

063

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 220 (FLIGHT 2)																			
A 2878 B	132	72	273	172	191	160		47	0	11	11	1	2						
[REDACTED]																			
E 2921 B	13	6	23	8	18	8		35	15	6	80	5	62						
F 2923 B	12	12	8	18	7	9		7	7	2	62	56	27						
LINE 230 (FLIGHT 3)																			
[REDACTED]																			
[REDACTED]																			
[REDACTED]																			
I 421 D	16	2	15	3	17	4		128	30	6	119	5	98						
J 428 D	5	3	4	4	3	4		10	37	4	170	15	139						
LINE 240 (FLIGHT 3)																			
[REDACTED]																			
[REDACTED]																			
F 629 B?	4	15	7	26	3	11		2	0	1	49	125	13						
G 643 T	19	4	34	11	29	13		70	11	11	78	2	63						
H 649 B	3	2	5	3	4	2		15	31	4	152	13	122						
LINE 250 (FLIGHT 3)																			
A 729 B?	5	14	5	21	4	9		2	0	1	28	200	0						
[REDACTED]																			
[REDACTED]																			
[REDACTED]																			
G 682 B	3	1	11	2	12	2		61	11	13	106	1	92						
LINE 260 (FLIGHT 3)																			
[REDACTED]																			
C 766 L?	10	22	19	29	8	16		5	0	1	30	103	0						
D 770 L	4	11	27	12	2	7		10	0	55	77	1	74						
F 791 B	3	9	4	16	2	9		2	13	1	55	181	16						
G 822 D	40	12	59	17	53	19		75	5	12	67	1	54						
LINE 270 (FLIGHT 3)																			
A 913 L?	10	13	9	18	4	10		6	0	2	71	51	20						

* 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.