REPORT ON

COMBINED HELICOPTERBORNE

MAGNETIC, ELECTROMAGNETIC AND VLF SURVEY

SHESLAY AREA

BRITISH COLUMBIA

FOR

GOLDEN RING RESOURCES LTD.

BY

AERODAT LIMITED

J9141

ZBYNEK DVORAK
CONSULTING GEOPHYSICIST

Province of British Columbia

Ministry of Energy, Mines and Petroleum Resources

ASSESSMENT REPORT
TITLE PAGE AND SUMMARY

TYPE OF REPORT/SURVEY(S)
AIRBORNE GEOPHYSICAL SURVEY

TOTAL COST
$ 117,450

AUTHOR(S) ZBYNEK DVORAK SIGNATURE(S) Z. Dvořák

DATE STATEMENT OF EXPLORATION AND DEVELOPMENT FILED .... YEAR OF WORK 1991

PROPERTY NAME(S) SHESLAY

COMMODITIES PRESENT CU,AU

B.C. MINERAL INVENTORY NUMBER(S), IF KNOWN ....

MINING DIVISION ATLIN NTS 104J/4,5

LATITUDE 58 14'N LONGITUDE 131 45'W

NAMES and NUMBERS of all mineral tenures in good standing (when work was done) that form the property [Examples: TAX 1-4, FIRE 2 (12 units); PHOENIX (Lot 1706); Mineral Lease M 123; Mining or Certified Mining Lease ML 12 (claims involved)]:

WHITE BEAR-1 (202544,20units) COP 1-4 (203650-203653,72units)
SHEBA 1-16 (203717-203732, 273units)

OWNER(S)

(1) SILVER TALON MINES LTD. (2)

MAILING ADDRESS

1500-609 GRANVILLE STREET
VANCOUVER , BC V7Y 1G5

OPERATOR(S) (that is, Company paying for the work)

(1) GOLDEN RING RESOURCES LTD. (2)

MAILING ADDRESS

BOX 10, 808 WEST HASTINGS STREET
VANCOUVER, BC V6C 2X4

SUMMARY GEOLOGY (lithology, age, structure, alteration, mineralization, size, and attitude):

The property is underlain by a broad belt of intermediate volcanic andesites, tuffaceous andelsites and tuffs with members of clastic sediments. This has been locally intruded by monzonitic to granodioritic stocks of Lower Jurassic to Triassic age. Low grade and sporadic copper mineralization is widely distributed throughout the property in all rocks older than Tertiary basalt. Veins are the most important mode of copper mineralization, consisting of Massive magetite with minor Hematite, pyrite and chalcopyrite.

REFERENCES TO PREVIOUS WORK

1991: Darney,R.J. and Ikona,C.K. Summary Report on the Sheslay River Project for Golden Ring Resources Ltd., Atlin M.D., British Columbia

(over)

TYPE OF WORK IN THIS REPORT	EXTENT OF WORK (IN METRIC UNITS)	ON WHICH CLAIMS	COST APPORTIONED
GEOLOGICAL (scale, area)			
Ground			
Photo			
GEOPHYSICAL (line-kilometres)			
Ground			
Magnetic			
Electromagnetic			
Induced Polarization			
Radiometric			
Seismic			
Other		all	
Airborne	870 line-kilometers		$117,450
GEOCHEMICAL (number of samples analysed for ....)			
Soil			
Silt			
Rock			
Other			
DRILLING (total metres; number of holes, size)			
Core			
Non-core			
RELATED TECHNICAL			
Sampling/assaying			
Petrographic			
Mineralogic			
Metallurgic			
PROSPECTING (scale, area)			
PREPARATORY/PHYSICAL			
Legal surveys (scale, area)			
Topographic (scale, area)			
Photogrammetric (scale, area)			
Line/grid (kilometres)			
Road, local access (kilometres)			
Trench (metres)			
Underground (metres)			
		TOTAL COST	$. 117,450

FOR MINISTRY USE ONLY	NAME OF PAC ACCOUNT	DEBIT	CREDIT	REMARKS:
Value work done (from report)				
Value of work approved				
Value claimed (from statement)				
Value credited to PAC account				
Value debited to PAC account				
Accepted .... Date	Rept. No.			Information Class

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1. INTRODUCTION

This report describes an airborne geophysical survey carried out on behalf of Golden Ring Resources Ltd. by Aerodat Limited. Equipment operated during the survey included a four frequency electromagnetic system, a high sensitivity cesium vapour magnetometer, a two frequency VLF-EM system, a video tracking camera, a radar altimeter, Global Positioning and an electronic navigation systems. Electromagnetic, 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 UTM coordinates, as well as being marked on the flight path mosaic by the operator while in flight.

The survey area comprises a single survey block in the northwestern British Columbia, approximately 60 kilometres northwest of Telegraph Creek. It was flown during the period of June 9 to 18, 1991. Data from twelve flights were used to compile the survey results. The flight line orientation was N60°E and the nominal flight line spacing was 100 metres. Coverage and data quality were considered to be well within the specifications described in the service contract.

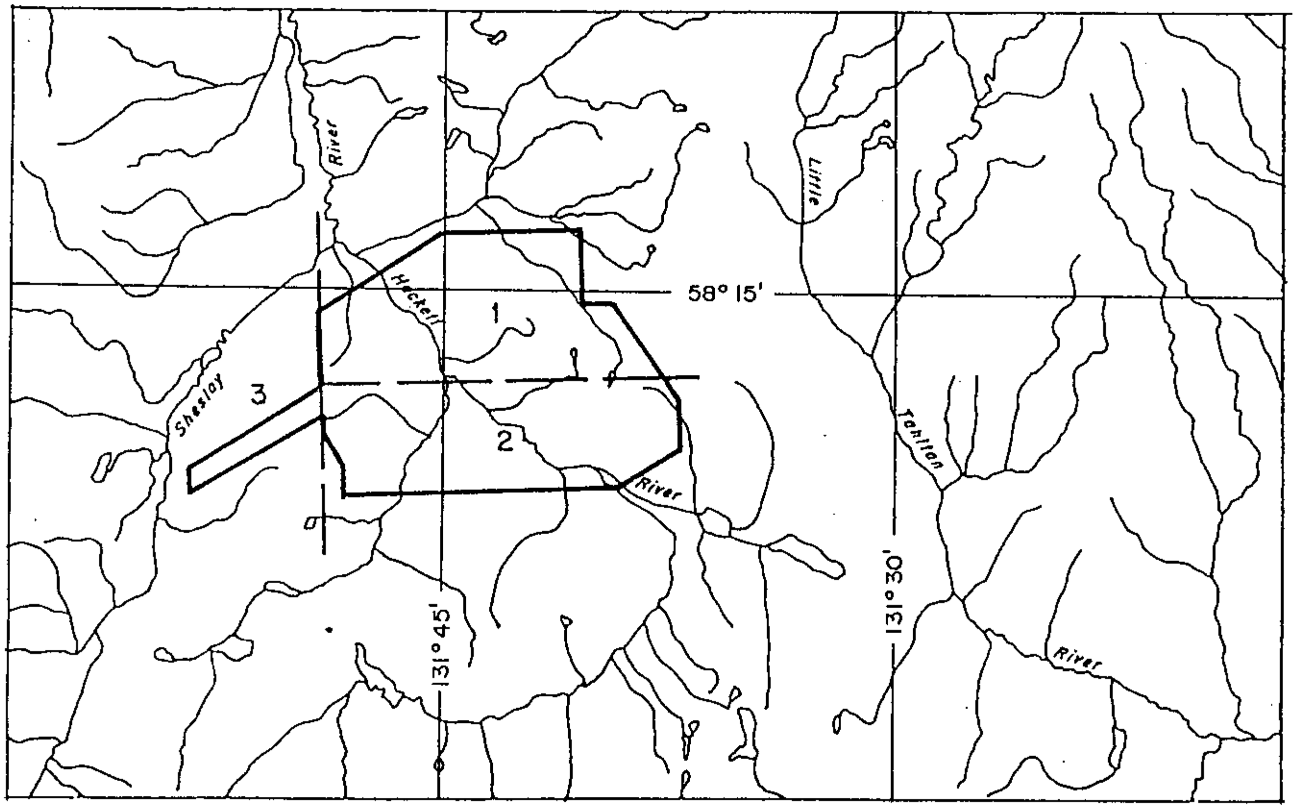
The purpose of the survey was to record airborne geophysical data over and around ground that is of interest to Golden Ring Resources Ltd.

A total of 870 line kilometres of the recorded data were compiled in map form. The maps are presented as part of this report according to specifications laid out by Golden Ring Resources Ltd.

2. SURVEY AREA LOCATION

The Sheslay Property is depicted on the index map shown below. It is centred at approximate geographic latitude 58° 14' north, longitude 131° 45' west, approximately 80 kilometres northwest of Telegraph Creek, British Columbia (NTS Reference Map No. 104 J/4,5).

The terrain in the area is moderately rugged with elevation varying from approximately 580 m a.s.l. to almost 1,900 m a.s.l.



Sheslay River Project

Atlin Mining Division, B.C.

Claims Ownership: Silver Talon Mines Ltd.

Claim Name	Record Number	Units	Current Expiry Date
White Bear-1	202544	20	06/08/92
White Bear-4	202549	20	07/11/92
Cop 1	203650	16	04/21/92
Cop 2	203651	16	04/20/92
Cop 3	203652	20	04/21/92
Cop 4	203653	20	04/21/92
Sheba 1	203717	20	05/11/92
Sheba 2	203718	20	05/11/92
Sheba 3	203719	20	05/10/92
Sheba 4	203720	20	05/10/92
Sheba 5	203721	16	05/09/92
Sheba 6	203722	16	05/09/92
Sheba 7	203723	18	05/08/92
Sheba 8	203724	18	05/10/92
Sheba 9	203725	18	05/10/92
Sheba 10	203726	20	05/12/92
Sheba 11	203727	20	05/12/92
Sheba 12	203728	12	05/11/92
Sheba 13	203729	4	05/11/92
Sheba 14	203730	16	05/11/92
Sheba 15	203731	15	05/11/92
Sheba 16	203732	20	05/12/92

3. AIRCRAFT AND EQUIPMENT

3.1 Aircraft

An Aerospatiale Lama 315-B helicopter, (CG-PHQ), owned and operated by Peace Helicopters Limited, was used for the survey. Installation of the geophysical and ancillary equipment was carried out by Aerodat. The survey aircraft was flown at a mean terrain clearance of 60 metres.

3.2 Equipment

3.2.1 Electromagnetic

The electromagnetic system was an Aerodat 4-frequency system. Two vertical coaxial coil pairs were operated at 935 Hz and 4600 Hz and two horizontal coplanar coil pairs at 4175 Hz and 32 Khz. The transmitter-receiver separation was 7 metres. Inphase and quadrature signals were measured simultaneously for the 4 frequencies with a time constant of 0.2 seconds. The electromagnetic bird was towed 30 metres below the helicopter.

3.2.2 VLF-EM System

The VLF-EM System was a Herz Totem 2A. This instrument measured the total field and quadrature components of two selected transmitters, preferably oriented at right angles to one another. The sensor was towed in a bird 12 metres below the helicopter. The transmitters monitored were NLK, Jim Creek, Washington, broadcasting at 24.8 kHz, NSS, Annapolis, Maryland, at 21.4 kHz, and NAA, Cutler, Maine, at 24.0 kHz for the "line" stations and NAA and NLK for the "Ortho" stations, depending on availability and suitability of transmission.

3.2.3 Magnetometer

The magnetometer employed was a Scintrex Model VIW-2321 H8 cesium, optically pumped magnetometer sensor. The sensitivity of this instrument was 0.1 nanoTeslas at 0.2 second sampling rate. The sensor was towed in a bird 12 metres below the helicopter.

3.2.4 Magnetic Base Station

An IFG-2 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.

3.2.5 Radar Altimeter

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

3.2.6 Tracking Camera

A Panasonic video camera was used to record flight path on VHS video tape. The camera was operated in continuous mode and the fiducial numbers and time marks for cross reference to the analog and digital data were encoded on the video tape.

3.2.7 GPS

A Trimble Tans Pathfinder Global Positioning System (GPS) was used for both navigation and flight path recovery. Navigational satellites were interrogated by the GPS antennae and the navigational computer calculated the position of the helicopter in either UTM co-ordinates or Latitude and Longitudes. The navigational computer used was a Picodas PNAV 2001 display unit and processor, which also displays to the pilot and navigator the flight path of the helicopter. The positional data were recorded on magnetic tape for subsequent flight path determination.

3.2.8 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 were recorded:

Channel	Input	Scale
CXI1	935 Hz Coaxial Inphase	2.5 ppm/mm
CXQ1	935 Hz Coaxial Quadrature	2.5 ppm/mm
CXI2	4600 Hz Coaxial Inphase	2.5 ppm/mm
CXQ2	4600 Hz Coaxial Quadrature	2.5 ppm/mm
CPI1	4175 Hz Coplanar Inphase	10 ppm/mm
CPQ1	4175 Hz Coplanar Quadrature	10 ppm/mm
CPI2	32 kHz Coplanar Inphase	20 ppm/mm
CPQ2	32 kHz Coplanar Quadrature	20 ppm/mm
PWRL	Power Line	60 Hz
VLT	VLF-EM Total Field, Line	2.5% ppm/mm
VLQ	VLF-EM Quadrature, Line	2.5% ppm/mm
VOT	VLF-EM Total Field, Ortho	2.5% ppm/mm
VOQ	VLF-EM Quadrature, Ortho	2.5% ppm/mm
RALT	Radar Altimeter	10 ft./mm
MAGF	Magnetometer, fine	2.5 nT/mm
MAGC	Magnetometer, coarse	25 nT/mm

3.2.9 Digital Recorder

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

Equipment	Recording Interval
EM System	0.1 seconds
VLF-EM	0.2 seconds
Magnetometer	0.2 seconds
Altimeter	0.2 seconds

4. DATA PRESENTATION

4.1 Base Map

An orthophotomosaic base map at a scale of 1:10,000 was prepared from an orthophotomosaic map, supplied by the client, as a screened mylar base.

4.2 Flight Path Map

The flight path map was derived from satellite navigation (GPS), video camera flight path record and the navigator's positioning marks as recorded on the navigation map. It is estimated that the flight path is generally accurate to about 20 metres with respect to the topographic detail of the base map.

4.3 Airborne Electromagnetic Survey Interpretation Map

The electromagnetic data were recorded digitally at a sample rate of 10 per second with a time constant of 0.1 seconds. A two stage digital filtering process was carried out to reject major sferic events and to reduce system noise. Local sferic activity can produce sharp, large amplitude events that cannot be removed by conventional filtering procedures. Smoothing or stacking will reduce their amplitude but leave a broader residual response that can be confused with geological phenomena. To avoid this possibility, a computer algorithm searches out and rejects the major sferic events.

The signal to noise ratio was further enhanced by the application of a low pass digital filter. It has zero phase shift which prevents any lag or peak displacement from occurring, and it suppresses only variations with a wavelength less than about 0.25 seconds. This low effective time constant permits maximum profile shape resolution.

Following the filtering process, a base level correction was made. The correction applied is a linear function of time that ensures the corrected amplitude of the various inphase and quadrature components is zero when no conductive or permeable source is present. The filtered and levelled data were used in the interpretation of the electromagnetics. An interpretation map was prepared showing flight lines, fiducials, peak locations of anomalies and conductor axes. The data have been presented on a Cronaflex copy of the orthophotomosaic base map with flight path.

4.4 Total Field Magnetic Contours

The aeromagnetic data were corrected for diurnal variations by adjustment with the recorded base station magnetic values. No correction for regional variation was applied. The corrected profile data were interpolated into a regular grid at a 25 metre true scale interval using an Akima spline technique. The grid provided the basis for threading the presented contours at a 5 nanoTesla interval.

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

4.5 Vertical Magnetic Gradient Contours

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

4.6 Apparent Resistivity Contours

The electromagnetic information was processed to yield a map of the apparent resistivity of the ground.

The approach taken in computing apparent resistivity was to assume a model of a 200 metre thick conductive layer (i.e., effectively a half space) over a resistive bedrock. The computer then generated, from nomograms for this model, the resistivity that would be consistent with the bird elevation and recorded amplitude for the 4600 Hz coaxial frequency pair used. The apparent resistivity profile data were interpolated onto a regular grid at a 25 metres true scale interval using an Akima spline technique. The contoured apparent resistivity data were presented on a Cronaflex copy of the base map with the flight path.

4.7 VLF-EM Total Field

The VLF-EM signals using NLK (Jim Creek, Washington), broadcasting at 24.8 kHz, were compiled as contours in map form and presented on a Cronaflex overlay of the base map along with flight lines. The orthogonal VLF data from NAA, (Cutler, Maine) was not utilized in the compilation as the line direction data set was complete. The orthogonal data remains valid, and may be processed at a later date. The data was recorded on the analog records and on digital tape.

5. INTERPRETATION

5.1 Geology

No geological information was provided by Golden Ring Resources Ltd. The Property is located in the rugged Coast Mountains of northwestern British Columbia. Two known mineral occurrences are known within the area, the Copper Creek and Pyrrhotite Creek showings.

5.2 Magnetics

The magnetic data from the high sensitivity cesium magnetometer provided virtually continuous magnetic reading when recording at two-tenth second intervals. The system is also noise free for all practical purposes. The sensitivity of 0.1 nT allows for the mapping of very small inflections in the magnetic field, resulting in a contour map that is comparable in quality to ground data.

The total magnetic field in the survey area varies over a wide range of values, from less than 58,375 nT to in excess of 64,700 nT. High magnetic values occur along the east, and near the west survey boundaries (in the narrow, seven line extension protruding to the southwest). The magnetic patterns are very complex ranging from narrow anomalies to wide magnetic units. The wide units in the east are most likely due to volcanics or volcanic flows. They show some correlation with topography, i.e., occur over high ground. Similar correlation is found in the west part of the area. The central portion of the survey block, which runs along Hackett River, is underlain by a less magnetic unit. The river valley follows a series of disjointed narrow magnetic lows which may be indicative of faulting. The magnetic map shows the presence of numerous narrow anomalies and associated lows which in many places correlate with topographic features. Examples of laterally extensive units have been discussed above. An example of a correlation between narrow anomalies and topography is found along a creek flowing from the west end of lines 10320 to 10340 in an ENE direction to approximately time mark 8:25:30 on line 10340 where it swings to the southeast. The creek coincides with a pronounced magnetic low which suggests that the magnetic response is due to a flat lying source which has been eroded away.

The calculated magnetic vertical gradient map shows a large number of narrow, intermediate length anomalies. They form very busy and confused, frequently intersecting patterns aligned along several orientations. Detail analysis of this data set is far beyond the scope of the present report, and only preliminary and rudimentary evaluation will be presented. The principal feature is a northwest-southeast oriented belt of anomalies of similar alignment which approximates the Hackett River valley. In its south part, south of line 10340, it appears to consist of a pair of faults(?) separated by a distance of 400 to 700 metres. It may reflect a fault or shear zone, or alternatively, mark the extent of the volcanic cover from the east. Disruptions and terminations of the gradient patterns suggest the presence of several cross features, probably faults, of northeasterly orientation, which in some cases parallel the survey lines. Secondary curved lows which occur in the immediate vicinity of this composite feature may reflect edges of magnetic cover rather than being of structural origin. The two mineral showings occurring in the survey area (i.e., the Pyrrhotite and Copper Creek showings) are associated with well defined magnetic anomalies. In addition, both showings occur in the vicinity (approximately 300 to 400 metres away) of interpreted structures.

Numerous breaks, offsets, and terminations of the total field and particularly the vertical gradient contour patters are interpreted to reflect structural features, such as faults, contacts, or lineaments of unknown origin. In the west of the area, the magnetic (gradient) anomalies are arranged in a large circular pattern which correlates with Kaketsa Mountain. In the northeast half of the area, there are several northwest-southeasterly oriented lineaments (mostly magnetic lows), again of unknown origin. The most apparent ones have been marked on the interpretation map. Their nature is mostly unclear; further evaluation of the data is required through detail structural analysis using such tools and methods as additional processing and response enhancement, e.g., second vertical derivative, apparent susceptibility mapping, or shadow mapping by means of RTI system (Real Time Imaging). It is proposed to carry out detail structural analysis results of which may help in defining new exploration targets, particularly those that are structurally controlled.

5.3 Total Field VLF-EM

The NLK, Jim Creek, Washington, transmitter which operates at a frequency of 24.8 kHz, and occurs at an azimuth of approximately 143°, was monitored on flights 1 and 2, and 6 to 12. The NAA, Cutler, Maine, transmitter which operates at a frequency of 24.0 kHz, and occurs at an azimuth of approximately 80°, was monitored on flights 3 to 5. Signals received from the NAA transmitter were weak on flight 3 and deteriorated toward the end of flight 5 even further. As a result, the VLF-EM data from flights 3, 4, and 5 are very poor and of little use.

Practically all the anomalies are directed toward the NLK transmitter, displaying pronounced directional bias. Conductive features striking at azimuth more than +/-30° from the NLK azimuth will be recognized only as breaks or terminations of the contour patterns.

At places, the data shows close correlation with topography. For example, the curved valley of Pyrrhotite Creek is associated with a similarly curved VLF-EM contours. Similar topographic effects are seen elsewhere, particularly along the northeast oriented creeks in the central portion of the area.

Many of the VLF-EM linear trends remain unexplained as they do not correlate well with the magnetic anomalies (and/or lows), nor have a clear topographic expression. They are interpreted to definite geologic source but their origin is not understood at this time.

There is some evidence of a large circular feature situated in the northwest corner of the area. This feature, recognized originally on the magnetic gradient data, is vaguely delineated by the VLF-EM patterns and their terminations and breaks.

The VLF-EM map shows a large number of breaks, offsets, and terminations of the contour patterns. Similar to the magnetic data, the VLF-EM pattern disruptions are believed to indicate structural features (faults, contacts, or lineaments). The inferred structures are generally coincident with those derived from magnetics. However, some differences between the two data sets occur. In the case of the central (magnetic) fault or shear zone, the VLF anomalies cross its proposed edges. In fact, the survey detected a long VLF-EM trend coincident with, and/or nearly parallel to, the zone which extends for a distance of more than 4,800 metres in a relatively smooth fashion from the central portion of the area toward its southeast corner. In spite of these differences, the VLF-EM data can be seen as fitting well the structural features and lineaments inferred from magnetics. This is seen as a support for the validity of both interpretations.

5.4 Apparent Resistivity

The apparent resistivity values were calculated from the 4,600 Hz coaxial electromagnetic data. The values range from approximately 16 ohm-m to more than 4,000 ohm-m. The geologic environment in the eastern three quarters of the area is generally conductive, with calculated values lower than 1,000 ohm-m. The western boundary of this laterally huge conductive zone is a result of combined effects of two features. This is best illustrated in the northwest corner of the area. Here, one can recognize the outline of the large circular feature discussed earlier in addition to the pronounced change of the contour patterns density which is interpreted to reflect a contact(?). (The high altitude photography, which was used to create the base map for presenting the survey results, shows that this boundary may coincide with the tree line. This should be considered as an alternative explanation.)

The resistivity map contains several conductive zones. The central part of the area is occupied by a relatively narrow zone of lower than 100 ohm-m resistivities which coincides with the Hackett River valley, is believed to be the combined result of near surface conduction (due to conductive river sediments), and bedrock conductors. The zone is at places offset by cross structures, in agreement with the magnetic and VLF-EM data, which appear to have caused lateral expansion of conductive material. It is also interesting to note that the lateral undulations of the conductive zone closely follow the secondary magnetic lows flanking the proposed fault/shear zone.

The eastern and northeastern portions of the area are occupied by two or possibly a single zone of 16 ohm-m to 100 ohm-m resistivities. There appears to be correlation between low resistivities and high altitude which implies, as one of possible explanations, the presence of horizontal conductive layers. Both the central, and the eastern and northeastern conductive zones are considered prime exploration targets, together with the secondary, small size conductive zones found elsewhere throughout the survey area.

Structural analysis of the resistivity patterns is usually a difficult task and the Sheslay area is no exception. This is mainly because the bedrock resistivity, which is the parameter of interest, is strongly affected by the near surface conductive features. For the present survey, comparison of the resistivity data with the structural features inferred from the magnetic and VLF-EM data, however, indicates good correlation and good support for the structural interpretation.

5.5 Electromagnetics

The electromagnetic data was checked by a line-to-line examination of the records. Record quality was good with only minor noise due to the spheric activity. This was readily removed by digital filtering without any loss of EM sensitivity. The electromagnetic anomalies were selected by the writer from the profiles according to the "vertical thin sheet" model. Other EM anomalies which do not conform to this model (e.g., wide conductive units which are best portrayed by the resistivity map) were not included in the selection. The anomaly axes were assigned wherever possible, based on the similarity of the EM response on adjacent lines and taking into account the general magnetic trends. The individual anomalies were grouped according to their apparent, or possible, association with inferred structural units.

