

065

365 NPI NORTH PIEMAN

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 320	(FLIGHT 5)												
B 406 B	54	17	87	37	76	39	63	0	18	40	1	31	
C 416 D	47	3	69	6	67	9	591	7	36	57	1	52	
D 423 B	9	1	20	4	15	5	136	22	9	96	3	78	
E 427 T	26	5	34	9	33	8	97	14	10	76	2	62	
F 437 D	9	10	9	13	4	9	7	16	1	74	74	35	
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LINE 330	(FLIGHT 5)												
A 620 G	208	53	391	92	407	122	178	3	48	30	1	27	
B 612 T	209	110	391	178	333	178	67	0	19	25	1	18	
C 608 T	128	16	206	32	207	46	347	0	43	22	1	18	
D 603 D	44	17	57	22	47	24	53	28	9	80	2	67	
E 590 B	5	2	7	3	8	2	28	51	3	124	18	95	
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LINE 340	(FLIGHT 5)												
A 664 G	16	2	15	5	14	3	102	24	7	112	4	92	
B 672 B?	51	140	316	288	174	247	16	0	6	44	5	29	
C 673 G	183	140	332	294	183	256	34	0	8	23	2	13	
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LINE 350	(FLIGHT 5)												
A 848 D	16	3	7	4	7	4	71	34	4	110	10	87	
B 841 B	23	2	32	4	32	5	300	30	7	100	3	83	
D 837 G	19	9	12	21	36	11	15	10	10	59	2	46	
E 835 B	34	20	41	24	36	22	27	6	6	55	4	40	
F 832 D	18	5	33	23	23	21	31	3	3	64	15	41	
G 824 B	7	4	14	6	12	5	20	38	4	121	10	97	
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LINE 360	(FLIGHT 5)												
A 901 B	0	3	9	3	2	1	8	47	1	113	122	62	
B 929 B	4	3	5	6	4	4	8	23	1	71	72	31	
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LINE 370	(FLIGHT 5)												
A 1045 B	4	6	5	12	0	8	4	16	1	70	157	26	
B 1040 D	27	12	58	28	48	28	37	15	5	70	6	53	

\* 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.