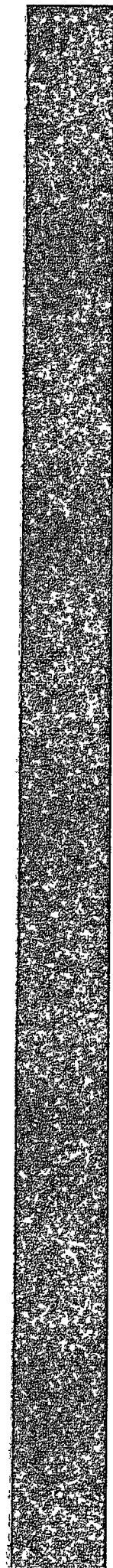


Im

YEAR  
96-057  
1996



**Logistics Report**

for a

**Helicopter Magnetic  
and Gamma-Ray Spectrometer Survey**

of the

**Monster Property, Yukon Territory**

carried out on behalf of

**Equity Engineering Limited and  
Blackstone Resources Incorporated**

by

**High-Sense Geophysics Limited  
960610 - 1**



Toronto, Canada  
September, 1996

96-057

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## **1. INTRODUCTION**

In June of 1996, High-Sense Geophysics Ltd. was contracted by Equity Engineering Limited to provide a helicopter borne magnetic and radiometric survey for Blackstone Resources Incorporated over the Monster property situated in northern Yukon Territory, Canada. Flight operations commenced on July 12, 1996 and were completed by July 18, 1996 after a total of seventeen (17) sorties. Approximately 1659 line kilometers of total field magnetic and radiometric data, flown along north-south traverse lines, were collected, processed and plotted.

The technical objective of the survey was to provide high resolution magnetic and radiometric maps, suited for anomaly definition, detailed structural evaluation and identification of lithologic trends. All magnetic, radiometric, positioning, and altimeter data were recorded in a digital format. Fully corrected magnetic and radiometric maps were prepared by High-Sense's Toronto office after completion of survey activities.

The remainder of this report discusses survey location, logistics, equipment, personnel and parameters, plus flight operations and data processing/presentation, in more detail under the appropriate headings.

## **2. LOCATION**

The survey area, identified as the Monster Property, was situated in Yukon Territory, approximately 80 kilometres due north of Dawson City. Terrain was predominantly mountainous and rugged. The area was flown in three separate stages : an initial reconnaissance survey grid (1000m line spacing), an inset detail survey grid (250m line spacing) and an additional coarse spaced grid (1000m line spacing) attached to the south central border of the original reconnaissance grid. Additional details are provided below, using UTM coordinates for a central meridian of 141°W - Zone 7 (see also accompanying map):

***Reconnaissance Grid (REG) - approx. 80km north of Dawson City, Yukon Ter.***

<u>Corner No.</u>	<u>Easting (m)</u>	<u>Northing (m)</u>
1	545000	7182000
2	545000	7194000
3	594000	7206000
4	594000	7182000
5	583000	7175000
6	572000	7175000
7	572000	7182000

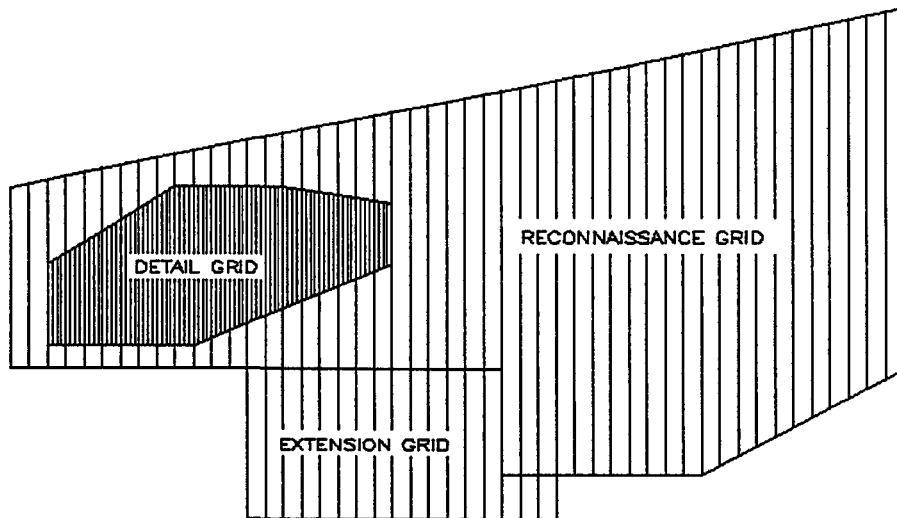
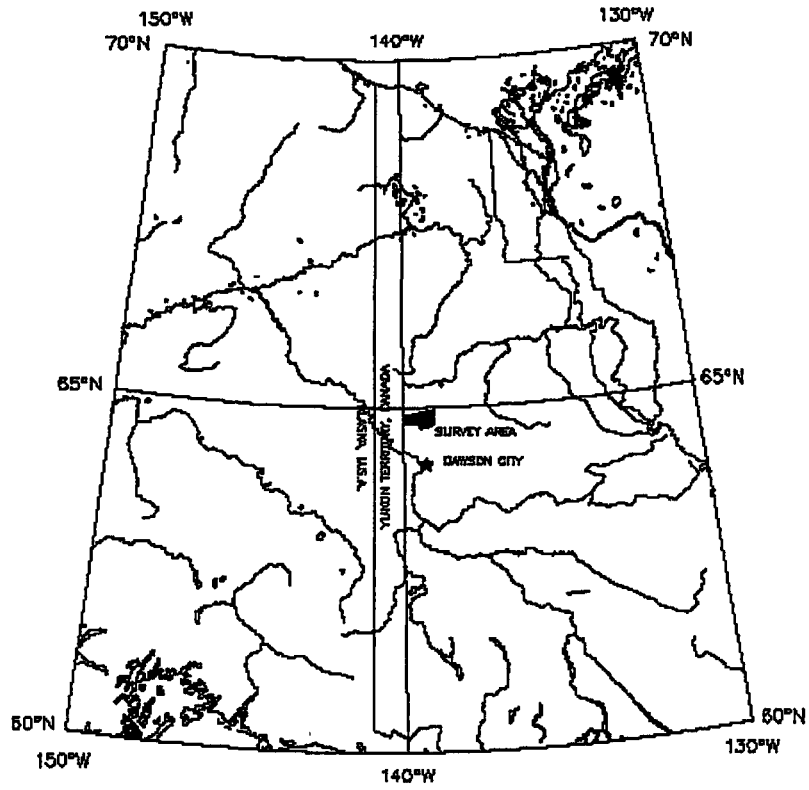
***Detail Grid (DET) -***