Those conductors which occur at the margins of wide conductive zones are usually due to "edge effects". They may reflect abrupt resistivity change at the contacts (edges) of zones of different conductivity. However, they cannot be discarded because the contact zone may be mineralized. Consequently, these anomalies should be regarded as potential targets.

Only those EM anomalies which are considered to be of bedrock and possible bedrock origin will be discussed in the following paragraphs. There are very few EM anomalies in the survey area which are distinct by significant responses on 935 Hz channels. This is an indication of relatively low conductance, although many are well defined and developed on the mid-frequency 4,000 Hz channels. The EM anomalies detected during the present survey can be assembled into large blocks according to the proposed structural features. This is considered as an indication that the bedrock conductors are structurally controlled.

Group I. - The weak and poorly defined EM anomalies and conductors of this grouping are confined to the outside of the large circular feature in the northwest corner of the area. They are associated with a pronounced magnetic anomaly(ies), and have produced a distinct resistivity low. Westerly dips are implied.

Group II. - This group consists of several discontinuous weak anomalies which are controlled, or have been separated, by a magnetic lineament (a fault?) of nearly north-south orientation. They occur inside the large circular feature.

Groups IIIa to IIIc. - These three groups are situated between the large circular feature and an east-west oriented fault. They consist of weak non-magnetic anomalies but show some association with magnetics. Each group is distinct by its preferred orientation. Group IIIa conductors strike in a NNW-SSE direction along and in the vicinity of a pronounced magnetic low which may reflect a fault. Group IIIb conductors are oriented close to north-south. The Pyrrhotite Creek showing occurs between groups IIIa and IIIc which makes them attractive. Ground follow-up is recommended. The south end of group IIIb appears to occur on strike with a northeasterly oriented fault further to the northeast. Group IIIc has an almost east-west strike, along a lineament, possibly a fault. The south part of group IIIb and group IIIc occur within a 200 to 300 ohm-m resistivity low.

Group IV. - While on general strike with groups IIIa to IIIc, this grouping of weak and poorly defined conductors appears to be quite different. It is confined between an east-west oriented lineament and a northeasterly striking fault, occurs on the flank of a localized magnetic anomaly, and is associated with VLF-EM and resistivity anomalies.

Group V. - This is a weak conductor associated with localized concentration of magnetite. The magnetic gradient map suggests that the causative body is a dyke.

Group VI. - The weak and mostly poorly defined EM anomalies of this grouping occur along the southwest edge of an extensive magnetic high. They are not distinct by either VLF-EM or resistivity association.

Group VII. - The unifying feature of these anomalies is their apparent association with a pronounced magnetic low. The conductors occur on the flanks of the associated magnetic highs and within a broad resistivity low. The group may be intersected by an east-west oriented lineament discussed previously in conjunction with group IIIc.

Group VIII. - Convoluted magnetic patterns, double VLF-EM anomaly, and indistinct resistivity low accompany this conductor grouping.

Group IX. - These possibly magnetic conductors occur south of a proposed northeast oriented fault. The associated resistivity low is part of the central conductive zone. Ground follow-up should be considered.

Group X. - Possibly weakly magnetic conductors of this grouping have produced a poorly conductive zone which is an extension of the central conductive zone. Their strike is generally to the northwest, being discordant with the general strike in the close vicinity.

Group XI. - The EM anomalies of this grouping reflect a suite of mostly non-magnetic bedrock and possible bedrock conductors. They occur in the north part of the central fault/shear zone, and at places show easterly dips. The conductors, which do not merely follow the river bed, are recommended for ground follow-up.

Group XII. - This group of weak and intermediate quality bedrock conductors is confined to the central fault/shear zone contained between a pair of northeasterly cross faults. Most of these anomalies are non-magnetic. The conductors occur on the east bank of Hackett River and display possible easterly dips. Ground follow-up work is recommended.

Group XIII. - The bedrock and possible bedrock conductors of this grouping constitute continuation of the main conductive horizon (groups XI to XIV) which is associated with the central fault/shear zone. Overall, the group does not correlate with any particular VLF-EM anomaly. The conductors which are situated near the east edge of the group occur on the flanks of magnetic anomalies. Those which occur on lines 10500 to 10550 amy be fault related. Ground follow-up is recommended.

Group XIV. - The structural setting within group XIV is not clear. The group is believed to reflect the same or similar conductive horizon as groups XI to XIII, but the preliminary structural interpretation may place these conductors just outside the central fault/shear zone. The conductors appear to be of bedrock origin, non-magnetic and structurally controlled. In the south part of the group, the EM data suggests easterly dips. Ground follow-up is recommended.

Group XV. - This is an intriguing grouping of weak conductors of possible bedrock origin. Many of the EM anomalies are associated with local concentrations of magnetite. The individual EM anomalies were correlated from line to line in a direction perpendicular to the flight line orientation. It would appear, however, that the individual anomalies can be correlated in a curved fashion, parallel to topography. Should this prove to be the correct interpretation, the conductors would be strata bound. Ground follow-up is recommended.

Group XVI. - The non-magnetic bedrock conductors of this grouping are among the most attractive conductors in the survey area. They occur in the area of a small hill, mostly on the west side of a proposed north-south oriented fault. The conductors, which have produced an attractive low resistivity zone, display easterly dips. They are recommended for follow-up work.

The area to the west and north of group XVI, and up to groups XI and XV, contains a number of weak and poorly defined conductors. Almost all are non-magnetic. Their follow-up is not recommended at this time.

Group XVII. - This is an extensive group of weak non-magnetic bedrock conductors which are confined to a topographic high plateau. From the south, the group terminates at an ENE-WSW oriented fault and from the north it abuts against a northwesterly oriented lineament. The most attractive part of the group occurs in its central portion on lines 10560 to 10680. The main attraction of these conductors is the possibility that they reflect the same conductive horizon which hosts group XVI. Selective ground follow-up should be considered based on the results obtained from group XVI.

Groups XVIIIa to XVIIIc. - Located immediately west of group XVII, these groupings of weak bedrock and possible bedrock conductors are bordered by north-southerly and northwesterly oriented faults. The conductors are mostly non-magnetic, associated with VLF-EM trends, and with generally moderately conductive zones. Their ground follow-up is recommended.

Group XIX. - Conductors of this grouping are of bedrock and possible bedrock origin. They occur on the flanks of distinct magnetic anomalies, within a semi-attractive resistivity low. They may constitute an extension of the eastern conductors within group XVI. Their ground follow-up should be considered.

Groups XX and XXI. - The EM anomalies of these two groupings reflect multiple bedrock conductors associated with the eastern highly conductive horizon. The majority of the conductors are non-magnetic but aligned parallel to magnetic patterns. The relatively high 935 Hz responses make many of the conductors quite attractive. However, at this time, the exploration significance of the entire horizon is not clear. Specific conductors cannot be recommended for follow-up because they are indistinct.

Group XXII. - This is a composite group of weak conductors. Those in the northwest part of the grouping, north of the proposed ENE-WSW oriented fault, occur between two zones of magnetite and display near north-south orientation which is discordant with other strikes in the general area. Ground follow-up is recommended.

6. CONCLUSIONS AND RECOMMENDATIONS

Results of the present airborne geophysical survey indicate very complex geology in the Sheslay survey area. Magnetic units occur in the east portion of the block, and to a limited extent, in its northwest part. Correlation with high lying ground appears certain; the units are likely due to volcanics or volcanic flows. The central part of the area along Hackett River contains a broad fault or shear zone, interrupted at several places by cross cutting structures. There is a vague indication of a large circular feature situated in the northwest corner of the area. (This feature is also vaguely delineated by the VLF-EM data.) The calculated magnetic vertical gradient patterns are very busy and confused with several possible orientations. Secondary curved magnetic lows occur in the immediate vicinity of the central fault/shear zone. They may reflect edges of volcanic (magnetic) cover.

The VLF-EM surveying resulted in the detection of a large number of anomalies oriented in a northwesterly direction. Many of these are interpreted to be due to topographic effects. However, the majority of these linear trends are unexplained as they do not correlate with either the magnetic anomalies, or the topographic features.

The VLF-EM map shows a large number of breaks, offsets, and terminations of the contour patterns. Similar to the magnetic data, the VLF-EM pattern disruptions are believed to indicate structural features (faults, contacts, or lineaments). The inferred structures are generally coincident with those derived from magnetics. However, some differences between the two data sets occur. In the case of the central (magnetic) fault or shear zone, the VLF anomalies cross its proposed edges. In fact, the survey detected a long VLF-EM trend coincident with, and/or nearly parallel to, the zone which extends for a distance of more than 4,800 metres in a relatively smooth fashion from the central portion of the area toward its southeast corner. In spite of these differences, the VLF-EM data can be seen as fitting well the structural features and lineaments inferred from magnetics. This is seen as a support for the validity of both interpretations.

The eastern three quarters of the area are underlain by conductive rocks (calculated resistivity is lower than 1,000 ohm-m). The western boundary of this extensive zone is seen as a combination of the large circular feature discussed earlier, and a pronounced change of resistivity along a possible contact. The central part of the area is occupied by a relatively narrow conductive zone coinciding with the Hackett River valley. Bedrock conductors are believed to occur underneath a conductive near surface layer, i.e., sediments. An extensive highly conductive zone occurs in the eastern and northeastern portions of the area where there is some evidence of a correlation between low resistivities and high altitude. - Implying possible horizontal layering. Both the central, and the eastern and northeastern conductive zones are considered prime exploration targets, together with the secondary, small size conductive zones found elsewhere throughout the survey area.

Structural analysis of the magnetic and VLF-EM data with support provided by resistivity indicates the presence of several northwest-southeasterly oriented lineaments (mostly magnetic lows) of unknown origin. Because their nature is unclear, further evaluation of the data is required.

The survey detected at least twenty-two groups of bedrock and possible bedrock conductors. The most attractive among these are groups IIIa, IIIb, XI to XIV, XVI, and XXII. Other targets should be carefully selected based on the results of the ground follow-up work in these selected area.

The survey results should be compiled on a common base containing all types of other information, including geology, geochemistry, and other geophysics. Targets should be chosen based on the mutual correlation of all the data and evaluation of the entire body of information, and correlation of the present results with a workable geologic model.

Respectfully submitted

Z. Dvorak

Zbynek Dvorak
Consulting Geophysicist
for
AERODAT LIMITED
August 2, 1991

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APPENDIX I

PERSONNEL

FIELD

Flown	June, 1991
Pilot	Del Rokosh
Operator	Steve Arstad

OFFICE

Processing	Douglas Oneschuk
Report	Zbynek Dvorak

APPENDIX II

ANOMALY LIST

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
12	11000	A	0	13.0	16.6	0.8	0	48
12	11000	B	0	18.1	30.5	0.6	0	38
12	11000	C	0	19.0	28.3	0.7	0	42
12	11000	D	0	14.7	23.4	0.6	0	44
12	11000	E	0	9.8	20.8	0.3	0	44
12	11000	H	0	3.3	31.7	0.0	0	37
12	10990	A	0	3.5	28.8	0.0	0	34
12	10990	C	0	18.6	29.0	0.7	0	41
12	10990	D	0	17.2	24.8	0.7	0	44
12	10990	E	0	9.7	11.9	0.7	0	68
12	10980	A	0	8.9	15.1	0.4	0	62
12	10980	B	0	18.6	35.0	0.5	0	37
12	10980	C	0	21.6	46.2	0.5	0	32
12	10980	D	0	12.3	29.5	0.3	0	32
12	10980	E	0	7.4	17.7	0.2	0	36
12	10980	F	0	2.9	24.8	0.0	0	37
12	10970	B	0	20.5	49.4	0.4	0	34
12	10970	C	0	9.1	16.9	0.4	0	50
12	10960	A	0	20.6	32.1	0.7	0	43
12	10960	B	0	6.5	23.8	0.1	0	29
12	10950	A	0	14.0	52.2	0.1	0	32
12	10950	B	0	4.7	23.7	0.0	0	38
12	10950	C	0	9.1	18.2	0.3	0	50
12	10940	A	0	7.3	22.7	0.1	0	43
12	10940	B	0	6.0	18.7	0.1	0	39
12	10940	C	0	8.3	22.1	0.2	0	36
12	10931	B	0	9.3	23.6	0.2	0	56
12	10931	C	0	15.6	21.9	0.7	0	43
12	10931	D	0	17.3	51.8	0.2	0	30
12	10920	A	0	7.3	15.9	0.3	0	35
12	10920	B	0	27.8	58.6	0.5	0	33
12	10920	C	0	17.6	26.5	0.7	0	35
12	10920	D	0	10.7	32.2	0.2	0	28
12	10910	A	0	24.4	58.5	0.4	0	32
12	10910	D	0	-1.8	17.8	0.0	0	43

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.

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
12	10900	A	0	0.9	27.9	0.0	0	42
12	10900	B	0	12.4	35.9	0.2	0	43
12	10900	C	0	-2.2	25.5	0.0	0	45
12	10900	F	0	3.8	13.3	0.1	0	43
12	10890	A	0	31.7	45.0	0.9	0	41
12	10890	B	0	44.1	79.1	0.8	0	33
12	10890	C	0	19.4	26.4	0.8	0	40
12	10890	D	0	8.4	18.8	0.3	0	44
12	10890	E	0	-5.9	12.7	0.0	0	47
12	10890	F	0	14.5	33.6	0.3	0	47
12	10890	G	0	-0.7	14.0	0.0	0	45
12	10890	H	0	8.2	22.9	0.2	0	51
12	10880	A	0	7.0	15.7	0.2	0	55
12	10880	B	0	25.2	38.7	0.8	0	42
12	10880	C	0	24.5	60.6	0.4	0	35
12	10880	D	0	60.3	119.5	0.8	0	27
12	10870	A	0	16.2	52.0	0.2	0	34
12	10870	B	0	6.1	19.9	0.1	0	42
12	10870	C	0	8.8	32.8	0.1	0	39
12	10870	D	0	14.2	29.5	0.4	0	34
12	10870	E	0	16.3	25.5	0.6	0	34
12	10870	F	0	11.6	17.4	0.6	0	44
12	10870	G	0	13.1	19.7	0.6	0	54
12	10870	H	0	8.9	16.7	0.4	0	36
12	10860	A	1	19.4	23.6	1.0	0	55
12	10860	B	0	13.3	17.3	0.7	0	59
12	10860	C	0	15.3	18.0	0.9	0	41
12	10860	D	0	12.5	22.6	0.4	0	35
12	10860	E	0	9.8	24.9	0.2	0	48
12	10860	F	0	35.3	54.7	0.9	0	41
12	10860	G	0	7.8	27.8	0.1	0	42
12	10860	H	0	27.3	45.1	0.7	0	41
12	10860	J	1	56.1	79.2	1.2	0	29
12	10850	A	0	24.8	41.2	0.7	0	42
12	10850	B	0	2.9	18.5	0.0	0	47
12	10850	C	0	2.8	22.8	0.0	0	39
12	10850	D	0	31.0	59.0	0.6	0	32
12	10850	E	0	-10.9	29.7	0.0	0	31
12	10850	F	0	14.5	26.2	0.5	0	40

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.

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
12	10850	G	0	6.8	22.8	0.1	0	38
12	10850	H	0	15.9	20.8	0.8	0	55
12	10850	J	1	21.0	24.0	1.1	0	47
12	10850	K	1	23.4	23.8	1.3	0	55
12	10850	M	1	15.1	16.4	1.0	3	36
12	10840	A	1	24.9	24.3	1.4	0	54
12	10840	B	1	15.5	12.4	1.6	0	62
12	10840	C	0	5.7	14.9	0.2	0	45
12	10840	D	0	14.8	26.2	0.5	1	29
12	10840	E	0	16.7	34.0	0.4	0	43
12	10840	F	0	-4.5	18.8	0.0	0	38
12	10840	G	0	8.4	26.4	0.1	0	42
12	10840	H	0	21.6	37.1	0.6	0	43
12	10840	J	1	36.5	51.6	1.0	0	37
12	10820	A	0	37.2	80.3	0.6	0	33
12	10820	B	0	17.5	67.7	0.2	0	35
12	10820	C	0	2.9	34.6	0.0	0	38
12	10820	D	0	-4.4	26.8	0.0	0	34
12	10820	E	0	12.4	42.9	0.2	0	38
12	10820	F	0	2.0	17.5	0.0	0	47
12	10820	G	0	11.3	30.5	0.2	0	30
12	10820	H	0	12.1	15.6	0.7	0	62
12	10820	J	1	38.7	50.5	1.1	0	41
12	10820	K	0	8.3	16.6	0.3	1	34
11	10810	A	0	8.2	30.3	0.1	0	40
11	10810	B	0	10.1	25.8	0.2	0	46
11	10810	C	0	16.2	27.8	0.5	0	50
11	10810	D	0	10.0	21.5	0.3	0	54
11	10810	E	0	12.0	14.5	0.8	0	62
11	10810	F	1	33.7	47.3	1.0	0	38
11	10810	G	1	42.1	59.9	1.1	0	36
11	10800	A	0	3.9	16.3	0.0	0	47
11	10800	B	1	31.9	40.6	1.1	0	42
11	10800	C	0	14.5	17.9	0.8	0	50
11	10800	D	0	1.9	11.0	0.0	0	30
11	10800	E	0	7.2	16.3	0.2	0	47
11	10800	F	0	3.0	13.6	0.0	0	47
11	10800	G	0	-0.3	10.7	0.0	0	42
11	10800	H	0	-2.1	11.9	0.0	0	46
11	10800	J	0	5.7	21.8	0.1	0	47
11	10800	K	0	21.4	38.6	0.6	0	44

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.

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
11	10800	M	0	8.7	36.4	0.1	0	39
11	10800	N	0	2.2	24.6	0.0	0	42
11	10800	O	0	12.5	54.2	0.1	0	33
11	10790	A	1	35.0	41.3	1.3	0	38
11	10790	B	0	10.6	26.5	0.2	0	45
11	10790	C	0	16.1	26.7	0.6	0	46
11	10790	D	0	2.9	23.6	0.0	0	41
11	10790	E	0	-2.7	16.7	0.0	0	38
11	10790	F	0	2.3	22.5	0.0	0	40
11	10790	G	0	0.7	9.7	0.0	0	55
11	10790	H	0	6.3	15.2	0.2	0	42
11	10790	J	0	6.4	15.0	0.2	3	32
11	10790	K	1	20.4	23.8	1.0	0	49
11	10781	A	0	4.5	14.2	0.1	0	43
11	10781	B	1	13.6	13.4	1.1	0	65
11	10781	C	1	16.4	14.4	1.4	0	57
11	10781	D	0	8.9	18.6	0.3	3	30
11	10781	E	0	9.8	34.6	0.1	2	20
11	10781	F	0	1.8	12.2	0.0	0	36
11	10781	G	0	8.4	17.0	0.3	0	50
11	10781	H	0	6.6	16.6	0.2	0	38
11	10781	J	0	0.7	13.6	0.0	0	39
11	10781	K	0	4.0	10.5	0.1	0	47
11	10781	M	0	-2.6	12.3	0.0	0	30
11	10781	N	0	5.5	25.2	0.0	0	44
11	10781	O	0	7.2	26.3	0.1	0	39
11	10781	P	0	12.7	37.9	0.2	0	43
11	10781	Q	0	28.8	40.8	0.9	0	44
11	10781	R	1	46.1	68.5	1.0	0	32
11	10781	S	0	34.0	58.8	0.7	0	28
11	10781	T	1	32.6	37.8	1.3	0	42
10	10770	A	0	5.9	23.0	0.1	0	38
10	10770	B	0	9.8	26.5	0.2	0	35
10	10770	C	0	5.5	19.5	0.1	0	28
10	10770	D	0	14.7	16.9	0.9	0	59
10	10770	E	1	27.7	27.0	1.5	0	50
10	10770	F	1	17.4	15.7	1.4	0	54
10	10770	G	0	10.9	32.9	0.2	0	29
10	10770	H	0	11.3	28.4	0.3	0	27
10	10770	J	0	4.3	14.5	0.1	2	29
10	10770	K	0	2.7	13.8	0.0	0	36
10	10770	M	0	6.2	13.6	0.2	0	59

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.

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
10	10770	N	0	3.7	14.0	0.0	0	38
10	10770	O	0	-1.3	14.7	0.0	0	37
10	10770	P	0	-3.6	9.5	0.0	0	29
10	10770	Q	0	1.0	9.8	0.0	0	49
10	10770	R	0	-5.6	13.3	0.0	0	29
10	10770	S	0	3.2	17.7	0.0	0	48
10	10770	T	0	23.9	38.5	0.7	0	43
10	10770	U	0	22.7	31.3	0.9	0	39
10	10770	V	1	27.8	33.7	1.1	0	42
10	10770	W	1	32.6	38.2	1.2	0	42
10	10760	A	0	25.3	41.3	0.7	0	40
10	10760	B	0	29.8	47.8	0.8	0	38
10	10760	C	1	32.6	33.9	1.5	0	45
10	10760	D	0	9.4	28.4	0.2	0	43
10	10760	E	0	9.6	30.2	0.2	0	40
10	10760	F	0	3.2	15.0	0.0	0	38
10	10760	G	0	3.6	8.7	0.1	0	51
10	10760	H	0	5.6	14.3	0.2	0	42
10	10760	J	0	0.9	10.3	0.0	0	51
10	10760	K	0	1.6	15.1	0.0	0	40
10	10760	M	0	-0.7	13.4	0.0	0	43
10	10760	N	0	8.7	13.0	0.5	0	61
10	10760	O	1	29.2	39.2	1.0	0	42
10	10760	P	0	11.0	26.7	0.3	0	45
10	10760	Q	0	6.6	25.7	0.1	0	35
10	10750	A	0	7.5	17.9	0.2	0	43
10	10750	B	1	28.4	25.6	1.7	0	50
10	10750	C	1	15.8	17.0	1.1	0	51
10	10750	D	0	3.7	18.6	0.0	0	31
10	10750	E	0	13.1	33.4	0.3	0	30
10	10750	F	1	18.7	22.5	1.0	0	37
10	10750	G	0	9.9	22.8	0.3	0	48
10	10750	H	0	3.3	13.3	0.0	0	44
10	10750	J	0	3.9	17.9	0.0	0	35
10	10750	K	0	3.3	16.4	0.0	0	48
10	10750	M	0	12.5	26.4	0.4	0	44
10	10750	N	0	25.8	39.0	0.8	0	40
10	10750	O	0	24.7	39.2	0.7	0	39
10	10740	A	1	25.2	26.9	1.3	0	45
10	10740	B	0	9.0	29.4	0.1	0	42
10	10740	C	0	6.5	21.6	0.1	0	43
10	10740	D	0	5.3	18.1	0.1	0	39

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.

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
10	10740	E	0	11.3	22.8	0.4	0	49
10	10740	F	0	14.0	18.4	0.8	0	40
10	10740	G	0	12.0	27.0	0.3	0	36
10	10740	H	1	13.9	15.1	1.0	0	60
10	10740	J	1	26.7	25.9	1.5	0	48
10	10740	K	0	11.9	27.2	0.3	0	43
10	10740	M	0	12.1	26.1	0.3	0	42
10	10740	N	0	4.0	22.0	0.0	0	36
10	10730	A	0	5.5	22.9	0.1	0	40
10	10730	B	0	7.4	18.6	0.2	0	42
10	10730	C	1	35.2	41.1	1.3	0	41
10	10730	D	1	19.6	22.2	1.1	0	45
10	10730	E	0	0.7	8.8	0.0	0	27
10	10730	F	0	3.2	9.9	0.1	7	30
10	10730	G	0	3.8	5.6	0.3	7	48
10	10730	H	1	19.4	21.8	1.1	0	42
10	10730	J	1	20.1	18.4	1.4	0	46
10	10730	K	0	4.3	12.8	0.1	0	42
10	10730	M	0	2.0	15.6	0.0	0	36
10	10730	N	0	5.3	19.6	0.1	0	38
10	10730	O	0	-0.5	18.3	0.0	0	29
10	10730	P	0	5.0	27.6	0.0	0	41
10	10730	Q	0	21.2	37.1	0.6	0	41
10	10730	R	1	45.8	56.6	1.3	0	39
10	10730	S	1	26.1	33.6	1.0	0	39
10	10720	A	0	26.7	36.0	0.9	0	35
10	10720	B	1	44.5	47.5	1.6	0	42
10	10720	C	1	42.5	48.5	1.4	0	43
10	10720	D	0	30.0	46.1	0.8	0	36
10	10720	E	0	33.4	50.5	0.9	0	36
10	10720	F	0	-1.3	25.5	0.0	0	40
10	10720	G	0	9.8	20.3	0.3	0	47
10	10720	H	0	2.5	12.8	0.0	0	37
10	10720	J	0	9.2	20.7	0.3	0	48
10	10720	K	1	52.6	67.8	1.3	0	32
10	10720	M	1	33.1	31.7	1.6	0	37
10	10720	N	0	10.7	14.9	0.6	0	39
10	10720	O	0	2.2	10.7	0.0	0	41
10	10720	P	0	-0.6	7.2	0.0	0	34
10	10720	Q	0	12.2	13.8	0.9	0	52
10	10720	R	0	7.9	15.7	0.3	0	41
10	10720	S	0	2.2	14.4	0.0	0	50
10	10710	A	0	6.7	27.4	0.1	0	38

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.

