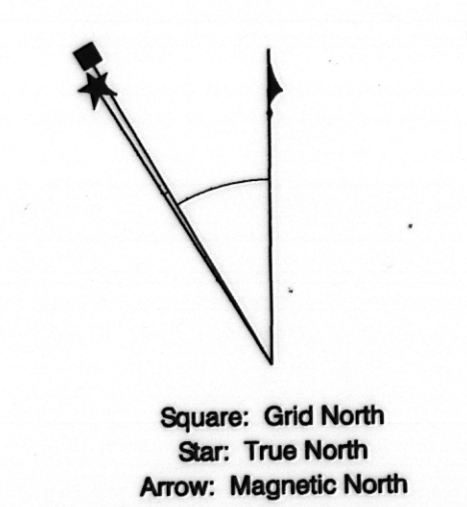
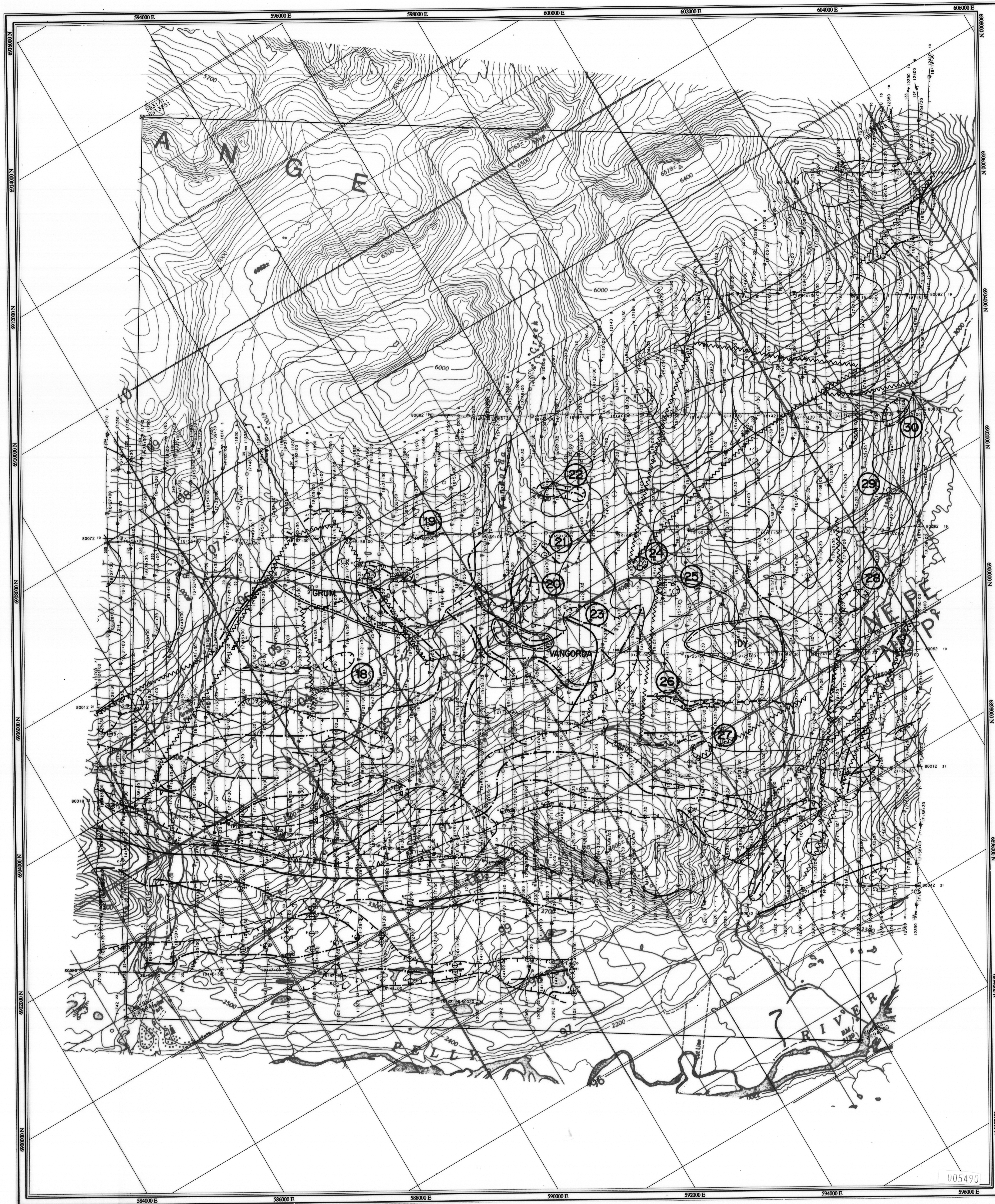


Faro Aerodat 06/96
 105/K/3.6
 1:24,000
 Interpretation

F6
 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.

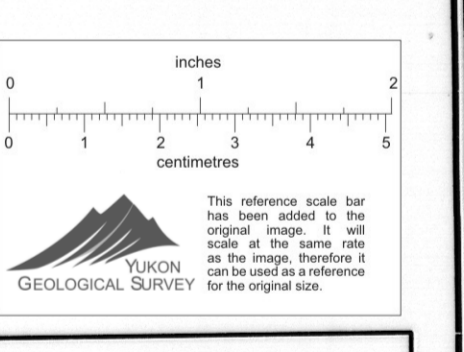
Calculation of conductance is based on the response of the 4600 Hz coastal data, and forms the basis for anomaly classification.

Letter codes are used to identify individual anomalies on a line, and the response 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 ohm metres
- Conductive trends
- Interpreted fault structure
- Fault structure from geology
- ② Anomalous conductive response designated for investigation



ANVIL RANGE MINING CORPORATION

INTERPRETATION
FARO, F6
 YUKON

SCALE 1:24 000
 500 0 250 500 1000 2500 metres



Date Flown : JUNE - JULY 1996
 NTS : 105/K/3.6
 Project : J9650 Map Ref : 1 - 2

005490