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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 108	(FLIGHT 23)												
C 1303 L	82	113	85	83	179	173	15	0	4	0	8	0	
LINE 109	(FLIGHT 23)												
A 1414 B?	0	8	1	13	40	108	1	5	1	36	253	16	
D 1512 L	14	13	3	1	4	20	11	0	1	178	258	82	
LINE 110	(FLIGHT 23)												
A 1626 L?	0	7	0	4	18	32	1	7	1	105	960	11	
B 1619 B?	2	2	1	2	10	17	1	28	1	72	327	44	
C 1613 B?	1	2	1	2	10	16	1	32	1	93	544	58	
LINE 111	(FLIGHT 23)												
A 1637 B	2	6	1	3	9	34	2	30	1	125	1035	0	
B 1644 B?	0	2	0	2	11	22	1	7	1	45	778	12	
C 1679 L	2	1	1	2	6	22	1	11	1	59	1458	21	
D 1695 S	0	2	0	1	3	14	1	0	1	17	3160	0	
LINE 112	(FLIGHT 23)												
A 1845 H	1	9	0	8	15	49	1	4	1	34	399	11	
B 1843 B	1	9	0	7	19	61	1	7	1	70	809	3	
C 1836 B?	2	7	1	9	24	98	1	3	1	28	541	6	
D 1750 L	57	58	58	52	109	105	17	0	4	0	9	0	
LINE 113	(FLIGHT 23)												
A 1867 B	3	18	3	11	51	114	1	8	1	43	694	0	
B 1894 S	0	2	0	5	2	45	1	4	1	4	2391	0	
C 1958 L	7	1	0	1	7	10	63	18	1	157	1035	0	
LINE 114	(FLIGHT 23)												
A 2105 H	0	7	1	10	23	97	1	0	1	24	412	2	
C 2099 B	3	17	6	18	64	114	2	9	1	47	348	8	
F 2016 L	2	16	1	2	8	6	1	0	1	163	980	4	
LINE 115	(FLIGHT 23)												
B 2125 B	7	10	13	12	36	43	8	28	1	81	136	40	
D 2156 S	0	2	2	4	2	45	1	3	1	2	2243	0	
LINE 116	(FLIGHT 23)												
B 2297 B	6	10	10	14	40	54	5	28	1	97	133	54	
F 2224 L	21	14	4	1	4	5	20	3	4	171	11	144	
LINE 117	(FLIGHT 23)												
A 2322 B	3	4	2	4	19	15	5	38	1	124	187	70	

\* 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.