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
10	10710	B	0	4.0	17.7	0.0	0	34
10	10710	C	0	3.2	19.0	0.0	0	35
10	10710	D	0	24.2	32.4	0.9	0	31
10	10710	E	0	16.0	21.0	0.8	0	44
10	10710	F	0	9.4	22.7	0.2	2	28
10	10710	G	0	13.0	21.2	0.5	0	38
10	10710	H	0	4.3	13.9	0.1	0	34
10	10710	J	0	7.3	25.8	0.1	0	29
10	10710	K	0	4.8	25.6	0.0	0	30
10	10710	M	0	12.7	27.4	0.3	0	37
10	10710	N	0	18.3	53.9	0.3	0	34
10	10710	O	1	40.5	52.1	1.2	0	36
10	10710	P	1	38.7	49.6	1.2	0	39
10	10710	Q	1	19.6	24.0	1.0	0	40
10	10700	A	0	29.1	41.0	0.9	0	40
10	10700	B	1	48.9	59.5	1.4	0	33
10	10700	C	1	47.9	64.8	1.2	0	37
10	10700	D	0	11.9	30.2	0.3	0	40
10	10700	E	0	6.4	23.1	0.1	0	38
10	10700	F	0	5.1	15.9	0.1	0	43
10	10700	G	0	7.4	20.2	0.2	0	42
10	10700	H	0	9.8	37.4	0.1	0	31
10	10700	J	0	14.0	40.9	0.2	0	37
10	10700	K	0	16.1	28.7	0.5	0	38
10	10700	M	0	6.0	15.1	0.2	8	26
10	10690	A	0	5.0	16.0	0.1	0	41
10	10690	B	0	12.7	30.9	0.3	0	39
10	10690	C	0	16.6	37.0	0.4	0	31
10	10690	D	0	2.4	11.6	0.0	0	37
10	10690	E	0	6.0	12.2	0.3	0	47
10	10690	F	0	10.5	17.6	0.5	0	51
10	10690	G	0	19.1	28.6	0.7	0	30
10	10690	H	0	15.8	45.3	0.2	4	18
10	10690	J	0	9.9	21.6	0.3	0	37
10	10690	K	0	3.7	17.6	0.0	0	30
10	10690	M	0	7.8	17.4	0.3	0	42
10	10690	N	0	6.9	13.1	0.3	0	55
10	10690	O	0	6.1	31.7	0.0	0	34
10	10690	P	0	1.8	15.3	0.0	0	35
10	10690	Q	0	11.7	29.6	0.3	0	46
10	10690	R	0	-1.0	12.8	0.0	0	44
10	10690	S	0	34.0	56.0	0.8	0	35
10	10690	T	1	70.4	82.7	1.6	0	34

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.

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
10	10680	A	1	81.8	121.4	1.3	0	29
10	10680	B	1	82.7	113.2	1.4	0	25
10	10680	C	1	58.7	67.8	1.6	0	30
10	10680	D	1	69.6	81.3	1.6	0	32
10	10680	E	1	32.7	34.5	1.4	0	44
10	10680	F	1	23.0	23.2	1.3	0	50
10	10680	G	0	7.3	21.2	0.2	0	44
10	10680	H	0	5.1	17.4	0.1	0	45
10	10680	J	0	11.6	25.4	0.3	0	38
10	10680	K	0	10.4	25.9	0.2	0	39
10	10680	M	0	6.7	27.1	0.1	0	34
10	10680	N	0	2.1	13.9	0.0	0	45
10	10680	O	0	5.1	15.9	0.1	0	47
10	10680	P	1	19.6	23.1	1.0	0	48
10	10680	Q	0	10.7	20.6	0.4	0	42
10	10680	R	0	14.3	23.4	0.6	0	36
10	10680	S	0	10.4	22.7	0.3	7	23
10	10680	T	0	6.9	10.9	0.4	7	35
10	10680	U	0	2.4	8.3	0.0	0	41
10	10670	A	0	9.8	12.5	0.7	0	46
10	10670	B	0	13.5	30.0	0.3	0	30
10	10670	C	0	2.8	4.7	0.2	11	45
10	10670	D	0	9.1	11.1	0.7	0	50
10	10670	E	1	25.3	30.3	1.1	0	33
10	10670	F	0	22.5	32.8	0.8	1	28
10	10670	G	0	12.7	20.0	0.6	0	39
10	10670	H	0	-0.4	17.2	0.0	0	27
10	10670	J	0	2.2	16.9	0.0	0	37
10	10670	K	0	0.5	19.7	0.0	0	37
10	10670	M	0	5.1	22.0	0.0	0	42
10	10670	N	0	3.2	16.0	0.0	0	47
10	10670	O	0	4.9	30.1	0.0	0	37
10	10670	P	0	0.5	26.5	0.0	0	30
10	10670	Q	0	2.1	27.9	0.0	0	32
10	10670	R	0	5.4	59.0	0.0	0	28
10	10670	S	0	43.1	78.2	0.8	0	30
10	10670	T	1	99.4	156.4	1.3	0	25
10	10670	U	1	46.0	53.0	1.4	0	35
10	10670	V	1	50.7	53.9	1.7	0	37
10	10670	W	1	36.4	45.3	1.2	0	36
10	10660	A	1	81.9	94.6	1.8	0	30
10	10660	B	2	93.6	76.8	2.8	0	38

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
10	10660	C	1	64.5	78.8	1.5	0	30
10	10660	D	1	35.1	41.4	1.3	0	32
10	10660	E	1	38.9	49.1	1.2	0	35
10	10660	F	0	7.5	19.7	0.2	0	32
10	10660	G	0	2.6	12.1	0.0	0	41
10	10660	H	0	5.7	25.3	0.0	0	29
10	10660	J	0	17.4	49.0	0.3	0	32
10	10660	K	0	10.2	23.3	0.3	0	45
10	10660	M	0	3.8	14.9	0.0	0	42
10	10660	N	0	9.4	17.0	0.4	0	47
10	10660	O	0	4.6	13.4	0.1	0	53
10	10660	P	0	-1.2	14.4	0.0	0	44
10	10660	Q	0	9.8	24.2	0.2	0	37
10	10660	R	1	22.9	22.9	1.3	0	43
10	10660	S	0	10.3	20.3	0.4	0	34
10	10660	T	0	2.9	11.0	0.0	0	51
10	10660	U	0	7.4	14.6	0.3	0	40
10	10660	V	0	8.8	13.7	0.5	0	45
10	10650	A	0	7.1	23.9	0.1	1	25
10	10650	B	0	9.5	20.3	0.3	1	31
10	10650	C	0	10.9	29.2	0.2	0	35
10	10650	D	0	6.8	18.5	0.2	0	32
10	10650	E	0	8.2	13.1	0.4	0	42
10	10650	F	1	24.5	21.8	1.6	0	40
10	10650	G	0	10.6	17.0	0.5	0	43
10	10650	H	0	4.6	34.9	0.0	0	17
10	10650	J	0	10.7	28.3	0.2	0	28
10	10650	K	0	17.6	22.1	0.9	0	52
10	10650	M	1	25.3	31.3	1.0	0	42
10	10650	N	0	13.4	27.7	0.4	0	40
10	10650	O	0	8.2	18.1	0.3	0	53
10	10650	P	0	0.2	15.4	0.0	0	31
10	10650	Q	0	-0.9	7.7	0.0	0	42
10	10650	R	0	2.6	18.4	0.0	0	36
10	10650	S	1	35.1	39.8	1.3	0	37
10	10650	T	1	48.2	62.4	1.3	0	35
10	10650	U	1	56.7	57.6	1.8	0	38
10	10650	V	1	74.8	82.7	1.8	0	31
9	10640	A	0	5.0	14.6	0.1	2	31
9	10640	B	0	7.6	19.5	0.2	0	32
9	10640	C	0	7.5	21.6	0.2	0	34
9	10640	D	0	6.3	22.9	0.1	0	33
9	10640	E	0	7.3	27.8	0.1	0	27

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
9	10640	F	0	3.8	9.9	0.1	0	46
9	10640	G	0	12.6	18.7	0.6	8	28
9	10640	H	1	17.3	13.3	1.7	0	46
9	10640	J	0	9.0	18.0	0.3	2	32
9	10640	K	0	4.6	13.6	0.1	9	24
9	10640	M	0	7.3	10.0	0.5	0	49
9	10640	N	0	7.3	21.7	0.1	0	34
9	10640	O	0	11.2	23.2	0.3	0	30
9	10640	P	0	12.4	24.4	0.4	0	40
9	10640	Q	0	25.3	55.1	0.5	0	30
9	10640	R	0	21.8	49.9	0.4	0	36
9	10640	S	0	18.7	44.9	0.4	0	36
9	10640	T	0	2.1	19.1	0.0	0	40
9	10640	U	0	1.9	6.8	0.0	2	39
9	10640	V	0	1.2	9.5	0.0	0	36
9	10640	W	0	28.5	42.1	0.9	0	37
9	10640	X	1	82.1	94.1	1.8	0	30
9	10640	Y	1	73.5	101.6	1.3	0	24
9	10640	Z	0	35.1	51.6	0.9	0	34
9	10640	AA	1	112.6	197.4	1.2	0	20
9	10640	AB	1	82.3	126.4	1.2	0	23
9	10640	AC	1	57.6	67.9	1.5	0	31
9	10630	A	1	42.0	47.0	1.4	0	37
9	10630	B	1	36.7	41.9	1.3	0	36
9	10630	C	0	21.5	30.2	0.8	0	35
9	10630	D	1	52.1	53.5	1.7	0	34
9	10630	E	1	30.5	34.8	1.3	0	44
9	10630	F	0	6.4	26.6	0.1	0	44
9	10630	G	0	20.5	38.1	0.5	0	36
9	10630	H	0	14.5	31.6	0.4	0	37
9	10630	J	0	7.3	23.9	0.1	0	31
9	10630	K	0	7.7	30.1	0.1	0	31
9	10630	M	0	-0.8	15.3	0.0	0	38
9	10630	N	1	18.0	20.7	1.0	0	41
9	10630	O	0	15.1	21.1	0.7	0	37
9	10630	P	0	13.9	31.2	0.3	0	27
9	10630	Q	0	6.8	22.4	0.1	1	26
9	10630	R	0	6.6	19.4	0.1	0	42
9	10630	S	0	6.2	23.9	0.1	0	38
9	10630	T	0	6.3	20.2	0.1	0	34
9	10630	U	0	7.0	20.7	0.1	0	33
9	10620	A	0	11.5	25.7	0.3	0	38
9	10620	B	0	8.1	15.2	0.3	0	51

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
9	10620	D	0	11.8	17.7	0.6	0	49
9	10620	E	0	6.7	14.9	0.2	2	33
9	10620	F	0	2.6	11.7	0.0	0	58
9	10620	G	0	1.9	11.5	0.0	0	51
9	10620	H	0	1.3	17.1	0.0	0	28
9	10620	J	0	2.5	17.9	0.0	0	29
9	10620	K	0	4.2	15.9	0.1	0	38
9	10620	M	0	10.6	20.6	0.4	0	37
9	10620	N	0	17.3	44.6	0.3	0	34
9	10620	O	0	18.6	37.3	0.5	0	39
9	10620	P	0	5.3	17.8	0.1	0	42
9	10620	Q	0	-1.7	17.2	0.0	0	33
9	10620	R	0	3.5	12.7	0.0	0	37
9	10620	S	0	22.4	31.0	0.9	0	41
9	10620	T	2	58.9	46.3	2.6	0	44
9	10620	U	1	69.0	83.4	1.6	0	32
9	10620	V	1	52.6	63.3	1.4	0	34
9	10620	W	1	56.8	69.4	1.4	0	29
9	10620	X	1	45.4	43.6	1.8	0	35
9	10610	A	1	54.0	60.4	1.6	1	24
9	10610	B	1	52.1	57.4	1.6	0	33
9	10610	C	1	38.2	39.6	1.5	0	39
9	10610	D	1	61.0	72.5	1.5	0	34
9	10610	E	2	83.4	78.7	2.3	0	33
9	10610	F	1	89.9	104.9	1.8	0	30
9	10610	G	1	63.7	71.9	1.7	0	31
9	10610	H	0	-0.4	11.4	0.0	0	30
9	10610	J	0	-1.7	24.2	0.0	0	30
9	10610	K	0	20.1	56.6	0.3	0	32
9	10610	M	0	16.9	32.9	0.5	0	35
9	10610	N	0	10.8	29.4	0.2	0	35
9	10610	O	0	13.3	31.2	0.3	6	20
9	10610	P	0	7.8	13.6	0.4	0	64
9	10610	Q	0	18.3	28.6	0.7	0	38
9	10610	R	0	6.2	25.5	0.1	0	32
9	10610	S	0	17.5	25.1	0.7	0	42
9	10610	U	0	10.1	14.7	0.6	0	40
9	10600	A	0	8.1	30.2	0.1	0	31
9	10600	B	0	10.4	33.3	0.2	0	29
9	10600	D	0	11.3	27.2	0.3	0	38
9	10600	E	0	10.8	29.1	0.2	0	34
9	10600	F	0	-0.9	23.2	0.0	0	28
9	10600	G	0	2.8	17.0	0.0	0	49

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
9	10600	H	0	15.2	27.3	0.5	0	42
9	10600	J	0	4.4	15.1	0.1	0	36
9	10600	K	0	11.2	29.8	0.2	0	40
9	10600	M	0	6.7	21.0	0.1	0	34
9	10600	N	0	13.9	41.6	0.2	0	30
9	10600	O	0	16.6	47.7	0.3	0	36
9	10600	P	0	4.0	24.1	0.0	0	33
9	10600	Q	0	3.7	44.4	0.0	0	24
9	10600	R	0	-1.8	14.8	0.0	0	34
9	10600	S	1	41.9	62.3	1.0	0	37
9	10600	T	1	55.9	88.1	1.0	0	30
9	10600	U	1	73.1	106.3	1.3	0	30
9	10600	V	1	77.8	96.4	1.6	0	30
9	10600	W	0	51.8	134.7	0.5	0	23
9	10600	X	2	119.8	138.6	2.0	0	29
9	10590	A	1	71.3	100.5	1.3	0	23
9	10590	B	1	196.3	306.0	1.6	0	21
9	10590	C	0	38.0	59.1	0.9	0	28
9	10590	D	0	46.2	83.8	0.8	0	29
9	10590	E	0	28.1	54.5	0.6	0	33
9	10590	F	0	6.3	36.2	0.0	0	28
9	10590	G	0	-5.8	16.2	0.0	0	25
9	10590	H	0	2.7	21.4	0.0	0	38
9	10590	J	0	10.7	25.1	0.3	0	36
9	10590	K	0	13.8	31.6	0.3	0	40
9	10590	M	0	11.4	27.4	0.3	0	38
9	10590	N	0	4.4	17.4	0.0	0	43
9	10590	O	0	21.0	42.4	0.5	0	29
9	10590	P	1	30.7	41.9	1.0	0	30
9	10590	Q	0	5.4	15.2	0.1	1	32
9	10590	R	0	8.6	27.0	0.1	0	35
9	10590	S	0	11.7	24.5	0.3	0	42
9	10590	T	0	5.0	13.3	0.1	0	40
9	10580	A	0	4.6	19.4	0.0	0	33
9	10580	B	0	11.4	18.6	0.5	0	43
9	10580	C	0	7.1	19.7	0.2	0	35
9	10580	D	0	5.9	14.8	0.2	0	41
9	10580	E	1	22.7	28.7	1.0	1	30
9	10580	F	0	25.1	34.9	0.9	0	34
9	10580	G	0	14.0	24.7	0.5	6	25
9	10580	H	0	11.8	51.2	0.1	0	19
9	10580	J	0	8.8	19.5	0.3	0	33
9	10580	K	0	15.0	34.9	0.3	0	34

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
9	10580	M	0	14.2	34.2	0.3	0	33
9	10580	N	0	4.8	19.4	0.1	0	40
9	10580	O	0	2.6	17.4	0.0	0	36
9	10580	P	0	4.4	26.5	0.0	0	35
9	10580	Q	0	11.1	38.8	0.1	0	34
9	10580	R	0	-4.8	17.0	0.0	0	31
9	10580	S	0	9.0	43.7	0.1	0	32
9	10580	T	0	29.7	97.0	0.3	0	29
9	10580	U	1	40.3	49.1	1.3	0	37
9	10580	V	1	91.8	174.6	1.0	0	23
9	10580	W	1	78.0	87.9	1.8	0	27
9	10580	X	1	37.5	49.4	1.1	0	38
9	10580	Y	1	52.7	63.4	1.4	0	33
9	10570	A	0	31.9	59.8	0.6	0	35
9	10570	B	1	21.6	26.6	1.0	0	50
9	10570	C	1	58.2	66.5	1.6	0	32
9	10570	D	1	51.4	67.2	1.3	0	31
9	10570	E	1	54.2	64.3	1.5	0	37
9	10570	F	1	50.7	65.5	1.3	0	31
9	10570	G	0	37.5	62.9	0.8	0	29
9	10570	H	0	6.1	51.1	0.0	0	32
9	10570	J	0	-8.2	27.2	0.0	0	32
9	10570	K	0	10.5	50.5	0.1	0	33
9	10570	M	0	-3.3	42.8	0.0	0	26
9	10570	N	0	23.0	53.4	0.4	0	32
9	10570	O	0	12.7	49.5	0.1	0	28
9	10570	P	0	13.4	38.1	0.2	0	32
9	10570	Q	0	3.8	17.7	0.0	0	33
9	10570	R	0	5.6	18.3	0.1	0	41
9	10570	S	0	12.1	28.6	0.3	0	42
9	10570	T	0	18.3	27.1	0.7	0	41
9	10570	U	0	2.4	20.4	0.0	0	22
9	10570	V	0	5.0	16.5	0.1	2	28
9	10570	W	0	10.8	26.6	0.3	0	30
9	10570	X	0	13.9	25.3	0.5	5	26
9	10570	Y	0	4.8	13.9	0.1	1	33
9	10570	Z	0	7.8	16.9	0.3	0	41
9	10560	A	0	6.9	16.2	0.2	4	30
9	10560	B	0	3.2	8.7	0.1	2	39
9	10560	C	0	-0.8	20.9	0.0	0	27
9	10560	D	1	27.3	34.9	1.0	0	33
9	10560	E	0	23.8	34.7	0.8	0	32
9	10560	F	0	12.9	24.8	0.4	0	39

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.

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
9	10560	G	0	3.0	25.2	0.0	0	28
9	10560	H	0	8.9	22.6	0.2	0	30
9	10560	J	0	4.1	18.4	0.0	0	38
9	10560	K	0	9.5	40.1	0.1	0	33
9	10560	M	0	14.4	33.3	0.3	0	34
9	10560	N	0	13.8	24.7	0.5	0	38
9	10560	O	0	7.5	32.2	0.1	0	31
9	10560	P	0	6.6	27.3	0.1	0	43
9	10560	Q	0	-13.3	16.6	0.0	0	35
9	10560	R	0	7.0	43.7	0.0	0	36
9	10560	S	0	4.3	37.9	0.0	0	37
9	10560	T	0	49.7	95.1	0.8	0	27
9	10560	U	1	63.5	95.3	1.1	0	30
9	10560	V	1	40.5	52.9	1.2	0	31
9	10560	W	1	35.6	48.2	1.1	0	37
9	10560	X	0	30.2	42.8	0.9	0	38
9	10550	A	1	40.3	60.8	1.0	0	37
9	10550	B	0	19.9	48.1	0.4	0	31
9	10550	C	1	29.3	34.6	1.2	0	44
9	10550	D	1	41.9	54.9	1.2	0	25
9	10550	E	0	42.0	66.2	0.9	0	30
9	10550	F	1	70.7	123.6	1.0	0	27
9	10550	G	1	70.4	111.4	1.1	0	28
9	10550	H	0	4.8	44.5	0.0	0	33
9	10550	J	0	0.5	51.3	0.0	0	29
9	10550	K	0	7.2	52.3	0.0	0	32
9	10550	M	0	-29.5	21.7	0.0	0	27
9	10550	N	0	9.3	27.6	0.2	0	44
9	10550	O	0	8.3	32.7	0.1	0	38
9	10550	P	0	9.5	43.6	0.1	0	32
9	10550	Q	0	16.6	51.6	0.2	0	23
9	10550	R	0	23.8	65.1	0.3	0	27
9	10550	S	0	14.9	39.7	0.3	0	27
9	10550	T	0	4.3	42.2	0.0	0	22
9	10550	U	0	1.0	18.4	0.0	0	37
9	10550	V	0	22.9	33.6	0.8	0	44
9	10550	W	0	5.7	23.2	0.1	0	25
9	10550	X	0	4.2	14.9	0.1	2	29
9	10550	Y	0	17.3	23.8	0.8	5	28
9	10550	Z	0	7.5	14.8	0.3	0	40
9	10540	A	0	11.1	28.4	0.2	0	30
9	10540	B	0	8.5	24.4	0.2	0	31
9	10540	C	0	22.8	36.4	0.7	0	42

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
9	10540	D	0	27.0	43.3	0.8	0	37
9	10540	E	1	33.4	45.0	1.0	0	35
9	10540	F	0	16.8	25.0	0.7	5	27
9	10540	G	0	9.9	18.7	0.4	0	36
9	10540	H	0	6.5	22.3	0.1	0	31
9	10540	J	0	9.7	39.4	0.1	3	17
9	10540	K	0	10.5	30.4	0.2	0	35
9	10540	M	0	10.8	40.5	0.1	0	36
9	10540	N	0	20.0	43.5	0.4	0	34
9	10540	O	0	10.8	35.9	0.2	0	33
9	10540	P	0	3.6	18.5	0.0	0	36
9	10540	R	0	-3.4	22.4	0.0	0	37
9	10540	S	0	3.6	40.4	0.0	0	34
9	10540	T	0	32.9	58.7	0.7	0	34
9	10540	U	0	16.9	37.7	0.4	0	37
9	10540	V	1	16.6	19.3	1.0	0	53
8	10530	A	0	12.6	27.6	0.3	0	30
8	10530	B	1	13.3	12.2	1.2	0	59
8	10530	C	1	18.1	18.8	1.2	0	53
8	10530	D	1	20.6	18.6	1.5	0	42
8	10530	E	0	11.1	14.5	0.7	0	44
8	10530	F	0	12.8	23.5	0.4	0	36
8	10530	G	0	3.1	22.3	0.0	0	28
8	10530	H	0	6.9	25.8	0.1	0	36
8	10530	J	0	8.0	25.2	0.1	0	37
8	10530	K	0	8.1	39.9	0.1	0	34
8	10530	M	0	3.8	22.7	0.0	0	43
8	10530	N	0	13.5	34.3	0.3	0	38
8	10530	O	1	19.2	21.7	1.1	0	55
8	10530	P	0	2.7	22.5	0.0	0	28
8	10530	Q	0	16.1	81.1	0.1	0	25
8	10530	R	0	41.4	82.1	0.7	0	29
8	10520	A	0	19.5	50.4	0.3	0	31
8	10520	B	1	31.6	42.6	1.0	0	43
8	10520	C	1	39.8	58.4	1.0	0	38
8	10520	D	0	13.2	34.3	0.3	0	33
8	10520	G	0	2.9	25.4	0.0	0	41
8	10520	J	0	6.0	17.8	0.1	0	48
8	10520	K	0	0.4	24.3	0.0	0	34
8	10520	M	0	2.9	10.6	0.0	0	36
8	10520	N	0	3.8	11.2	0.1	0	42
8	10520	O	0	4.2	15.0	0.1	0	40
8	10520	P	1	21.9	21.8	1.3	1	35

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
8	10520	Q	1	26.6	32.7	1.1	0	39
8	10520	R	0	14.4	26.1	0.5	0	33
8	10520	S	0	11.7	17.8	0.6	0	43
8	10510	A	0	15.4	27.3	0.5	0	41
8	10510	B	0	15.4	21.8	0.7	0	34
8	10510	C	0	0.2	24.6	0.0	0	25
8	10510	D	0	2.6	17.4	0.0	0	37
8	10510	E	0	0.3	14.0	0.0	0	39
8	10510	F	0	5.2	17.1	0.1	0	30
8	10510	H	0	-0.2	21.5	0.0	0	37
8	10510	J	0	5.7	41.3	0.0	0	33
8	10510	M	0	12.1	37.5	0.2	0	34
8	10510	N	0	46.7	79.4	0.9	0	34
8	10500	A	0	20.4	41.3	0.5	0	32
8	10500	B	1	39.0	57.0	1.0	0	39
8	10500	C	0	12.1	24.1	0.4	0	43
8	10500	D	0	6.2	14.5	0.2	0	55
8	10500	E	0	6.4	19.8	0.1	0	37
8	10500	F	0	4.9	26.4	0.0	0	41
8	10500	G	0	-1.2	31.4	0.0	0	29
8	10500	H	0	4.2	22.4	0.0	0	39
8	10500	J	0	12.5	25.3	0.4	0	41
8	10500	K	0	4.2	14.7	0.1	0	47
8	10500	M	0	2.5	16.5	0.0	0	37
8	10500	N	0	4.3	14.1	0.1	0	44
8	10500	O	0	3.7	35.4	0.0	0	34
8	10500	P	0	9.1	35.6	0.1	0	35
8	10500	Q	0	11.0	31.0	0.2	0	30
8	10500	R	0	8.4	19.3	0.3	0	35
8	10500	S	0	7.1	12.6	0.3	0	45
8	10500	T	0	4.4	16.2	0.1	0	34
8	10490	A	0	10.1	19.1	0.4	0	39
8	10490	B	0	12.2	19.4	0.5	0	38
8	10490	C	0	16.2	46.1	0.3	0	23
8	10490	D	0	10.8	30.8	0.2	0	34
8	10490	G	0	5.5	40.3	0.0	0	27
8	10490	H	0	1.5	17.0	0.0	0	45
8	10490	J	0	13.9	27.7	0.4	0	37
8	10490	K	0	4.9	32.2	0.0	0	36
8	10490	M	0	10.3	42.9	0.1	0	34
8	10490	N	1	44.1	48.6	1.5	0	43
8	10480	A	0	7.5	20.1	0.2	0	48

