

		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 30	(FLIGHT 11)											
A 398 L	2	2	3	1	3	7	11	34	1	169	107	113
B 389 H	2	2	1	4	11	24	1	0	1	32	719	0
LINE 31	(FLIGHT 11)											
A 770 L	0	2	0	4	12	28	1	0	1	30	587	0
B 778 L	2	2	2	2	11	16	1	0	1	41	308	13
C 782 B?	2	2	0	4	11	10	1	0	1	64	259	34
LINE 32	(FLIGHT 11)											
B 840 L	2	3	0	3	11	23	1	0	1	31	607	1
C 832 H?	0	2	0	4	13	26	1	5	1	46	347	20
LINE 33	(FLIGHT 14)											
A 229 S	1	3	1	4	9	27	1	0	1	26	1004	0
B 249 L	12	14	7	14	3	3	7	0	7	154	5	137
C 377 L	5	5	0	4	15	21	4	22	1	89	972	0
D 384 H	2	2	2	4	14	22	1	0	1	41	290	14
LINE 331	(FLIGHT 25)											
A 810 L	2	0	2	0	4	0	241	93	1	208	342	98
B 819 H	0	5	0	6	15	60	1	0	1	22	644	0
LINE 34	(FLIGHT 15)											
A 260 L	13	14	34	35	5	4	11	5	8	161	4	145
B 377 L	0	1	4	2	3	25	5	56	1	62	840	0
C 379 H	0	1	4	4	3	17	3	42	1	75	205	28
D 381 L	1	3	3	6	26	34	1	0	1	40	224	17
LINE 35	(FLIGHT 15)											
A 558 L	12	4	2	1	3	2	40	12	1	178	611	40
B 542 L?	3	0	3	0	3	3	165	85	2	216	61	168
D 490 S	0	1	0	1	1	18	1	11	1	39	4976	0
E 424 L	2	4	1	6	23	13	3	22	1	40	213	18
LINE 36	(FLIGHT 15)											
A 584 B?	2	1	0	1	6	7	1	37	1	97	771	56
B 606 L	9	5	2	2	2	7	15	23	1	193	795	43
D 727 H?	2	2	2	3	14	14	1	11	1	44	232	20
LINE 37	(FLIGHT 15)											
A 925 B?	1	1	0	1	6	9	1	1	1	67	758	26

* 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.