magnetic data shows varying trend strikes from northeasterly in the south, through northwesterly in the centre to northerly striking in the northern section of the TRAIL claims.

The VLF-EM data show northeasterly trends though this is probably conductive river sediments as the trends follow the drainage pattern.

5. LINECUTTING

From August 29 to October 2, 1990, a total of 52.85 line-km of grid was cut by Coureur Des Bois of Whitehorse, Y.T., for BP Resources Canada Limited on the TRAIL I, II and III claim groups. Linecutting was halted due to poor weather and approaching winter conditions.

The grid, as shown in Figure 4 consists of 17 east-west lines ranging from .75 km to 4.5 km in length with a spacing of approximately 500 m. between lines. The lines were cut to I.P. standard.



Geology ref.: Mt. Milligan Porphyry Gold-Copper Deposit Geology After: Rebagliati, Harris, Caira 1989
MONZONITE PORPHYRY
MBX STOCK
MT. MILLIGAN DEPOSIT
N
GOLDMARK STOCK
SOUTHERN STAR DEPOSIT
ANDESITE
MONZONITE PORPHYRY
To Highway 97
Road from Fletcher Challenge Proposed development plans
CARIBOO LAI
Philip Main Logging Road
Rainbow
DDH
L70N
1250
1065
1075
1050
Phil 22
PLACER
D.L. 7190
55°05'
L164N
L159N
L154N
L149N
L144N
L139N
L134N
L129N
L124N
L119N
L114N
L109N
L104N
L99N
L94N
L89N
L84N
45W
40W
35W
30W
21W
23W
45E
1500
LIP #1
TRAIL #1
TRAIL #2
TRAIL #3
TRAIL #4
TRAIL #5
TRAIL #6
TRAIL #7
TRAIL #8
TRAIL #9
TRAIL #10
TRAIL #11
TRAIL #12
CREEK
RAIN 1
RAIN 2
RAIN 3
RAINBOW
PHIL 17
BASE LINE
Philip Mtn.
1186
1171
55°00'N
124°00'W
GRID LINE
LCP TIED IN
MISC. LCP's
CAMP
SCALE
0
1.5 km
BP Resources Canada Limited
MINING DIVISION
TRAIL CLAIM GROUPS
GRID MAP
SCALE: 1:50000
DRAWN BY:
FIG. 3
DATE: 3/91
REV.:
DRAFTED BY:
N.T.S.
PROJ. 10157
REPORT BRVH 90-12

The location and configuration of the grid were based primarily on the interpretation of the airborne geophysical surveys.

REFERENCES

Bruaset, R.U., and Associates Ltd. (1990): Report on the Geological and Geochemical Reconnaissance of the Trail Option Including Minor Work On the LIP Claims (BP Project: Philips Lake).

Monger, T.W.H. (1977): The Triassic Takla Group in McConnell Creek Map Area, North Central, B.C. G.S.C. Paper 76-29.

Richards, T.A., (1976): McConnell Creek Map Area (94D, East Half). British Columbia, in Report of Activities, Part A, G.S.C. Paper 76-14, pp. 43-50.

Wong, R.H., (1990): Assessment Report of Physical and Geophysical Program on the Snowshoe and Tea Claim Groups (Snowshoe 1-4, Larry, Tea 1-4 Claims), Omineca Mining Division, B.C., (Company Report BPVR 90-1). A.R. #19921.

STATEMENT OF QUALIFICATIONS

STATEMENT OF QUALIFICATIONS

I, William Paterson of #1103 - 1905 Robson Street, Vancouver, in the Province of British Columbia, do hereby state:

1) That I am a graduate of Queen's University, Kingston Ontario, where I obtained an Honours B.Sc., in Geology in 1989.

2) That I have been active in mineral exploration since 1986.

William Paterson

WILLIAM PATERSON
Geologist

March, 1991
Vancouver, B.C.

STATEMENT OF COSTS

STATEMENT OF COSTS

1. Airborne Geophysical Surveys

(Aerodat Limited)

TRAIL I	:	$13,230.00
TRAIL II	:	9,525.00
TRAIL III	:	5,292.00

Total: $28,047.00

2. Linecutting

(Coureur Des Bois)

TRAIL I	: 22.85 line-km @ $860	$19,651.00
TRAIL II	: 16.05 line-km @ $860	13,803.00
TRAIL III	: 13.95 line-km @ $860	11,997.00

Total: 45,451.00

TOTAL EXPENDITURES: $73,498.00

<u>APPENDIX III</u>

REPORT ON
COMBINED HELICOPTER-BORNE
MAGNETIC AND VLF SURVEY
FORT ST. JAMES AREA
BRITISH COLUMBIA

REPORT ON
COMBINED HELICOPTER-BORNE
MAGNETIC AND VLF SURVEY
FORT ST. JAMES AREA
BRITISH COLUMBIA

FOR
BP RESOURCES CANADA LIMITED
BY
AERODAT
July 13, 1990

J9028

Adriana Carbone
Geologist

Sandra A. Takata
Project Supervisor/Geophysicist

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List of Maps
(Scale 1:10,000)

Basic Maps: (As described under Appendix B of the Contract)

1. **FLIGHT LINE MAP;**
   Showing all flight lines and fiducials with the base map.

2. **TOTAL FIELD MAGNETIC CONTOURS;**
   Showing magnetic values corredt of all diurnal variation with flight lines, fiducials, and base map.