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
8	10480	B	0	3.7	19.8	0.0	0	42
8	10480	C	0	5.1	13.2	0.1	0	38
8	10480	D	0	10.9	23.3	0.3	0	38
8	10480	E	0	9.6	17.7	0.4	0	51
8	10480	F	0	12.0	25.9	0.3	0	44
8	10480	G	0	18.8	37.7	0.5	0	37
8	10480	H	0	3.6	8.9	0.1	1	40
8	10480	J	0	9.9	27.8	0.2	0	37
8	10480	K	0	13.5	29.1	0.4	0	36
8	10480	M	0	16.6	30.9	0.5	0	38
8	10480	N	0	18.0	24.0	0.8	0	44
8	10480	O	1	31.7	28.6	1.7	0	42
8	10480	P	1	28.7	24.3	1.8	0	44
8	10480	Q	0	6.3	12.0	0.3	2	37
8	10480	R	0	11.5	14.4	0.7	0	44
8	10470	A	0	15.2	39.2	0.3	0	30
8	10470	B	0	11.1	35.4	0.2	0	34
8	10470	C	1	35.3	36.4	1.5	0	39
8	10470	D	0	22.5	38.2	0.6	0	33
8	10470	E	0	11.6	30.1	0.2	0	28
8	10470	F	0	21.8	45.9	0.5	0	27
8	10470	G	0	17.9	47.0	0.3	0	28
8	10470	H	0	4.2	9.7	0.2	7	34
8	10470	J	0	7.4	16.0	0.3	0	53
8	10470	K	0	14.8	26.6	0.5	0	43
8	10470	M	0	16.2	45.8	0.3	0	33
8	10470	N	0	14.0	41.2	0.2	0	35
8	10470	O	0	6.9	11.8	0.4	0	58
8	10460	A	0	14.5	31.0	0.4	0	47
8	10460	D	0	18.0	37.1	0.4	0	38
8	10460	E	0	3.8	20.6	0.0	0	38
8	10460	F	0	10.3	29.9	0.2	0	38
8	10460	G	0	10.8	31.7	0.2	0	39
8	10460	H	0	-0.2	11.8	0.0	0	36
8	10460	J	0	6.2	27.1	0.1	0	37
8	10460	K	0	12.7	16.2	0.8	0	47
8	10460	M	0	11.7	17.5	0.6	0	41
8	10451	A	0	15.9	40.5	0.3	0	34
8	10451	B	0	19.1	39.2	0.5	0	34
8	10451	C	0	14.8	31.4	0.4	0	44
8	10451	D	0	4.6	18.0	0.1	0	42
8	10451	E	0	10.8	24.1	0.3	0	44

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
8	10451	F	0	12.5	36.4	0.2	0	29
8	10451	G	0	7.8	26.4	0.1	0	29
8	10451	H	0	2.6	17.7	0.0	0	44
8	10451	J	0	6.6	18.7	0.1	0	52
8	10451	K	0	15.6	32.4	0.4	0	48
8	10451	M	0	-3.0	47.4	0.0	0	32
7	10440	A	0	4.0	16.6	0.0	0	41
7	10440	B	0	19.3	42.3	0.4	0	34
7	10440	C	0	17.0	37.4	0.4	0	38
7	10440	D	0	15.8	47.0	0.2	0	31
7	10440	E	0	-1.8	25.6	0.0	0	28
7	10430	A	0	-8.8	34.2	0.0	0	32
7	10430	B	0	11.4	41.1	0.1	0	31
7	10430	C	0	10.3	28.1	0.2	0	32
7	10430	D	0	21.1	42.8	0.5	0	31
7	10430	E	0	10.0	23.9	0.3	0	38
7	10430	F	0	4.0	10.3	0.1	0	43
7	10430	G	0	2.6	10.9	0.0	0	40
7	10430	H	0	2.8	17.0	0.0	0	35
7	10430	J	0	8.4	26.1	0.1	0	42
7	10420	A	0	8.2	41.6	0.0	0	33
7	10420	B	0	4.9	30.2	0.0	0	32
7	10420	C	0	13.3	15.5	0.9	0	47
7	10420	D	0	23.0	33.2	0.8	0	41
7	10420	E	0	12.3	36.3	0.2	0	32
7	10420	F	0	18.3	33.6	0.5	0	35
7	10420	G	0	4.1	21.3	0.0	0	34
7	10420	H	0	5.0	23.0	0.0	0	30
7	10420	J	0	3.5	23.8	0.0	0	32
7	10420	M	0	3.2	20.0	0.0	0	25
7	10410	A	0	14.6	46.1	0.2	0	30
7	10410	B	0	9.1	29.5	0.1	0	30
7	10410	C	0	23.5	67.4	0.3	0	31
7	10410	D	0	12.6	27.1	0.3	0	31
7	10410	F	0	1.4	25.9	0.0	0	37
7	10410	G	0	1.4	42.0	0.0	0	24
7	10410	H	0	8.5	40.1	0.1	0	23
7	10410	J	0	26.9	60.3	0.5	0	37
7	10410	K	0	24.4	50.4	0.5	0	34
7	10410	M	0	34.3	53.6	0.9	0	30
7	10410	N	0	26.9	40.8	0.8	0	40

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
7	10410	O	1	24.4	30.2	1.0	0	38
7	10410	Q	0	12.5	23.9	0.4	0	45
7	10400	A	0	-0.9	17.7	0.0	0	43
7	10400	B	0	-5.9	11.5	0.0	0	28
7	10400	C	1	20.3	23.7	1.0	1	34
7	10400	D	0	33.0	73.2	0.5	0	27
7	10400	E	0	23.7	35.9	0.8	0	32
7	10400	F	0	19.5	40.3	0.5	0	28
7	10400	G	0	37.1	75.8	0.6	0	26
7	10400	H	0	14.4	43.1	0.2	0	23
7	10400	J	0	32.8	59.3	0.7	0	27
7	10400	K	0	25.4	58.9	0.4	0	27
7	10400	M	0	39.6	71.9	0.7	0	28
7	10400	N	0	13.8	37.7	0.2	0	24
7	10400	O	0	11.1	28.4	0.2	2	25
7	10400	R	0	11.8	22.4	0.4	0	52
7	10390	B	0	28.6	81.5	0.3	0	27
7	10390	C	0	24.3	53.6	0.5	0	32
7	10390	D	0	7.4	26.1	0.1	0	31
7	10390	E	0	20.8	69.1	0.2	0	23
7	10390	F	0	12.4	30.1	0.3	0	38
7	10390	G	1	28.2	36.4	1.0	0	36
7	10390	H	0	23.0	43.1	0.6	0	34
7	10390	J	1	12.6	10.5	1.4	0	54
7	10390	K	0	9.2	28.3	0.2	0	30
7	10390	M	0	3.2	22.8	0.0	0	34
7	10380	A	0	3.0	37.0	0.0	0	33
7	10380	B	1	18.9	21.2	1.1	1	35
7	10380	C	0	17.4	26.2	0.7	0	34
7	10380	D	1	24.7	30.9	1.0	0	34
7	10380	E	0	11.0	25.9	0.3	0	34
7	10380	F	0	7.5	37.1	0.0	0	24
7	10380	G	0	1.7	24.6	0.0	0	21
7	10380	H	0	9.1	20.2	0.3	0	39
7	10380	J	0	17.5	25.3	0.7	0	45
7	10380	K	0	7.4	39.0	0.0	0	37
7	10370	A	0	24.8	57.2	0.4	0	34
7	10370	B	0	20.9	54.7	0.3	0	27
7	10370	C	0	22.7	35.2	0.7	0	44
7	10370	D	0	19.2	31.9	0.6	0	29
7	10370	E	0	4.2	16.1	0.1	6	23

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
7	10370	F	0	7.0	32.3	0.1	0	26
7	10370	G	0	18.3	42.9	0.4	0	28
7	10370	H	0	22.9	31.8	0.9	0	36
7	10370	J	1	22.2	26.6	1.0	0	43
7	10360	A	0	4.7	16.7	0.1	0	36
7	10360	B	0	4.3	34.8	0.0	0	29
7	10360	C	0	17.7	28.8	0.6	0	35
7	10360	D	0	44.5	78.3	0.8	0	27
7	10360	E	0	30.3	47.6	0.8	0	31
7	10360	F	0	12.2	18.1	0.6	0	39
7	10360	G	0	15.7	33.9	0.4	0	45
7	10360	H	0	16.0	44.1	0.3	0	37
7	10360	J	0	20.3	31.5	0.7	0	49
6	10350	A	0	14.8	35.7	0.3	0	43
6	10350	B	0	9.5	33.2	0.1	0	27
6	10350	C	0	12.0	34.8	0.2	0	37
6	10350	D	0	26.5	50.7	0.6	0	34
6	10350	E	0	18.4	42.1	0.4	0	39
6	10350	F	0	11.4	28.5	0.3	0	39
6	10350	G	0	11.2	31.8	0.2	0	36
6	10350	H	0	17.6	23.6	0.8	0	41
6	10350	J	1	19.0	22.1	1.0	0	37
6	10350	K	1	20.5	24.8	1.0	0	34
6	10350	M	0	8.0	17.2	0.3	0	41
6	10350	N	0	4.9	15.0	0.1	0	44
6	10340	A	0	-2.1	16.4	0.0	0	34
6	10340	B	0	1.0	22.3	0.0	0	35
6	10340	C	0	-1.7	26.4	0.0	0	27
6	10340	D	0	19.3	23.9	0.9	0	35
6	10340	E	1	22.0	25.1	1.1	0	40
6	10340	F	1	21.8	24.6	1.1	0	48
6	10340	G	0	20.3	35.5	0.6	0	34
6	10340	H	0	18.7	33.4	0.6	0	33
6	10340	J	0	4.4	21.1	0.0	0	41
6	10340	K	0	6.1	27.6	0.0	0	36
6	10340	M	0	20.1	50.4	0.3	0	30
6	10340	N	0	28.8	60.1	0.5	0	27
6	10340	O	0	10.8	33.8	0.2	0	32
6	10340	P	0	16.3	44.0	0.3	0	36
6	10340	Q	0	31.1	46.3	0.9	0	44
6	10340	R	0	21.9	41.8	0.5	0	34
6	10340	S	0	24.7	36.6	0.8	0	33

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.

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
6	10330	A	0	20.1	35.2	0.6	0	35
6	10330	B	0	22.5	44.9	0.5	0	42
6	10330	C	0	28.8	44.3	0.8	0	44
6	10330	D	0	28.8	48.5	0.7	0	40
6	10330	E	0	16.9	36.9	0.4	0	33
6	10330	F	0	15.4	32.3	0.4	0	41
6	10330	G	0	2.3	22.9	0.0	0	32
6	10330	H	0	14.4	36.8	0.3	0	35
6	10330	J	0	13.2	29.6	0.3	0	42
6	10330	K	0	-1.4	13.5	0.0	0	32
6	10330	M	0	16.4	23.8	0.7	0	48
6	10330	N	1	21.8	26.1	1.0	1	32
6	10330	O	1	23.0	25.8	1.2	0	43
6	10330	P	1	16.6	18.4	1.0	1	37
6	10330	Q	0	16.3	19.1	0.9	3	34
6	10330	R	0	9.0	10.7	0.7	0	47
6	10330	S	0	1.9	17.1	0.0	0	36
6	10320	C	0	2.8	16.2	0.0	0	42
6	10320	D	0	6.8	15.3	0.2	0	43
6	10320	E	0	18.0	23.4	0.9	0	46
6	10320	F	0	22.2	31.2	0.8	1	29
6	10320	G	0	19.7	25.3	0.9	1	32
6	10320	H	1	27.9	33.7	1.1	0	40
6	10320	J	1	29.5	40.8	1.0	0	43
6	10320	K	0	18.1	31.1	0.6	0	34
6	10320	M	0	7.9	24.8	0.1	0	33
6	10320	N	0	5.3	28.2	0.0	0	27
6	10320	O	0	2.4	17.0	0.0	0	33
6	10320	P	0	4.1	20.0	0.0	0	34
6	10320	Q	0	10.5	27.8	0.2	0	41
6	10320	R	0	19.8	52.4	0.3	0	31
6	10320	S	0	5.2	16.3	0.1	5	26
6	10320	T	0	12.2	52.6	0.1	0	31
6	10320	U	0	-5.4	15.0	0.0	0	36
6	10320	V	0	-3.1	18.2	0.0	0	30
6	10320	W	0	18.2	38.1	0.4	0	41
6	10320	X	0	31.6	69.7	0.5	0	35
6	10320	Y	0	29.4	59.9	0.6	0	34
6	10320	Z	0	24.1	39.1	0.7	0	29
6	10320	AA	0	7.3	24.9	0.1	0	32
6	10310	A	0	25.3	43.0	0.7	0	43
6	10310	B	0	6.6	18.6	0.2	0	37

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
6	10310	C	0	15.8	33.1	0.4	0	30
6	10310	D	0	20.4	26.1	0.9	0	34
6	10310	E	0	14.6	21.7	0.6	10	24
6	10310	F	0	11.6	33.1	0.2	0	31
6	10310	G	0	4.3	13.5	0.1	0	34
6	10310	H	0	3.7	15.1	0.0	0	41
6	10310	J	0	15.0	26.8	0.5	0	35
6	10310	K	1	19.6	21.4	1.1	0	50
6	10310	M	1	26.2	29.1	1.2	0	44
6	10310	N	1	40.1	59.6	1.0	0	30
6	10310	O	0	26.0	35.0	0.9	0	41
6	10310	P	0	6.8	17.3	0.2	0	32
6	10300	A	0	-11.2	15.1	0.0	0	29
6	10300	C	0	4.0	21.4	0.0	0	39
6	10300	D	0	17.8	35.4	0.5	0	31
6	10300	E	0	16.2	32.7	0.4	0	31
6	10300	F	0	13.1	25.8	0.4	0	38
6	10300	G	0	5.5	25.6	0.0	0	35
6	10300	H	0	5.3	28.4	0.0	0	32
6	10300	J	0	5.7	30.9	0.0	0	31
6	10300	K	0	11.1	30.5	0.2	0	36
6	10300	M	0	8.9	25.4	0.2	0	28
6	10300	N	0	12.7	38.3	0.2	0	41
6	10300	O	0	15.5	26.4	0.5	0	42
6	10300	P	0	19.6	24.2	0.9	0	51
6	10300	Q	1	27.0	28.2	1.3	0	50
6	10300	R	1	34.0	34.7	1.5	0	39
6	10300	S	2	60.0	48.1	2.5	0	40
6	10300	T	2	70.1	61.3	2.4	0	37
6	10290	A	0	28.2	41.0	0.9	0	36
6	10290	B	1	31.4	33.7	1.4	0	42
6	10290	C	2	56.9	53.8	2.0	0	34
6	10290	D	1	91.0	99.8	1.9	0	32
6	10290	E	1	57.7	88.3	1.1	0	30
6	10290	F	1	30.2	34.0	1.3	0	48
6	10290	G	0	23.9	35.4	0.8	0	41
6	10290	H	0	13.5	25.9	0.4	0	39
6	10290	J	0	6.1	18.8	0.1	0	32
6	10290	K	0	17.2	34.7	0.4	5	22
6	10290	M	0	19.7	54.3	0.3	0	37
6	10290	N	0	16.2	62.5	0.2	0	26
6	10290	O	0	6.5	32.5	0.0	0	29
6	10290	P	0	14.9	23.6	0.6	0	47

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
6	10290	Q	0	16.4	27.0	0.6	0	44
6	10290	R	0	16.8	23.5	0.7	0	50
6	10290	S	0	17.4	25.3	0.7	0	32
6	10290	T	0	9.0	21.8	0.2	0	39
6	10290	U	0	4.2	27.2	0.0	0	27
6	10290	V	0	3.5	16.6	0.0	2	25
6	10280	A	0	0.3	12.3	0.0	0	43
6	10280	B	0	2.1	20.2	0.0	0	38
6	10280	C	0	12.2	23.3	0.4	0	44
6	10280	D	1	15.4	13.9	1.3	0	55
6	10280	E	0	5.3	23.9	0.0	0	27
6	10280	F	0	9.8	14.9	0.5	0	39
6	10280	G	0	15.6	34.2	0.4	0	27
6	10280	H	0	14.7	25.0	0.5	1	31
6	10280	J	0	18.6	41.6	0.4	0	38
6	10280	K	0	6.9	14.3	0.3	10	26
6	10280	M	0	17.4	28.6	0.6	0	35
6	10280	N	0	25.2	39.4	0.8	0	33
6	10280	O	0	13.0	30.8	0.3	0	37
6	10280	P	0	21.3	32.1	0.7	0	41
6	10280	Q	1	62.5	84.5	1.3	0	27
6	10280	R	1	63.9	93.3	1.2	0	22
6	10280	S	2	99.3	103.0	2.1	0	31
6	10280	T	2	75.5	75.6	2.0	0	34
6	10280	U	2	78.1	81.7	2.0	0	36
6	10280	V	2	91.7	77.9	2.7	0	39
6	10280	W	2	146.1	138.9	2.7	0	29
6	10280	X	2	142.6	131.6	2.8	0	32
6	10280	Y	2	110.1	92.1	2.9	0	34
5	10270	A	1	44.9	62.6	1.1	0	32
5	10270	B	2	76.6	62.9	2.7	0	36
5	10270	C	2	130.2	132.8	2.4	0	27
5	10270	D	2	92.3	93.3	2.2	0	32
5	10270	E	1	85.4	97.4	1.8	0	31
5	10270	F	1	97.1	123.6	1.6	0	29
5	10270	G	1	61.5	102.8	1.0	0	22
5	10270	H	1	55.9	92.4	1.0	0	27
5	10270	J	0	32.0	81.1	0.4	0	28
5	10270	K	0	9.8	23.1	0.3	0	38
5	10270	M	0	7.0	18.3	0.2	0	40
5	10270	N	0	0.7	21.2	0.0	0	33
5	10270	O	0	11.9	41.0	0.2	0	42
5	10270	P	0	4.6	29.3	0.0	0	34

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
5	10270	Q	0	2.7	18.6	0.0	0	38
5	10270	R	0	2.4	23.7	0.0	0	35
5	10270	S	0	6.2	12.3	0.3	0	48
5	10270	T	0	0.8	12.9	0.0	0	40
5	10260	C	0	12.8	16.5	0.7	0	54
5	10260	D	0	14.1	30.3	0.4	0	39
5	10260	E	0	11.1	40.9	0.1	0	26
5	10260	F	0	4.4	23.0	0.0	0	38
5	10260	G	0	19.0	30.3	0.7	0	43
5	10260	H	0	27.3	41.5	0.8	0	37
5	10260	J	1	28.9	33.7	1.2	0	38
5	10260	K	2	47.8	31.1	3.1	0	42
5	10260	M	2	44.5	27.5	3.2	0	43
5	10260	N	2	33.5	20.1	3.1	0	52
5	10260	O	2	39.4	26.6	2.8	0	47
5	10260	P	2	34.8	24.8	2.5	0	46
5	10260	Q	1	49.9	50.6	1.7	0	35
5	10250	A	1	37.2	32.2	1.9	0	47
5	10250	B	2	54.4	47.8	2.2	0	42
5	10250	C	2	47.4	37.3	2.4	0	37
5	10250	D	2	51.6	34.3	3.1	0	48
5	10250	E	2	61.8	53.5	2.3	0	35
5	10250	F	0	32.9	55.4	0.8	0	33
5	10250	G	0	28.3	39.7	0.9	0	41
5	10250	H	0	14.2	24.4	0.5	0	48
5	10250	J	0	14.2	22.3	0.6	0	44
5	10250	K	0	6.0	29.9	0.0	0	31
5	10250	M	0	10.2	23.7	0.3	0	34
5	10250	N	0	3.6	8.6	0.1	0	66
5	10250	O	0	-2.7	13.4	0.0	0	41
5	10250	P	0	-5.5	10.8	0.0	0	47
5	10240	A	0	15.5	18.6	0.9	0	58
5	10240	B	0	11.9	23.7	0.4	0	31
5	10240	C	0	18.6	31.7	0.6	0	40
5	10240	D	0	13.9	37.6	0.3	0	25
5	10240	E	0	8.1	16.0	0.3	0	54
5	10240	F	0	20.0	42.5	0.4	0	27
5	10240	G	2	47.9	41.7	2.1	0	35
5	10240	H	2	61.6	42.4	3.1	0	38
5	10240	J	2	49.3	36.3	2.6	0	44
5	10240	K	1	49.0	59.9	1.4	0	29
5	10231	A	2	57.0	45.5	2.5	0	40

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
5	10231	B	2	81.0	62.8	2.9	0	38
5	10231	C	0	20.7	34.8	0.6	0	31
5	10231	D	0	11.1	27.7	0.3	0	44
5	10231	E	0	6.9	33.3	0.0	0	34
5	10231	F	0	12.2	35.2	0.2	0	32
5	10231	G	0	13.3	46.8	0.2	0	30
5	10231	H	0	19.8	44.7	0.4	0	35
5	10231	J	0	9.7	22.6	0.3	0	41
5	10231	K	0	10.5	13.9	0.7	0	63
4	10220	A	2	54.2	44.0	2.4	0	37
4	10220	B	1	52.9	50.5	1.9	0	37
4	10220	C	0	18.0	32.6	0.5	0	41
4	10220	D	0	15.9	29.4	0.5	0	37
4	10220	E	0	15.0	29.7	0.4	0	42
4	10220	F	0	6.7	36.8	0.0	0	30
4	10220	G	0	13.2	36.0	0.2	0	33
4	10220	H	0	10.0	30.6	0.2	0	29
4	10220	J	0	8.5	11.4	0.6	0	56
4	10220	K	0	6.9	15.0	0.2	1	35
4	10210	A	0	6.9	14.7	0.3	0	54
4	10210	B	0	19.5	27.4	0.8	0	37
4	10210	C	0	3.9	24.1	0.0	0	29
4	10210	D	0	11.4	19.2	0.5	0	48
4	10210	E	0	13.0	26.1	0.4	0	39
4	10210	F	0	18.0	42.6	0.4	0	33
4	10210	G	0	18.0	29.8	0.6	4	25
4	10210	H	0	30.2	48.2	0.8	0	28
4	10210	J	1	36.3	50.8	1.0	0	37
4	10210	K	1	41.8	60.6	1.0	0	32
4	10201	A	1	35.5	47.0	1.1	0	35
4	10201	B	0	30.6	43.9	0.9	0	34
4	10201	C	0	29.4	44.6	0.8	0	36
4	10201	D	0	16.6	22.7	0.8	0	44
4	10201	E	0	16.2	41.5	0.3	0	32
4	10201	F	0	17.8	48.7	0.3	0	29
4	10201	G	0	14.3	29.7	0.4	0	30
4	10201	H	0	8.1	43.2	0.0	0	19
4	10201	J	0	12.5	45.0	0.1	0	29
4	10201	K	0	13.7	35.7	0.3	0	31
4	10201	M	0	12.4	37.5	0.2	0	28
4	10201	N	0	2.0	19.3	0.0	0	32
4	10201	O	0	8.7	14.8	0.4	0	55

