

| | COAXIAL 900 HZ | COPLANAR 900 HZ | COPLANAR 7200 HZ | VERTICAL DIKE | HORIZONTAL SHEET | CONDUCTIVE EARTH | | | | | | |
|------------------------|-------------------|--------------------|---------------------|------------------|---------------------|---------------------|--------------|-------------|--------------|------------|----------------|------------|
| ANOMALY/ FID/INTERP | REAL PPM | QUAD PPM | REAL PPM | QUAD PPM | REAL PPM | QUAD PPM | COND MHOS | DEPTH* M | COND MHOS | DEPTH M | RESIS OHM-M | DEPTH M |
| LINE 117 (FLIGHT 23) | | | | | | | | | | | | |
| B 2329 H | 8 | 8 | 2 | 18 | 30 | 135 | 1 | 0 | 1 | 22 | 509 | 1 |
| D 2372 S | 1 | 3 | 1 | 5 | 10 | 46 | 1 | 0 | 1 | 16 | 974 | 0 |
| E 2401 L | 134 | 112 | 127 | 121 | 258 | 247 | 26 | 0 | 5 | 27 | 6 | 13 |
| LINE 118 (FLIGHT 23) | | | | | | | | | | | | |
| A 2487 B | 3 | 5 | 3 | 2 | 20 | 20 | 4 | 47 | 1 | 119 | 247 | 64 |
| B 2479 B? | 0 | 4 | 0 | 7 | 32 | 40 | 1 | 14 | 1 | 46 | 278 | 23 |
| C 2467 S | 0 | 9 | 0 | 14 | 4 | 132 | 1 | 1 | 1 | 1 | 1393 | 0 |
| D 2416 L | 72 | 50 | 62 | 55 | 121 | 107 | 25 | 0 | 4 | 9 | 9 | 0 |
| LINE 119 (FLIGHT 23) | | | | | | | | | | | | |
| A 2573 S | 0 | 3 | 0 | 5 | 6 | 53 | 1 | 0 | 1 | 10 | 1802 | 0 |
| B 2588 L | 56 | 51 | 52 | 45 | 103 | 89 | 19 | 0 | 4 | 0 | 9 | 0 |
| LINE 120 (FLIGHT 23) | | | | | | | | | | | | |
| A 2670 B? | 2 | 2 | 1 | 2 | 7 | 27 | 1 | 6 | 1 | 67 | 609 | 34 |
| LINE 121 (FLIGHT 23) | | | | | | | | | | | | |
| A 2707 B? | 0 | 4 | 0 | 4 | 6 | 46 | 1 | 2 | 1 | 36 | 998 | 8 |
| C 2746 H | 2 | 1 | 2 | 1 | 5 | 15 | 1 | 14 | 1 | 53 | 1763 | 14 |
| D 2758 H | 0 | 4 | 0 | 6 | 6 | 59 | 1 | 0 | 1 | 14 | 1756 | 0 |
| F 2770 H | 0 | 10 | 0 | 19 | 11 | 164 | 1 | 12 | 1 | 38 | 606 | 0 |
| LINE 122 (FLIGHT 23) | | | | | | | | | | | | |
| A 2843 B? | 1 | 4 | 1 | 6 | 18 | 22 | 1 | 20 | 1 | 43 | 537 | 15 |
| B 2799 H | 0 | 4 | 0 | 8 | 30 | 68 | 1 | 0 | 1 | 22 | 361 | 0 |

* ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART
 OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT
 LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS.