

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
LINE 390	(FLIGHT 5)												
A 1233 B?	2	5	1	6	0	5	2	22	1	74	1011	0	
LINE 400	(FLIGHT 7)												
A 309 D	1563	1556	7	1	7	1557	2	0	17	115	1	96	
B 307 B	1	0	7	2	9	1	272	66	14	147	2	124	
C 290 ?	0	7	4	9	0	6	1	0	1	85	158	36	
D 289 B?	0	7	4	9	2	6	4	13	1	49	978	0	
LINE 410	(FLIGHT 7)												
A 363 D	13	10	27	15	22	20	19	5	5	71	7	51	
B 364 D	13	10	27	15	22	20	19	17	3	89	21	63	
LINE 420	(FLIGHT 7)												
A 545 B	11	4	16	6	15	8	47	3	11	85	3	63	
D 529 S?	6	6	0	7	0	5	1	0	2	129	442	0	
LINE 430	(FLIGHT 7)												
A 625 B	5	2	5	3	6	3	16	48	2	158	27	122	
LINE 440	(FLIGHT 7)												
A 702 B	6	2	7	6	9	8	15	9	3	93	27	61	
LINE 450	(FLIGHT 7)												
A 820 D	2	3	5	2	3	3	6	27	1	112	144	56	
B 821 D?	3	3	5	2	3	3	11	29	1	112	72	67	
C 834 D	36	18	37	16	36	21	35	19	3	90	15	67	
D 861 D	13	13	20	22	11	19	10	5	2	62	31	32	
LINE 460	(FLIGHT 7)												
B 974 D	8	6	10	4	11	5	16	20	2	97	55	58	
C 965 B	3	1	2	1	3	3	15	57	3	156	47	101	
D 933 D	13	8	15	14	11	14	15	7	2	65	48	30	
LINE 470	(FLIGHT 7)												
A 1015 S?	2	8	6	14	0	10	2	0	1	30	187	0	
C 1050 D	12	6	10	8	9	8	19	13	2	89	37	56	
LINE 480	(FLIGHT 7)												
B 1172 B?	7	11	4	13	3	9	4	0	1	45	238	0	

\* 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.