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
4	10201	P	0	3.5	9.1	0.1	5	35
4	10201	Q	0	7.8	28.7	0.1	0	27
4	10201	R	0	5.6	12.4	0.2	0	45
4	10190	A	0	1.6	6.7	0.0	0	51
4	10190	B	0	5.7	18.1	0.1	0	33
4	10190	C	0	6.7	10.9	0.4	0	62
4	10190	D	0	0.6	27.2	0.0	0	21
4	10190	E	0	3.5	23.4	0.0	0	27
4	10190	F	0	13.3	26.6	0.4	0	37
4	10190	G	0	7.9	21.4	0.2	0	36
4	10190	H	0	19.6	28.6	0.7	0	50
4	10190	J	1	33.3	43.9	1.1	0	41
4	10180	A	0	25.0	33.8	0.9	0	37
4	10180	B	1	31.7	39.4	1.1	0	34
4	10180	C	1	29.5	37.5	1.1	0	41
4	10180	D	0	24.3	32.4	0.9	0	44
4	10180	E	0	13.5	21.0	0.6	0	37
4	10180	F	0	29.3	47.7	0.8	0	30
4	10180	G	0	22.6	44.1	0.5	0	32
4	10180	H	0	18.7	44.0	0.4	0	36
4	10180	J	0	14.8	30.1	0.4	0	34
4	10180	K	0	6.8	10.8	0.4	0	58
3	10170	A	1	24.4	29.7	1.1	0	46
3	10170	B	1	30.6	39.2	1.1	0	41
3	10170	C	0	21.4	29.8	0.8	0	40
3	10170	D	0	16.2	21.8	0.8	0	43
3	10170	E	0	15.5	24.5	0.6	1	31
3	10170	F	1	22.8	29.1	1.0	0	37
3	10170	G	0	24.9	40.4	0.7	0	34
3	10170	H	0	12.6	22.2	0.5	0	45
3	10170	J	0	4.2	21.8	0.0	0	29
3	10170	K	0	7.0	19.5	0.2	0	30
3	10170	M	0	6.5	20.4	0.1	0	31
3	10170	N	0	12.3	21.0	0.5	0	41
3	10170	O	0	14.7	18.6	0.8	0	54
3	10170	P	0	9.0	13.3	0.5	0	44
3	10170	Q	0	3.6	15.9	0.0	6	22
3	10170	R	0	4.4	11.0	0.1	0	46
3	10161	A	1	21.2	26.6	1.0	0	42
3	10161	B	0	21.2	29.6	0.8	0	42
3	10161	C	0	15.6	24.0	0.6	0	45

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FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
3	10161	D	0	16.1	19.4	0.9	0	44
3	10161	E	0	15.7	21.7	0.7	0	37
3	10161	F	0	16.1	30.2	0.5	0	32
3	10161	G	0	19.9	28.8	0.8	0	38
3	10161	H	0	11.1	28.8	0.2	0	38
3	10161	J	0	9.3	19.2	0.3	6	26
3	10161	K	0	3.1	10.6	0.0	1	34
3	10161	M	0	5.2	10.1	0.3	1	41
3	10160	A	0	12.1	19.8	0.5	0	51
3	10152	A	0	9.9	19.7	0.3	0	47
3	10152	B	0	17.4	25.1	0.7	0	49
3	10152	C	1	21.0	25.3	1.0	0	51
3	10152	D	1	15.2	16.2	1.1	0	50
3	10152	E	0	17.9	22.2	0.9	0	44
3	10152	F	0	34.6	50.4	0.9	0	33
3	10152	G	0	26.7	40.1	0.8	0	35
3	10152	H	0	21.7	46.1	0.5	0	39
3	10152	J	0	19.2	42.9	0.4	0	36
3	10152	K	0	15.8	23.7	0.7	1	31
3	10152	M	0	14.4	26.1	0.5	0	36
3	10152	N	0	13.1	29.2	0.3	0	34
3	10152	O	0	4.9	34.8	0.0	0	27
3	10152	P	0	4.4	24.0	0.0	0	34
3	10152	Q	0	9.5	12.9	0.6	0	59
2	10140	A	0	5.7	24.3	0.1	0	37
2	10140	B	0	25.7	40.0	0.8	0	39
2	10140	C	0	24.1	36.8	0.8	0	41
2	10140	D	1	46.0	71.0	1.0	0	29
2	10140	E	0	36.7	58.4	0.9	0	34
2	10140	F	0	11.5	37.3	0.2	0	29
2	10140	G	0	14.8	34.9	0.3	0	32
2	10140	H	1	35.4	37.9	1.4	0	42
2	10140	J	1	27.9	26.0	1.6	0	50
2	10140	K	0	4.8	12.7	0.1	0	44
2	10140	M	0	13.5	16.4	0.8	0	50
2	10140	N	0	9.2	11.3	0.7	0	55
2	10140	P	0	15.3	23.2	0.6	6	27
2	10140	Q	0	13.8	19.5	0.7	5	31
2	10130	B	0	4.1	10.4	0.1	0	49
2	10130	C	0	7.1	17.3	0.2	0	40
2	10130	D	0	25.3	41.8	0.7	0	38

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.

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
2	10130	E	0	37.0	56.5	0.9	0	37
2	10130	F	1	39.6	37.7	1.8	0	37
2	10130	G	0	19.7	31.9	0.6	0	41
2	10130	H	0	24.5	35.6	0.8	0	40
1	10120	A	0	29.4	40.7	0.9	0	37
1	10120	B	0	17.1	27.6	0.6	0	51
1	10120	C	0	22.1	35.7	0.7	0	39
1	10120	D	0	7.2	13.4	0.3	1	37
1	10120	E	0	2.2	11.9	0.0	0	44
1	10110	A	0	19.7	33.1	0.6	0	43
1	10110	B	0	15.2	34.7	0.3	0	44
1	10110	C	0	5.2	15.7	0.1	0	47
1	10110	D	0	11.0	21.8	0.4	0	37
1	10110	E	0	20.7	35.8	0.6	0	33
1	10110	F	0	17.4	30.5	0.5	0	36
1	10110	G	1	23.4	27.6	1.1	0	35
1	10110	H	0	14.6	33.9	0.3	0	36
1	10110	J	0	7.4	31.1	0.1	0	32
1	10110	K	0	28.6	39.4	0.9	0	41
1	10100	A	0	7.0	21.1	0.1	0	36
1	10100	B	0	14.4	32.1	0.4	0	38
1	10100	C	0	31.7	49.2	0.8	0	33
1	10100	D	0	11.8	28.5	0.3	0	32
1	10100	E	0	10.5	15.9	0.5	0	62
1	10100	F	0	9.3	22.2	0.2	0	37
1	10090	A	0	4.6	30.5	0.0	0	33
1	10090	B	0	8.0	24.4	0.1	0	33
1	10090	C	0	6.4	17.6	0.2	0	40
1	10090	D	0	4.3	16.7	0.0	0	47
1	10090	E	0	30.3	59.2	0.6	0	35
1	10090	F	0	5.7	18.5	0.1	0	32
1	10090	G	0	22.1	31.6	0.8	0	36
1	10090	H	0	12.7	26.9	0.4	0	31
1	10080	A	0	4.8	25.3	0.0	0	28
1	10080	B	0	22.3	32.4	0.8	0	43
1	10080	C	0	18.8	32.1	0.6	0	42
1	10080	D	0	0.4	18.1	0.0	0	28
1	10080	E	0	7.7	12.1	0.4	0	66
1	10080	F	0	9.4	21.6	0.3	0	32
1	10080	G	0	9.6	29.5	0.2	0	27

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.

J9141

FLIGHT	LINE	ANOMALY	CATEGORY	AMPLITUDE (PPM) INPHASE	QUAD.	CONDUCTOR CTP MHOS	DEPTH MTRS	BIRD HEIGHT MTRS
1	10080	H	0	6.3	7.7	0.6	0	57
1	10070	A	0	7.7	32.2	0.1	0	32
1	10070	B	0	5.9	19.3	0.1	0	38
1	10070	C	0	19.2	35.9	0.5	0	44
1	10070	D	0	3.4	23.4	0.0	0	27
1	10070	E	0	10.8	16.3	0.5	0	46
1	10070	F	0	16.2	35.9	0.4	0	34
1	10070	G	0	16.5	39.0	0.3	0	34
1	10060	A	0	17.2	32.4	0.5	0	31
1	10060	B	0	14.2	22.1	0.6	0	42
1	10060	C	0	4.9	19.0	0.1	0	36
1	10060	D	0	19.1	24.9	0.9	0	49
1	10060	E	0	11.3	19.5	0.5	0	37
1	10060	F	0	6.7	16.1	0.2	0	37
1	10060	G	0	6.0	20.2	0.1	0	28
1	10060	H	0	6.3	17.7	0.1	0	32
1	10060	J	0	7.1	11.5	0.4	0	55
1	10050	A	0	7.3	19.3	0.2	0	42
1	10050	B	0	10.5	25.7	0.3	0	31
1	10050	C	0	11.4	23.5	0.4	0	34
1	10050	D	0	7.8	23.3	0.2	0	29
1	10050	E	0	20.2	31.0	0.7	0	44
1	10040	A	0	9.4	20.6	0.3	0	36
1	10040	B	0	8.9	15.1	0.4	0	46
1	10040	C	0	9.5	18.2	0.4	0	37
1	10040	D	0	8.5	17.5	0.3	0	41
1	10040	E	0	7.5	14.1	0.3	5	32
1	10040	F	0	2.9	13.1	0.0	0	31
1	10040	G	0	7.8	19.9	0.2	0	36
1	10040	H	0	4.5	10.5	0.2	0	39
1	10040	J	0	4.7	8.6	0.3	0	56
1	10030	A	1	22.6	26.3	1.1	0	36
1	10030	B	0	22.5	37.0	0.7	0	32
1	10030	C	0	11.6	27.5	0.3	0	32
1	10030	D	0	9.9	15.1	0.5	7	31
1	10020	A	0	14.3	18.7	0.8	0	44
1	10010	A	0	24.0	38.4	0.7	0	27

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.

APPENDIX III

CERTIFICATE OF QUALIFICATIONS

I, Zbynek Dvorak, certify that:

1. I hold a PhD in Geophysics from Charles University, Czechoslovakia having graduated in 1967.

2. I reside at 146 Three Valleys Drive, in the town of Don Mills, Ontario.

3. I have been continuously engaged in both professional and managerial roles in the minerals industry in Canada and abroad for the past 19 years.

4. I have been an active member of the Society of Exploration Geophysicists since 1978 and a member of KEGS since 1978.

5. The accompanying report was prepared from information published by government agencies, materials supplied by Golden Ring Resources Ltd. and from a review of the proprietary airborne geophysical survey flown by Aerodat Limited for Golden Ring Resources Ltd. I have not personally visited the property.

6. I have no interest, direct or indirect, in the property described nor do I hold securities in Golden Ring Resources Ltd.

Signed

Z Dvorak

Zbynek Dvorak
Consulting Geophysicist

August 2, 1991

APPENDIX IV

EXPENDITURES

AERODAT LIMITED

3883 NASHUA DRIVE • MISSISSAUGA • ONTARIO • CANADA • L4V 1R3
Telephone: (416) 671-2446 Telex: 06-968872 Fax: (416) 671-8160

Invoice No: 22-9141-0265
Date: August 2, 1991

Golden Ring Resources Ltd.
11th Floor, Box 10
808 West Hastings Street
Vancouver, British Columbia
V6C 2X4

Attn: Mr. Jim Foster
Exploration Manager
Prime Equities Inc.

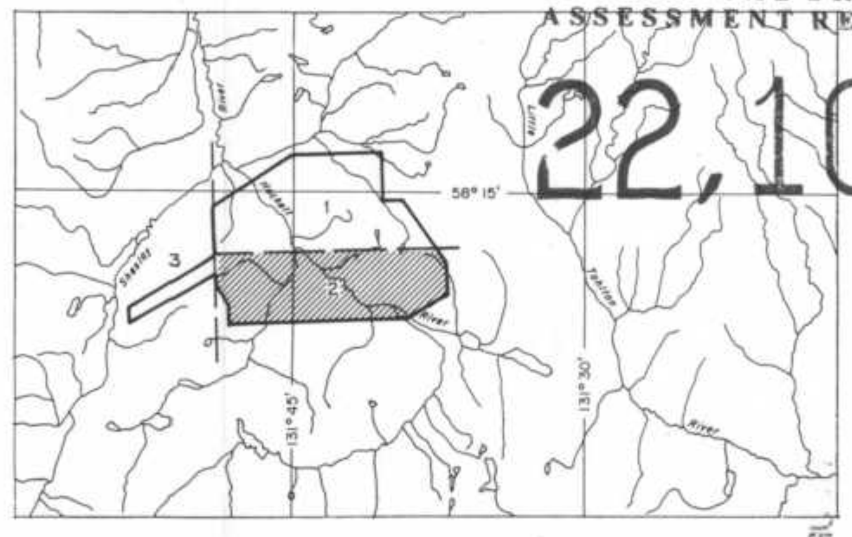
In Account With:

Aerodat Limited
3883 Nashua Drive
Mississauga, Ontario
L4V 1R3

Re: Airborne Geophysical Survey - Sheslay Property Area, Northwestern British Columbia

Pursuant to paragraph 10 (c) (on delivery of final maps and report) of Agreement between Golden Ring Resources Ltd. and Aerodat Limited dated June 3, 1991.

Mobilization/demobilization	**No Charge**
Survey Charges **870** line kms @ $120.00/km	**$104,400.00**
Radar Navigation Surcharge **435** line kms @ $30.00	**13,050.00**
Total Cost of Survey	**$117,450.00**
Less Invoice 22-9141-0190	30,000.00
Less Invoice 22-9141-0205	60,000.00
Amount Due	**27,450.00**
7% GST (R100067024)	**1,921.50**
Total Amount Due	**$29,371.50**



GEOLOGICAL BRANCH
ASSESSMENT REPORT

22,100

GOLDEN RING RESOURCES LTD.	
BASE MAP SHESLAY SURVEY AREA N.W. British Columbia	
SCALE 1:10,000 0 330 660 1320 2640 Feet 0 100 200 500 1000 Metres	
AERODAT LIMITED	DATE: JULY 1991
	NTS No: 104J/4,5
	MAP No: 1S J9141

N

Flight Path

Flight path recovery from VHS video tape and Global Positioning System (GPS).

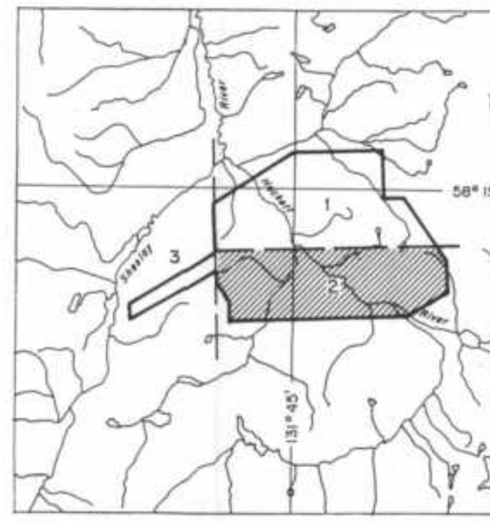
Average terrain clearance 60m
Average line spacing 100m

EM Anomalies

Conductivity Thickness (mhos)

- 0 - 1
- 1 - 2
- 2 - 4
- 4 - 8
- 8 - 15
- 15 - 30
- > 30
- Magnetite Anomaly

EM Anomaly A, 4600 Hz inphase amplitude 7 ppm, Conductivity thickness 1-2 mhos (see code).



GEOLOGICAL BRANCH ASSESSMENT REPORT

22,100

GOLDEN RING RESOURCES LTD.	
FLIGHT PATH SHESLAY SURVEY AREA N.W. British Columbia	
SCALE 1:10,000 0 330 660 1320 2640 Feet 0 100 200 500 1000 Metres	
AERODAT LIMITED	DATE: JULY 1991
	NTS No: 104J/4,5
	MAP No: 2S J9141

N

Flight Path

Flight path recovery from VHS video tape and Global Positioning System (GPS).

Average terrain clearance 60m
Average line spacing 100m

INTERPRETATION LEGEND

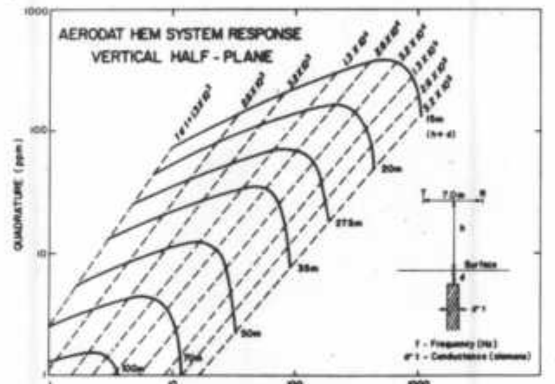
- Interpreted bedrock conductor axis
- Possible bedrock conductor axis
- Fault
- Structural Lineament

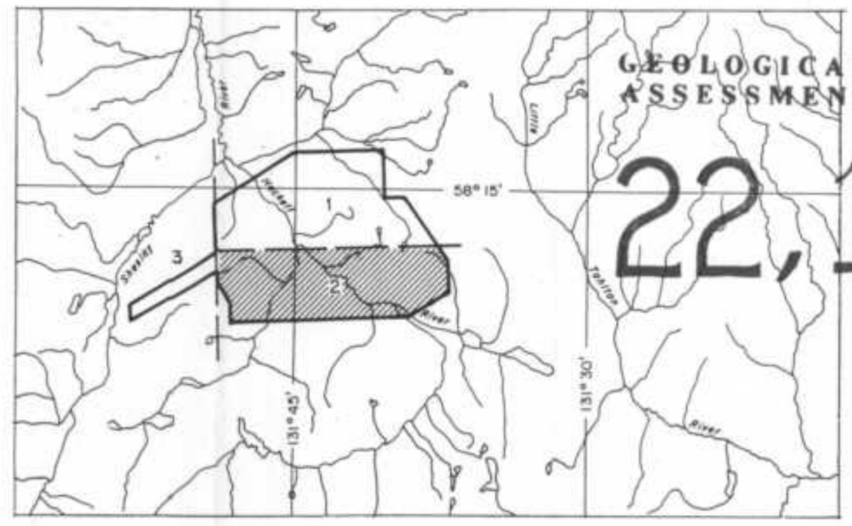
EM Anomalies

Conductivity Thickness (mhos)

- 0 - 1
- 1 - 2
- 2 - 4
- 4 - 8
- 8 - 15
- 15 - 30
- > 30
- Magnetite Anomaly

EM Anomaly A, 4600 Hz inphase amplitude 7 ppm. Conductivity thickness 1-2 mhos (see code).





GEOLOGICAL BRANCH
ASSESSMENT REPORT

22,100

GOLDEN RING RESOURCES LTD.

INTERPRETATION

SHESLAY SURVEY AREA

N.W. British Columbia

SCALE 1:10,000

0 330 660 1320 2640 Feet

0 100 200 500 1000 Metres

AERODAT LIMITED

DATE:	JULY 1991
NTS No:	104J/4,5
MAP No:	3S J9141

N

Flight Path

Flight path recovery from VHS video tape and Global Positioning System (GPS).

Average terrain clearance 60m
Average line spacing 100m

Magnetics

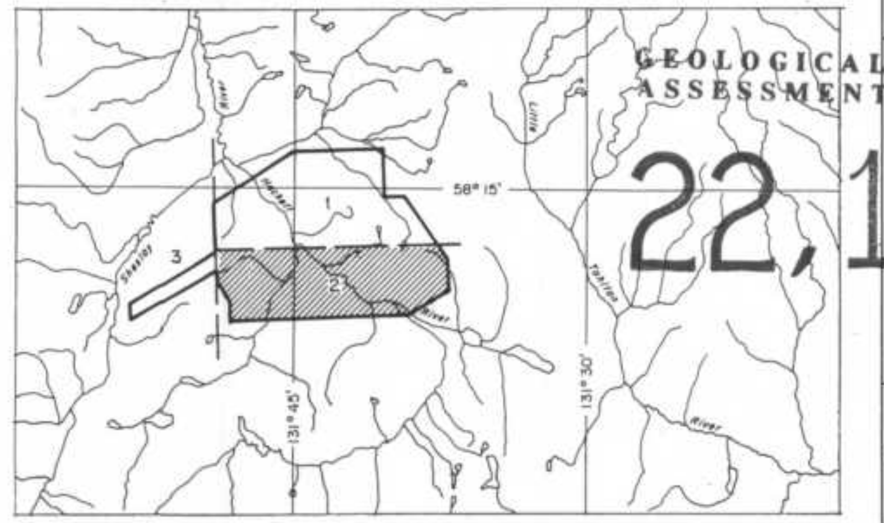
Total Field Magnetic Intensity Contours in nT.

High sensitivity cesium magnetometer.

Sensor elevation 45m.

Map contours are multiples of those listed below

5 nT
25 nT
100 nT
500 nT
2000 nT



GEOLOGICAL BRANCH
ASSESSMENT REPORT

22,100

GOLDEN RING RESOURCES LTD.

TOTAL FIELD MAGNETIC CONTOURS

SHESLAY SURVEY AREA

N.W. British Columbia

SCALE 1:10,000

0 330 660 1320 2640 Feet

0 100 200 500 1000 Metres

AERODAT LIMITED

DATE:	JULY 1991
NTS No:	104J/4,5
MAP No:	4S J9141

Flight Path

Flight path recovery from VHS video tape and Global Positioning System (GPS).

Average terrain clearance 60m
Average line spacing 100m

Vertical Gradient

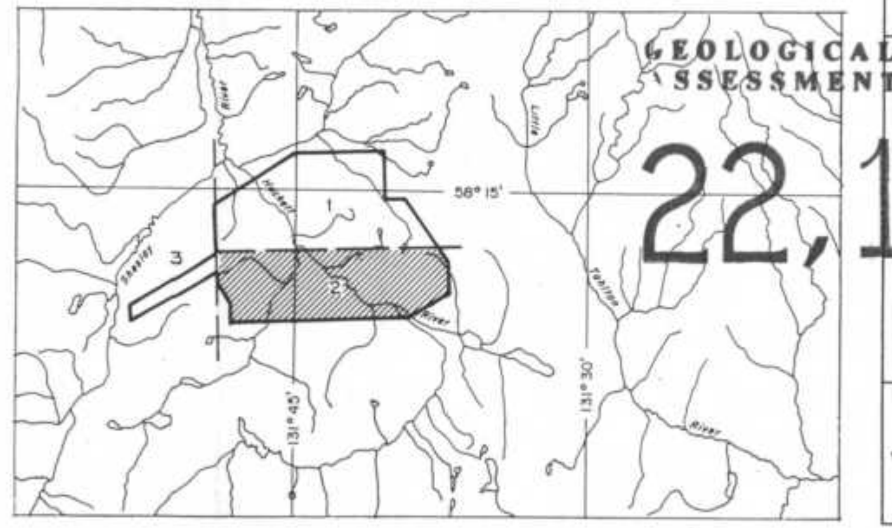
Vertical Magnetic Gradient calculated from the total field magnetic intensity in nT/m.

Cesium high sensitivity magnetometer.

Sensor elevation 45m

Map contours are multiples of those listed below

0.2 nT/m
1.0 nT/m
5.0 nT/m
25 nT/m
100 nT/m



GEOLOGICAL BRANCH
ASSESSMENT REPORT

22,100

GOLDEN RING RESOURCES LTD.

CALCULATED VERTICAL MAGNETIC GRADIENT

SHESLAY SURVEY AREA

N.W. British Columbia

SCALE 1:10,000

0 330 660 1320 2640 Feet

0 100 200 500 1000 Metres

AERODAT LIMITED

DATE:	JULY 1991
NTS No:	104J/4,5
MAP No:	5S J9141

N

Flight Path

Flight path recovery from VHS video tape and Global Positioning System (GPS).

Average terrain clearance 60m
Average line spacing 100m

Apparent Resistivity

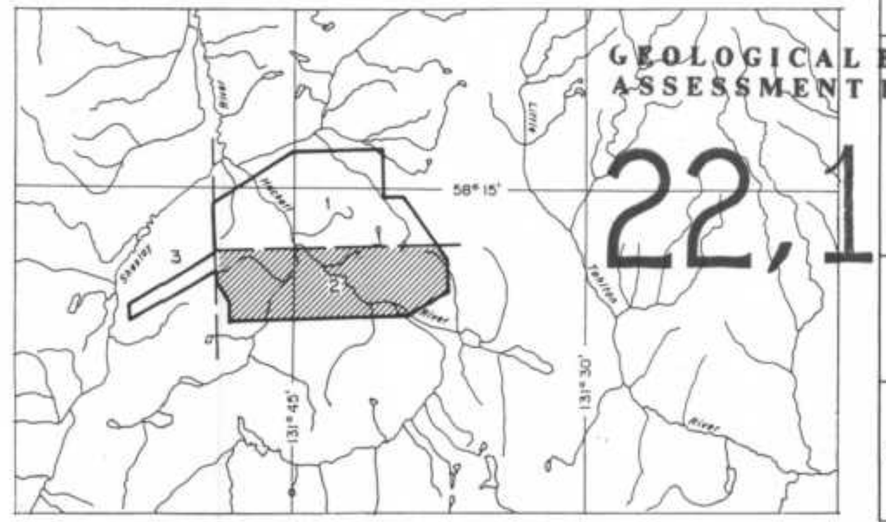
Calculated from 4600 Hz coaxial EM response assuming a 200 m conductive layer.

Contouring in ohm•m at logarithmic intervals.

Sensor elevation 30m

Map contours are multiples of those listed below

0.1 log(ohm•m)
0.5 log(ohm•m)
2.0 log(ohm•m)



GEOLOGICAL BRANCH
ASSESSMENT REPORT

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GOLDEN RING RESOURCES LTD.

