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| | | COAXIAL 900 HZ | COPLANAR 900 HZ | | COPLANAR 7200 HZ | | VERTICAL DIKE | HORIZONTAL CONDUCTIVE 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 30 | (FLIGHT 11) | | | | | | | | | | | |
| C 526 L? | 3 | 1 | 2 | 2 | 5 | 12 | 12 | 39 | 1 | 181 | 88 | 128 |
| LINE 31 | (FLIGHT 11) | | | | | | | | | | | |
| A 646 L | 9 | 9 | 8 | 3 | 12 | 6 | 10 | 0 | 8 | 125 | 3 | 110 |
| B 648 L | 8 | 19 | 12 | 4 | 14 | 13 | 6 | 0 | 5 | 108 | 8 | 86 |
| LINE 32 | (FLIGHT 11) | | | | | | | | | | | |
| A 975 L | 4 | 6 | 6 | 0 | 4 | 6 | 9 | 7 | 3 | 163 | 17 | 131 |
| B 971 L? | 4 | 1 | 4 | 2 | 5 | 19 | 1 | 0 | 1 | 65 | 774 | 27 |

. * 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. .