BRITISH COLUMBIA
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Ministry of Forests, Mines and Lands
BC Geological Survey

Assessment Report
Title Page and Summary

TYPE OF REPORT [type of survey(s)]: Helicopter Magnetic Gradiometer & VLF-EM Survey **TOTAL COST:** $ 80,000.00

AUTHOR(S): Jonathan Rudd **SIGNATURE(S):**

NOTICE OF WORK PERMIT NUMBER(S)/DATE(S): **YEAR OF WORK:** 2010

STATEMENT OF WORK - CASH PAYMENTS EVENT NUMBER(S)/DATE(S): Event Number 4819920 - 2010/DEC/20

PROPERTY NAME: Silver Hill

CLAIM NAME(S) (on which the work was done): Silver Hill (532681), Suzanne 1 (532951), Suzanne 2 (532952), Silver Hill 2 (535857), Silver Hill 3 (535858), Silver Bay (536464), Smoke (692188), Smoke 2, (706848), Moly Bay (837862), Moly Hill (837863), and Big Hill (837864).

COMMODITIES SOUGHT: MoS2, Pb, and Ag

MINERAL INVENTORY MINFILE NUMBER(S), IF KNOWN:

MINING DIVISION: Revelstoke **NTS/BCGS:** 82K/12W

LATITUDE: 50 ° 41 ' 06 " **LONGITUDE:** 117 ° 46 ' 42 " **(at centre of work)**

OWNER(S):
1) Bruce Doyle 2)

MAILING ADDRESS:
1423 Crease Ave
Nelson, BC, V1L 1A2

OPERATOR(S) [who paid for the work]:
1) Max Investments Ltd. 2)

MAILING ADDRESS:
3750 West 49th Ave.
Vancouver, BC, V6N 3T8

PROPERTY GEOLOGY KEYWORDS (lithology, age, stratigraphy, structure, alteration, mineralization, size and attitude):
Early Paleozoic Milford Formation and Lardeau Group of meta-sedimentary rocks, as potential host porphyry/skarn molybdenite deposits

REFERENCES TO PREVIOUS ASSESSMENT WORK AND ASSESSMENT REPORT NUMBERS:

Next Page

TYPE OF WORK IN THIS REPORT	EXTENT OF WORK (IN METRIC UNITS)	ON WHICH CLAIMS	PROJECT COSTS APPORTIONED (incl. support)
GEOLOGICAL (scale, area)			
Ground, mapping			
Photo interpretation			
GEOPHYSICAL (line-kilometres)			
Ground			
Magnetic			
Electromagnetic			
Induced Polarization			
Radiometric			
Seismic			
Other			
Airborne	696.1 line km all claims	ALL	$ 80,000.00
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			
Mineralographic			
Metallurgic			
PROSPECTING (scale, area)			
PREPARATORY / PHYSICAL			
Line/grid (kilometres)			
Topographic/Photogrammetric (scale, area)			
Legal surveys (scale, area)			
Road, local access (kilometres)/trail			
Trench (metres)			
Underground dev. (metres)			
Other			
		TOTAL COST:	$ 80,000.00

Report on a Helicopter-Borne Magnetic Gradiometer and VLF-EM Survey

Aeroquest Job # 11010

Silver Hill Block

Nakusp, British Columbia
NTS082K12

For

Max Investments Inc.

By

AEROQUEST
AIRBORNE

Report date: February 4, 2011

Report on a Helicopter-Borne Magnetic Gradiometer and VLF-EM Survey

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NTS 082K12

For

Max Investments Inc.

3750 West 49th Ave.
Vancouver, BC, V6N 3T8
Canada

by

7687 Bath Road
Mississauga, ON, L4T 3T1
Tel: (905) 672-9129
Fax: (905) 672-7083
www.aeroquest.ca

Report date: February 4, 2011

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- TMI – Coloured Total Magnetic Intensity with line contours.
- MVG – Measured Vertical Magnetic Gradient with line contours.
- VLF_L_TOT –VLF Total Field Line Station with contours.

1. INTRODUCTION

This report describes a helicopter-borne geophysical survey carried out on behalf of Max Investments Inc. over the Silver Hill survey block near Nakusp, British Columbia. The principal geophysical sensors were Aeroquest's Bluebird Heli-TAG tri-axial magnetic gradiometer (towed-bird) system, which employs four (4) optically pumped caesium magnetometer sensors, and an RMS Instruments Herz TOTEM-2A Very-Low Frequency EM system. Ancillary equipment includes a GPS navigation system, radar altimeter, digital video acquisition system, and a base station magnetometer.

The total survey coverage presented on the accompanying maps and digital archive is 736 line-km, of which 696 line-km fell within the pre-defined project area co-ordinates (Appendix 1). Survey flying described in this report took place between December 16th and 19th, 2010. This report describes the survey logistics, the data processing, and provides an overview of the results.