APPARENT RESISTIVITY CONTOURS

SHESLAY SURVEY AREA

N.W. British Columbia

SCALE 1:10,000

0 330 660 1320 2640 Feet

0 100 200 500 1000 Metres

AERODAT LIMITED

DATE:	JULY 1991
NTS No:	104J/4,5
MAP No:	6S J9141

N

Flight Path

Flight path recovery from VHS video tape and Global Positioning System (GPS).

Average terrain clearance 60m
Average line spacing 100m

VLF-EM

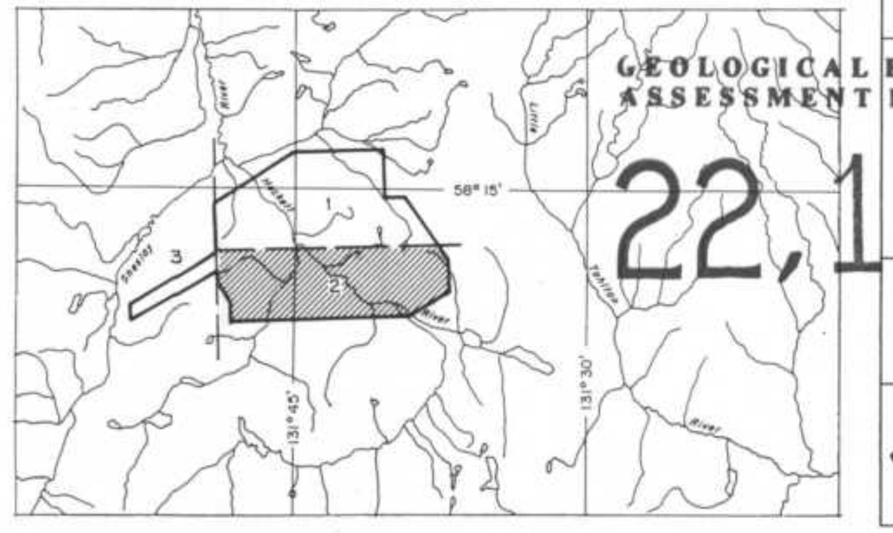
VLF-EM Total Field Intensity in percent.

Station: NLK (Flights 1-2 & 5-12)
Jim Creek, Washington
24.8 kHz

Station: NAA (Flights 3,4)
Lualualei, Hawaii
23.4 kHz

Sensor elevation 45m

Map contours are multiples of those listed below
1 %
5 %
10 %



GEOLOGICAL BRANCH
ASSESSMENT REPORT

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GOLDEN RING RESOURCES LTD.

VLF-EM TOTAL FIELD CONTOURS

SHESLAY SURVEY AREA

N.W. British Columbia

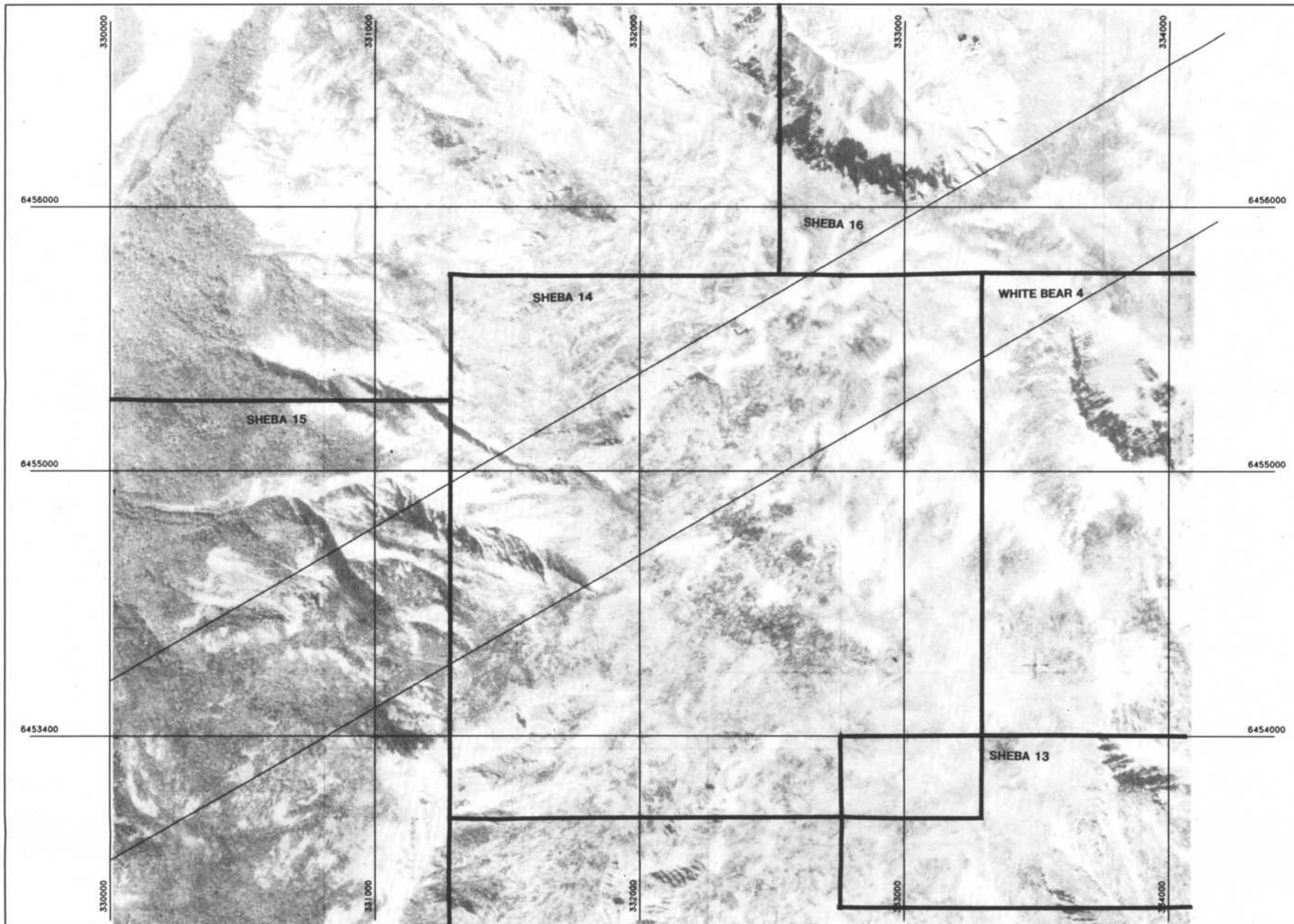
SCALE 1:10,000

0 330 660 1320 2640 Feet

0 100 200 500 1000 Metres

AERODAT LIMITED

DATE:	JULY 1991
NTS No:	104J/4,5
MAP No:	7S J9141



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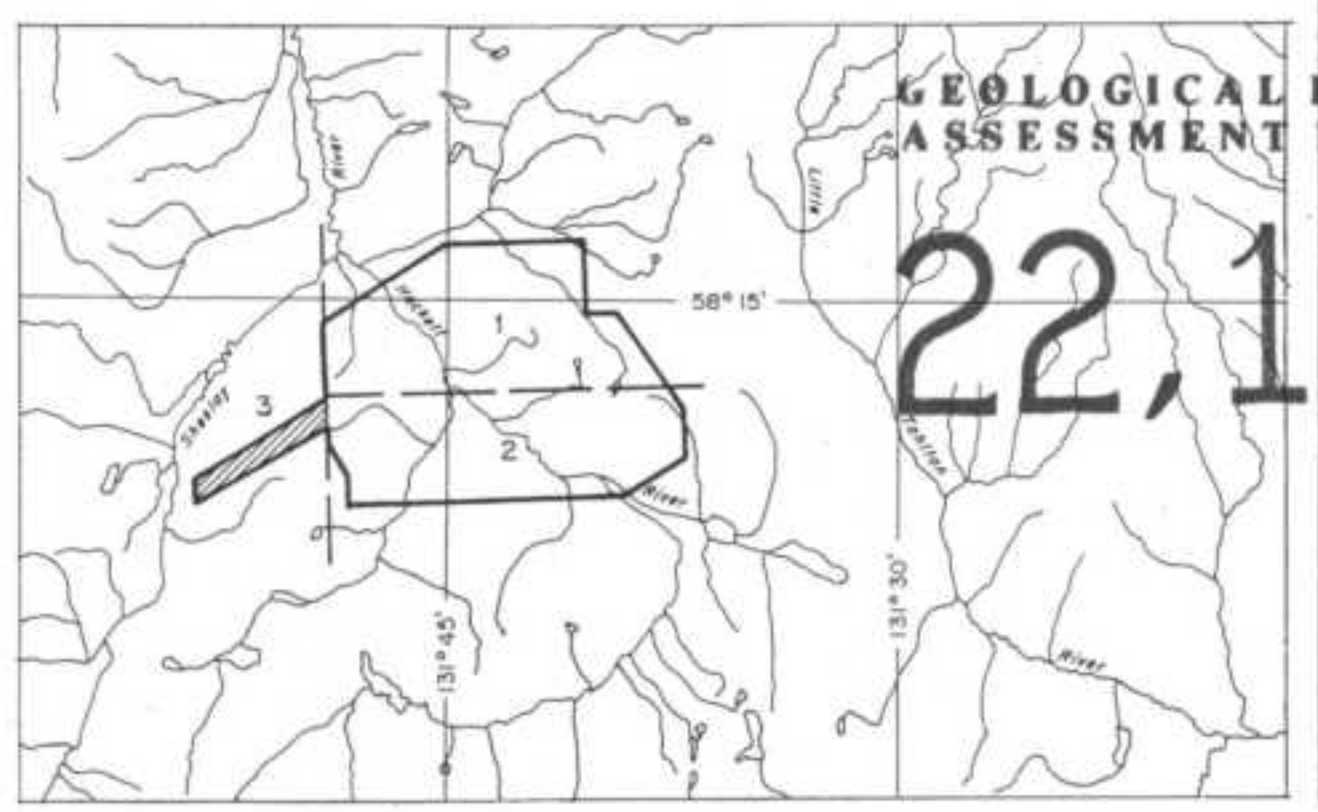

GEOLOGICAL BRANCH
ASSESSMENT REPORT

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GOLDEN RING RESOURCES LTD.

BASE MAP

SHESLAY SURVEY AREA

N.W. British Columbia

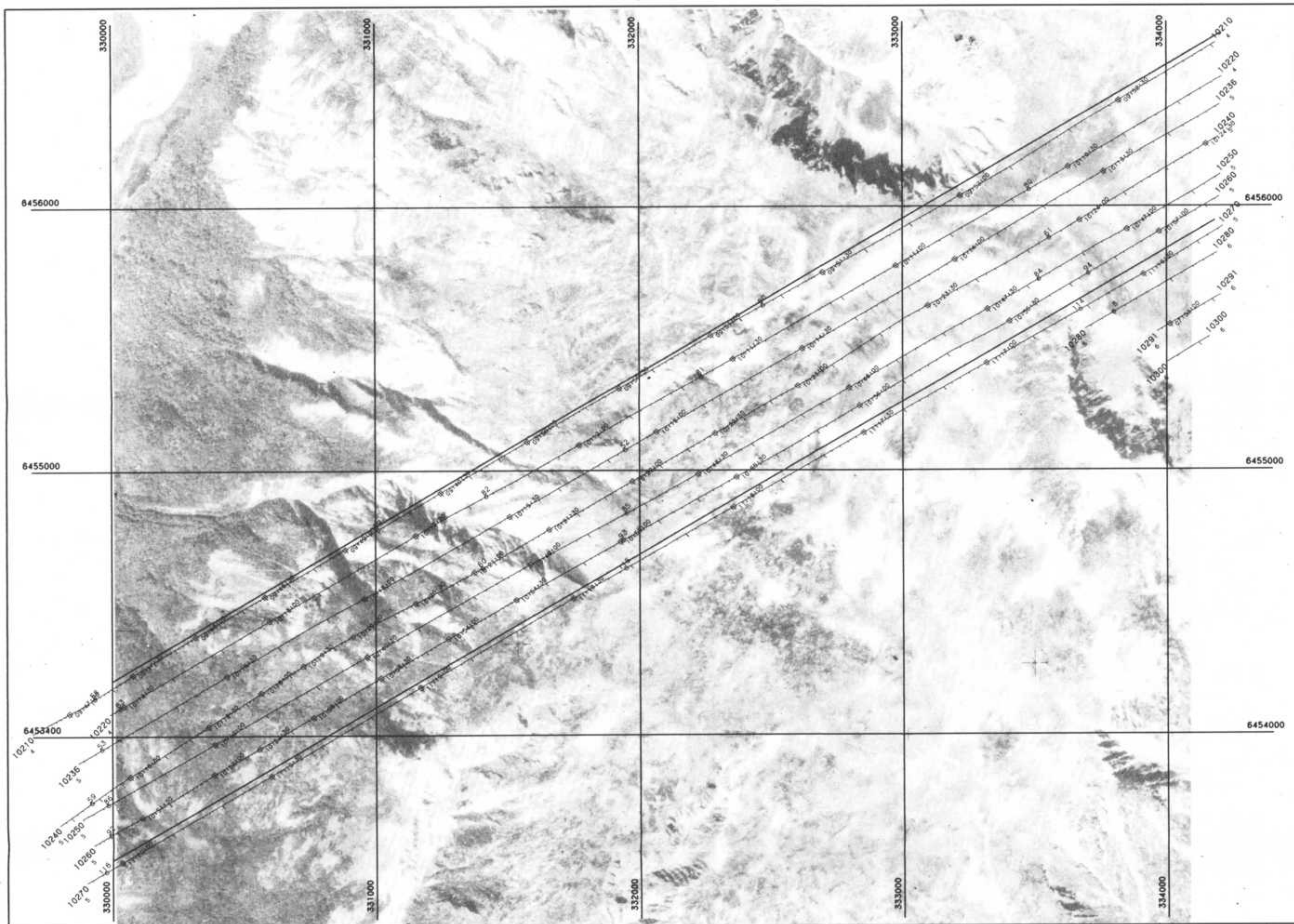
SCALE 1:10,000

0 330 660 1320 2640 Feet

0 100 200 500 1000 Metres

AERODAT LIMITED

DATE:	JULY 1991
NTS No:	104J/4,5
MAP No:	1W J9141



EM Anomalies

Conductivity Thickness (mhos)

- 0 - 1
- 1 - 2
- 2 - 4
- 4 - 8
- 8 - 15
- 15 - 30
- + 30
- Magnetite Anomaly

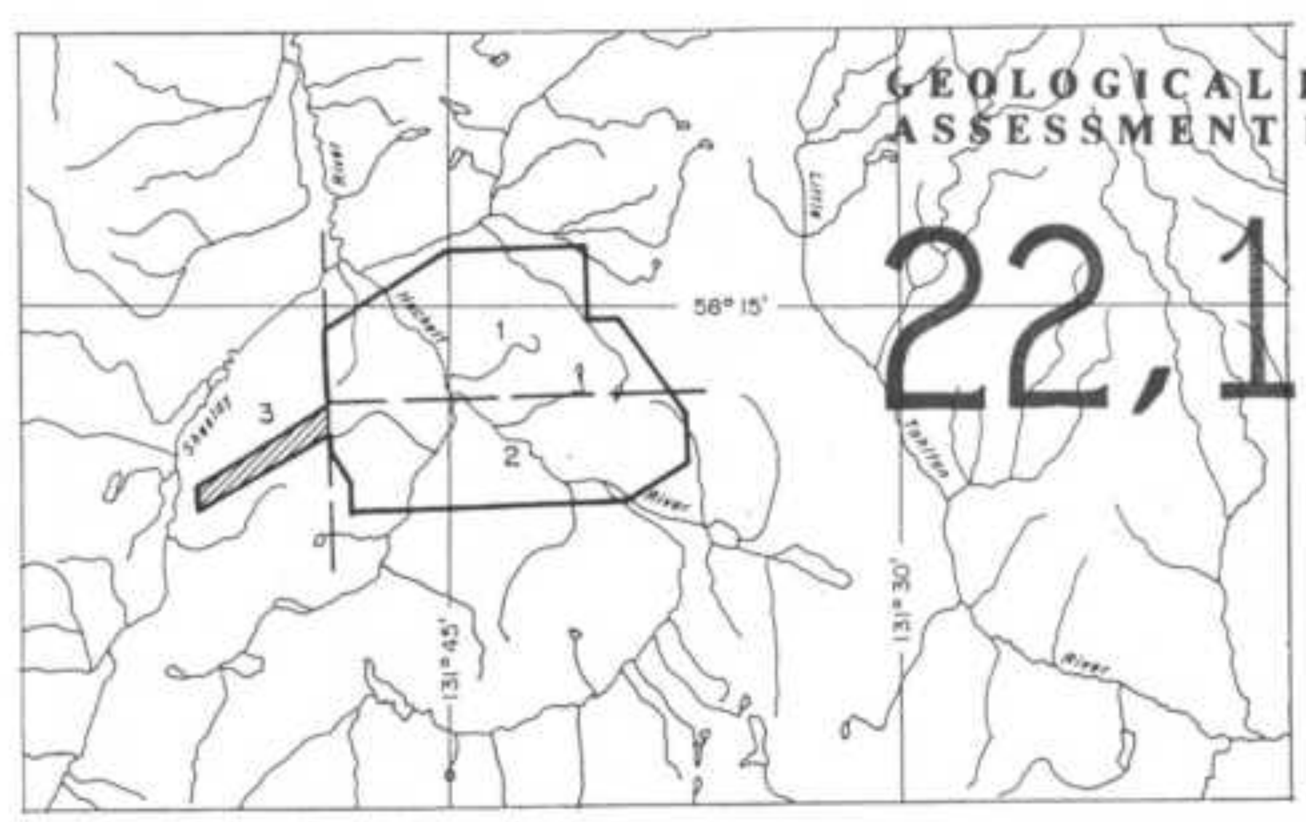
EM Anomaly A, 4600 Hz inphase amplitude 7 ppm. Conductivity thickness 1-2 mhos (see code).

N

Flight Path

Flight path recovery from VHS video tape and Global Positioning System (GPS).

Average terrain clearance 60m
Average line spacing 100m



GEOLOGICAL BRANCH
ASSESSMENT REPORT

22,100

GOLDEN RING RESOURCES LTD.

FLIGHT PATH

SHESLAY SURVEY AREA

N.W. British Columbia

SCALE 1:10,000

0 330 660 1320 2640 Feet

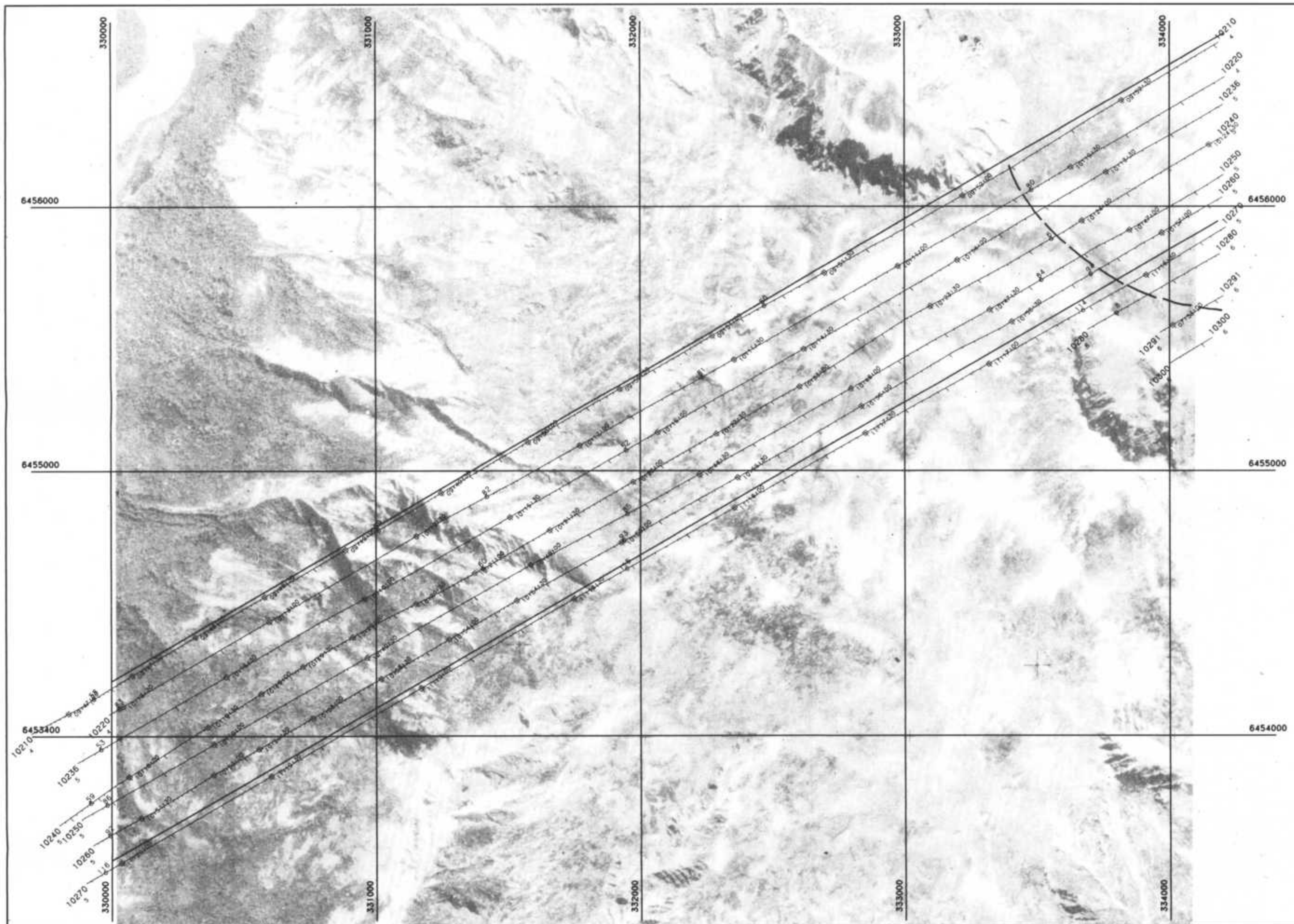
0 100 200 500 1000 Metres

AERODAT LIMITED

DATE: JULY 1991

NTS No: 104J/4,5

MAP No: 2W J9141



EM Anomalies

Conductivity Thickness (mhos)

- 0 - 1
- 1 - 2
- 2 - 4
- 4 - 8
- 8 - 15
- 15 - 30
- > 30
- Magnetite Anomaly

EM Anomaly A, 4600 Hz inphase amplitude 7 ppm, Conductivity thickness 1-2 mhos (see code).

N

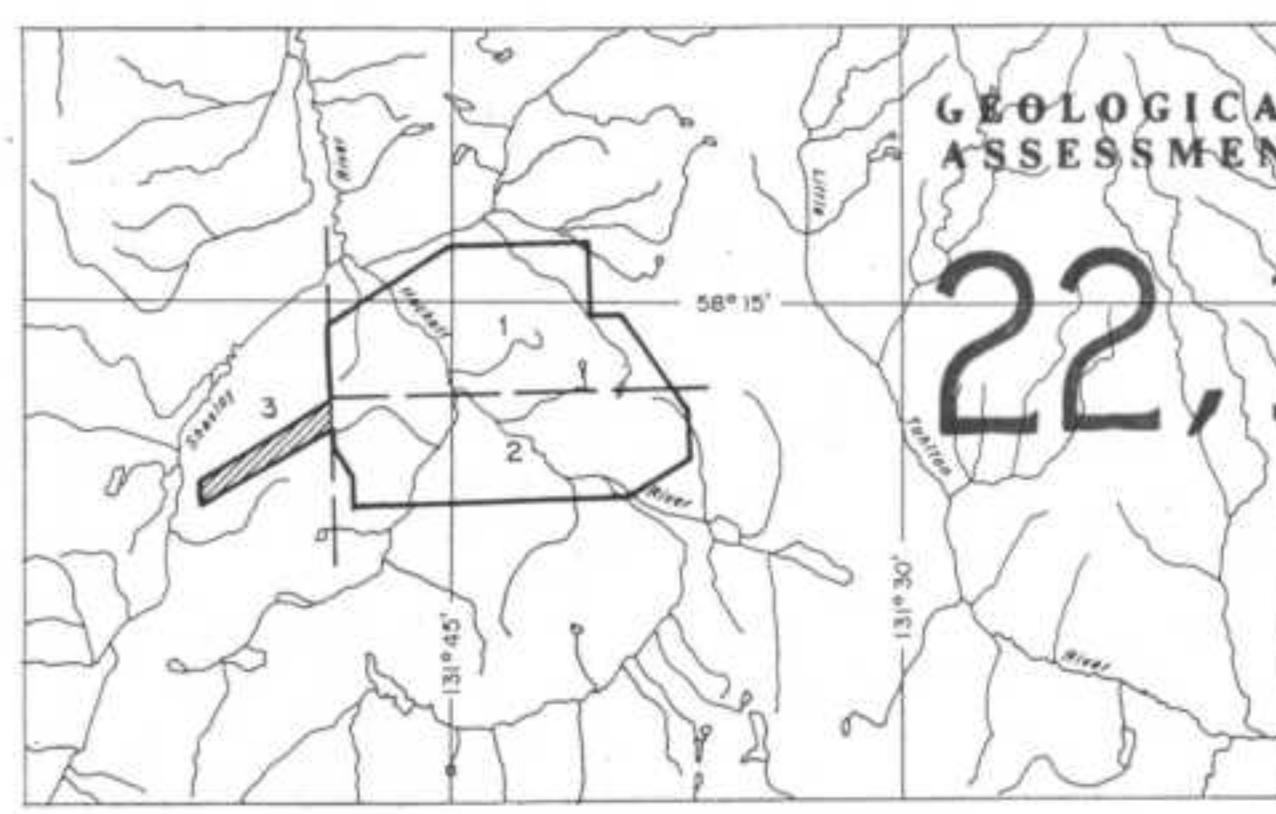
Flight Path

Flight path recovery from VHS video tape and Global Positioning System (GPS).