3. **VERTICAL MAGNETIC GRADIENT CONTROUS;**
   Showing magnetic gradient values clacualted from the total field magnetics with flight lines, fiducials and base map.

4. **VLF-EM TOTAL FIELD CONTOURS;**
   Showing VLF total field response from the line transmitter with flight lines, fiducials, and base map.

1. INTRODUCTION

This report describes an airborne geophysical survey carried out on behalf of BP Resources Canada Limited by Aerodat Limited. Equipment operated during the survey included a high sensitivity cesium vapour magnetometer, a two frequency VLF-EM system, a video tracking camera, radar altimeter, and an electronic positioning system. Magnetic and altimeter data were recorded both in digital and analog forms. Positioning data was stored in digital form, encoded on VHS format video tape and recorded at regular intervals in local UTM coordinates, as well as being marked on the flight path mosaic by the operator while in flight.

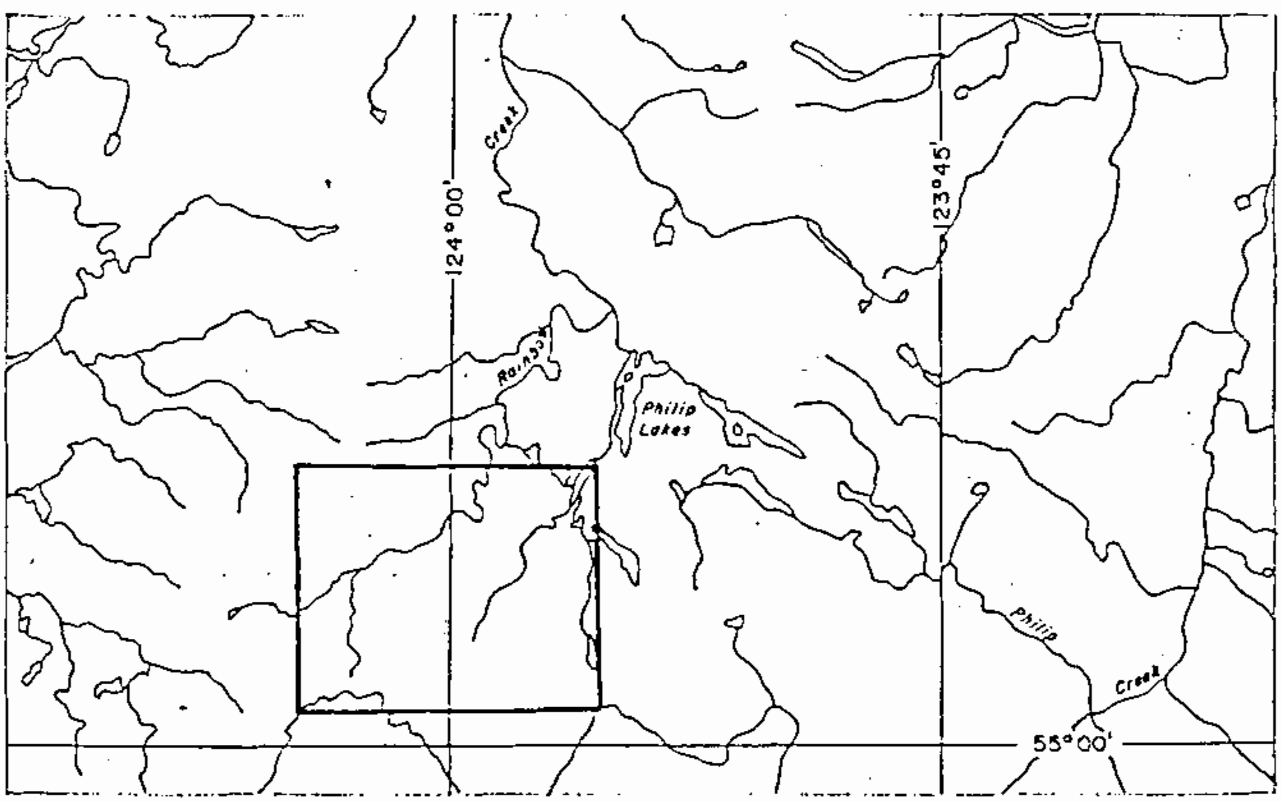
The survey consists of the Philip Lake Project, approximately 75 kilometres north-northeast of Fort St. James, British Columbia. The survey was flown on May 01-09, 1990. Data from ten flights were used to compile the survey results. The flight lines were oriented at an angle of 90 degrees, with a nominal line spacing of 100 metres (according to Appendix "A" of the contract). Geophysical information is provided in the form of maps at 1:10,000. Coverage and data quality were considered to be well within the specifications described in the service contract.

The purpose of the survey was to record airborne geophysical data over ground that is of interest to BP Resources Canada Limited.

The Philip Lake project consisted of a total of 720 kilometres. The recorded data were compiled in map form at a scale of 1:10,000. The maps are presented as part of this report according to specifications laid out by BP Resources Canada Limited.

2. SURVEY AREA LOCATION

The survey area is depicted on the following index map. The Philip Lake Project is centred at approximate geographic latitude 55 degrees 05 minutes North, longitude 124 degrees, 00 minutes West.



3. AIRCRAFT AND EQUIPMENT

3.1 Aircraft

An Aerospatiale A-Star 350 B helicopter, (C-GYHT), piloted by Ron Mitchinson, owned and operated by Peace Helicopters Limited, was used for the survey. Peter Moore of Aerodat acted as navigator and equipment operator. Installation of the geophysical and ancillary equipment was carried out by Aerodat. The survey equipment was flown at a mean terrain clearance of 60 metres.