<u>Corner No.</u>	<u>Easting (m)</u>	<u>Northing (m)</u>
1	547000	7183500
2	547000	7189000
3	554000	7194000
4	560000	7194000
5	566000	7193000
6	566000	7189000
7	555000	7183500

***Extension Grid (XTRA) -***

<u>Corner No.</u>	<u>Easting (m)</u>	<u>Northing (m)</u>
1	558000	7172000
2	558000	7182000
3	572000	7182000
4	572000	7175000
5	575000	7175000
6	575000	7172000

Location Map: Monster Survey Blocks - Yukon Territory



### **3. AIRCRAFT AND EQUIPMENT**

#### **3.1 Aircraft**

The aircraft used was a Bell 206B Jet Ranger helicopter (C-GTNY), owned and operated by Trans North Helicopters, Whitehorse, Yukon Territory. Installed equipment is detailed below.

#### **3.2 Airborne Geophysical System**

##### **3.2.1 Magnetometer**

A Scintrex H8 Optically Pumped Cesium Split Beam Sensor was mounted in a towed 'bird'. The Larmor frequency output was processed by a High-Sense magnetometer counter board that provides a resolution, without filtering, of 10 ppb ten times per second (in a magnetic field of 50,000 nT this resolution is equivalent to 0.005 nT).

##### **3.2.2 Radiometric Equipment**

An High-Sense Geophysics Limited KS-16 digital differential gamma spectrometer coupled to a 1024 in<sup>3</sup> NaI (TI) crystal detector package was carried in the rear cargo area of the helicopter. Detector crystals were housed in a special heat stabilized container. The four primary channels of total count, potassium (K) uranium (U) and thorium (Th) were recorded once per second, together with the corresponding 256 channel radiometric spectrum.

##### **3.2.3 GPS Navigation**

A Novatel 751 ten channel GPS receiver, which is an integral component of the HS-GFCS-II flight control system, provided precise positioning information. The GPS antenna was mounted on the top tail-fin of the towed bird, ensuring accurate reported positioning of the magnetic sensor at all times.



### **3.2.4 Altimeter**

A Terra Model TRA 3500 radar altimeter was used. The 'low-profile' transmitting and receiving antennae were mounted on the underside of the towed bird's lateral tail fins. This instrument operates over a range of 0 to 765m (2500') with a precision of 0.3m (1').

### **3.2.5 Geophysical Flight Control System**

The High-Sense GFCS-II geophysical flight control system monitored and recorded magnetometer, spectrometer, altimeter and GPS equipment. Input from the various sensors were monitored and time stamped every 0.005 seconds for precise coordination of geophysical and position measurements.

GPS position coordinates and terrain clearance were presented to the pilot by means of LCD touch screen display. The magnetometer response, 4th difference, spectrometer response (4 channel profiles, 256 channel spectrum) and altimeter profile were also shown on the LCD touch screen display for real time monitoring of equipment performance.

### **3.2.6 Digital Recording**

The output of the magnetometer, spectrometer and altimeter as well as uncorrected GPS coordinates were recorded digitally on disk at a sample rate of ten times per second by the HS-GFCS-II system. Line number, GPS time and system time were also recorded for use during subsequent differential GPS correction.

## **3.3 Ground Monitoring System**

### **3.3.1 Magnetometer**

A GEM Systems Overhauser magnetometer (GSM19W) was operated as a base station to record diurnal variations of the earth's magnetic field. Readings with a resolution of 0.1 nT were recorded digitally every second, and synchronized with GPS time ('time stamped') for accurate correction of the airborne data.

### **3.3.2 GPS Monitor**

A Novatel 751 ten channel receiver with a fixed antenna was also active at the base of operations. Raw satellite data was digitally recorded to enable differential correction of the corresponding airborne data.

### **3.3.3 Recording**

The output of the magnetic and GPS monitors was recorded digitally on a dedicated 486 'LunchBox' computer. A visual record of the last forty minutes of activity is graphically maintained on the computer screen to provide an up to date appraisal of significant activity. At the conclusion of each production flight raw GPS and magnetic data were transferred to the main compilation computer.

## **3.4 Field Compilation System**

A 586 ('Pentium') PC computer and a Hewlett Packard colour printer/plotter were used for field data processing and presentation. Processing software and procedures were developed by High-Sense Geophysics Limited, and include the Geopak RTICAD imaging system. Profile plots, contours and colour/shadow images were generated on-site as required.

All digital data was verified at the project site to confirm that data recording took place within survey specifications. All digital data was duplicated on-site to help prevent loss.