2. SURVEY AREA

The Silver Hill project area is located in south eastern British Columbia, 135 km north of Nelson, 45 km southeast of Revelstoke and 50 km north of Nakusp. Population centres close-by include Beaton, Shelter Bay and Arrowhead, all within 10km of the survey area. Project terrain is rugged and mountainous with survey elevations ranging from 400m to over 2000m above sea level. Northeast Arm of Upper Arrow Lake lies to the northwest of the project.

The survey block corner-coordinates are tabulated in Appendix 1.

The base of survey operations was at Nakusp, British Columbia.

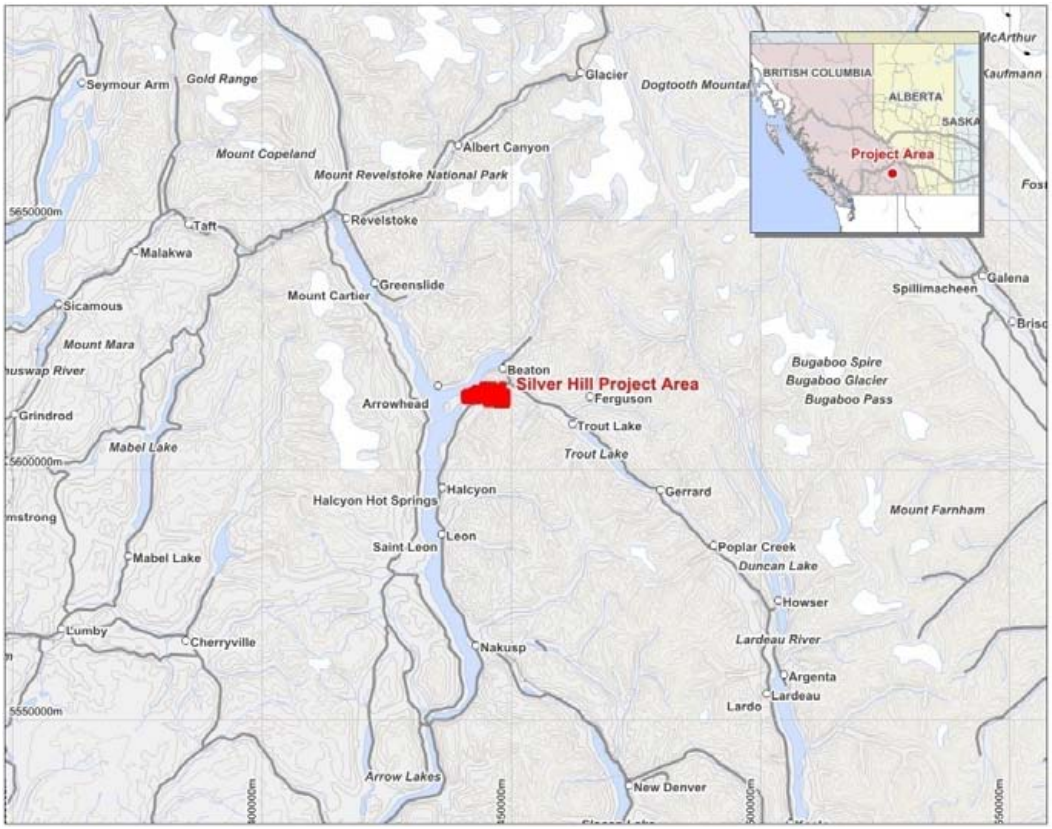

Figure 1. Project Location

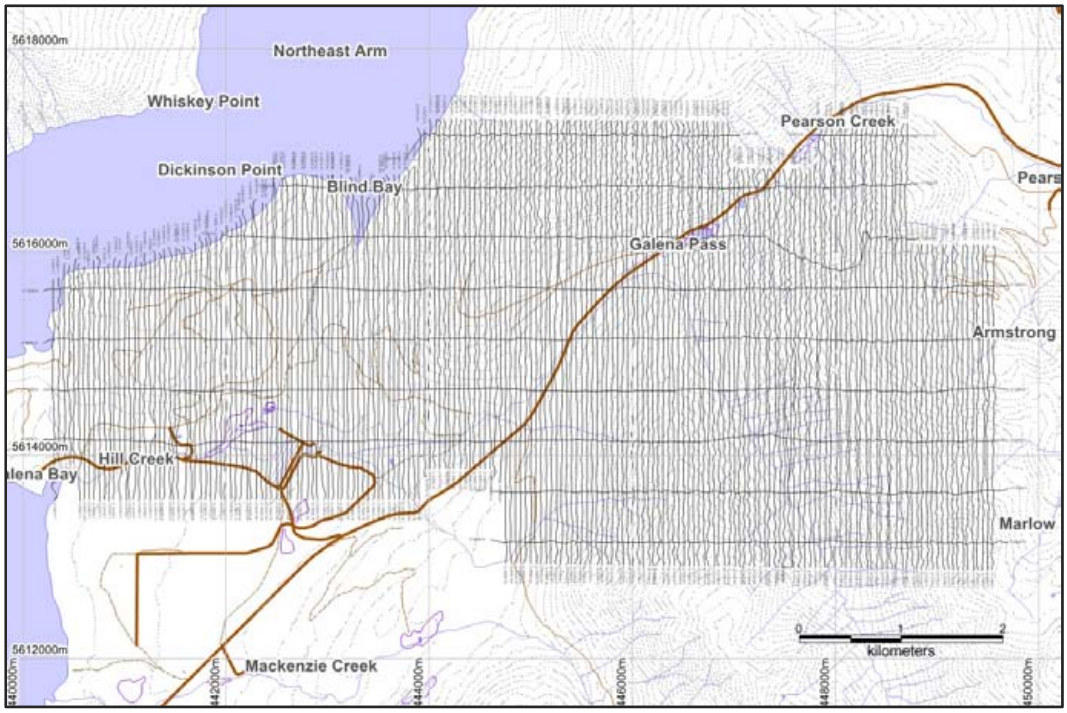

Figure 2. Survey Flight Path

3. SURVEY SPECIFICATIONS AND PROCEDURES

The survey specifications are summarised in the following table:

Block name	Line Spacing (metres)	Line Direction	Survey Coverage (line-km)	Dates flown
Silver Hill	50	0º/180º	726	January 16th -19th, 2011

Table 1. Summary of survey specifications.

The survey coverage was calculated by adding up the survey and control (tie) line lengths as presented in the final Geosoft database.

The nominal gradiometer bird terrain clearance was 30 m but was periodically higher or lower over due to the terrain and the capability of the aircraft. Nominal survey speed over relatively flat terrain is 100 km/hr. The sampling rate for the gradiometer data acquisition system is 10 Hertz. The 10 samples per second translate to a gradiometer reading about every 4 metres along the flight path.

3.1. NAVIGATION

Navigation is carried out using a GPS receiver installed on the aircraft and an AGNAV2 system for navigation control. The three-dimensional position of the aircraft, as reported by the GPS is recorded at 0.2 second intervals (5 Hz). The system has a published accuracy greater than 3 meters. A recent static ground test of the Mid-Tech RX400p WAAS GPS yielded a standard deviation in x and y of under 0.6 metres and for z under 1.5 metres over a two-hour period.

