

MAR 19980011: JACK PINE CREEK

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GEOLOGICAL REPORT
ON THE
JACK PINE CREEK AREA, BUFFALO HILLS REGION
NORTHWESTERN ALBERTA
TWPS. 92 & 93, RGS. 16 & 17 W5M
NTS 84 C & F
FOR
ABSOLUT RESOURCES CORP.

EDWARD A. SCHILLER, PH.D.
June 18, 1998

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GEOPHYSICAL REPORTS

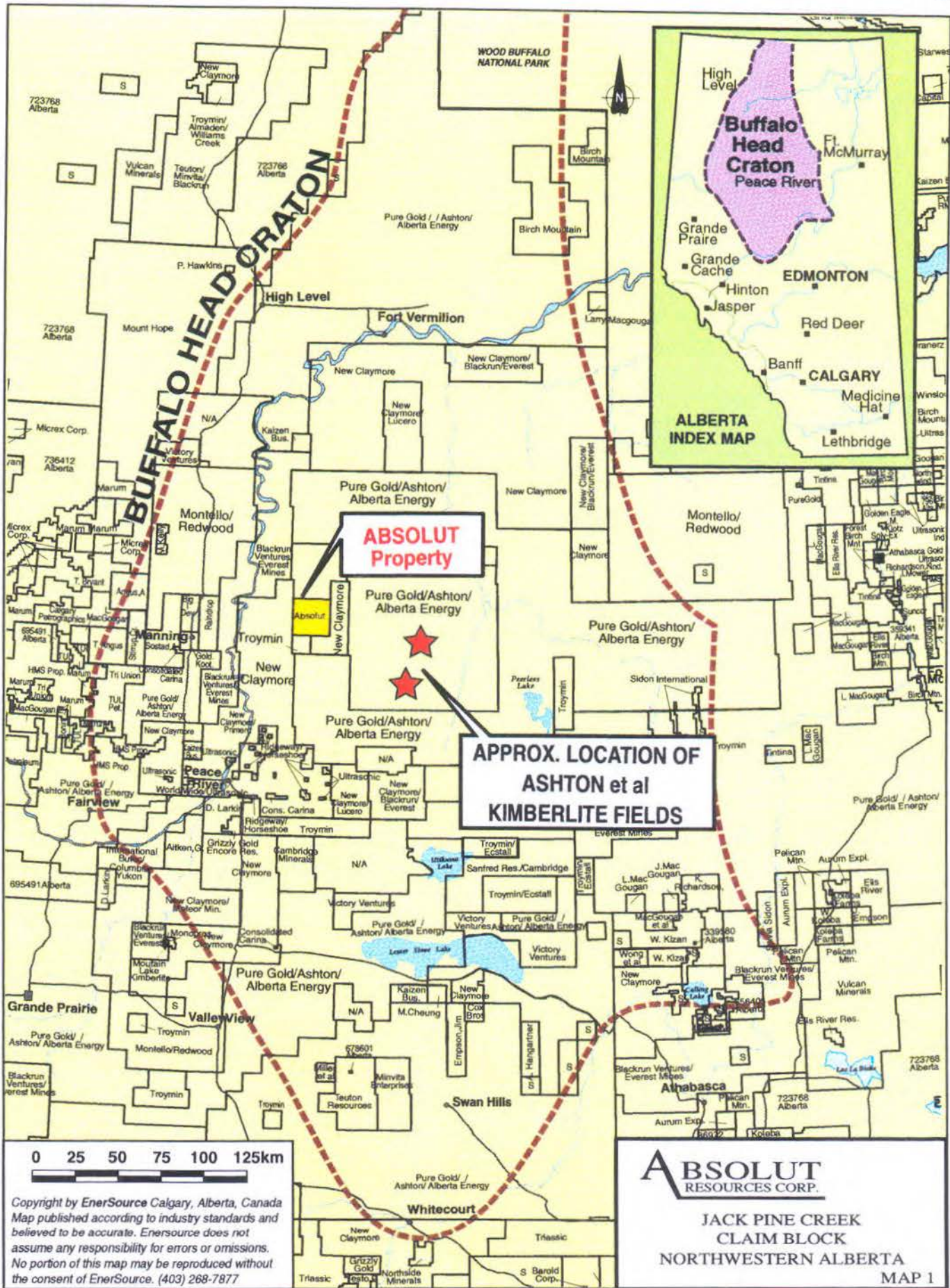
A)	SCINTREX	in pocket
B)	GEOTERREX/DIGHEM	in pocket
C)	GEOANALYTIC THREE DIMENSION MAP	in pocket

INTRODUCTION

This report describes the exploration work conducted on a four township claim block by Absolut Resources Corp. in northwest Alberta. The claim block, referred to as the Jack Pine Creek property covers an area in township 92 & 93, ranges 16 & 17 W5M, and covered in Alberta Environmental Protection map sheets Peace River 84C and Bison Lake 84F, 125 kms northeast of Peace River. The claim block comprises 92,160 acres and is centered about latitude 57 degrees N. and 116 degrees and 30 minutes W. The claim block was originally staked by Conex Resources Inc. of Calgary, Alberta on June 18, 1996 and optioned to Absolut Resources Corp. on November 28, 1997. The block was staked to cover what was considered a favourable area in light of the diamond-bearing kimberlites found by Ashton Minerals in 1996. Based on the regional geology, the Conex block covers part of the Buffalo Hills craton and therefore favourable for kimberlite emplacement.

DESCRIPTION OF CLAIMS

CLAIM NUMBER	LEGAL DESCRIPTION
9396060014	twp. 92 rge. 16 W5M sections 1 to 36 inclus.
9396060015	twp. 92 rge 17 W5M sections 1 to 36 inclus.
9396060016	twp. 93 rge. 16 W5M sections 1 to 36 inclus.
9396060017	twp. 93 rge. 17 W5M sections 1 to 36 inclus.



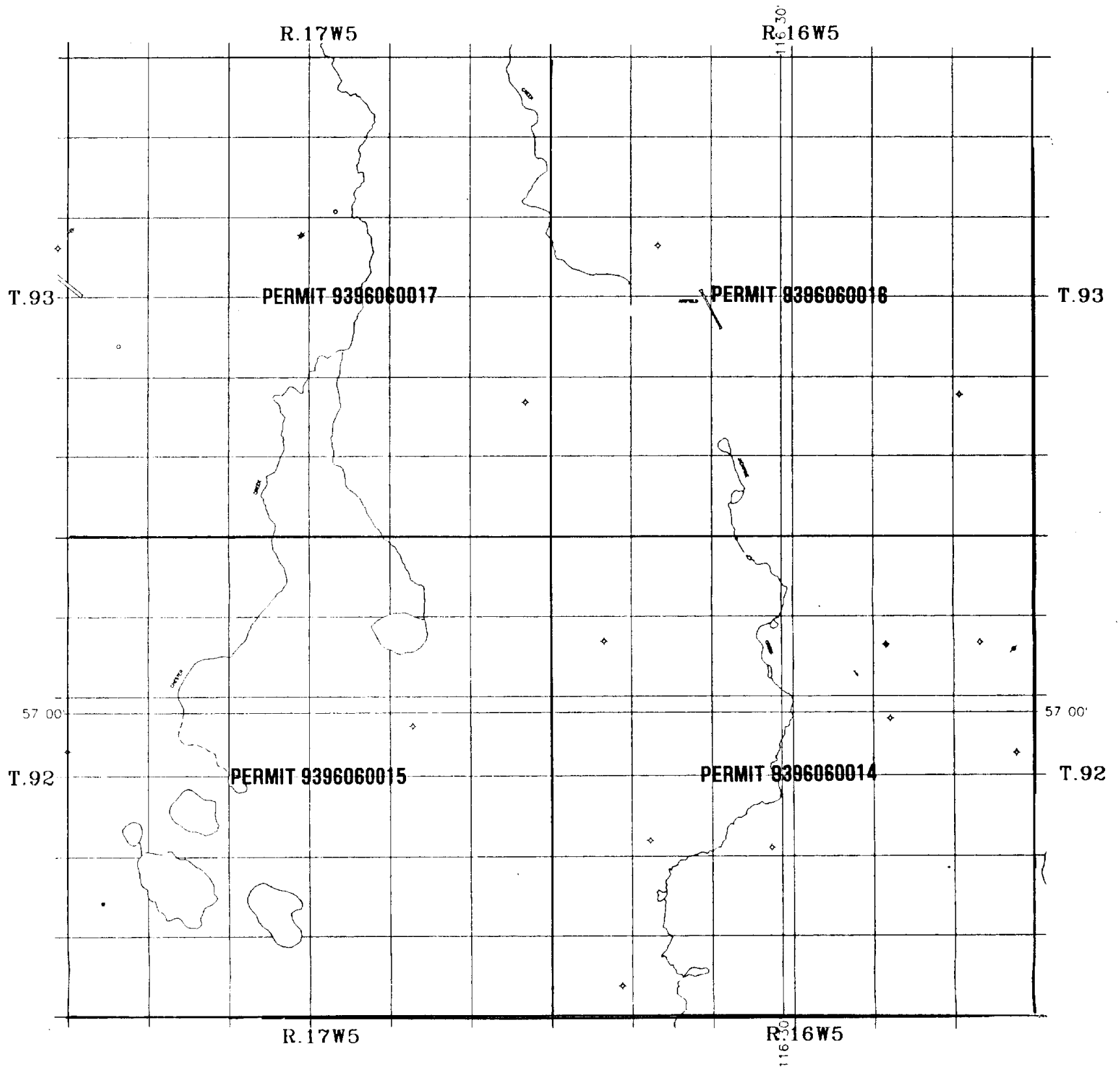
0 25 50 75 100 125km

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ABSOLUT
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JACK PINE CREEK
 CLAIM BLOCK
 NORTHWESTERN ALBERTA

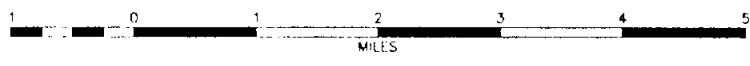
MAP 1



- LOCATION
- OIL
- ◆ ABANDONED OIL
- ◇ GAS
- ◆ ABANDONED GAS
- SERVICE
- SUSPENDED
- ◇ ABANDONED
- ◆ INFECTOR

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INTERNATIONAL PETRODATA LIMITED

ABSOLUT RESOURCES CORPORATION

PERMIT LOCATION MAP

FEB 25/98

WORK COMPLETED TO DATE

1996/7 Preparation of topographic maps showing location of oil and gas well sites and power transmission lines and subsurface oil pipe lines (Map 2).

1997 In November/December 4151.3 line kms of fixed wing airborne magnetic surveys were completed over the entire claim block with a line spacing 100 meters. The work was done by Scintrex Ltd. of Concord, Ontario.

The survey identified four areas of interest containing possible magnetic anomalies indicative of kimberlite intrusions (Map 4).

1998 In January/February test ground magnetic surveys were conducted over certain magnetic features but the results were inclusive.

1998 In April 1400 Line kms of helicopter airborne magnetic and electromagnetic surveys were completed over four selected areas in the claim block with a line spacing of 50 meters (Geoterrex/Dighem Report). (As of June 18, G/D have not submitted a final report and the total field magnetic and electromagnetic data is only preliminary. However, for purposes of this report they clearly indicate the location of possible kimberlite targets).

The survey confirmed the anomalies identified in the fixed wing magnetic survey and delineated additional anomalies possibly related to kimberlitic intrusion.

COSTS INCURRED

Fixed wing airborne magnetic survey	\$ 43,900.00
Ground magnetic surveys Absolut Resources Corp.	\$ 83,997.00
Helicopter airborne magnetic and electromagnetic surveys	\$114,125.00
Geological supervision	\$ 4,890.00
Reprocessing of Scintrex data	
a) Limion Geophysics - geophysical consultant Toronto, Ontario	\$ 1,320.00
b) Geoanalytic Inc. - ER mapper to enhance reprocessing Calgary, Alberta	\$ 4,830.00
Totals	\$253,062.00

GEOLOGICAL DESCRIPTION

Limited information is available on the geology of the claim block that pertains to kimberlite formation other than that is underlain by the Buffalo Craton (Map 1). Northwestern Alberta is underlain by a sequence of Mesozoic and Paleozoic sedimentary rocks resting on Precambrian basement. Based on drilling directed to the oil and gas exploration, currently and over the past several decades, those holes that have penetrated the basement intersected Proterozoic and Archean rock units. Based on the sources of Ashton Minerals and partners in the discovery of some 15 diamond-bearing kimberlites, 50 kms to the east, the Aboslut claim block could contain kimberlitic intrusions. Using the Lac de Gras, Northwest Territories model where diamond bearing kimberlites occur over an area of several tens of thousands of square kms, the Jack Pine Creek area could contain kimberlites.

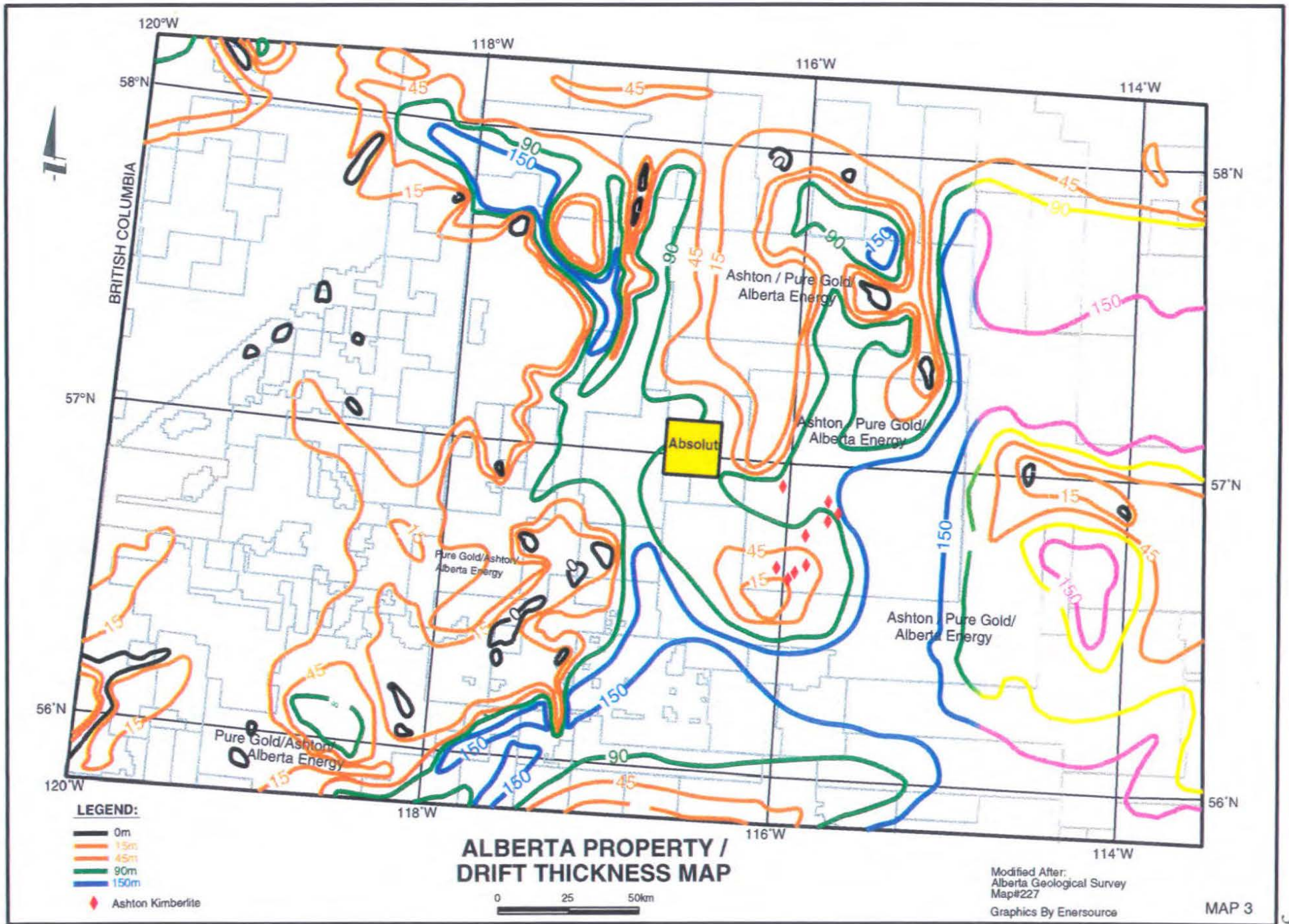
Glacial thickness data provided by the Alberta Geological Survey indicates unconsolidated glacial deposits cover most of the block in thickness ranging from 50 to 90 meters (Map 5).

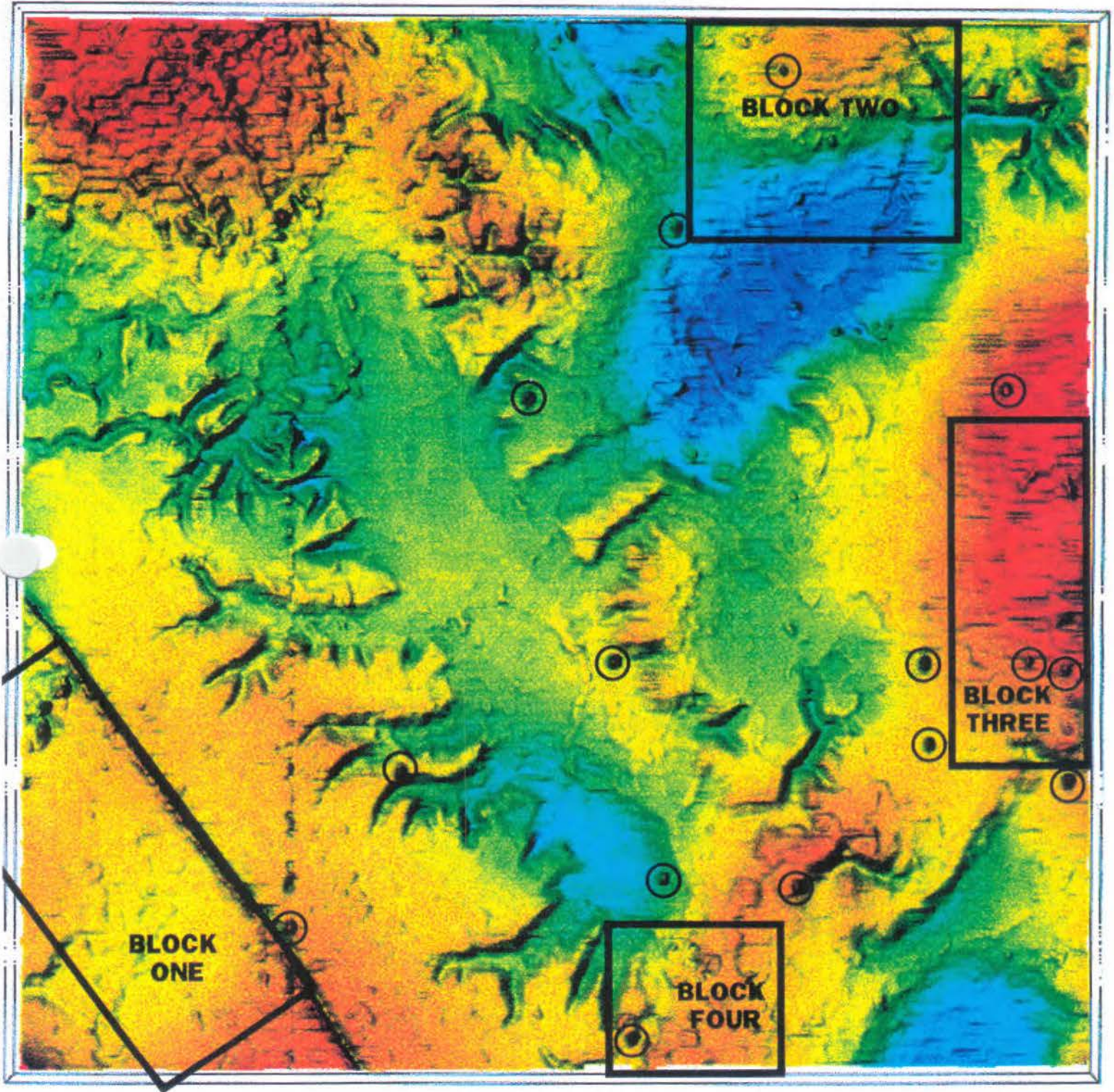
GEOPHYSICAL DESCRIPTION

The Scintrex fixed wing airborne magnetic survey delineated four areas of interest (Block #'s 1 thru 4) in the claim block which were followed up by ground magnetic surveys and an airborne helicopter magnetic/electromagnetic survey (Map in pocket).

The highest priority anomalies occur in block # 1 where discreet circular magnetic anomalies appear to be derived from pipe like bodies. In block #3 less well defined circular anomalies occur that could be derived from pipe like intrusive bodies.

It is pertinent to point out that there are 14 well sites and one fire tower in the claim block that display circular magnetic features that could be confused with kimberlite targets. On maps 2 and 4 these 15 cultural targets have been identified. One transmission power line (southwest part of claim block, with northwest striking orientation) and one underground oil pipe line can be readily seen (west central part od claim block with north striking orientation).





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Kilometers



Map Information	
Title: Field Map - Calgary	
Scale: 1:50,000	
Date: 1998	Author: [illegible]
Project: [illegible]	Client: [illegible]

○ WELL HEADS & FIRE TOWERS



AREAS FLOWN BY HELICOPTER
 GEOPHYSICAL SURVEY

MAP 4

RECOMMENDATIONS AND CONCLUSIONS

Based on the results of the geophysical surveys a number of targets have been identified that require detail ground geophysical surveys and drilling. Where possible geochemical heavy mineral sampling will be done to test the presence of indicator minerals derived from kimberlites.

The above work is scheduled to be done in the third quarter of 1998.

CERTIFICATE

I, EDWARD A. SCHILLER, CERTIFY THAT

1. I am a professional geologist registered with the Alberta Association of Engineers, Geophysicists and Geologist and a fellow of the Geological Association of Canada.
2. I graduated from the University of Utah in 1963 with a Ph.D in Mineralogy.
3. I have worked as a geologist in all aspects of exploration and development for the past 40 years. I am familiar with the geology of Alberta and have visited the Jack Pine Creek area and examined the surface geology of the claim block.
4. I am a director of Absolut Resources Corp. and hold stock in the company.
5. I consent to have this report used by the company for any purposes required by Absolut.

Calgary, Alberta June 18, 1998

Edward A. Schiller, Ph.D

SCINTREX

Airborne Systems and Surveys Division

ABSOLUT RESOURCES CORPORATION

**CONEX PROPERTY #35
ALBERTA**

**FIXED WING TOTAL MAGNETIC INTENSITY AND
VERTICAL MAGNETIC GRADIOMETER
GEOPHYSICAL SURVEY**



**FINAL REPORT ON
DATA ACQUISITION & PROCESSING**

*Prepared by: Alastair Ryder-Turner, Chief Geophysicist
January 14, 1998*

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**FIXED-WING TOTAL MAGNETIC INTENSITY AND
VERTICAL MAGNETIC GRADIOMETER
GEOPHYSICAL SURVEY**

FINAL REPORT

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- A Area Location Map
- B Test Results
- C Weekly Operations Report
- D Flight Logs

ABSTRACT

During the period **November 28 to December 4, 1997**, Scintrex Ltd. carried out a high-resolution Fixed Wing Aeromagnetic geophysical survey for **Absolut Resources Corp.** over Conex Property #35 in the Peace River region of Alberta.

The survey was part of a service contract signed with **Absolut Resources Corp.** of Alberta. A total of 4151.3 line-kilometres of geophysical data was acquired with about 24.5 airplane flying hours being required to complete the survey.

1. INTRODUCTION

1.1. General Considerations

These services are the result of the Agreement made on **November 18, 1997** between **Absolut Resources Corp.** and **Scintrex Limited** to perform a fixed-wing geophysical survey over an area designated as **Conex Property #35** in the region of **Peace River, Alberta**. The survey consisted of 4151.3 line-kilometres acquired comprising Total Magnetic Intensity and Vertical Magnetic Gradient data.

The data acquisition was carried out between **November 29 and December 4, 1997**. Daily flights were evaluated in the field for quality in accordance with the specifications of the contract.

1.2. Survey and System Specifications

The geophysical service, as specified in the contract, was a fixed-wing magnetic / vertical gradiometry survey. The data for the block was acquired in two principal directions. The traverse lines were oriented N90°E and spaced 100 metres apart. The control lines were oriented N0°E and spaced 1000 metres apart. Mean terrain clearance was nominally 100 metres. Details of the survey specifications can be found in Section 2 of this report. **Absolut Resources Corp.** provided the corner coordinates of the survey areas.

The survey was flown using a Piper Navajo - Chieftain, registration C-GJET. Two Cesium Vapour magnetometers were placed inside a tail-mounted vertical gradiometer stinger assembly. GPS positioning was used for aircraft navigation. Differentially corrected GPS locations provided final aircraft positioning. A review of all systems and their specifications can be found in Section 2 of this report.

1.3. Data Processing and Final Products

Data compilation and processing were carried out by the application of Geosoft and Scintrex computing programs. In-field processing included generation of preliminary flight path and magnetic maps for validation purposes. Post-survey data compilation, processing and map production were carried out at the Scintrex Ltd. offices in Concord, Ontario.

Section 3 of this survey report describes the procedures for data acquisition and processing. Detailed discussion and interpretation of the results are presented in Section 4 of this report.

1.4. *Relief and Vegetation*

The area is located on the east side of Peace River in the northern portion of Alberta. It is mostly undulating terrain due to the presence of eskers, with a base elevation of 2500 feet above sea level.

Vegetation in this region consists of small forested areas. Power lines and pipelines are shown as crossing the southwest and western portions of the area. Numerous well-heads scattered throughout the survey area are inferred from the magnetic data.

2. DATA ACQUISITION

2.1. Survey Area

The survey area (see location map, Appendix A) and general flight specifications are outlined as follows:

Area	Line Type	Line Spacing	Line Direction	Total Line Kilometres
Conex Property #35 Alberta	Traverse	100 m.	N90°E	4151.31
	Tie	1000 m.	N0°E	

The area boundary coordinates were supplied by **Absolute Resources Corp.** and are shown in Appendix A.

The airborne survey comprised a total of 4151.3 Line-kilometres of geophysical data acquired from **November 28 to December 4, 1997**. About 24.5 aircraft flying hours were required to complete the survey block.

The airplane was based at Peace Valley Airport. Fueling was provided by Scintrex Ltd. which was purchased from ESSO.

2.2. Operations Base

The survey operation base was established in the Peace Valley Airport. The magnetometer base station was located on the airport grounds, but required shifting on two occasions: the first time due to construction close to the hanger and second time when it was determined that new location was near a buried power grid. The crew were housed in Peace Valley Inn.

2.3. Flight Specifications

Traverse lines were flown on N90°E heading for with a line spacing of 100 metres. Tie lines were flown on N0°E heading with a line spacing of 1000 metres. A flight line was not accepted if a deviation of more than 125% of the nominal line spacing occurred over a distance in excess of 2.0 kilometers.

The nominal terrain clearance for the aircraft during normal survey flying was 100 meters. A flight line was not accepted if variations exceeding 15 metres from this nominal survey height occurred for a distance greater than 2.0 kilometres, except where the rate of climb, or rate of descent, required to follow the terrain exceeded the safety limits set for the aircraft.

The aircraft maintained an average speed of 130 knots or approximately 70m/s. Magnetic data was recorded using a 0.1-second sample rate, which corresponded to a reading every 7 meters along the survey lines. Sampling rates and resolutions for data in each channel are specified in the Table 2.1 below.

SYSTEM/No. of CHANNELS	SAMPLING RATES/SEC.	RESOLUTION
Total Field Magnetics (2 channels)	0.1 sec	0.001 nT
Radar Altimeter (1 channel)	0.1 sec	0-5000 ft. less 0.5 ft. +2%
Barometric Altimeter (1 channel)	0.1 sec	1.0 foot
GPS Navigation	1.0 sec	1 m

Table 2.1

2.4. Aircraft and Survey Instruments

2.4.1. Aircraft

The Aircraft employed was an Piper Navajo - Chieftain, registration C - GJET.

2.4.2. Airborne Magnetometer and Vertical Gradiometer

2.4.2.1. General Description

Scintrex's magnetometers are the most advanced, high-sensitivity, airborne magnetometers commercially available. The sensor may be installed in a towed bird airfoil (for towing beneath a helicopter or fixed wing aircraft), or in an airfoil, commonly called a "stinger" attached to the tail, wingtip or nose of a fixed-wing aircraft.

Several versions of this magnetometer are now available, utilizing up to as many as four sensors, with either passive compensation or automatic software compensation, all with 0.001 nT resolution, sampling as fast as 10 times each second.

Scintrex airborne cesium magnetometers and gradiometers have become the industry standard, and are in everyday use, worldwide, by many government agencies, oil and mining companies and contracting companies.

The Scintrex MAC-3 Airborne Cesium Magnetic Gradiometer for use in fixed-wing, stinger installations is provided complete with the following:

- Two Scintrex CS-2 cesium magnetometer sensors
- A Scintrex MEP-2110 real-time magnetometer compensation software module, complete with associated compensation sensors

- A Scintrex PDAS-1000A magnetometer power supply / booster console with two 28 VDC to 32 VDC booster modules for the CS-2 sensors, and the electronics for the associated compensation sensors.
- On-board cabling
- CS-2 hand-aligned sensor gimbals

The total field intensity range for this instrument is approximately 20,000 to 100,000 nT. The magnetometer sensors were located in a tail-mounted stinger assembly, which projected 15 feet beyond the end of the aircraft. With the exception of rare spikes, the noise did not exceed 0.1 nT for this contract.

The vertical gradiometer configuration places the sensors inside a gradiometer “stinger” assembly mounted on the tail of the aircraft. The vertical separation between the sensors is 2.2 metres.

2.4.2.2. The CS-2 Cesium Magnetometer Sensor

In simplest terms, a cesium magnetometer sensor comprises a miniature atomic absorption unit from which a signal proportional to the intensity of the ambient magnetic field is derived. An electronic console converts this signal (Called a Larmor signal) into magnetic field strength in nanoTeslas (nT) for display and recording by a data acquisition system. The constant of proportionality which relates the Larmor signal to the intensity of the magnetic field is called the “gyromagnetic ratio of electrons”. For the Cesium-133 atom, this is very accurately known to be 3.49856 Hz/nT. This is about 82 times higher than the common proton precession magnetometer, and is the reason that the cesium magnetometer has better sensitivity.

The three main elements of the CS-2 cesium sensor are a cesium lamp, an absorption cell containing cesium vapour and a photosensitive diode, all mounted in a common optical axis within a cylinder 63 mm in diameter by 173 mm in length. This sensor element is then typically connected by a 3 metre long multi-conductor coaxial cable to another cylinder which carries the electronics for the sensor.

2.4.2.3. The MEP-2110 Magnetic Gradiometer Compensator Module

The MEP-2110 is a module which is installed into a Scintrex PDAS-1000 Data Acquisition System, and is designed to accept the Larmor frequency output of two cesium magnetometer sensors. The software resident in the MEP-2110 is capable of resolving down to 0.001 nT (1pT), at ten samples per second, with very wide bandwidth. It also utilizes additional proprietary digital processing techniques to calculate compensated data in real time.

The MEP-2110 is normally used in horizontal transverse or vertical gradiometer systems where the sensors are rigidly installed in airfoils at the tail or wingtips of a fixed-wing aircraft. The MEP-2110 comprises the following items:

- PDAS-1000 “plug-in” module
- Signal decoupling and power monitoring circuitry
- Processing for two cesium sensors at 0.001 nT resolution, 10 times each second
- Real time compensation software
- Compensation sensors consisting of three component attitude sensor and a pressure transducer
- Operation and maintenance manual

Some of the features of the MEP-2110 are:

- Real time software compensation for two sensors with picoTesla resolution, 10 times per second
- Menu-driven, user-friendly software
- Outputs include raw and compensated total field data from two sensors, including the raw and compensated gradient data, and the raw X, Y and Z aircraft attitude data from the compensation sensor
- Upgradable to multi-sensor capability, able to process up to four sensor simultaneously, with picoTesla resolution

The basis of the Scintrex automatic software compensator is the reduction of noise on the various magnetic elements: total field and/or gradient, from the airframes, attitude, pitch, roll, yaw and rates of change of these elements in the Earth’s magnetic field. Permanent, induced and eddy current effects are compensated by this method, as are the residual heading effects of the individual sensors.

The attitude and motion of the aircraft in flight, with respect to the Earth’s magnetic field vector, is monitored by a three component flux-gate magnetor which is very sensitive to attitude changes. The outputs of this magnetometer, or motion sensor, are used in the mathematical computations on the raw Larmor frequency to produce the compensated magnetometer or gradiometer data. This set of PC-based programs, named MAGCOMP, is used for both real-time and post-flight compensation of the raw magnetic data.

The sensor electronic package is installed in the PDAS-1000A console described below. Analog data output by the compensation sensors is interfaced to the PDAS-1000 Data Acquisition System via the PDAS-1000’s analogue card, for display and recording.

2.4.3. GPS Positioning System

A Scintrex Differential GPS system comprising a PNAV-486 navigation computer and NovaTel 951 R GPS Card 10-channel receiver was employed to provide positioning and navigation control. The system determines the absolute position of the aircraft in three dimensions, resulting in a position sampling accuracy of about 5 m. As many as 7 to 10 satellites are monitored during all flight periods in order to provide continuous and actualized information to the pilot. This data is combined with base station GPS data in a post-flight correction procedure. The GPS positioning data was recorded at 1.0-second intervals.

2.4.4. Data Acquisition/Recording System

A Scintrex PDAS-1000 data acquisition system was used to record and monitor the geophysical data. Data was also simultaneously recorded on hard disk and then ported to a laptop hard drive and downloaded to the field computers for post-flight computer processing.

2.4.5. Ancillary Equipment

A Scintrex VFPR-3 Video Flight Path Recorder System, comprising a Panasonic colour video camera and a SONY VCR operating in 8 mm format was used to record the flight path of the aircraft. Time and fiducial information was superimposed on the video recording along with the uncorrected GPS position.

A TRT AHV8 radar altimeter system was used to record the terrain clearance with an accuracy of 0-5000 ft., less 0.5 ft. +2% typical.

A Rosemount 1241M, barometric altimeter was employed to measure the aircraft elevation above sea level with an accuracy of 1 ft..

The altimeters were interfaced to the data acquisition system with an output repetition rate of 0.1 second. Recording was carried out in digital format.

2.5. Ground Equipment

2.5.1. Magnetometer and GPS Base Station

A Scintrex CS-2 cesium magnetometer, with digital recording, was operated continuously throughout the airborne data acquisition phase. The instrument was set up with a sampling interval of 1.0 second and sensitivity of 0.01 nT, to monitor the diurnal variation and periodic magnetic storms. At the end of the day's survey, the data stored in the magnetometer was transferred to the field workstation. A flight line was not accepted if non-linear diurnal variations in excess of 3 nT from a linear chord of length three (3) minutes was observed in the base station data acquired in the same time interval.

A NovaTel 951 R GPS Card 10-channel receiver unit was also installed in the base station to monitor GPS satellite correction data. The records from the base station GPS were used to differentially correct the GPS data in acquired in the aircraft.

2.5.2. Field Computer Work Station

A dedicated Pentium class PC-based field computer workstation was used for purposes of processing the geophysical data for quality control, plotting a corrected flight path for navigation control and for copying and verifying the digital data.

2.6. Calibration Procedures

2.6.1. Pre-Survey Magnetometer Calibrations

On June 6, 1997 a series of lines were flown over the Bouget, Ottawa site to calibrate the magnetometer sensors mounted in the gradiometer tail stinger of the aircraft.

2.6.2. On-site Magnetometer Calibrations

Prior to the commencement of routine survey flying, and whenever the configuration of the aircraft and/or magnetometer system was altered, the following tests were made:

- Compensation test: a series of four lines oriented in the direction of the survey lines and comprising the following manoeuvres: 3 pitch, 3 roll and 3 yaw each oscillating +/- 10 degrees about the normal survey vector, flown at approximately 8000 feet AGL. The goal is to derive a set of compensation coefficients to correct for the effect the aircraft has on the magnetometers. The Figure of Merit (FOM), a number derived from recompensation of the above lines, must not exceed 1.2 nT (see Appendix 2) for the compensation to be acceptable.
- Lag test: two lines are flown in opposite directions over a surficial magnetic feature. After data reduction and plotting the lag is determined as one half the time shift required to superimpose the responses. The lag was determined to be 0.8 seconds.
- Heading error: a series of four lines oriented in the direction of the survey are flown at altitude in an area of low gradient. The heading errors are determined from comparison of the four lines.

2.7. Data Acquisition Procedures

The survey area was initially planned using the GPS Navtrain simulation program. The longitude and latitude coordinates were provided by the client, as well as line spacing, direction, etc., to construct the necessary survey control files used by the operator for the purpose of real time navigation.

Survey data is collected in the on-board data acquisition system and typically comprises one ASCII header file per flight and one binary file per line. As well, a binary file of the remote positioning information accumulates while the aircraft is surveying. Base station data is logged in the base station computer and comprises four files per session: three for GPS and one for the magnetometer.

Post-flight quality control checks comprises the following steps:

- Flight path reconstruction, ensuring the lines were flown within the allowable tolerances. For acceptance of flight path, deviations from the planned flight path must not have exceeded 125% of the nominal line spacing for distances in excess of 2.0 kilometres, and for deviations in excess of ± 15 metres on the nominal survey altitude of 100 metres, for distances over 2.0 kilometres.
- Videotape flight path checking to confirm cultural sources affecting data and anomaly locations.
- Visual examination of profiles of the base station diurnal. For acceptance of magnetic data, the non-linear variations in the diurnal data must not have exceeded a 3 nT deviation from a linear chord of 3 minutes duration.
- Application of quality checking procedures such as Fourth Differences for confirmation of noise levels falling within specification. For acceptance of magnetic data, the noise envelope must not have exceeded ± 0.1 nT.

2.8. Field Personnel

The survey crew consisted of the following personnel:

R. Craig Dunklee	System Operator/Crew chief
Duane Colbers	Pilot

The pilot was supplied by Crown Phoenix, a company based in Brantford, Ontario, from whom the plane is leased.

General project management was under the direction of Terry McConnell, Vice President, Systems and Surveys Division, Scintrex Limited.

3. DATA PROCESSING

3.1. Considerations

Data processing involved applying the Scintrex Computer Mapping and Processing routines to the data.

The processing consisted of four steps, as follows:

- Post-flight processing comprising differential GPS data reduction and format conversions applied to the DGPS and base-station magnetometer files.
- Creation and population of a Geosoft Oasis database with the flight-based data and merging in of the DGPS and base magnetometer data.
- Geophysical data reduction by application of correction procedures.
- Processing of the data and preparation of plot files by standard methods.

During post flight processing, the GPS corrected positions are reduced and the survey data is imported into an Oasis binary database. Geosoft's *montaj* interface to the Oasis database/processing system is used for all merging, corrections, editing functions and data conditioning. This system permitted on-site monitoring of data quality during survey, and allows immediate preliminary map production and follow-up of exploration anomalies and mapping targets.

Office processing using the Oasis/*montaj* system completed the processing begun in the field. This phase comprised the application of standard leveling procedures applied to all deliverable channels, grid and contour generation, the design and preparation of map products and the plotting of these maps. Final reporting, generation of data archives and delivery of the products to the client followed.

3.2. Field Data Compilation

3.2.1. Flight Path Generation

After each survey flight is imported into the database, the differentially corrected GPS locations corresponding to that flight are merged in using GPS time as the synchronization parameter. These locations, which are in WGS 1984 latitude and longitude coordinates, are converted to the local UTM datum. A flight path map is created at this point and is examined. Lines that exceed the specified tolerances are marked for re-flight.

The radar altimeter data is visually examined in the *montaj* data profile tool and compared with the measured topography obtained from the GPS altitude data and the radar altimeter data. Lines for which the height above the ground exceeds the specified tolerances and are not in conflict with the requirements for safe operation of the aircraft are marked for re-flight.

3.2.2. Magnetic Data

After each survey flight is imported into the database, magnetic base station data corresponding to that flight are merged in using GPS time as the synchronization parameter. These data are then examined on a line-by-line basis to determine whether the diurnal drift measured while that line was acquired exceeded specified tolerances. Lines for which the diurnal data did not meet specification are marked for re-flight.

The magnetic data are then visually examined in the *montaj* profile tool and spikes/dropouts identified and removed. A fourth differences filter is then applied to the data and the noise envelope examined. Where the noise exceeds the specified tolerances, the line is marked for re-flight.

3.3. Office Data Compilation

3.3.1. Flight Path Generation

No additional modifications or corrections were required for the flight path data other than to trim the coordinates to the survey boundary for presentation purposes.

3.3.2. Magnetic Data

The following steps are routinely applied to magnetic data processing:

- Diurnal correction
- Lag correction
- Heading correction
- Tie-line leveling
- Microleveling

The average diurnal value is calculated from all the diurnal data acquired and is deemed to represent the local field strength. The diurnal corrected magnetic values are calculated as:

$$\text{Corrected} = \text{Raw} - \text{Diurnal} + \text{Local Field}$$

A lag correction is applied to account for physical delays (distance between sensor(s) and GPS antenna) and electronic delays (time taken to record the value in the data acquisition system). A value of 0.8 seconds was used.

A heading correction is applied to remove DC offsets in the magnetometer data due to aircraft orientation.

Tie line leveling is applied to remove leveling errors between traverse lines. All intersections points between tie and traverse lines are found and the mis-ties determined.

The tie lines are first leveled to the traverse lines using a statistical approach. The mistakes are calculated once more, this time using the statistically leveled tie lines. The traverse lines are then leveled to the statistically leveled tie lines using piece-wise linear interpolation.

Careful application of tie line leveling eliminates the most serious leveling problems, but usually results in a number of small amplitude artifacts known as *corrugations*. These are usually visible when grids created from the tie line leveled data are imaged.

Microleveling is a technique employed to remove these effects. The procedure used may be summarized as follows:

- The corrugations are removed from the grid data using a variety of directional filters.
- An error grid is created by subtracting the decorrugated grid from the original grid.
- The error grid is re-sampled back to the database where it becomes the noise channel.
- A microleveled channel is created by filtering the noise channel and subtracting it from the original tie line leveled data channel.
- A grid of the microleveled channel may then be created and imaged to assess the effectiveness of the operation and refine it, if required.

3.3.3. Vertical Magnetic Gradient Data

The following steps are routinely applied to vertical magnetic gradient processing:

- Using the raw compensated magnetic data, subtract the bottom sensor readings from the top sensor readings and divide by the sensor separation (2.2 metres).
- Apply a lag correction (0.8 seconds).
- Use modified tie line leveling and microleveling as required.
- Filter to enhance basement features.

Note that no diurnal correction of the gradient data is required.

3.3.4. Map Production

Map production was performed using Geosoft's Oasis/*montaj* processing system. Due to the size of the area and the requested scale, maps had to be divided into nine sheets. A common layout and format consistent with the client's requirements and Scintrex Ltd. style guide was created.

All maps are produced on Scintrex Ltd. HP 650C colour inkjet plotters.

4. INTERPRETATION

Approximately 4151 line kilometres of high resolution Total Magnetic Intensity (TMI) and Vertical Magnetic Gradiometer (VG) data were acquired inside the survey boundaries. In addition, the availability of radar altimeter and differential GPS altitude data acquired while surveying allowed the creation of a digital terrain model.

The area is dominated by long wavelength magnetic responses and appears typical of the responses obtained over sedimentary basins. A number of shorter wavelength features are also apparent in the data which include: power lines, pipelines, wells, paleo-drainage and possible intrusive bodies. Of these features, the latter two are of the most interest, the last not the least because of possible kimberlite associations. These will be detailed in the following sections.

4.1. Possible Intrusive Bodies

Examination of the TMI data, both as equal-area colour and shaded "relief" images, reveals no sign of the archetypal circular anomalies usually sought after in geophysical exploration programs for kimberlites. A number of small circular responses are observed, however, throughout the survey area. Their size (less than 100 metres, compared with the 300-500 metres favoured for kimberlites) and strength of magnetic response are more indicative of magnetic responses from well heads.

Despite the above, three zones have been selected for evaluation. They are discussed in more detail below.

The first zone, centred at 524500E, 6327000N, appears on the shaded TMI image as a circular feature approximately 2.0 - 2.5 kilometres in diameter. In the standard, equal-area colour presentation, this zone appears to be an off-shoot of a much larger body to the northwest. The shaded TMI image, however, suggests that the two are unrelated by virtue of their differing magnetic relief. This zone appears to be composed of several bodies which are centred at (525200E,6326400N), (523800E,6327500N) and (523400E,6326850N). The VG data support these findings. The TMI response amplitude is approximately 60-70 nanoTeslas. The VG shows an associated response of approximately 0.06 nT/m.

The diameter of the response suggests that if its source is kimberlitic in origin, then it may represent the broader form of the crater facies composed of tuffs, etc., and not the smaller pipe containing the diatreme facies material.

The second zone, centred at 525000E, 6320000N exhibits a similar pattern to the first zone, though more elliptical in shape. Some conflict is observed between the shaded TMI image and the equal-area colour image. The former indicates that zones 1 and 2 may be related by the presence of a northwest - southeast trending feature on the southwestern side of both zones. The colour image suggests, however, that the zone 2 response is an isolated feature in a deeper portion of the basin. More work is required to resolve this discrepancy.

Finally, the third zone, centred at 516400E, 6318100E, suggests a collection of small responses near to the surface. Though larger than the well responses in size (but not amplitude), their proximity to the power line (and road?) and apparent shallowness argue for a cultural source. A simple visual investigation using the flight path videos and/or a visit to the site should quickly resolve the ambiguity.

4.2. *Paleo-Drainage*

The shaded magnetic relief image is dominated by the presence of an apparent paleo-drainage pattern in the centre of the area. Comparison of the digital topography with the magnetic image suggests that, while the modern-day drainage is to the northwest, the drainage for some appreciable period in the past was to the southeast. This is clearly evident in the magnetic data, where relatively non-magnetic sediments have in-filled deeply incised river beds.

The implications for kimberlite exploration are that current drainage may not be receiving material eroded directly from kimberlite sources, but may instead be re-distributing material from older drainage sources. Thus the distribution of the usual indicator minerals in current day drainage would give rise to misleading patterns.

It is suggested that, contemporaneously with ground geophysics and prior to exploratory drilling, the paleo-drainage be examined for indicator minerals. The reason is that all three zones mentioned in 4.1. above would clearly contribute to the contents of the paleo-drainage. The presence of indicator minerals would reinforce the premise that at least one of the target zones is kimberlitic in origin.

