572000 E 574000 E 576000 E 578000 E 580000 E 582000 E 584000 E

6928000 N 6926000 N 6924000 N 6922000 N

6932000 N 6930000 N 6928000 N 6926000 N 6924000 N 6922000 N

562000 E 564000 E 566000 E 568000 E 570000 E 572000 E 574000 E

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'

VERTICAL GRADIENT

Vertical magnetic gradient contour data, calculated from the gridded total magnetic intensity data by an 17x17 convolution operator.

Map contours are in nanoTeslas/metre, and are multiples of those listed below:

- 0.05 nT/m
- 0.25 nT/m
- 1.0 nT/m
- 5.0 nT/m
- 25.0 nT/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.

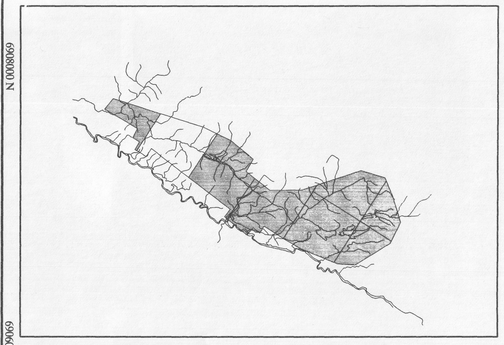
EM ANOMALIES

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.

- A, 2 — 0 - 1 mhos
- 1 - 2 mhos
- 2 - 4 mhos
- 4 - 8 mhos
- 8 - 16 mhos
- 16 - 32 mhos
- > 32 mhos



ANVIL RANGE MINING CORPORATION

VERTICAL MAGNETIC GRADIENT

FARO, D6
YUKON

SCALE 1:24 000

500 0 250 500 1000 2500 metres

aerodat
AERODAT INC.

Date Flown : JUNE - JULY 1996
NTS : 105/K/5,6
Project : J9650 Map Ref : 1 - 4

020377