3.2 Equipment

3.2.1 VLF-EM System

The VLF-EM System was a Herz Totem 2 A. This instrument measures the total field and quadrature component of the selected frequency. The sensor was towed in a bird 30 metres below the helicopter.

3.2.2 Magnetometer System

The magnetometer employed a Scintrex Model VIW 2321 H8 cesium, optically pumped magnetometer sensor. The sensitivity of this instrument was 0.1 nanoTeslas. The sensor was towed in a bird 30 metres below the helicopter.

3.2.3 Magnetic Base Station

An IFG proton precession magnetometer was operated at the base of operations to record diurnal variations of the earth's magnetic field. The clock of the base station was synchronized with that of the airborne system to facilitate later correlation.

3.2.4 Altimeter System

A King KRA 10 radar altimeter was used to record terrain clearance. The output from the instrument is a linear function of altitude for maximum accuracy.

3.2.5 Tracking Camera

A Panasonic video flight path recording system was used to record the flight path on standard VHS format video tapes. The system was operated in continuous mode and the flight number, real time and manual fiducials were registered on the picture frame for cross-reference to the analog and digital data.

3.2.6 Analog Recorder

An RMS dot-Matrix recorder was used to display the data during the survey. In addition to manual and time fiducials, the following data was recorded:

Channel	Input	Scale
VLT	VLF-EM Total Field, Line	25 %/cm
VLQ	VLF-EM Quadrature, Line	25 %/cm
VOT	VLF-EM Total Field, Ortho	25 %/cm
VOQ	VLF-EM Quadrature, Ortho	25 %/cm
RALT	Radar Altimeter	100 ft./cm
MAGF	Magnetometer, fine	25 nT/cm
MAGC	Magnetometer, coarse	250 nT/cm

3.2.7 Digital Recorder

A DGR 33:16 data system recorded the survey on magnetic tape. Information recorded was as follows:

Equipment	Recording Interval
VLF-EM	0.20 seconds
Magnetometer	0.20 seconds
Altimeter	0.20 seconds
Nav System	0.20 seconds

3.2.8 Radar Positioning System

A Mini-Ranger MRS-III radar navigation system was used for both navigation and flight path recovery. Transponders sited at fixed locations were interrogated several times per second and the ranges from these points to the helicopter were measured to a high degree of accuracy. A navigational computer triangulated the position of the helicopter and provided the pilot with navigation information. The range/range data was recorded on magnetic tape for subsequent flight path determination.

4. DATA PRESENTATION

4.1 Base Map

A photomosaic base at a scale of 1:10,000 was prepared from available air photos and enlarged to the required scale.

4.2 Flight Path Map

The flight path was derived from the Mini-Ranger radar positioning system. The distance from the helicopter to two established reference locations was measured several times per second and the position of the helicopter was calculated by triangulation. It is estimated that the flight path is generally accurate to about 10 metres with respect to the topographic detail on the base map.

The flight lines have the time and the navigator's manual fiducials for cross reference to both analog and digital data.

4.3 Magnetics

4.3.1 Total Field Magnetic Contour Map

The magnetic data from the high sensitivity cesium magnetometer provided virtually a continuous magnetic reading when recording at 0.2 second intervals. The system is also noise free for all practical purposes.

A sensitivity of 0.1 nanoTesla (nT) allows for the mapping of very small inflections in the magnetic field, resulting in a contour map that is equal to or exceeds ground data in quality and accuracy.

The aeromagnetic data was corrected for diurnal variations by adjustment with the digitally recorded base station magnetic values. No correction for regional variation was applied. The corrected data was interpolated onto a regular grid at a 25 metre true scale interval using an Akima spline technique. This grid provided the basis for threading the presented contours at a 2 nT interval.

The contoured aeromagnetic data has been presented on a Cronaflex copy of the base map with flight lines.

4.3.2 Vertical Gradient Contour Map

The vertical magnetic gradient was calculated from the total field magnetic data. Contoured at a 0.2 nT/m interval, the data was presented on a cronaflex copy of the base map with flight lines.

4.4 VLF-EM Total Field Contours

The VLF data was interpolated onto a regular grid at a 25 metre true scale interval using an Akima spline technique. This grid provided the basis for threading the contours at a 2% interval.

The VLF-EM signal from the line transmitting station was compiled as contours in map form on cronaflex copies of the base map with flight lines.

The VLF stations used were NAA, Cutler Maine broadcasting at 24.0 kHz and NLK, Seattle Washington, broadcasting at 24.8 kHz. NAA was used as the line transmitting station for flights 5-10 and 2-4 inclusive. The NLK was used as the line transmitting station for Flight 1. The orthogonal station for flights 1-10 inclusive was NLK.

Respectfully submitted,

Carbone

July 13, 1990

Adriana Carbone
Geologist

Sandra A. Takata

Sandra Takata
Project Supervisor/Geophysicist

5. INTERPRETATION

5.1 Magnetic Data

The total field magnetic readings vary from 57900nT to 53300nT. The southwestern section of the area has lower magnetic readings then the rest of the area. In this area the magnetic trends are northeast with one notable exception - a "V" shaped relative high. A strong magnetic high strikes northwesterly through the centre of the map. High magnetic features also trending northwesterly are located in the east section of the area with a river as its apparent western boundary. In the north central area the magnetics are of mid- range values and northerly strike.