4.3. *Wells / Cased Drill Holes*

A number of responses interpreted to be due to wells and/or steel-cased drill holes were noted in the survey area. One such anomaly, located at 520500E, 6327150N, clearly has a pipeline running to it. The anomalies are characterized by a one or two line response of up to 25 nanoTeslas amplitude and a circular shape indicative of a source less than 100 metres in diameter.

4.4. *Power Lines and Pipelines*

A northwest - southeast trending power line is clearly visible in the southwest quadrant of the survey area. No other disturbances due to power lines are noted.

A pipeline is also observed trending from the southern boundary of the area in a grid north direction, where it appears to terminate at an apparent well response at 520500E, 6327150N. It should be noted that, while this pipeline is coincident with Tie Line 9160, the responses are clearly visible in the traverse lines.

4.5. *Conclusions and Recommendations*

Three target areas have been selected for further follow-up. Although none exhibit the classic "bulls-eye" anomaly pattern favoured for kimberlite targets and are larger than usually sought after, they appear, nonetheless, as discrete responses, approximately circular in nature and with a weak to moderate magnetic response. In two cases, these could conceivably represent the crater facies (tuffs, etc.) of a kimberlite pipe. The third case is a smaller set of discrete responses located near a power line. These may be cultural in origin, or small intrusive bodies. Examination of the flight path video or a visual ground inspection should quickly resolve questions concerning cultural providence.

The presence of a palaeo-drainage pattern revealed in the magnetic data, which appears counter to present day drainage patterns, may offer an opportunity to sample for indicator minerals. The paleo-drainage clearly accepted outwash from all three prospective zones. The presence of indicator minerals in sediments taken from the paleochannels would increase the viability of the selected targets.

5. DELIVERED PRODUCTS

5.1. Survey Report

The survey report describes the data acquisition, processing, and final presentation of the survey results.

5.2. Maps

The following maps were delivered to Absolut Resources Corp.

- 1) Total Magnetic Intensity (TMI) blackline contours, 1:10,000
- 2) Vertical Magnetic Gradient blackline contours, 1:10,000
- 3) Flight Path blackline plot, 1:10,000
- 4) Interpretation Map, 1:50,000
- 5) Total Magnetic Intensity (TMI) colour shadow, 1:50,000

5.3. Digital Data

All digital data was sent via CD-ROM to the company representative.

5.4. Flight Path Videos and Analog Records

All original video tapes available for each survey flight were delivered to Absolute Resources Corp.. Video tapes with flight path, contain part or all of one complete flight. Analogue records were also delivered.

6. SUMMARY

The Aeromagnetic survey in the vicinity of Conex Property #35, Alberta was flown on behalf of **Absolut Resources Corp.** of Calgary, Alberta.

All final and preliminary field products, as required by the contract, have been delivered to **Absolut Resources Corp.**

Final reporting and compilation of deliverable products was carried out by Lily Manoukian at Scintrex Ltd.'s Data Processing Centre in Toronto, under the supervision of Alastair Ryder-Turner, Manager of Airborne Systems & Surveys Division (ASSD) Data Processing. Interpretation of the aeromagnetic data was carried out by Alastair Ryder-Turner.

SCINTREX LIMITED



Alastair Ryder-Turner
Manager, Data Processing
Airborne Systems & Surveys Division
January 15, 1997

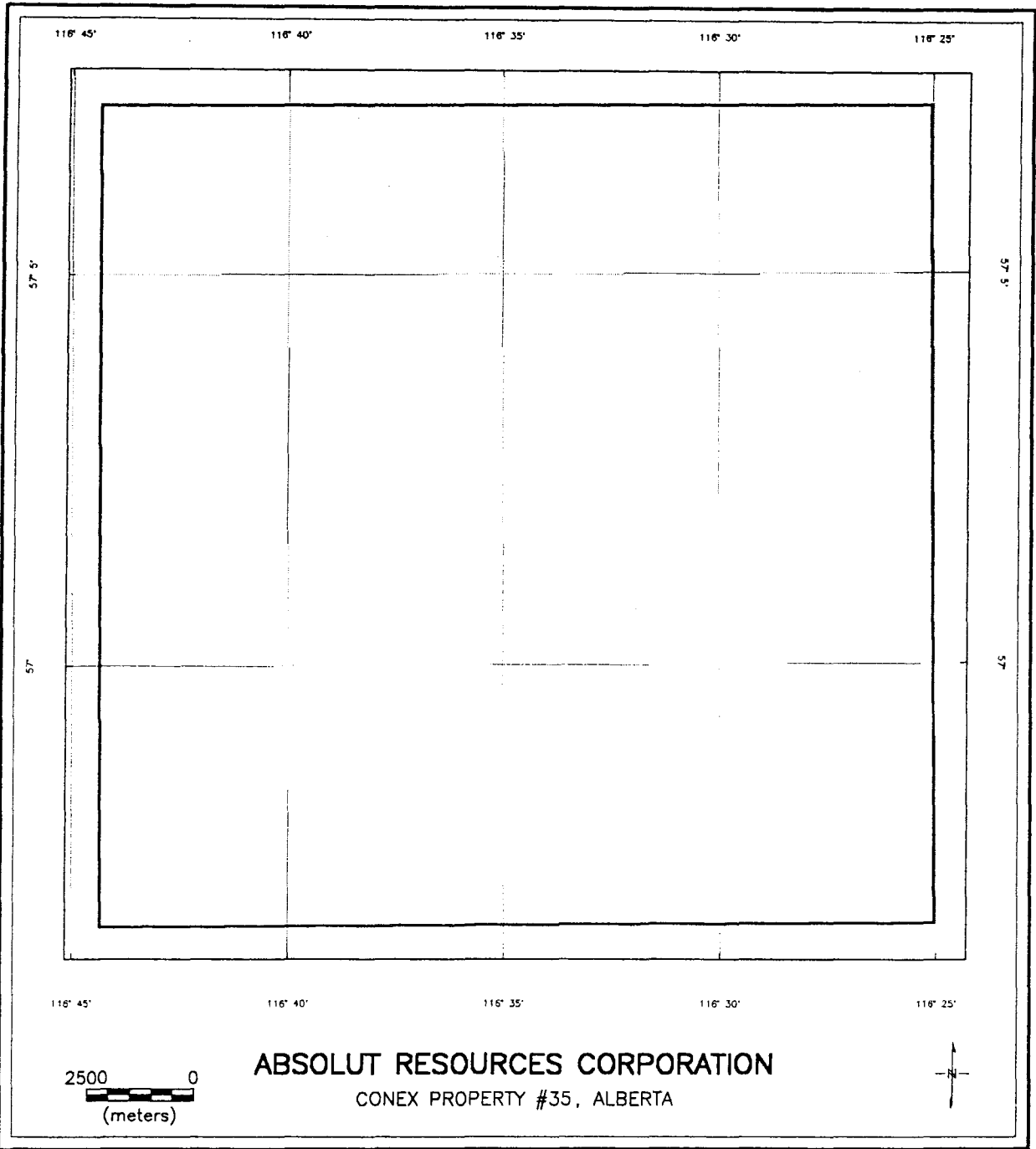
APPENDIX A

AREA LOCATION MAP

Boundary Coordinate Points

Conex Property #35:

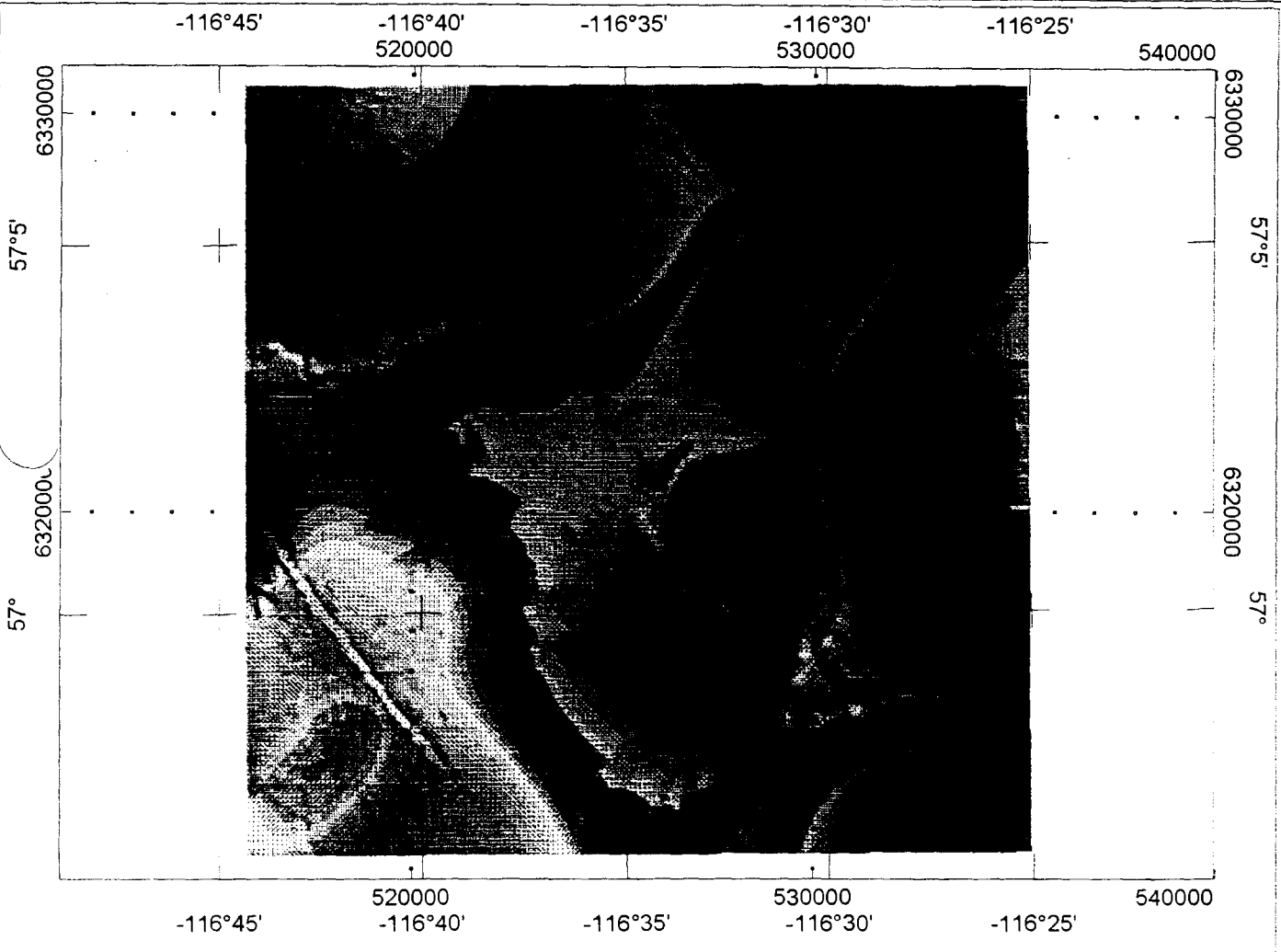
Corner	Easting	Northing
1	515869	6311244
2	515794	6330675
3	535286	6330796
4	535451	6311378



2500 0
(meters)

ABSOLUT RESOURCES CORPORATION
CONEX PROPERTY #35, ALBERTA





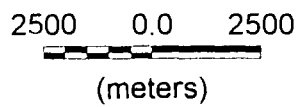
Absolut Resources Corporation

Total Magnetic Intensity
Colour Shadow Map
Inclination: 45 °; Declination: 45 °

Conex Property #35
 Alberta

Scintrex Ltd. Airborne Systems & Surveys Division

Scale 1:175000



APPENDIX B

TEST RESULTS

Conex Property #35, Alberta.

Compensation Flight, # 001, November 28, 1997

Compensation Flight - FOM -

<u>Heading</u>	<u>Manoeuvre</u>	<u>Manoeuvre Noise nT</u>	
		<u>lower sensor</u>	<u>upper sensor</u>
0°	Pitch	0.094	0.047
	Roll	0.047	0.047
	Yaw	0.047	0.094
180°	Pitch	0.094	0.094
	Roll	0.047	0.047
	Yaw	0.047	0.047
090°	Pitch	0.047	0.094
	Roll	0.047	0.047
	Yaw	0.047	0.047
270°	Pitch	0.094	0.14
	Roll	0.094	0.047
	Yaw	0.047	0.047
Total		<u>0.752</u>	<u>0.798</u>

APPENDIX C

WEEKLY OPERATIONS REPORT

McIntrex Limited
Airborne Systems & Surveys Division

WEEKLY OPERATIONS REPORT

Job #: 6152
Client: Absolut Resources
Area: 1

Base: Peaceriver, AB
Aircraft: C-GJET
System: Aero-Grad

Week Ending: 30-Nov-97

Date	Fit #	Area	Flight Time			Production		Down Time				Comments
			Total	Ferry	Survey	Flown	Accepted	A/C	Equip.	Diurnal	WX	
Monday				0.00								
24-Nov-97				0.00								
				0.00								
				0.00								
				0.00								
Tuesday		Brantford	0.80	0.80								Flight Test of the New Engine for C-GJET.
25-Nov-97		Godrich	1.00	1.00								Test Compensation Flight to prove the health of system.
		Sault St Marie	2.30	2.30								Ferry flight from Brantford to Sault St. Marie
				0.00								
Wednesday		Sault St Marie	3.40	3.40								Ferry flight from Sault St. Marie to Kenora.
26-Nov-97		Saskatoon	3.50	3.50								Ferry flight from Kenora to Saskatoon.
		Peace River	3.10	3.10								Ferry flight from Saskatoon to Peace River.
				0.00								
Thursday		Peace River		0.00								Setting up the parking and power of the aircraft.
27-Nov-97				0.00								Setting up storage for the survey equipment.
				0.00								Setting up the Base System, found a problem with the
				0.00								computer which was corrected and gps cable.
				0.00								
Friday		Peace River		0.00								Trying to Correct the computer problem with the base
28-Nov-97				0.00								station, have arranged to get base data from Spectra.
	001	Area # 1	1.80	0.00	0.90	0.00	0.00					Performed a compensation flight.
				0.00								
Saturday				0.00								It was necessary to delce the aircraft in the morning,
29-Nov-97				0.00								this took two and one half hours to perform the task.
	002	Area # 1	4.40	1.10	3.30	601.00	?					Performed a survey flight collecting all the tie lines and
				0.00								nine traverse lines, there was moderate turbulence.
Sunday	003	Area # 1	4.40	1.00	3.40	613.40	?					Performed two survey flights collecting fifty two traverse
30-Nov-97				0.00								lines.
	004	Area # 1	3.40	1.00	2.40	449.80	?					
				0.00								

	Days on site	FLIGHT TIME			PRODUCTION		DOWN TIME			
		Total	Ferry	Survey	Flown	Accepted	A/C	Equip.	Diurnal	WX
Weekly Totals	6	28.10	17.20	10.00	1664.20	0.00	0.00	0.25	0.00	0.50
Previous Totals	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Job Totals	6	28.10	17.20	10.00	1664.20	0.00	0.00	0.25	0.00	0.50
Projected Totals			N/A	N/A			N/A	N/A	N/A	N/A
% of Projected (%)	#DIV/0!	#DIV/0!	N/A	N/A	#DIV/0!	#DIV/0!	N/A	N/A	N/A	N/A
Estimated to finish	#DIV/0!									

SUMMARY	
km/hour	km/day
0.00	0.00
#DIV/0!	#DIV/0!
0.00	0.00
N/A	N/A

Crew Chief: R. Craig Dunklee
Data Processor: R. Craig Dunklee

Pilot: Duane Colbers
Copilot: _____

Operator: R. Craig Dunklee
Extra: _____

McIntrex Limited
Airborne Systems & Surveys Division

WEEKLY OPERATIONS REPORT

Job #: 6152
Client: Absolut Resources
Area: 1

Base: Peaceriver, AB
Aircraft: C-GJET
System: Aero-Grad

Week Ending: 30-Nov-97

Date	Fit #	Area	Flight Time			Production		Down Time				Comments
			Total	Ferry	Survey	Flown	Accepted	A/C	Equip.	Diurnal	WX	
Monday 1-Dec-97	005	Area # 1	4.50	1.00	3.50	654.17	?					Performed a survey flight for the Traverse Lines.
	006	Area # 1	3.4	1.00	2.4	449.70						Performed a survey flight for the Traverse Lines. Will have to move the Spectra base station due to planned construction at the original site.
				0.00								
Tuesday 2-Dec-97				0.00								Found that the aircraft heater had failed, and needed repair. Performed a survey flight for the Traverse Lines.
	007	Area # 1	4.10	1.80	2.30	449.68	?					Performed a survey flight for the Traverse Lines. Had to move the Spectra base due to Construction.
				0.00								
Wednesday 3-Dec-97	008	Area # 1	4.40	1.00	3.40	654.02	?					Performed a survey flight for the Traverse Lines. Found that the new site for the Spectra base station was unsuitable due to a mag shift of 2.5 gammas every 15 seconds, it was moved to another site in the evening.
				0.00								
				0.00								
Thursday 4-Dec-97	009	Area # 1	3.90	1.00	2.90	531.35	?					Lost two hours in the morning due to having to deice the aircraft twice before flying. Performed a survey flight for the Traverse Lines.
				0.00								
				0.00								
Friday 5-Dec-97	010	Area # 2	4.40	0.90	3.50	651.90	?					Lost 2.5 hours in the morning due to having to heat up the fuel valve and Mag 1 due to extreme cold. Performed a survey flight for Area # 2 Traverse Lines and Tie Lines.
				0.90								
				0.00								
Saturday 6-Dec-97	011	Area # 2	4.40	0.80	3.60	707.47	?					Performed a survey flight for Area # 2 Traverse Lines and found at the end of the flight that the Gps may have a problem, checked through the data and found full coverage.
				0.00								
				0.00								
Sunday 7-Dec-97	012	Area # 2	2.30	0.40	1.90	312.12	?					Lost 2 hours in the morning due to having to heat up the mag power supply, so it will activate the CS-2. Performed a survey flight for Area # 2 Traverse Lines and now have full coverage.
				0.00								
				0.00								

	Days on site	FLIGHT TIME			PRODUCTION		DOWN TIME			
		Total	Ferry	Survey	Flown	Accepted	A/C	Equip.	Diurnal	WX
Weekly Totals	7	31.40	8.80	23.50	4410.41	0.00	0.00	0.00	0.00	0.00
Previous Totals	6	28.10	17.20	10.00	1664.20	0.00	0.00	0.25	0.00	0.50
Job Totals	13	59.50	28.00	33.50	6074.61	0.00	0.00	0.25	0.00	0.50
Projected Totals			N/A	N/A			N/A	N/A	N/A	N/A
% of Projected (%)	#DIV/0!	#DIV/0!	N/A	N/A	#DIV/0!	#DIV/0!	N/A	N/A	N/A	N/A
Estimated to finish	#DIV/0!									

SUMMARY	
km/hour	km/day
0.00	0.00
0.00	0.00
0.00	0.00
N/A	N/A

Crew Chief: R. Craig Dunklee
Data Processor: R. Craig Dunklee

Pilot: Duane Colbers
Copilot: _____

Operator: R. Craig Dunklee
Extra: _____

APPENDIX D
FLIGHT LOGS

CLIENT: <u>Absolut Resources.</u>	BLOCK #: <u>1</u>	JOB: <u>6152</u>	PAGE <u>1</u> OF <u>1</u>	TEST LINE CODES:
FLT # <u>001</u>	DATE: <u>Nov 28, 1997</u>	OPERATOR: <u>C. Dunkler</u>	EM GND PHASE: <u>XXX1</u>	
PILOT: <u>D. Colbers.</u>	O.A.T.: <u>-5°C /</u>	A/C REG: <u>C-GJET</u>	EM GND Q CAL: <u>XXX2</u>	
BASE: <u>Peace River AB</u>	QNH: <u>29.41 /</u>	FUEL: <u></u>	EM NULL/Q ATR: <u>XXX3</u>	
TAKE OFF: <u>12:51</u>	LAND: <u>14:28</u>	FLT TIME: <u>1.6 + 0.2 = 1.8</u>	GND SPEC BG, UR TH: <u>XXX4</u>	
HEIGHT: <u>10,000 ft.</u>	VLF LINE: <u></u>	VLF ORTHO: <u></u>	SPEC BG H2O/AIR: <u>XXX5</u>	
EM FREQ: F1 <u></u> F2 <u></u> F3 <u></u> F4 <u></u> F5 <u></u>		VIDEO TAKE # <u>1</u>	SPEC TEST LINE: <u>XXX6</u>	

GND TEST FILES	FLIGHT DATA FILES	SPECTROMETER R.O.I.'S
TEXT: <u></u>	TEXT: <u></u>	TOTAL COUNT <u></u>
DUP: <u></u>	DUP: <u></u>	POTASSIUM <u></u>
RAW GPS: <u></u>	RAW GPS: <u></u>	URANIUM <u></u>
		THORIUM <u></u>

XXX=FLIGHT NUMBER

LINE #	START		TIME		BOUNDARIES		FILE NAME	ACCEPTED INTERVAL		COMMENTS
	FID		START	END	START	END		FID	BOUNDRY	
8010 N	1		1305	1308						Camp North 000°
8020 S	1163		1311	1313						Camp South 180°
8030 E	337		1315	1317						Camp East 090°
8040 W	495		1319	1322						Camp West 270°
										Secondary
8091 E	732		1324	1325						Camp East 090° Scrub
8041 W	807		1327	1330						Camp West 270°
8032 E	970		1331	1334						Camp East 090°
8011 N	1144		1335	1338						Camp North 000°
8021 S	1306		1340	1341						Camp South 180° Scrub
8022 S	1390		1347	1349						Camp South 180°
										Primary
8110 N	1550		1351	1351						High level North
8120 S	1582		1353	1353						High level South
8130 E	1624		1354	1355						High level East
8140 W	1659		1357	1358						High level West.
8210 N	1712									

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

CLIENT: <u>Absolute Resources</u>		BLOCK #: <u>1</u>	JOB: <u>6152</u>	PAGE <u>1</u> OF <u>2</u>	TEST LINE CODES:
FLT #: <u>002</u>	DATE: <u>Nov 29, 97</u>	OPERATOR: <u>Dunklee</u>		EM GND PHASE: <u>XXX1</u>	
PILOT: <u>D Colbers</u>	O.A.T.: <u>297-109</u>	A/C REG: <u>C-GTET</u>		EM GMD Q COIL: <u>XXX2</u>	
BASE: <u>Peace River</u>	QNH: <u>29.72 /</u>	FUEL: _____		EM NULL/Q AIR: <u>XXX3</u>	
TAKE OFF: <u>11:26</u>	LAND: <u>15:35</u>	FLT TIME: <u>4.2 + 0.2 = 4.4</u>		GND SPEC BG, UR TH: <u>XXX4</u>	
HEIGHT: <u>330' or 100m</u>	VLFF LINE: _____	VLFF ORTHO: _____		SPEC BG H2O/AIR: <u>XXX5</u>	
EM FREQ: F1 _____ F2 _____ F3 _____ F4 _____ F5 _____	VIDEO TAPE # <u>1</u>				
GND TEST FILES		FLIGHT DATA FILES		SPECTROMETER R.O.I.'S	
TEXT: _____	TEXT: _____		TOTAL COUNT _____	RADAR ALT CAL: <u>XXX7</u>	
DUP: _____	DUP: _____		POTASSIUM _____	TO BE ANNOUNCED: <u>XXX8</u>	
RAW GPS: _____	RAW GPS: _____		URANIUM _____	TO BE ANNOUNCED: <u>XXX9</u>	
			THORIUM _____	XXX=FLIGHT NUMBER	

LINE #	START		TIME		BOUNDARIES		FILE NAME	ACCEPTED INTERVAL		COMMENTS
	FID		START	END	START	END		FID	BOUNDRY	
9210 N	1		1149	1153						Fid 113 Hydro line
9200 S	252		1155	1200						Power line before fid 440
9190 N	548		1201	1206			4.4 - 0.5	3.9 - 0.5		Fid 627 Hydro line
9180 S	797		1207	1212						Fid 1018 Hydro line
9170 N	1092		1214	1218						Fid 1139 Hydro line
9160 S	1337		1219	1224						Fid 1597 Hydro line
9150 N	1631		1226	1230						Fid 1635 Hydro line
9140 S	1875		1232	1237						Power line is now out of Area
9130 N	2165		1238	1242						
9120 S	2410		1244	1249						
9110 N	2698		1250	1254						
9100 S	2943		1256	1301						
9090 N	3230		1302	1306						
9080 S	3479		1308	1313						
9070 N	3764		1314	1318						
9060 S	4012		1321	1325						
9050 N	4306		1327	1331						
9040 S	4552		1333	1337						
9030 N	4842		1341	1345						
9020 S	5086		1347	1352						
9010 N	5379		1353	1357						
1010 W	5722		1404	1408						
1020 E	5988		1411	1415						

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

CLIENT: <u>ABSOLUTE RESOURCES</u>	BLOCK #: <u>1</u>	JOB: <u>6152</u>	PAGE <u>2</u> OF <u>2</u>	TEST LINE CODES:
FLT # <u>002</u>	DATE: <u>Nov 29, 97</u>	OPERATOR: <u>Dunklee</u>	EM GND PHASE: <u>XXX1</u>	
PILOT: <u>D Culbers.</u>	O.A.T.: <u>-10°C /</u>	A/C REG: <u>C-GJET</u>	EM GND Q COIL: <u>XXX2</u>	
BASE: <u>Peace River.</u>	QNH: <u>29.72 /</u>	FUEL: _____	EM NULL/Q AIR: <u>XXX3</u>	
TAKE OFF: <u>11:26</u>	LAND: <u>15:35</u>	FLT TIME: <u>4.2 + 0.2 = 4.4</u>	GND SPEC BG, UR TH: <u>XXX4</u>	
HEIGHT: <u>330' or 100m</u>	VLF LINE: _____	VLF ORTHO: _____	SPEC BG H ₂ O/AIR: <u>XXX5</u>	
EM FREQ: F1 _____ F2 _____ F3 _____ F4 _____ F5 _____		VIDEO TAPE # <u>1</u>	SPEC TEST LINE: <u>XXX6</u>	

GND TEST FILES	FLIGHT DATA FILES	SPECTROMETER R.O.I.'S
TEXT: _____	TEXT: _____	TOTAL COUNT _____
DUP: _____	DUP: _____	POTASSIUM _____
RAW GPS: _____	RAW GPS: _____	URANIUM _____
		THORIUM _____
		TO BE ANNOUNCED <u>XXX8</u>
		TO BE ANNOUNCED <u>XXX9</u>
		XXX=FLIGHT NUMBER

LINE #	START FID	TIME		BOUNDARIES		FILE NAME	ACCEPTED INTERVAL		COMMENTS
		START	END	START	END		FID	BOUNDRY	
1030 W	6277	1417	1417						Scrub due to Nav.
1031 W	6303	1420	1424						
1040 E	6532	1426	1431						
1050 W	6864	1432	1437						
1060 E	7126	1439	1443						
1070 W		1449	1453						
1080 E	7684	1455	1459						
1090 W	7972	1501	1505						
9991 S	1	1531	1532						Test of Barr + Radar over 1873 foot Airport @ 330 ft AGL.

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

CLIENT: <u>ABSOLUT RESOURCES</u>	BLOCK #: <u>1</u>	JOB: <u>6152</u>	PAGE <u>1</u> OF <u>2</u>	TEST LINE CODES:
FLT # <u>003</u>	DATE: <u>Nov 30/97</u>	OPERATOR: <u>C. Dunklee</u>	EM GND PHASE: <u>XXX1</u>	
PILOT: <u>D Colbers</u>	O.A.T.: <u>-10°C /</u>	A/C REG: <u>C-GJET</u>	EM GND Q COIL: <u>XXX2</u>	
BASE: <u>Peace River</u>	QNH: <u>29.47 /</u>	FUEL: <u></u>	EM NULL/Q AIR: <u>XXX3</u>	
TAKE OFF: <u>09:09</u>	LAND: <u>15:21</u>	FLT TIME: <u>4.2 + 0.2 = 4.4</u>	GND SPEC BG, UR TH: <u>XXX4</u>	
HEIGHT: <u>330 ft ≈ 100m</u>	VLF LINE: <u></u>	VLF ORTHO: <u></u>	SPEC BG H ₂ O/AIR: <u>XXX5</u>	
EM FREQ: F1 <u></u> F2 <u></u> F3 <u></u> F4 <u></u> F5 <u></u>		VIDEO TAPE # <u>1 1</u>	SPEC TEST LINE: <u>XXX6</u>	
GND TEST FILES	FLIGHT DATA FILES	SPECTROMETER R.O.I.'S	RADAR ALT CAL: <u>XXX7</u>	
TEXT: <u></u>	TEXT: <u></u>	TOTAL COUNT: <u></u>	TO BE ANNOUNCED: <u>XXX8</u>	
DUP: <u></u>	DUP: <u></u>	POTASSIUM: <u></u>	TO BE ANNOUNCED: <u>XXX9</u>	
RAW GPS: <u></u>	RAW GPS: <u></u>	URANIUM: <u></u>		
		THORIUM: <u></u>		

XXX=FLIGHT NUMBER

LINE #	START		TIME		BOUNDARIES		FILE NAME	ACCEPTED INTERVAL		COMMENTS
	FID		START	END	START	END		FID	BOUNDRY	
1100E	1		09:34	09:38						
1110W	276		09:40	09:45						
1120E	576		09:51	09:55						
1130W	833		09:57	10:03						
1140E	1153		10:05	10:09						
1150W	1437		10:11	10:16						
1160E	1744		10:18	10:22						
1170W	2003		10:24	10:29						
1180E	2299		10:31	10:36						
1190W	2561		10:37	10:42						
1200E	2852		10:44	10:49						
1210W	3112		10:51	10:56						
1220E	3396		10:58	11:02						
1230W	3659		11:05	11:10						
1240E	3947		11:12	11:16						
1250W	4215		11:18	11:23						
1260E	4503		11:25	11:29						
1270W	4768		11:31	11:36						
1280E	5062		11:38	11:42						
1290W	5249		11:44	11:50						
1300E	5627		11:51	11:56						
1310W	5888		11:58	12:03						
1320E	6176		12:04	12:09						

Moderate Turbulence for entire flight

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

CLIENT: <u>ABSOLUTE RESOURCES</u>	BLOCK #: <u>1</u>	JOB: <u>6152</u>	PAGE <u>2</u> OF <u>2</u>	TEST LINE CODES:
FLT #: <u>003</u>	DATE: <u>Nov 30, 97</u>	OPERATOR: <u>C. Dunbar</u>	EM GND PHASE: <u>XXX1</u>	
PILOT: <u>D. Calbers</u>	O.A.T.: <u>-10°C /</u>	A/C REG: <u>C-GJFT</u>	EM GND Q COIL: <u>XXX2</u>	
BASE: <u>Peccre River</u>	QNH: <u>29.47 /</u>	FUEL: _____	EM NULL/Q AIR: <u>XXX3</u>	
TAKE OFF: <u>09:09</u>	LAND: <u>15:21</u>	FLT TIME: <u>4.2 + 0.2 = 4.4</u>	GND SPEC BG, UR TH: <u>XXX4</u>	
HEIGHT: <u>380 ft or 100m</u>	VLF LINE: _____	VLF ORTHO: _____	SPEC BG H2O/AIR: <u>XXX5</u>	
EM FREQ: F1 _____ F2 _____ F3 _____ F4 _____ F5 _____		VIDEO TAPE # <u>1</u> <u>2</u>	SPEC TEST LINE: <u>XXX6</u>	
GND TEST FILES	FLIGHT DATA FILES		SPECTROMETER R.O.I.'S	RADAR ALT CAL: <u>XXX7</u>
TEXT: _____	TEXT: _____		TOTAL COUNT _____	TO BE ANNOUNCED: <u>XXX8</u>
DUP: _____	DUP: _____		POTASSIUM _____	TO BE ANNOUNCED: <u>XXX9</u>
RAW GPS: _____	RAW GPS: _____		URANIUM _____	
			THORIUM _____	
				XXX=FLIGHT NUMBER

LINE #	START		TIME		BOUNDARIES		FILE NAME	ACCEPTED INTERVAL		COMMENTS
	FID	FID	START	END	START	END		FID	BOUNDRY	
1330W	6438		1211	1216						
1340E	6741		1218	1222						
1350W	7002		1224	1229						
1360E	7287		1231	1235						613.4 km
1370W	7551		1237	1242						
1380E	7835		1243	1248						
1390W	8097		1250	1255						

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

CLIENT: <u>ABSOLUT RESOURCES</u>		BLOCK #: <u>1</u>	JOB: <u>6152</u>	PAGE <u>1</u> OF <u>1</u>	TEST LINE CODES: EM GND PHASE: XXX1 EM GMD Q COIL: XXX2 EM NULL/Q AIR: XXX3 GND SPEC BG, UR TH: XXX4 SPEC BG H2O/AIR: XXX5 SPEC TEST LINE: XXX6 RADAR ALT CAL: XXX7 TO BE ANNOUNCED: XXX8 TO BE ANNOUNCED: XXX9 XXX=FLIGHT NUMBER
FLT # <u>004</u>	DATE: <u>Nov 30, 97</u>	OPERATOR: <u>C. Duaklee</u>			
PILOT: <u>D. Colbers</u>	O.A.T.: <u>-2°C</u>	A/C REG: <u>C-GJET</u>			
BASE: <u>Peace River</u>	QNH: <u>29.51</u>	FUEL: _____			
TAKE OFF: <u>13:59</u>	LAND: <u>19:09</u>	FLT TIME: <u>3,2+0.2=3,4</u>			
HEIGHT: <u>330 ft or 100m</u>	VLF LINE: _____	VLF ORTHO: _____			
EM FREQ: F1 _____ F2 _____ F3 _____ F4 _____ F5 _____	VIDEO TAPE # <u>2</u> <u>3</u>				
GND TEST FILES		FLIGHT DATA FILES		SPECTROMETER R.O.I.'S	
TEXT: _____		TEXT: _____		TOTAL COUNT _____	
DUP: _____		DUP: _____		POTASSIUM _____	
RAW GPS: _____		RAW GPS: _____		URANIUM _____	
				THORIUM _____	

LINE #	START FID	TIME		BOUNDARIES		FILE NAME	ACCEPTED INTERVAL		COMMENTS
		START	END	START	END		FID	BOUNDRY	
1400E	1	1422	1427						
1410W	259	1428	1433						
1420E	547	1435	1440						
1430W	814	1441	1446						
1440E	1098	1448	1453						
1450W	1362	1455	1500						
1460E	11651	1501	1506						409.8 km
1470W	1915	1507	1512						
1480E	2212	1514	1519						
1490W	2477	1521	1525						
1500E	2769	1527	1532						
1510W	3053	1534	1539						Video #3
1520E	3343	1540	1545						
1530W	3608	1547	1552						
1540E	3896	1554	1559						
1550W	4176	1600	1605						
1560E		1607	1612						
1570W	4726	1613	1618						
1580E	5013	1620	1625						
1590W	5279	1627	1632						
1600E	5564	1633	1638						
1610W	5826	1640	1645						

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

CLIENT: <u>ABSOLUTE RESOURCES</u>		BLOCK #: <u>1</u>	JOB: <u>6152</u>	PAGE <u>1</u> OF <u>2</u>	TEST LINE CODES: EM GND PHASE: XXX1 EM GMD Q COIL: XXX2 EM NULL/Q AIR: XXX3 GND SPEC BG,UR TH: XXX4 SPEC BG H2o/AIR XXX5 SPEC TEST LINE XXX6 RADAR ALT CAL XXX7 TO BE ANNOUNCED XXX8 TO BE ANNOUNCED XXX9 XXX=FLIGHT NUMBER
LT # <u>005</u>	DATE: <u>Dec 1/97</u>	OPERATOR: <u>C. Dunklee</u>			
PILOT: <u>D. Calbers</u>	O.A.T.: <u>-4°C /</u>	A/C REG: <u>C-GJET</u>			
ASE: <u>Peace River</u>	QNH: <u>29.92 /</u>	FUEL: _____			
AKE OFF: <u>08:28</u>	LAND: <u>12:45</u>	FLT TIME: <u>4.3+0.2=4.5</u>			
EIGHT: <u>330 ft or 100m</u>	VLF LINE: _____	VLF ORTHO: _____			
M FREQ: F1 _____ F2 _____ F3 _____ F4 _____ F5 _____	VIDEO TAP # <u>3</u> <u>4</u>		SPECTROMETER R.O.I.'S		
GND TEST FILES		FLIGHT DATA FILES		TOTAL COUNT _____	
EXT: _____	TEXT: _____		POTASSIUM _____	URANIUM _____	
UP: _____	DUP: _____		THORIUM _____		
AW GPS: _____	RAW GPS: _____				

LINE #	START		TIME		BOUNDARIES		FILE NAME	ACCEPTED INTERVAL		COMMENTS
	FID		START	END	START	END		FID	BOUNDRY	
1620E	1		0852	0857						
1630W	2161		0859	0904						
1640E	5162		0905	0910						
1650W	821		0912	0917						
1660E	1112		0918	0923						654.17 kgs.
1670W	1385		0925	0930						
1680E	1677		0932	0936						
1690W	1941		0938	0943						
1700E	2243		0945	0950						
1710W	2508		0952	0957						
1720E	2799		0959	1003						
1730W	3068		1005	1010						
1740E	3364		1012	1016						
1750W	3625		1018	1023						
1760E	3920		1025	1029						
1770W	4177		1031	1036						
1780E	4474		1038	1042						
1790W	4736		1044	1049						
1800E	5031		1051	1056						
1810W	5307		1058	1103						
1820E	5601		1105	1109						
1830W	5875		1111	1116						
1840E	6173		1117	1122						

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

CLIENT: ABSOLUT RESOURCES		BLOCK #: 1	JOB: 6152	PAGE 2 OF 2		TEST LINE CODES: EM GND PHASE: XXX1 EM GMD Q COIL: XXX2 EM NULL/Q AIR: XXX3 GND SPEC BG,UR TH: XXX4 SPEC BG H2o/AIR: XXX5 SPEC TEST LINE: XXX6 RADAR ALT CAL: XXX7 TO BE ANNOUNCED: XXX8 TO BE ANNOUNCED: XXX9 XXX=FLIGHT NUMBER	
LT # 005	DATE: Dec 1, 1977	OPERATOR: C. Dunklec		A/C REG: C-GTET			
PILOT: D. Colthars.	O.A.T.: -4°C	FUEL:		FLT TIME: 4.3 + 0.2 = 4.5			
BASE: Peace River	QNE: 29.92	LAND: 12:45		VLF ORTHO: _____			
ARE OFF: 0828	VLF LINE: _____	VIDEO TAPE # 3 4					
HEIGHT: 330 ft or 100m							
M FREQ: F1 _____ F2 _____ F3 _____ F4 _____ F5 _____	GND TEST FILES		FLIGHT DATA FILES		SPECTROMETER R.O.I.'S		
EXT: _____	TEXT: _____		TOTAL COUNT _____		URANIUM _____		
DUP: _____	DUP: _____		POTASSIUM _____		THORIUM _____		
RAW GPS: _____	RAW GPS: _____						

LINE #	START		TIME		BOUNDARIES		FILE NAME	ACCEPTED INTERVAL		COMMENTS
	FID	FID	START	END	START	END		FID	BOUNDRY	
1850W	6434		1124	1129						
860E	6726		1131	1135						View = 4
1870W	6989		1137	1142						
880E	7289		1144	1148						
1890W	7553		1150	1155						654.17 kms.
900E	7847		1157	1202						
900W	8113		1204	1208						
920E	8397		1210	1215						
930W	8660		1216	1221						

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

CLIENT: <u>ABSOLUT RESOURCES</u>	BLOCK #: <u>1</u>	JOB: <u>6152</u>	PAGE <u>1</u> OF <u>1</u>	TEST LINE CODES:
FLT # <u>006</u>	DATE: <u>Dec 1/97</u>	OPERATOR: <u>C. Dunklee</u>	EM GND PHASE: <u>XXX1</u>	EM GND Q COIL: <u>XXX2</u>
PILOT: <u>D Colbers</u>	O.A.T.: <u>-2°C /</u>	A/C REG: <u>C-GTET</u>	EM NULL/Q AIR: <u>XXX3</u>	GND SPEC BG, UR TH: <u>XXX4</u>
BASE: <u>Peace River</u>	QNB: <u>30.01 /</u>	FUEL: _____	SPEC BG H2O/AIR: <u>XXX5</u>	SPEC TEST LINE: <u>XXX6</u>
TAKE OFF: <u>13:33</u>	LAND: <u>16:45</u>	FLT TIME: <u>3.2 + 0.2 = 3.4</u>	RADAR ALT CAL: <u>XXX7</u>	TO BE ANNOUNCED: <u>XXX8</u>
HEIGHT: <u>330ft or 100m</u>	VLF LINE: _____	VLF ORTHO: _____	TO BE ANNOUNCED: <u>XXX9</u>	
EM FREQ: F1 _____ F2 _____ F3 _____ F4 _____ F5 _____		VIDEO TAPE # <u>4</u>		

GND TEST FILES	FLIGHT DATA FILES	SPECTROMETER R.O.I.'S
TEXT: _____	TEXT: _____	TOTAL COUNT _____
DUP: _____	DUP: _____	POTASSIUM _____
RAW GPS: _____	RAW GPS: _____	URANIUM _____
		THORIUM _____

XXX=FLIGHT NUMBER

LINE #	START		TIME		BOUNDARIES		FILE NAME	ACCEPTED INTERVAL		COMMENTS
	FID		START	END	START	END		FID	BOUNDRY	
1940E	1		1355	1359						
1950W	277		1401	1406						
1960E	558		1408	1413						
1970W	837		1415	1419						
1980E	1120		1421	1426						
1990W	1399		1428	1433						
2000E	1685		1437	1442						
2010W	1979		1444	1449						
2020E	2261		1451	1456						449.7 km
2020W	2535		1458	1502						
2040E	2820		1504	1509						
2050W	3092		1511	1516						
2060E	3381		1517	1522						
2070W	3654		1524	1529						
2080E	3941		1530	1535						
2090W	4224		1537	1542						449.6 Hydro line
2100E	4515		1544	1549						
2110W	4790		1550	1555						5057 Hydro line
2120E	5076		1557	1602						5028 Hydro line
2130W	5359		1604	1609						
2140E	5641		1610	1615						5056 Hydro line
2150W	5919		1617	1621						Hydro line

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

CLIENT: <u>ABSOLUT RESOURCES</u>		BLOCK #: <u>1</u>	JOB: <u>6152</u>	PAGE <u>1</u> OF <u>1</u>	TEST LINE CODES: EM GND PHASE: XXX1 EM GND Q COIL: XXX2 EM NULL/Q AIR: XXX3 GND SPEC BG,UR TH: XXX4 SPEC BG H2o/AIR XXX5 SPEC TEST LINE XXX6 RADAR ALT CAL XXX7 TO BE ANNOUNCED XXX8 TO BE ANNOUNCED XXX9 XXX=FLIGHT NUMBER
FLT # <u>007</u>	DATE: <u>Dec 02, 97</u>	OPERATOR: <u>C. Dunklee</u>			
PILOT: <u>D Colbers</u>	O.A.T.: <u>-9°C /</u>	A/C REG: <u>C-GTET</u>			
BASE: <u>Pece River</u>	QNH: <u>29.92 /</u>	FUEL: _____			
TAKE OFF: <u>08:50/0948/1302</u>	LAND: <u>0902/0956/16:16</u>	FLT TIME: <u>0.2+0.1+3.2 =</u>			
HEIGHT: <u>330 ft or 100m</u>	VLF LINE: _____	VLF ORTHO: <u>0.4+0.3+3.4 = 4.1</u>			
EM FREQ: F1 _____ F2 _____ F3 _____ F4 _____ F5 _____	VIDEO TAPE # <u>4</u> <u>5</u>		SPECTROMETER R.O.I.'S		
GND TEST FILES	FLIGHT DATA FILES		TOTAL COUNT _____		
TEXT: _____	TEXT: _____		POTASSIUM _____		
DUP: _____	DUP: _____		URANIUM _____		
RAW GPS: _____	RAW GPS: _____		THORIUM _____		

LINE #	START		TIME		BOUNDARIES		FILE NAME	ACCEPTED INTERVAL		COMMENTS
	FID		START	END	START	END		FID	BOUNDRY	
2160E	1		1324	1328						Fid 15 Hydro line
2170W	273		1330	1335						Fid 542 Hydro line
2180E	563		1338	1342						Fid 583 Hydro line
2190W	836		1344	1349						Fid " "
2200E	1124		1351	1356						Fid 1142 " "
2210W	1396		1358	1402						Video # 5 1657 Hydro line
2220E	1680		1404	1409						
2230W	1953		1411	1415						
2240E	2246		1418	1423						
2250W	2530		1425	1430						449.675 kms.
2260E	2829		1432	1437						
2270W	3115		1439	1444						
2280E	3399		1445	1450						
2290W	3686		1452	1457						
2300E	3973		1459	1503						Hydro 4000
2310W	4251		1505	1510						Hydro
2320E	4536		1512	1517						" 4567
2330W	4825		1518	1519						Scrub due to rain.
2331W			1521	1526						
2340E	5147		1528	1532						Line labled in file as 2341 Hydro 5179
2350W	5435		1534	1539						
2360E	5722		1541	1546						
2370W	5999		1547	1552						

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

CLIENT: <u>ABSOLUTE RESOURCES</u>	BLOCK #: <u>1</u>	JOB: <u>6152</u>	PAGE <u>1</u> OF <u>2</u>	TEST LINE CODES:
FLT #: <u>008</u>	DATE: <u>Dec 03, 1997</u>	OPERATOR: <u>C. Dunklee</u>	EM GND PHASE: <u>XXX1</u>	EM GND Q COIL: <u>XXX2</u>
PILOT: <u>D. Colbers</u>	O.A.T.: <u>-2°C /</u>	A/C REG: <u>C-GTET</u>	EM NULL/Q AIR: <u>XXX3</u>	GND SPEC BG, UR TH: <u>XXX4</u>
BASE: <u>Peace River</u>	QNH: <u>29.92 /</u>	FUEL: _____	SPEC BG H2O/AIR: <u>XXX5</u>	SPEC TEST LINE: <u>XXX6</u>
TAKE OFF: <u>08:50</u>	LAND: <u>13:01</u>	FLT TIME: <u>4.2+0.2=4.4</u>	RADAR ALT CAL: <u>XXX7</u>	TO BE ANNOUNCED: <u>XXX8</u>
HEIGHT: <u>300 ft</u>	VLF LINE: _____	VLF ORTHO: _____	TO BE ANNOUNCED: <u>XXX9</u>	
EM FREQ: F1 _____ F2 _____ F3 _____ F4 _____ F5 _____	VIDEO TAPE # <u>5</u> <u>6</u>			

GND TEST FILES		FLIGHT DATA FILES		SPECTROMETER R.O.I.'S	
TEXT: _____	TEXT: _____	TOTAL COUNT _____	POTASSIUM _____	URANIUM _____	THORIUM _____
DUP: _____	DUP: _____				
RAW GPS: _____	RAW GPS: _____				

XXX=FLIGHT NUMBER

LINE #	START	TIME		BOUNDARIES		FILE NAME	ACCEPTED INTERVAL		COMMENTS
		FID	START	END	START		END	FID	
2380E	1	0912	0917						Hydroline Fid 38
2390W	313	0919	0924						" "
2400E	591	0926	0931						" " 631
2410W	872	0932	0937						" " 1109
2420E	1151	0939	0945						" " 1193
2430W	1431	0945	0950						" " 1664
2440E	1716	0952	0957						" " 1759
2450W	1994	0959	1003						" " 2223
2460E	2269	1005	1010						" " 2315
2470W	2558	1012	1017						" " 2789
2480E	2841	1018	1023						" " 2889
2490W	3123	1025	1030						" "
2500E	3413	1032	1037						" " 3461
2510W	3723	1039	1043						" " 3948
2520E	4003	1045	1050						" " 4055
2530W	4284	1052	1057						" " 4510
2540E	4567	1058	1003						" " 4621
2550W	4838	1105	1109						" " 5063
2560E	5149	1111	1116						" " 5205 Video # 6
2570W	5419	1117	1122						" " 5639
2580E	5701	1124	1129						" " 5758
2590W	5997	1131	1136						" " 6215
2600E	6281	1137	1142						" " 6337

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

CLIENT: ABSOLUT RESOURCES	BLOCK #: 1	JOB: 6152	PAGE 2 OF 2	TEST LINE CODES:
FLT # 008	DATE: Dec 03 1997	OPERATOR: C. Duaklee	EM GND PHASE: XXX1	EM GND Q COIL: XXX2
PILOT: D. Colbers	O.A.T.: -8°C /	A/C REG: C-GJET	EM NULL/Q AIR: XXX3	GND SPEC BG, UR TH: XXX4
BASE: Peace River	QNH: 29.92 /	FUEL:	SPEC BG H2O/AIR: XXX5	SPEC TEST LINE: XXX6
TAKE OFF: 08:50	LAND: 13:01	FLT TIME: 4.2 + 0.2 = 4.4	RADAR ALT CAL: XXX7	TO BE ANNOUNCED: XXX8
HEIGHT: 330 ft or 100 m	VLF LINE:	VLF ORTO:	TO BE ANNOUNCED: XXX9	
EM FREQ: F1 F2 F3 F4 F5		VIDEO TAPE # 6		

GND TEST FILES	FLIGHT DATA FILES	SPECTROMETER R.O.I.'S
TEXT:	TEXT:	TOTAL COUNT
DUP:	DUP:	POTASSIUM
RAW GPS:	RAW GPS:	URANIUM
		THORIUM

XXX=FLIGHT NUMBER

LINE #	START		TIME		BOUNDARIES		FILE NAME	ACCEPTED INTERVAL		COMMENTS
	FID		START	END	START	END		FID	BOUNDARY	
21610W	6573		1144	1149						Hydro line Fid 6785
21620E	6854		1150	1155						" " 6915
21630W	7127		1156	1201						" " 7338
21640E	7412		1203	1207						" " 7471
21650W	7683		1209	1214						" " 7889
21660E	7960		1215	1220						" " 8025
21670W	8245		1222	1227						" " "
21680E	8520		1228	1233						" " 8527
21690W	8797		1234	1239						" " 8996
2700E										
										1654.02 km.