4. AIRCRAFT AND EQUIPMENT

4.1. AIRCRAFT

A Eurocopter (Aerospatiale) 350B2 "A-Star" helicopter, registration C-FPTG was used as the survey platform (Figure 3). The helicopter was owned and operated by Hi-Wood Helicopters of Okotoks, Alberta. Installation of the geophysical and ancillary equipment was carried out by Aeroquest personnel. The survey aircraft was flown at a nominal terrain clearance of 210 ft (64 metres).

Figure 3. Helicopter C-FPTG used as survey platform.

4.2. MAGNETIC GRADIOMETER SYSTEM

4.2.1. Overview

The Aeroquest HELI-TAG (Helicopter-borne Tri-Axial Gradiometer) system (Figure 4) employs four (4) Geometrics G-823A optically pumped caesium-vapour magnetometers. The four sensors allows for measurements of the total field, vertical gradient, longitudinal gradient and transverse gradient. Three sensors are configured in a tri-axial configuration at the rear of the bird and the fourth sensor is located in the nose of the bird to provide a longitudinal (horizontal) gradient measurement. The magnetic data is collected at a rate of 10Hz, and recorded by a dedicated Windows-based computer.

4.2.2. Magnetometer Sensors

The specifications of the caesium vapour magnetometer sensors are as follows*:

Sensitivity:	<0.004 nT/rt-Hz
Absolute Accuracy:	< +/- 1.5 nT throughout operating range
Sampling Rate:	10 Hz
Dynamic Range:	20,000 - 100,000 nT
Heading Error:	less than 0.15 nT combined for sensor spins on all axes
Operating Temperature:	-35°C to +50°C

**Specifications are provided by the sensor manufacturer*

4.2.3. Bird Design

Sensor Standoffs:

- Horizontal:	5.70 metres
- Vertical:	3.07 metres
- Longitudinal:	3.55 metres

Tow Cable: 34 metres long, with Kevlar strain member and weak-link

Terrain Clearance: 30 metres (nominal)

Refer to Figure 4.