The calculated vertical gradient magnetic map often defines magnetic patterns more clearly than the total field magnetic map. Structural features such as faults and fractures are reflected in the map as disruptions to the gradient trends.

The western portion of the gradient map indicates northeast and northwest striking breaks in magnetic trends many of which correspond to the drainage pattern. These breaks are likely faults. The previously mentioned "V" appears to be fault bound. Similarly the strong northwesterly trending magnetic feature appears to be a complex structure intersected by a series of northeast trending linear features (faults?). A long low gradient trend follows an unnamed river south of Philip Lakes. Perhaps this is a magnetic horizon boundary.

5.2 VLF-EM

Cutler, Maine, broadcasting a 24.0 kHz was used as the line transmitting station. The VLF conductors trend northeasterly. Many of these follow the drainage pattern suggesting that conductive sediments are being deposited by the rivers.

Jim Creek, Washington, broadcasting at 24.8 kHz was used as the orthogonal transmitting station. Again many of the VLF trends are northerly and often correspond to rivers.

There are a few trends that correlate with faults inferred from the gradient maps.

6. CONCLUSIONS AND RECOMMENDATIONS

The Philip Lake area is underlain by complex geology and structure as indicated by the airborne geophysical maps. A more detailed exploration programme would be warranted after the correlation of geological, ground geophysical and airborne geophysical data has been completed.

Respectfully Submitted,

Sandra A. Takata

Sandra A. Takata
Project Supervisor/Geophylcist

APPENDIX I

PERSONNEL

FIELD	
Flown	May, 1990
Pilot	Ron Mitchinson
Operator	Peter Moore
OFFICE	
Processing	A. Carbone K. Killin
Report	A. Carbone S. Takata

APPENDIX II

GENERAL INTERPRETIVE CONSIDERATIONS

Magnetics

A digital base station magnetometer was used to detect fluctuations in the magnetic field during flight times. The airborne magnetic data was levelled by removing these diurnal changes. The Total Field Magnetic map shows the levelled magnetic contours, uncorrected for regional variation.

The Calculated Vertical Gradient map shows contours of the magnetic gradient as calculated from the total field magnetic data. The zero contour shows changes in the magnetic lithologies and will coincide closely with geologic contacts assuming a steeply dipping interface. Thus this data may be used as a pseudo-geologic map.

VLF Electromagnetics

The VLF-EM method employs the radiation from powerful military radio transmitters as the primary signals. The magnetic field associated with the primary field is elliptically polarized in the vicinity of electrical conductors. The Herz Totem uses three coils in the X, Y, Z configuration to measure the total field and vertical quadrature component of the polarization ellipse.

The relatively high frequency of VLF (15-25) kHz provides high response factors for bodies of low conductance. Relatively "disconnected" sulphide ores have been found to produce measurable VLF signals. For the same reason, poor conductors such as sheared contacts, breccia zones, narrow faults, alteration zones and porous flow tops normally produce VLF anomalies. The method can therefore be used effectively for geological mapping. The only relative disadvantage of the method lies in its sensitivity to conductive overburden. In conductive ground to depth of exploration is severely limited.

The effect of strike direction is important in the sense of the relation of the conductor axis relative to the energizing electromagnetic field. A conductor aligned along a radius drawn from a transmitting station will be in a maximum coupled orientation and thereby produce a stronger response than a similar conductor at a different strike angle. Theoretically, it would be possible for a conductor, oriented tangentially to the transmitter to produce no signal. The most obvious effect of the strike angle consideration is that conductors favourably oriented with respect to the transmitter location and also near perpendicular to the flight direction are most clearly rendered and usually dominate the map presentation.

The total field response is an indicator of the existence and position of a conductivity anomaly. The response will be a maximum over the conductor, without any special filtering, and strongly favour the upper edge of the conductor even in the case of a relatively shallow dip.