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

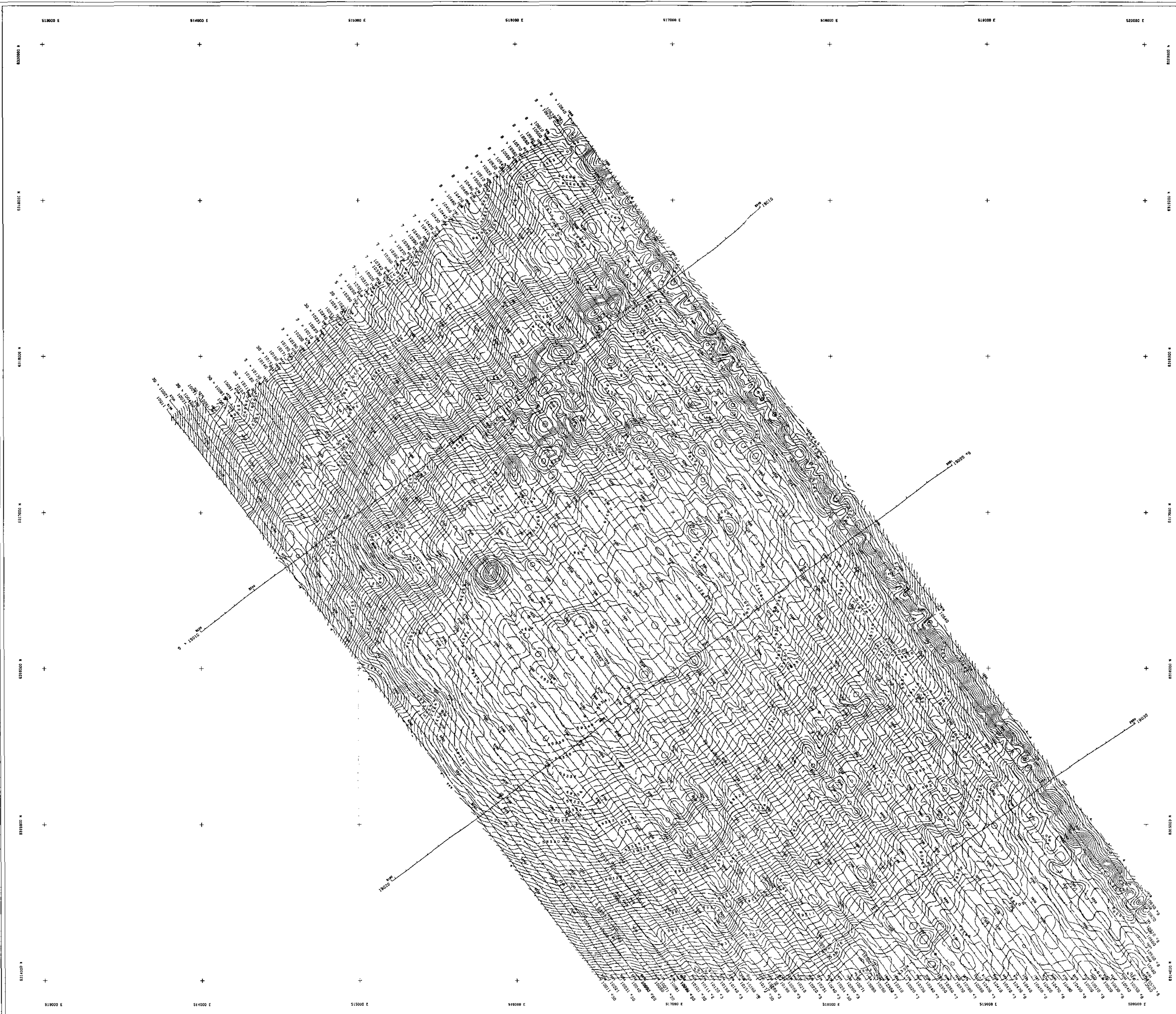
CLIENT: ABSOLUT RESOURCES		BLOCK #:	JOB:	PAGE	OF	TEST LINE CODES:		
FLY #	009	DATE:	Dec 04, 1997	OPERATOR:	C. Dunklee	EM GND PHASE:	XXX1	
PILOT:	D Colbers	O.A.T.:	-11°C /	A/C REG:	C-GJET	EM GMD Q COIL:	XXX2	
BASE:	Peccer River	QNH:	30.14 /	FUEL:		EM NULL/Q AIR:	XXX3	
TAKE OFF:	10:48	LAND:	14:33	FLT TIME:	3.7 + 0.2 = 3.9	GND SPEC BG, UR TH:	XXX4	
HEIGHT:	300 ft or 100m	VLF LINE:		VLF ORTHO:		SPEC BG H2O/AIR	XXX5	
EM FREQ:	F1	F2	F3	F4	F5	SPEC TEST LINE	XXX6	
GND TEST FILES		FLIGHT DATA FILES			SPECTROMETER R.O.I.'S		RADAR ALT CAL	XXX7
TEXT:		TEXT:		TOTAL COUNT		TO BE ANNOUNCED	XXX8	
DUP:		DUP:		POTASSIUM		TO BE ANNOUNCED	XXX9	
RAW GPS:		RAW GPS:		URANIUM		XXX=FLIGHT NUMBER		
THORIUM		VIDEO TAPE #	6	7				

LINE #	START	TIME		BOUNDARIES		FILE NAME	ACCEPTED INTERVAL		COMMENTS
		FID	START	END	START		END	FID	
2700E	1	1108	1113						Hydro line Fid 77
2710W	293	1114	1119						" " 486
2720E	558	1121	1126						" " 630
2730W	858	1128	1132						" " 1049
2740E	1119	1134	1139						" " 1193
2750W	1417	1141	1146						" " 1666
2760E	1685	1147	1153						" " 1762
2770W	2007	1155	1159						" " 1998
2780E	2276	1201	1207						" " 2353
2790W	2578	1208	1213						" " 27166
2800E	2850	1215	1219						" " 2930 531.345 km ²
2810W	3136	1221	1225						" " 3219
2820E	3397	1227	1232						" " 3477
2830W	3697	1214	1238						" " 4041
2840E	3596	1240	1245						" " 4730
2850W	4247	1247	1251						" " 4604
2860E	4520	1253	1259						" " 5006
2870W	4825	1300	1305						" " 5132
2880E	5092	1307	1312						" " 5576
2890W	5400	1314	1319						" " 5765
2900E	5675	1321	1326						" " 6150
2910W	5971	1327	1332						" " 6332 Video = 7
2920E	6238	1334	1339						

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME

CLIENT: ABSOLUTE RESOURCES			BLOCK #: 1	JOB: 1252	PAGE 2 OF 2	TEST LINE CODES: EM GND PHASE: XXX1 EM GND Q COIL: XXX2 EM NULL/Q AIR: XXX3 GND SPEC BG, UR TH: XXX4 SPEC BG H ₂ O/AIR: XXX5 SPEC TEST LINE: XXX6 RADAR ALT CAL: XXX7 TO BE ANNOUNCED: XXX8 TO BE ANNOUNCED: XXX9 XXX=FLIGHT NUMBER			
FLT #: 009			DATE: Dec 4, 97	OPERATOR: C. Dunkler					
PILOT: D. Calbers			O.A.T.: -11°C /	A/C REG: C-GJET					
BASE: Peace River			QNE: 30.14 /	FUEL:					
TAKE OFF: 10:48			LAND: 14:33	FLT TIME: 3.7 + 0.2 = 3.9					
HEIGHT: 330ft or 100m			VLF LINE:	VLF ORTHO:					
EM FREQ: F1 _____ F2 _____		F3 _____	F4 _____	F5 _____	VIDEO TAPE #: 7				
GND TEST FILES TEXT: _____ DUP: _____ RAW GPS: _____		FLIGHT DATA FILES TEXT: _____ DUP: _____ RAW GPS: _____			SPECTROMETER R.O.I.'S TOTAL COUNT _____ POTASSIUM _____ URANIUM _____ THORIUM _____				
LINE #	START	TIME		BOUNDARIES		FILE NAME	ACCEPTED INTERVAL		COMMENTS
	FID	START	END	START	END		FID	BOUNDRY	
2930W	6535	1340	1345						Hydroline Fid 6710
2940E	6813	1347	1352						" " 6907
2950W	7101	1353	1357						" " 7276
2960E		1359	1404						" " 7455
3210N	7607								

ANY LINE REFLOWN SHOULD HAVE THE LINE NUMBER INCREMENTED BY 1 EACH TIME



TECHNICAL SUMMARY

Navigation Ashtech/Rascal GPS positioning
 Data reduction grid interval 15 metres
 Terrain clearance Helicopter 27 m
 Electromagnetic sensor 30 m
 Magnetometer 30 m
 Data sampling interval 0.1 second
 Magnetometer / sensitivity Caesium / 0.01 nT
 Electromagnetic system DIGHEM™

Frequency	Sensitivity	Coil Orientation
900 Hz	0.1 ppm	Vertical coplanar
3500 Hz	0.2 ppm	Vertical coplanar
3315 Hz	0.1 ppm	Horizontal coplanar
7200 Hz	0.2 ppm	Horizontal coplanar
55000 Hz	0.5 ppm	Horizontal coplanar

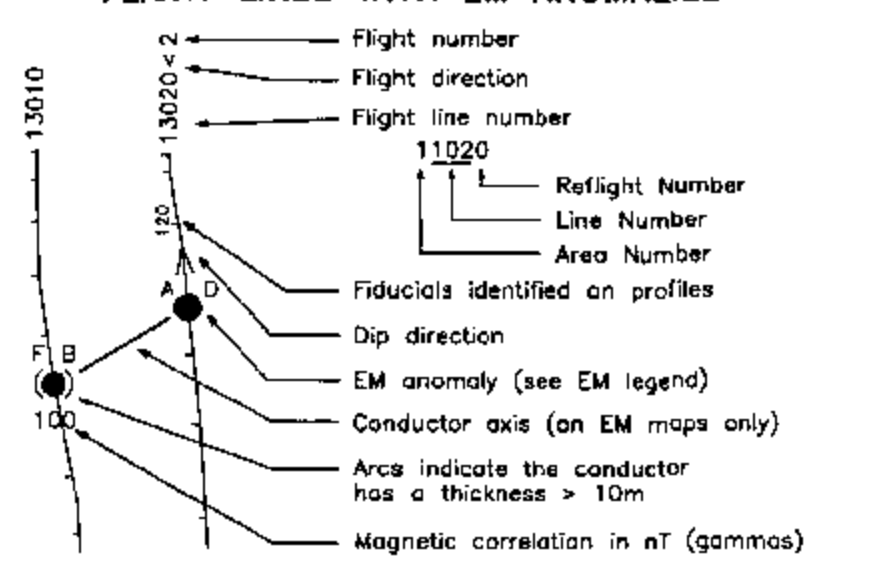


ELECTROMAGNETIC ANOMALIES

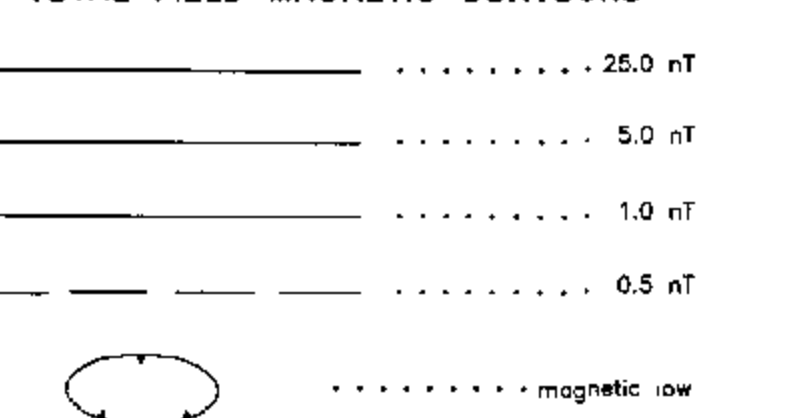
Grade	Anomaly	Conductance
7	●	>100 siemens
6	●	50-100 siemens
5	●	20-50 siemens
4	●	10-20 siemens
3	●	5-10 siemens
2	●	1-5 siemens
1	●	<1 siemens
-	*	Questionable anomaly

Anomaly Identifier	Interpretive symbol	Interpretive description
+	B	Bedrock conductor
+	D	Narrow bedrock conductor ("thin dike")
+	S	Conductive cover ("horizontal thin sheet")
+	H	Broad conductive rock unit, deep conductive weathering, thick conductive cover ("half space")
+	E	Edge of broad conductor ("edge of half space")
+	L	Clutter e.g. power lines, metal building or fence

FLIGHT LINES WITH EM ANOMALIES

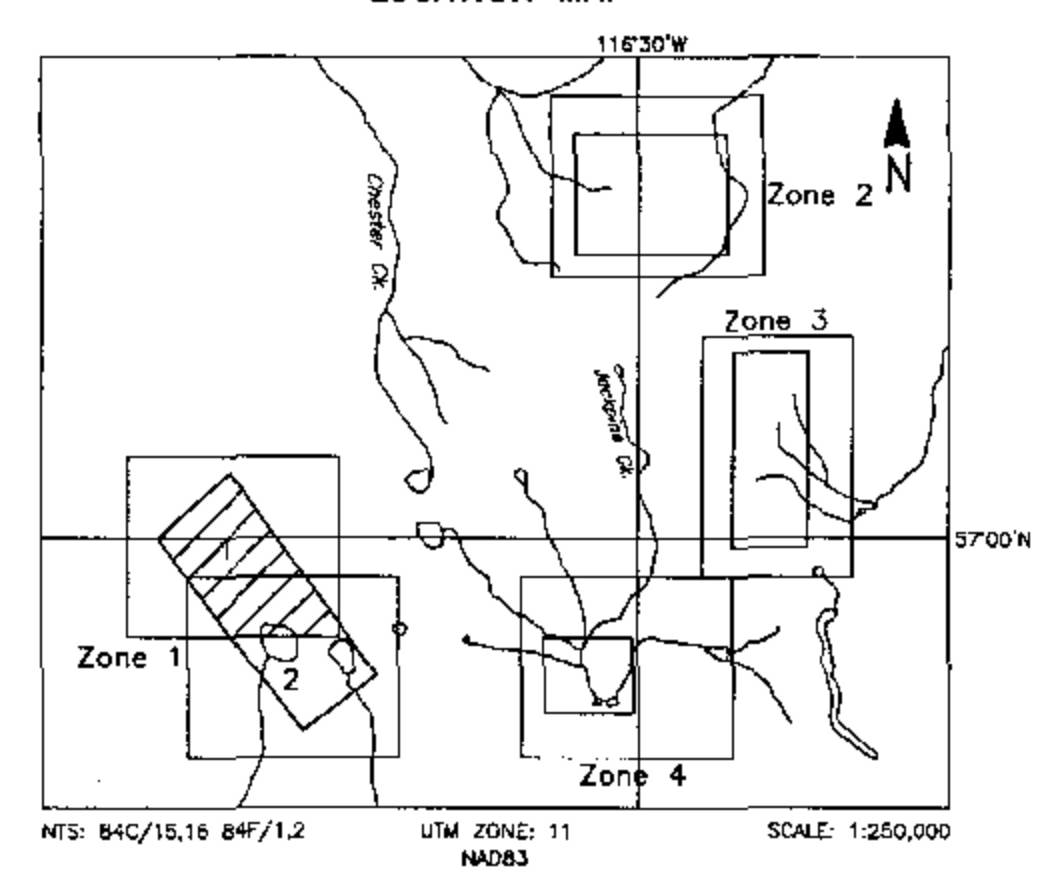


TOTAL FIELD MAGNETIC CONTOURS



Magnetic inclination within the survey area: 78 degrees N
 Magnetic declination within the survey area: 23 degrees E

LOCATION MAP



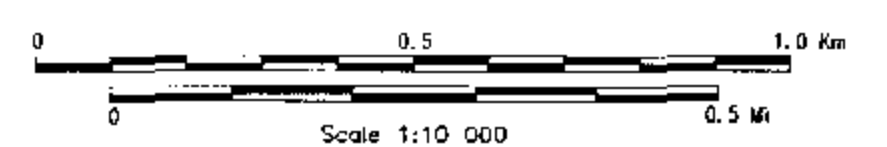
19980211

ABSOLUT RESOURCES CORP.
 ZONE 1, ALBERTA

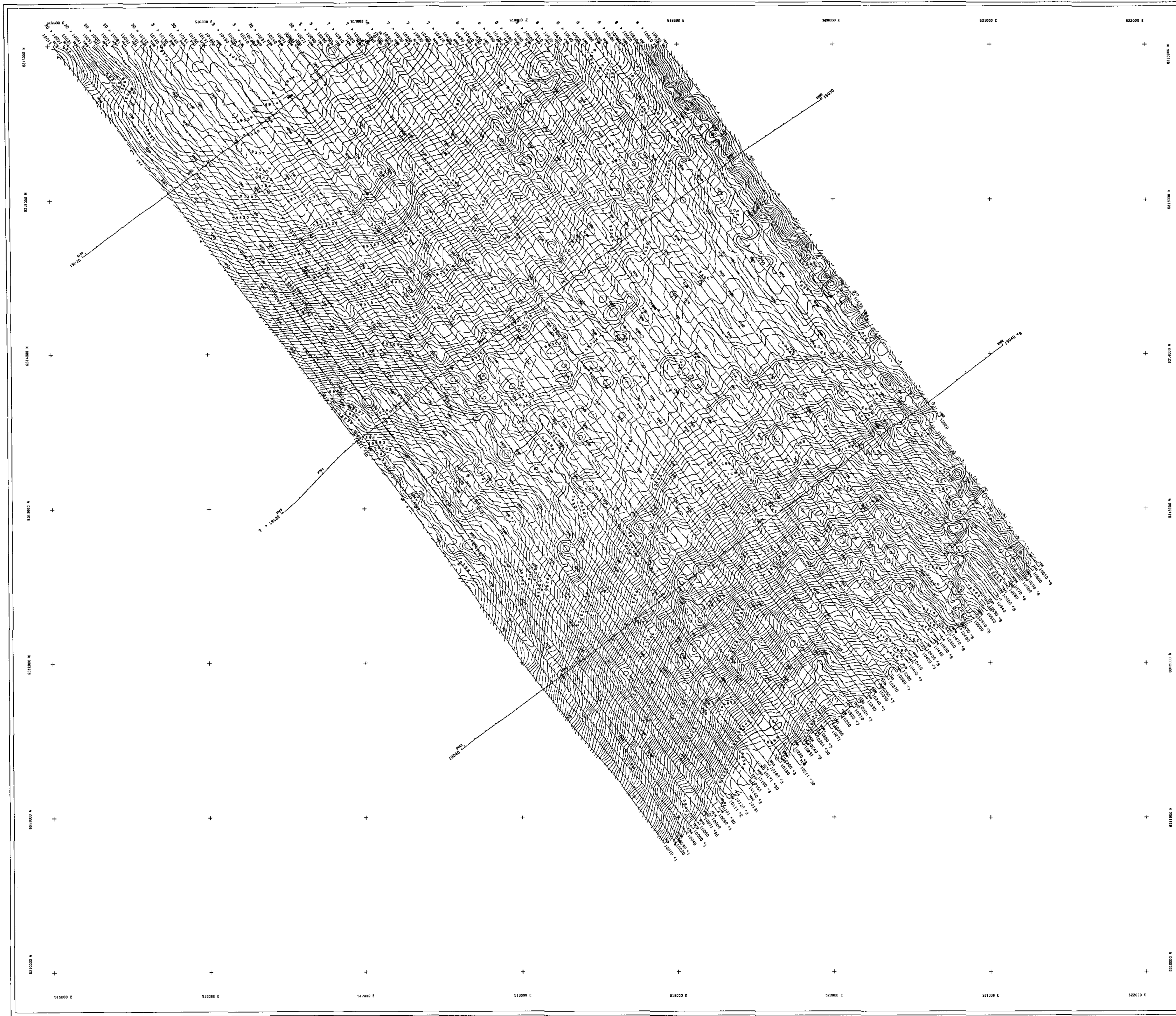
**PRELIMINARY
 TOTAL FIELD MAGNETICS**
2nd order trend removed

DIGHEM SURVEY	NTS: 84C/15; 84F/2	GEOPHYSICIST:
DATE: MAY, 1998	JOD: 1307	SP-EET: 1

Geotrex-Dighem, A division of CGG Canada Ltd.



Airborne & Ground Geophysical Services



TECHNICAL SUMMARY

Navigation Ashtech/Rascal GPS positioning
 Data reduction grid interval 15 metres
 Terrain clearance Helicopter 57 m
 Electromagnetic sensor 30 m
 Magnetometer 30 m
 Data sampling interval 0.1 second
 Magnetometer / sensitivity Cadam / 0.01 nT
 Electromagnetic system DIGHEM

Frequency	Sensitivity	Coil Orientation
900 Hz	0.1 ppm	Vertical coplanar
5250 Hz	0.2 ppm	Vertical coplanar
335 Hz	0.1 ppm	Horizontal coplanar
7250 Hz	0.2 ppm	Horizontal coplanar
56000 Hz	0.5 ppm	Horizontal coplanar

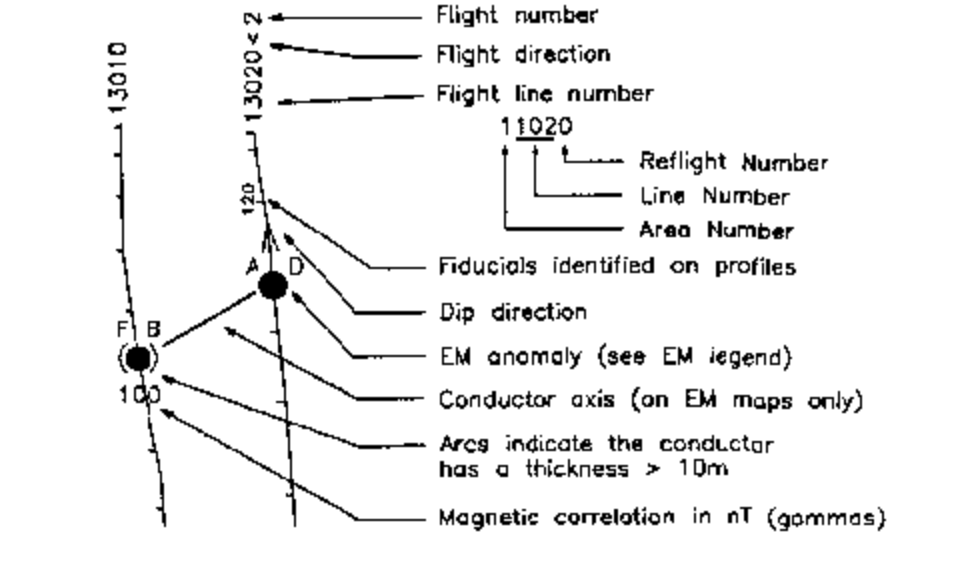


ELECTROMAGNETIC ANOMALIES

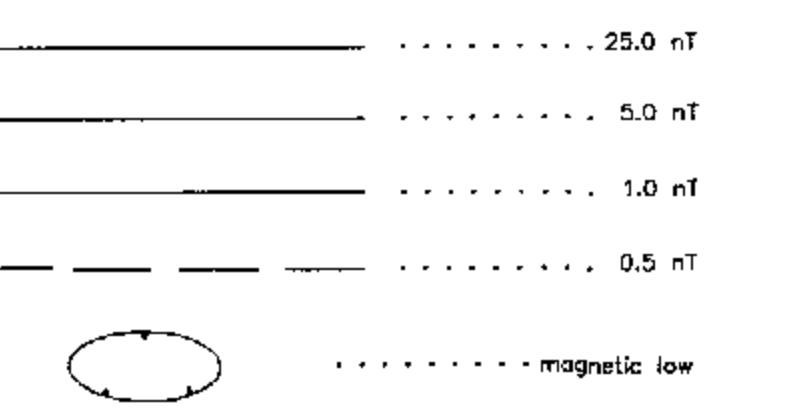
Grade	Anomaly	Conductance
7	●	>100 siemens
6	●	50-100 siemens
5	●	20-50 siemens
4	●	10-20 siemens
3	●	5-10 siemens
2	●	1-5 siemens
1	●	< 1 siemens
-	●	Questionable anomaly

Anomaly Identifier	Interpretive Symbol	Conductor ("note")
●	B	Bedrock conductor
○	D	Narrow bedrock conductor ("thin sheet")
○	S	Conductive cover ("horizontal thin sheet")
○	H	Broad conductive rock unit, deep conductive weathering, thick conductive cover ("thick sheet")
○	E	Edge of broad conductor ("edge of host space")
○	L	Culture, e.g. power line, metal building or fence

FLIGHT LINES WITH EM ANOMALIES

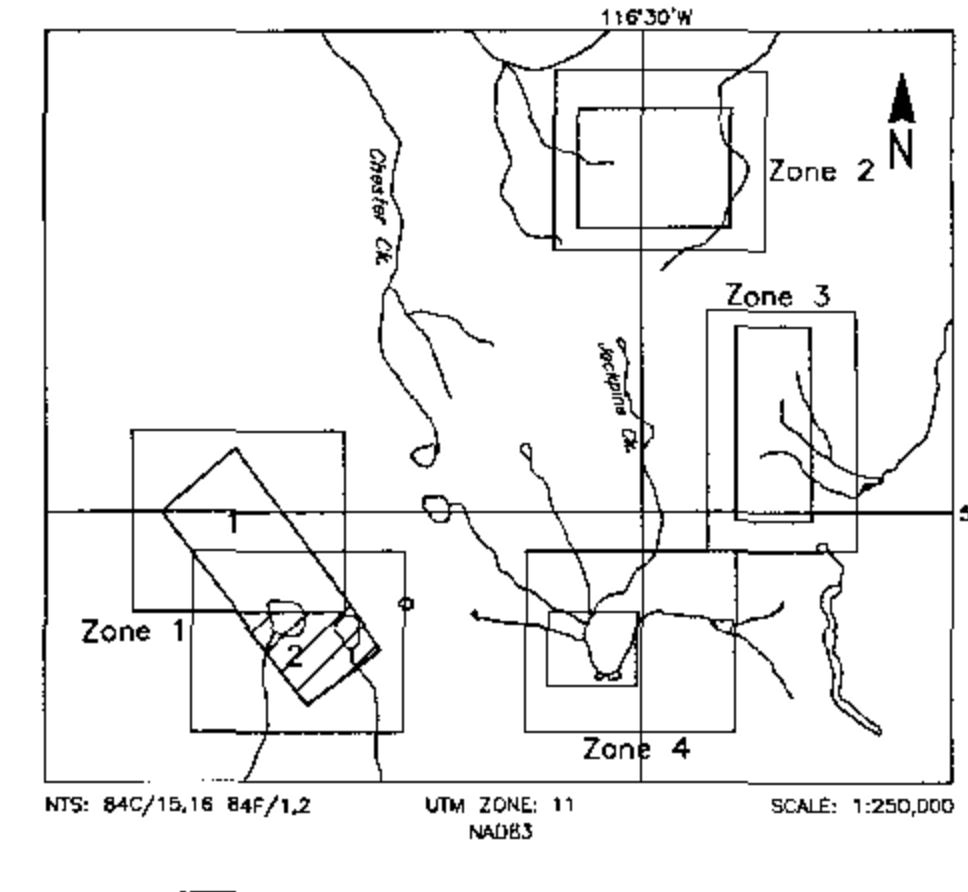


TOTAL FIELD MAGNETIC CONTOURS



Magnetic inclination within the survey area: 78 degrees N
 Magnetic declination within the survey area: 23 degrees E

LOCATION MAP



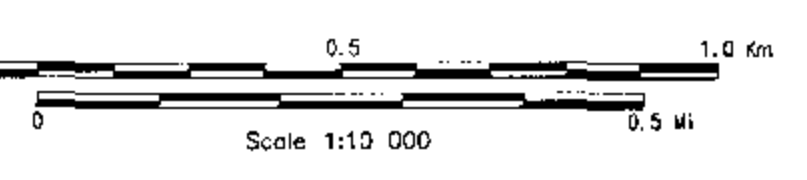
19980011

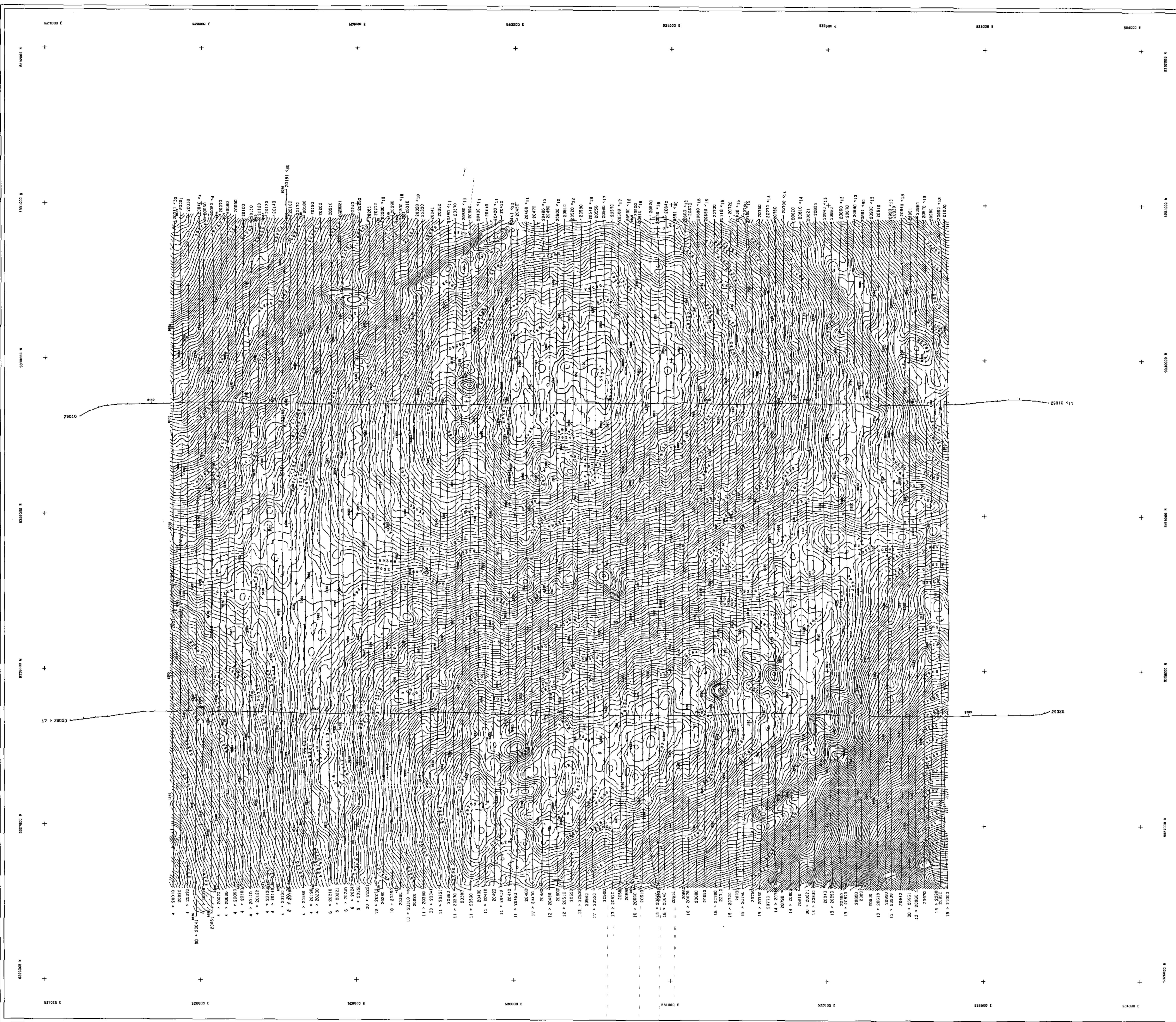
ABSOLUT RESOURCES CORP.
 ZONE 1, ALBERTA

PRELIMINARY
 TOTAL FIELD MAGNETICS
 order trend removed

DIGHEM SURVEY	NIS: 84C/15, 84F/2	GEOPHYSICIST:
DATE: MAY, 1998	JOB: 1307	SHEET: 2

Geotrex-DigheM, A division of CCG Canada Ltd.





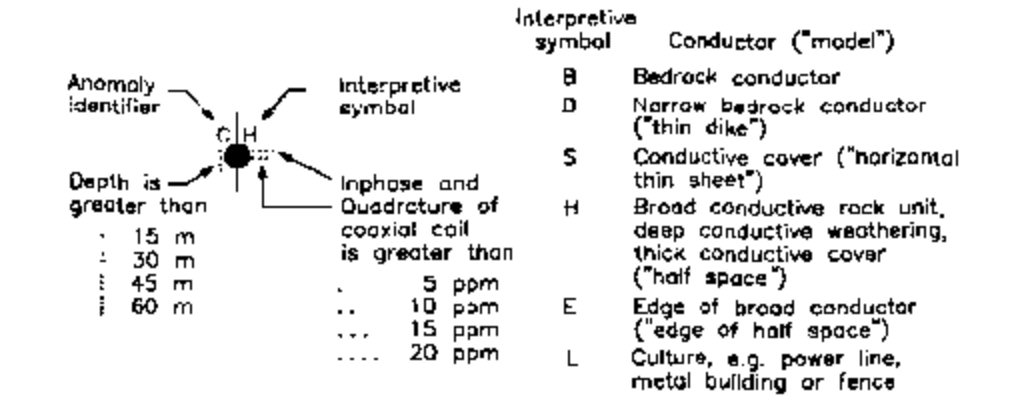
TECHNICAL SUMMARY

Navigation: AsTech/Rascal GPS positioning
 Data reduction grid interval: 13 metres
 Terrain clearance: Helicopter 57 m
 Electromagnetic sensor 30 m
 Magnetometer 30 m
 Data sampling interval: 0.1 second
 Magnetometer / sensitivity: Cesium / 0.01 nT
 Electromagnetic system: DDC/EA

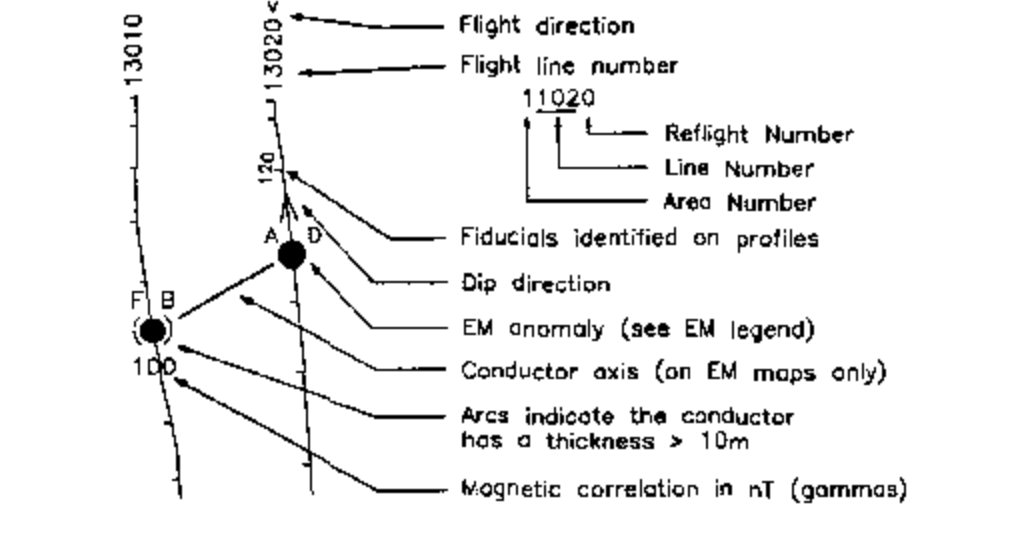
Frequency	Sensitivity	Coil Orientation
900 Hz	0.1 ppm	Vertical coplaner
5000 Hz	0.2 ppm	Vertical coplaner
3325 Hz	0.1 ppm	Horizontal coplaner
7200 Hz	0.2 ppm	Horizontal coplaner
55000 Hz	0.5 ppm	Horizontal coplaner

ELECTROMAGNETIC ANOMALIES

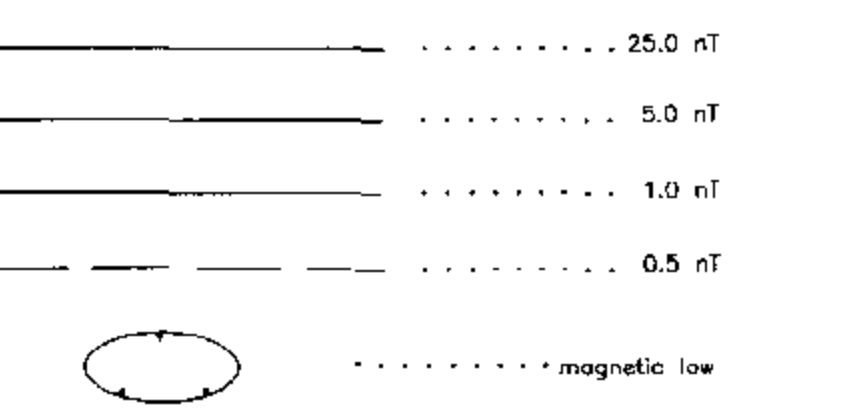
Grade	Anomaly	Conductance
7	●	>100 siemens
6	●	50-100 siemens
5	●	20-50 siemens
3	●	5-10 siemens
2	●	1-5 siemens
1	●	+1 siemens
-	*	Questionable anomaly



FLIGHT LINES WITH EM ANOMALIES

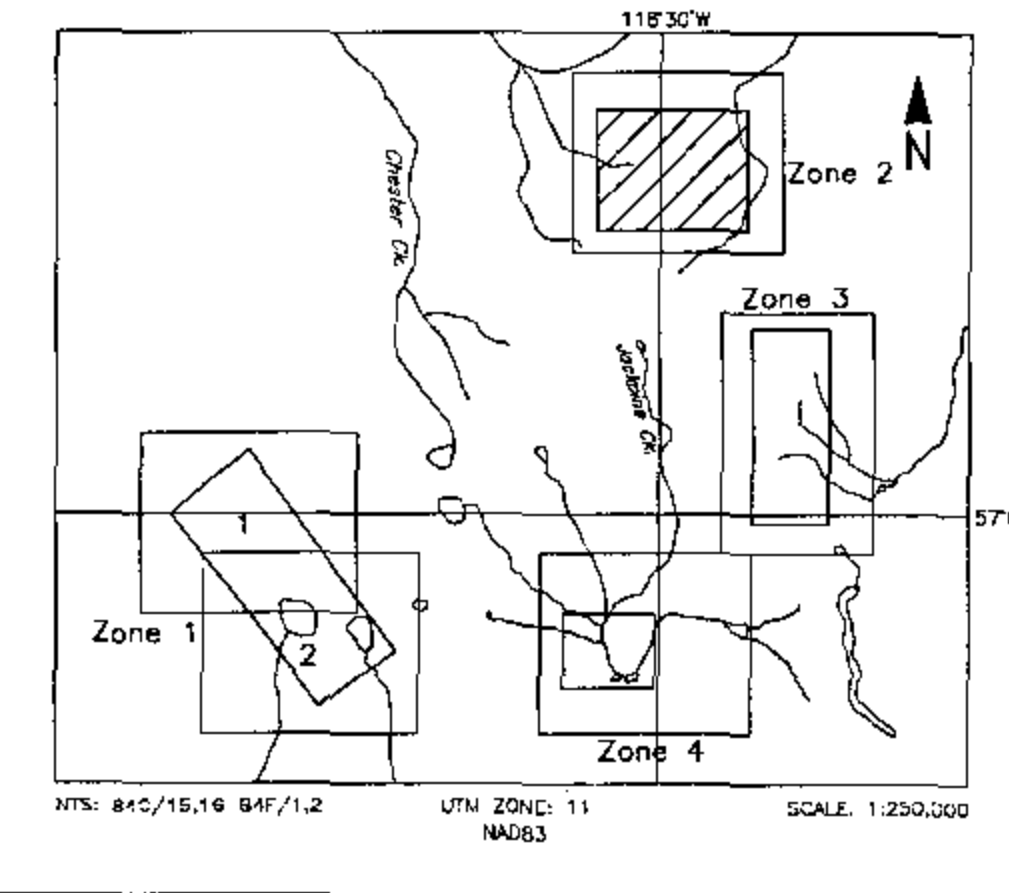


TOTAL FIELD MAGNETIC CONTOURS



Magnetic inclination within the survey area: 78 degrees N
 Magnetic declination within the survey area: 23 degrees E

LOCATION MAP

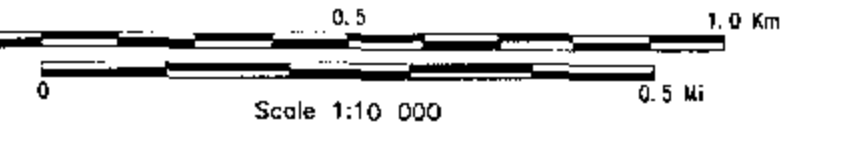


19980211

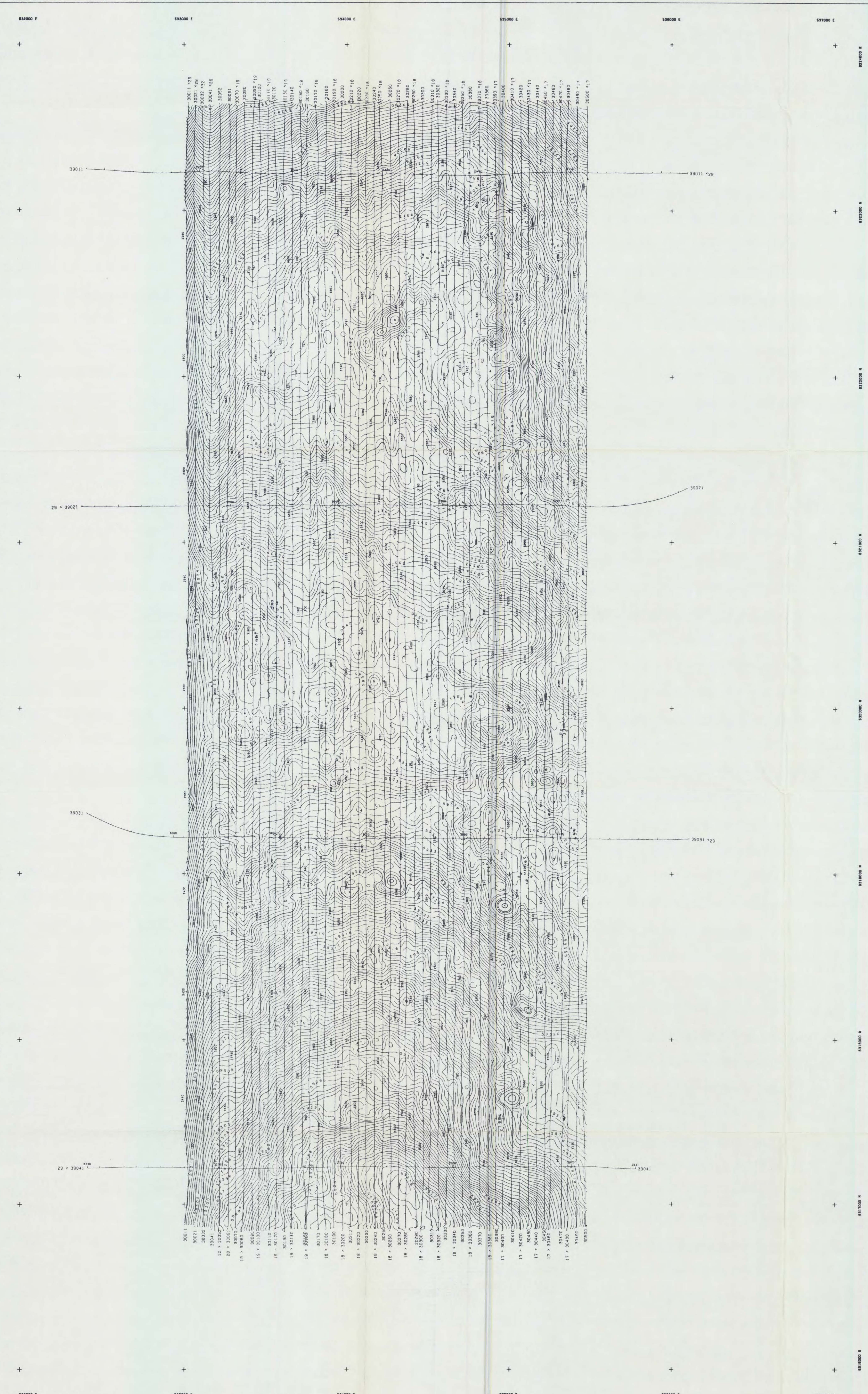
ABSOLUT RESOURCES CORP.
ZONE 2, ALBERTA

PRELIMINARY
TOTAL FIELD MAGNETICS
3rd order trend removed

DIGHEM SURVEY	NTS: 84F/1,2	GEOPHYSICIST:
DATE: MAY, 1998	JOB: 1307	SHEET: 1
Geotrex-DigheM, A division of CGG Canada Ltd.		