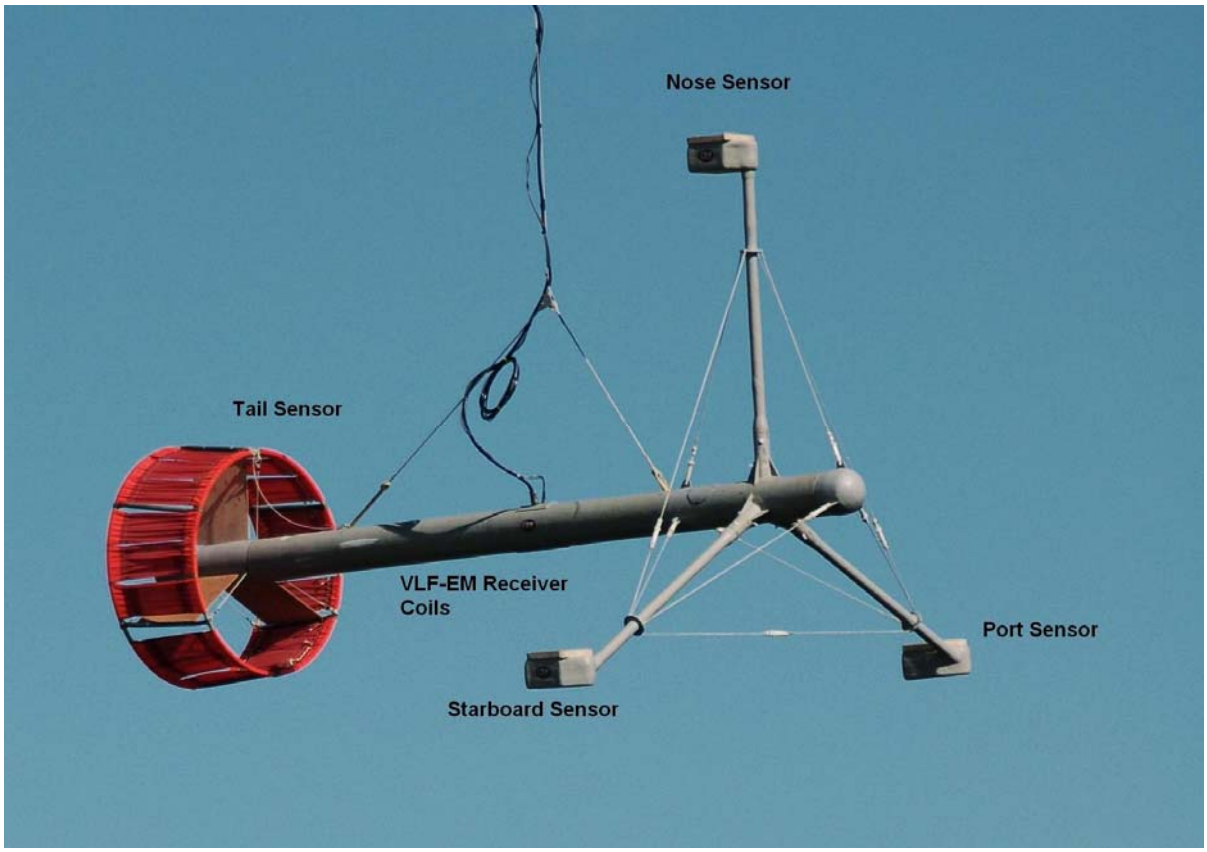

Figure 4. The Aeroquest HELI-TAG bird

4.3. MAGNETOMETER BASE STATION

An integrated GPS and magnetometer base station is set up to monitor and record the diurnal variations of the Earth's magnetic field. The sensor, GPS and magnetic, receiver/signal processor is a dedicated unit for purposes of instrument control and/or data display and recording. The unit uses a common recording reference using the GPS clock.

The base station was a Geometrics G859 optically pumped caesium vapour magnetometer coupled with a Garmin GPS18 GPS sensor. Data logging and magnetometer control was provided by the unit's internal software. The logging was configured to measure at 1.0 second intervals. Digital recording resolution was 0.01nT. The sensor was placed on a tripod away from potential noise sources near the base of operations. A continuously updated profile plot of the magnetometer value is available for viewing on the unit's display.

4.4. RADAR ALTIMETER

A Terra TRA 3500/TRI-30 radar altimeter is used to record terrain clearance. The antenna was mounted on the outside of the helicopter beneath the cockpit. Therefore, the recorded data reflect the height of the helicopter above the ground. The Terra altimeter has an altitude accuracy of +/- 1.5 metres.

4.5. VIDEO TRACKING AND RECORDING SYSTEM

A high resolution digital colour video camera is used to record the helicopter ground flight path along the survey lines (Figure 5). The video is recorded digitally and overlain with GPS position and time and can be used to verify ground positioning information and cultural causes of anomalous geophysical responses.

Figure 5. Digital video camera typical mounting location.

4.6. GPS NAVIGATION SYSTEM

The navigation system consists of an Ag-Nav Incorporated AG-NAV2 GPS navigation system comprising a PC-based acquisition system, navigation software, a deviation indicator in front of the aircraft pilot to direct the flight, a full screen display with controls in front of the operator, a Mid-Tech RX400p WAAS-enabled GPS receiver mounted on the instrument rack and an antenna mounted on the aircraft. WAAS (Wide Area Augmentation System) consists of approximately 25 ground reference stations positioned across the United States that monitor GPS satellite data. Two master stations located on the east and west coasts collect data from the reference stations and create a GPS correction message. This correction accounts for GPS satellite orbit and clock drift plus signal delays caused by the atmosphere and ionosphere. The corrected differential message is then broadcast through one of two geostationary satellites, or satellites with a fixed position over the equator. The corrected position has a published accuracy of less than 3 metres.

