

368 SH.2 SHEFFIELD

ANOMALY/ FID/INTERP	COAXIAL 900 HZ		COPLANAR 900 HZ		COPLANAR 7200 HZ		VERTICAL DIKE	COND MHOS	DEPTH* M	HORIZONTAL SHEET	COND MHOS	DEPTH M	CONDUCTIVE RESIS OHM-M	DEPTH M
	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM								
LINE 38	(FLIGHT 4)													
A 963 H	1	3	1	5	21	14	2	20	1	71	109	49		
LINE 391	(FLIGHT 6)													
A 1981 H	1	1	0	2	15	12	2	15	1	29	206	7		
B 1987 H	0	3	0	5	21	29	1	22	1	53	221	30		
LINE 401	(FLIGHT 6)													
A 1794 LP	0	7	0	4	26	51	1	1	1	21	197	3		
B 1782 H	0	8	0	14	61	67	2	0	1	30	71	14		
LINE 41	(FLIGHT 4)													
A 507 L	1	9	2	10	52	49	1	0	1	36	639	0		
B 499 H	0	2	0	4	18	30	1	0	1	26	318	3		
D 479 H	1	2	2	5	21	14	2	0	1	61	60	41		
LINE 42	(FLIGHT 4)													
A 436 H	0	11	1	22	94	124	2	0	1	18	96	2		
B 445 H	0	9	2	13	66	86	1	0	1	17	441	0		
C 460 H	0	3	1	6	22	41	1	18	1	65	205	42		
D 474 H	0	3	1	5	20	27	1	0	1	63	164	38		
E 478 H	1	1	2	4	16	1564	1	0	1	61	44	43		
LINE 43	(FLIGHT 4)													
B 312 H	0	5	0	13	32	43	1	0	1	16	169	0		
C 307 H	0	7	0	9	41	76	1	0	1	16	168	0		
D 302 H	0	5	0	9	50	25	4	1	1	17	131	0		
LINE 44	(FLIGHT 3)													
A 3434 H	1	2	1	4	12	28	1	18	1	60	333	34		
B 3451 H	1	2	1	1	14	16	1	0	1	23	204	0		
C 3455 H	0	2	0	5	8	44	1	0	1	27	362	1		
LINE 45	(FLIGHT 3)													
A 3349 H	0	2	0	3	11	22	1	20	1	59	239	35		
B 3341 H	2	4	2	5	17	34	1	16	1	61	237	36		
C 3323 H	0	3	0	5	17	29	1	0	1	27	206	4		
LINE 46	(FLIGHT 3)													
A 3239 H	0	4	0	10	35	69	1	5	1	29	232	9		
B 3255 H	0	2	1	4	11	23	1	16	1	50	286	25		
C 3261 H	1	3	0	4	15	23	1	7	1	47	269	22		

* 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.