geotrex-digheM
 Airborne & Ground Geophysical Services



TECHNICAL SUMMARY

Navigation Ashtech/Racal GPS positioning
 Data reduction grid interval 13 metres
 Terrain clearance Helicopter 57 m
 Electromagnetic sensor 30 m
 Magnetometer 30 m
 Data sampling interval 0.1 second
 Magnetometer / sensitivity Caesium / 0.01 nT
 Electromagnetic system DigHEM

Frequency	Sensitivity	Coil Orientation
800 Hz	0.1 ppm	Vertical coaxial
5500 Hz	0.2 ppm	Vertical coaxial
335 Hz	0.1 ppm	Horizontal coplanar
7200 Hz	0.2 ppm	Horizontal coplanar
56000 Hz	0.5 ppm	Horizontal coplanar

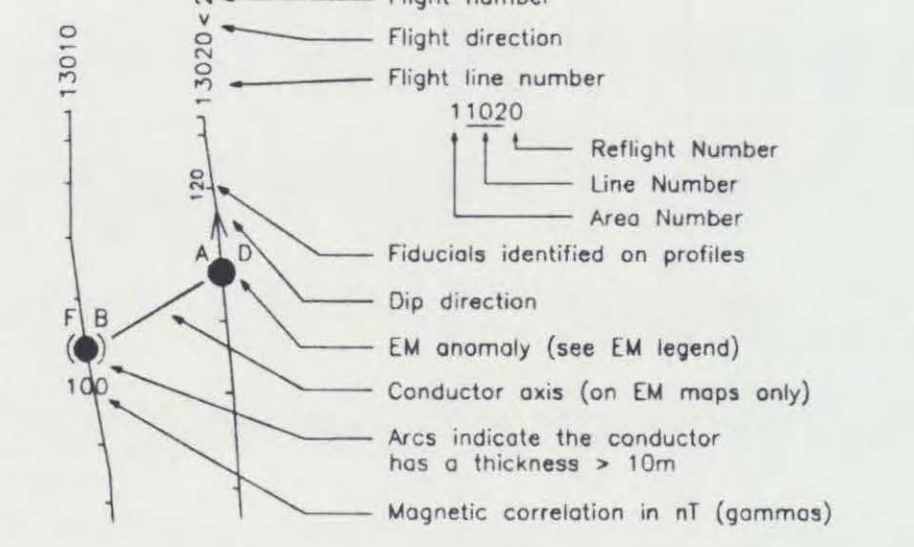


ELECTROMAGNETIC ANOMALIES

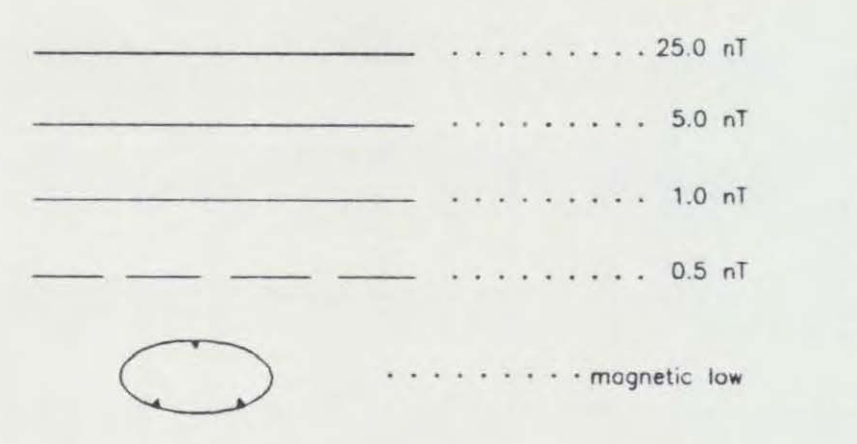
Grade	Anomaly	Conductance
7	●	>100 siemens
6	●	50-100 siemens
5	●	20-50 siemens
4	●	10-20 siemens
3	○	5-10 siemens
2	○	1-5 siemens
1	○	< 1 siemens
-	*	Questionable anomaly

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

FLIGHT LINES WITH EM ANOMALIES

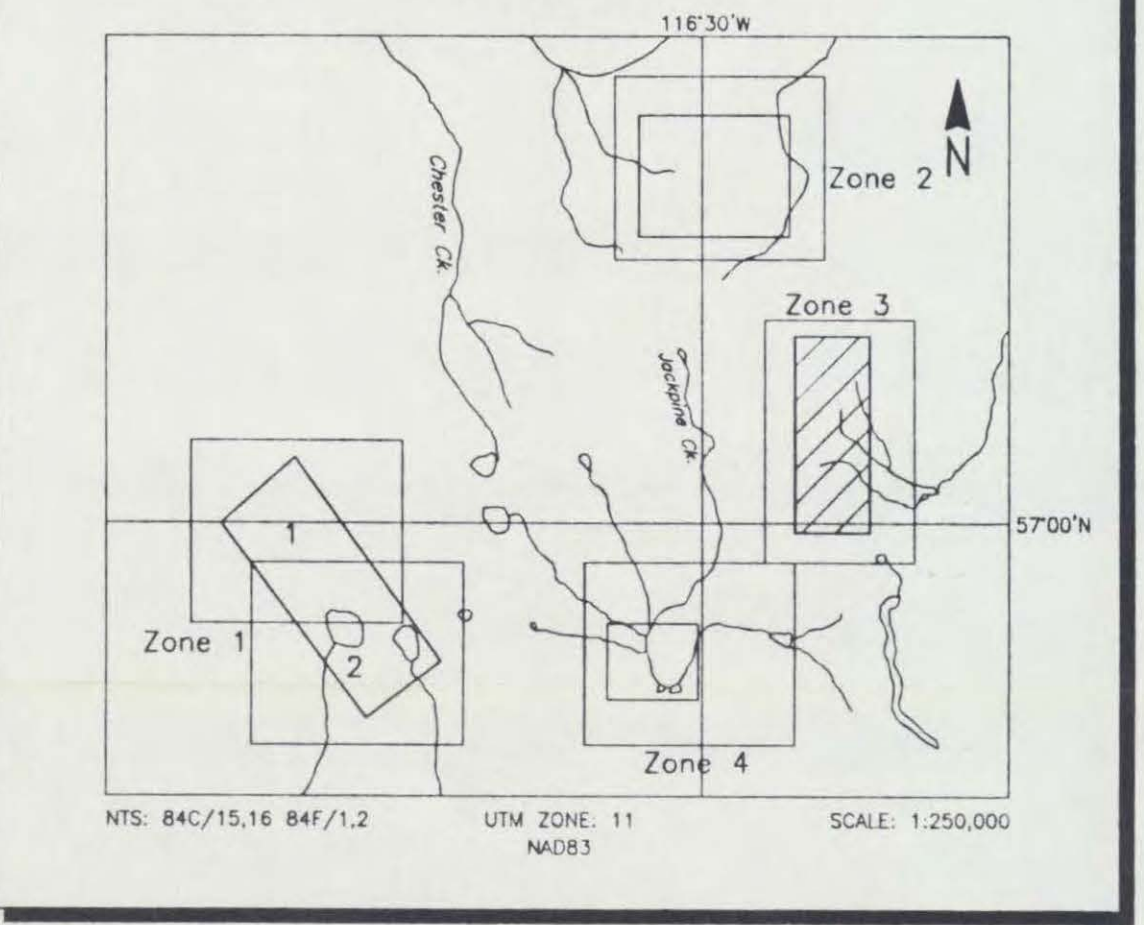


TOTAL FIELD MAGNETIC CONTOURS



Magnetic inclination within the survey area: 78 degrees N
 Magnetic declination within the survey area: 23 degrees W

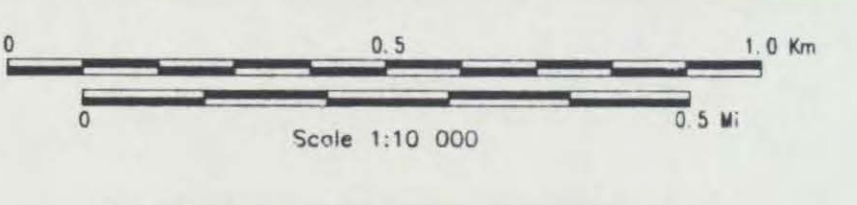
LOCATION MAP



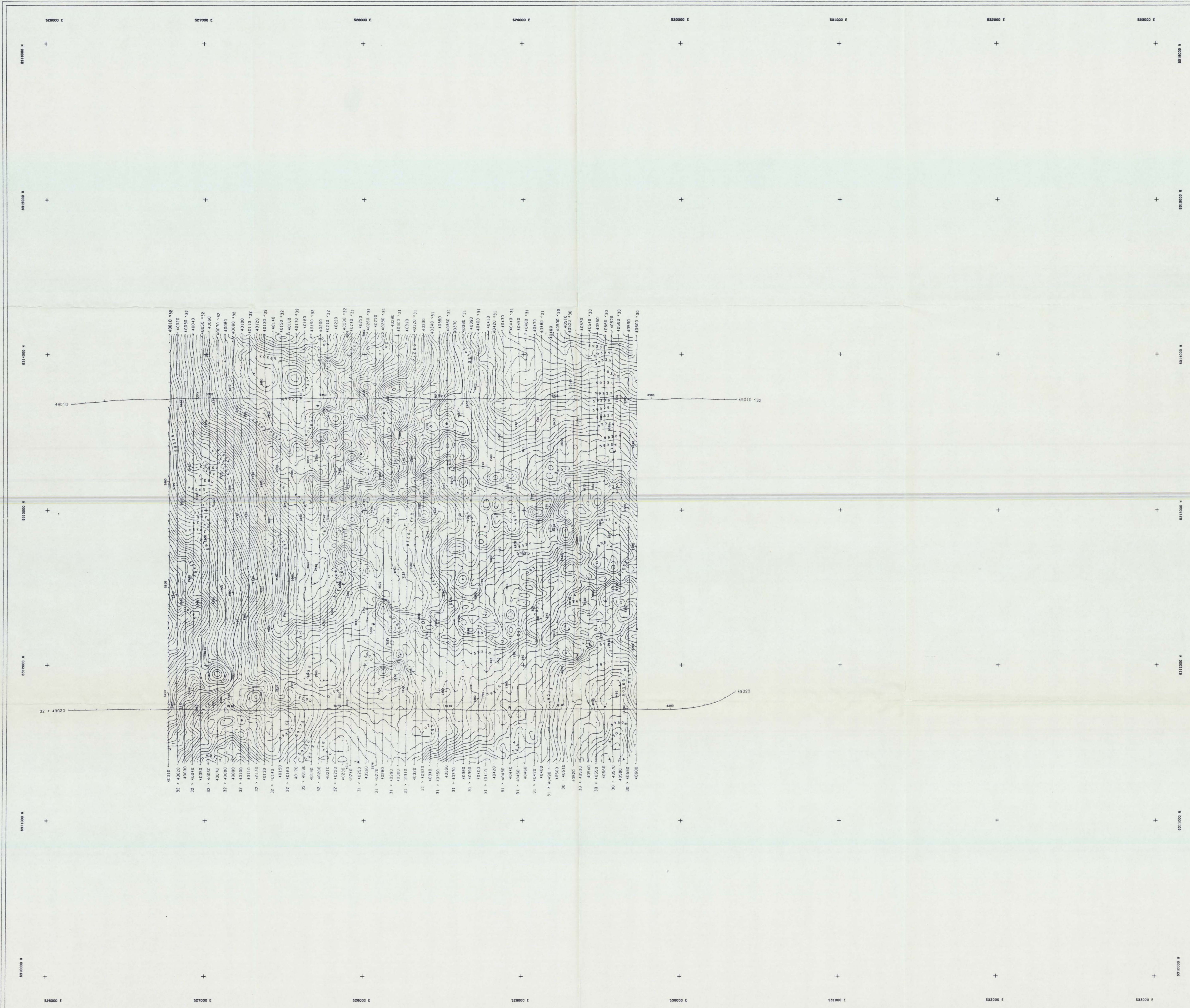
19980011
ABSOLUT RESOURCES CORP.
 ZONE 3, ALBERTA

PRELIMINARY TOTAL FIELD MAGNETICS
2nd order trend removed

DIGHEM SURVEY	NTS: 84C/15,16	GEOPHYSICIST:
DATE: MAY, 1998	JOB: 1307	SHEET: 1
Geotrex-DigheM, A division of CGG Canada Ltd.		



geotrex-digheM
 Airborne & Ground Geophysical Services



TECHNICAL SUMMARY

Navigation Ashtech/Racal GPS positioning
 Data reduction grid interval 13 metres
 Terrain clearance Helicopter 57 m
 Electromagnetic sensor 30 m
 Magnetometer 30 m
 Data sampling interval 0.1 second
 Magnetometer / sensitivity Caesium / 0.01 nT
 Electromagnetic system DIGEM[®]

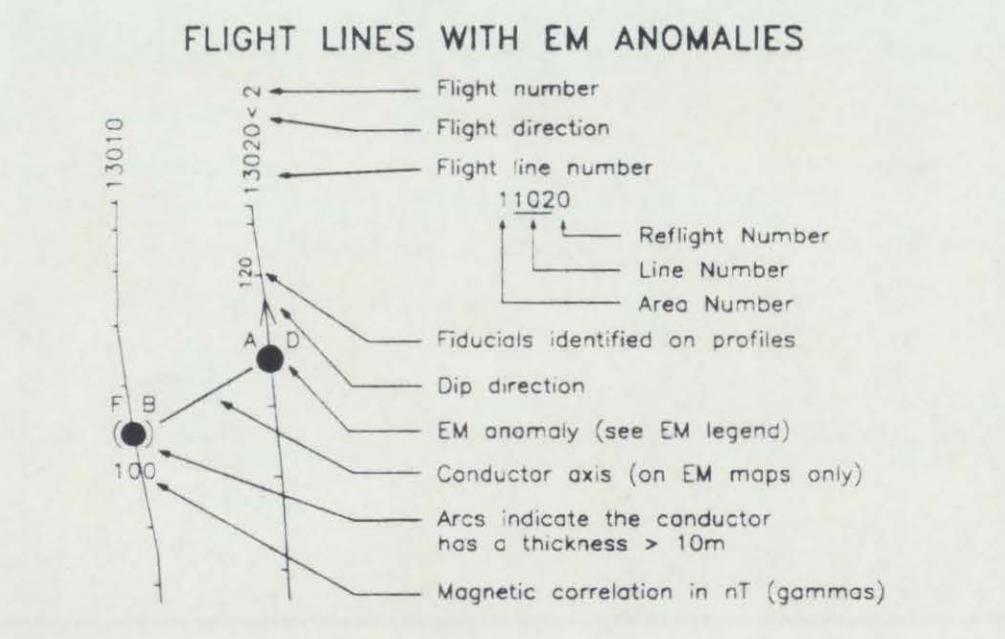
Frequency	Sensitivity	Coil Orientation
900 Hz	0.1 ppm	Vertical coplanar
5500 Hz	0.2 ppm	Vertical coplanar
335 Hz	0.1 ppm	Horizontal coplanar
7200 Hz	0.2 ppm	Horizontal coplanar
56000 Hz	0.5 ppm	Horizontal coplanar



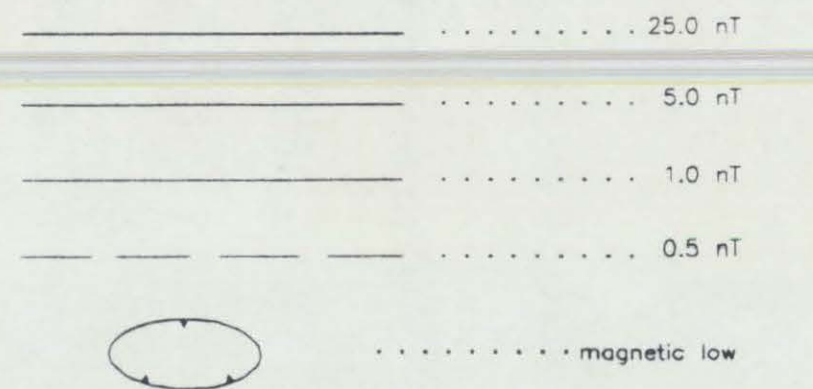
ELECTROMAGNETIC ANOMALIES

Grade	Anomaly	Conductance
7	●	>100 siemens
6	●	50-100 siemens
5	●	20-50 siemens
4	●	10-20 siemens
3	●	5-10 siemens
2	●	1-5 siemens
1	●	< 1 siemens
-	*	Questionable anomaly

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

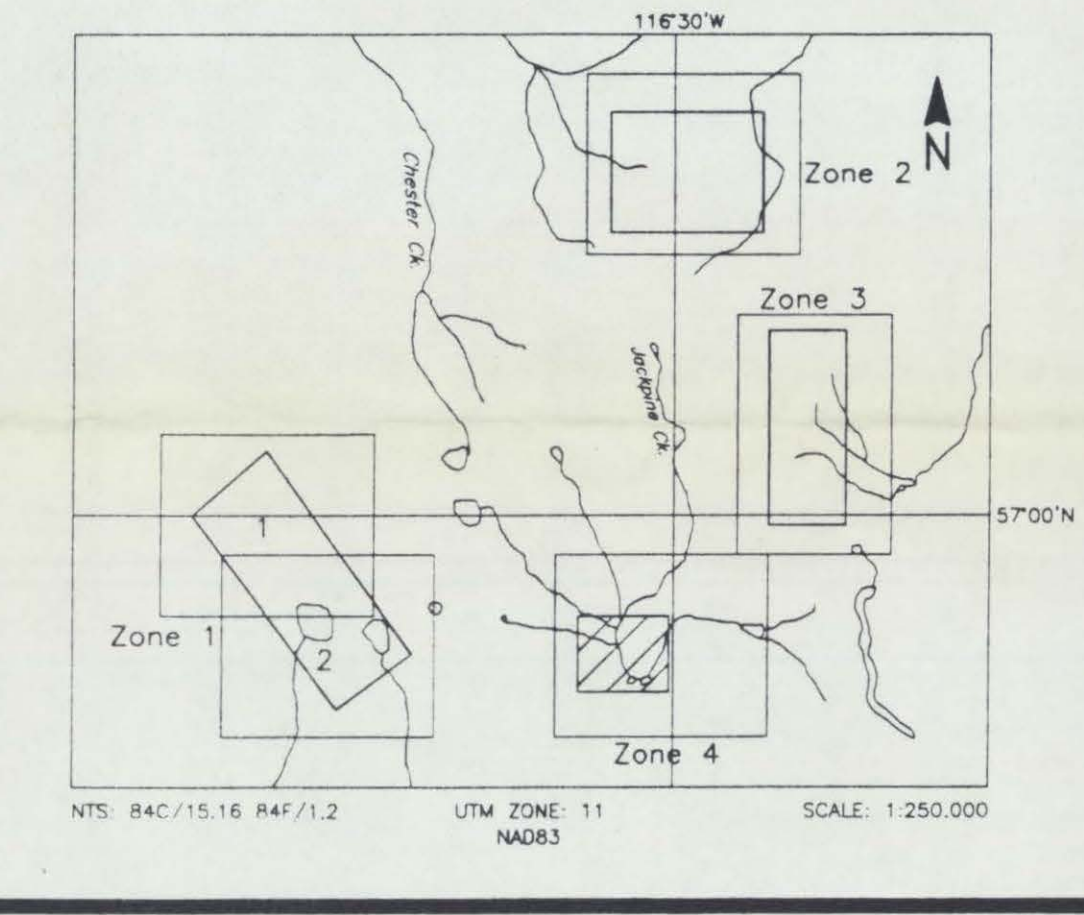


TOTAL FIELD MAGNETIC CONTOURS



Magnetic inclination within the survey area: 78 degrees N
 Magnetic declination within the survey area: 23 degrees E

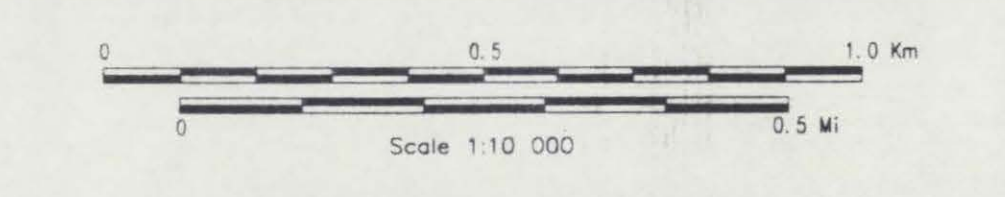
LOCATION MAP



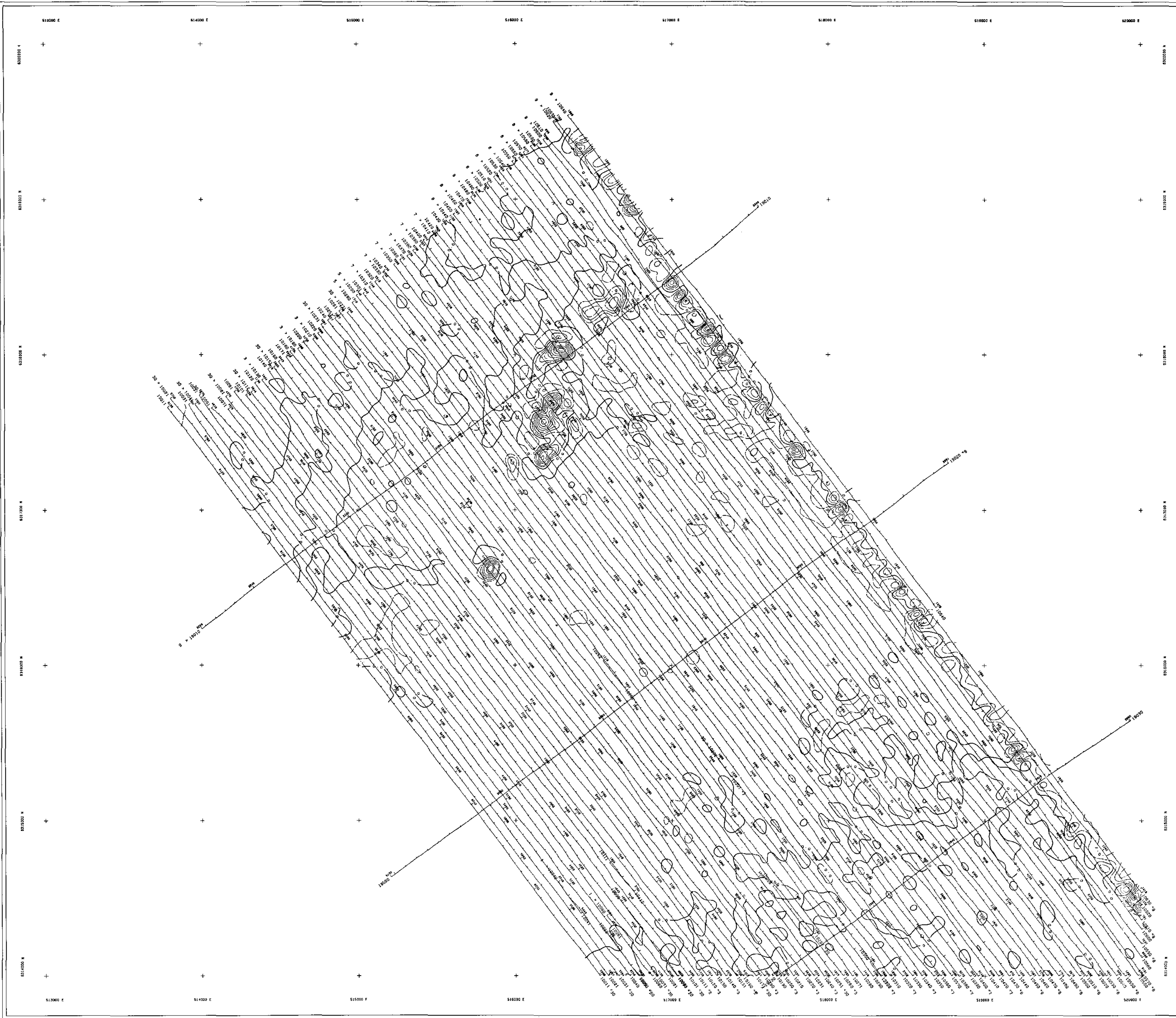
19980011
ABSOLUT RESOURCES CORP.
 ZONE 4, ALBERTA

PRELIMINARY TOTAL FIELD MAGNETICS
2nd order trend removed

DIGEM[®] SURVEY NTS: B4C/15 GEOPHYSICIST:
 DATE: MAY, 1998 JOB: 1307 SHEET: 1
 Geotrex-Dighem, A division of CGG Canada Ltd.



geotrex-dighem
 Airborne & Ground Geophysical Services



TECHNICAL SUMMARY

Navigation: Ashtech/Rascal GPS positioning
 Data reduction grid interval: 13 metres
 Terrain clearance: 5.7 m
 Electromagnetic sensor: 30 m
 Magnetometer: 30 m
 Data sampling interval: 0.1 second
 Magnetometer / sensitivity: Cesium
 Electromagnetic system: DIGHEM 0.01 nT

Frequency	Sensitivity	Coil Orientation
800 Hz	0.1 ppm	Vertical coplanar
5000 Hz	0.2 ppm	Vertical coplanar
335 Hz	0.1 ppm	Horizontal coplanar
200 Hz	0.2 ppm	Horizontal coplanar
56000 Hz	0.5 ppm	Horizontal coplanar

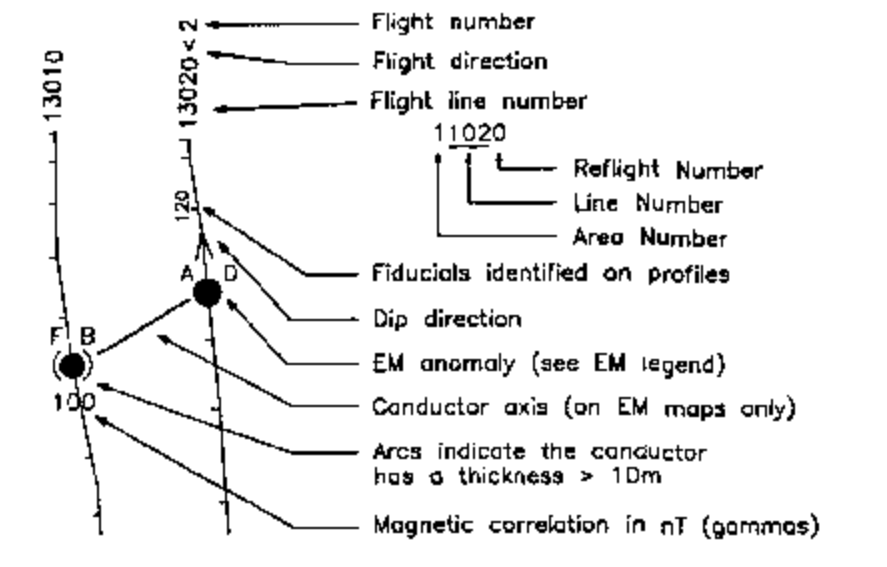


ELECTROMAGNETIC ANOMALIES

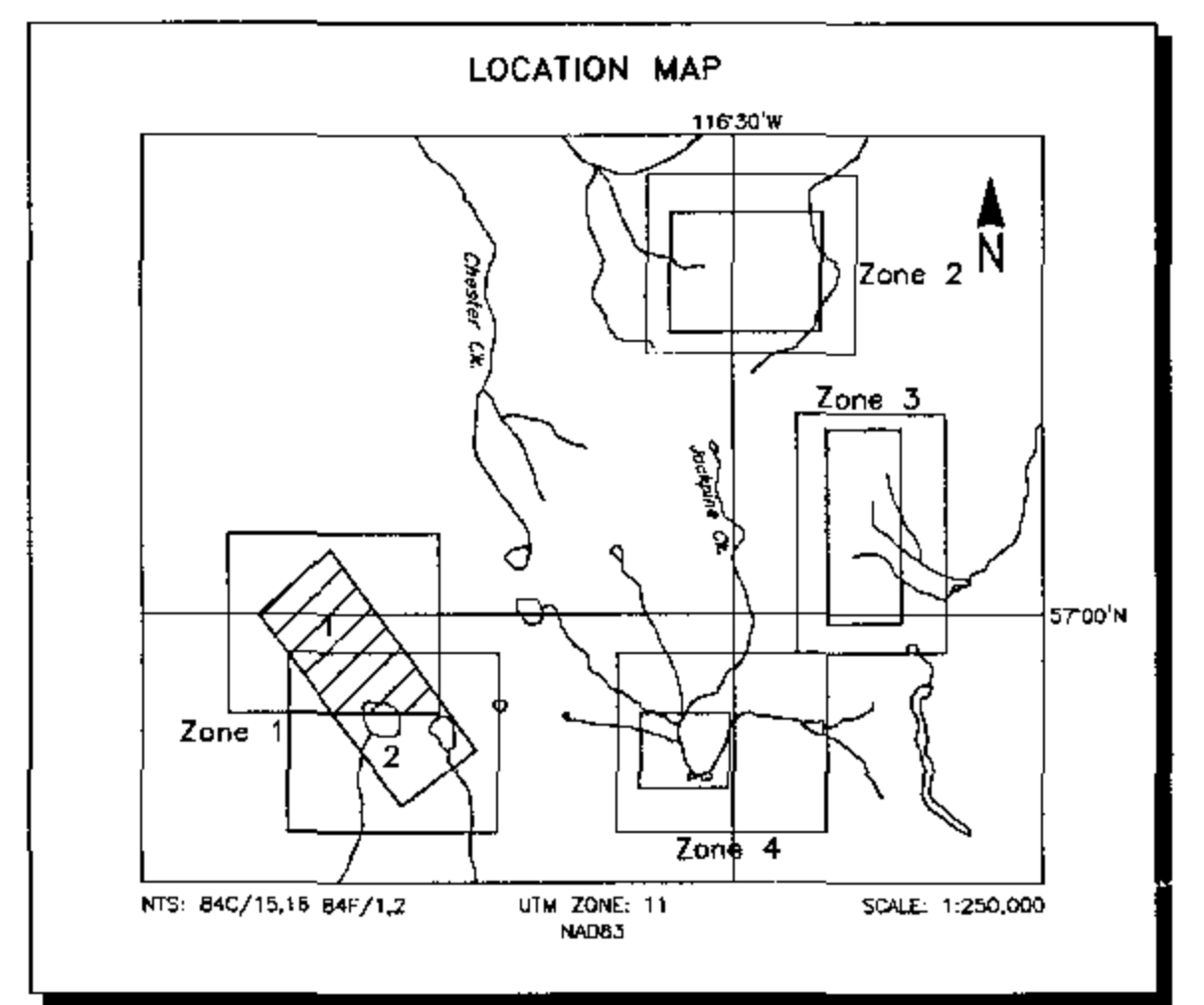
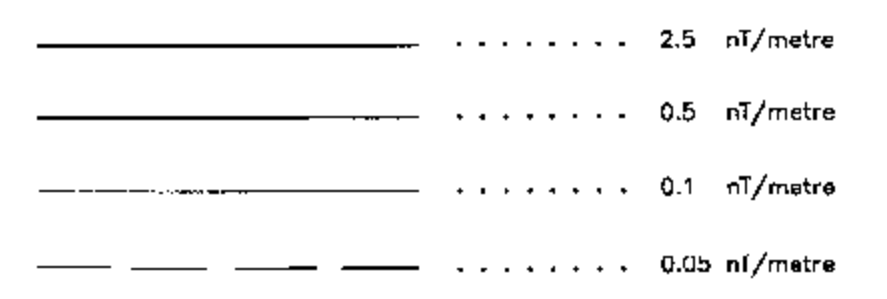
Grass	Anomaly	Conductor
7	●	>100 siemens
6	●	50-100 siemens
5	●	20-50 siemens
4	●	10-20 siemens
3	○	5-10 siemens
2	○	< 5 siemens
1	○	< 1 siemens
	*	Questionable anomaly

Anomaly Identifier	Interpretive symbol	Conductor ("model")
1	●	Bedrock conductor
2	○	Narrow bedrock conductor ("thin dike")
3	○	Conductive zone ("horizontal thin sheet")
4	○	Deep conductive rock unit, deep conductive weathering, thick conductive cover ("heat spots")
5	○	Edge of broad conductor ("edge of half space")
6	○	Centre, e.g. power line, metal building or fence

FLIGHT LINES WITH EM ANOMALIES



CALCULATED VERTICAL GRADIENT CONTOURS



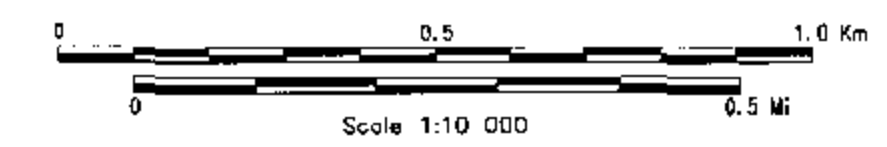
19980011

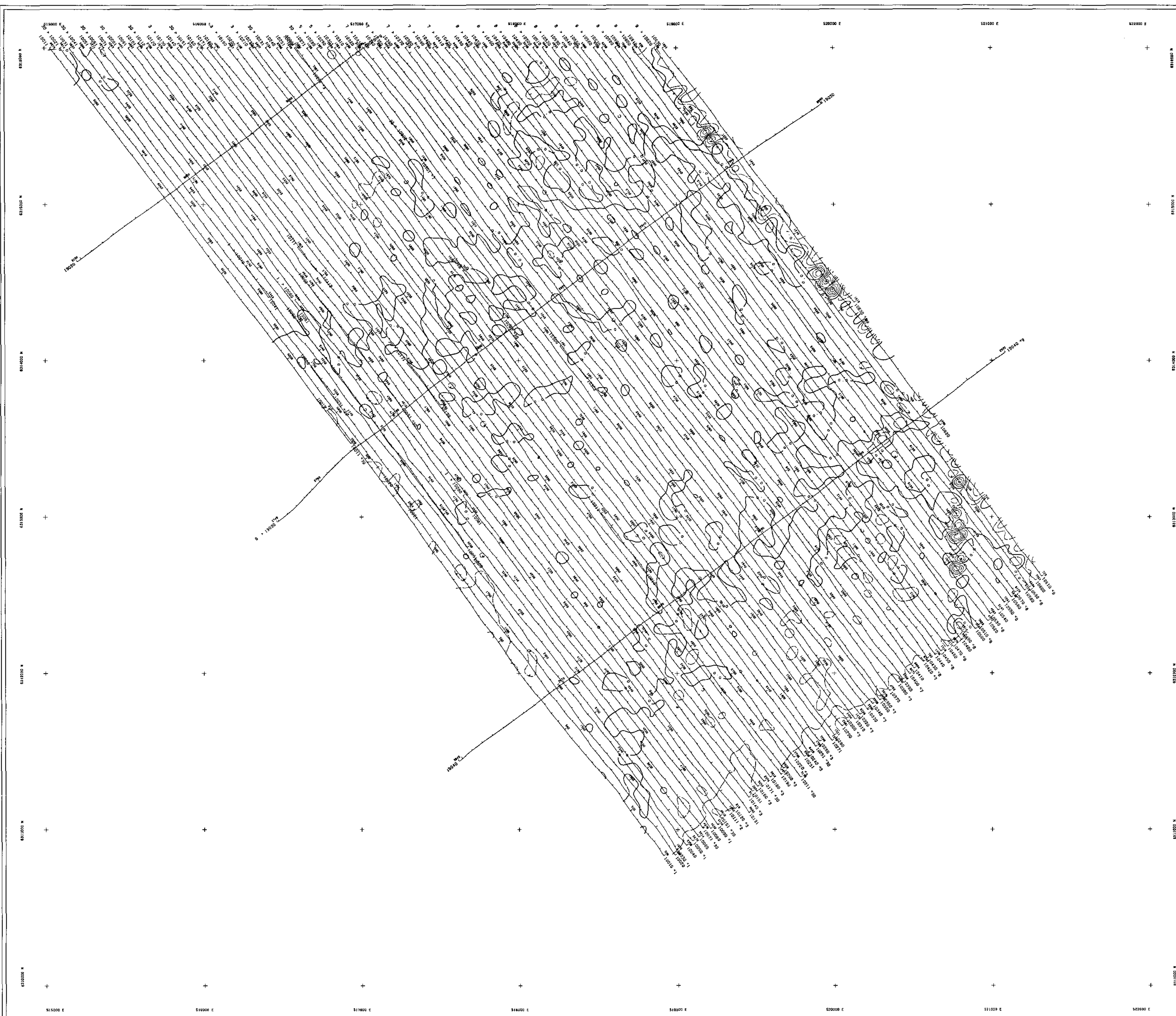
ABSOLUT RESOURCES CORP.
 ZONE 1, ALBERTA

**PRELIMINARY
 CALCULATED VERTICAL
 GRADIENT MAGNETICS**

DIGHEM SURVEY: NTS: 84C/15, 84F/2
 DATE: MAY, 1998
 JOB: 1307
 GEOPHYSICIST: [Signature]
 SHEET: 1

Geotrex-DigheM, A division of CGG Canada Ltd.





TECHNICAL SUMMARY

Navigation Ashtech/Racal GPS positioning
 Data reduction grid interval 13 metres
 Terrain clearance Helicopter 37 m
 Electromagnetic sensor 30 m
 Magnetometer 30 m
 Data sampling interval 0.1 second
 Magnetometer / sensitivity Caesium / 0.01 nT
 Electromagnetic system DIGHEM

Frequency	Sensitivity	Coil Orientation
900 Hz	0.1 ppm	Vertical coaxial
6500 Hz	0.2 ppm	Vertical coaxial
335 Hz	0.1 ppm	Horizontal coplanar
7200 Hz	0.2 ppm	Horizontal coplanar
56000 Hz	0.5 ppm	Horizontal coplanar

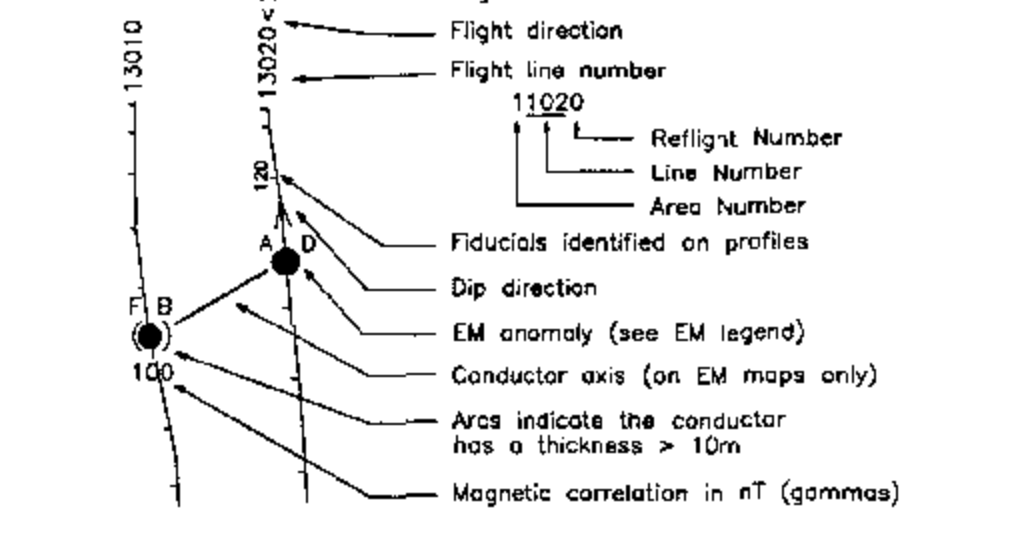


ELECTROMAGNETIC ANOMALIES

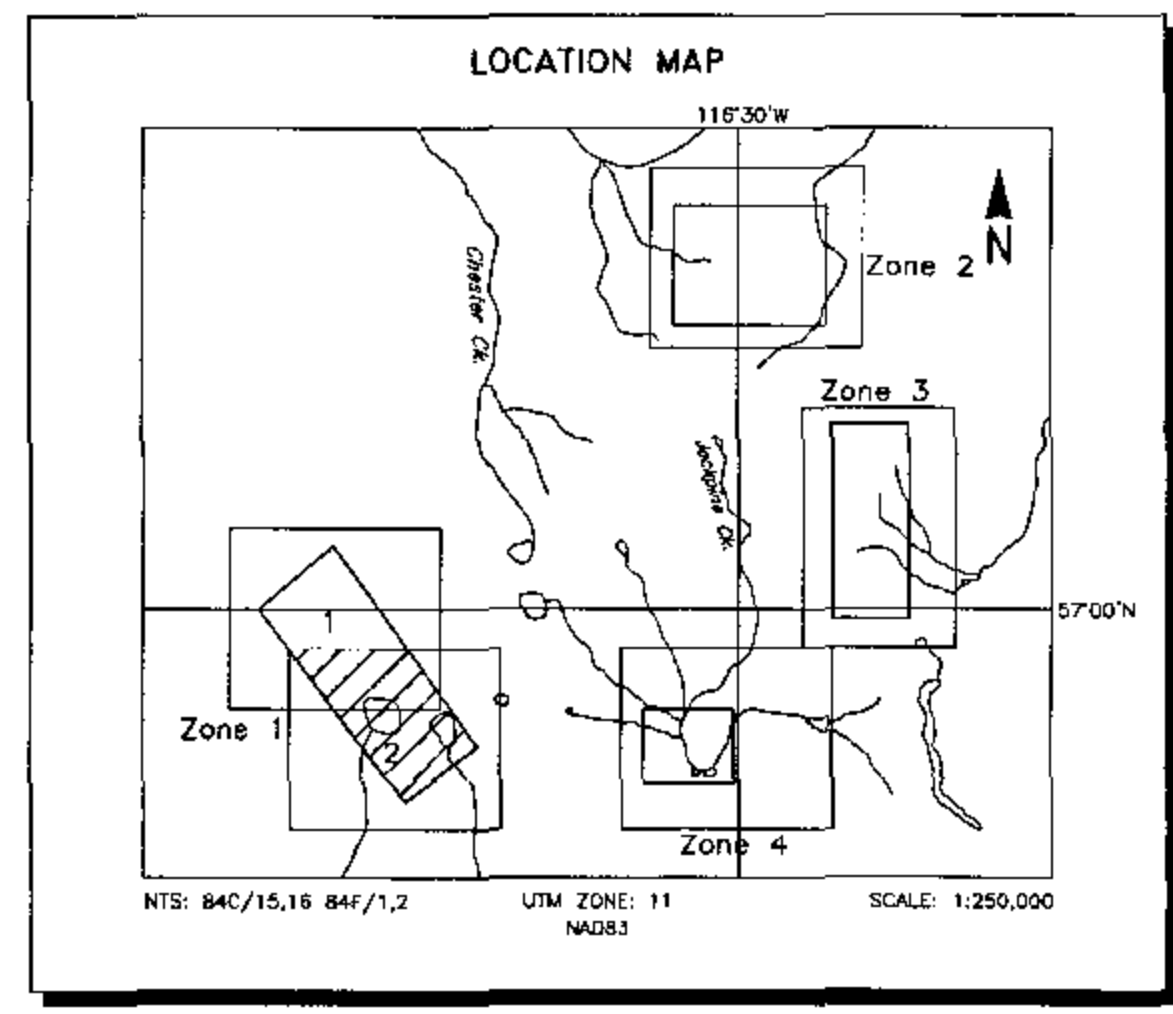
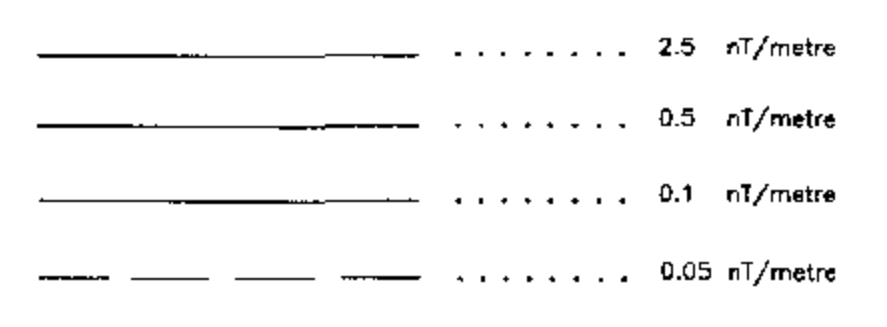
Grade	Anomaly	Conductance
7	●	>100 siemens
6	●	50-100 siemens
5	●	20-50 siemens
4	●	10-20 siemens
3	●	5-10 siemens
2	●	1-5 siemens
1	●	< 1 siemens
-	*	Questionable anomaly

Anomaly Identifier	Interpretive Symbol	Interpretive Symbol
1	○	Conductor ("model")
2	○	Bedrock conductor
3	○	Narrow bedrock conductor ("thin vein")
4	○	Conductive cover ("horizontal thin sheet")
5	○	Broad conductive rock unit, deep conductive weathering, thick conductive cover ("half space")
6	○	Edge of spaced conductor ("edge of half space")
7	○	Culture, e.g. power line, metal building or fence

FLIGHT LINES WITH EM ANOMALIES



CALCULATED VERTICAL GRADIENT CONTOURS

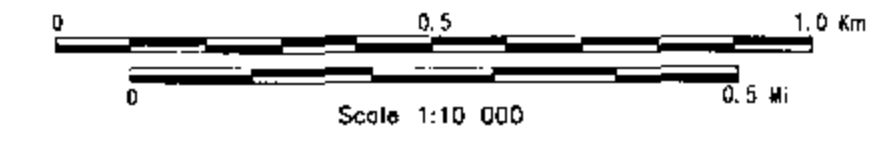


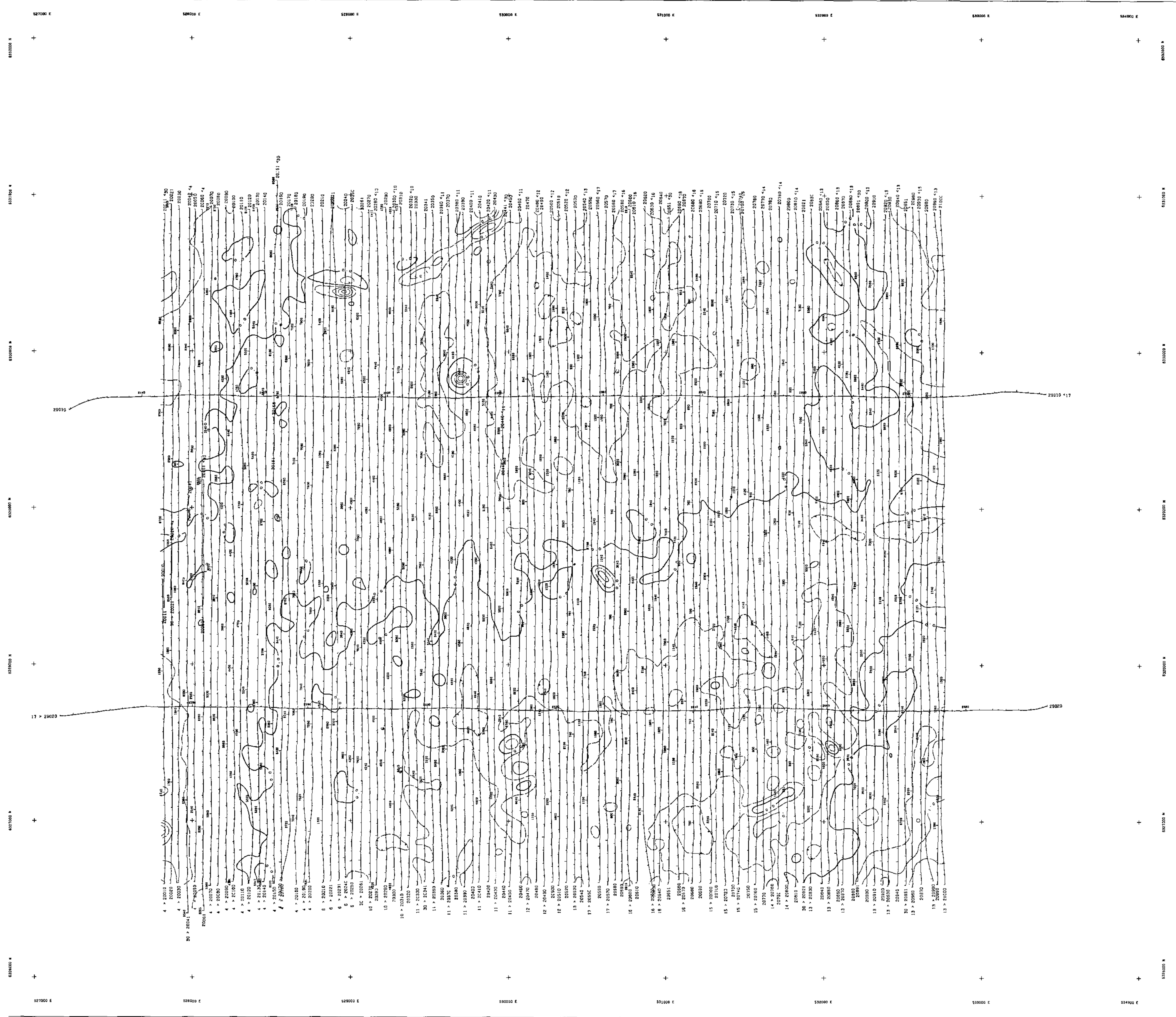
19980011

ABSOLUT RESOURCES CORP.
 ZONE 1, ALBERTA

**PRELIMINARY
 CALCULATED VERTICAL
 GRADIENT MAGNETICS**

DIGHEM SURVEY NTS: 84C/15, 84F/2 GEOPHYSICAL
 DATE: MAY, 1998 JOB: 1307 SHEET: 2
 Geotrex-DigheM, A division of CGG Canada Ltd.





