

061

	COAXIAL 900 HZ	COPLANAR 900 HZ	COPLANAR 385 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 110 (FLIGHT 2)																			
D 1701 D	6	2	5	4	4	3	20	24	2	150	47	107							
E 1695 D	15	6	7	7	5	4	23	30	1	94	83	51							
F 1693 B?	15	6	7	14	5	4	19	54	3	110	45	62							
LINE 111 (FLIGHT 3)																			
A 516 D	4	3	4	6	5	3	7	35	2	150	39	112							
B 508 D	9	7	7	18	3	8	7	15	1	60	182	17							
C 504 E	4	13	7	24	0	12	2	0	1	24	346	0							
LINE 120 (FLIGHT 2)																			
A 1806 H	4	11	6	23	1	11	2	0	1	0	201	0							
B 1826 B	6	8	9	16	7	9	5	21	1	85	63	47							
C 1834 D	9	5	4	8	3	4	10	27	1	93	140	44							
LINE 130 (FLIGHT 2)																			
D 1958 S	3	10	4	17	0	8	2	0	1	24	236	0							
E 1943 B	17	7	33	17	22	20	31	9	4	87	9	65							
F 1937 D	8	3	6	3	6	2	25	35	1	118	78	72							
G 1936 B	8	0	6	3	6	2	78	62	7	165	9	131							
LINE 140 (FLIGHT 2)																			
C 2063 D	16	2	28	7	24	8	118	28	5	115	8	94							
D 2069 D	11	4	7	5	2	3	28	43	1	104	149	55							
LINE 150 (FLIGHT 2)																			
[REDACTED]																			
C 2201 P	3	19	23	38	1	32	4	0	2	44	43	15							
G 2162 D	15	9	8	10	3	7	15	34	1	88	121	45							
H 2160 D	10	11	8	8	3	7	8	19	1	63	187	20							
I 2142 L?	4	4	1	2	2	1	5	0	1	23	559	0							
LINE 160 (FLIGHT 2)																			
[REDACTED]																			
B 2283 D	6	5	6	11	2	7	7	4	1	51	120	9							
C 2289 D	8	4	9	7	6	6	19	27	2	84	59	45							
D 2291 D	8	5	8	8	5	6	11	31	1	107	89	62							
E 2303 L?	2	6	1	4	2	0	2	6	1	69	280	17							

* 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.