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		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 42 (FLIGHT 15)													
B 1857 H	6	2	1	11	10	26		1	0	1	28	540	0
C 1859 L	8	16	1	11	9	25		3	0	1	122	797	9
D 1972 H	2	2	0	4	10	25		1	0	1	28	680	0
E 1987 B?	2	2	5	3	9	5		8	28	2	141	39	103
F 2019 E	3	1	2	1	2	14		27	89	1	218	178	139
LINE 43 (FLIGHT 15)													
A 2219 L	1	5	3	2	2	6		2	0	1	169	1035	0
B 2096 H	1	3	1	3	10	20		1	0	1	45	434	15
C 2089 B	9	19	9	21	53	67		4	7	1	46	265	7
LINE 44 (FLIGHT 15)													
A 2272 L	1	13	5	8	3	1		1	0	1	190	1035	0
B 2397 H	1	3	1	3	8	15		1	10	1	55	429	25
C 2404 B	5	9	4	7	20	17		4	0	1	86	253	30
LINE 45 (FLIGHT 15)													
A 2635 L	7	3	7	1	5	14		32	32	2	140	45	101
B 2587 E?	0	2	1	2	6	12		1	30	1	222	1035	0
C 2515 H	1	2	1	2	8	18		1	0	1	44	474	14
D 2509 B	2	7	1	3	17	15		2	5	1	113	626	15
LINE 46 (FLIGHT 15)													
A 2682 B?	2	3	2	2	6	21		1	0	1	39	949	6
B 2695 L	26	21	11	6	8	10		16	13	3	120	22	91
E 2816 H?	2	3	2	4	16	20		1	0	1	45	274	18
G 2823 B	2	5	4	4	12	10		3	13	1	97	1035	0
LINE 461 (FLIGHT 25)													
B 403 L	18	72	3	2	7	6		3	0	1	144	135	90
C 519 H?	1	3	0	6	26	37		1	1	1	42	230	18
LINE 47 (FLIGHT 16)													
A 141 L	11	7	12	5	2	7		19	2	10	115	2	103
D 237 B	5	12	1	8	10	4		3	0	2	142	61	99
E 241 B	9	2	4	8	10	6		19	17	1	117	77	73
LINE 48 (FLIGHT 16)													
B 496 L	8	24	2	2	2	5		3	0	3	172	23	136
C 371 B	4	7	7	9	18	17		5	17	1	94	127	49
LINE 49 (FLIGHT 16)													
E 648 B?	17	20	2	8	13	16		7	0	1	48	324	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.