TECHNICAL SUMMARY

Navigation: AgTech/Royal GPS positioning
 Data reduction grid interval: 13 metres
 Terrain clearance: Helicopter 57 m
 Electromagnetic sensor: 30 m
 Magnetometer: 30 m
 Data sampling interval: 0.1 seconds
 Magnetometer / sensitivity: Casium / 0.01 nT
 Electromagnetic system: DIGHEM

Frequency	Sensitivity	Coil Orientation
900 Hz	0.1 ppm	Vertical coaxial
5500 Hz	0.2 ppm	Vertical coaxial
335 Hz	0.1 ppm	Horizontal coplanar
7200 Hz	0.2 ppm	Horizontal coplanar
56000 Hz	0.5 ppm	Horizontal coplanar

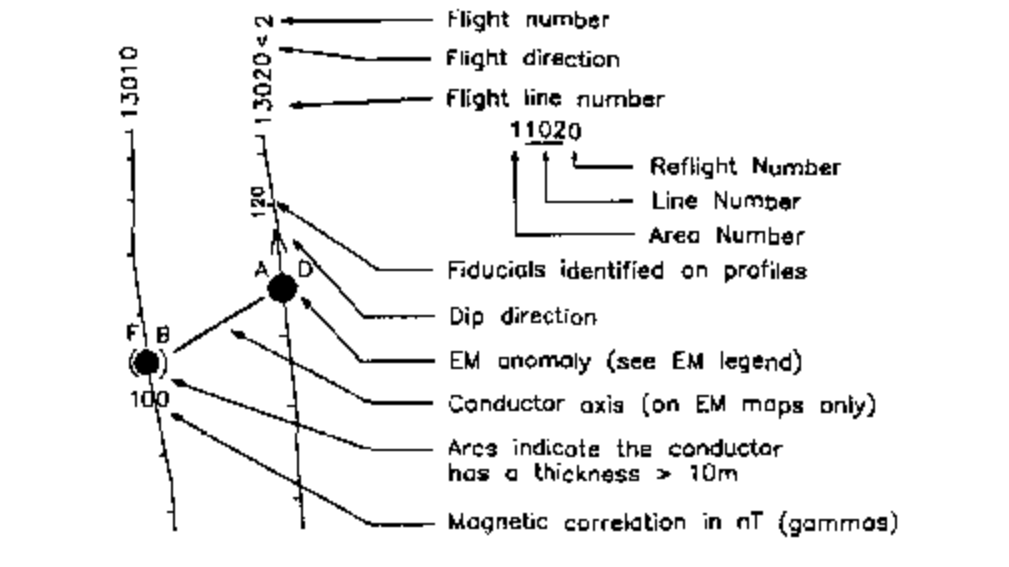


ELECTROMAGNETIC ANOMALIES

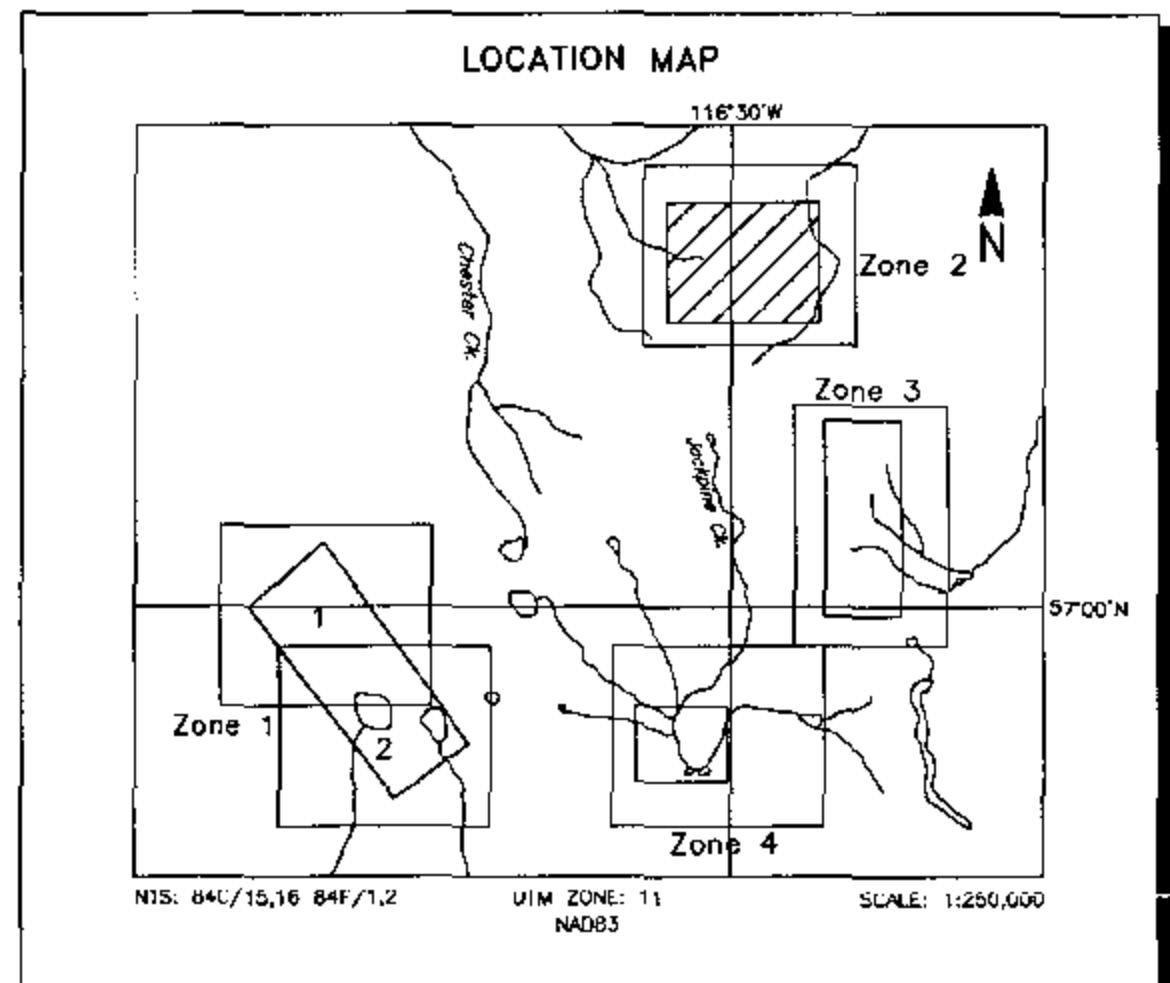
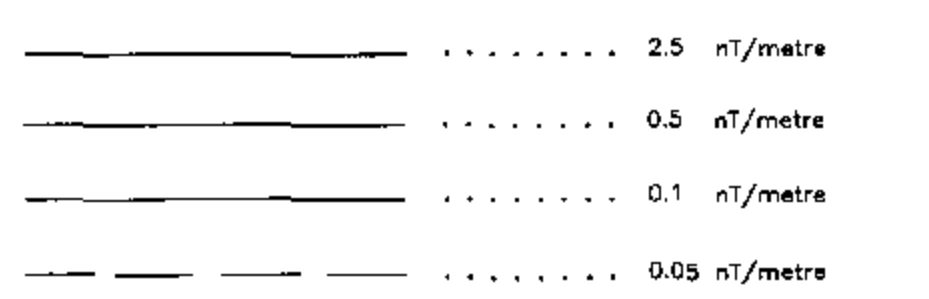
Grade	Anomaly	Conductance
7	●	>100 siemens
6	●	50-100 siemens
5	●	20-50 siemens
4	●	10-20 siemens
3	●	5-10 siemens
2	●	1-5 siemens
1	●	< 1 siemens
-	*	Questionable anomaly

Anomaly Identifier	Interpretive symbol	Conductor ("model")
B	○	Bedrock conductor
D	○	Highly resistive conductor ("thin sheet")
S	○	Conductive cover ("horizontal thin sheet")
H	○	Broad conductive rock unit, deep conductive weathering, thick conductive cover ("thick sheet")
E	○	Edge of broad conductor ("edge of half space")
L	○	Culture, e.g. power line, metal building or fence

FLIGHT LINES WITH EM ANOMALIES



CALCULATED VERTICAL GRADIENT CONTOURS



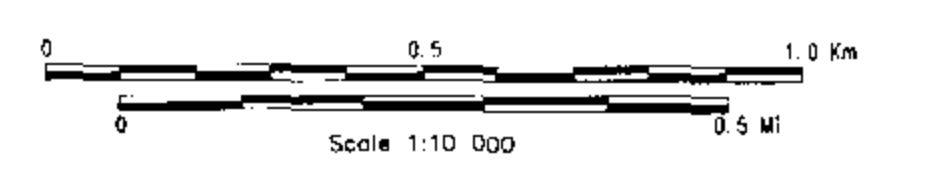
19990011

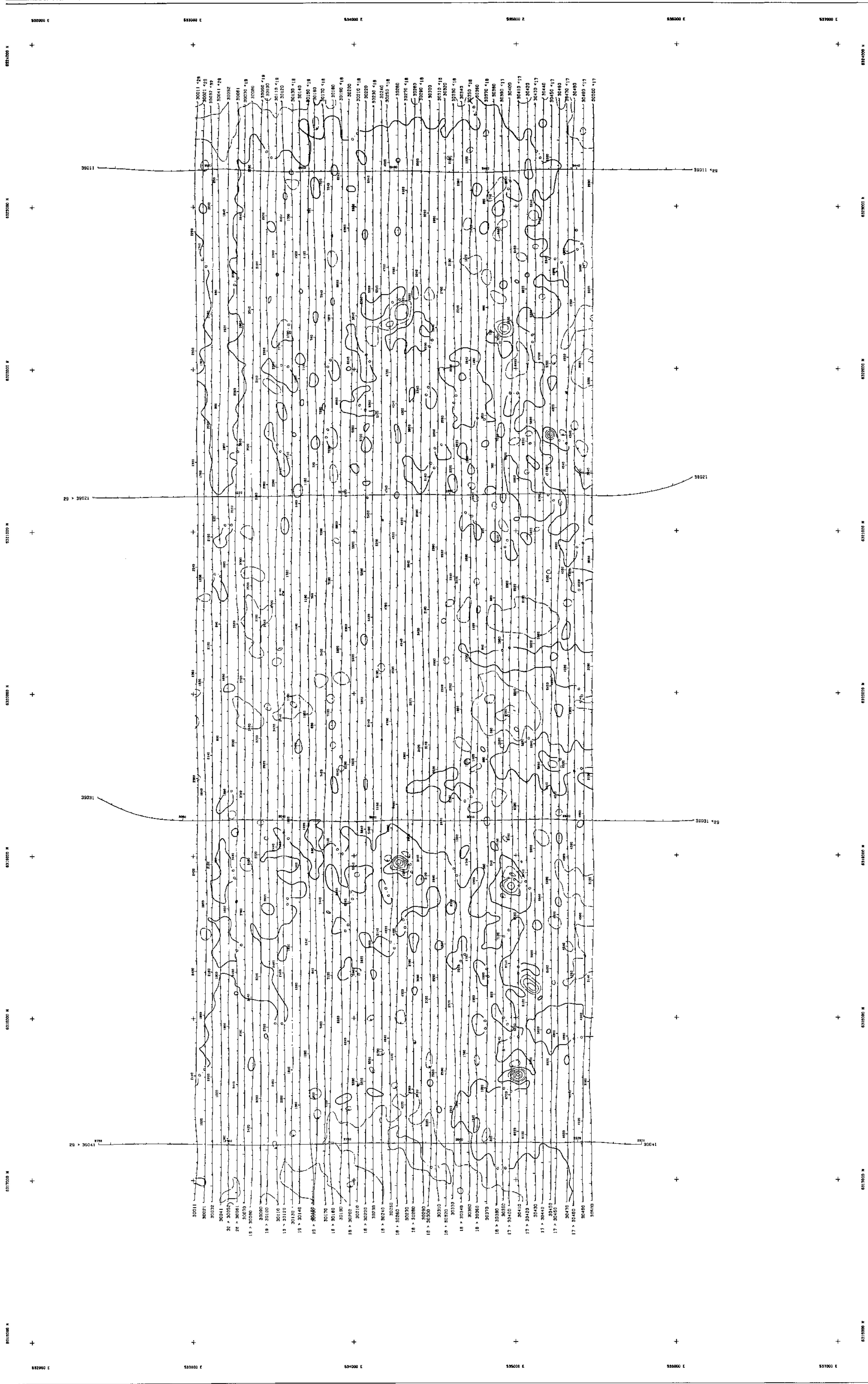
ABSOLUT RESOURCES CORP.
ZONE 2, ALBERTA

PRELIMINARY CALCULATED VERTICAL GRADIENT MAGNETICS
from and other record removed 11 May

DIGHEM* SURVEY	NIS: 847/1,2	GEOPHYSICIST:
DATE: MAY, 1998	JOB: 1307	SHEET: 1

Geotrex-DigheM, A division of CGG Canada Ltd.





TECHNICAL SUMMARY

Navigation: Ashtech/Royal GPS positioning
 Data reduction grid interval: 13 metres
 Terrain clearance: Helicopter 5.7 m
 Electromagnetic sensor: 30 m
 Magnetometer: 30 m
 Data sampling interval: 0.1 second
 Magnetometer / sensitivity: Cesium / 0.01 nT
 Electromagnetic system: DINGHY

Frequency	Sensitivity	Coil Orientation
800 Hz	0.1 ppm	Vertical coplanar
5500 Hz	0.2 ppm	Vertical coplanar
325 Hz	0.1 ppm	Horizontal coplanar
7200 Hz	0.2 ppm	Horizontal coplanar
56000 Hz	0.5 ppm	Horizontal coplanar



ELECTROMAGNETIC ANOMALIES

Grade	Anomaly	Conductance
7	●	>100 siemens
6	●	50-100 siemens
5	●	20-50 siemens
4	●	10-20 siemens
3	●	5-10 siemens
2	●	1-5 siemens
1	●	< 1 siemens
-	*	Questionable anomaly

Interpretive symbols

Conductor ("model")

- B Bedrock conductor
- U Narrow bedrock conductor ("thin sheet")
- S Conductive cover ("horizontal thin sheet")
- H Broad conductive rock unit, deep conductive weathering, rock conductive cover ("thick sheet")
- E Edge of broad conductor ("edge of half space")
- L Culture, e.g. power line, metal building or fence

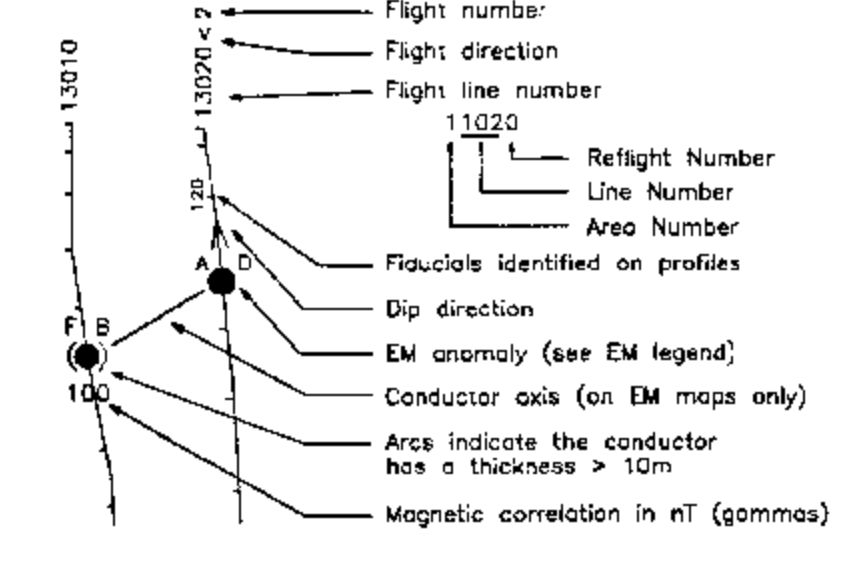
Anomaly identifier

- Depth is:
 - 15 m
 - 30 m
 - 45 m
 - 60 m
- Depth is:
 - greater than 15 m
 - greater than 30 m
 - greater than 45 m
 - greater than 60 m

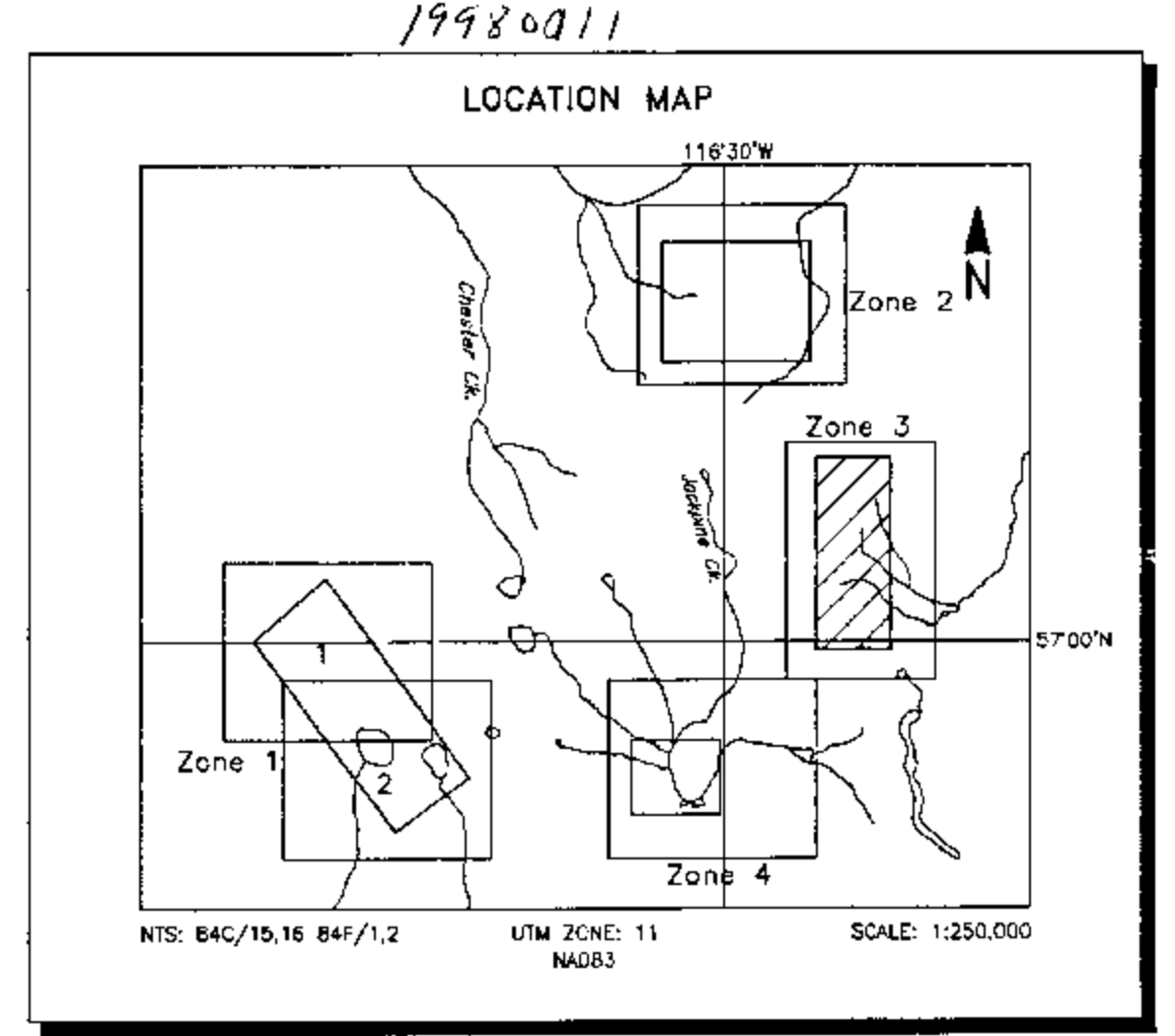
Interpretive symbols

- Depth is:
 - greater than 15 m
 - greater than 30 m
 - greater than 45 m
 - greater than 60 m
- Depth is:
 - greater than 15 m
 - greater than 30 m
 - greater than 45 m
 - greater than 60 m

FLIGHT LINES WITH EM ANOMALIES



CALCULATED VERTICAL GRADIENT CONTOURS



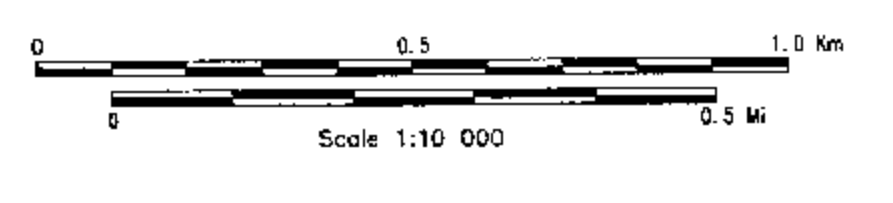
19980611

ABSOLUTE RESOURCES CORP.
 ZONE 3, ALBERTA

**PRELIMINARY
 CALCULATED VERTICAL
 GRADIENT MAGNETICS**
from 2nd order trend removed T.F. mag

DIGHEM SURVEY NTS: 84C/5.16 GEOPHYSICIST:
 DATE: MAY, 1998 JOB: 1307 SHEET: 1

Geotrex-DigheM, A division of CGG Canada Ltd.



Airborne & Ground Geophysical Services

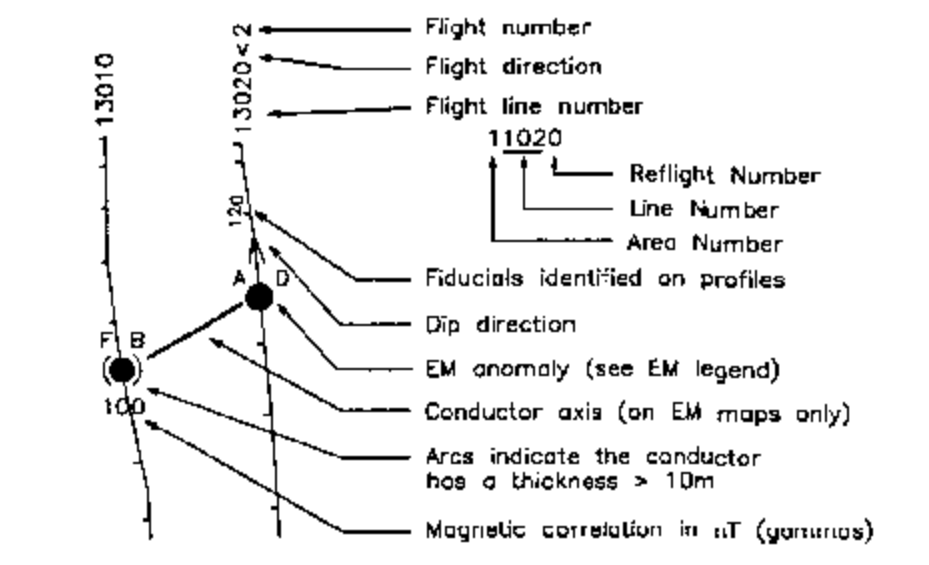
Frequency	Sensitivity	Coil Orientation
900 Hz	0.1 ppm	Vertical coplanar
3300 Hz	0.2 ppm	Vertical coplanar
335 Hz	0.1 ppm	Horizontal coplanar
2200 Hz	0.2 ppm	Horizontal coplanar
56000 Hz	0.5 ppm	Horizontal coplanar

ELECTROMAGNETIC ANOMALIES

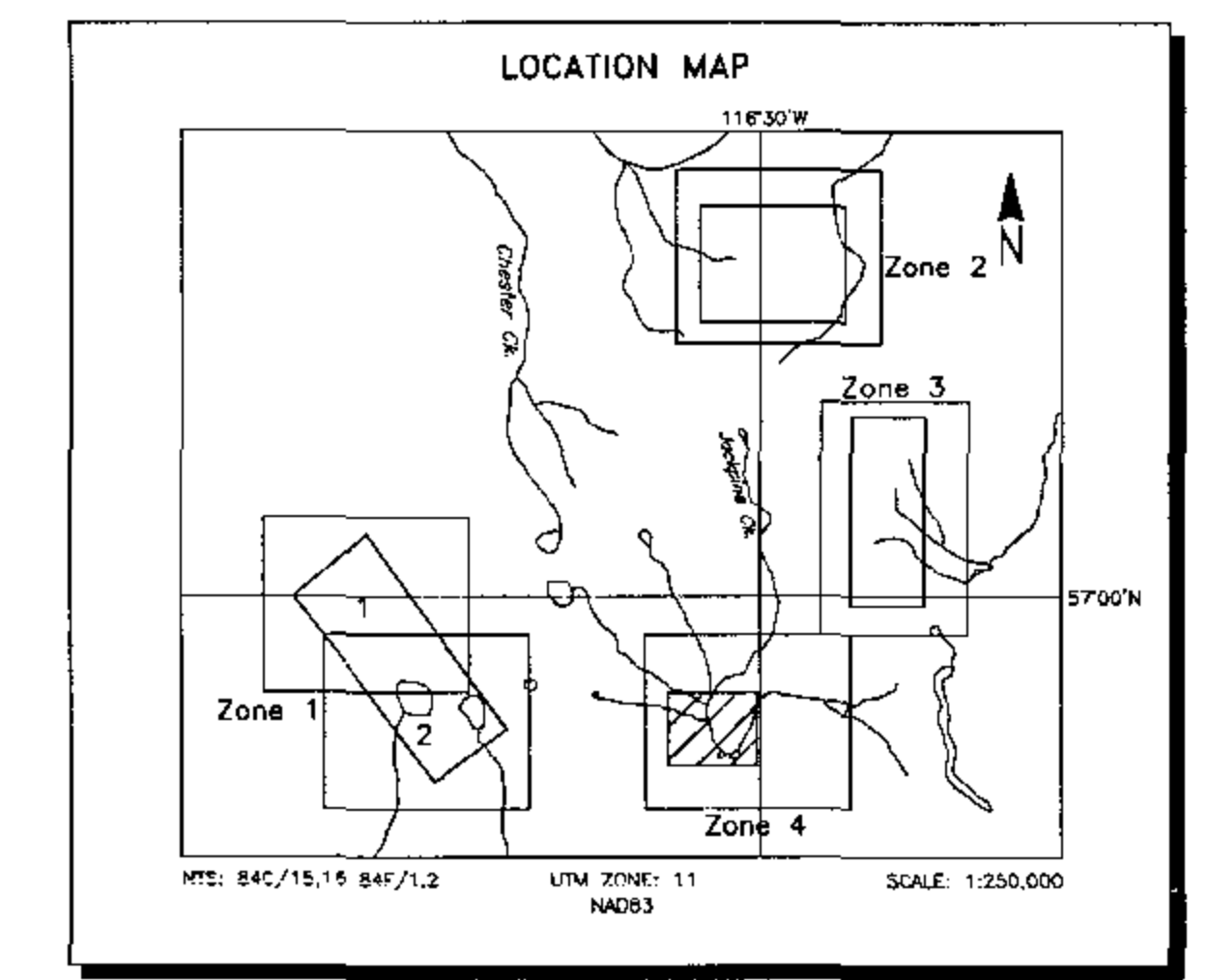
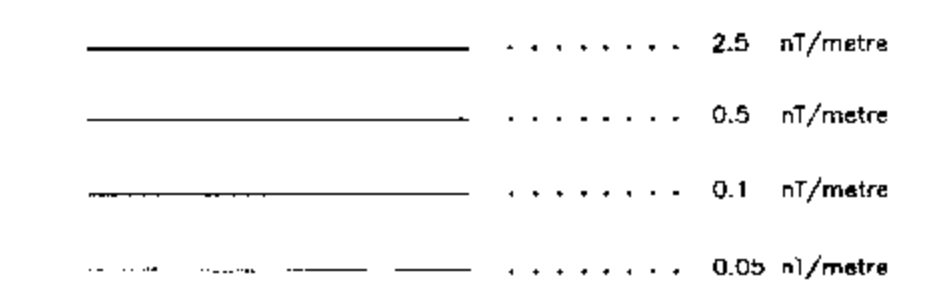
Grade	Anomaly	Conductance
7	●	>100 siemens
6	●	50-100 siemens
5	●	20-50 siemens
4	●	10-20 siemens
3	○	5-10 siemens
2	○	1-5 siemens
1	○	< 1 siemens
-	*	Questionable anomaly

Anomaly identifier	Interpretive symbol	Conductor ("model")
B	●	Broad conductor
D	○	Narrow bedrock conductor ("thin wire")
S	○	Conductive cover ("horizontal thin sheet")
H	○	Broad conductive rock unit, deep conductive weathering, thick conductive cover ("half space")
E	○	Edge of broad conductor ("edge of half space")
L	○	Culture, e.g. power line, metal building or fence

FLIGHT LINES WITH EM ANOMALIES



CALCULATED VERTICAL GRADIENT CONTOURS



1998011

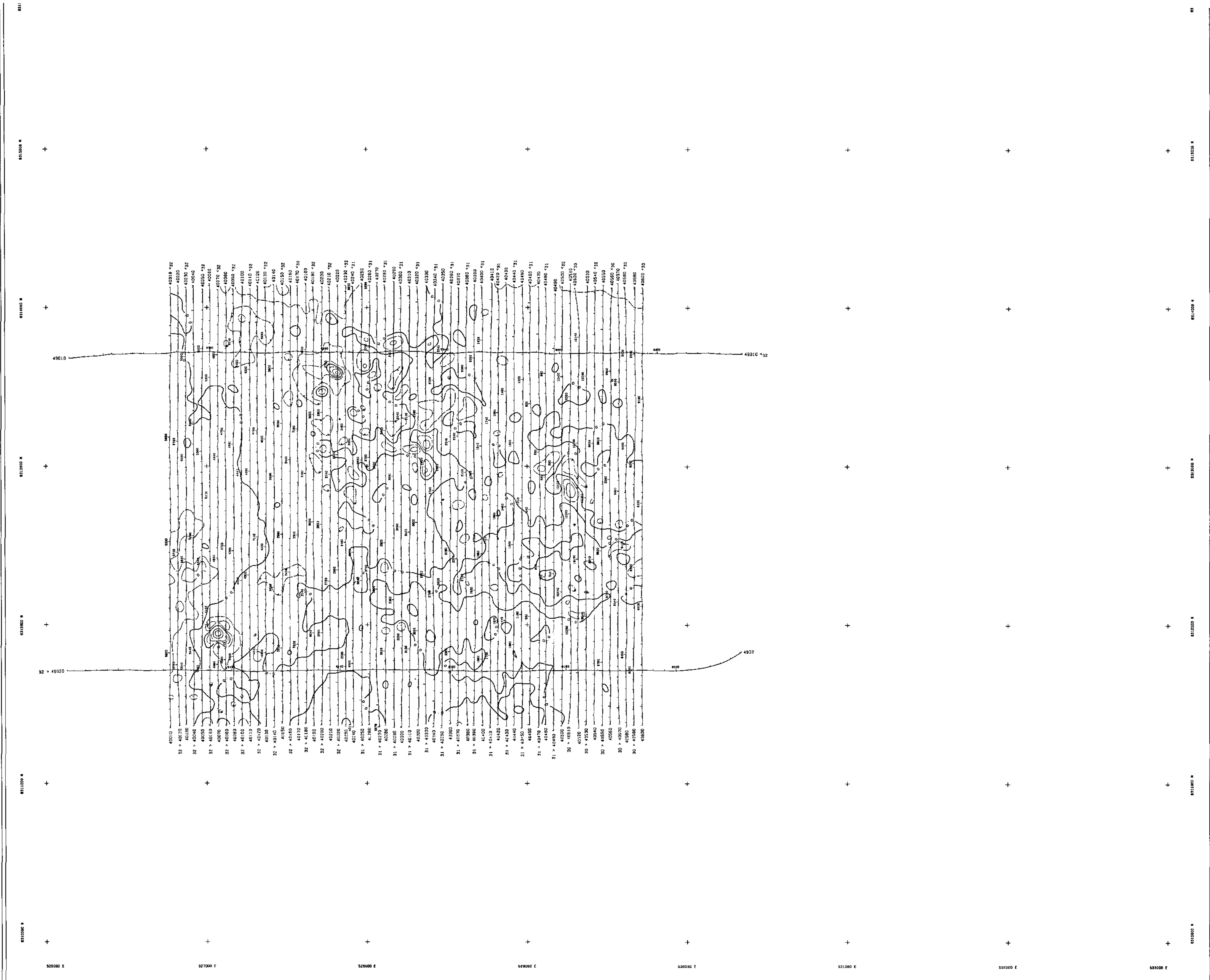
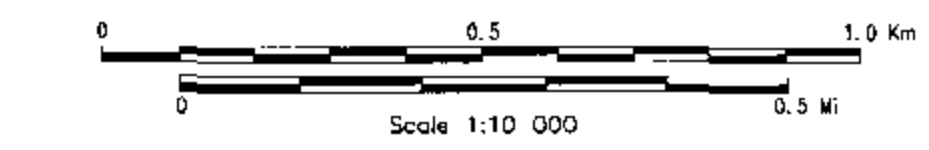
ABSOLUT RESOURCES CORP.
ZONE 4, ALBERTA

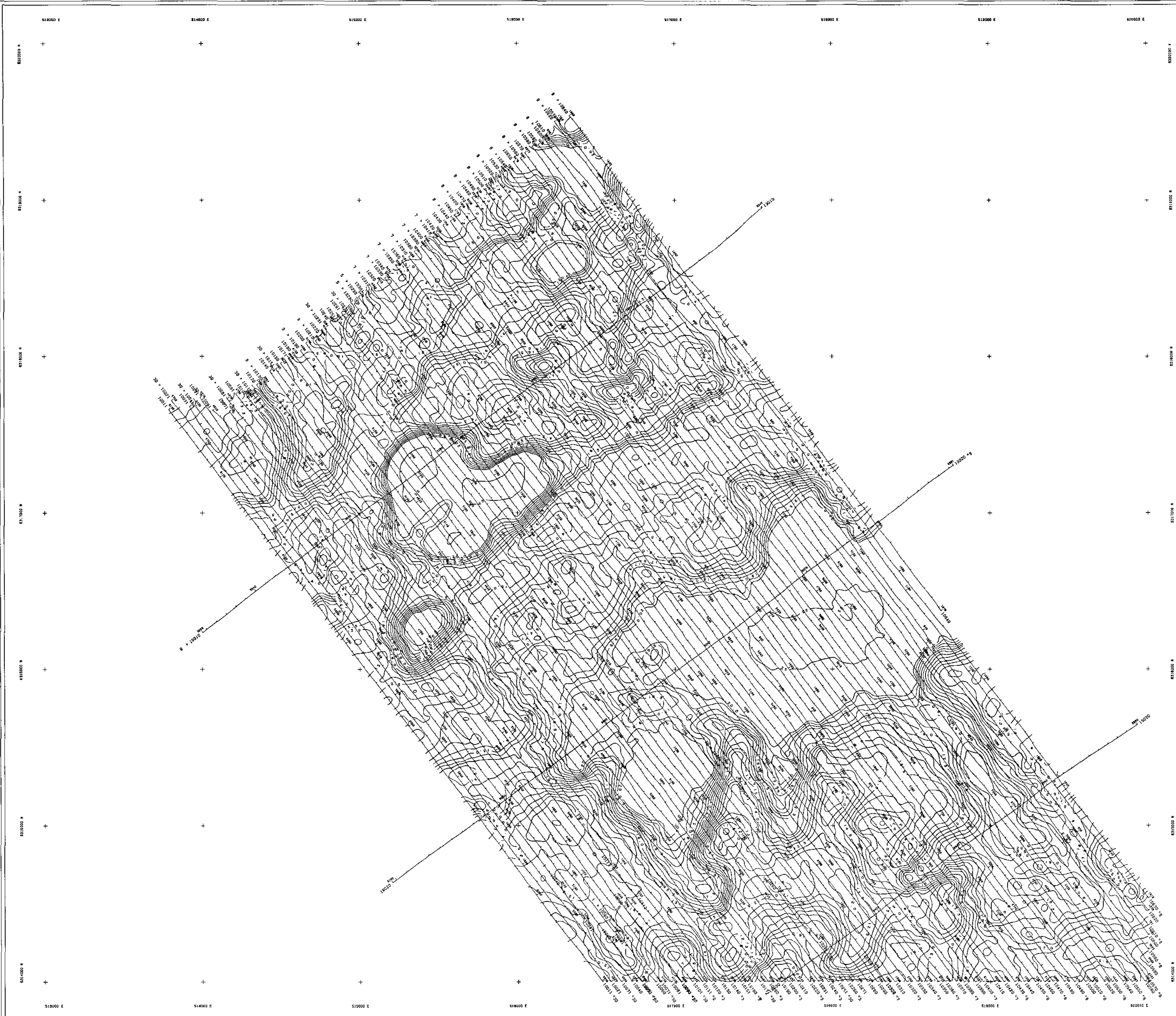
**PRELIMINARY
 CALCULATED VERTICAL
 GRADIENT MAGNETICS**

from 2nd order data removed + 2.0 nT offset

DIGHEM SURVEY	NIS: 84C/15	GEOPHYSICIST
DATE: MAY, 1998	JOB: 1307	SHEET: 1

Geotrex-DigheM, A division of CGG Canada Ltd.