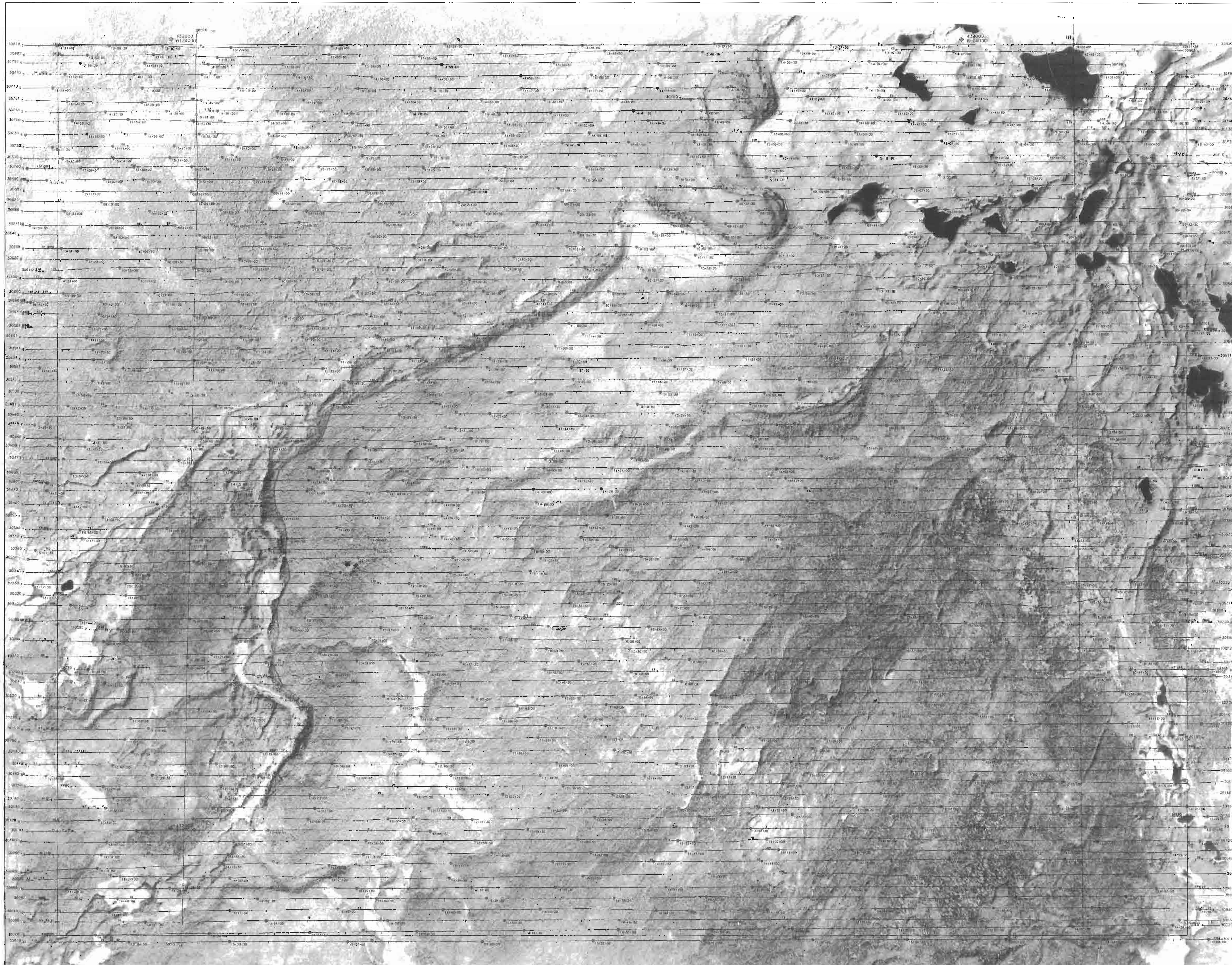
The vertical quadrature component over steeply dipping sheet-like conductor will be a cross-over type response with the cross-over closely associated with the upper edge of the conductor.

The response is a cross-over type due to the fact that it is the vertical rather than total field quadrature component that is measured. The response shape is due largely to geometrical rather than conductivity considerations and the distance between the maximum and minimum on either side of the cross-over is related to target depth. For a given target geometry, the larger this distance the greater the depth.

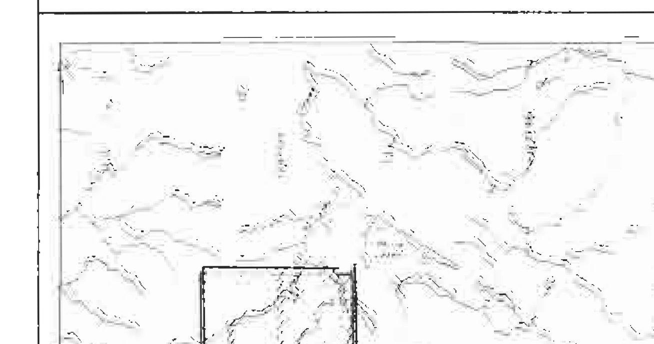
The amplitude of the quadrature response, as opposed to shape is function of target conductance and depth as well as the conductivity of the overburden and host rock. As the primary field travels down to the conductor through conductive material it is both attenuated and phase shifted in a negative sense. The secondary field produced by thisaltered field at the target also has an associated phase shift. This phase shift is positive and is larger for relatively poor conductors. This secondary field is attenuated and phase shifted in a negative sense during return travel to the surface. The net effect of these 3 phase shifts determine the phase of the secondary field sensed at the receiver.

A relatively poor conductor in resistive ground will yield a net positive phase shift. A relatively good conductor in more conductive ground will yield a net negative phase shift. A combination is possible whereby the net phase shift is zero and the response is purely in-phase with no quadrature component.

A net positive phase shift combined with the geometrical cross-over shape will lead to a positive quadrature response on the side of approach and a negative on the side of departure. A net negative phase shift would produce the reverse. A further sign reversal occurs with a 180 degree change in instrument orientation as occurs on reciprocal line headings. During digital processing of the quadrature data for map presentation this is corrected for by normalizing the sign to one of the flight line headings.



Flight Path



GEOLOGICAL BRANCH
ASSESSMENT REPORT

21,089

BP RESOURCES CANADA LTD.