## **4. PERSONNEL**

### **4.1 Field Operations**

Equity Engineering representative : David Caulfied

High-Sense geophysicist : Allen Duffy

Pilot, Trans North Heli. : Andrew Page

### **4.2 Project Management**

Equity Engineering Ltd. : Dave Caulfied, Henry Awmack

High-Sense, Toronto office : Zybnek Dvorak

## 5. SURVEY PARAMETERS

Traverse Line spacing	: 250 and 1000 meters ( <i>see Appendix A</i> )
Control Line spacing	: <b>not flown</b> ( <i>see Appendix A</i> )
Nominal Terrain clearance : bird	: 50 metres (150 feet)
Nominal Terrain clearance : heli.	: 70 metres (210 feet)
Navigation	: Global Positioning System
Traverse Line direction	: north-south
Measurement interval	: 0.1 second magnetics 1.0 second radiometrics
Airspeed (nominal)	: 80 km/hr
Measurement spacing (nominal)	: 2.5 meters
Airborne Digital Record	: Radar Altimeter Total Field Magnetics Gamma Ray Spectrometry Time (Local and GPS) Raw Global Positioning System (GPS) data
Base Station Record	: Ambient Total Field Magnetics Raw Global Positioning System (GPS) data Time (Local and GPS)

## 6. OPERATIONS AND PROCEDURES

### 6.1 Flight Planning

Outline of the survey blocks was specified by Equity Engineering Limited (section 2.0), and the coordinates used to generate pre-calculated navigation files. These, in turn, were used by the airborne data acquisition system to plan flights at the designated line spacing and orientation.

Total combined flying for all blocks was 1659 km. Areal coverage and data collection are both considered to be of good quality and within standard survey specifications. Line kilometers for individual blocks are summarized in Appendix A.

### 6.2 Base Station

A geophysical base station was established at the Trans North field hangar located at Dawson City. GPS and magnetic diurnal records were recorded covering all airborne production data, and time synchronised with the remote data based on GPS time.

The base station GPS antenna should be located at an accurately surveyed position point, since position errors are carried through to the differentially corrected data. Because no control point was available, the location of the

GPS antenna was determined by recording several hours of GPS data and averaging the resulting antenna coordinates (the assumption being that deliberate errors introduced by military 'selective availability' satellite signal distortion will average to zero over an extended period of time). The position fixes determined for the base station site were:

*Dawson City (set up : July 12, 1996)*

64° 03' 01.5354" N	319.54 m asl
139° 25' 53.7655" W	(WGS 84 spheroid)

### **6.3 Data Compilation**

Data recorded by the airborne and base station systems was transferred to the field compilation system. As each flight was completed, the following compilation operations were carried out.

#### **6.3.1 Flight Path Correction**

GPS data was differentially corrected to remove errors introduced by 'selective availability', an intentional accuracy degradation method used by the military. The correction process uses the known fixed location of the base station to calculate the error associated with each satellite. These errors are then removed from the survey GPS data enabling a position to be calculated with an accuracy in the order of three meters, with four or more satellites in view. Satellite visibility and coverage was generally good throughout field operations, however the mountainous terrain typical in the survey area occasionally interfered with reception. Both GPS receivers were generally tracking a minimum of six satellites.

The navigational correction process yields a flight path expressed in WGS 84 Latitude-Longitude coordinates. Transformation to local Clarke 1866 (NAD 27) UTM coordinates used the following projection parameters :

	Semi-major axis (a)	Semi-minor axis(b)
WGS 84	6378216.4	6356752.3142
Clarke 1866	6378206.4	6356583.8000

Local datum shift applied :

Delta X	:	7
Delta Y	:	-139
Delta Z	:	-181

UTM central meridian = 141° W (Zone 7)

False Easting	:	500,000
False Northing	:	0

### 6.3.2 Magnetic Corrections

Diurnal variations recorded by the base station were subtracted directly from the aeromagnetic measurements to provide a first order diurnal correction. When the magnetic variations are noted to occur due to man-made causes, such as equipment passing by the sensor, they are edited out prior to applying the diurnal correction

Optically pumped magnetic sensors have an inherent heading error, typically several nanoTeslas peak-to-peak, as the sensor is rotated through 360 degrees. On reciprocal flight line directions the heading error is reasonably predictable; corresponding correction was made on the basis of aircraft heading.

### 6.3.3 Radiometric Corrections

Radiometric data, recorded in the raw state as a 256 channel spectrum, are separated into five energy windows representing contributions from total count, potassium, uranium, thorium and cosmic sources (see Appendix B for details). To determine fully corrected radiometric results, the data is subjected to additional reduction steps.

Airborne background components, caused by airborne radon daughter products, aircraft airframe, etc., were removed using data from 2500 foot background measurement lines. *Compton Stripping* corrections remove cross-channel effects due to the radiometric phenomena of Compton Scatter. *Altitude attenuation* corrections are required to compensate for variations in terrain clearances. Finally, a *sample interaction (or Savitsky-Golay)* filter is applied to reduce sample overlap. Final corrected data was presented in corrected counts-per-second.

#### **6.3.4 Map Products and Digital Data**

Following processing of all survey data in the Toronto office, two(2) copies of the final map products (see below), plus digital data (CD-ROM), extraction software and this logistics report were delivered to Equity Engineering Limited, Vancouver, Canada.

1. Colour image of total field magnetics with contours, flight path and Lat-Long/UTM reference grid,
2. Colour image of total count radiometrics with contours, flight path and Lat-Long/UTM reference grid,
3. Colour image of potassium with contours, flight path and Lat-Long/UTM reference grid,
4. Colour image of uranium with contours, flight path and Lat-Long/UTM reference grid,
5. Colour image of thorium with contours, flight path and Lat-Long/UTM reference grid, and,
6. Colour ternary image combining potassium, uranium and thorium (scaled by Total Count) with flight path and Lat-Long/UTM reference grid.