TECHNICAL SUMMARY

Navigation Ahtech/Rascal GPS positioning
 Data reduction grid interval 13 metres
 Terrain clearance Helicopter 57 m
 Electromagnetic sensor 30 m
 Magnetometer 30 m
 Data sampling interval 0.1 second
 Magnetometer / sensitivity Cesium / 0.01 nT
 Geochronometric system DIGEM

Frequency	Sensitivity	Coil Orientation
900 Hz	0.1 ppm	Vertical coplanar
5500 Hz	0.2 ppm	Vertical coplanar
135 Hz	0.1 ppm	Horizontal coplanar
7200 Hz	0.2 ppm	Horizontal coplanar
56000 Hz	0.5 ppm	Horizontal coplanar

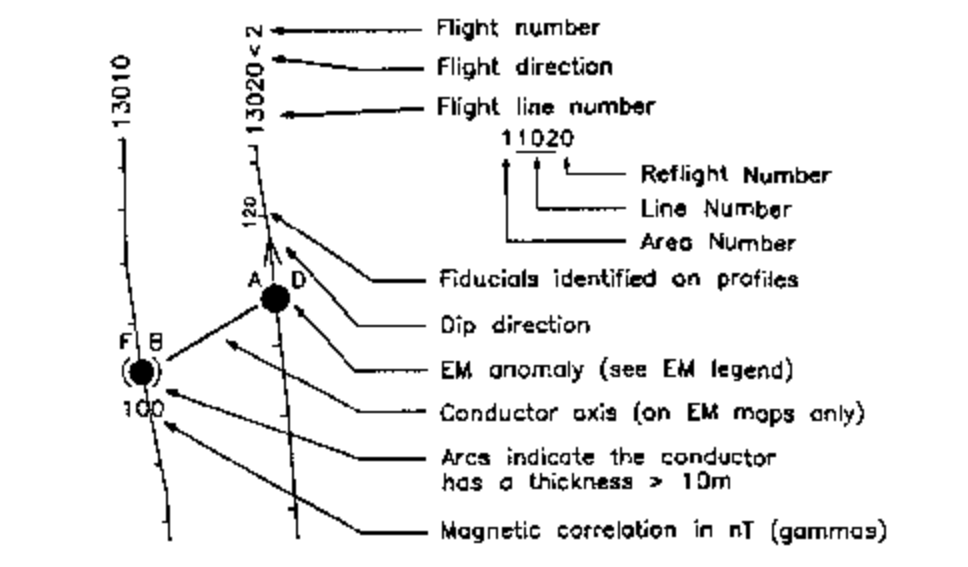


ELECTROMAGNETIC ANOMALIES

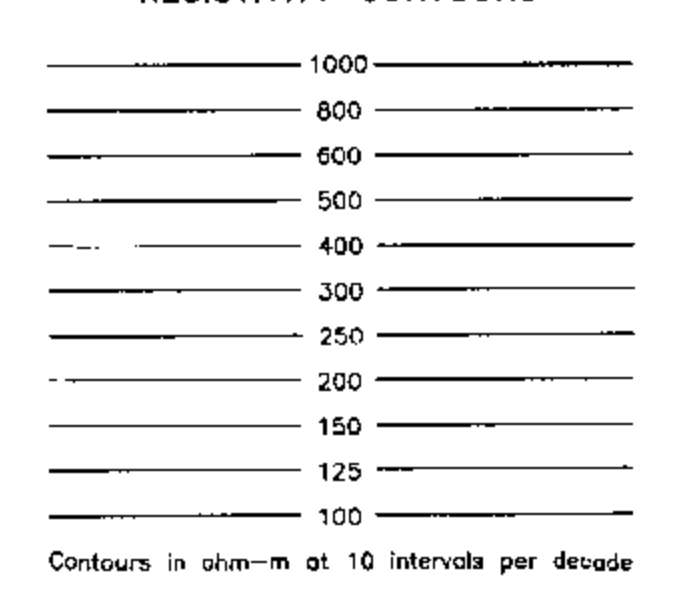
Grade	Anomaly	Conductance
7	●	>100 siemens
6	●	50-100 siemens
5	●	20-50 siemens
4	●	10-20 siemens
3	●	5-10 siemens
2	●	1-5 siemens
1	●	<1 siemens
-	*	Questionable anomaly

Anomaly identifier	Interpretive symbol	Interpretive description
C	○	Conductor ("model")
B	○	Bedrock conductor
D	○	Narrow bedrock conductor ("thin dike")
S	○	Conductive cover ("horizontal thin sheet")
H	○	Broad conductive rock unit, clay, conductive weathering, thick conductive cover ("half space")
E	○	Edge of broad conductor ("edge of half space")
L	○	Culture, e.g. power line, metal building or fence

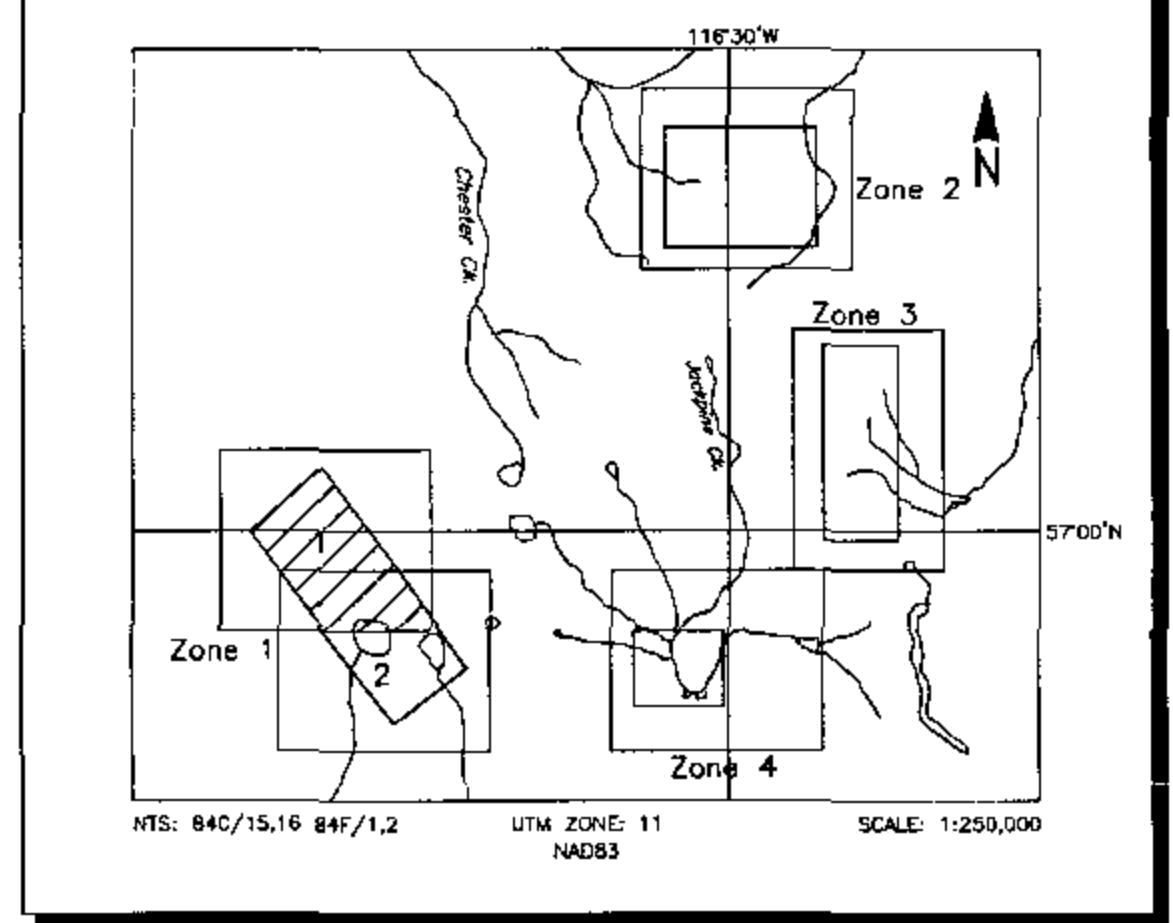
FLIGHT LINES WITH EM ANOMALIES



RESISTIVITY CONTOURS



LOCATION MAP



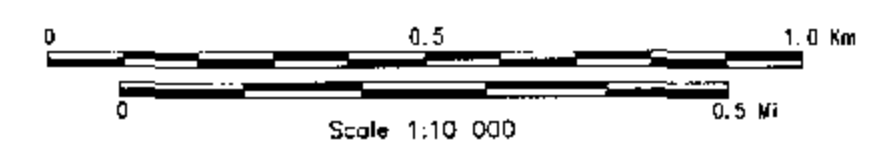
19980411

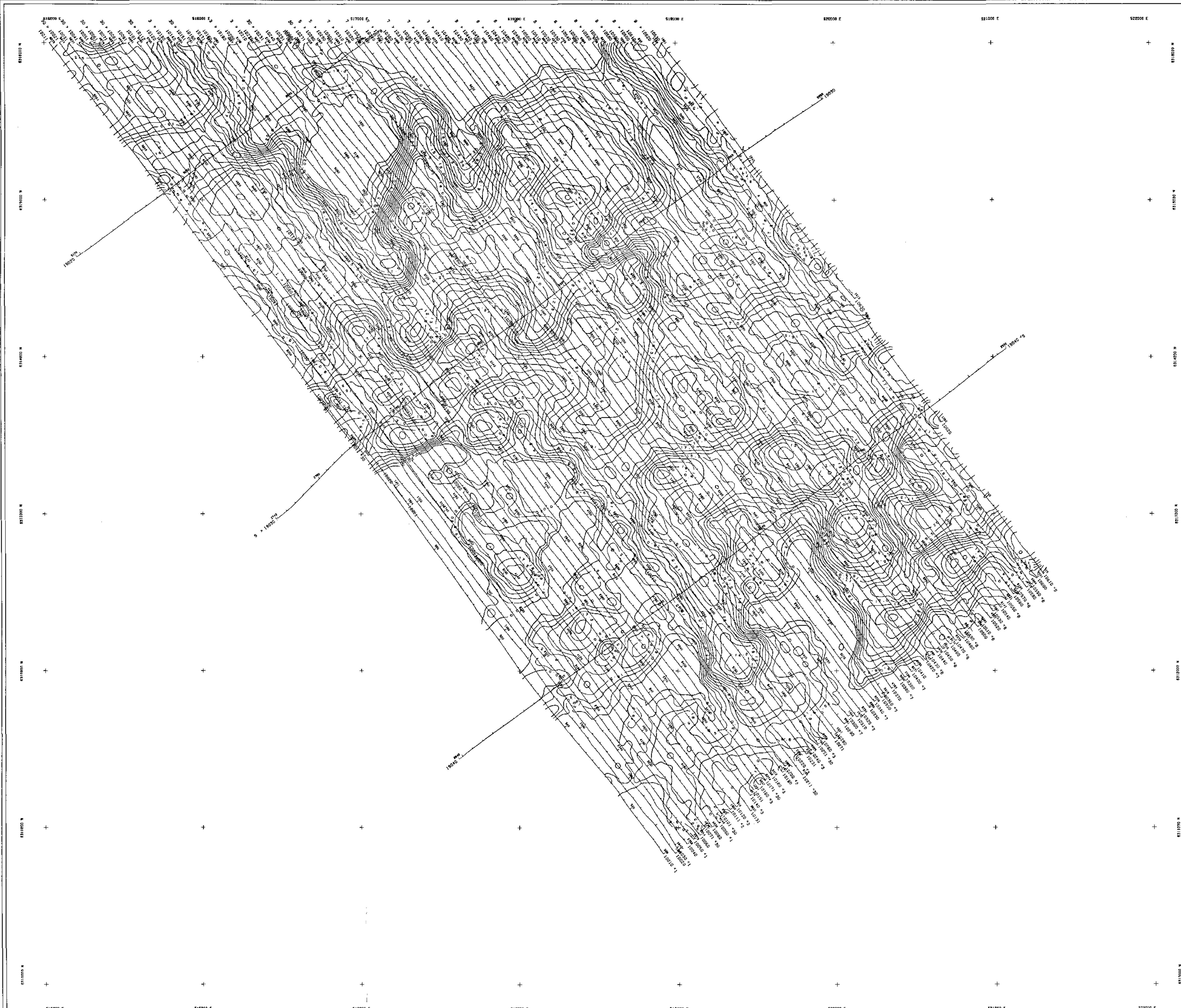
ABSOLUT RESOURCES CORP.
ZONE 1, ALBERTA

PRELIMINARY APPARENT RESISTIVITY 7200 Hz COPLANAR

DIGEM SURVEY	MTS: 84C/15; 84F/2	GEOPHYSICIST:
DATE: MAY, 1998	JOB: 1307	SHEET: 1

Geotrex-Digem, A division of CGG Canada Ltd.





TECHNICAL SUMMARY

Navigation: Ahtech/Rascal GPS positioning
 Data reduction grid interval: 13 metres
 Terrain clearance: Helicopter 57 m
 Electromagnetic sensor: 30 m
 Magnetometer: 30 m
 Data sampling interval: 0.1 second
 Magnetometer / sensitivity: Casium / 0.01 nT
 Electromagnetic system: DIGHEM

Frequency	Sensitivity	Coil Orientation
900 Hz	0.1 ppm	Vertical coplanar
5500 Hz	0.2 ppm	Vertical coplanar
335 Hz	0.1 ppm	Horizontal coplanar
7200 Hz	0.2 ppm	Horizontal coplanar
56000 Hz	0.5 ppm	Horizontal coplanar

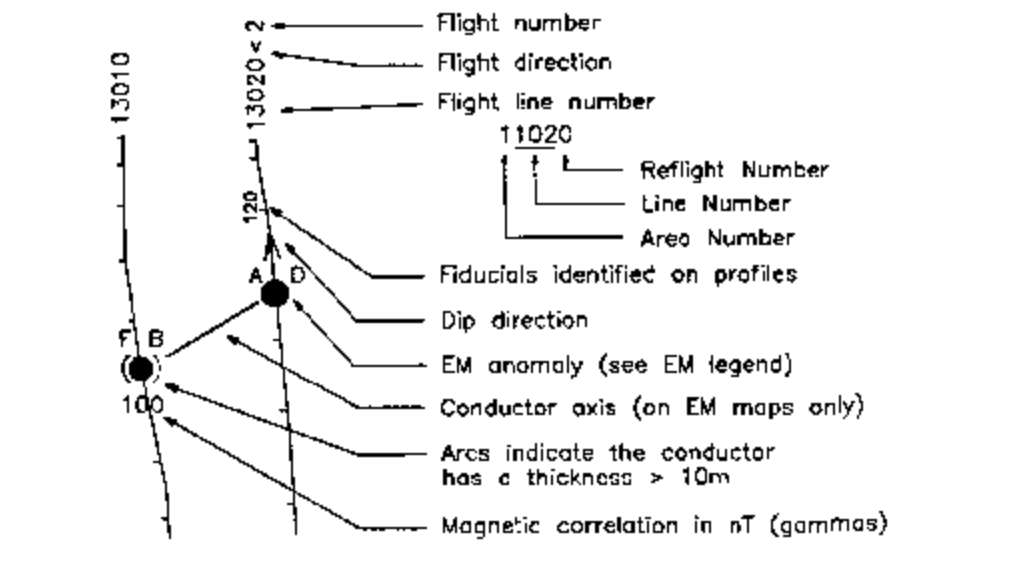


ELECTROMAGNETIC ANOMALIES

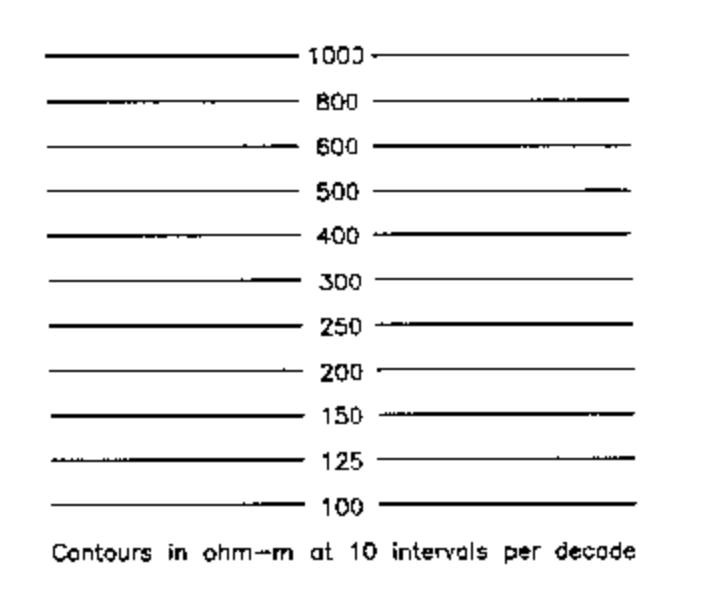
Grade	Anomaly	Conductance
7	●	>100 siemens
6	●	50-100 siemens
5	●	20-50 siemens
4	●	10-20 siemens
3	●	5-10 siemens
2	●	1-5 siemens
1	●	< 1 siemens
	*	Questionable anomaly

Anomaly identifier	Interpretive symbol	Conductor ("mount")
+	+	Narrow conductor ("thin wire")
○	○	Narrow bedrock conductor ("thin dike")
S	S	Conductive cover ("horizontal thin sheet")
H	H	Broad conductive rock unit, deep conductive weathering, thick conductive cover ("half space")
E	E	Edge of broad conductor ("edge of half space")
L	L	Culture, e.g. power line, metal building or fence

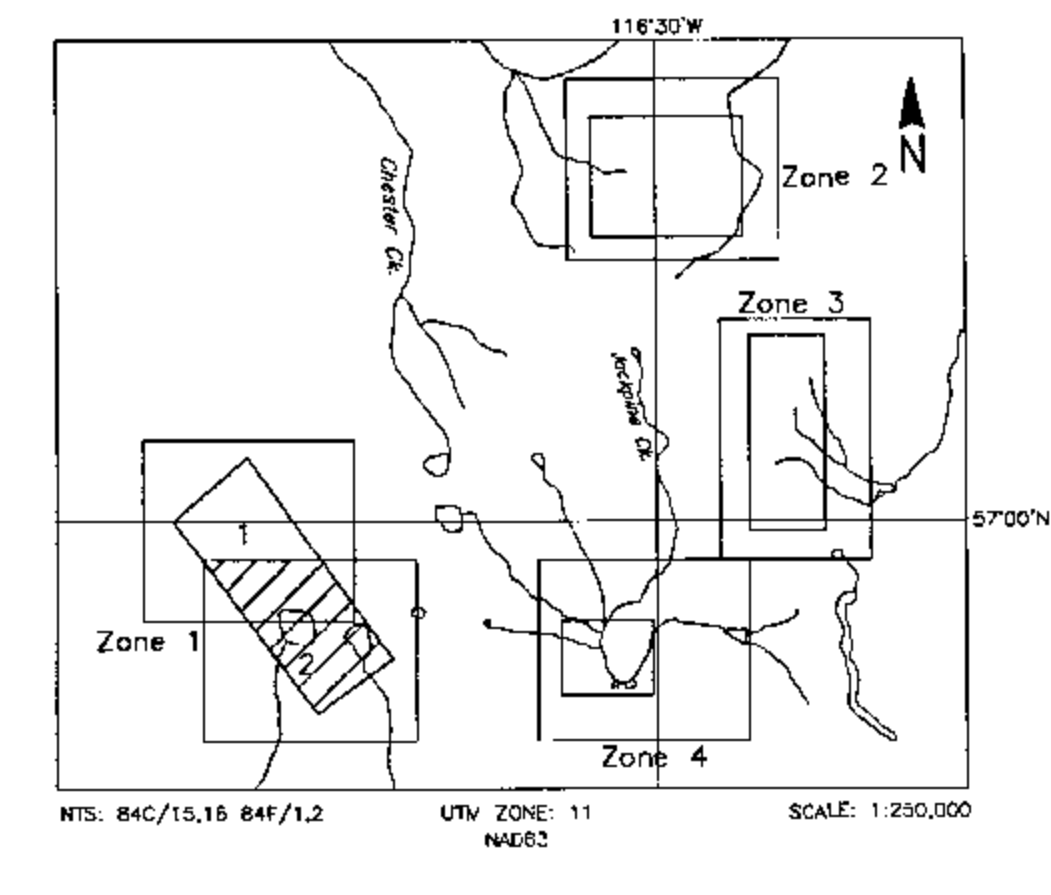
FLIGHT LINES WITH EM ANOMALIES



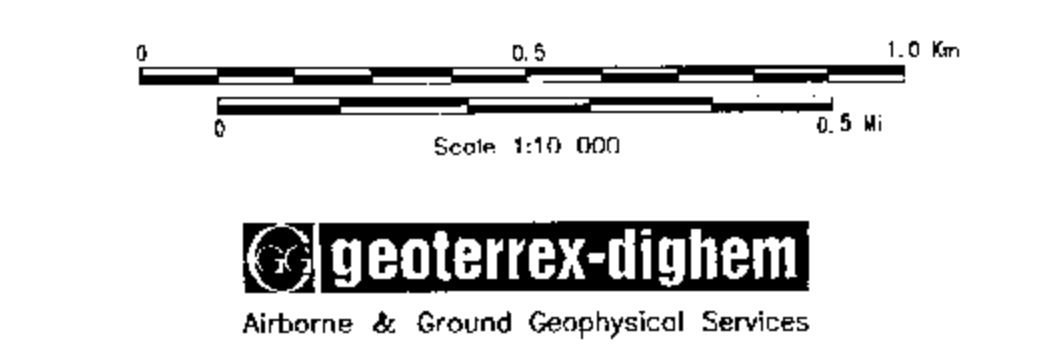
RESISTIVITY CONTOURS

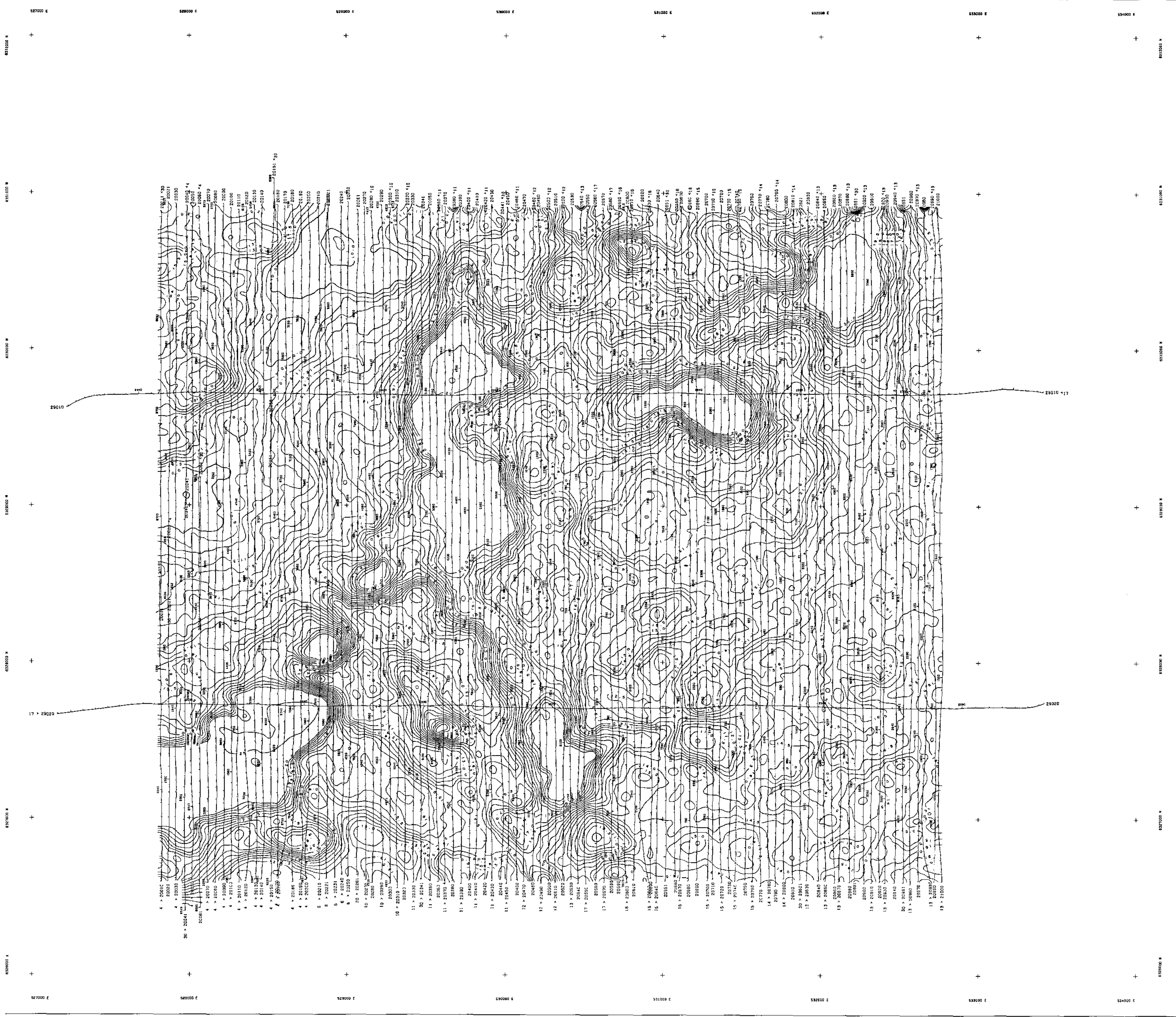


LOCATION MAP



1992011
ABSOLUT RESOURCES CORP.
 ZONE 1, ALBERTA
PRELIMINARY APPARENT RESISTIVITY 7200 Hz COPLANAR
 DIGHEM SURVEY NTS: B4C/15; R4F/2 GEOPHYSICIST
 DATE: MAY, 1988 JOB: 1307 SHEET: 2
 Geotrex-Dighem, A division of CGG Canada Ltd.





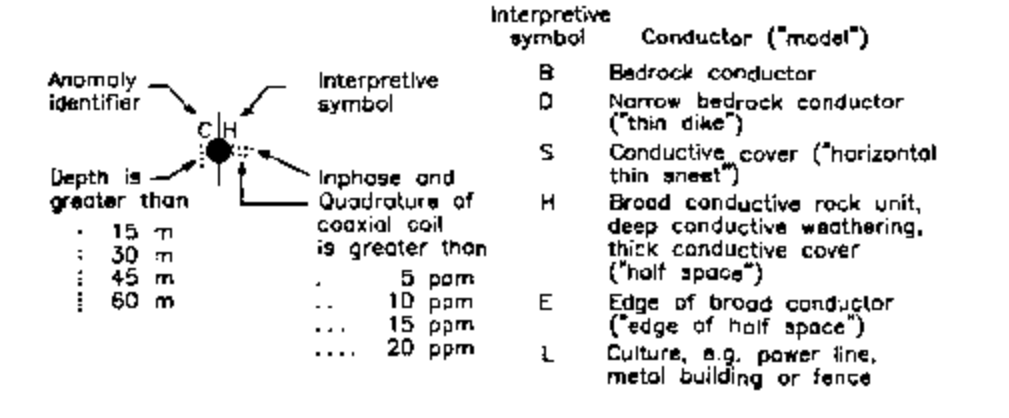
TECHNICAL SUMMARY

Navigation Ashtech/Royal GPS positioning
 Data reduction grid interval 13 metres
 Terrain clearance Helicopter 37 m
 Electromagnetic sensor 30 m
 Magnetometer 30 m
 Data sampling interval 0.1 second
 Magnetometer / sensitivity Geosun / 0.01 nT
 Electromagnetic system DIGHEM

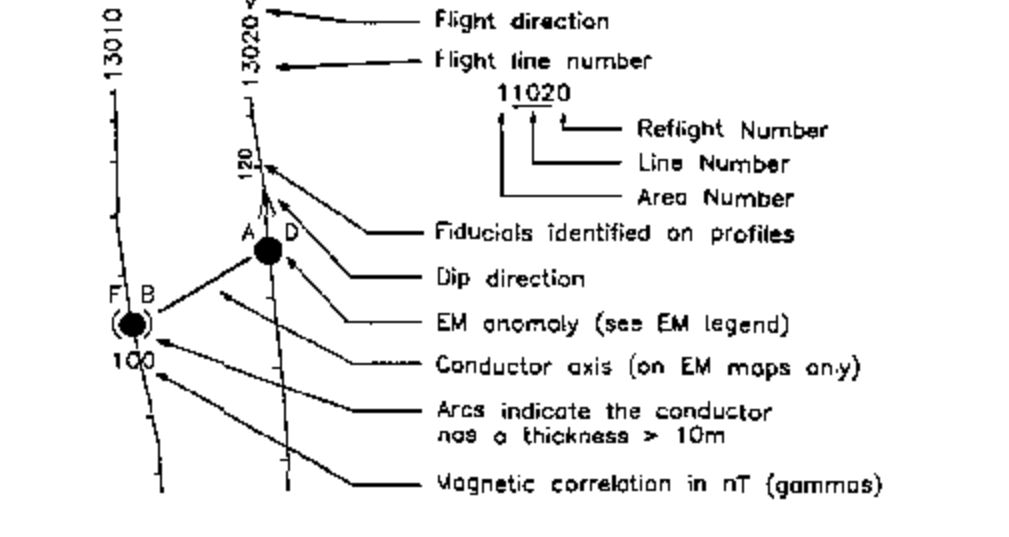
Frequency	Sensitivity	Coil Orientation
900 Hz	0.1 ppm	Vertical coplanar
5500 Hz	0.2 ppm	Vertical coplanar
330 Hz	0.1 ppm	Horizontal coplanar
7200 Hz	0.2 ppm	Horizontal coplanar
55000 Hz	0.5 ppm	Horizontal coplanar

ELECTROMAGNETIC ANOMALIES

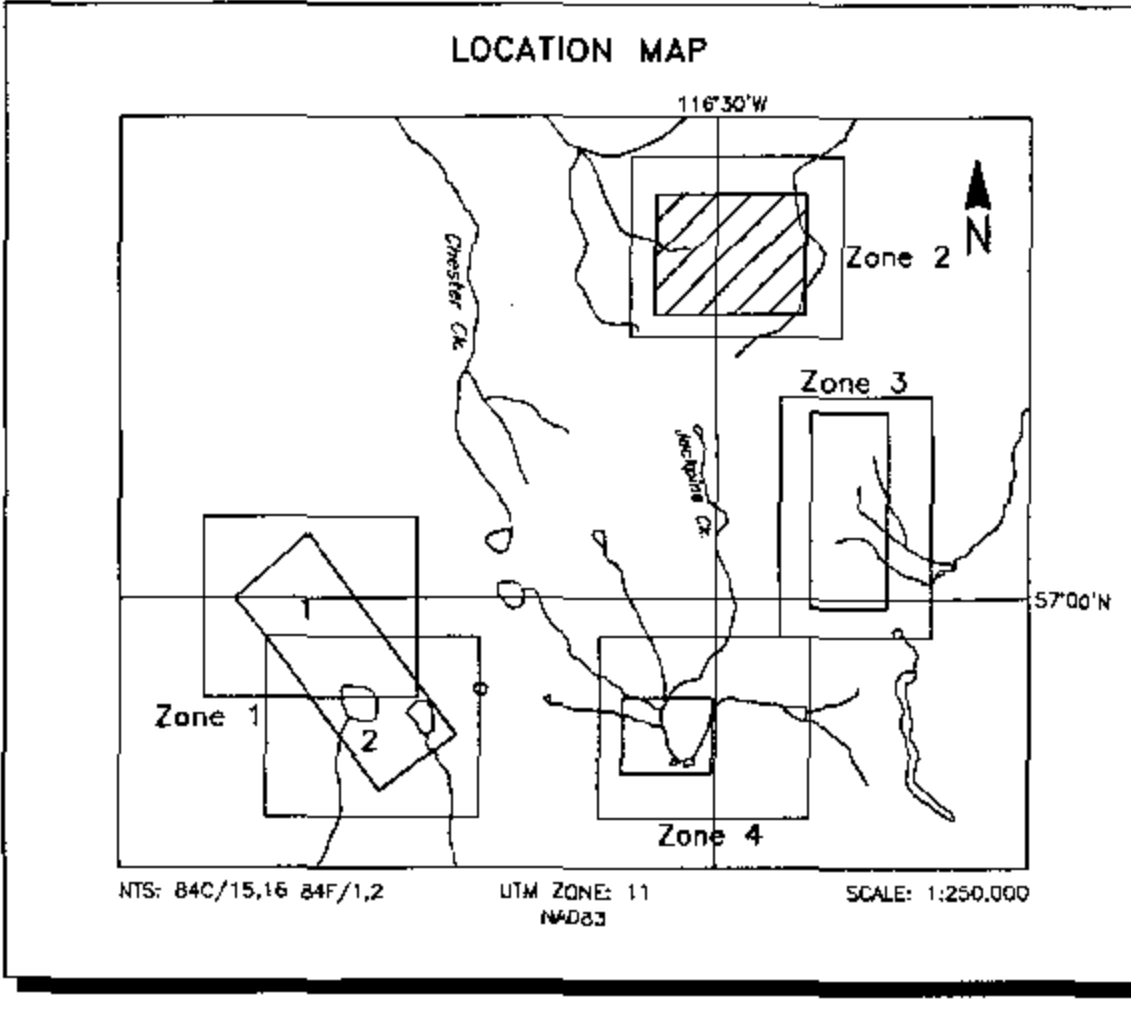
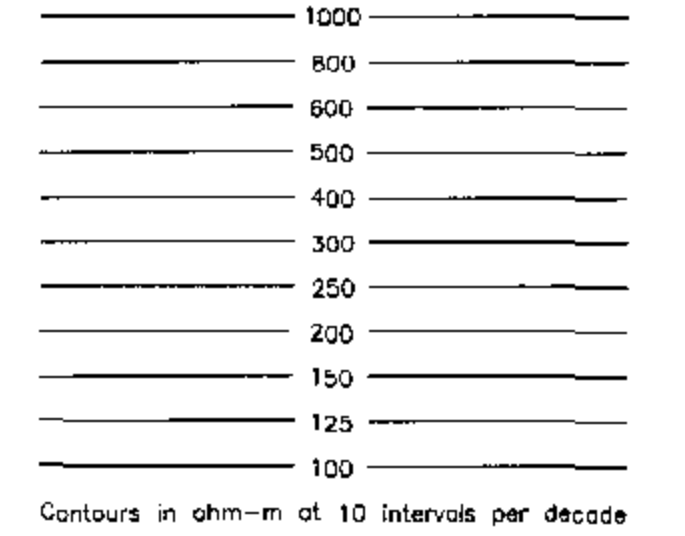
Grade	Anomaly	Conductance
7	●	>100 siemens
6	●	50-100 siemens
5	●	20-50 siemens
4	●	10-20 siemens
3	●	5-10 siemens
2	●	1-5 siemens
1	●	< 1 siemens
	*	Questionable anomaly



FLIGHT LINES WITH EM ANOMALIES



RESISTIVITY CONTOURS



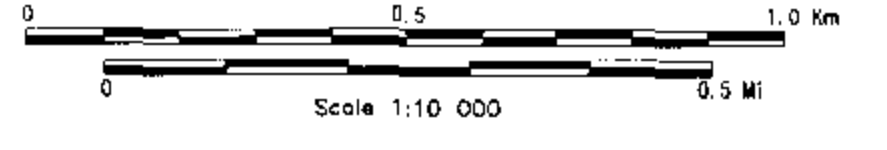
19930011

ABSOLUT RESOURCES CORP.
 ZONE 2, ALBERTA

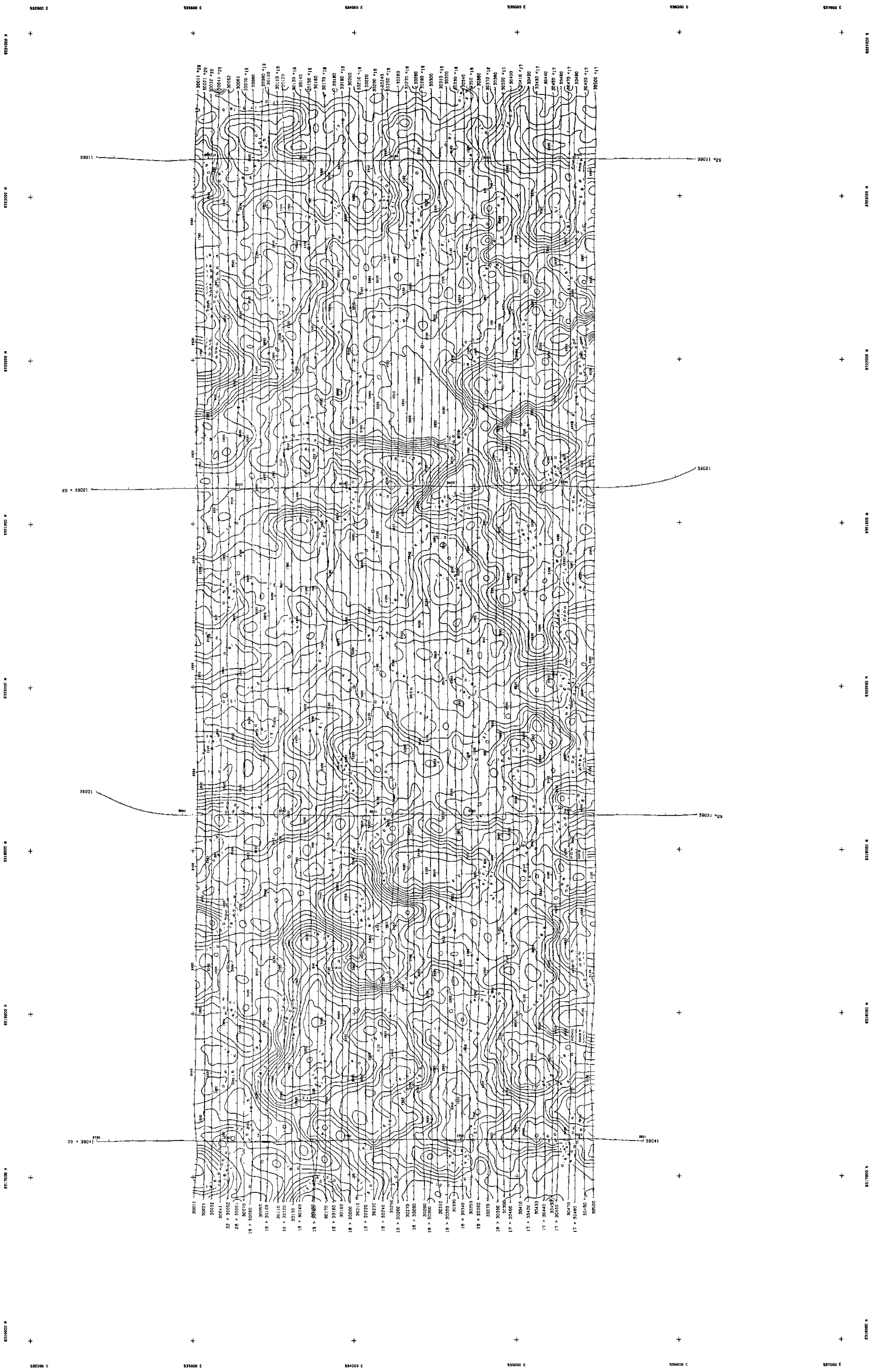
PRELIMINARY
APPARENT RESISTIVITY
7200 Hz COPLANAR

DIGHEM SURVEY	NTS: 84F/1,2	GEOPHYSICIST:
DATE: MAY, 1998	JOB: 1307	SHEET: 1

Geotrex-Dighem, A division of CGG Canada Ltd.



geotrex-dighem
 Airborne & Ground Geophysical Services



TECHNICAL SUMMARY

Navigation: Antech/Royal GPS positioning
 Data reduction grid interval: 15 metres
 Terrain clearance: Helicopter 57 m
 Electromagnetic sensor: 30 m
 Magnetometer: 30 m
 Data sampling interval: 0.1 second
 Magnetometer sensitivity: Caesium / 0.01 nT
 Electromagnetic system: DIGEM

Frequency	Sensitivity	Coil Orientation
900 Hz	0.1 ppm	Vertical coaxial
5820 Hz	0.2 ppm	Vertical coaxial
335 Hz	0.1 ppm	Horizontal coplanar
7200 Hz	0.2 ppm	Horizontal coplanar
56000 Hz	0.5 ppm	Horizontal coplanar



ELECTROMAGNETIC ANOMALIES

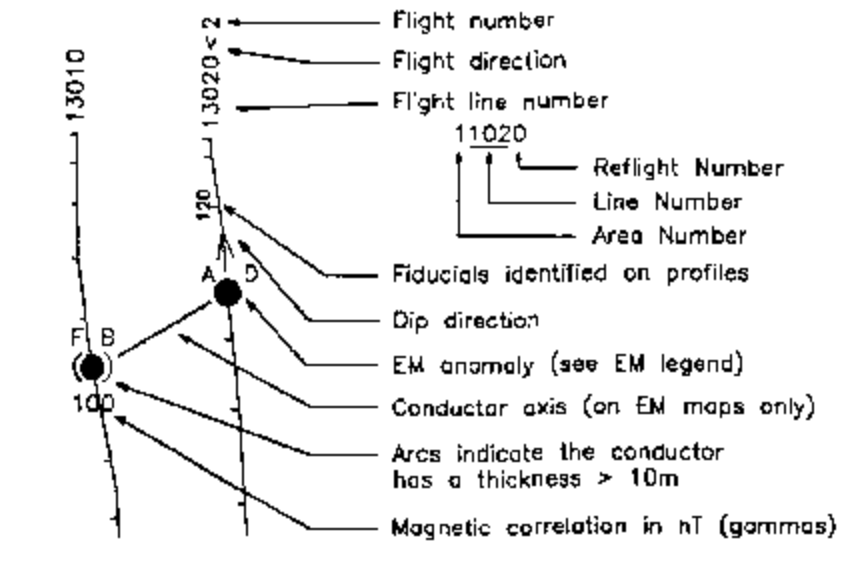
Grass	Anomaly	Conductance
7	●	>100 siemens
6	●	50-100 siemens
5	●	20-50 siemens
4	●	10-20 siemens
3	●	5-10 siemens
2	●	1-5 siemens
1	●	< 1 siemens
-	*	Questionable anomaly

Interpretive symbols:
 C: Conductor ("model")
 B: Bedrock conductor
 D: Narrow bedrock conductor ("thin bed")
 S: Conductive cover ("horizontal thin sheet")
 H: Broad conductive rock unit, deep conductive weathering, slick conductive cover ("thick space")
 E: Edge of broad conductor ("edge of host space")
 L: Culture, e.g. power line, metal building or fence

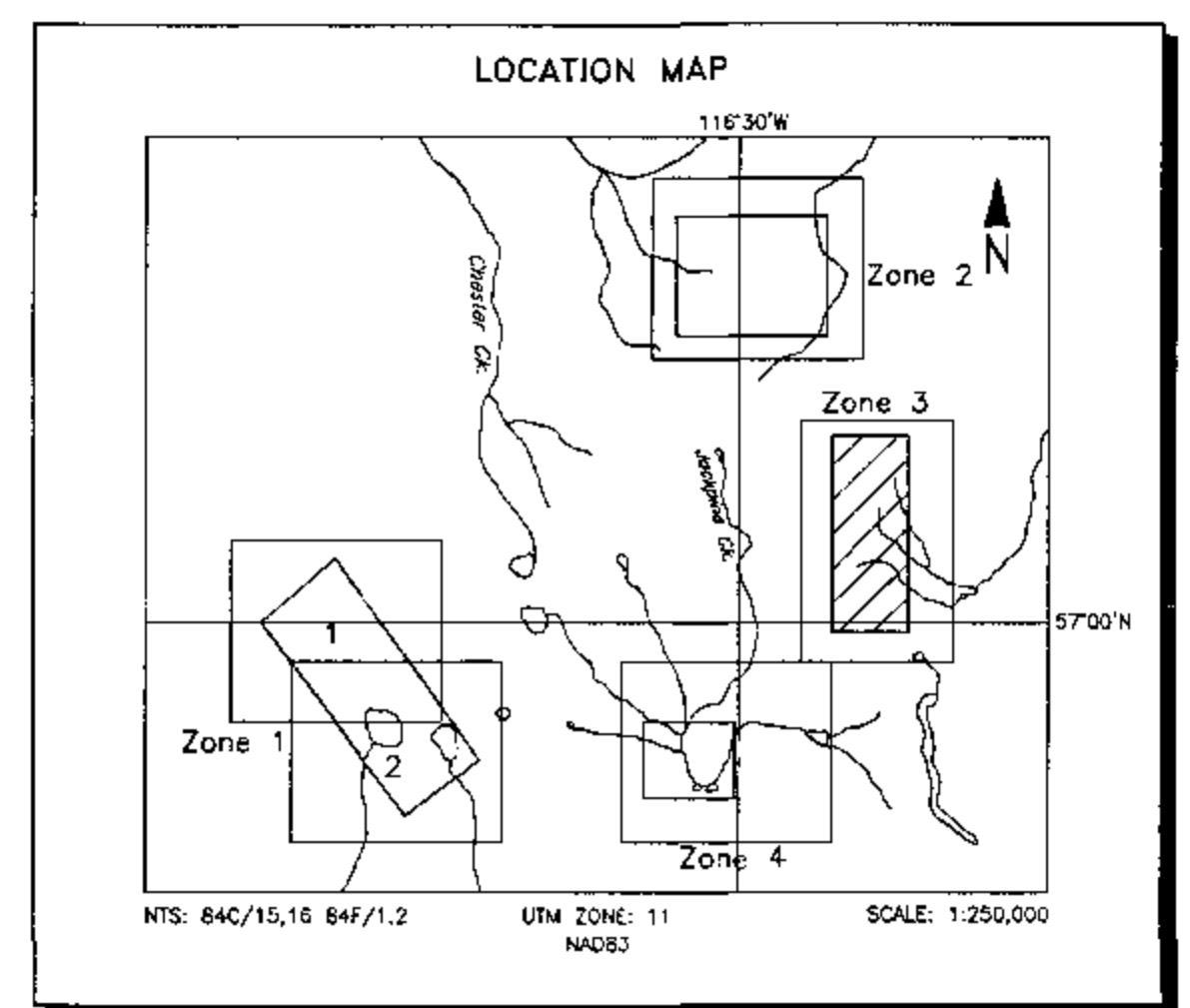
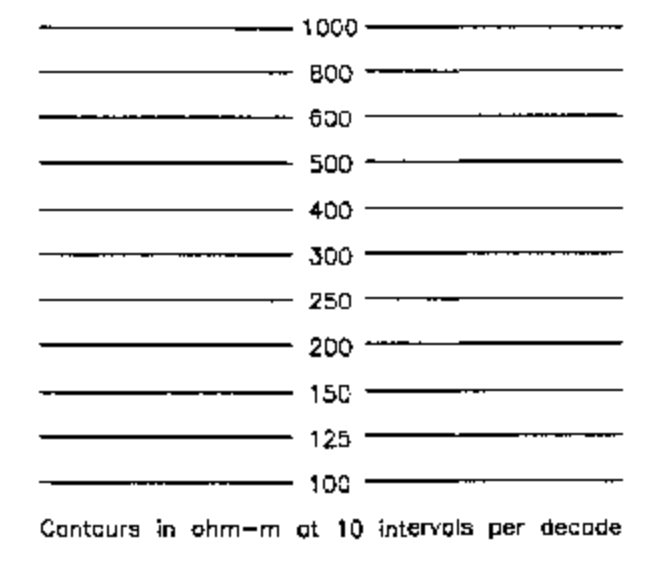
Depth is greater than:
 15 m
 30 m
 45 m
 60 m

In-phase and out-of-phase of conductive soil is greater than:
 5 ppm
 10 ppm
 15 ppm
 20 ppm

FLIGHT LINES WITH EM ANOMALIES



RESISTIVITY CONTOURS

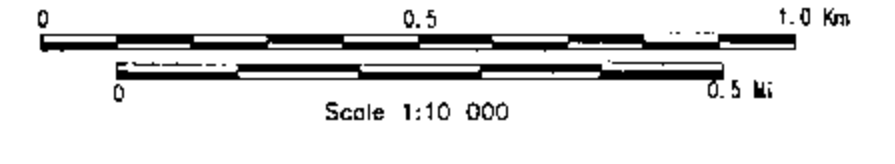


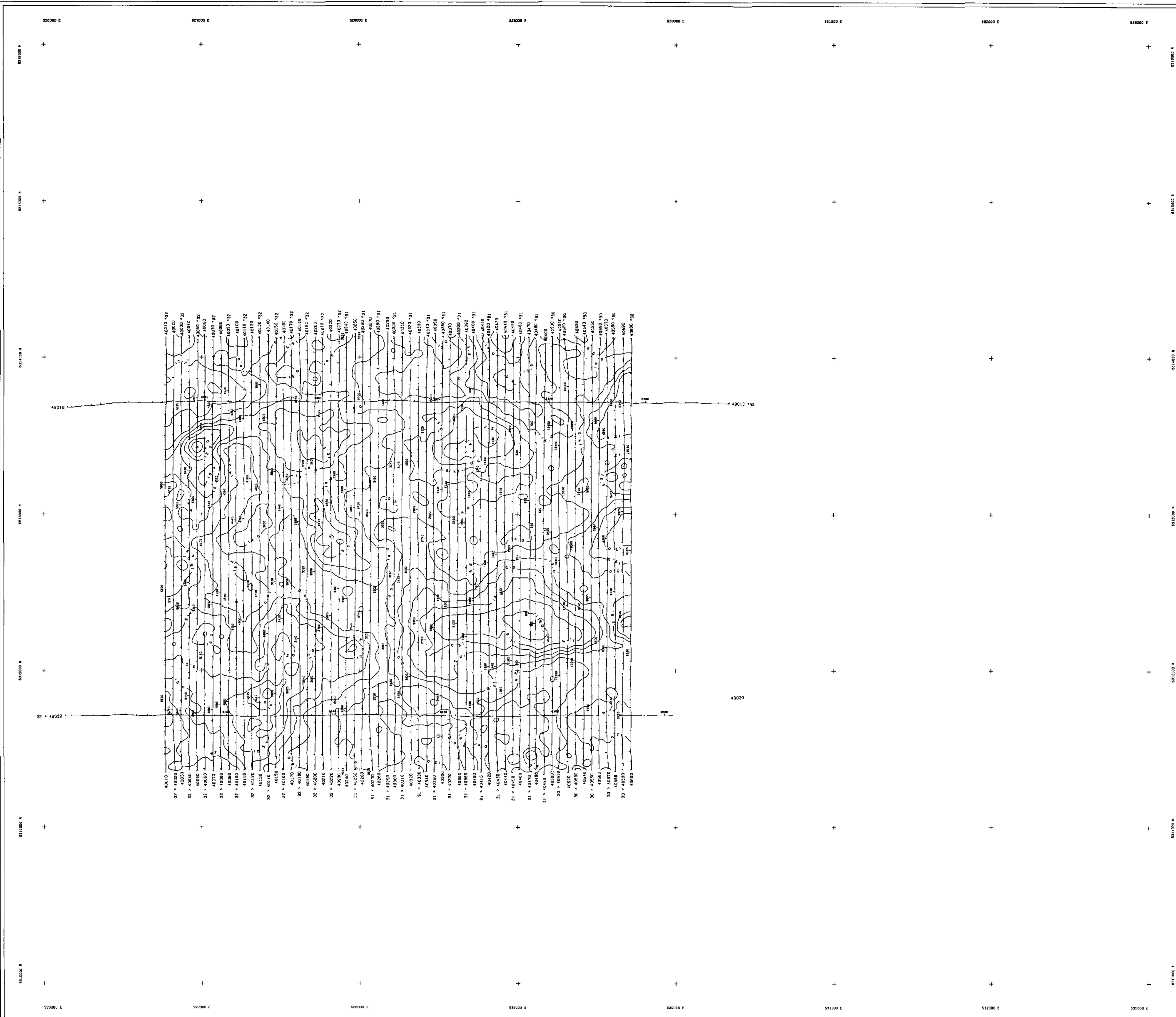
19780011

ABSOLUT RESOURCES CORP.
 ZONE 3, ALBERTA
 PRELIMINARY
 APPROPRIATE RESISTIVITY
 7200 Hz COPLANAR

DIGEM SURVEY	NTS: 84C/15,16	GEOPHYSICIST:
DATE: MAY, 1998	JOB: 1307	SHEET: 1

Geotrex-Digem, A division of CCG Canada Ltd.