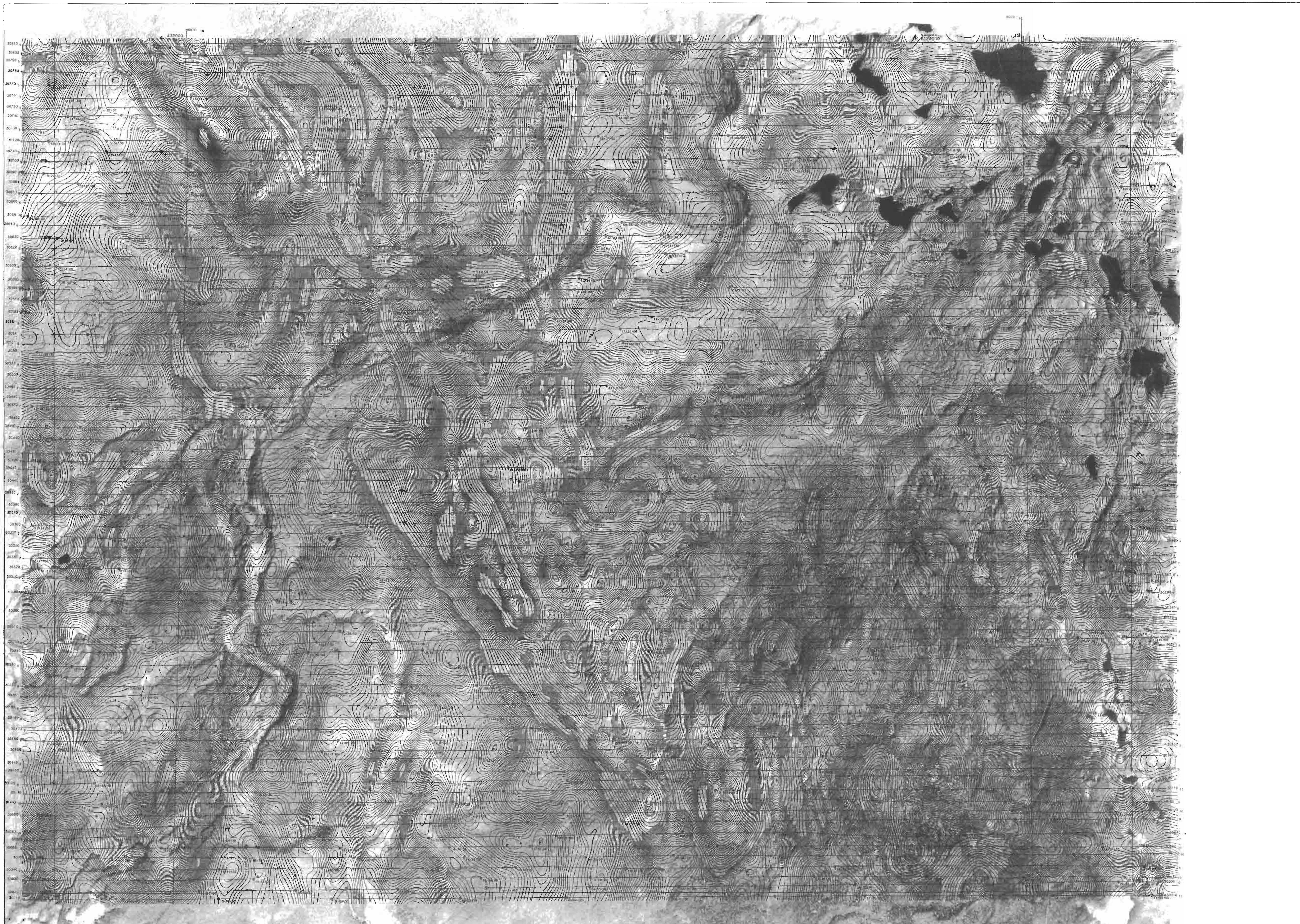
FLIGHT PATH

THE PHILIP LAKE PROJECT

BRITISH COLUMBIA

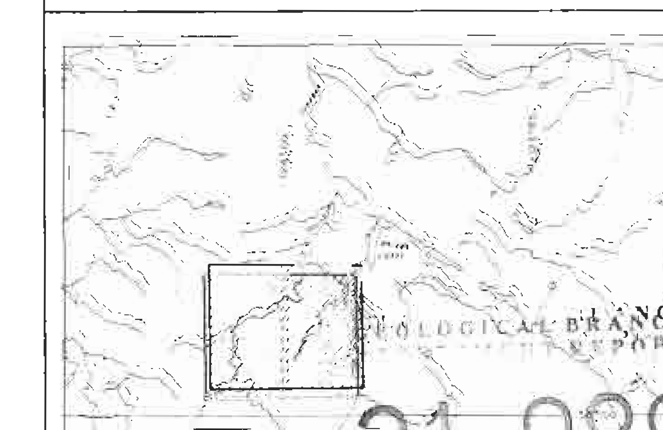
AERODAT LIMITED

DATE:	MAY 1990
NTS REF:	93 N
MAP NO:	2 J9028 - 1



Flight Path

Magnetics



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BP RESOURCES CANADA LTD.

TOTAL FIELD MAGNETIC CONTOURS

THE PHILIP LAKE PROJECT

BRITISH COLUMBIA

AERODAT LIMITED

DATE: MAY 1990

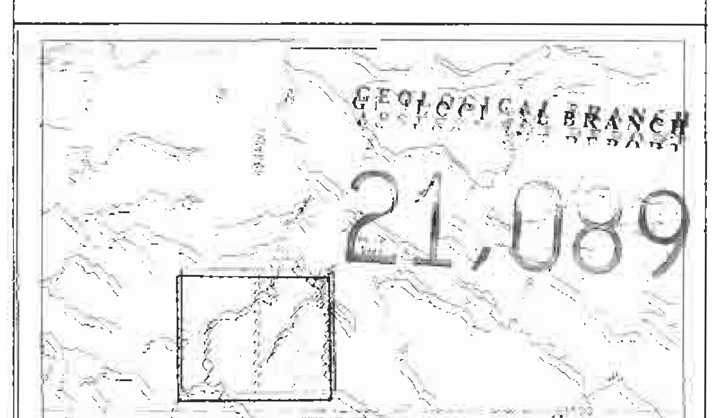
NTS NO: 93 N

MAP NO: 3

J9028

Flight Path

Vertical Gradient



BP RESOURCES CANADA LTD.