Respectfully submitted,

Allen Duffy, BSc.  
High-Sense Geophysics Limited  
September 9, 1996

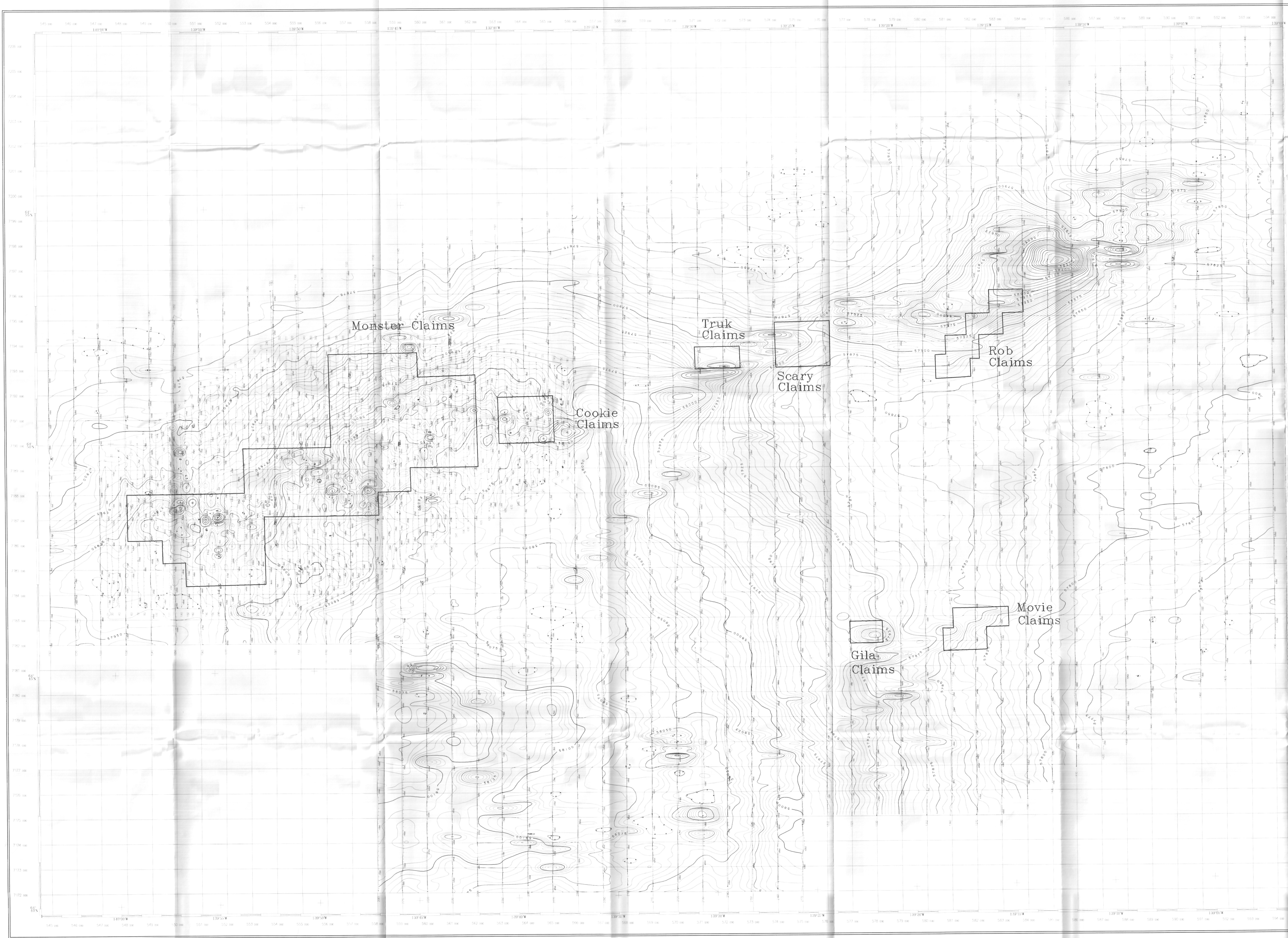
**APPENDIX A: MONSTER PROPERTY SURVEY BLOCK SUMMARY**

## **APPENDIX B: Radiometric Data Reduction**

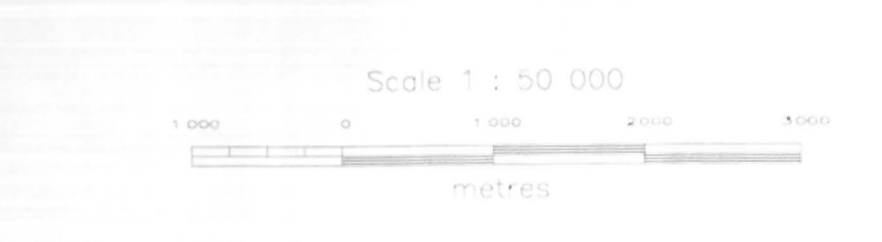


**ADDENDUM B/1 : Altitude Attenuation Coefficients**

## **APPENDIX C : Digital Data Archives**



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**SURVEY OPERATIONS**  
 Nominal Terrain Clearance (MAGMAP) : 210 ft (70 m)  
 Nominal Terrain Clearance (KWD) : 100 ft (30 m)  
 Line Spacing : 1000 m, 250 m

**EQUIPMENT**  
 Aircraft Type : Bell 206 "Jet Ranger"  
 Configuration : Towed Bird  
 Data Acquisition System : High Sense HS-GFCS-ii  
 GPS Navigation System : Novatel 751 1D channel  
 Baro Altimeter : Terra 3200  
 Magnetometer : Schlögl H8 Cesium  
 Spectrometer : High Sense KS-16  
 Crystal Package : 1024 cu. m NaI (T) downward

**COMPLIANCE**  
 GPS data recorded during the flight has been differentially corrected and transformed to correspond to the NAD 27 (Clarke 1866) UTM coordinate system.