Survey co-ordinates are set up prior to the survey and the information is fed into the airborne navigation system. The co-ordinate system employed in the survey design

was WGS84 using the UTM zone 11N projection. The real-time differentially-corrected GPS positional data was recorded in geodetic coordinates (latitude and longitude using WGS84) at 0.2 s intervals.

4.7. VLF EM SYSTEM

The VLF EM system employed was an RMS Instruments Herz TOTEM-2A, configured to simultaneously measure two transmitting stations. The stations selected were chosen such that their wave propagation direction was as close to orthogonal as possible. The transmitter with a wave propagation direction roughly parallel to the survey line direction was chosen such that the magnetic field component would intersect perpendicular to anticipated geological features.

The TOTEM-2A has a sensitivity range from 130 µV m to 100 mV m at 20 kHz, 3 dB down at 14 kHz and 24 kHz.

**Specifications provided by the manufacturer.*

Total field and quadrature components were recorded for each of the Line and Ortho stations as follows:

East (90°) & West (270°) Headings

- Line – NAA - Cutler, Maine (24.0 kHz)
- Ortho – NLK - Jim Creek, Washington (24.8 kHz)

North (0°) South (180°) Headings

- Line – NLK - Jim Creek, Washington (24.8 kHz)
- Ortho – NAA - Cutler, Maine (24.0 kHz)

5. PERSONNEL

The following Aeroquest personnel were involved in the project:

- Operations Manager: Troy Will
- Field Data Processor: Mihai Szentesy
- Field Operator: Viktor Shevchenko
- Map Preparation and Reporting: Doug Garrie, Vid Thayalan, Marion Bishop, Andrea Ngui

The survey pilot, Paul Kendall, and AME, Tony Spitzer, were employed directly by the helicopter operator – Hi-Wood Helicopters, Alberta.

6. DELIVERABLES

6.1. HARDCOPY DELIVERABLES

The report includes one set of 1:10,000 scale maps. Three geophysical map products are presented as outlined below.

- Total Magnetic Intensity (TMI) with line contours.
- Measured Vertical Gradient (MVG) with line contours
- Line-station VLF Total Field with line contours.

The coordinate/projection system for the maps is NAD83 – UTM Zone 11N. For reference, the latitude and longitude in WGS84 are also noted on the maps.

All the maps show flight path trace and contain topographic base data. Survey specifications are displayed in the margin of the maps.

6.2. DIGITAL DELIVERABLES

6.2.1. Final Database of Survey Data (.GDB, .XYZ)

The geophysical profile data is archived digitally in Geosoft GDB binary database format and ASCII Geosoft .XYZ format. A description of the contents of the individual channels in the database can be found in Appendix 2. A copy of this digital data is archived at the Aeroquest head office in Mississauga, ON, Canada.

6.2.2. Geosoft Grid files (.GRD)

Levelled grid products used to generate the geophysical map images.

Heli-TAG products

- Total Magnetic Intensity (Silverhill_TMI.grd)
- Measured Vertical Gradient (Silverhill_VerticalG.grd)
- Measured Transverse Gradient (Silverhill_TransverseG.grd)
- Measured Longitudinal Gradient (Silverhill_LongitudinalG.grd)
- Total Field Intensity, Line-VLF (Silverhill_VLF_L_TOT.grd)

6.2.3. Digital Versions of Final Maps (.map, .pdf, .kmz)

Map files in Geosoft .map, Adobe PDF format and Google Earth kmz.

6.2.4. Free Viewing Software

- Geosoft Oasis Montaj Viewing Software
- Adobe Acrobat Reader
- Google Earth

7. DATA PROCESSING AND PRESENTATION

All in-field and post-field data processing was carried out using Aeroquest proprietary data processing software and Geosoft Oasis Montaj software. Maps were generated using 36-inch wide Hewlett Packard thermal inkjet plotters.

7.1. BASE MAP

The geophysical maps accompanying this report are based on positioning in the NAD83 datum. The survey geodetic GPS positions have been projected using the

Universal Transverse Mercator projection in Zone 11 North. A summary of the map datum and projection specifications is given following:

- Ellipse: GRS 1980
- Ellipse Major Axis: 6378137 Inverse Flattening: 298.25722
- Datum: North American 1983
- Map Projection: Universal Transverse Mercator Zone 11 North (117ºW)
- Central Scale Factor: 0.9996
- False Easting, Northing: 500,000m, 0m

For reference, the latitude and longitude in WGS84 are also noted on the maps.

The background shading was derived from NASA Shuttle Radar Topography Mission (SRTM) 90 meter resolution DEM data.

7.2. FLIGHT PATH & TERRAIN CLEARANCE

The position of the survey helicopter was directed by use of the Global Positioning System (GPS). Positions were updated five times per second (5 Hz) and expressed as WGS84 latitude and longitude calculated from the raw pseudo range derived from the C/A code signal. The instantaneous GPS flight path, after conversion to UTM co-ordinates, is drawn using linear interpolation between the x/y positions. The terrain clearance was maintained with reference to the radar altimeter. The raw Digital Terrain Model (DTM) was derived by taking the GPS survey elevation and subtracting the radar altimeter terrain clearance values. The calculated topography elevation values are relative and are not tied in to surveyed geodetic heights.

