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		COAXIAL		COPLANAR		COPLANAR		VERTICAL	HORIZONTAL		CONDUCTIVE		
		900 HZ		900 HZ		7200 HZ		DIKE	SHEET		EARTH		
ANOMALY/ FID/INTERP	REAL QUAD PPM	COND MHOS	DEPTH* M	COND MHOS	DEPTH M	RESIS OHM-M	DEPTH M						
LINE 73	(FLIGHT 20)												
D 837 L	123	116	107	104	217	209		23	0	5	0	7	0
E 873 H?	2	2	0	3	6	20		1	10	1	42	1121	9
LINE 74	(FLIGHT 20)												
A 924 L	104	105	109	99	211	202		21	0	5	0	6	0
B 922 L?	5	8	3	0	5	4		6	28	2	206	56	159
C 902 H	0	2	0	3	7	21		1	3	1	36	876	5
LINE 75	(FLIGHT 20)												
C 998 L	136	144	130	123	262	250		22	0	5	0	6	0
E 1026 B?	0	6	0	6	11	46		1	8	1	32	790	7
LINE 76	(FLIGHT 20)												
A 1109 L	7	13	6	2	2	7		6	0	5	164	9	139
LINE 77	(FLIGHT 20)												
A 1208 L	17	17	17	13	23	20		13	0	3	65	22	38
LINE 78	(FLIGHT 20)												
C 1271 L	28	28	20	9	33	27		15	0	6	75	6	56
LINE 79	(FLIGHT 20)												
C 1439 L	27	37	5	1	2	2		9	0	4	169	12	141
LINE 80	(FLIGHT 20)												
B 1484 L	14	39	12	1	4	5		5	0	15	129	1	120
LINE 82	(FLIGHT 20)												
B 1657 L	18	27	1	0	2	9		7	1	1	198	430	77
LINE 83	(FLIGHT 20)												
A 1764 ?	5	0	3	0	5	8		540	62	2	201	31	162
B 1804 L	152	138	138	120	266	256		26	0	6	31	5	17
LINE 831	(FLIGHT 24)												
A 2159 S	0	1	0	2	4	26		1	0	1	12	3458	0
D 2227 L	88	89	80	78	157	149		19	0	4	0	8	0
LINE 84	(FLIGHT 20)												
C 1842 L	10	28	4	0	1	2		4	0	3	163	25	127
LINE 85	(FLIGHT 20)												
C 1967 L	126	133	124	118	245	231		21	0	5	0	6	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.