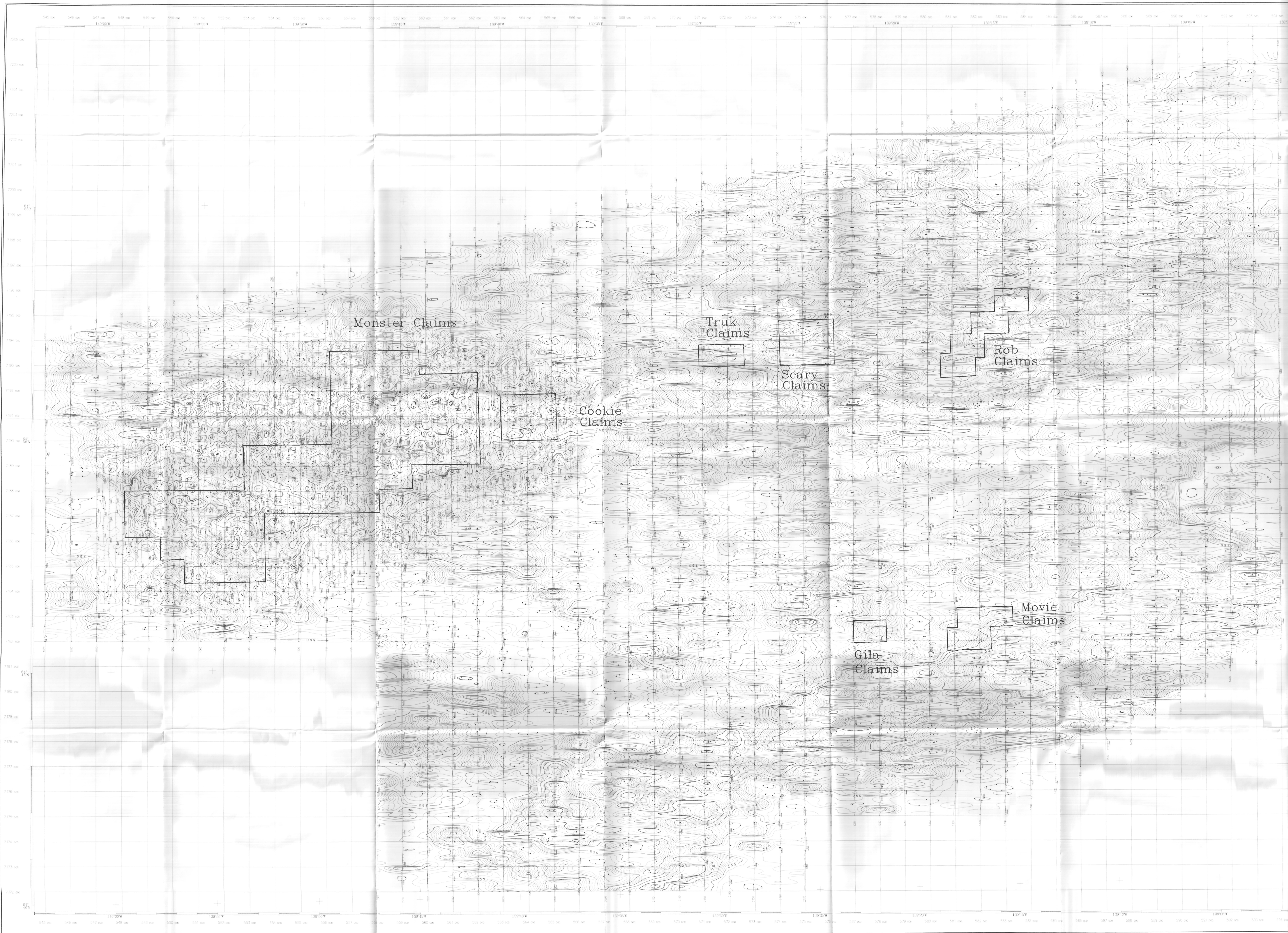
**MAGNETICS**  
 The magnetic data has been corrected for diurnal variation and heading error.

Grid Interval : 50 metres  
 Contour Interval : 5, 25, 100 nT

**BLACKSTONE RESOURCES INC.**  
**MONSTER PROJECT**  
**TOTAL FIELD MAGNETICS**

MAP SCALE : 1 : 50,000 PROJECT REF # : S0610-1  
 MAP SHEET : DATE DRAWN : JULY, 1996  
 MAP PROJECTION : NAD 27 DATE COMPILED : AUG, 1996

High-Sense



Scale 1 : 50 000

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645 m

**MONSTER PROJECT CLAIMS**

Nominal Terrain Clearance (ft/ft) : 210 ft (64 m)  
 Nominal Slope Clearance (ft/ft) : 150 ft (46 m)  
 Line Spacing : 1000 m, 250 m

**EQUIPMENT**

Aircraft Type :	Boeing 737-400
Configuration :	Boeing 737-400
Digital Acquisition System :	High Sense HS-6000-3
GPS Navigator :	Novatel 750-10 channel
Radar Altimeter :	Terre 3000
Magnetometer :	Scintrex HB Cesium
Spectrometer :	High Sense HS-16
Crystal Package :	1024 cu. in. NaI (Tl) downward

**COMPLIANCE**

Integral windows were extracted from the 256 channel radiometric spectrum using the following energy thresholds:

Total Count	410 - 2810 keV
Potassium	4370 - 1570 keV
Uranium	1660 - 1860 keV
Thorium	2410 - 2810 keV

Data was subsequently corrected for ambient background radiation, Compton effect and altitude attenuation. Radiometric data is presented in corrected counts per second.