7.3. MAGNETIC GRADIENT DATA

7.3.1. Initial Processing – Total Field

Prior to any levelling the magnetic data was subjected to a spike removal filter. Diurnal variation was removed using the base magnetometer data. The data were micro-levelled using a directional spatial filtering technique. This process removes other very small systematic errors in the data. The data was interpolated onto a grid using a bi-directional gridding algorithm with a cell size of 10 m.

7.3.2. Measured Gradients

The three magnetic gradient components were calculated by variable differencing of the four measured total field readings. The baselines distances of the gradient measurements are described in section 4.2.3. Further levelling of the gradient components was then carried out using tie-line levelling if required. This process minimised the small sources of error discussed above, as well as removed any DC gradient shifts introduced by the absolute accuracy limitations of the caesium sensors. The measured vertical, transverse and longitudinal gradient profiles were interpolated into grids and are included in the digital archive.

7.4 VLF-EM DATA

The incoming VLF data is in four components: total field and quadrature for both line-direction and orthogonal transmitting stations. The recording lag of the VLF system with respect to the magnetic data was removed. Both of the quadrature components were then convolved using a positive Fraser filter with a width of 5 samples, then convolved with a Gaussian function to reduce signal noise. The total field data was corrected for variations in signal strength from the transmitting stations, and subsequently micro-levelled using a directional spatial filtering technique. These data were interpolated onto a grid using a bi-directional gridding algorithm with a cell size of 10 m.

APPENDIX 1: SURVEY BOUNDARIES

The following table presents the Silver Hill survey block boundaries. All geophysical data presented in this report have been windowed to these outlines plus a 100m extension around the block. X and Y positions are in metres (NAD83 UTM Zone 11N).

x	y
440299	5616663
443863	5616659
443872	5617221
446959	5617191
446954	5616727
447837	5616719
447842	5617182
448725	5617173
448713	5615984
449593	5615973
449597	5612973
444708	5613044
444706	5613973
443872	5613977
443873	5613667
440297	5613663

APPENDIX 2: DESCRIPTION OF DATABASE FIELDS

The GDB files are Geosoft binary databases. In the database, the Survey lines and Tie Lines are prefixed with an "L" for "Line" and "T" for "Tie".

Heli-TAG database:

COLUMN	UNITS	DESCRIPTOR
X	m	UTM Easting (NAD 83 Zone 11)
Y	m	UTM Northing (NAD 83 Zone 11)
Date	yyyy/mm/dd	Date
Flight	#	Flight number
Line	#	Line number
Bheight	m	Terrain clearance of gradiometer bird
Basemag	nT	Base station magnetometer readings
inc	degree	Magnetic Inclination
dec	degree	Magnetic Declination
igrf	nT	International Geomagnetic Reference Field
DTM	m	Digital terrain model
Ralt	m	Radar altitude of aircraft
Galt	m	GPS elevation of aircraft (Above Mean Sea Level)
Mag_Nose	nT	Total Magnetic Intensity of Nose Sensor
Mag Port	nT	Total Magnetic Intensity of Port Sensor
Mag Starboard	nT	Total Magnetic Intensity of Starboard Sensor
Mag Tail	nT	Total Magnetic Intensity of Tail Sensor
Mag_tf	nT	Total Field TMI
MTG	nT/m	Measured Transverse Gradient (Cross Track) corrected for flight direction and levelled
MLG	nT/m	Measured Longitudinal Gradient (Along Track) corrected for flight direction and levelled
MVG	nT/m	Measured Vertical Gradient (levelled)
VLF_O_TOT	%	VLF Total field from station parallel to line direction
VLF_O_QUAD	%	VLF Quadrature from station parallel to line direction
VLF_L_TOT	%	VLF Total field from station orthogonal to line direction
VLF_L_QUAD	%	VLF Quadrature from station orthogonal to line direction
Pitch	degree	Degree of pitch of instrument
Roll	degree	Degree of roll of instrument
Yaw	degree	Degree of yaw of instrument

Grid North
NAD83-Zone11

The topographic data base was sourced from 1:50000 NRC (Natural Resources Canada) NTDB data
Background shading derived from NASA SRTM data
Inset data derived from Natural Resources Canada 'Atlas of Canada Base Maps'

This map accompanies the technical report entitled 'Report on a Helicopter-Borne Magnetic Gradiometer and VLF-EM Survey, Nakusp, British Columbia', by Aeroquest Airborne, Januray 2011

TOT_L %
31.93
25.11
20.57
16.96
13.93
11.85
10.39
9.09
7.80
6.56
5.53
4.49
3.54
2.66
1.96
1.37
0.81
0.26
-0.31
-0.92
-1.56
-2.19
-2.84
-3.49
-4.18
-4.92
-5.70
-6.49
-7.27
-8.13
-9.07
-10.21
-11.66
-13.47
-16.00
-18.36
-20.69
-22.96

