

068

153069

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	COND MHOS	DEPTH* M	COND MHOS	DEPTH M	RESIS OHM-M	DEPTH M		
LINE 1110 (FLIGHT 36)													
A 1458 B		4	4	5	10	3	4	5	19	2	101	33	70
[REDACTED]													
[REDACTED]													
[REDACTED]													
LINE 1120 (FLIGHT 36)													
A 1486 B		15	31	28	72	8	38	5	0	2	28	41	3
[REDACTED]													
LINE 1130 (FLIGHT 36)													
A 1782 D		12	12	26	28	11	17	10	0	3	50	20	26
[REDACTED]													
LINE 1140 (FLIGHT 36)													
A 1824 B		4	3	7	7	2	5	9	20	2	83	58	44
B 1895 T		8	7	23	15	20	13	14	0	5	54	7	34
C 1913 E		4	1	30	11	22	15	39	30	4	119	12	93
D 1916 P		12	9	42	19	24	26	25	15	7	67	4	52
E 1935 P		5	15	22	36	7	24	5	9	2	51	32	24
F 1938 P		5	7	11	11	5	9	7	27	2	72	34	43
LINE 1150 (FLIGHT 36)													
A 2038 B		4	3	6	5	5	3	8	27	2	98	36	65
B 2028 P		0	4	9	12	3	6	3	8	1	55	95	16
C 2021 P		3	1	10	3	8	5	28	47	5	111	9	88
D 2000 B		3	2	8	2	5	3	24	17	3	73	22	43
LINE 1160 (FLIGHT 36)													
C 2165 B?		3	1	5	3	3	2	18	44	1	94	120	44
F 2184 B		6	2	10	3	9	2	36	44	3	129	18	99
G 2192 P		6	1	26	1	23	2	223	24	17	91	1	81
J 2215 B?		0	7	0	7	0	4	7	23	1	40	949	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.