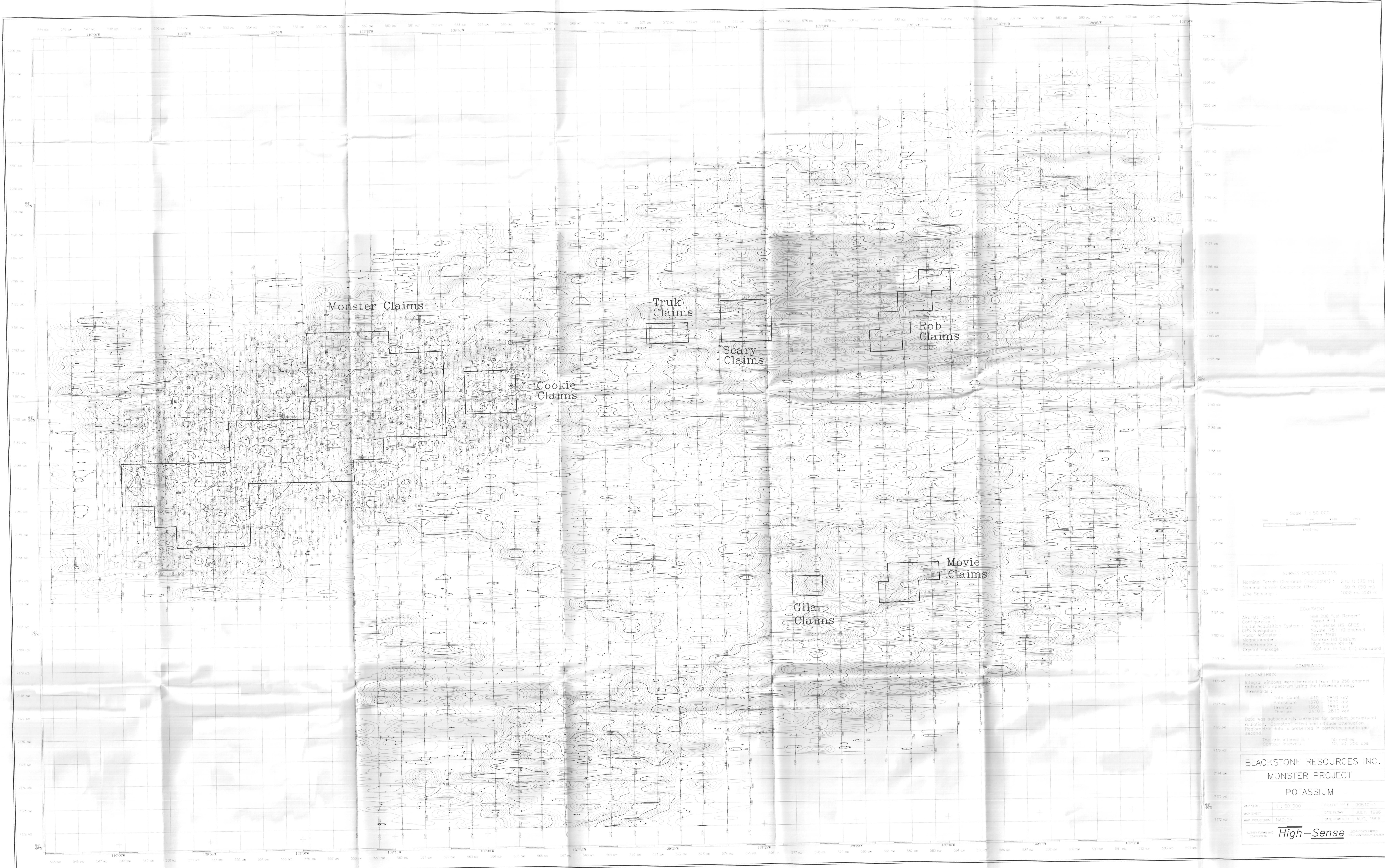
The grid interval is 1 : 50 metres  
 Contour intervals : 50, 250, 1000 cps

**BLACKSTONE RESOURCES INC.**  
**MONSTER PROJECT**

**TOTAL COUNT**

MAP SCALE :	1 : 50 000	PROJECT # :	90610-1
MAP SHEET :	040-27	DATE COMPILED :	JULY, 1996
MAP PROJECTION :	U.T.M. ZONE 13N	DATE COMPILED :	AUG., 1996

High-Sense



Monster Claims

Truk Claims

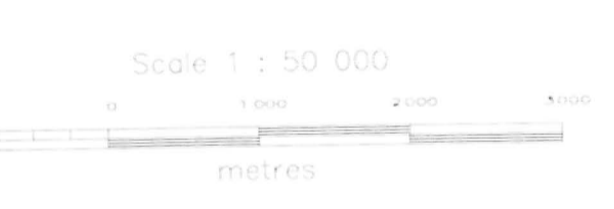
Rob Claims

Scary Claims

Cookie Claims

Movie Claims

Gila Claims



SURVEY SPECIFICATIONS

Nominal Terrain Clearance (Estimated): 210 ft (60 m)  
 Nominal Vertical Clearance (Kno): 150 ft (45 m)  
 Line Spacing: 1000 m, 200 m

EQUIPMENT

Aircraft Type:	Helix 200 - Jet Ranger
Configuration:	Lowed Bird
Digital Acquisition System:	High Sense v11-GPCC-V
GPS Navigation:	Novatel 791 10 channel
Radar Altimeter:	Denis 3025
Magnetometer:	Scintrex H8 Cellium
Spectrometer:	High Sense RS-18
Crystal Package:	1024 ch. in NaI (T) downward

COMPILED

RADONET/RS

Energy windows were extracted from the 256 channel radionetric spectrum using the following energy thresholds:

Total Count:	410 - 2410 keV
Potassium:	1370 - 1510 keV
Uranium:	2600 - 2880 keV
Thorium:	2410 - 2810 keV