Building
Rail
Roads / Trails
Sand
Mining Claims
Wetland
Lake

Contour Interval
0.1%
0.2%
1%
5%

SURVEY SPECIFICATIONS:
- Survey flown: December 16 - 19, 2010
- Traverse/Tie line spacing: 50/500 metres
- Traverse/Tie line direction: (0º/180º) / (90º/270º)
- Nominal survey bird height: 30 metres
- Aircraft: Aerospatiale A-Star 350B2 (C-FPTG)

INSTRUMENTATION:
- Data acquisition: HeliTAG - Tri-Axial Gradiometer
- Magnetometers: 4 x Geometrics G-823A optically pumped caesium-vapour sensors
- Installation: Towed bird (30m nominal ground clearance)
- Sensitivity: .004 nanoTesla/Hertz
- Sampling Rate: 10Hz
- VLF EM System: RMS Instruments herz TOTEM-2A
- Two transmitting stations:
- Line station: Cutler, Maine (24 kHz)
- Ortho station: Jim Creek, Washington (24.8 kHz)

NAVIGATION:
- Navigation: Differential Global Positioning System (DGPS)
- Navigation equipment: AGNAV with MID-TECH RX400p receiver
- Radar Altimeter: Terra TRA3000/TRI-30

POSITIONING
- Datum: NAD83
  - Major Axis: 6378137.000
  - Inverse Flattening: 298.25722

MAP PROJECTION
- Projection: Universal Transverse Mercator
- Central Meridian: 117ºW (Zone 11)
- Central Scale Factor: 0.9996
- False Easting/Northing: 500,000m/0m

scale 1:10,000

200 0 200 400 600
(metres)
NAD83 / UTM zone 11N

Max Investments Inc.
Nakusp, British Columbia

VLF TOTAL FIELD - LINE STATION: Cutler (24.8 kHz)

Silver Hill Block

NTS 082K12

AEROQUEST AIRBORNE
7687 Bath Road, Mississauga, ON, CANADA L4T 3T1
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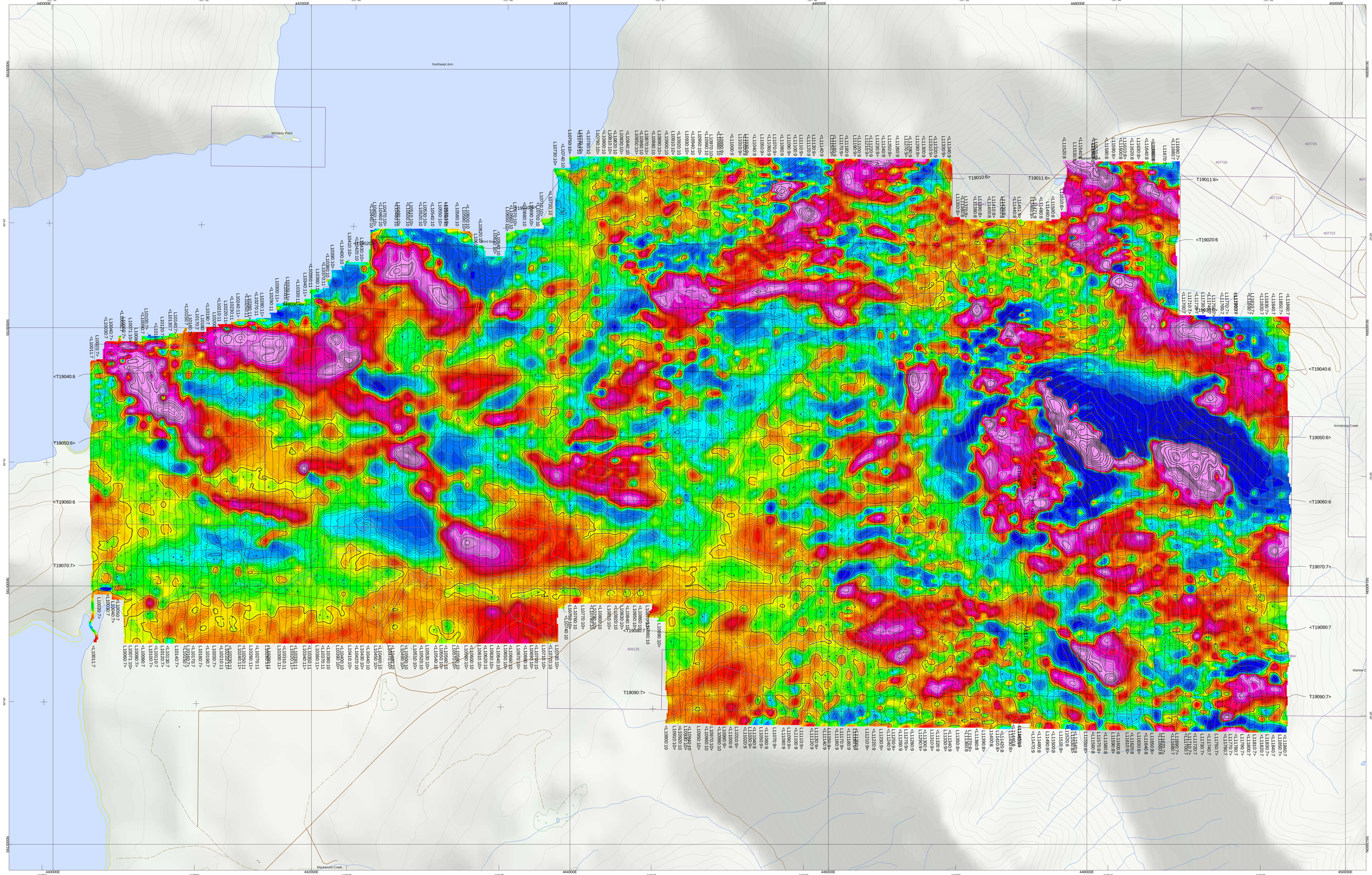
February 2011

