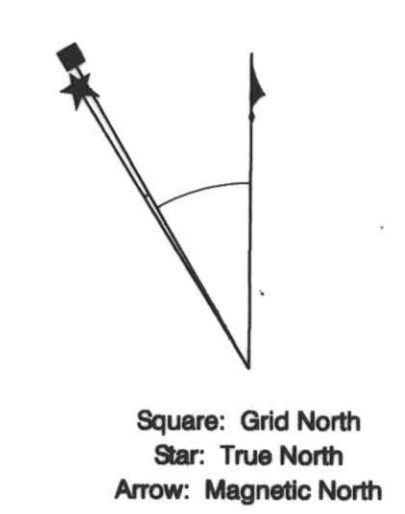
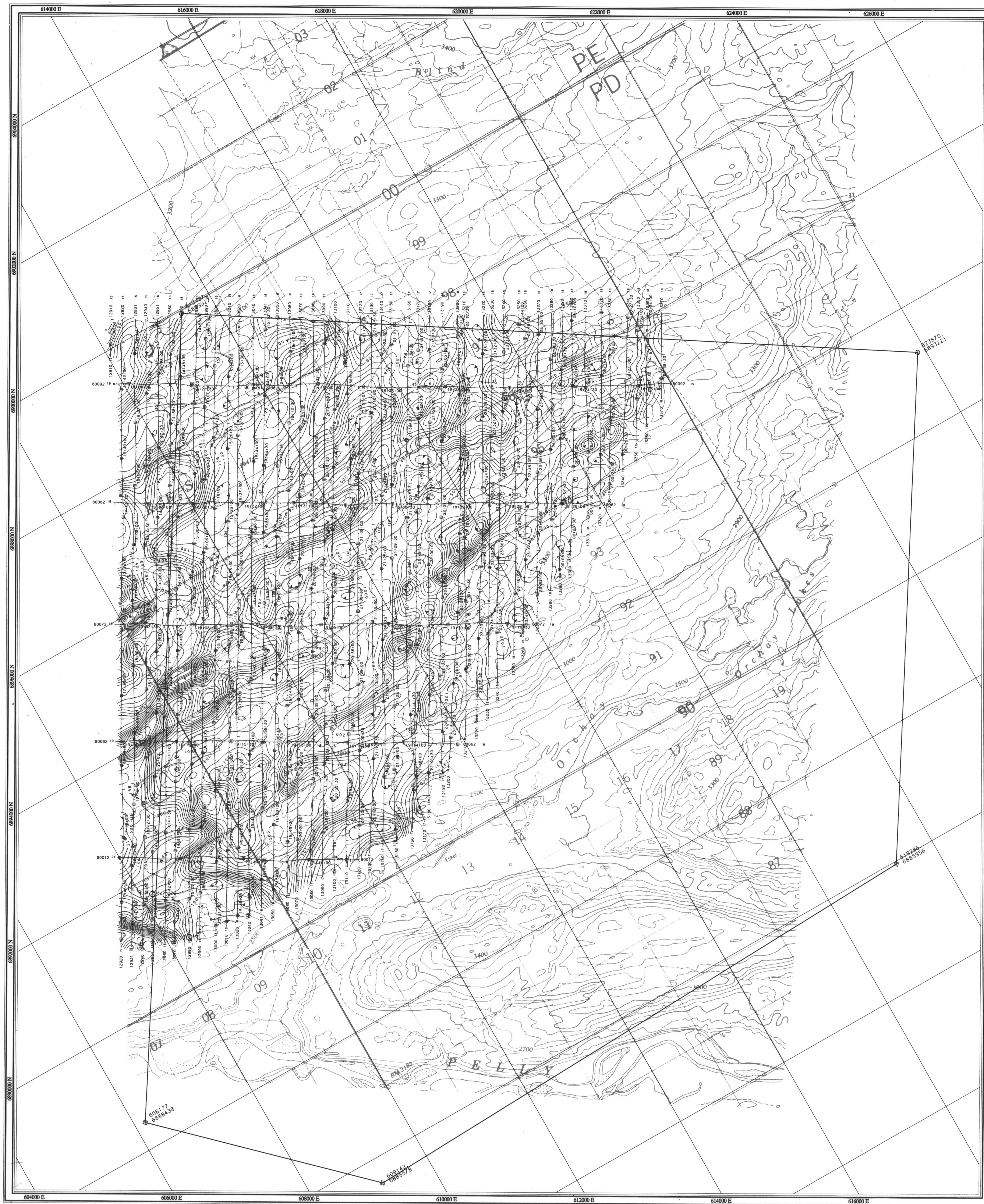


H5  
1-5

Faro Aerodat 06/96  
105/K/R.7  
Scale 1:24,000

Apparent Resistivity Coplanar



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'

**APPARENT RESISTIVITY**

Apparent resistivity calculated from the measured 4175 Hz coplanar EM response, assuming a resistive half-space (200m) model. Average sensor elevation was 30m.