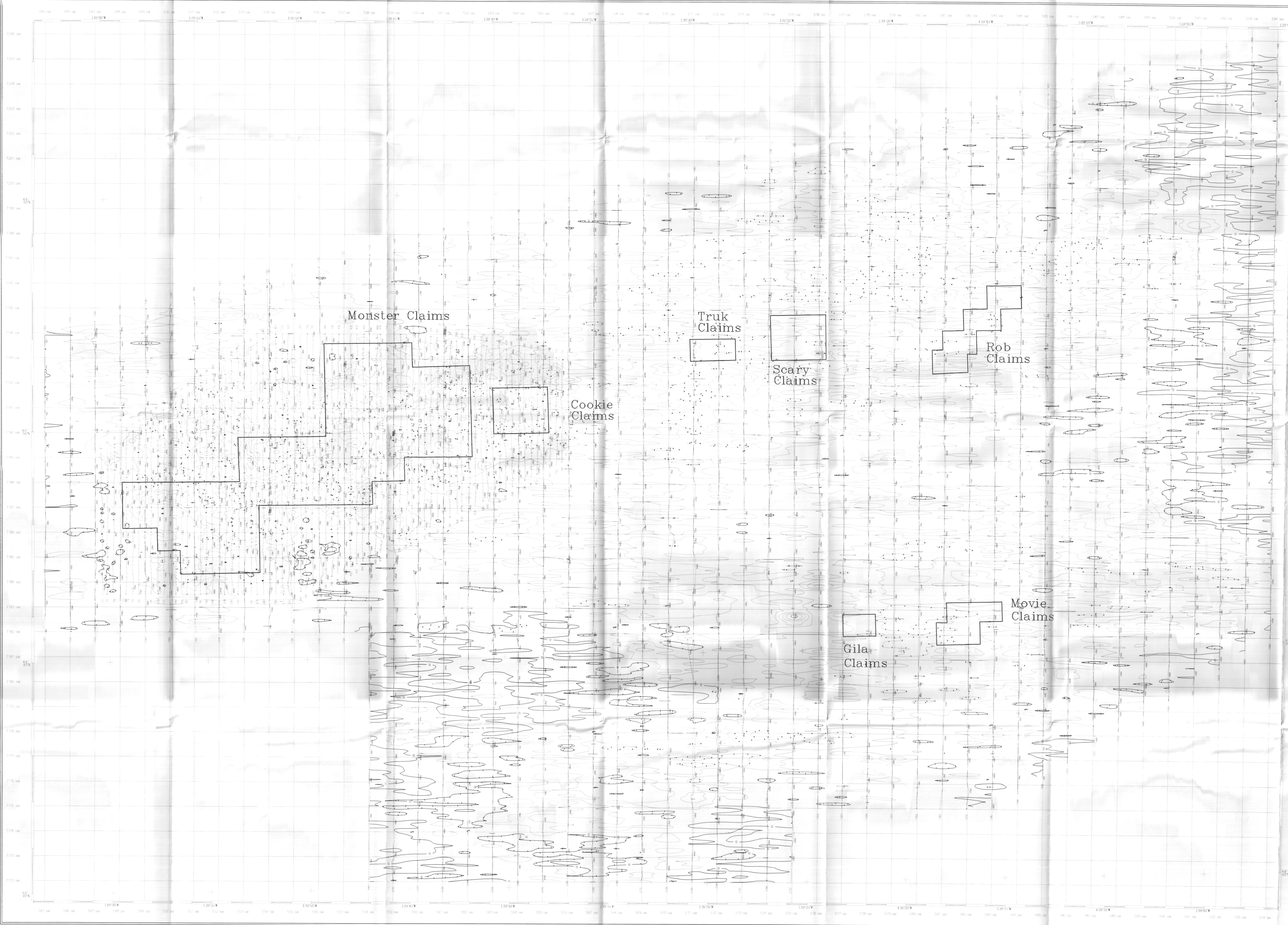
Data was subsequently corrected for ambient background radiation, Compton effect and altitude attenuation. Radionetric data is presented in corrected counts per second.

The grid interval is: 50 meters  
 Contour interval: 7.5, 25, 50, 100

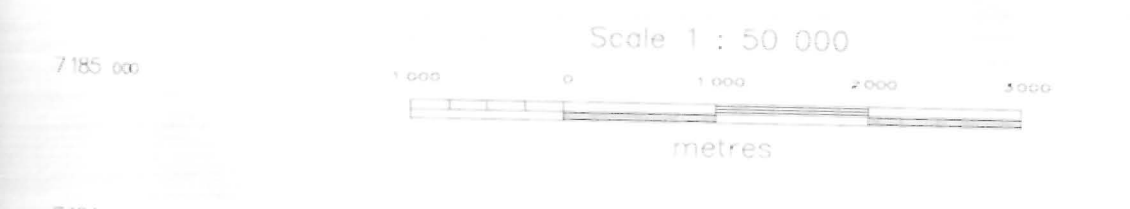
BLACKSTONE RESOURCES INC.  
 MONSTER PROJECT  
 POTASSIUM

MAP SCALE:	1 : 50,000	PROJECT REF #:	SR010-1
MAP SHEET:	049 F108	DAT. FLIGHT:	JULY, 1996
MAP PROJECTION:	NAD 27	DAT. COMPLET:	AUG, 1996

SURVEY FUNDING PROVIDED BY: **High-Sense**



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720 m



**SURVEY SPECIFICATIONS**  
 Nominal Terrain Clearance (Helicopter) : 210 ft (70 m)  
 Nominal Terrain Clearance (Bldg) : 150 ft (50 m)  
 Line Spacing : 1000 m, 250 m