Average terrain clearance 60m
Average line spacing 100m

INTERPRETATION LEGEND

- Interpreted bedrock conductor axis
- Possible bedrock conductor axis
- Fault
- Structural Lineament



GEOLOGICAL BRANCH
ASSESSMENT REPORT

22,100

GOLDEN RING RESOURCES LTD.

INTERPRETATION

SHESLAY SURVEY AREA

N.W. British Columbia

SCALE 1:10,000

0 330 660 1320 2640 Feet

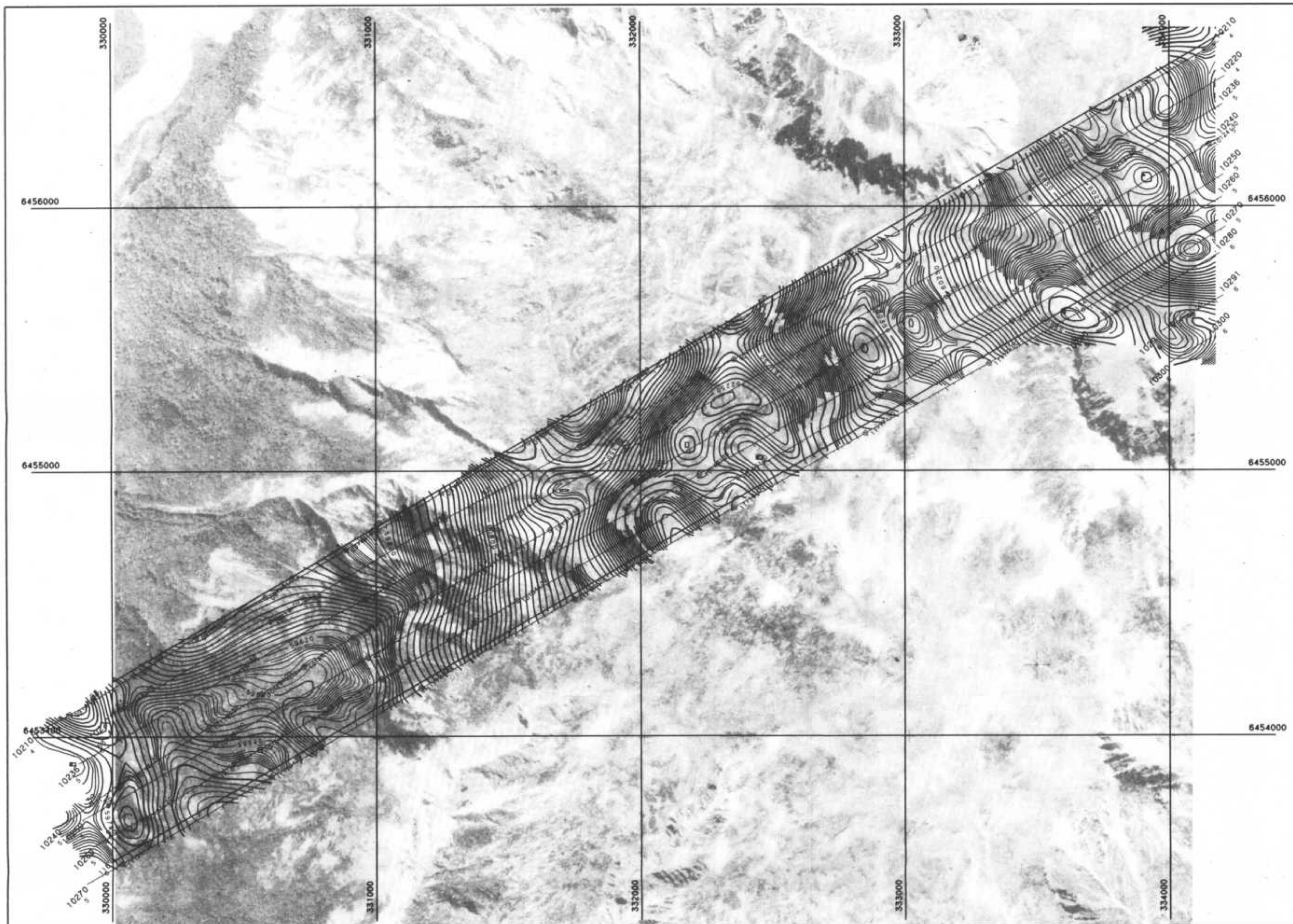
0 100 200 500 1000 Metres

AERODAT LIMITED

DATE: JULY 1991

NTS No: 104J/4,5

MAP No: 3W J9141



Magnetics

Total Field Magnetic Intensity Contours in nT.

High sensitivity cesium magnetometer.

Sensor elevation 45m

Map contours are multiples of those listed below

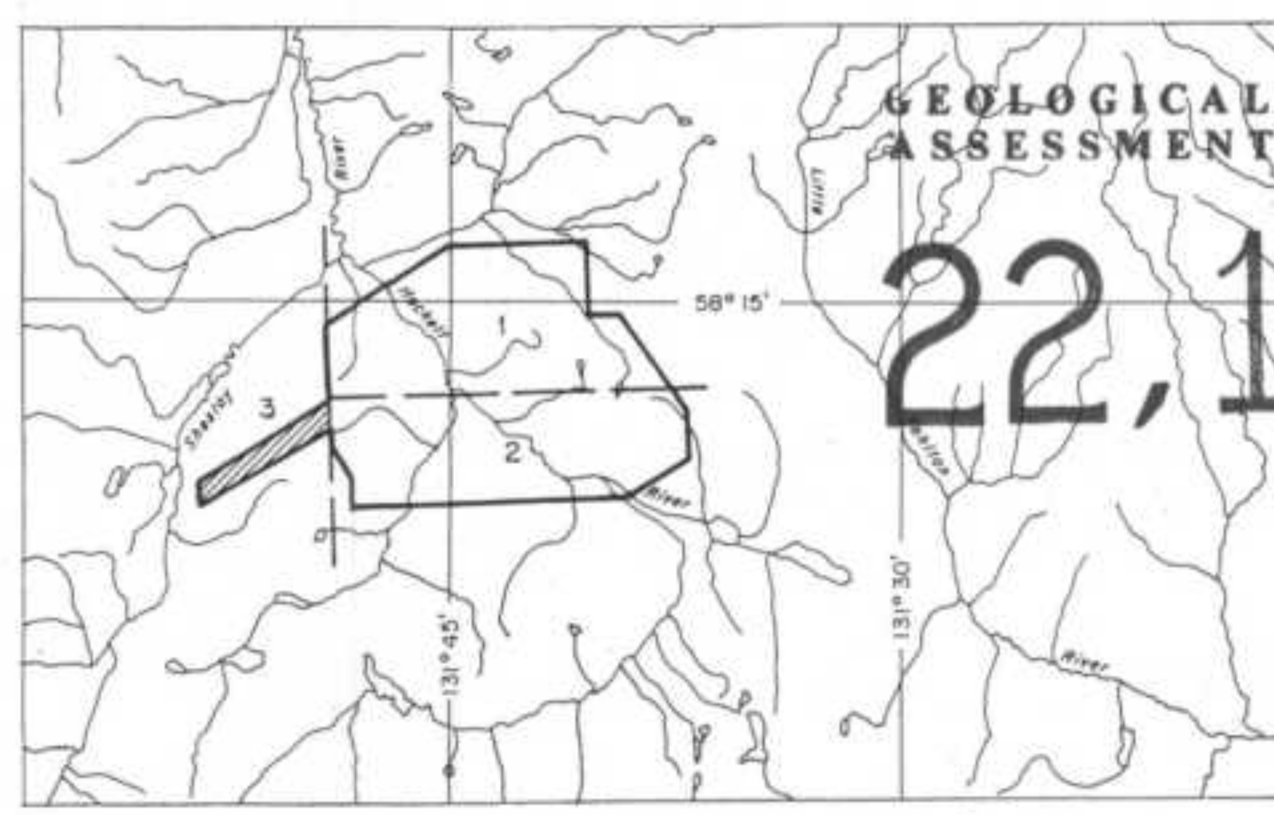
———	5 nT
———	25 nT
———	100 nT
———	500 nT
———	2000 nT

N

Flight Path

Flight path recovery from VHS video tape and Global Positioning System (GPS).

Average terrain clearance 60m
Average line spacing 100m



GOLDEN RING RESOURCES LTD.

TOTAL FIELD MAGNETIC CONTOURS

SHESLAY SURVEY AREA

N.W. British Columbia

SCALE 1:10,000

0 330 660 1320 2640 Feet

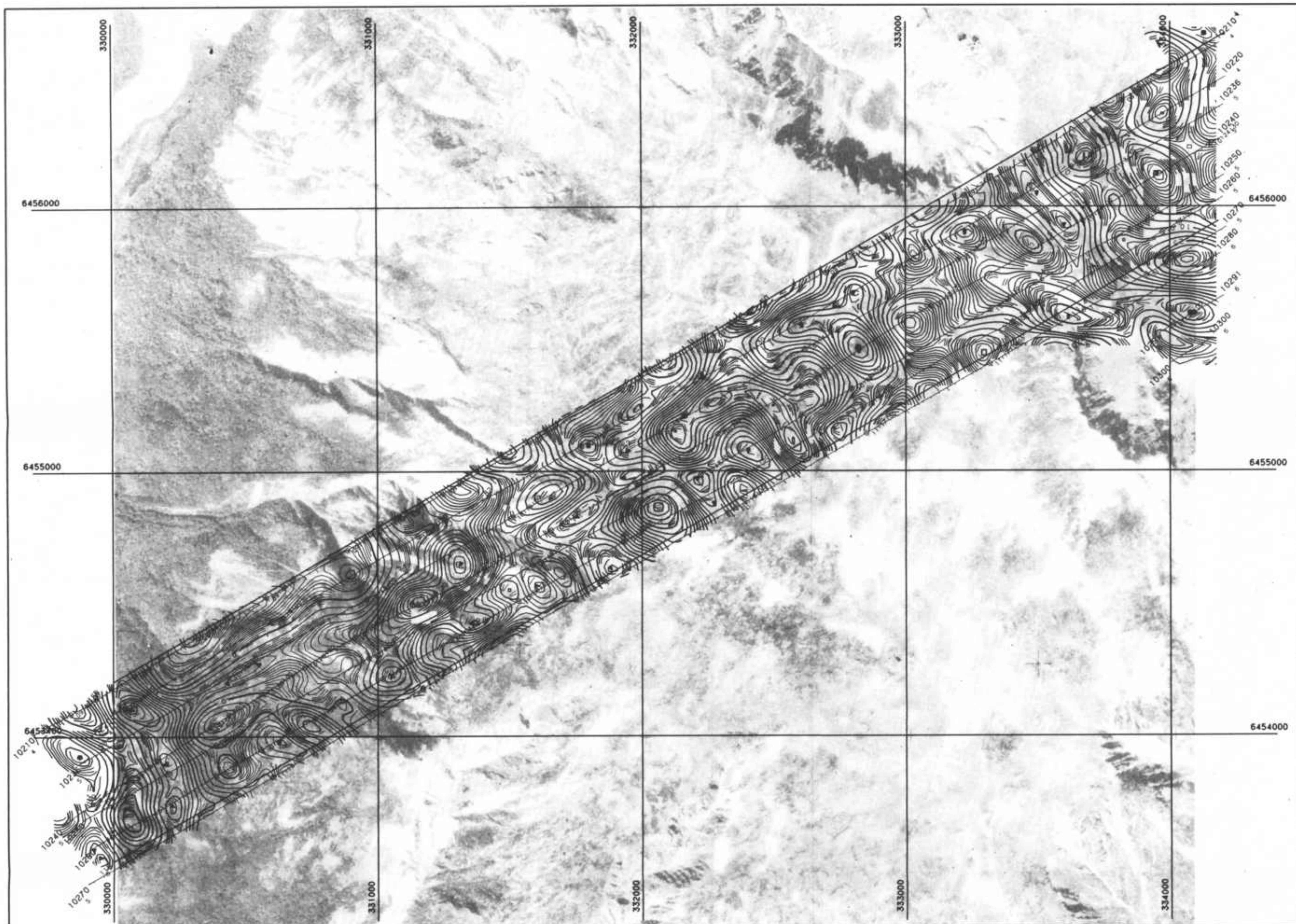
0 100 200 500 1000 Metres

AERODAT LIMITED

DATE: JULY 1991

NTS No: 104J/4,5

MAP No: 4W J9141



Vertical Gradient

Vertical Magnetic Gradient calculated from the total field magnetic intensity in nT/m.

Cesium high sensitivity magnetometer.

Sensor elevation 45m

Map contours are multiples of those listed below

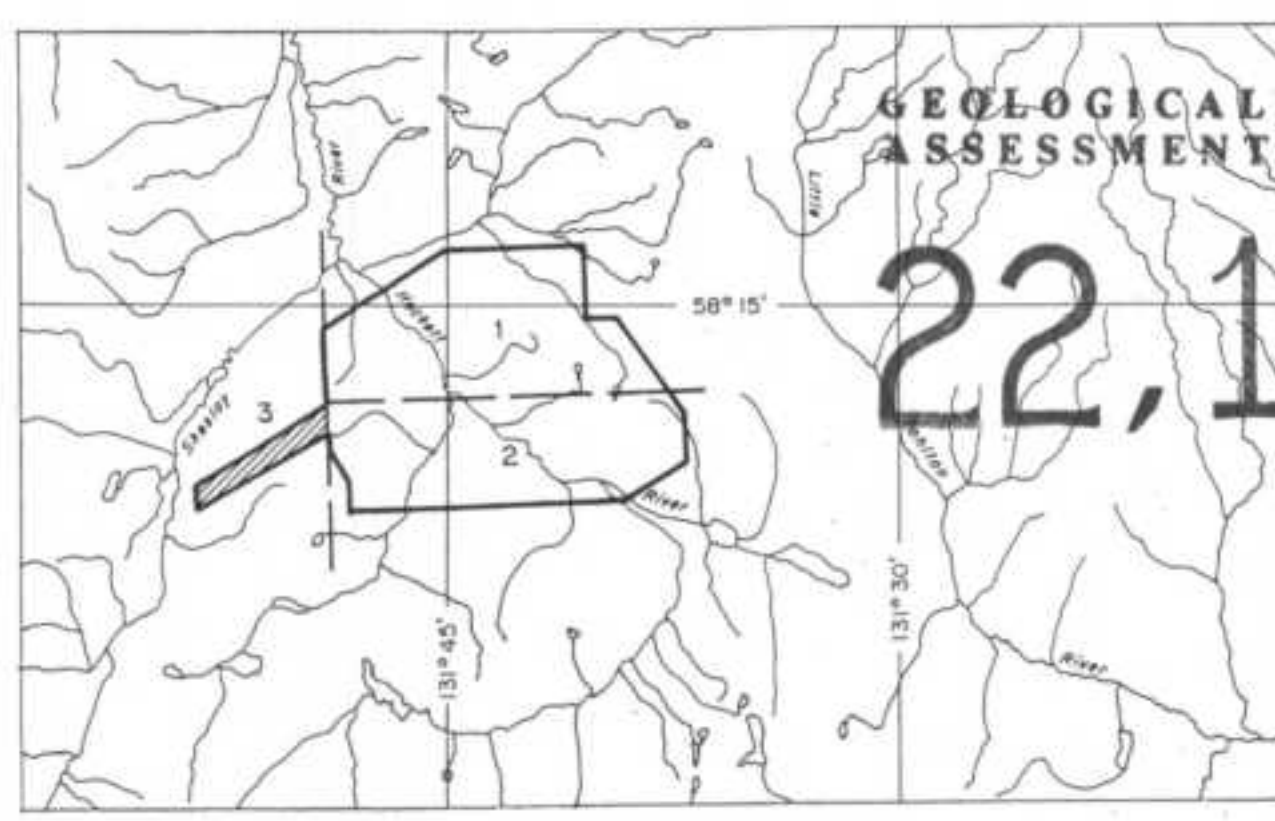
0.2 nT/m
1.0 nT/m
5.0 nT/m
25 nT/m
100 nT/m

N

Flight Path

Flight path recovery from VHS video tape and Global Positioning System (GPS).

Average terrain clearance 60m
Average line spacing 100m



GEOLOGICAL BRANCH
ASSESSMENT REPORT

22,100

GOLDEN RING RESOURCES LTD.

CALCULATED VERTICAL MAGNETIC GRADIENT

SHESLAY SURVEY AREA

N.W. British Columbia

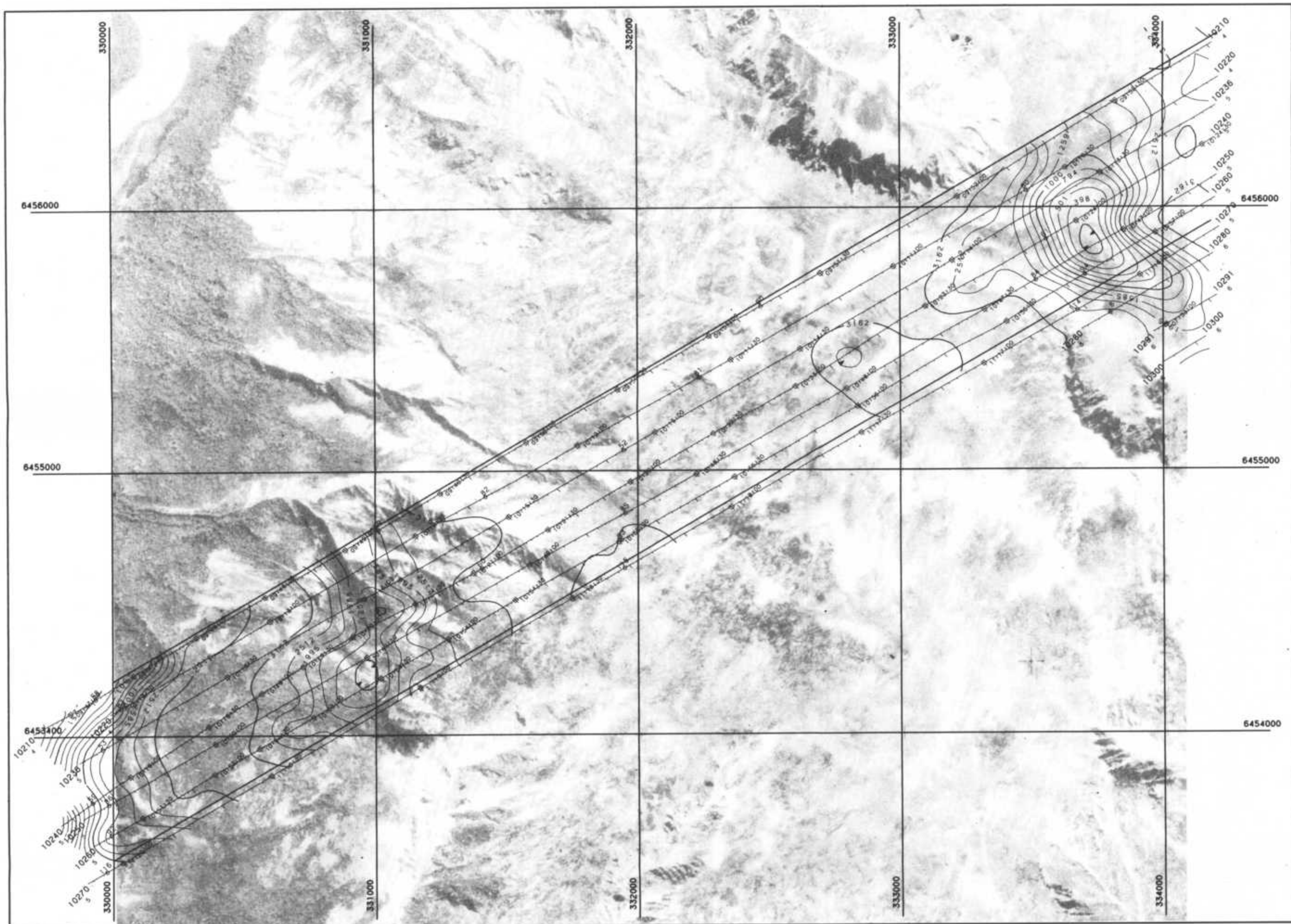
SCALE 1:10,000

0 330 660 1320 2640 Feet

0 100 200 500 1000 Metres

AERODAT LIMITED

DATE:	JULY 1991
NTS No:	104J/4,5
MAP No:	5W J9141



Apparent Resistivity

Calculated from 4600 Hz coaxial EM response assuming a 200 m conductive layer.

Contouring in ohm•m at logarithmic intervals.

Sensor elevation 30m

Map contours are multiples of those listed below

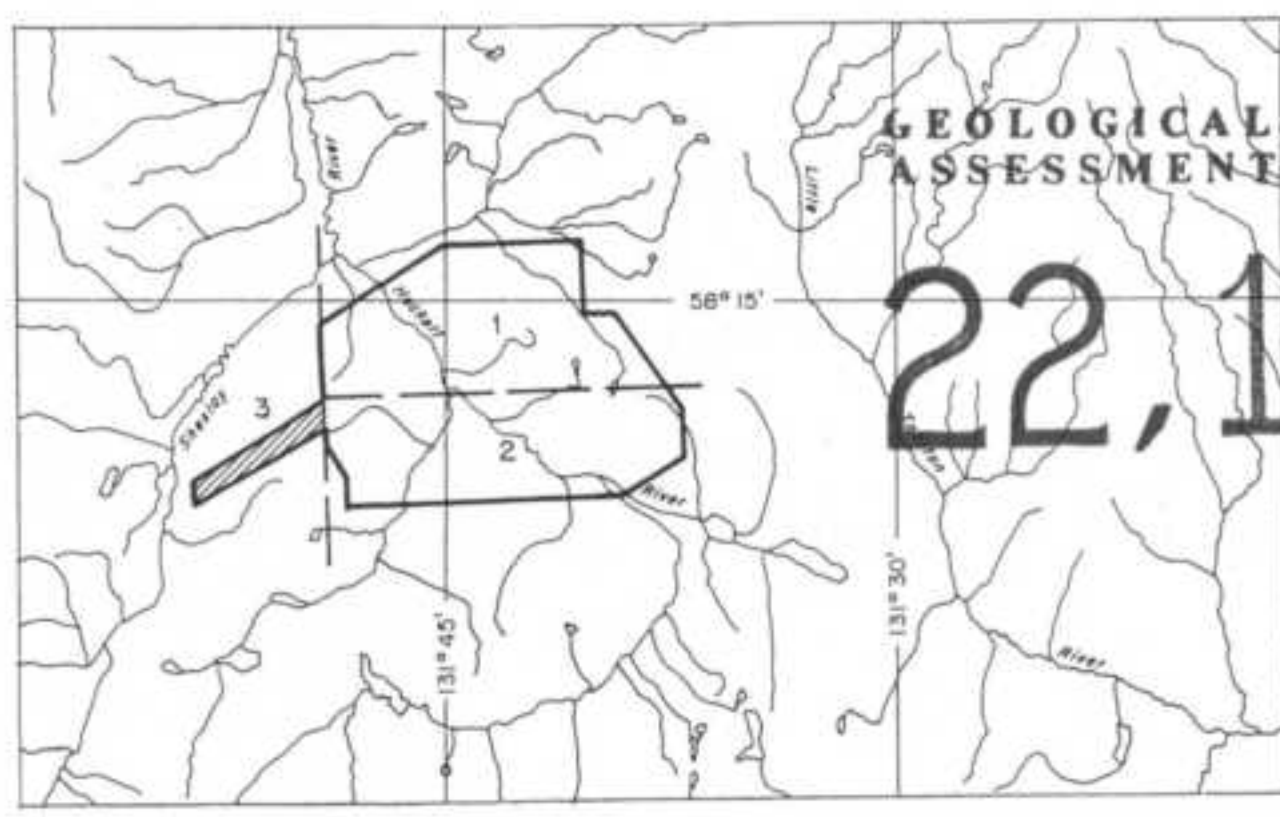
0.1 log(ohm•m)
0.5 log(ohm•m)
2.0 log(ohm•m)

N

Flight Path

Flight path recovery from VHS video tape and Global Positioning System (GPS).

