

		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 50 (FLIGHT 16)													
A	946 L	2	4	1	6	8	20	1	0	1	44	820	9
B	942 B	7	3	17	5	10	16	36	32	9	117	3	103
C	924 L	23	21	10	11	8	9	12	13	1	55	397	9
D	920 H?	10	19	10	34	63	73	4	0	1	27	134	0
E	919 B?	10	19	10	34	63	73	4	4	1	48	96	16
G	794 B?	0	4	2	6	8	13	1	2	1	68	586	32
LINE 51 (FLIGHT 18)													
A	260 L	18	17	7	9	14	24	10	0	2	122	60	81
B	263 B?	1	13	7	11	17	28	1	0	1	46	294	19
C	265 L?	2	13	9	11	17	28	3	0	3	102	22	72
E	368 L	4	3	1	2	3	2	8	45	1	189	866	39
LINE 52 (FLIGHT 18)													
A	572 L	10	28	1	5	3	4	3	0	1	91	699	0
LINE 53 (FLIGHT 18)													
B	579 L	10	18	11	8	1	4	6	0	4	103	13	76
D	685 B?	1	2	0	2	0	10	1	12	1	74	6434	8
LINE 54 (FLIGHT 18)													
A	786 L	2	8	1	4	7	7	1	19	1	111	393	74
LINE 55 (FLIGHT 18)													
A	877 L	3	18	1	1	2	3	1	0	1	176	1035	0
B	883 L	4	10	1	2	2	3	3	0	1	176	1035	0
C	960 L	0	4	0	4	5	6	1	12	1	88	850	43
LINE 58 (FLIGHT 18)													
B	1425 L?	2	1	4	1	2	2	24	76	3	201	16	170
LINE 59 (FLIGHT 18)													
B	1491 L	5	3	1	0	1	2	15	28	1	179	888	23
C	1519 L	1	1	3	0	2	2	8	93	2	214	56	167
LINE 61 (FLIGHT 18)													
D	1805 B	3	6	1	3	4	5	3	35	1	136	90	91
LINE 64 (FLIGHT 18)													
C	2176 S	0	1	0	1	2	5	1	47	1	78	6581	9
LINE 65 (FLIGHT 18)													
A	2342 B?	1	3	3	3	8	14	1	22	1	81	761	43

* 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.