

ANOMALY/ FID/INTERP	COAXIAL 900 HZ		COPLANAR 900 HZ		COPLANAR 385 HZ		VERTICAL DIKE	HORIZONTAL SHEET		CONDUCTIVE EARTH		
	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND MHOS	DEPTH M	COND MHOS	DEPTH M	RESIS OHM-M	DEPTH M
LINE 2180	(FLIGHT 40)											
B 1627 B?	3	14	1	23	0	9	1	0	1	15	605	0
C 1606 G	1	8	5	13	3	7	2	6	1	51	85	18
LINE 2190	(FLIGHT 40)											
A 1835 B	3	7	13	22	2	12	4	0	1	44	67	10
B 1847 B	5	9	11	19	4	10	5	13	2	50	36	22
C 1853 G	4	7	10	17	4	10	4	32	1	61	54	31
LINE 2200	(FLIGHT 40)											
A 2058 G	4	7	14	15	6	10	6	19	2	53	31	25
B 2043 B	5	5	7	11	2	6	6	29	1	60	173	19
LINE 2210	(FLIGHT 40)											
B 2243 G	3	6	13	20	5	13	4	30	2	74	36	45
C 2248 G	2	0	3	13	2	5	3	34	2	70	31	41
D 2257 G	6	12	9	26	3	13	4	15	1	64	76	30
E 2258 B	6	12	9	26	3	13	4	10	1	46	123	12
LINE 2220	(FLIGHT 40)											
A 2452 S	5	9	6	17	1	7	4	3	1	38	123	3
LINE 2230	(FLIGHT 40)											
A 2704 S	2	5	4	11	0	5	3	10	1	44	230	2
LINE 2270	(FLIGHT 41)											
A 403 B	2	11	1	12	0	6	1	14	1	46	924	0
B 406 B	2	7	6	17	0	8	2	9	1	43	294	1
LINE 2280	(FLIGHT 41)											
A 549 E	4	10	8	19	2	9	3	13	1	68	137	28
LINE 2290	(FLIGHT 41)											
A 748 S	3	4	2	9	0	4	3	0	1	23	514	0
B 787 B?	2	14	2	26	0	11	1	5	1	43	881	0
LINE 2300	(FLIGHT 41)											
A 987 G	4	7	3	15	1	6	3	4	1	47	147	9
LINE 3000	(FLIGHT 46)											
B 323 B	2	7	3	17	1	7	1	15	1	57	93	25

* 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.