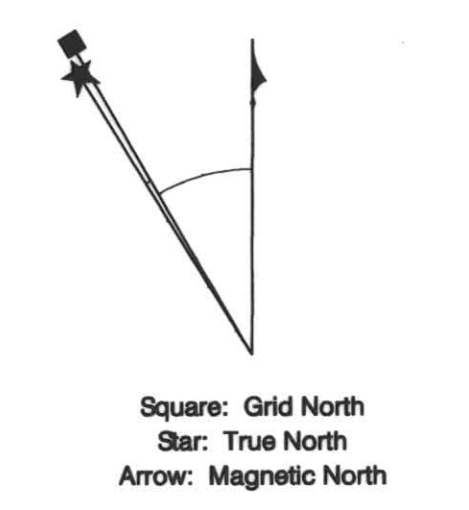
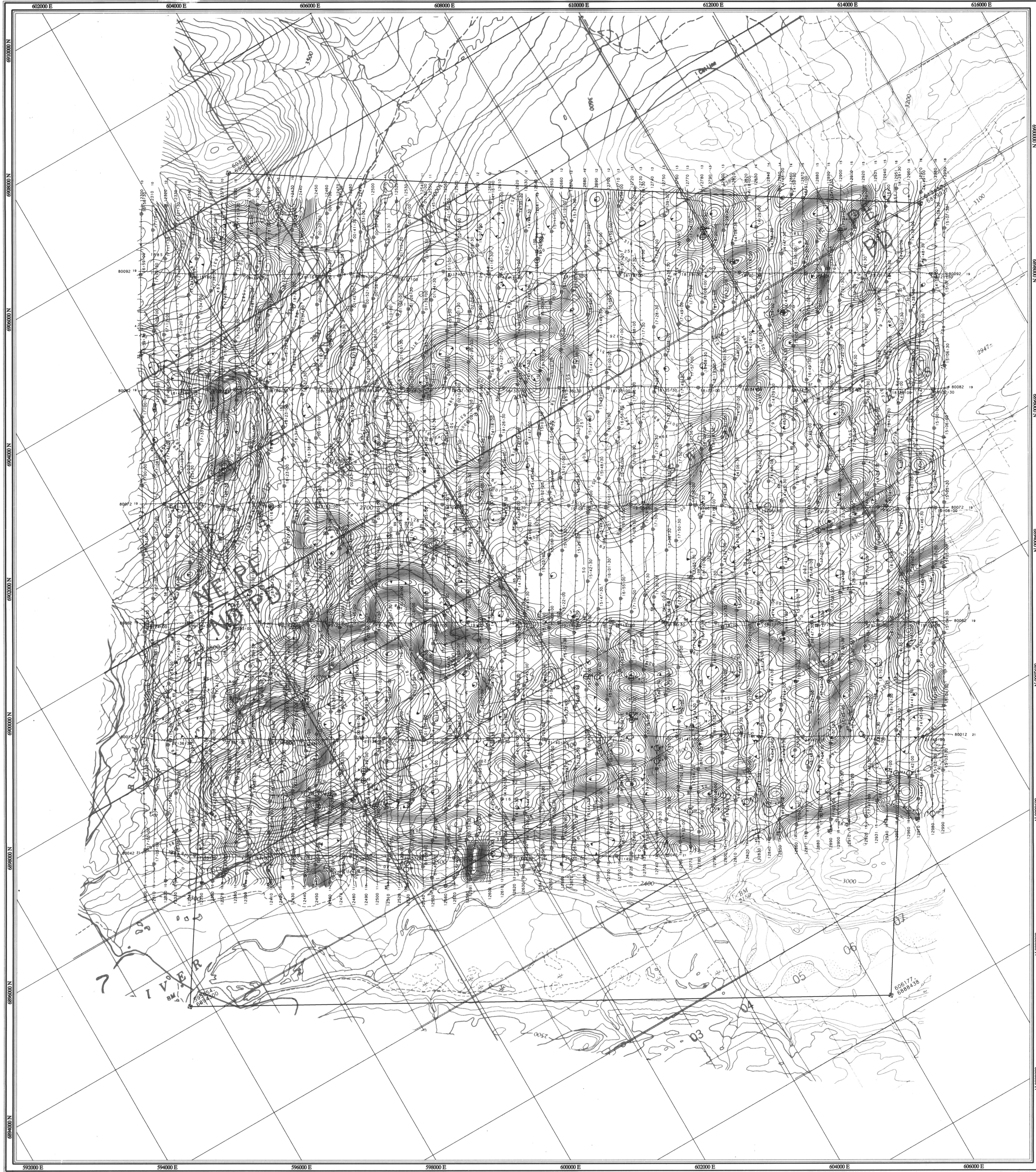


G6
16
Faro Aerodat 04/96
105/K/2,3,6,7
Scale 1:24,000
Apparent Resistivity Coaxial



Square: Grid North
Bar: 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 4600 Hz coaxial 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)