Map contours are in ohm-m, at logarithmic intervals, in multiples of those listed below:

- 0.1 log(ohm-m)
- 0.5 log(ohm-m)
- 2.5 log(ohm-m)

**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.

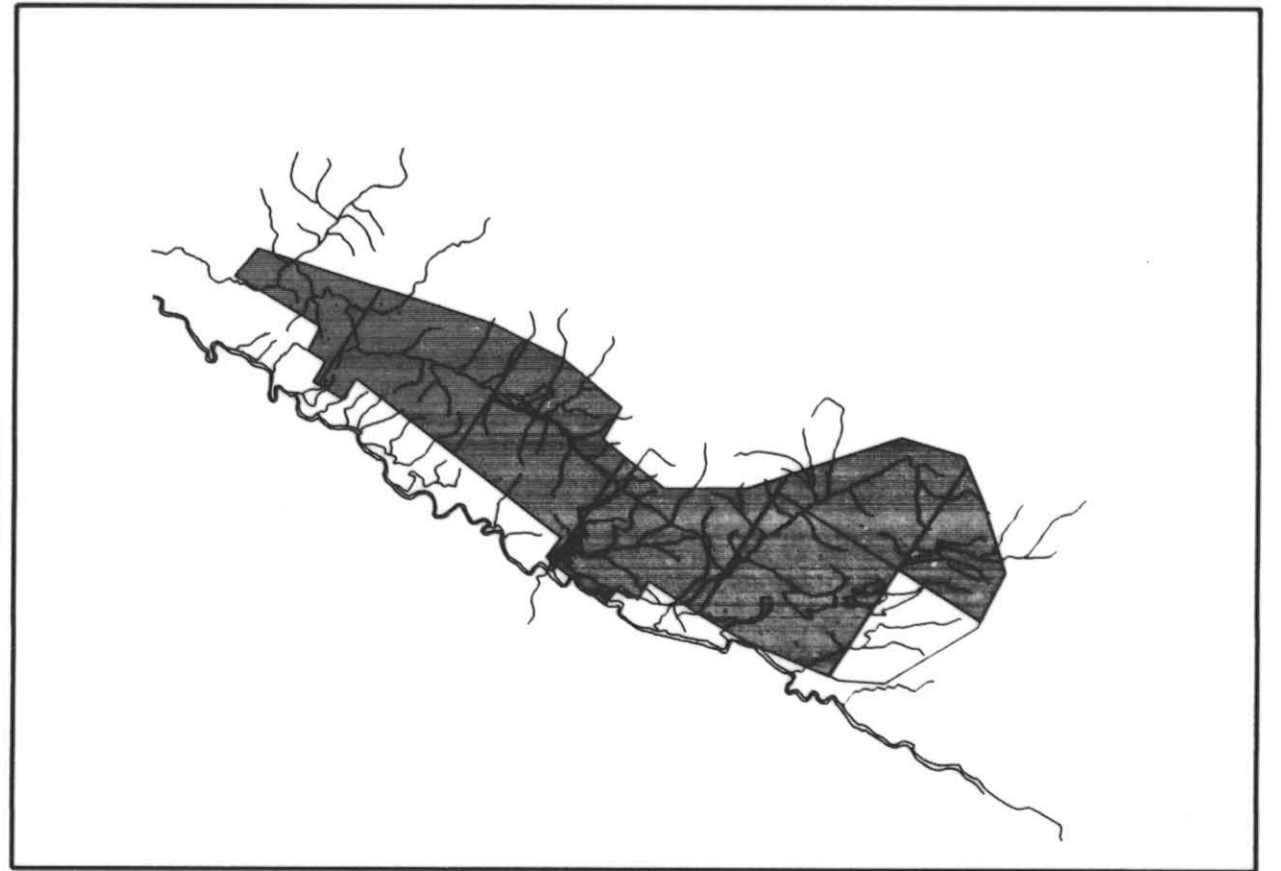
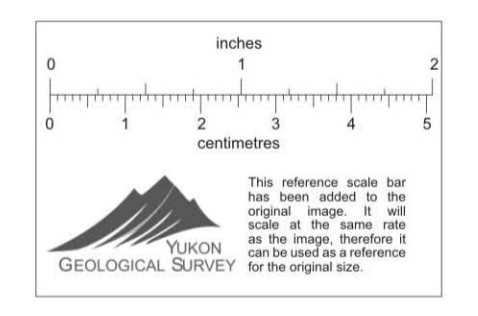
**EM ANOMALIES**

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 4800 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 4800 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



**ANVIL RANGE MINING CORPORATION**

**APPARENT RESISTIVITY**

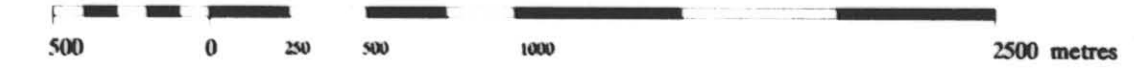
4175 Hz COPLANAR

FARO, H6

YUKON

011412

SCALE 1:24 000



Date Flown : JUNE - JULY 1996

NTS : 105/K/2

Project : J9650

Map Ref : 1 - 5