

U62

365 NPI NORTH PIEMAN

	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 170	(FLIGHT 2)																			
C 2380 D	4	10	2	21	0	10	2	1	1	32	255	0								
D 2374 B	9	4	12	7	9	6	23	18	3	81	25	53								
E 2359 B?	3	3	2	0	2	0	8	45	1	66	262	16								
F 2354 B	12	5	13	9	8	7	22	27	2	80	40	47								
LINE 180	(FLIGHT 2)																			
B 2502 S	0	9	3	14	0	6	1	1	1	38	416	0								
C 2504 B	0	8	2	11	1	5	2	11	1	39	928	0								
E 2512 D	43	34	101	75	54	70	24	13	5	53	6	38								
F 2513 B?	13	14	78	66	40	56	16	17	2	87	56	52								
G 2524 D	6	7	2	9	2	4	4	27	1	76	217	30								
H 2528 B	11	1	12	6	11	6	52	27	3	92	18	65								
LINE 190	(FLIGHT 2)																			
G 2591 T	28	14	59	30	40	31	35	19	6	70	4	54								
H 2584 T?	14	8	18	17	8	15	15	20	2	69	30	41								
I 2580 D	19	9	15	9	10	9	26	29	3	115	19	87								
K 2563 D	20	20	35	49	12	32	10	0	2	30	39	4								
LINE 200	(FLIGHT 2)																			
A 2662 B	21	5	53	19	49	25	73	0	24	19	1	5								
C 2701 D	16	8	22	16	12	14	22	25	3	81	22	55								
D 2708 B	4	4	5	8	3	5	6	30	2	97	50	60								
LINE 210	(FLIGHT 2)																			
A 2840 D	31	11	64	32	58	32	44	0	15	18	1	7								
H 2790 B	5	3	9	4	9	3	17	43	4	115	14	89								
I 2784 B	12	12	24	25	10	18	10	11	3	59	21	34								
J 2782 D	12	12	17	24	10	19	8	15	4	102	10	79								
K 2769 L?	1	6	1	7	2	3	1	4	1	97	239	44								

* 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.