TECHNICAL SUMMARY

Navigation: Aethel/Rocal GPS positioning
 Data reduction grid interval: 13 metres
 Terrain clearance: Helicopter 57 m
 Electromagnetic sensor: 30 m
 Magnetometer: 30 m
 Data sampling interval: 0.1 second
 Magnetometer / sensitivity: Casium / 0.01 nT
 Electromagnetic system: DIGHEM

Frequency	Sensitivity	Coil Orientation
500 Hz	0.1 ppm	Vertical coplanar
5500 Hz	0.2 ppm	Vertical coplanar
335 Hz	0.1 ppm	Horizontal coplanar
7200 Hz	0.2 ppm	Horizontal coplanar
56000 Hz	0.3 ppm	Horizontal coplanar

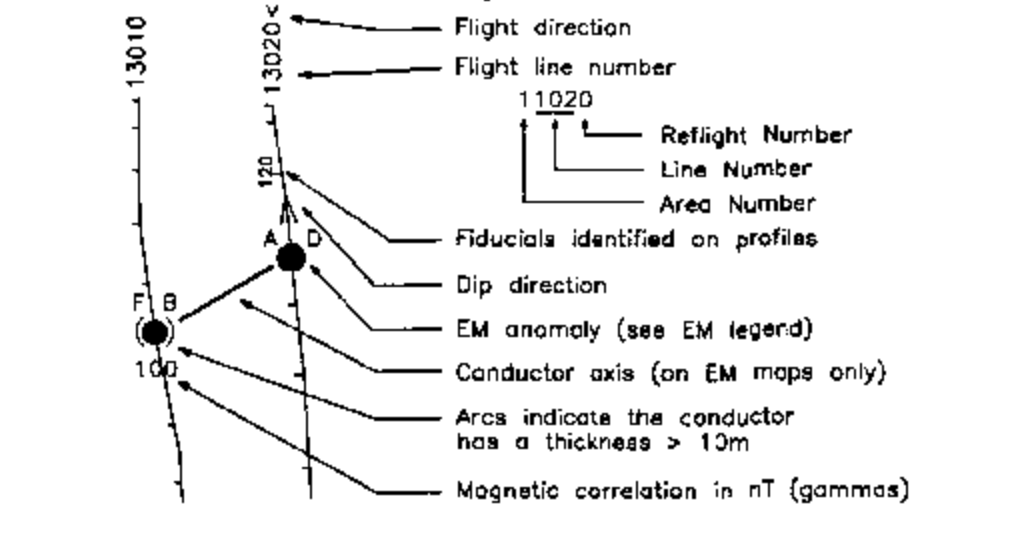


ELECTROMAGNETIC ANOMALIES

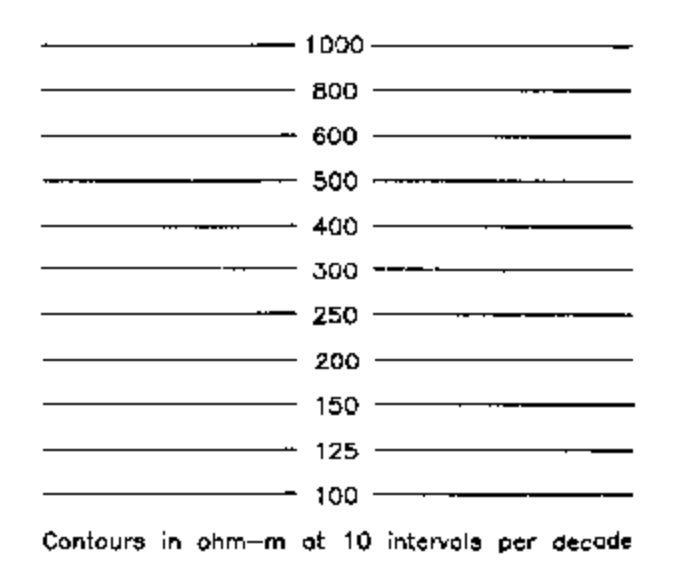
Grade	Anomaly	Conductance
7	●	>100 siemens
6	●	50-100 siemens
5	●	20-50 siemens
4	○	10-20 siemens
3	○	5-10 siemens
2	○	1-5 siemens
1	○	< 1 siemens
-	*	Questionable anomaly

Anomaly symbol	Interpretive symbol	Conductor ("model")
○	○	Electrode conductor
○	○	Narrow tungsten conductor ("thin wire")
○	○	Conductive layer ("horizontal thin sheet")
○	○	Broad conductive rock unit, deep conductive weathering, thick conductive cover ("half space")
○	○	Edge of broad conductor ("edge of half space")
○	○	Conductor axis (on EM maps only)
○	○	Culture, e.g. power line, metal building or fence

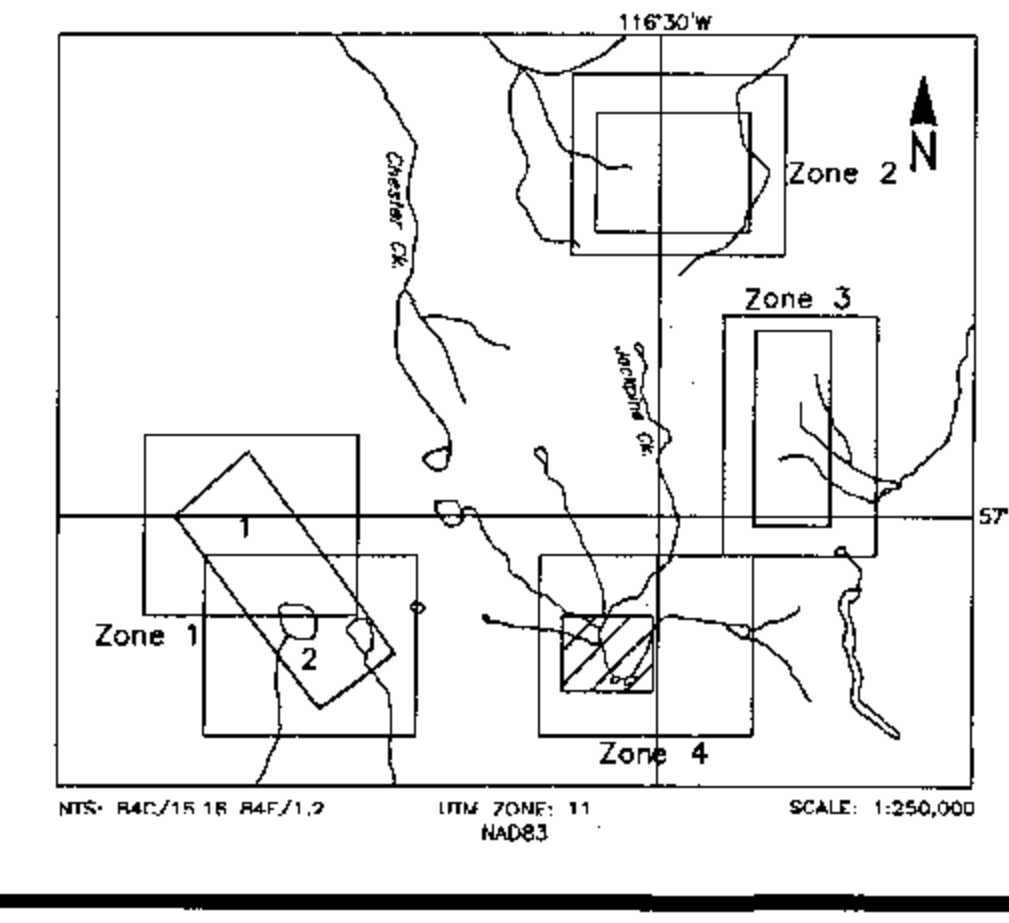
FLIGHT LINES WITH EM ANOMALIES



RESISTIVITY CONTOURS



LOCATION MAP



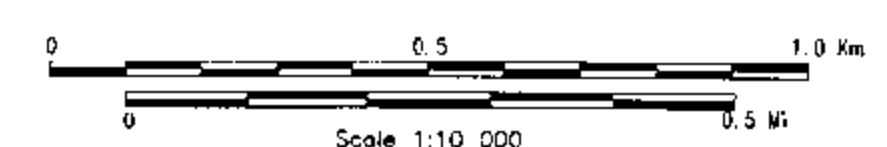
1997001

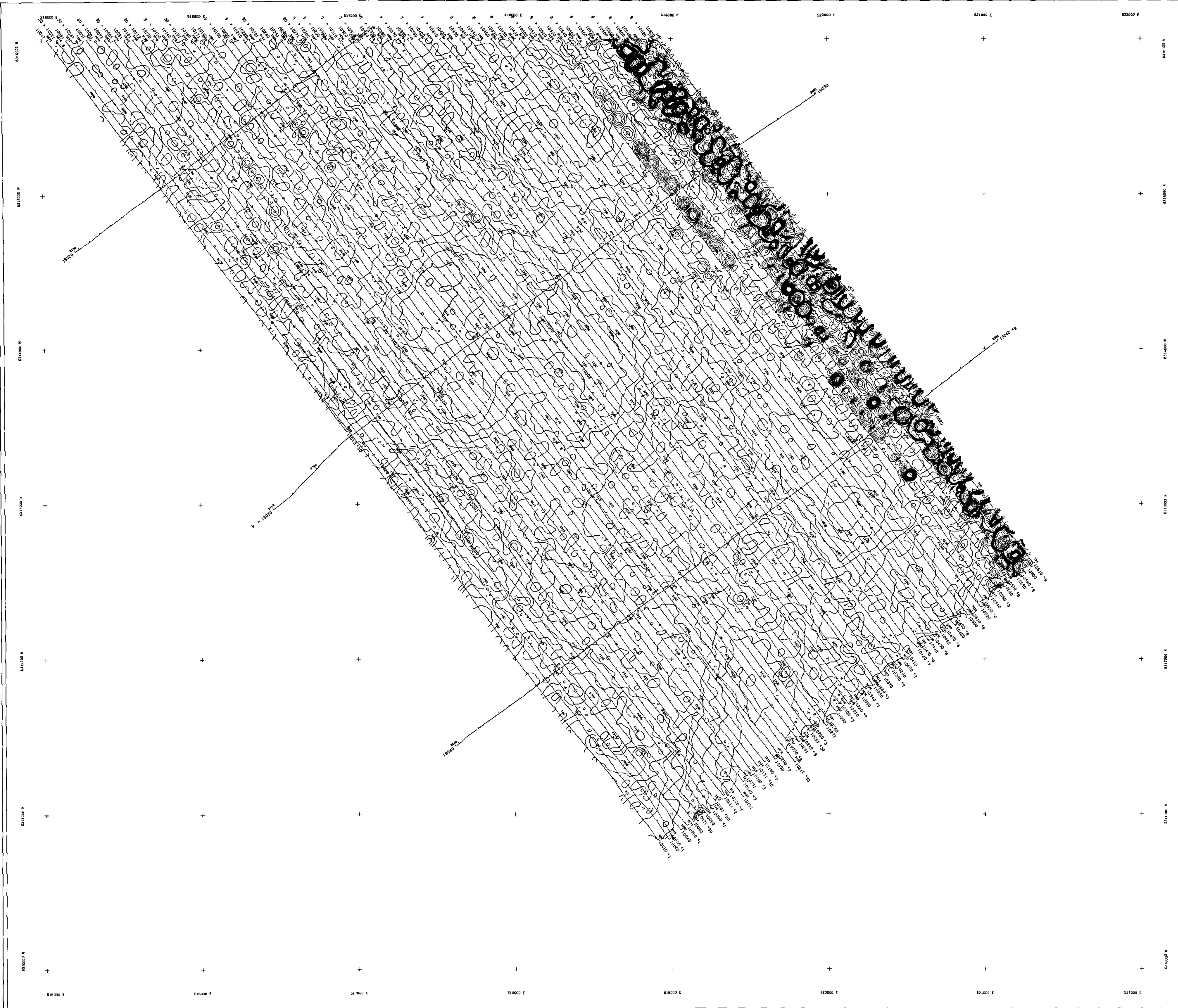
ABSOLUT RESOURCES CORP.
ZONE 4, ALBERTA

PRELIMINARY APPARENT RESISTIVITY
7200 Hz COPLANAR

DIGHEM SURVEY	NTS: 84C/15	GEOPHYSICIST:
DATE: MAY, 1998	JOB: 1307	SHEET: 1

Geotrex-Dighem, A division of CCG Canada Ltd.





TECHNICAL SUMMARY

Navigation Aestech/Racal GPS positioning
 Data reduction grid interval 13 metres
 Terrain clearance Helicopter 57 m
 Electromagnetic sensor Magnetometer 30 m
 Data sampling interval 0.1 second
 Magnetometer / Sensitivity Geoson / 0.01 nT
 Electromagnetic system DIGHEM

Frequency	Sensitivity	Coil Orientation
900 Hz	0.1 ppm	Vertical coplanar
8500 Hz	0.2 ppm	Vertical coplanar
335 Hz	0.1 ppm	Horizontal coplanar
7250 Hz	0.2 ppm	Horizontal coplanar
56000 Hz	0.5 ppm	Horizontal coplanar

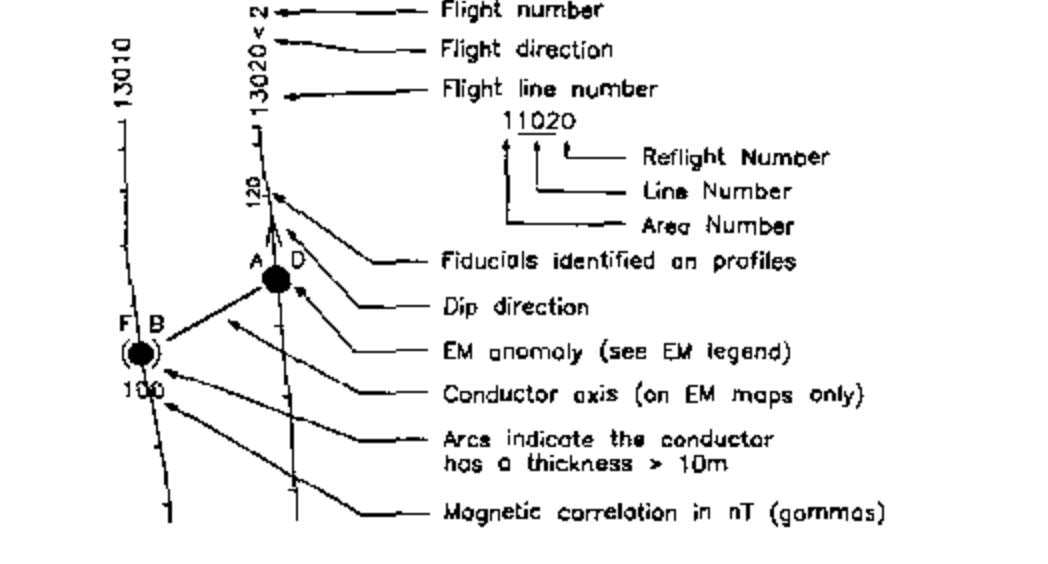


ELECTROMAGNETIC ANOMALIES

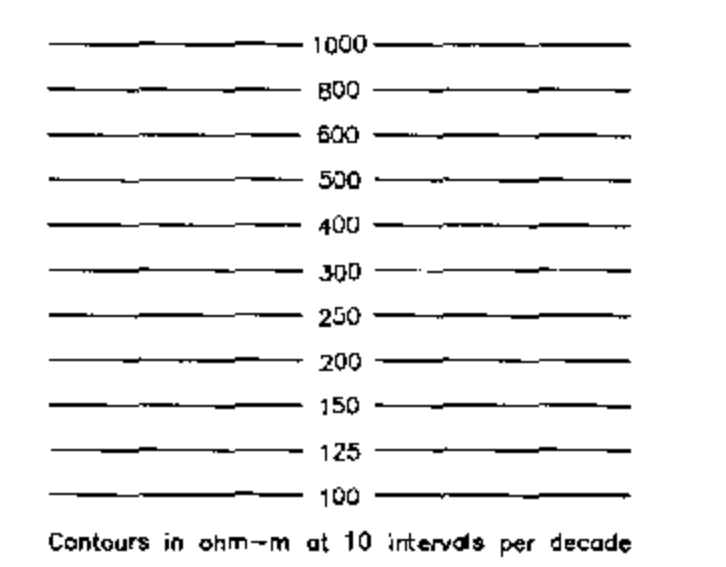
Grade	Anomaly	Conductance
7	●	>100 siemens
6	●	50-100 siemens
5	●	20-50 siemens
4	●	10-20 siemens
3	●	5-10 siemens
2	●	1-5 siemens
1	●	< 1 siemens
-	*	Questionable anomaly

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

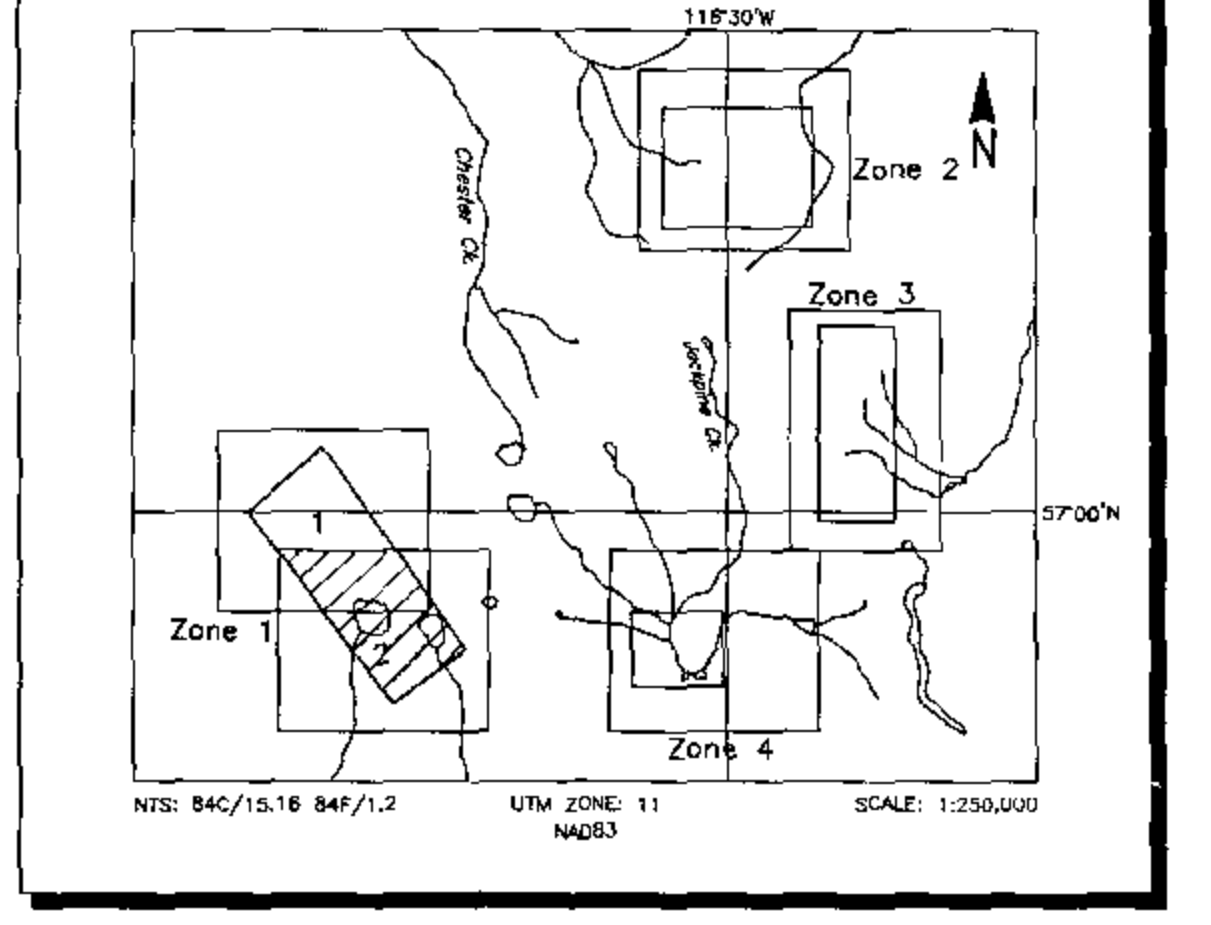
FLIGHT LINES WITH EM ANOMALIES



RESISTIVITY CONTOURS



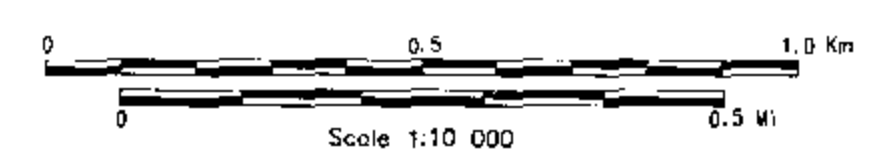
LOCATION MAP

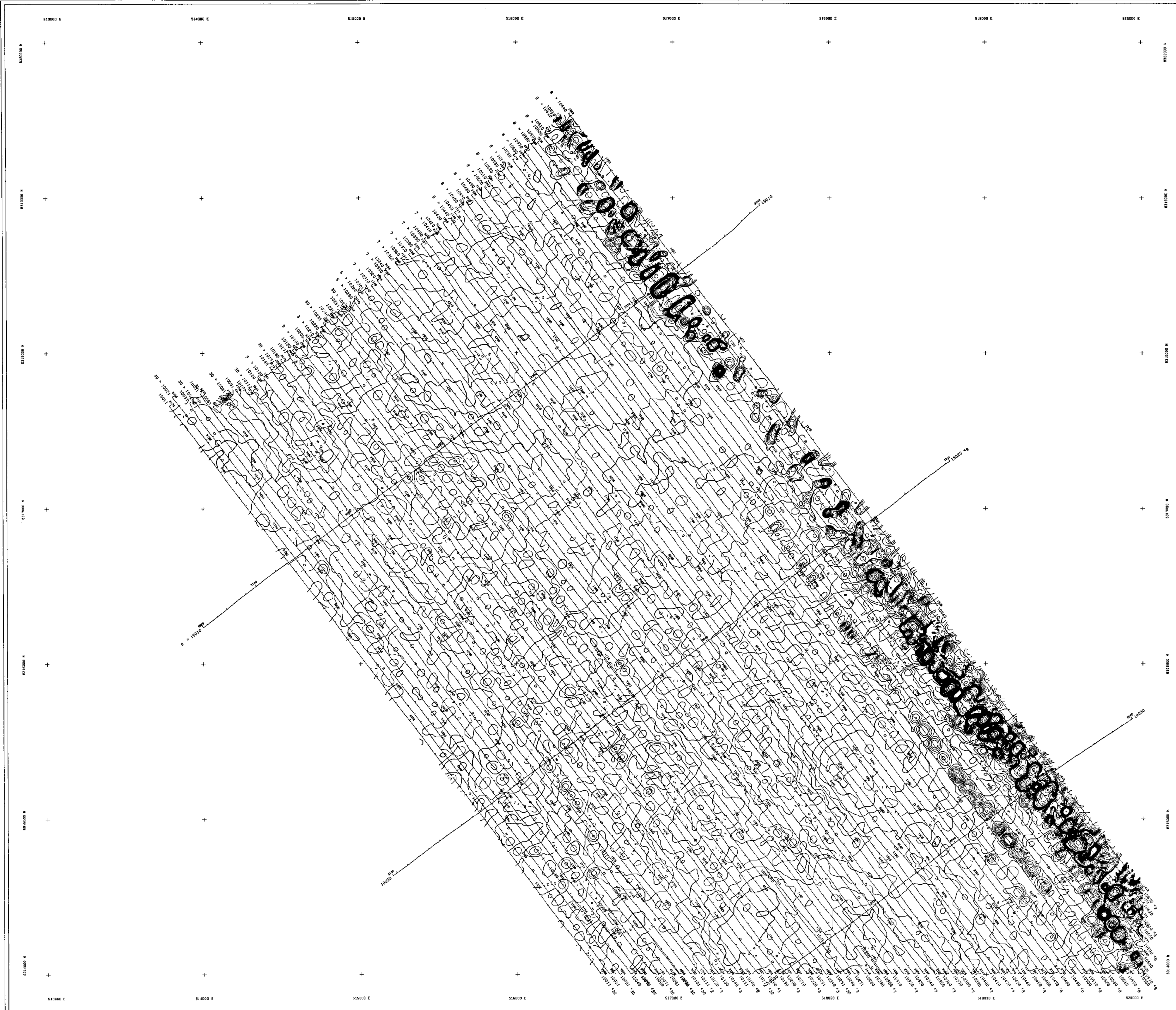


19980211
ABSOLUT RESOURCES CORP.
 ZONE 1, ALBERTA
PRELIMINARY APPARENT RESISTIVITY 335 Hz COPLANAR

DIGHEM SURVIVY	NTS: 84C/15, 84F/1, 2	GEOPHYSICIST:
DATE: MAY, 1998	JOB: 1307	SHEET: 2

Geotrex-DigheM, A division of CGG Canada Ltd.





TECHNICAL SUMMARY

Navigation: Airtech/Rascal GPS positioning
 Data reduction grid interval: 13 metres
 Terrain clearance: Helicopter 57 m
 Electromagnetic sensor 30 m
 Data sampling interval: 0.1 seconds
 Magnetometer / sensitivity: Casium / 0.01 nT
 Electromagnetic system: DIGHEM

Frequency	Sensitivity	Coil Orientation
900 Hz	0.1 ppm	Vertical coplanar
5500 Hz	0.2 ppm	Vertical coplanar
335 Hz	0.1 ppm	Horizontal coplanar
7200 Hz	0.2 ppm	Horizontal coplanar
56000 Hz	0.5 ppm	Horizontal coplanar

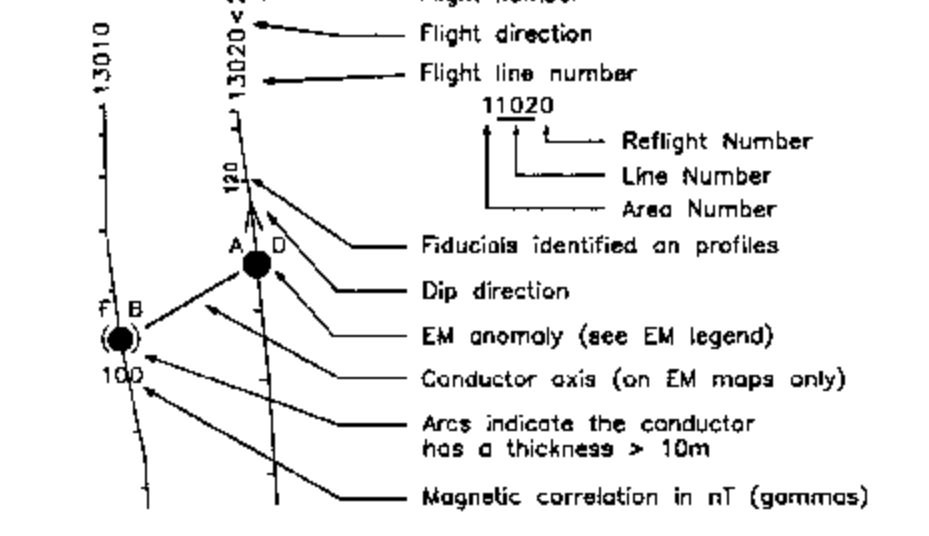


ELECTROMAGNETIC ANOMALIES

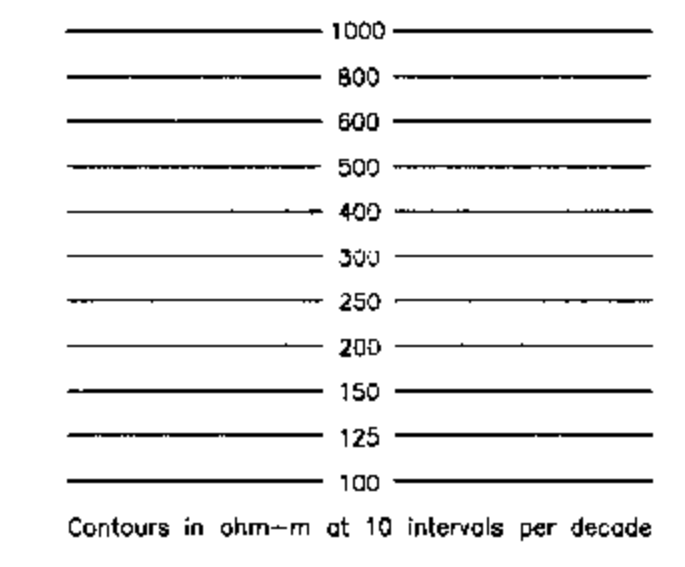
Grade	Anomaly	Conductance
7	●	>100 siemens
6	●	50-100 siemens
5	●	20-50 siemens
4	●	10-20 siemens
3	●	5-10 siemens
2	●	1-5 siemens
1	○	<1 siemens
-	*	Questionable anomaly

Anomaly identifier	Interpretive symbol	Conductor ("model")
+	+	B Bedrock conductor
○	○	D Narrow bedrock conductor ("thin dike")
□	□	S Conductive cover ("horizontal ore sheet")
△	△	H Broad conductive rock unit, steep conductive weathering, thick conductive cover ("half space")
◇	◇	E Edge of broad conductor ("edge of half space")
○	○	L Culture, e.g. power line, metal building or fence

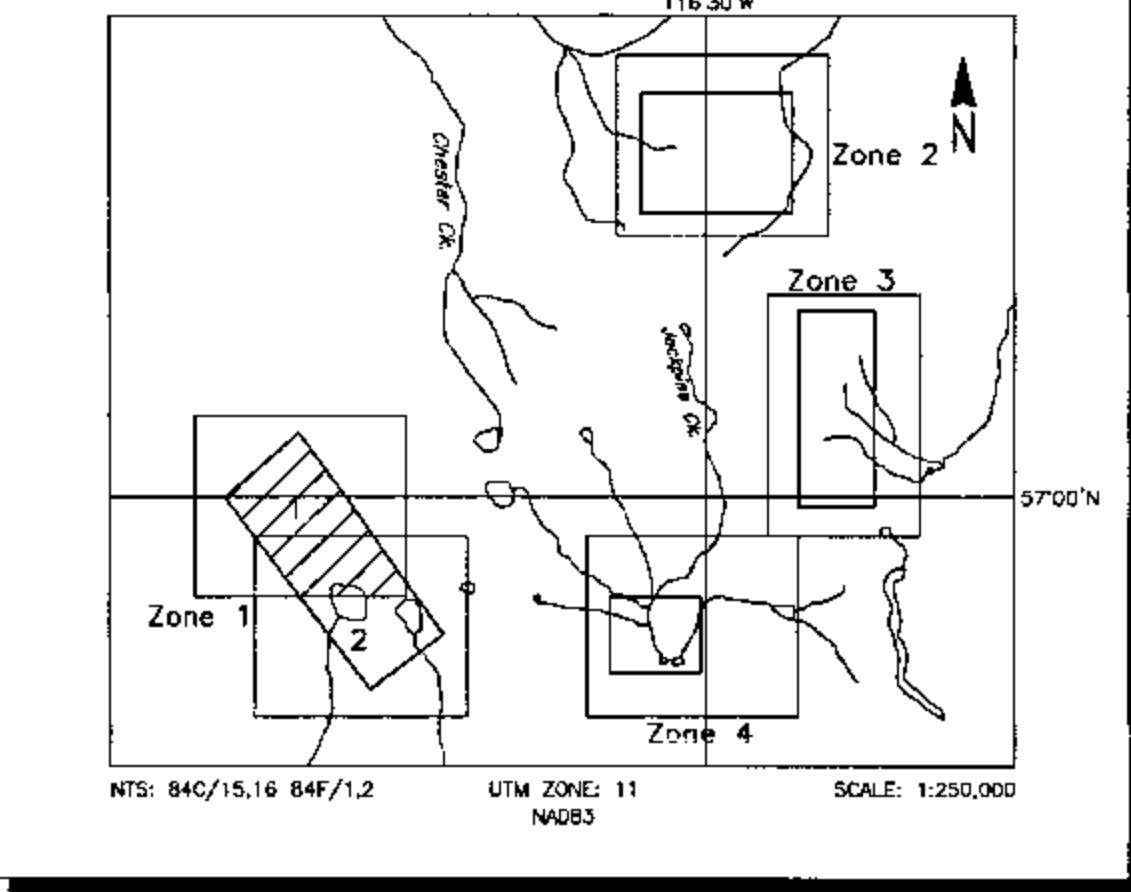
FLIGHT LINES WITH EM ANOMALIES



RESISTIVITY CONTOURS

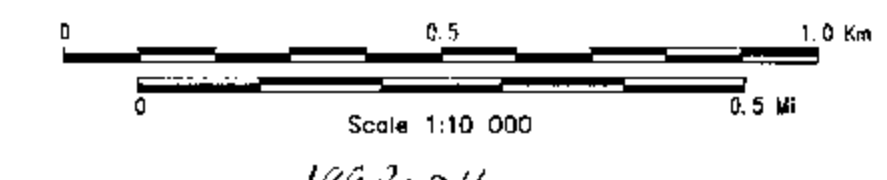


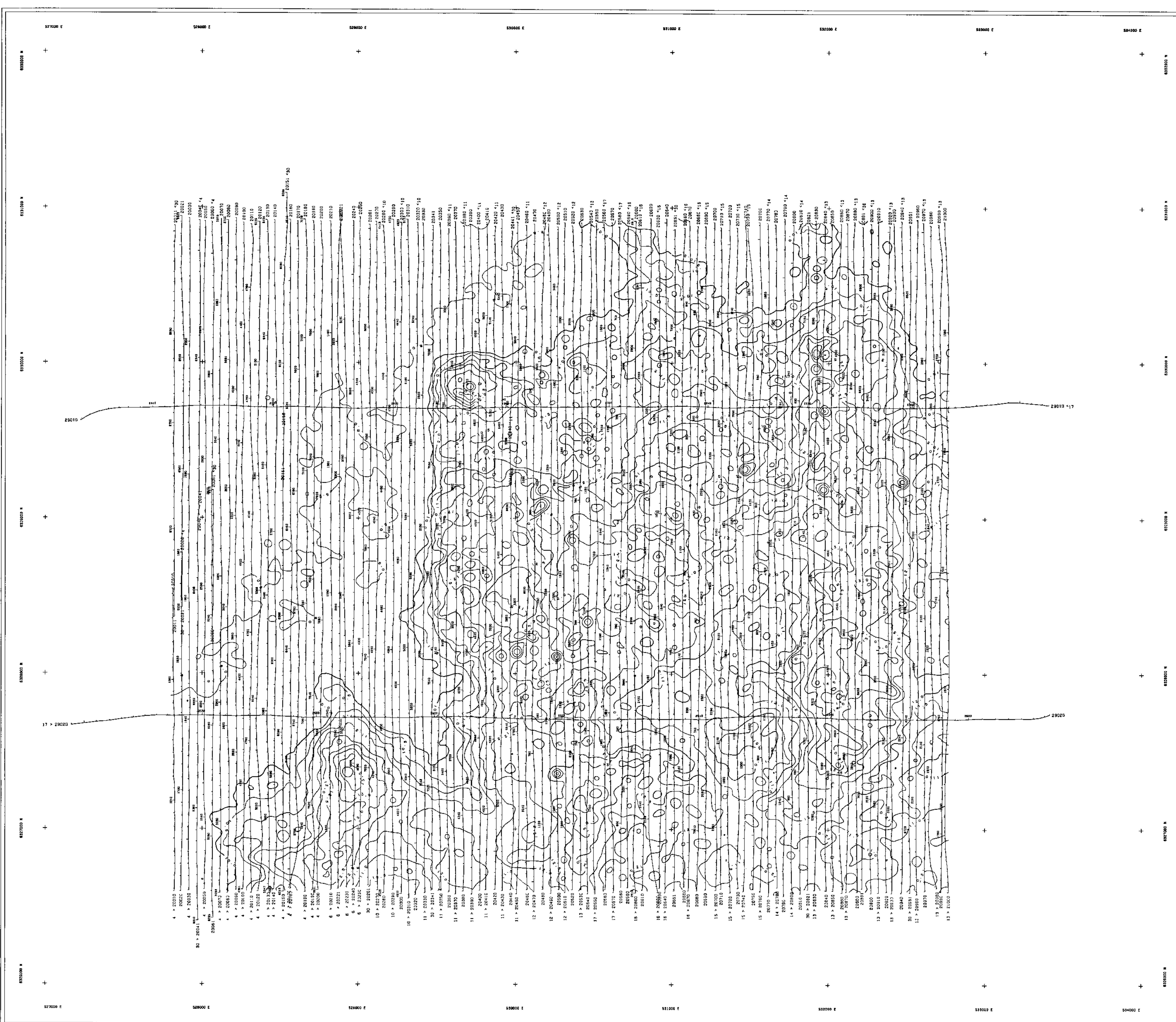
LOCATION MAP



ABSOLUT RESOURCES CORP.
 ZONE 1, ALBERTA
 PRELIMINARY
 APPARENT RESISTIVITY
 335 Hz COPLANAR

DIGHEM SURVEY	NTS: 84C/15, 84F/2	GEOPHYSICIST:
DATE: MAY, 1998	JOB: 1307	SHEET: 1
Geotrex-Dighem, A division of CGG Canada Ltd.		





TECHNICAL SUMMARY

Navigation: Ashtech/Facex GPS positioning
 Data reduction grid interval: 1.3 metres
 Terrain clearance: Helicopter 5.7 m
 Magnetometer sensor: Electromagnetic sensor 30 m
 Magnetometer: Magnometer 30 m
 Data sampling interval: 0.1 second
 Magnetometer / sensitivity: Datum / 0.01 nT
 Electromagnetic system: DCEM

Frequency	Sensitivity	Coil Orientation
900 Hz	0.1 ppm	Vertical coplanar
5500 Hz	0.2 ppm	Vertical coplanar
335 Hz	0.1 ppm	Horizontal coplanar
7200 Hz	0.2 ppm	Horizontal coplanar
56000 Hz	0.5 ppm	Horizontal coplanar

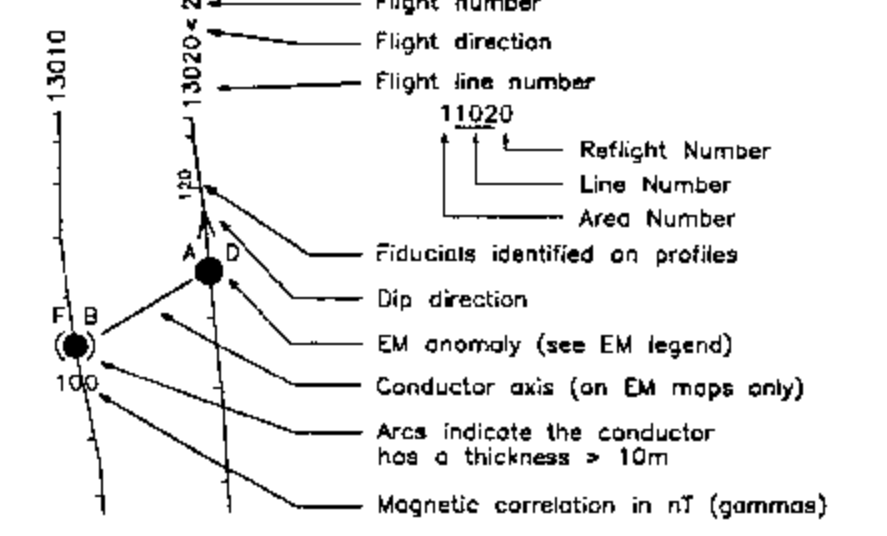


ELECTROMAGNETIC ANOMALIES

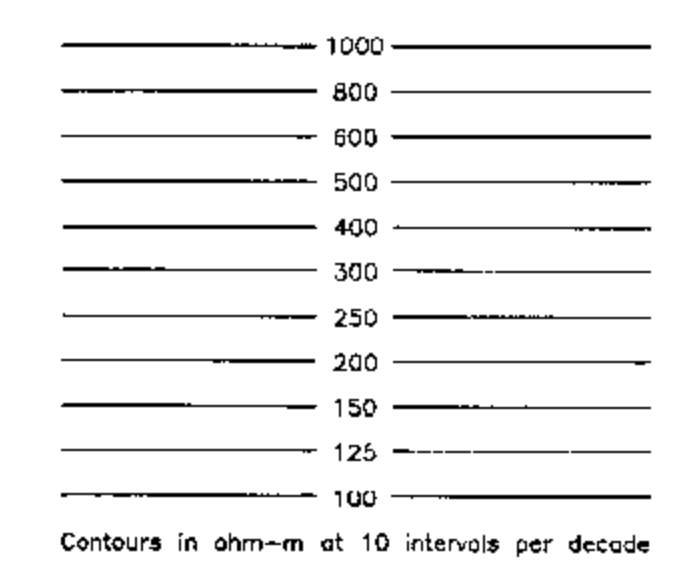
Grade	Anomaly	Conductance
7	●	>100 siemens
6	●	50-100 siemens
5	●	20-50 siemens
4	●	10-20 siemens
3	●	5-10 siemens
2	●	1-5 siemens
1	●	< 1 siemens
-	*	Questionable anomaly

Anomaly identifier	Interpretive symbol	Conductor ("model")
B	○	Broad conductor
D	○	Narrow bedrock conductor ("thin sheet")
S	○	Conductive cover ("horizontal thin sheet")
H	○	Broad conductive rock unit, deep conductive weathering, thick conductive cover
E	○	Edge of broad conductor ("right of half space")
L	○	Culture, e.g. power line, metal building or fence

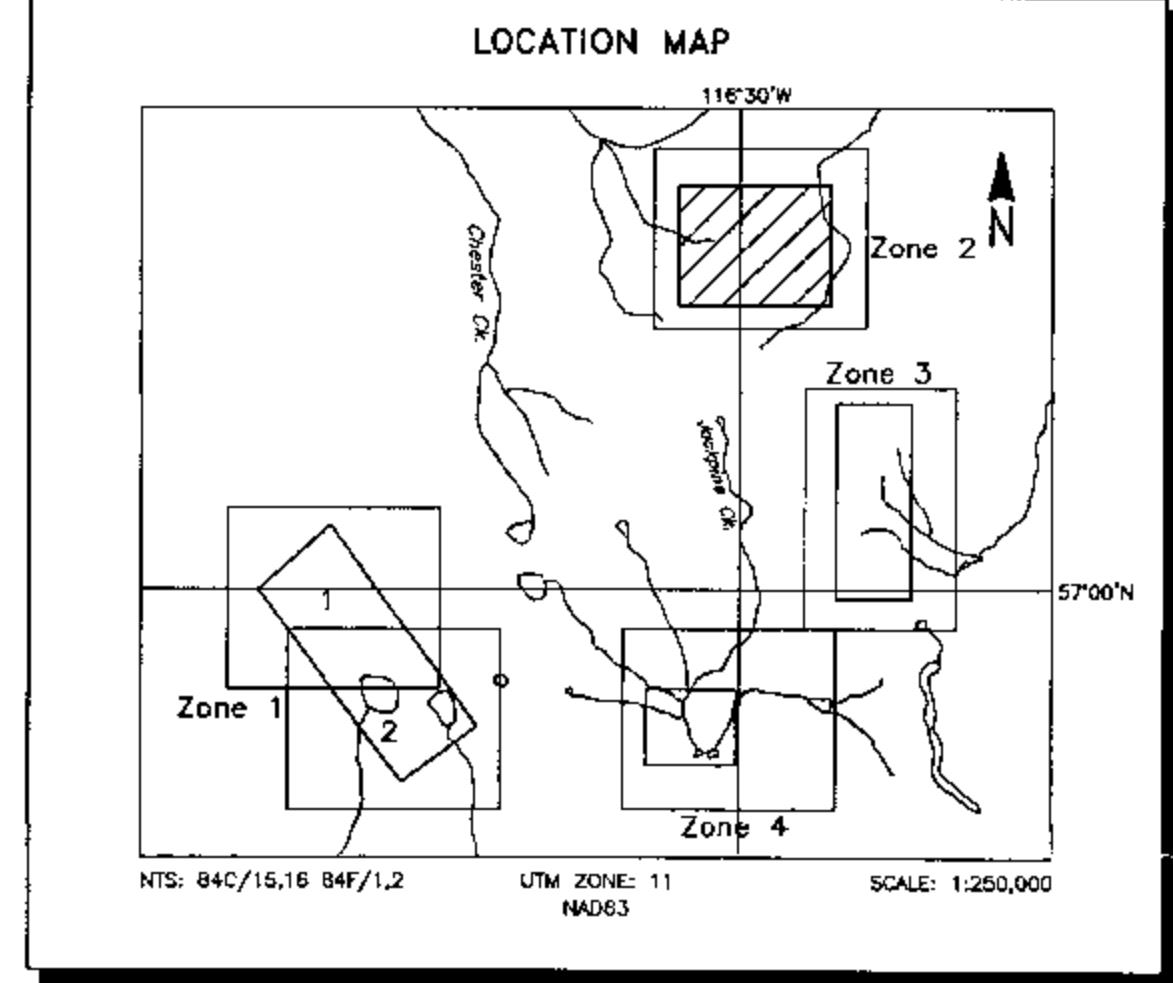
FLIGHT LINES WITH EM ANOMALIES



RESISTIVITY CONTOURS



LOCATION MAP



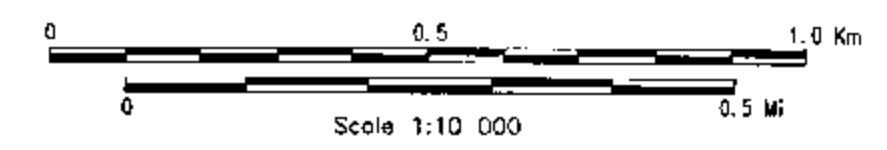
19980011

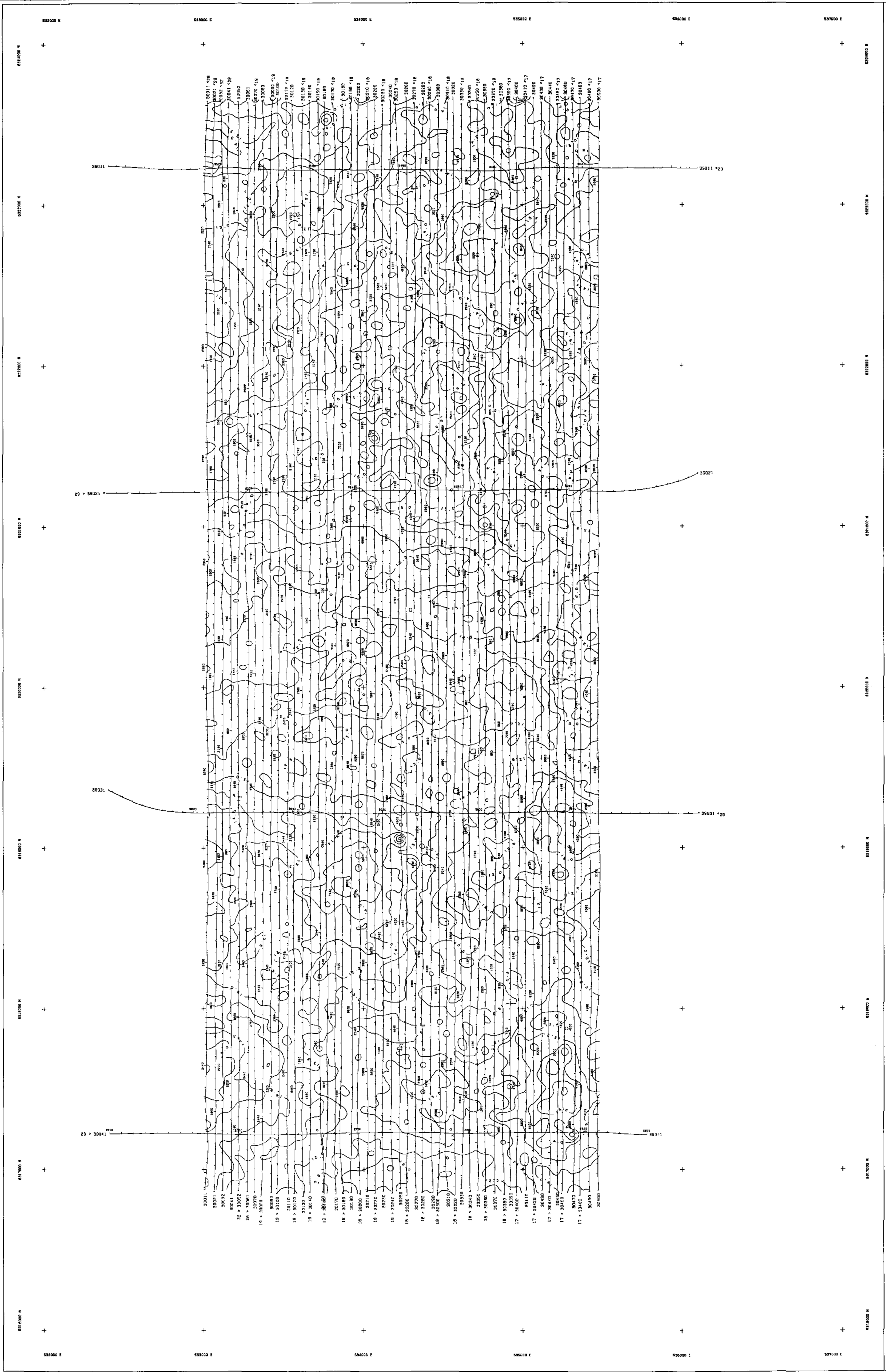
ABSOLUT RESOURCES CORP.
ZONE 2, ALBERTA

PRELIMINARY
APPARENT RESISTIVITY
335 Hz COPLANAR

DICHEM SURVEY	NTS: 84F/1,2	GEOPHYSICIST:
DATE: MAY, 1998	JOB: 1307	SHEET: 1

Geotrex-Digheem, A division of CGG Canada Ltd.





