

ANOMALY/ FID/INTERP	COAXIAL 900 HZ		COPLANAR 900 HZ		COPLANAR 385 HZ		VERTICAL DIKE	COND DEPTH* M	HORIZONTAL CONDUCTIVE SHEET		CONDUCTIVE EARTH	
	PPM	PPM	PPM	PPM	PPM	PPM			MHOS	M	MHOS	M
LINE 2370	(FLIGHT	42)										
A 813 S	3	21	4	51	1	21	1	0	1	8	341	0
B 855 G?	4	4	4	9	2	4	5	31	1	67	129	26
C 864 G	4	5	4	10	2	5	4	24	1	77	118	34
LINE 2380	(FLIGHT	42)										
A 1168 B	4	10	5	21	1	9	2	11	1	35	251	0
B 1152 G	4	7	5	14	2	5	3	20	1	68	91	31
LINE 2390	(FLIGHT	42)										
A 1321 B	4	8	5	13	0	6	3	24	1	45	340	5
B 1342 H	5	8	5	18	2	8	3	0	1	43	87	8
LINE 2400	(FLIGHT	42)										
A 1657 B?	3	9	4	19	0	8	2	18	1	46	371	8
B 1655 B	2	4	4	18	2	8	2	9	1	50	167	10
C 1645 S?	4	12	5	16	2	6	3	0	1	35	285	0
LINE 2410	(FLIGHT	42)										
B 1760 B	5	13	6	19	2	8	3	8	1	46	226	7
C 1783 G	3	5	8	22	3	8	4	10	1	54	107	17
LINE 2420	(FLIGHT	42)										
A 2083 B	5	12	7	28	0	12	3	9	1	42	172	7
C 2071 G	5	13	10	35	4	16	3	0	1	33	92	3
D 2045 H	5	12	9	30	1	15	3	11	1	46	113	14
LINE 2430	(FLIGHT	42)										
A 2160 S	6	0	9	31	1	13	5	15	1	24	146	0
B 2162 B?	2	18	9	31	1	13	1	7	1	50	172	14
C 2167 H	4	16	9	30	3	15	3	8	1	46	93	15
D 2173 H	4	9	4	18	2	9	2	5	1	48	85	15
LINE 2440	(FLIGHT	42)										
A 2471 G	3	9	5	21	2	10	2	8	1	53	85	20
LINE 2450	(FLIGHT	42)										
A 2568 B	4	11	4	23	2	11	2	9	1	61	78	27
LINE 2460	(FLIGHT	42)										
A 2890 B	0	17	2	34	1	13	1	9	1	19	547	0
B 2887 B	0	2	2	9	1	0	7	51	1	71	981	4

* 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.