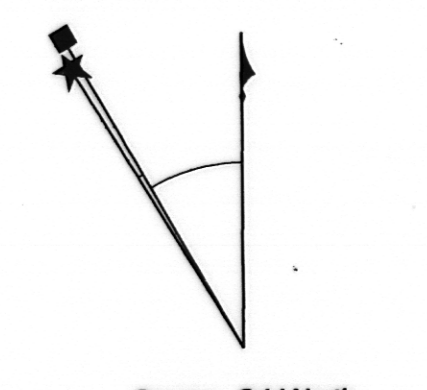
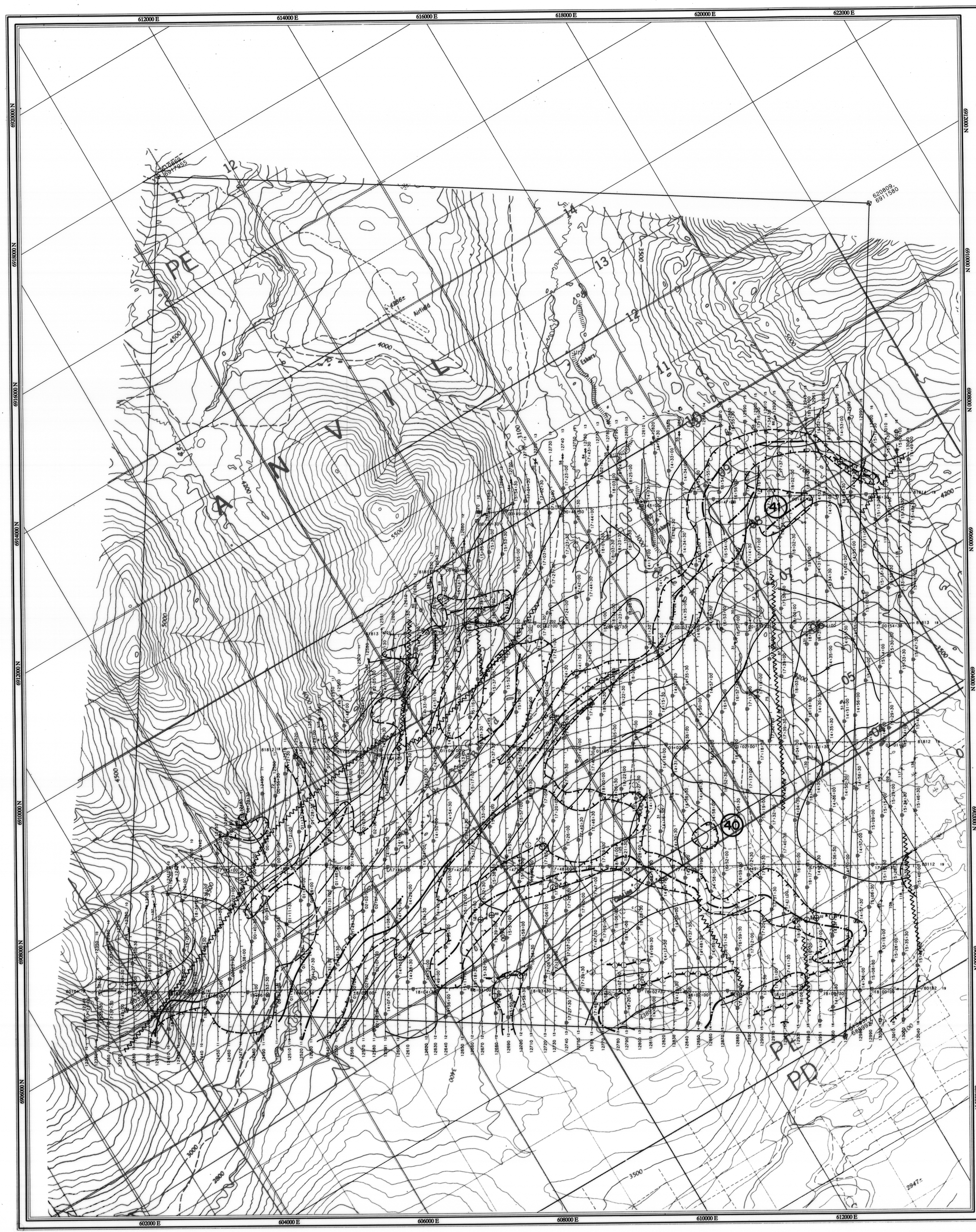


Faro Aerodat 06/96  
 105/k/2,6,7  
 Scale 1:24,000  
 Interpretation

G15  
 1-2



Square: Grid North  
 Star: True North  
 Arrow: Magnetic North

Angles presented are approximate mean deviations for centre of NTS sheet. Use diagram for reference only.

Grid North - True North: 1.59°  
 Grid North - Magnetic North: 30.35°  
 Annual change decreasing 4.1"

**FLIGHT PATH**

Navigation and flight path recovery was conducted using a Global Positioning System (GPS) satellite navigation system.

Lines were flown at an azimuth of 30 - 210°, with an average line spacing of 200m.

Average helicopter-terrain clearance of 60m was monitored by radar and barometric altimeters.

**EM ANOMALIES**

EM anomalies selected by computer algorithm and manually confirmed. Selection is based on the response correlation to theoretical sources such as a steeply dipping conductor.

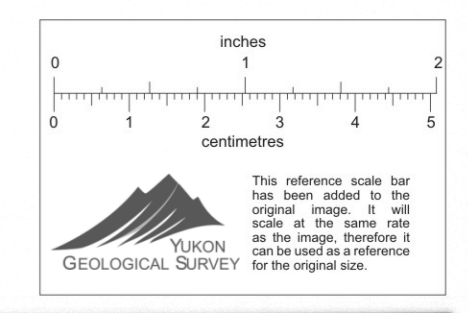
Calculation of conductance is based on the response of the 4600 Hz coaxial data, and forms the basis for anomaly classification.

Letter codes are used to identify individual anomalies on a line, and the inphase amplitude of the 4600 Hz response is annotated opposite.

- 0 - 1 mhos
- 1 - 2 mhos
- 2 - 4 mhos
- 4 - 8 mhos
- 8 - 16 mhos
- 16 - 32 mhos
- > 32 mhos

**INTERPRETATION**

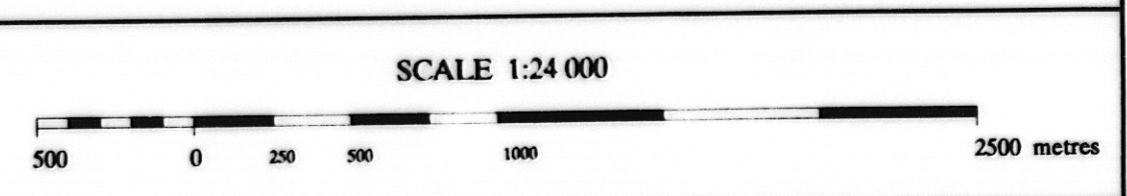
- High amplitude magnetic trend
- Other magnetic trend
- Non magnetic below background zone
- Low resistivity or conductive zone less than 100 m deep
- Conductive trends
- Interpreted fault structure
- Fault structure from geology
- ② Anomalous conductive response designated for investigation



**ANVIL RANGE MINING CORPORATION**

**INTERPRETATION**

**FARO, G5**  
 YUKON



**aerodat**  
 AERODAT INC. 005489

Date Flown: JUNE-JULY 1996  
 NTS: 105/K/2,6,7  
 Project: J9650 Map Ref: 1 - 2