CALCULATED VERTICAL MAGNETIC GRADIENT

THE PHILIP LAKE PROJECT

BRITISH COLUMBIA

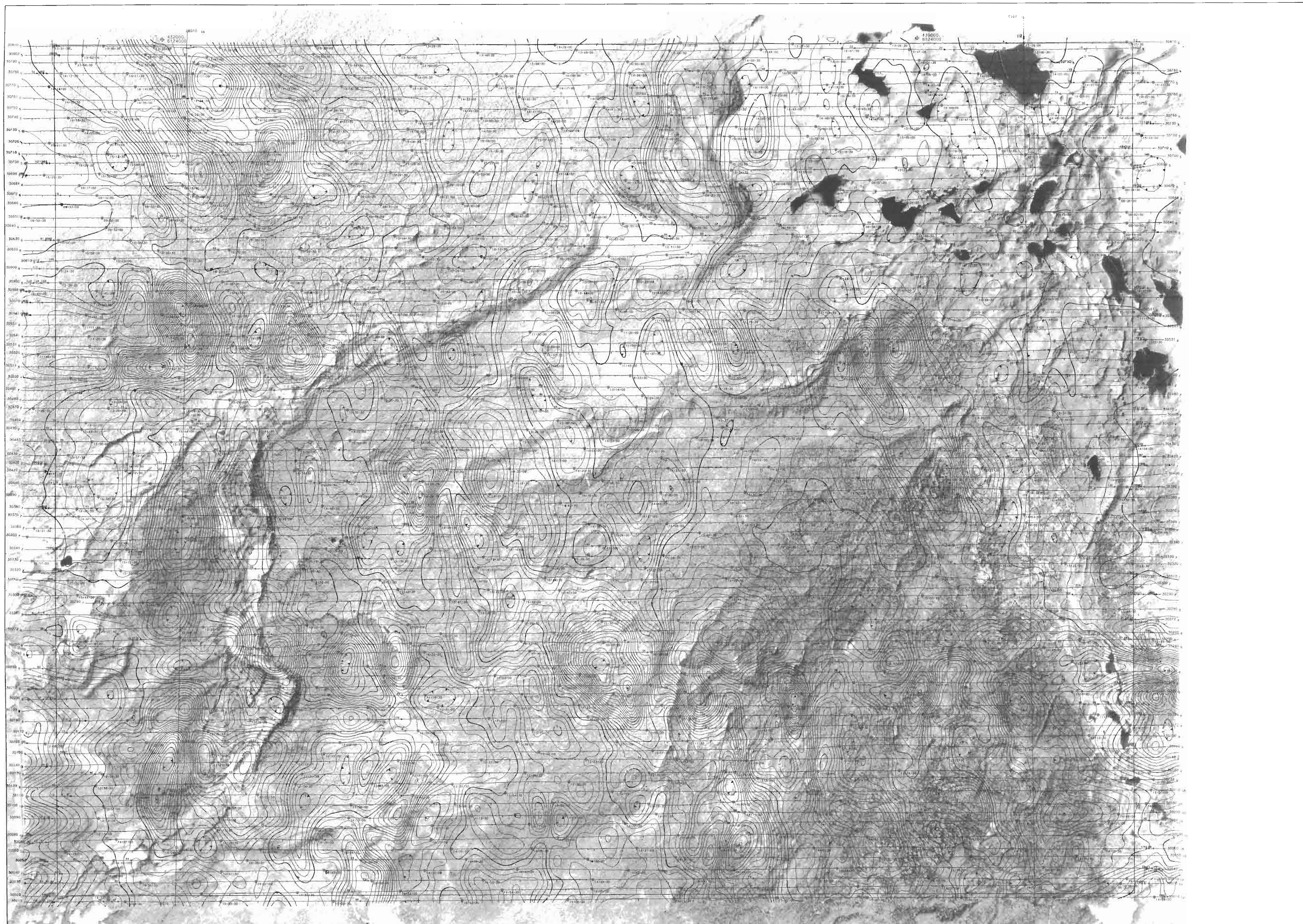
AERODAT LIMITED

MAY 1990

93 N

4

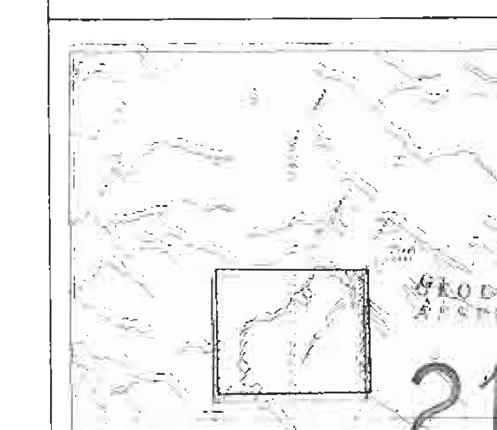
J9028



N

Flight Path

VLF-EM



GEOLOGICAL BRANCH
ASSESSMENT REPORT

21,089

BP RESOURCES CANADA LTD.

