

A P P E N D I X ATHE FLIGHT RECORD AND PATH RECOVERY

Both analog and digital flight records were produced. The analog profiles were recorded on chart paper in the aircraft during the survey. The digital profiles were generated later by computer and plotted on electrostatic chart paper at a scale of 1:10,000. The digital profiles are listed in Table A-1.

In Table A-1, the log resistivity scale of 0.03 decade/mm means that the resistivity changes by an order of magnitude in 33 mm. The resistivities at 0, 33, 67, 100 and 133 mm up from the bottom of the digital flight record are respectively 1, 10, 100, 1,000 and 10,000 ohm-m.

The fiducial marks on the flight records represent points on the ground which were recovered from camera film. Continuous photographic coverage allowed accurate photo-path recovery locations for the fiducials, which were then plotted on the geophysical maps to provide the track of the aircraft.

The fiducial locations on both the flight records and flight path maps were examined by a computer for unusual helicopter speed changes. Such speed changes may denote