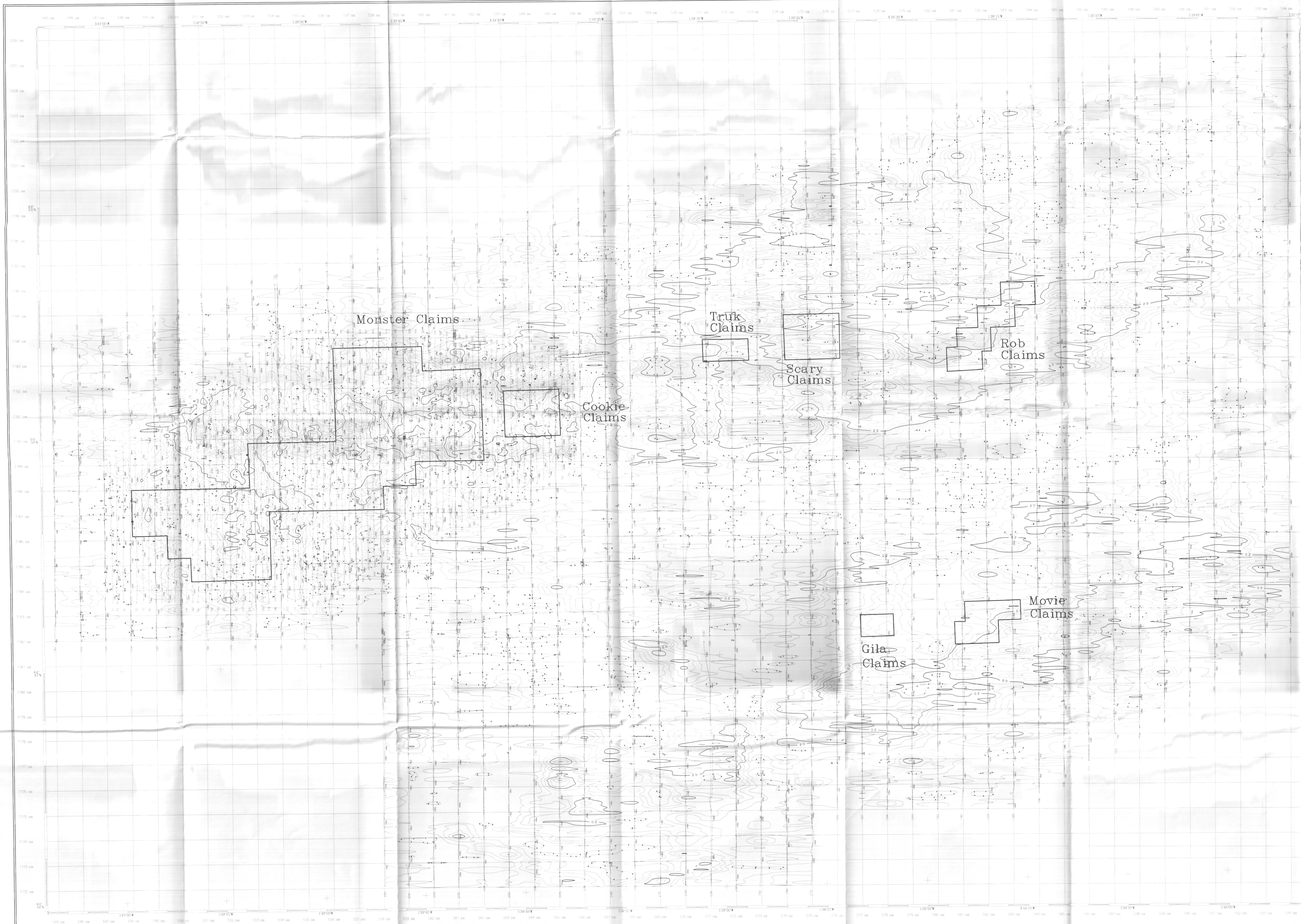
**EQUIPMENT**  
 Aircraft Type : Bell 205 "Jet Ranger"  
 Configuration : Tower 352  
 Data Acquisition System : High Sense HS-GPC-4  
 GPS Navigation : Novatel 711 10 channel  
 Radar Altimeter : Terra 5500  
 Magnetometer : Schreier MR Casium  
 Spectrometer : High Sense AS-10  
 Crystal Package : 1024 cu. in. NaI (TI) detector

**COMPUTATION**  
 Radon Metrics :  
 Integral windows were extracted from the 256 channel  
 radon metric spectrum using the following energy  
 thresholds :  
 Total Count : 410 - 2810 keV  
 Potassium : 1370 - 1570 keV  
 Uranium : 1800 - 2600 keV  
 Thorium : 2410 - 2810 keV  
 Data was subsequently corrected for ambient background  
 radiation. Corrections affect only outside measurements.  
 Radon metric data is presented in corrected counts per  
 second.  
 The grid interval is : 50 metres  
 Contour intervals : 5, 25, 100 cps

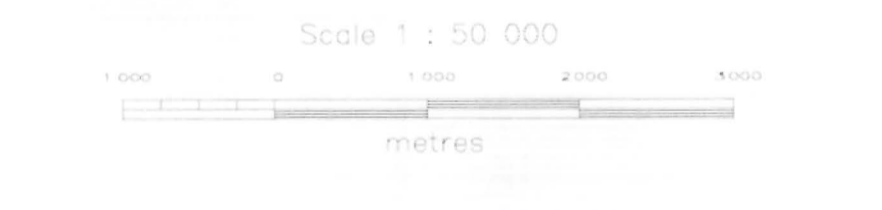
**BLACKSTONE RESOURCES INC.**  
**MONSTER PROJECT**  
**URANIUM**

MAY SCALE : 1 : 50,000	PROJECT REF # : 1006-10-1
MAY SHEET : 001	DATE DRAWN : JULY, 1996
MAY PROJECTION : NAD 83	DATE COMPILED : AUG, 1997

Prepared and  
 Checked by : **High-Sense** Geometrics, Inc.



7225  
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**SURVEY SPECIFICATIONS**  
 Naming Terrain Clearance (Helicopter) : 210 ft (70 m)  
 Naming Terrain Clearance (Red) : 150 ft (50 m)  
 Line Spacing : 1000 m, 250 m

**EQUIPMENT**  
 Aircraft Type : Bell 206 Jet Ranger  
 Configuration : Towed Bar  
 Digital Acquisition System : High Sense HS-GCS-8  
 GPS Navigation : Novatel 751 10 channel  
 Radar Altimeter : Terra 5500  
 Magnetometer : Scripps HS Casium  
 Spectrometer : High Sense HS-16  
 Crystal Package : 1024 cas / Nor [1] disk/wad

**COMMENTS**  
**RADIOMETRICS**  
 Integer windows were extracted from the 256 channel radiometric spectrum using the following energy thresholds :

Uranium : 410 - 2610 keV  
 Thorium : 410 - 2810 keV  
 Potassium : 960 - 2025 keV  
 Data was subsequently corrected for ambient background radiation, "Compton" effect and altitude attenuation. Radiometric data is presented in corrected counts per second.  
 The grid interval is : 50 meters  
 Contour interval is : 5, 20, 100 cps

**BLACKSTONE RESOURCES INC.**  
**MONSTER PROJECT**  
**THORIUM**

MAP SCALE	1 : 50,000	PROJECT REF #	SORTO - 1
MAP SHEET	SKS 27004	DATE ISSUED	JULY, 1996
MAP PROJECTION	NAD 27	DATE COMPILED	A.C., 1996

High-Sense