TECHNICAL SUMMARY

Navigation: Ashtech/Road GPS positioning
 Data reduction grid interval: 13 metres
 Terrain clearance: Helicopter 57 m
 Electromagnetic sensor: 30 m
 Magnetometer: 30 m
 Data sampling interval: 0.1 second
 Magnetometer / sensitivity: Caesium / 0.01 nT
 Electromagnetic system: DIGHEM

Frequency	Sensitivity	Coil Orientation
900 Hz	0.1 ppm	Vertical coaxial
8500 Hz	0.2 ppm	Vertical coaxial
335 Hz	0.1 ppm	Horizontal coplanar
2000 Hz	0.2 ppm	Horizontal coplanar
56200 Hz	0.3 ppm	Horizontal coplanar

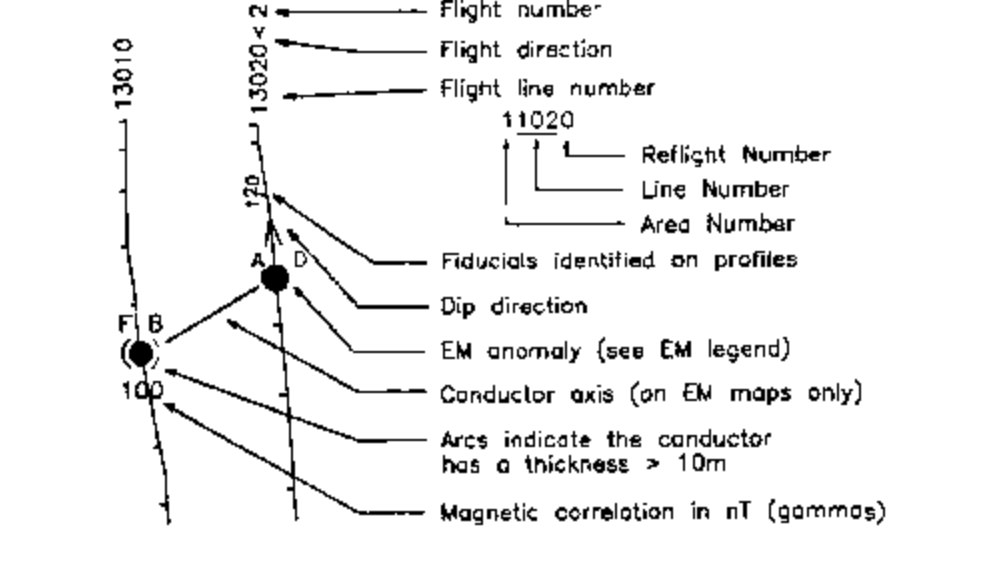


ELECTROMAGNETIC ANOMALIES

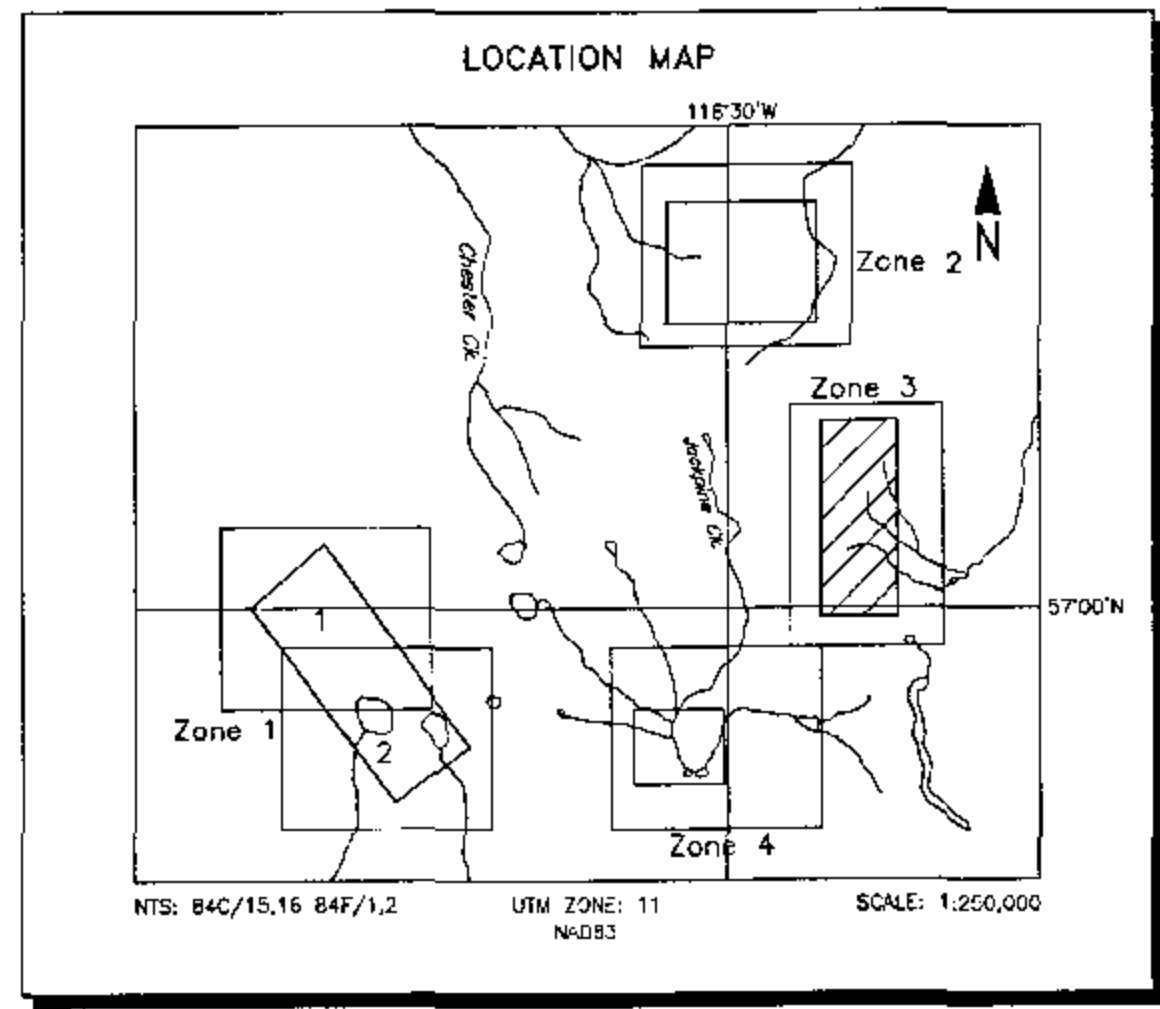
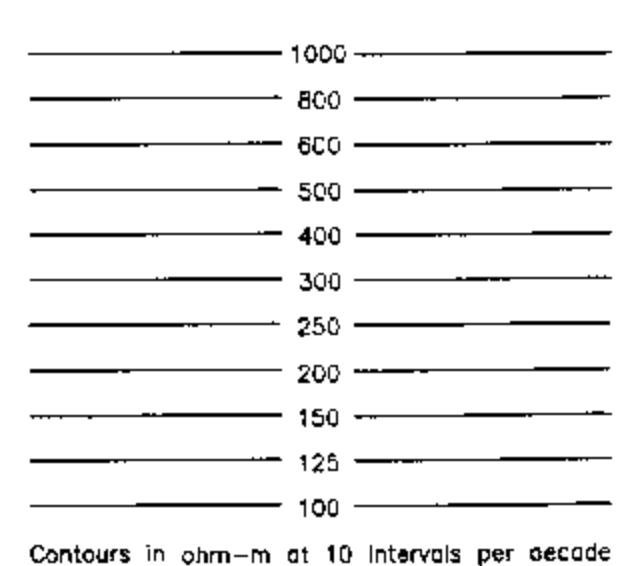
Grade	Anomaly	Conductance
7	●	> 100 siemens
6	●	50-100 siemens
5	●	20-50 siemens
4	●	10-20 siemens
3	●	5-10 siemens
2	●	1-5 siemens
1	●	< 1 siemens
-	●	Questionable anomaly

Interpretive symbol	Conductor ("made")
B	Beaurock conductor
D	Narrow jagged conductor ("thin die")
S	Conductive cover ("horizontal thin sheet")
H	Ground conductive rock unit, deep conductive weathering, thick conductive cover ("road space")
E	Edge of broad conductor ("edge of half space")
L	Culture, e.g. power line, metal building or fence

FLIGHT LINES WITH EM ANOMALIES



RESISTIVITY CONTOURS



1998001

ABSOLUTE RESOURCES CORP.

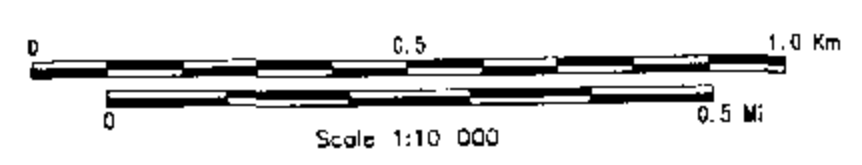
PRELIMINARY **ZONE 3, ALBERTA**

APPARENT RESISTIVITY

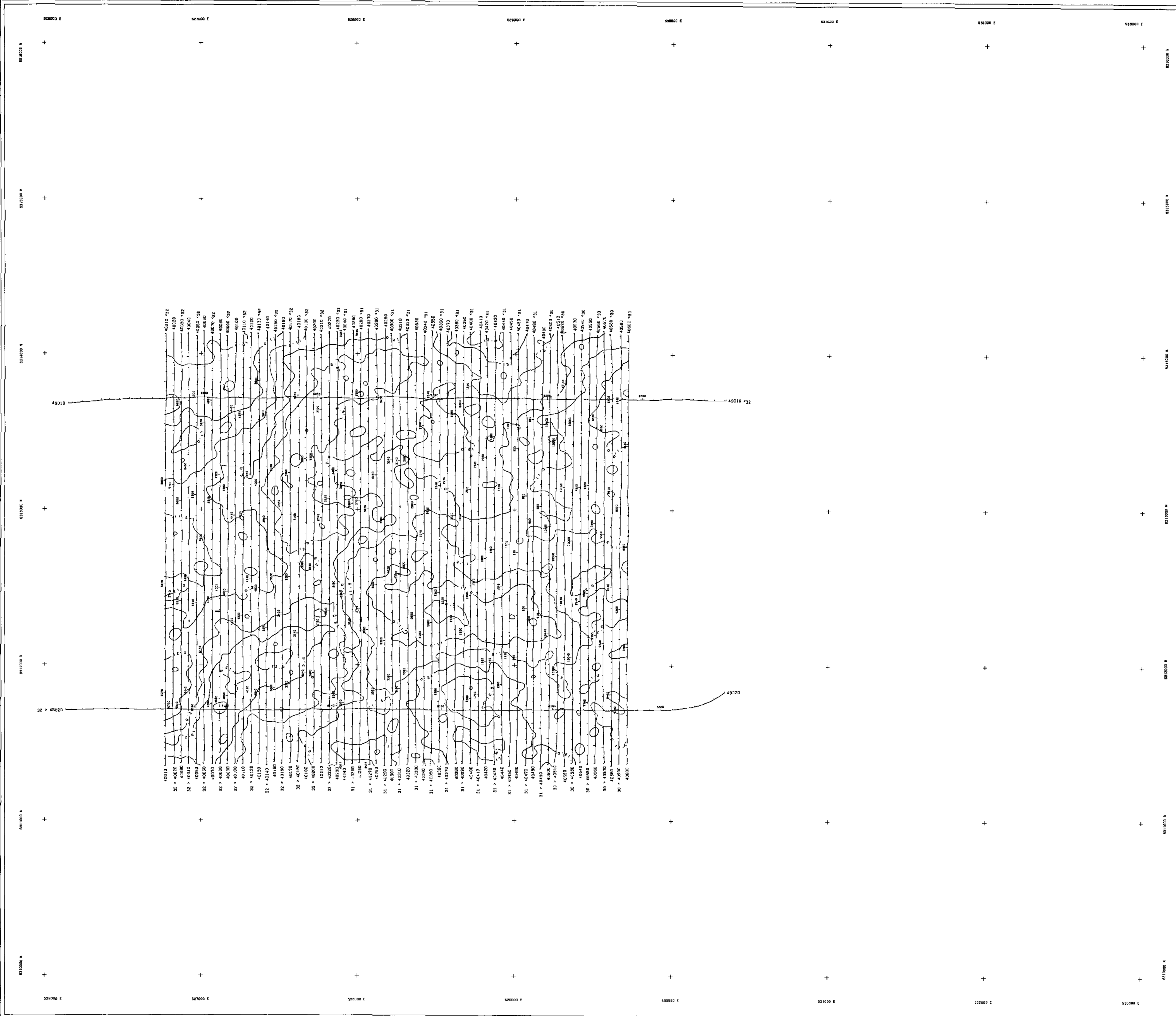
335 Hz COPLANAR

DIGHEM SURVEY	NTS: B4C/15,16	GEOPHYSICIST:
DATE: MAY, 1998	JOB: 1307	SHEET: 1

Geotrex-Dighem, A division of CGC Canada Ltd.



Airborne & Ground Geophysical Services



TECHNICAL SUMMARY

Navigation: Ashbach/Rascal GPS positioning
 Data reduction cycle interval: 13 metres
 Terrain clearance: Helicopter 57 m
 Electromagnetic sensor: 30 m
 Magnetometer: 30 m
 Data sampling interval: 0.1 second
 Magnetometer / sensitivity: Geometrics / 0.01 nT
 Electromagnetic system: DIGHEM

Frequency	Sensitivity	Coil Orientation
300 Hz	0.1 ppm	Vertical coplanar
3500 Hz	0.2 ppm	Vertical coplanar
335 Hz	0.1 ppm	Horizontal coplanar
7200 Hz	0.2 ppm	Horizontal coplanar
56000 Hz	0.5 ppm	Horizontal coplanar

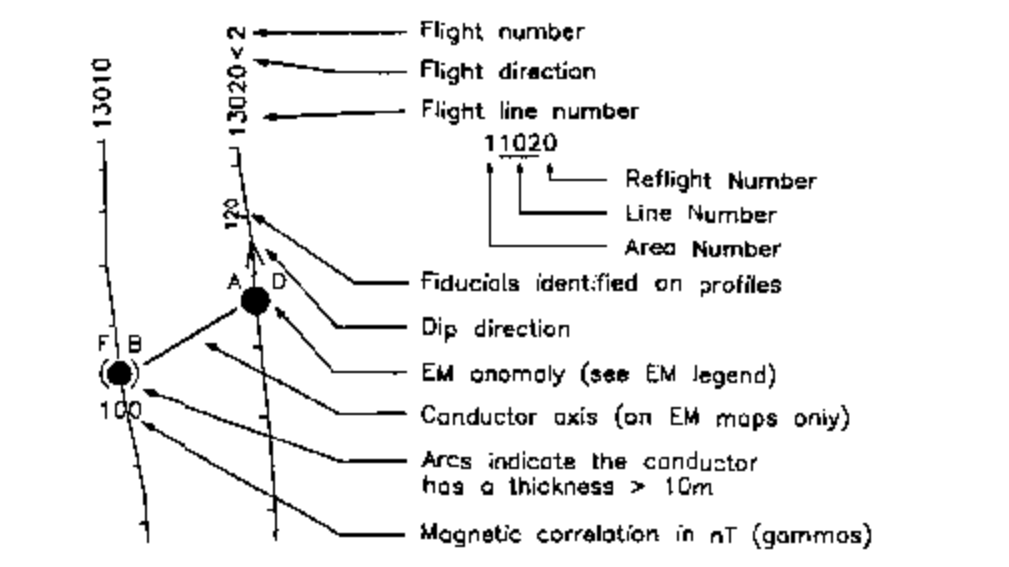


ELECTROMAGNETIC ANOMALIES

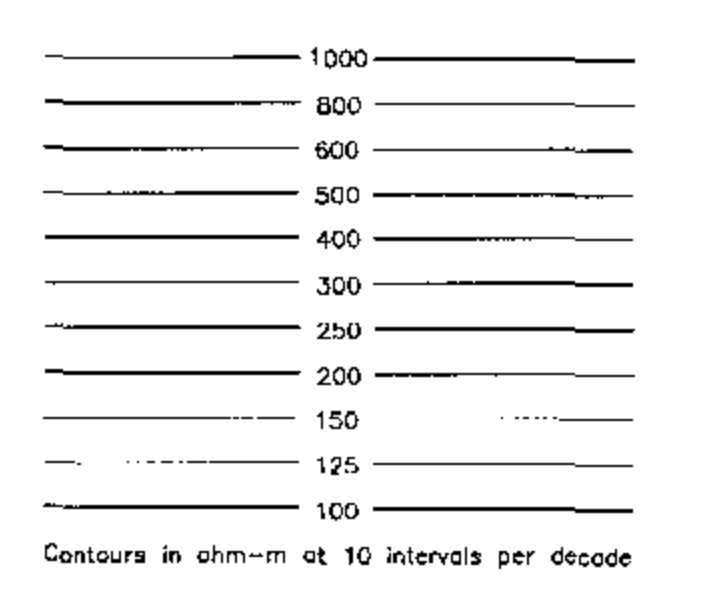
Grade	Anomaly	Conductance
7	●	>100 siemens
6	⊙	50-100 siemens
5	⊗	20-50 siemens
4	⊕	10-20 siemens
3	⊖	5-10 siemens
2	⊗	1-5 siemens
1	⊕	<1 siemens
-	*	Questionable anomaly

Anomaly Identifier	Interpretive symbol	Conductor ("model")
B	⊙	Bedrock conductor
D	⊗	Narrow bedrock conductor ("thin wire")
S	⊕	Conductive cover ("horizontal thin sheet")
H	⊖	Broad conductive rock unit, deep conductive weathering, thick conductive cover ("thin plate")
E	⊗	Edge of broad conductor ("edge of half space")
L	⊕	Structure, e.g. power line, metal building or fence

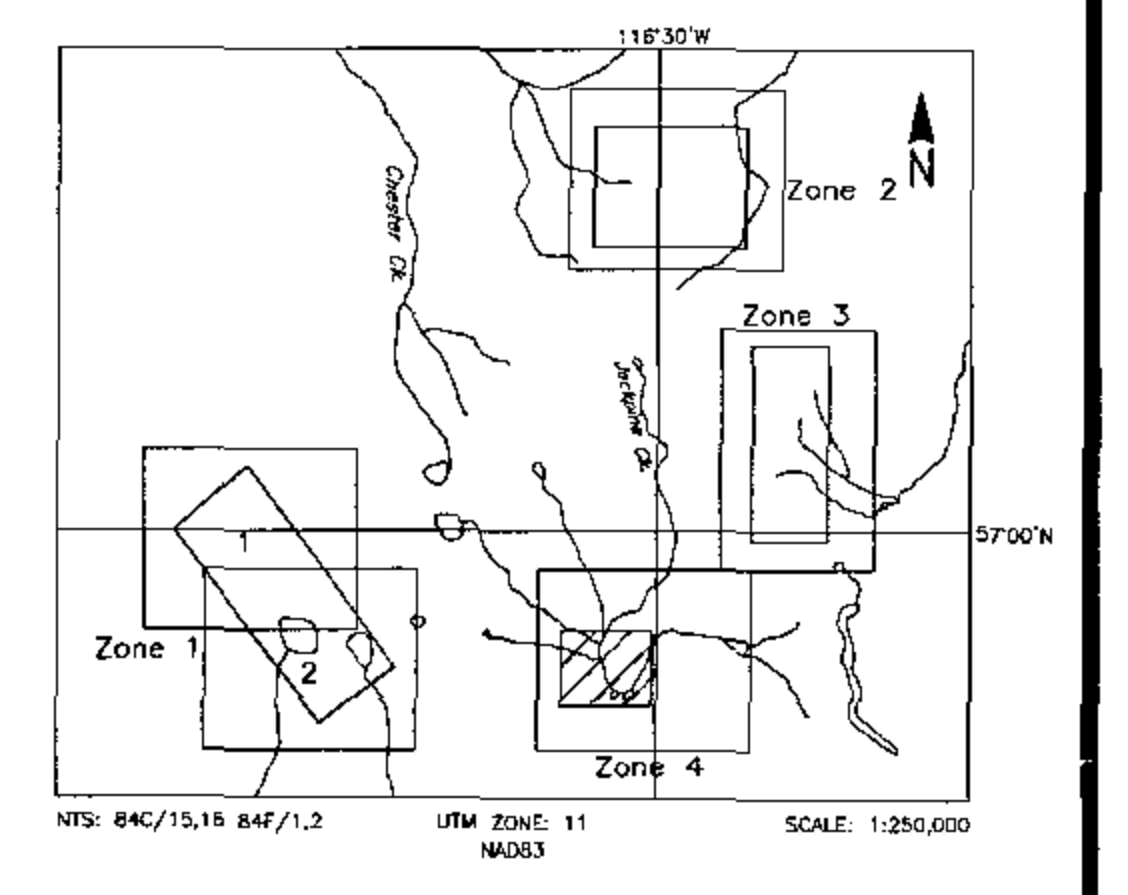
FLIGHT LINES WITH EM ANOMALIES



RESISTIVITY CONTOURS



LOCATION MAP



1998001

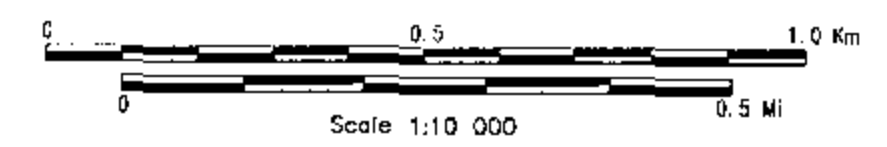
PRELIMINARY

ABSOLUT RESOURCES CORP.
 ZONE 4, ALBERTA

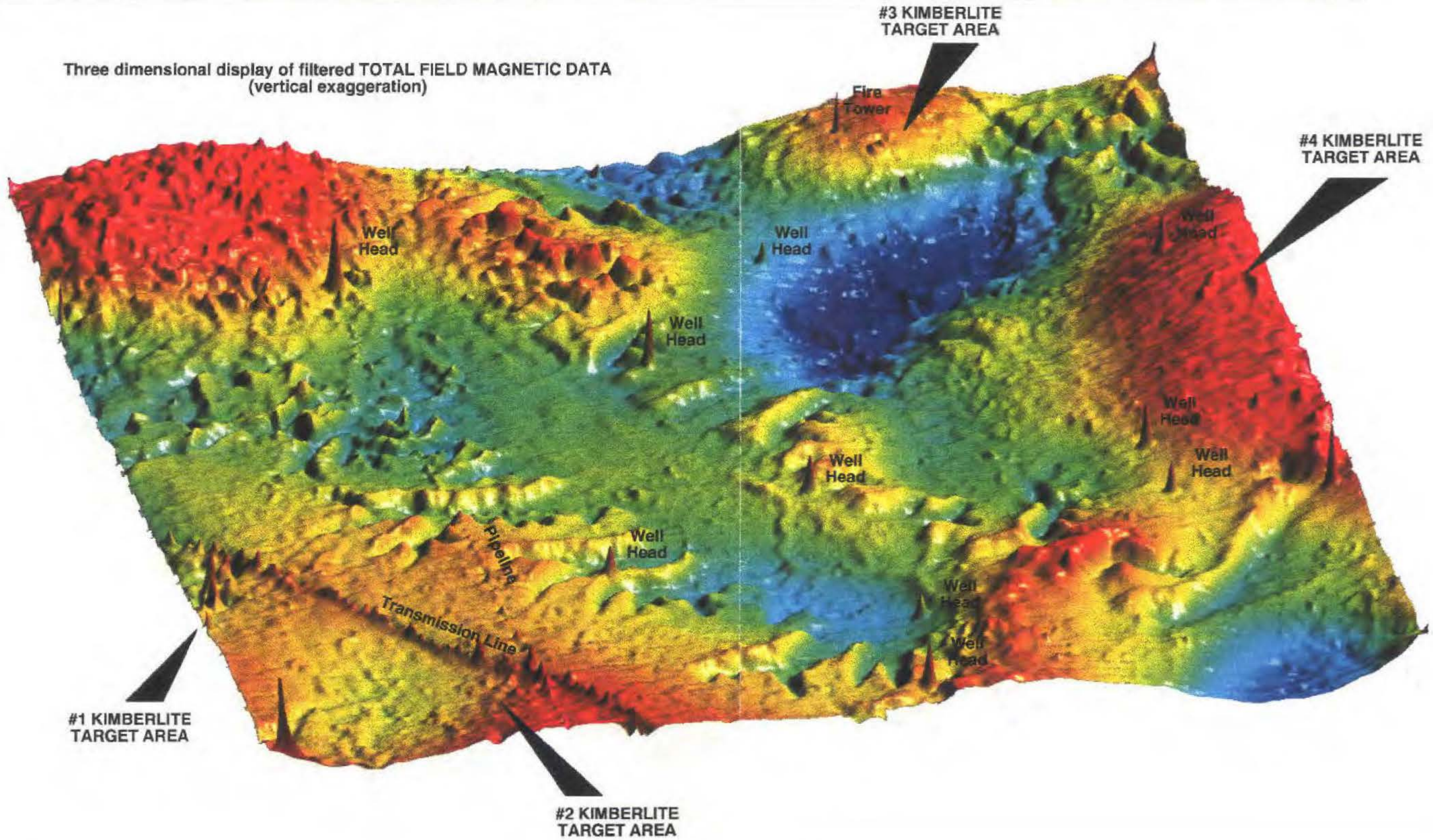
APPARENT RESISTIVITY
 335 Hz COPLANAR

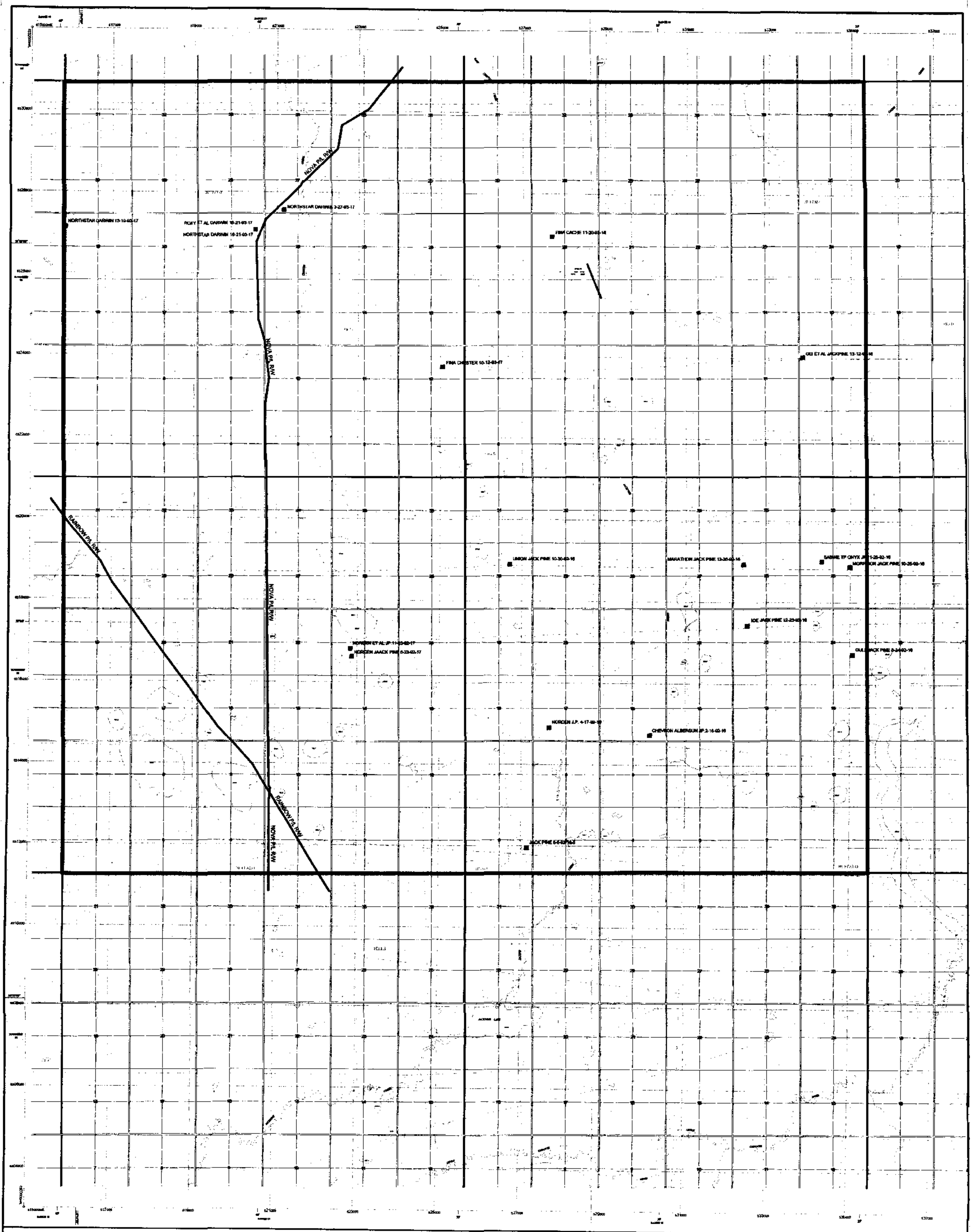
DIGHEM SURVEY	NTS: R4C/1d	GEOPHYSICIST:
DATE: MAY, 1998	JOB: 1307	SHEET: 1

Geotrex-DigheM, A division of CGG Canada Ltd.



Three dimensional display of filtered TOTAL FIELD MAGNETIC DATA
(vertical exaggeration)





LEGEND

- Well Head
- Pipe and Transmission Line

1250 625 0 625 1250 1875 2500m

Scale 1 : 50,000

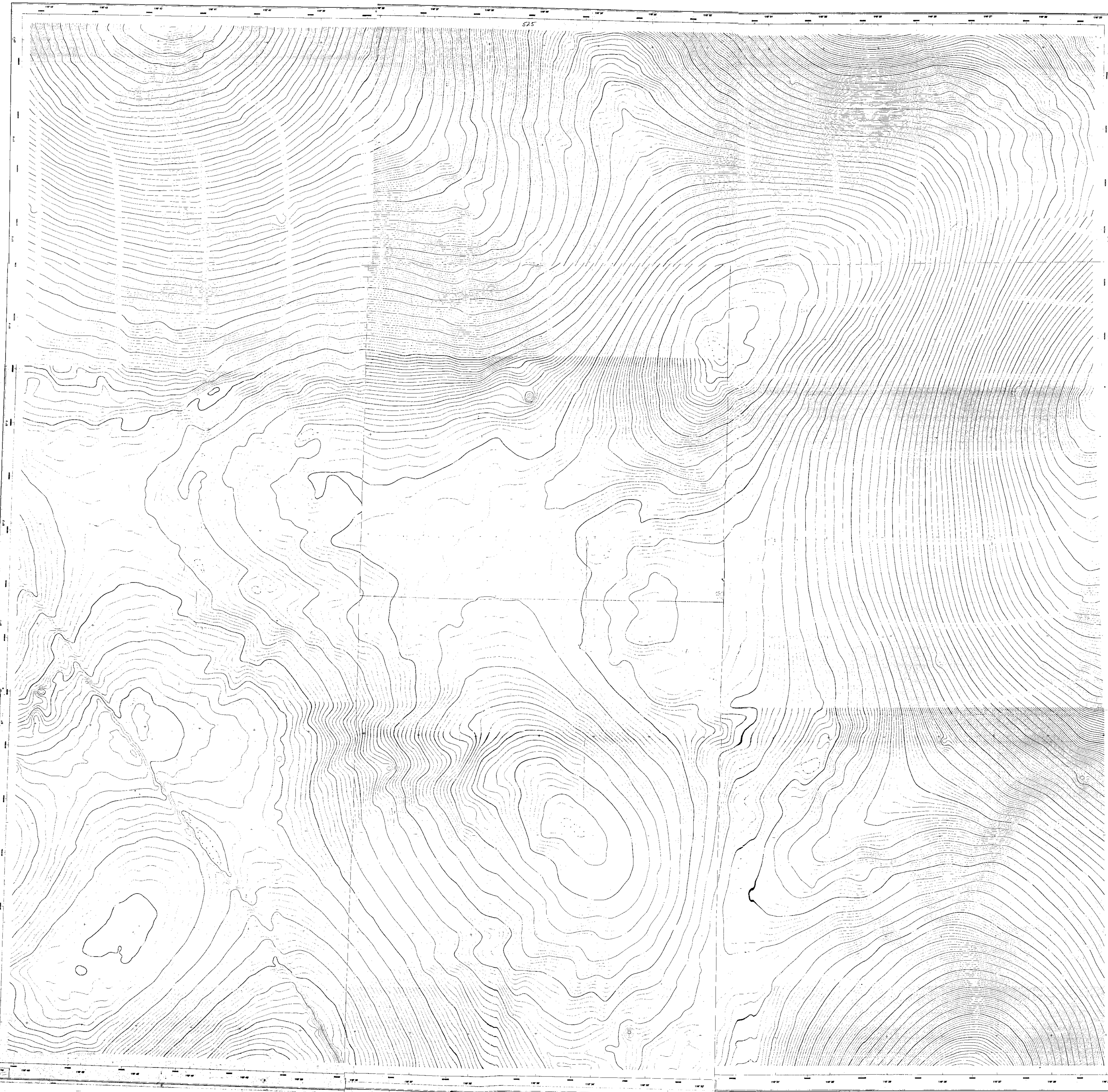
NAD 83 UTM PROJECTION
 10 m Contour Intervals
 1: 20,000 digital base map provided by
 the Alberta Government.

19980011

**ABSOLUT
 RESOURCES CORP.**

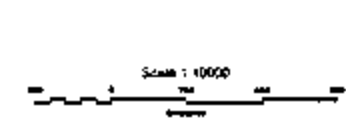
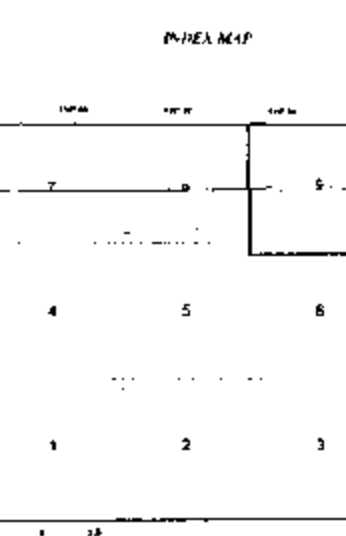
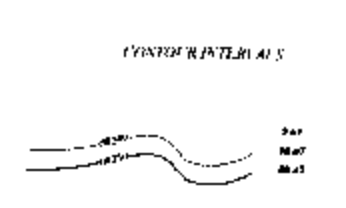
**PROPERTY MAP
 SHOWING WELL HEADS,
 PIPE AND TRANSMISSION LINES**

MAP NO. 2

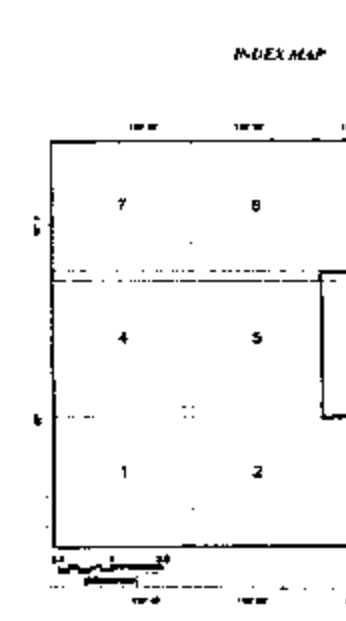


LEGEND

Contour Lines	Spot Heights
Water Features	Other Symbols

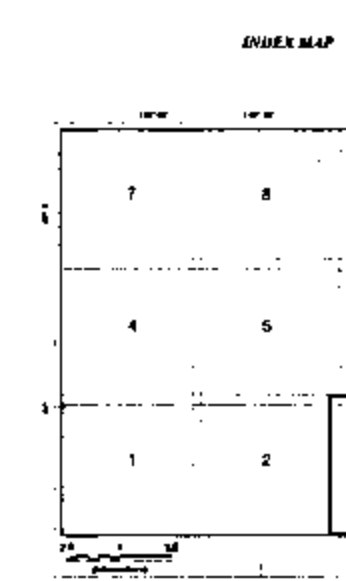
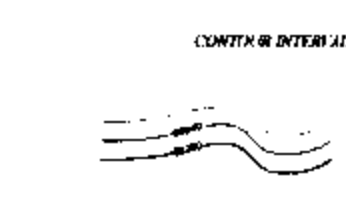


ABSOLUTE HEIGHTS CORPORATION
STATIONING IN
METERS



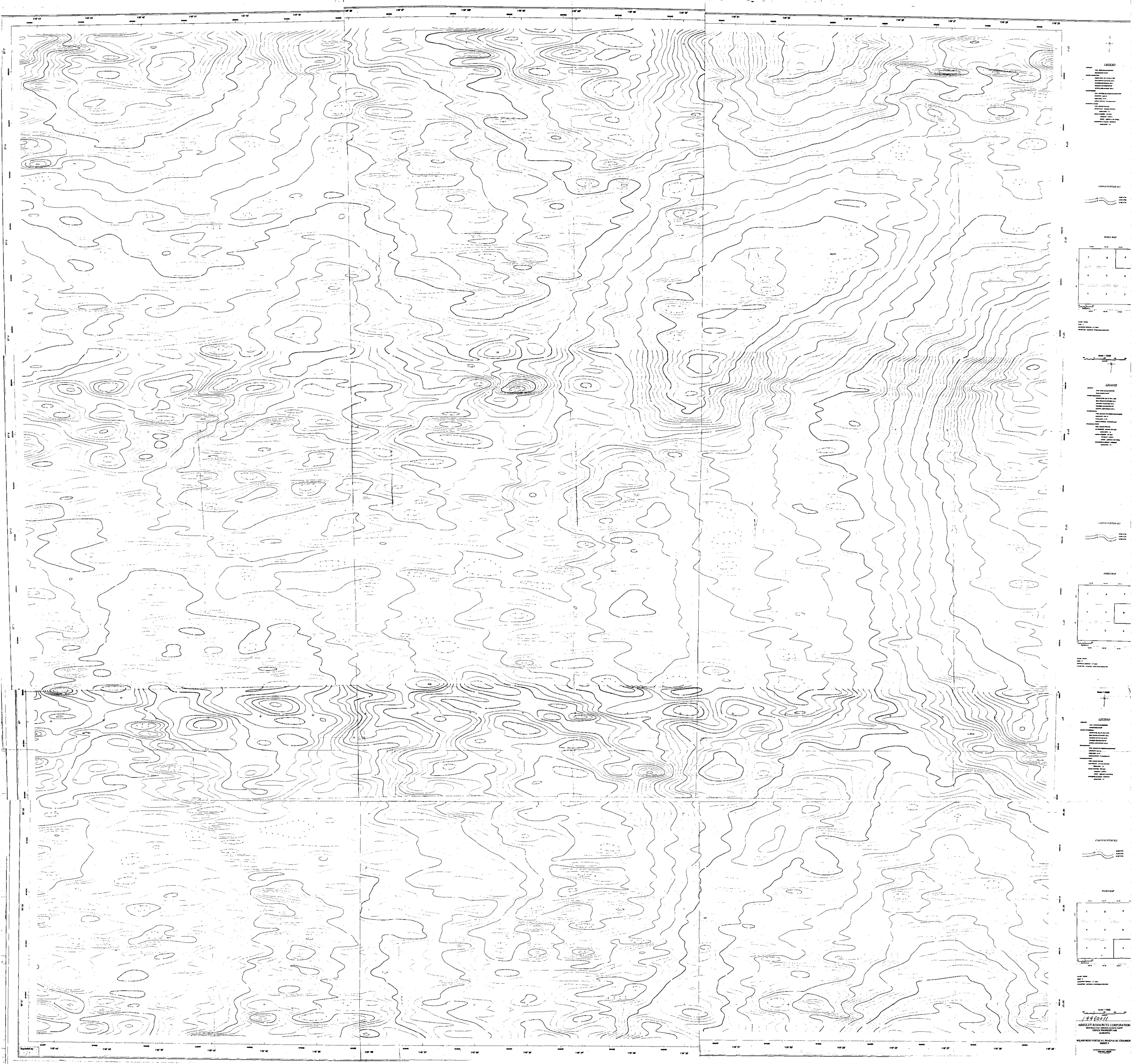
LEGEND

Contour Lines	Spot Heights
Water Features	Other Symbols



19920071
ABSOLUTE HEIGHTS CORPORATION
STATIONING IN
METERS

TOTAL MAGNETIC DEVIATION



LEGEND

- ROAD
- RAILROAD
- WATER
- STRUCTURE
- ...

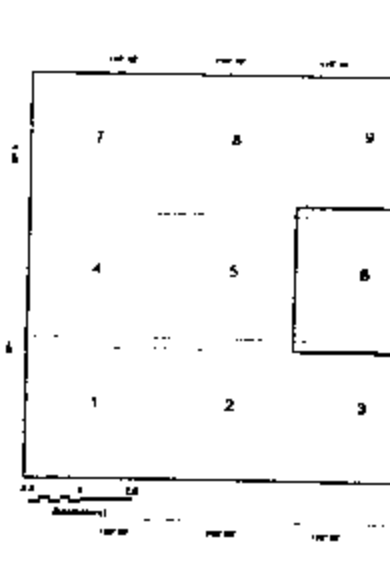
ROAD MAP



LEGEND

- ...

ROAD MAP



LEGEND

- ...

ROAD MAP



448007
ARIZONA RESOURCES CORPORATION
PHOTO INTERPRETATION
ALBUQUERQUE, ARIZONA
MAY 1983 BY V. J. GIBSON