VLF-EM TOTAL FIELD CONTOURS (ORTHO CHANNEL)

THE PHILIP LAKE PROJECT

BRITISH COLUMBIA

AERODAT LIMITED

MAY 1990

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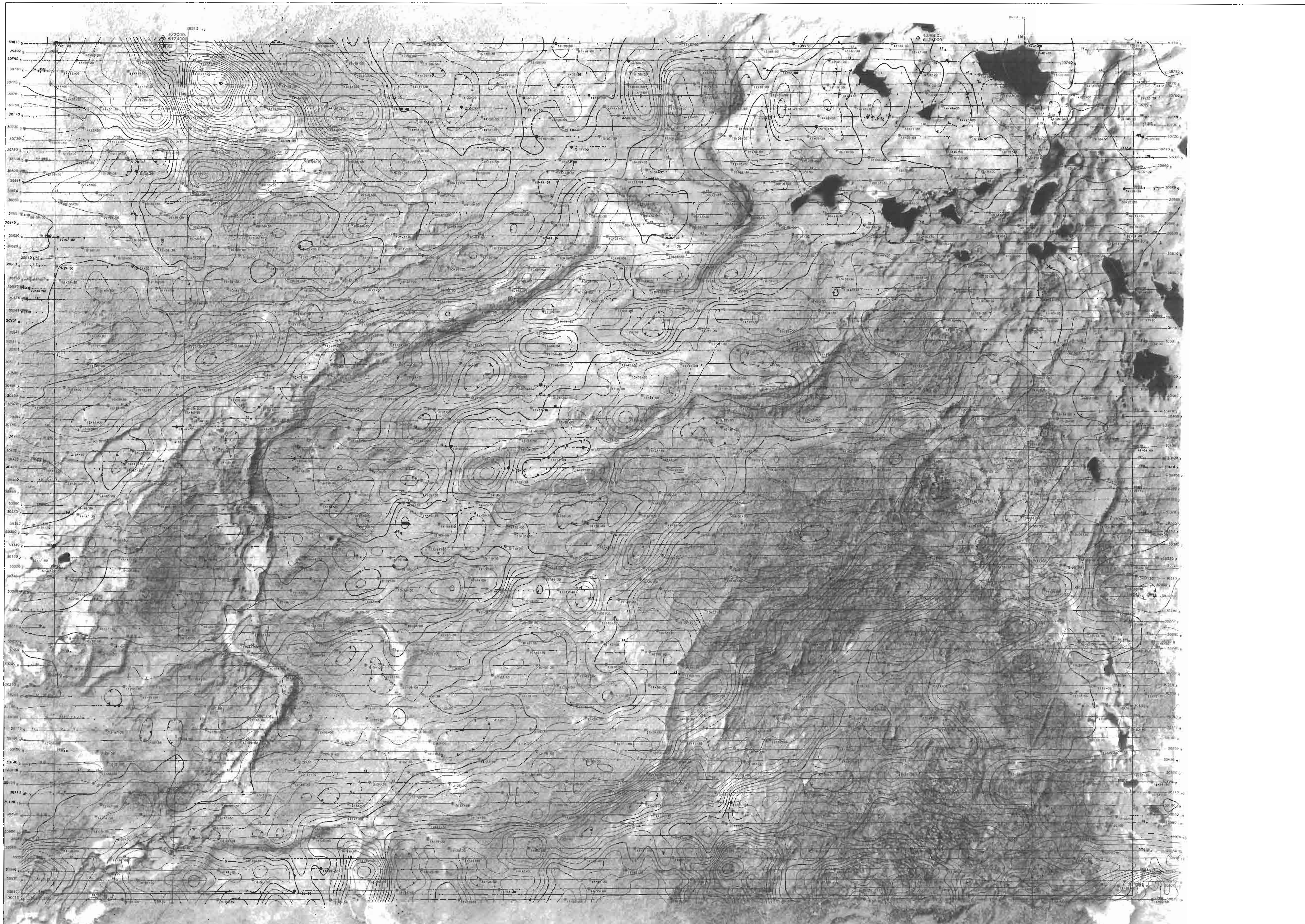
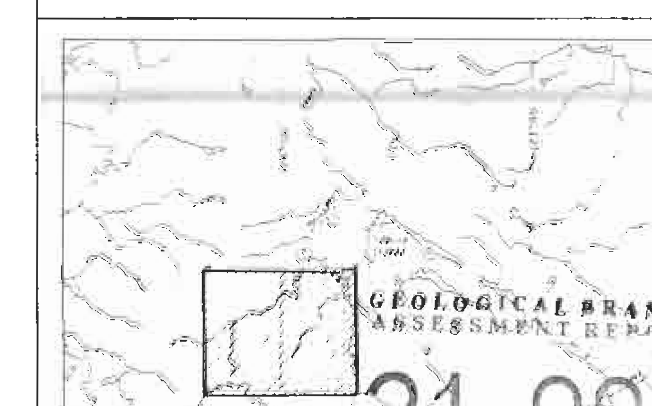


Flight Path

VLF-EM



GEOLOGICAL BRANCH
ASSESSMENT REPORT

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BP RESOURCES CANADA LTD.

VLF-EM TOTAL FIELD CONTOURS (LINE CHANNEL)

THE PHILIP LAKE PROJECT

BRITISH COLUMBIA

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DATE:	MAY 1990
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