

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 2491	(FLIGHT 47)											
A 1324 G	3	3	4	11	1	6	4	24	1	61	61	26
LINE 2501	(FLIGHT 47)											
A 1584 B	2	7	5	18	2	8	2	0	1	47	57	14
LINE 2511	(FLIGHT 44)											
A 989 G	2	7	5	17	2	7	2	15	1	58	81	25
B 1004 G	3	6	5	12	2	6	3	23	1	69	62	34
C 1008 B	5	13	8	25	1	11	3	2	1	37	127	4
LINE 2520	(FLIGHT 44)											
A 1479 G	2	6	5	14	2	5	2	17	1	61	89	26
B 1465 G	3	6	5	13	2	6	3	23	1	66	70	31
LINE 2530	(FLIGHT 44)											
A 1583 B	4	7	7	20	2	9	3	18	1	49	136	14
LINE 2550	(FLIGHT 44)											
A 1941 S	3	10	4	17	1	7	2	0	1	37	140	1
B 1951 G	3	7	6	13	2	6	3	17	1	67	85	30
C 1961 B?	2	16	2	26	1	11	1	0	1	28	311	0
D 1996 B?	0	11	0	21	0	8	1	5	1	25	701	0
LINE 2560	(FLIGHT 44)											
A 2153 G	3	5	7	12	3	5	4	23	1	67	71	31
LINE 2570	(FLIGHT 44)											
A 2239 B	3	10	4	16	2	7	2	5	1	48	122	13
LINE 2580	(FLIGHT 44)											
A 2440 G	4	17	9	37	3	17	2	4	1	53	130	18
LINE 2590	(FLIGHT 44)											
A 2509 B	3	6	1	6	0	3	3	21	1	50	231	7
B 2519 G	4	4	6	11	1	7	5	35	1	69	127	30
LINE 2600	(FLIGHT 44)											
LINE 2610	(FLIGHT 44)											
A 2810 B	3	8	3	12	1	6	2	14	1	53	149	15

* 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.