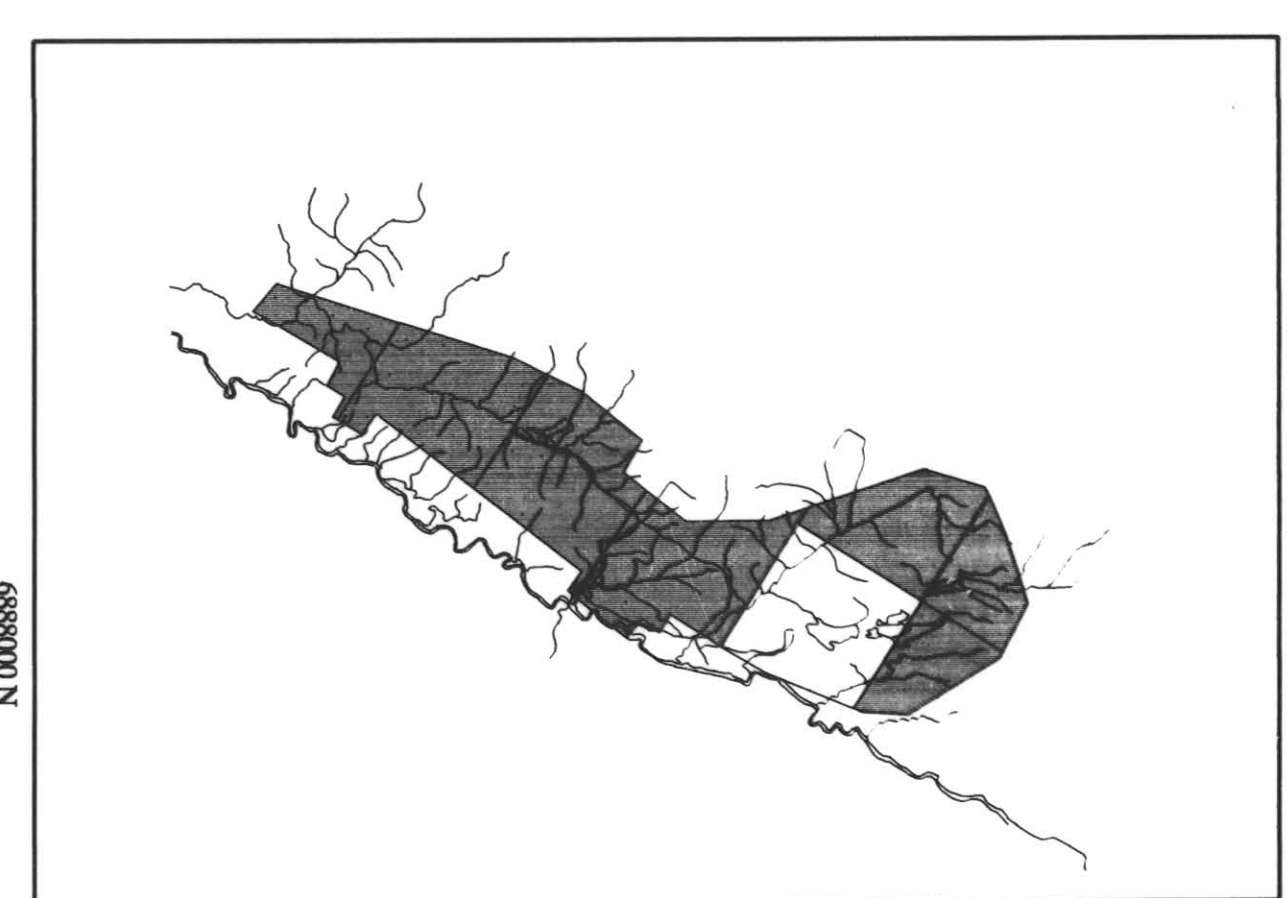
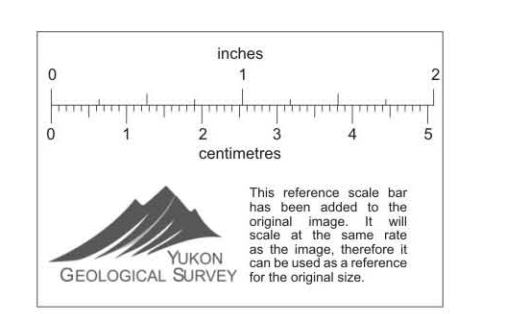
FLIGHT PATH

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

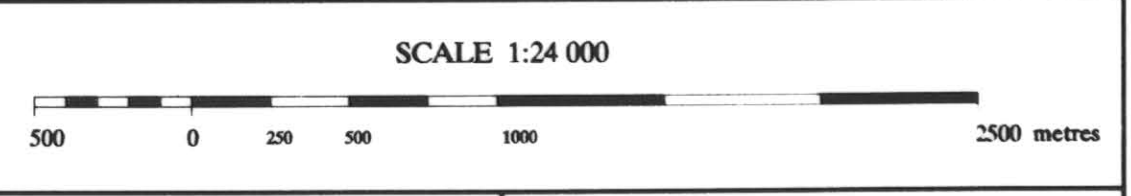
EM anomalies selected by computer algorithm and manually confirmed. Selection is based on the response correlation to theoretical sources such as a steeply dipping conductor.
Calculation of conductance is based on the response of the 4600 Hz coaxial data, and forms the basis for anomaly classification.
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



ANVIL RANGE MINING CORPORATION

APPARENT RESISTIVITY
4600 Hz COAXIAL
FARO, G6
YUKON 011433



	Date Flown : JUNE - JULY 1996
	NTS : 105/K/2,3,6,7
	Project : J9650 Map Ref : 1 - 6