Average terrain clearance 60m
Average line spacing 100m



GEOLOGICAL BRANCH
ASSESSMENT REPORT

22,100

GOLDEN RING RESOURCES LTD.

APPARENT RESISTIVITY CONTOURS

SHESLAY SURVEY AREA

N.W. British Columbia

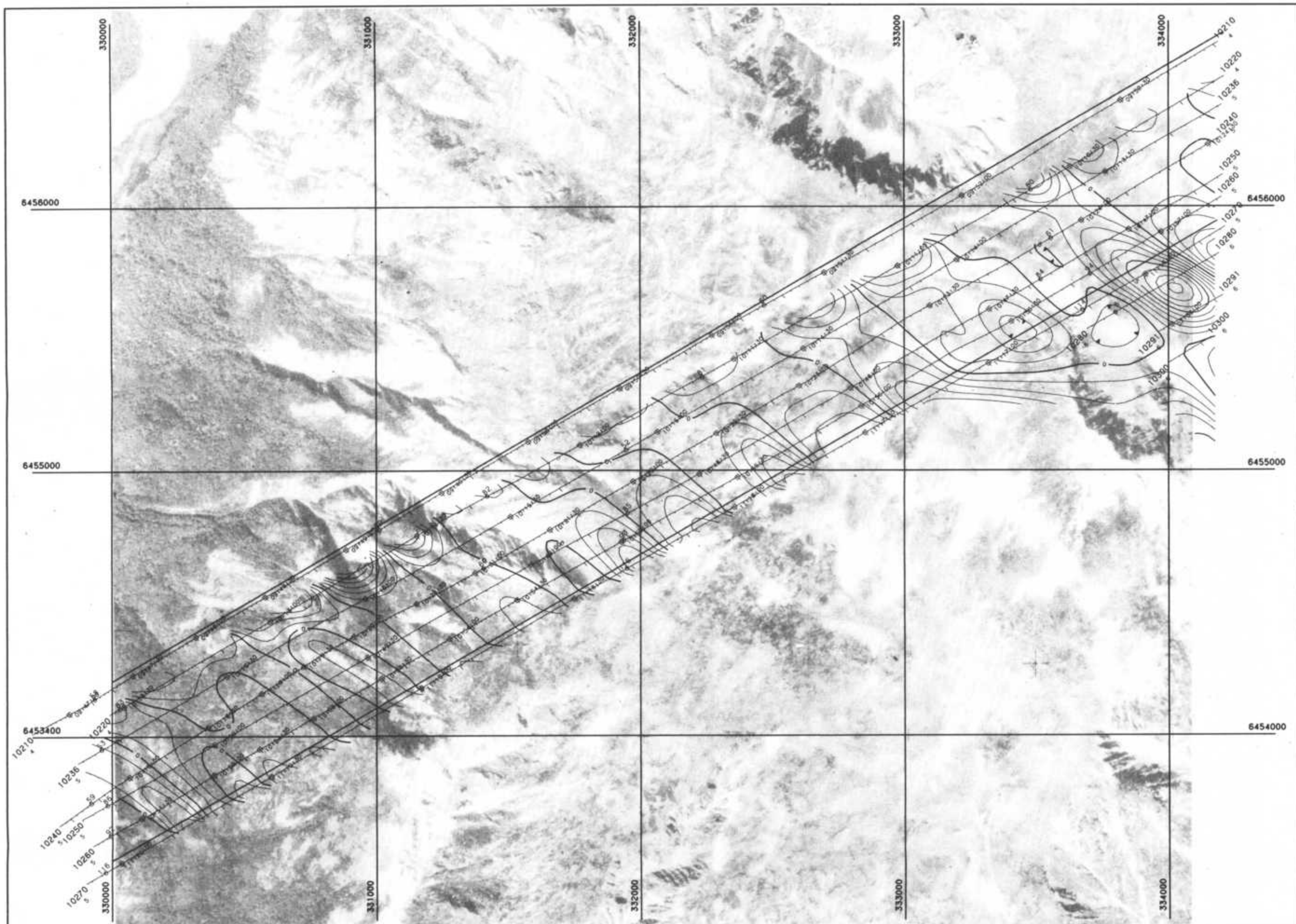
SCALE 1:10,000

0 330 660 1320 2640 Feet

0 100 200 500 1000 Metres

AERODAT LIMITED

DATE:	JULY 1991
NTS No:	104J/4,5
MAP No:	6W J9141



VLF-EM

VLF-EM Total Field Intensity in percent.

Station: NLK (Flights 1-2 & 5-12)
Jim Creek, Washington
24.8 kHz

Station: NAA (Flights 3,4)
Lualualei, Hawaii
23.4 kHz

Sensor elevation 45m

Map contours are multiples of those listed below

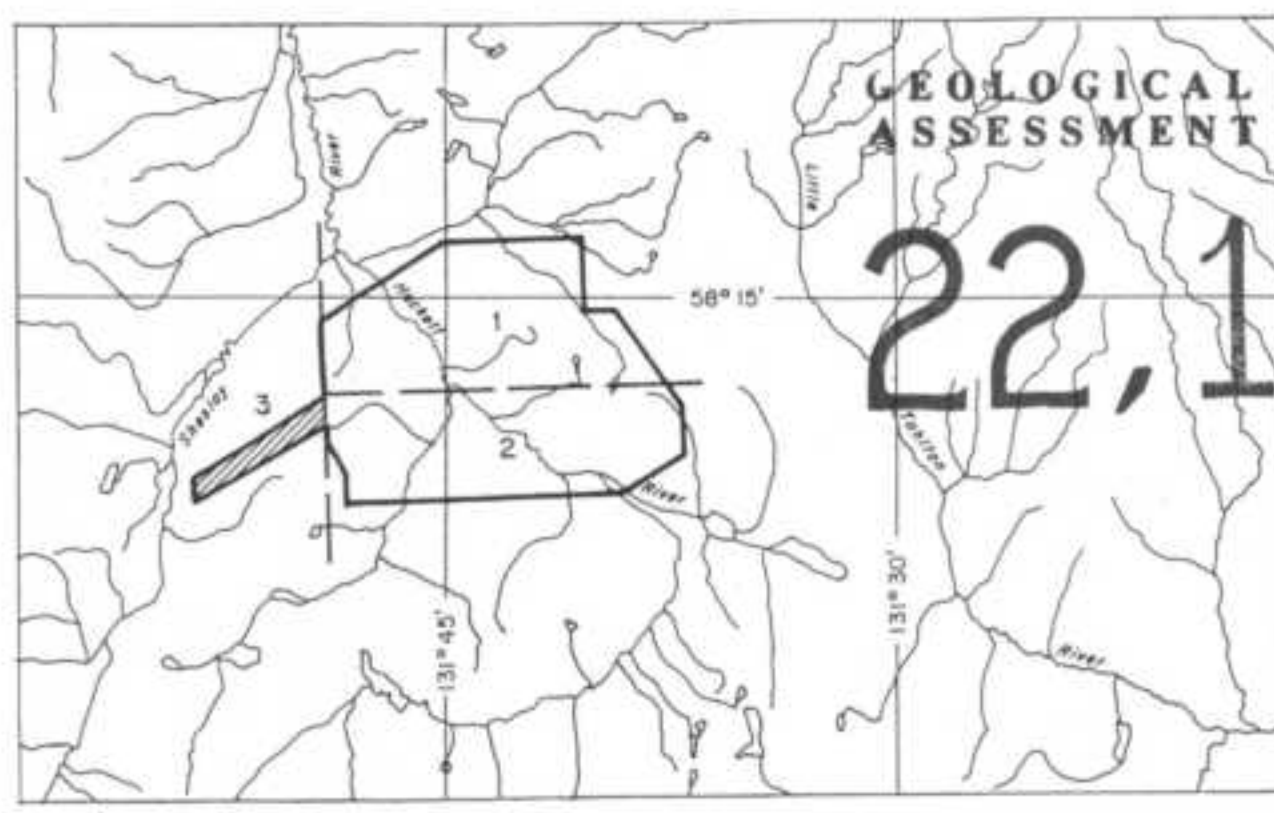
1 %
5 %
10 %

N

Flight Path

Flight path recovery from VHS video tape and Global Positioning System (GPS).

Average terrain clearance 60m
Average line spacing 100m



GEOLOGICAL BRANCH
ASSESSMENT REPORT

22,100

GOLDEN RING RESOURCES LTD.

VLF-EM TOTAL FIELD CONTOURS

SHESLAY SURVEY AREA

N.W. British Columbia

SCALE 1:10,000

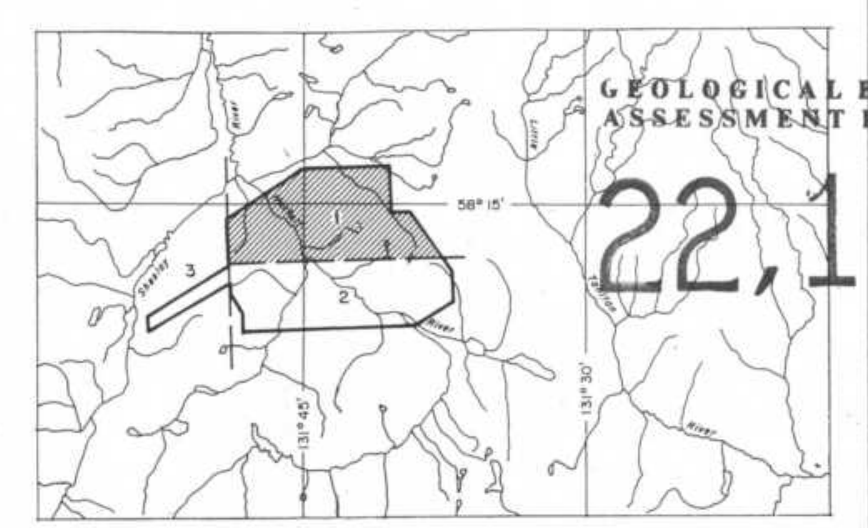
0 330 660 1320 2640 Feet

0 100 200 500 1000 Metres

AERODAT LIMITED

DATE:	JULY 1991
NTS No:	104J/4,5
MAP No:	7W J9141

N



GEOLOGICAL BRANCH
ASSESSMENT REPORT

22,100

GOLDEN RING RESOURCES LTD.	
BASE MAP	
SHESLAY SURVEY AREA N.W. British Columbia	
SCALE 1:10,000 0 330 660 1320 2640 Feet 0 100 200 500 1000 Metres	
AERODAT LIMITED	DATE: JULY 1991 NTS No: 104J/4,5 MAP No: 1N J9141

N

Flight Path

Flight path recovery from VHS video tape and Global Positioning System (GPS).

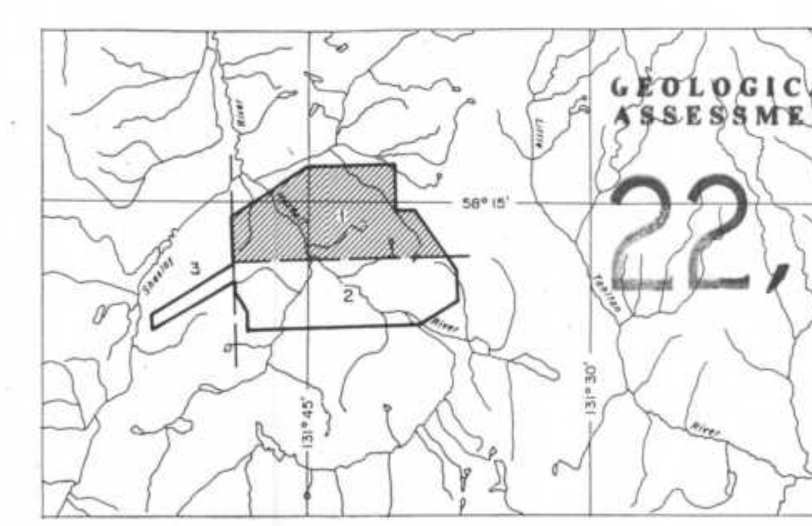
Average terrain clearance 60m
Average line spacing 100m

EM Anomalies

Conductivity Thickness (mhos)

0 - 1
1 - 2
2 - 4
4 - 8
8 - 15
15 - 30
+ 30
Magnetite Anomaly

EM Anomaly A, 4600 Hz inphase amplitude 7 ppm. Conductivity thickness 1-2 mhos (see code).



GEOLOGICAL BRANCH ASSESSMENT REPORT

22,100

GOLDEN RING RESOURCES LTD.	
FLIGHT PATH	
SHESLAY SURVEY AREA N.W. British Columbia	
SCALE 1:10,000 0 330 660 1320 2640 Feet 0 100 200 500 1000 Metres	
AERODAT LIMITED	DATE: JULY 1991
	NTS No: 104J/4,5
	MAP No: 2N J9141

Flight Path

Flight path recovery from VHS video tape and Global Positioning System (GPS).

Average terrain clearance 60m
Average line spacing 100m

INTERPRETATION LEGEND

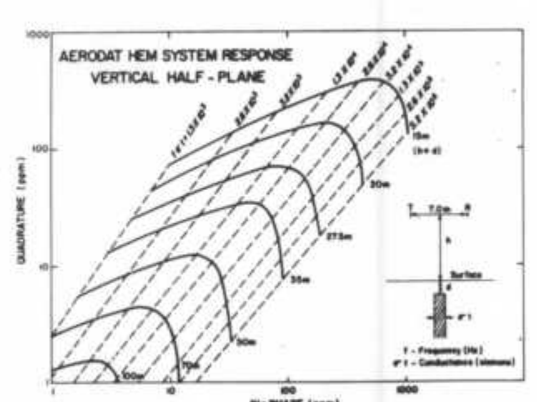
Interpreted bedrock conductor axis
Possible bedrock conductor axis
Fault
Structural Lineament

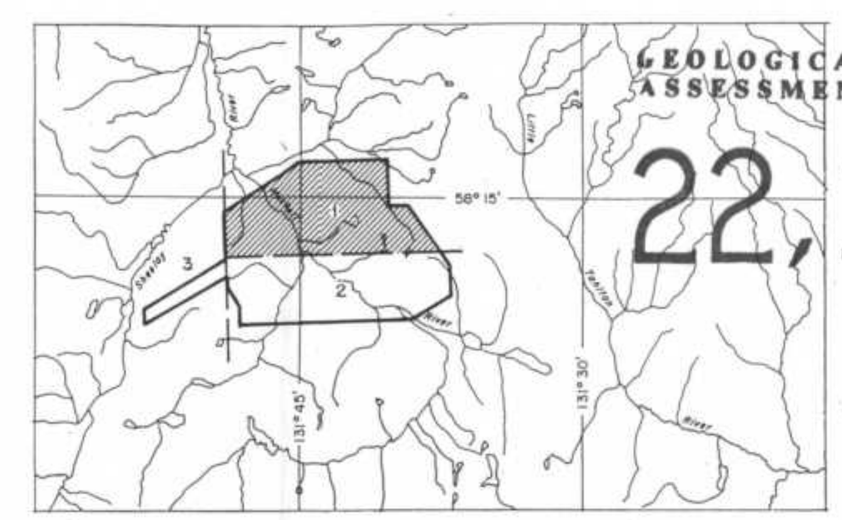
EM Anomalies

Conductivity Thickness (mhos)

0 - 1
1 - 2
2 - 4
4 - 8
8 - 15
15 - 30
> 30
Magnetite Anomaly

EM Anomaly A, 4600 Hz inphase amplitude 7 ppm. Conductivity thickness 1-2 mhos (see code).





GEOLOGICAL BRANCH
ASSESSMENT REPORT

22,100

GOLDEN RING RESOURCES LTD.

INTERPRETATION

SHESLAY SURVEY AREA

N.W. British Columbia

SCALE 1:10,000

0 330 660 1320 2640 Feet

0 100 200 500 1000 Metres

AERODAT LIMITED

DATE:	JULY 1991
NTS No:	104J/4,5
MAP No:	3N J9141

Flight Path

Flight path recovery from VHS video tape and Global Positioning System (GPS).

Average terrain clearance 60m
Average line spacing 100m

Magnetics

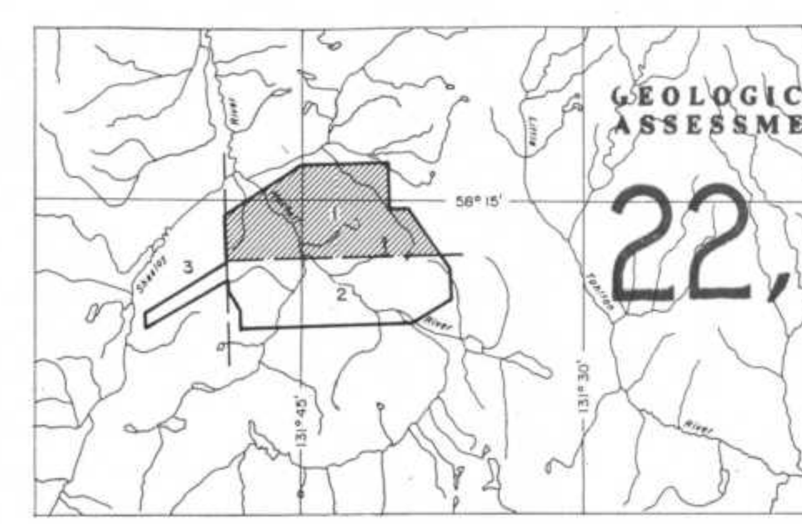
Total Field Magnetic Intensity Contours in nT.

High sensitivity cesium magnetometer.

Sensor elevation 45m

Map contours are multiples of those listed below

5 nT
25 nT
100 nT
500 nT
2000 nT



GEOLOGICAL BRANCH
ASSESSMENT REPORT

22,100

GOLDEN RING RESOURCES LTD.

TOTAL FIELD MAGNETIC CONTOURS

SHESLAY SURVEY AREA

N.W. British Columbia

SCALE 1:10,000

0 330 660 1320 2640 Feet

0 100 200 500 1000 Metres

AERODAT LIMITED

DATE: JULY 1991

NTS No: 104J/4,5

MAP No: 4N J9141

N

Flight Path

Flight path recovery from VHS video tape and Global Positioning System (GPS).

Average terrain clearance 60m
Average line spacing 100m

Vertical Gradient

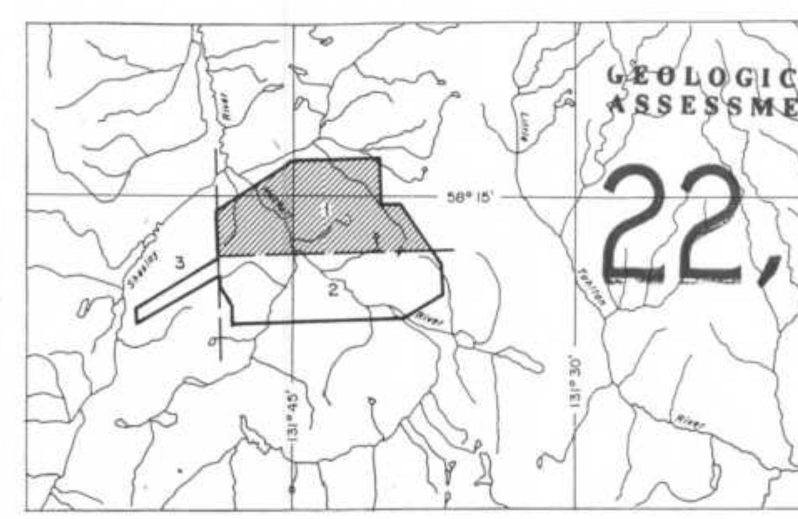
Vertical Magnetic Gradient calculated from the total field magnetic intensity in nT/m.

Cesium high sensitivity magnetometer.

Sensor elevation 45m

Map contours are multiples of those listed below

0.2 nT/m
1.0 nT/m
5.0 nT/m
25 nT/m
100 nT/m



GEOLOGICAL BRANCH
ASSESSMENT REPORT

22,100

GOLDEN RING RESOURCES LTD.

CALCULATED VERTICAL MAGNETIC GRADIENT

SHESLAY SURVEY AREA

N.W. British Columbia

SCALE 1:10,000

0 330 660 1320 2640 Feet

0 100 200 500 1000 Metres

AERODAT LIMITED

DATE:	JULY 1991
NTS No:	104J/4,5
MAP No:	5N J9141

N

Flight Path

Flight path recovery from VHS video tape and Global Positioning System (GPS).

Average terrain clearance 60m
Average line spacing 100m

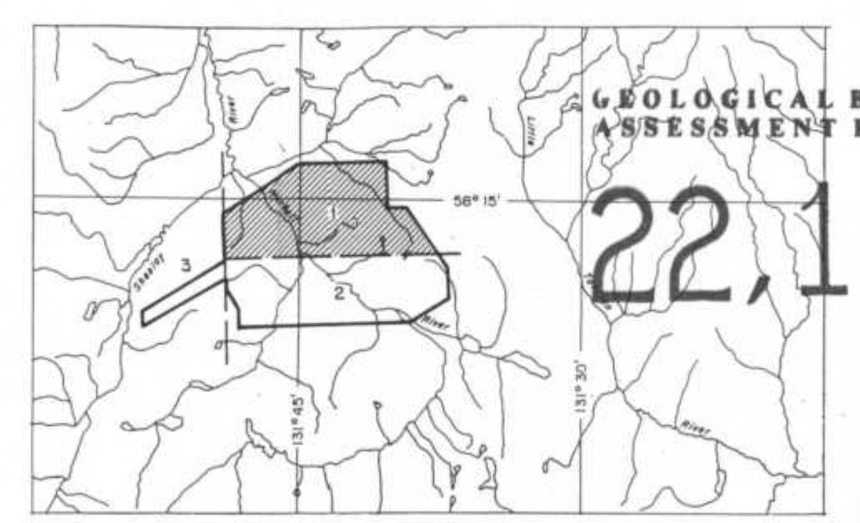
Apparent Resistivity

Calculated from 4600 Hz coaxial EM response assuming a 200 m conductive layer.

Contouring in ohm•m at logarithmic intervals.

Sensor elevation 30m

Map contours are multiples of those listed below
0.1 log(ohm•m)
0.5 log(ohm•m)
2.0 log(ohm•m)



GEOLOGICAL BRANCH
ASSESSMENT REPORT

22,100

GOLDEN RING RESOURCES LTD.

APPARENT RESISTIVITY CONTOURS

SHESLAY SURVEY AREA

N.W. British Columbia

SCALE 1:10,000

0 330 660 1320 2640 Feet

0 100 200 500 1000 Metres

AERODAT LIMITED

DATE:	JULY 1991
NTS No:	104J/4,5
MAP No:	6N J9141

N

Flight Path

Flight path recovery from VHS video tape and Global Positioning System (GPS).

Average terrain clearance 60m
Average line spacing 100m

VLF-EM

VLF-EM Total Field Intensity in percent.

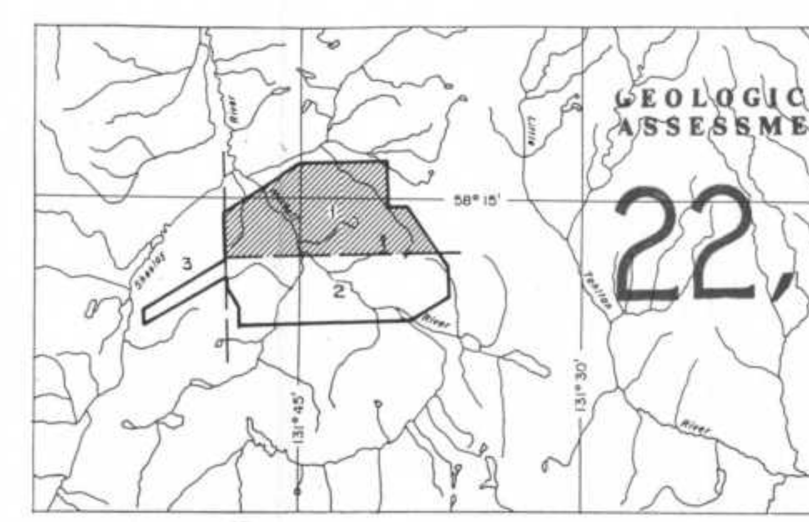
Station: NLK (Flights 1-2 & 5-12)
Jim Creek, Washington
24.8 kHz

Station: NAA (Flights 3,4)
Lualualei, Hawaii
23.4 kHz

Sensor elevation 45m

Map contours are multiples of those listed below

1 %
5 %
10 %



GEOLOGICAL BRANCH
ASSESSMENT REPORT

22,100

GOLDEN RING RESOURCES LTD.

VLF-EM TOTAL FIELD CONTOURS

SHESLAY SURVEY AREA

N.W. British Columbia

SCALE 1:10,000

0 330 660 1320 2640 Feet

0 100 200 500 1000 Metres

AERODAT LIMITED

DATE:	JULY 1991
NTS No:	104J/4,5
MAP No:	7N J9141