VLF-L



Grid North
NAD83-Zone11

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Background shading derived from NASA SRTM data
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Building	
Rail	
Roads / Trails	
Sand	
Mining Claims	
Wetland	
Lake	

MVG
nT/m

0.821
0.558
0.426
0.346
0.282
0.231
0.193
0.161
0.134
0.112
0.094
0.078
0.063
0.052
0.039
0.029
0.019
0.010
0.000
-0.008
-0.017
-0.027
-0.036
-0.045
-0.054
-0.064
-0.074
-0.085
-0.097
-0.111
-0.125
-0.141
-0.159
-0.181
-0.209
-0.249
-0.313
-0.474

Contour Interval

0.02nT/m
0.04nT/m
0.2nT/m
1.0nT/m

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Survey flown: December 16 - 19, 2010
Traverse/Tie line spacing: 50/500 metres
Traverse/Tie line direction: (0°/180°) / (90°/270°)
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Inverse Flattening: 298.25722

MAP PROJECTION
Projection: Universal Transverse Mercator
Central Meridian: 117°W (Zone 11)
Central Scale Factor: 0.9996
False Easting/Northing: 500,000m/0m

scale 1:10,000

Max Investments Inc.
Nakusp, British Columbia

MEASURED VERTICAL GRADIENT

Silver Hill Block

NTS 082K12

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www.aeroquestairborne.com

February 2011

MVG

Grid North
NAD83-Zone11

The topographic data base was sourced from 1:50000 NRC (Natural Resources Canada) NTDB data
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56348.0
56301.8
56280.7
56264.7
56250.4
56240.3
56232.3
56225.0
56217.9
56211.3
56205.1
56198.6
56193.0
56187.8
56182.7
56178.1
56174.2
56170.2
56166.5
56163.2
56160.0
56157.0
56154.0
56150.9
56147.6
56144.0
56139.9
56135.5
56131.1
56126.6
56122.1
56116.9
56111.3
56106.2
56100.3
56091.6
56082.1
56069.7

TMI
nT

Building
Rail
Roads / Trails
Sand
Mining Claims
Wetland
Lake

Contour Interval
5nT
10nT
50nT
250nT

SURVEY SPECIFICATIONS:
- Survey flown: December 16 - 19, 2010
- Traverse/Tie line spacing: 50/500 metres
- Traverse/Tie line direction: (0º/180º) / (90º/270º)
- Nominal survey bird height: 30 metres
- Aircraft: Aerospatiale A-Star 350B2 (C-FPTG)

INSTRUMENTATION:
- Data acquisition: HeliTAG - Tri-Axial Gradiometer
- Magnetometers: 4 x Geometrics G-823A optically pumped caesium-vapour sensors
- Installation: Towed bird (30m nominal ground clearance)
- Sensitivity: .004 nanoTesla/Hertz
- Sampling Rate: 10Hz
- VLF EM System: RMS Instruments herz TOTEM-2A
- Two transmitting stations:
- Line station: Cutler, Maine (24 kHz)
- Ortho station: Jim Creek, Washington (24.8 kHz)

NAVIGATION:
- Navigation: Differential Global Positioning System (DGPS)
- Navigation equipment: AGNAV with MID-TECH RX400p receiver
- Radar Altimeter: Terra TRA3000/TRI-30

POSITIONING
- Datum: NAD83
  - Major Axis: 6378137.000
  - Inverse Flattening: 298.25722

MAP PROJECTION
- Projection: Universal Transverse Mercator
- Central Meridian: 117ºW (Zone 11)
- Central Scale Factor: 0.9996
- False Easting/Northing: 500,000m/0m

scale 1:10,000
200 0 200 400 600
(metres)
NAD83 / UTM zone 11N

Max Investments Inc.
Nakusp, British Columbia

TOTAL MAGNETIC INTENSITY
Silver Hill Block

NTS 082K12

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February 2011

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