

064

ANOMALY/ FID/INTERP	COAXIAL 900 HZ		COPLANAR 900 HZ		COPLANAR 385 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
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LINE 270	(FLIGHT 3)												
B 911 S	10	13	9	18	4	10	6	0	1	31	83	0	
C 909 L	1	5	8	15	6	8	2	0	1	193	1035	0	
E 902 L?	2	3	4	9	1	5	3	32	1	96	176	47	
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G 847 D	41	7	74	18	70	20	130	0	14	59	1	47	
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LINE 280	(FLIGHT 3)												
A 945 L	13	20	15	33	11	19	6	0	1	38	69	5	
B 955 L	4	6	1	7	2	4	3	28	1	74	468	15	
C 1004 D	16	3	32	11	31	12	74	25	16	87	1	75	
D 1008 D	15	6	29	11	2	12	38	22	5	108	7	88	
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LINE 290	(FLIGHT 3)												
A 1157 B	25	16	34	26	28	18	20	0	5	48	8	28	
B 1149 D	25	22	26	23	14	18	15	19	3	84	18	61	
D 1142 L	144	250	22	16	14	10	12	0	4	106	11	82	
E 1139 L	29	87	22	15	14	15	6	0	4	92	13	68	
F 1135 L	13	15	9	13	5	8	8	4	1	69	64	31	
H 1095 B	6	5	6	7	3	6	9	34	2	125	51	86	
I 1083 B	7	4	10	6	7	4	15	34	1	120	69	76	
K 1077 T	23	11	42	19	33	21	34	26	9	89	2	74	
L 1076 D	23	11	42	19	33	21	34	18	4	101	12	77	
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LINE 300	(FLIGHT 5)												
A 147 D	30	20	34	28	22	20	20	9	3	61	16	40	
B 154 T	327	102	450	207	471	253	108	0	17	22	1	16	
C 156 E	81	26	184	91	215	99	64	8	21	40	1	32	
E 165 B	3	5	8	7	10	3	6	0	3	106	19	75	
F 218 E	8	3	7	4	5	2	24	42	1	125	86	78	
G 228 E	9	7	7	7	5	5	11	37	1	136	77	90	
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LINE 310	(FLIGHT 5)												
A 356 T	52	16	88	22	84	28	90	0	18	37	1	29	
B 352 D	43	21	23	21	21	8	29	12	8	63	2	50	
C 349 D	23	4	17	20	13	16	34	23	16	76	1	64	
D 340 T	34	3	61	3	64	9	709	4	29	55	1	49	
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LINE 311	(FLIGHT 37)												
A 81 D	16	3	18	4	27	4	90	0	9	69	3	52	
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LINE 320	(FLIGHT 5)												
A 402 B	25	16	12	34	11	33	11	9	4	73	10	52	

\* 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.