

22A

ANOMALY/ FID/INTERP	COAXIAL 900 HZ		COPLANAR 900 HZ		COPLANAR 7200 HZ		VERTICAL DIKE	COND MHOS	DEPTH* M	HORIZONTAL SHEET		CONDUCTIVE EARTH	
	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM				COND MHOS	DEPTH M	RESIS OHM-M	DEPTH M
LINE 100	(FLIGHT 20)												
D 3423 H	2	1	1	1	2	11	9	81	1	212	703	68	
E 3413 S	0	1	1	1	3	10	2	71	1	216	1035	0	
H 3363 L	130	127	117	109	231	231	23	0	5	0	6	0	
LINE 101	(FLIGHT 23)												
B 1019 L	40	30	1	2	0	4	18	0	1	166	258	70	
LINE 102	(FLIGHT 23)												
B 535 L	26	46	0	2	0	14	6	0	1	184	1035	0	
LINE 103	(FLIGHT 23)												
B 636 H	0	1	0	2	0	24	1	12	1	27	3931	0	
LINE 104	(FLIGHT 23)												
A 678 B?	1	3	0	8	34	31	2	14	1	61	150	39	
LINE 105	(FLIGHT 23)												
A 899 B?	0	3	0	5	23	26	1	0	1	65	113	43	
E 807 S	0	2	0	4	6	34	1	0	1	18	1677	0	
LINE 106	(FLIGHT 23)												
A 1153 B	0	4	0	8	33	47	1	14	1	54	219	32	
C 1094 H	0	1	1	1	5	16	1	21	1	41	1758	8	
E 1062 H	1	19	3	38	122	254	1	0	1	21	119	7	
F 1059 H	1	7	2	22	76	63	3	14	1	33	115	17	
I 1054 L	131	161	121	124	263	292	19	0	5	0	7	0	
LINE 1061	(FLIGHT 25)												
A 2369 B?	2	2	1	4	21	26	1	6	1	75	142	51	
B 2360 L?	3	1	2	0	3	8	47	89	1	216	520	86	
C 2314 H	1	2	0	3	12	33	1	4	1	25	957	0	
LINE 107	(FLIGHT 23)												
A 1254 H	0	2	0	4	8	50	1	0	1	17	1417	0	
C 1276 H	3	15	3	30	87	224	1	0	1	17	182	1	
D 1279 H	1	12	3	20	52	157	1	0	1	20	194	4	
E 1289 L	86	86	47	39	92	84	19	0	4	4	11	0	
LINE 108	(FLIGHT 23)												
A 1397 B?	1	4	1	7	27	57	1	0	1	38	244	15	
B 1335 S	1	3	0	4	7	41	1	0	1	21	1657	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.