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PROJECT REPORT OF THE FAIRBANKS AND RICHARDSON MINING DISTRICTS

by

Douglas L. McConnell
WGM Inc., DIGHEM Survey
Mississauga, Ontario

April 1995

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WGM INC., DIGHEM SURVEY

OF

FAIRBANKS AND RICHARDSON AREAS

FOR

STATE OF ALASKA

DEPARTMENT OF NATURAL RESOURCES

DIVISION OF GEOLOGICAL & GEOPHYSICAL SURVEYS

Quadrangles: Big Delta D-6; Circle A-6; Fairbanks D-1/D-2/D-3;
Livengood A-1/A-2/A-3; Big Delta A-5/A-6/B-5/B-6

Mississauga, Ontario
January 30, 1995

Douglas L. McConnell, P.Eng.
Geophysicist

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SUMMARY

This report describes the logistics and results of a DIGHEM^V airborne geophysical survey carried out under contract to WGM Inc., Mining and Geological Consultants, for the State of Alaska, Department of Natural Resources, Division of Geological & Geophysical Surveys over two areas in the Fairbanks and Richardson Mining Districts. Total coverage of the survey blocks amounted to 3,346 line miles (5,385 km). The survey was flown from August 8 to August 20, 1994.

The purpose of the survey was to detect zones of conductive mineralization and to provide information that could be used to map the geology and structure of the survey areas. This was accomplished by using a DIGHEM^V multi-coil, multi-frequency electromagnetic system, supplemented by a high sensitivity cesium magnetometer and a four-channel VLF receiver. The information from the electromagnetic and magnetic sensors was processed to produce maps which display the magnetic and conductive properties of the survey areas. A GPS electronic navigation system, utilizing a UHF link, ensured accurate positioning of the geophysical data with respect to the base maps. Visual flight path recovery techniques were used to confirm the location of the helicopter where visible topographic features could be identified on the ground.

Several bedrock conductors and numerous weak or broad conductive zones that may be of interest for exploration were detected in the Fairbanks and Richardson areas. Many previously undetected structural breaks and contacts have been defined by the total

field magnetics and resistivity maps. The resistivity maps also provide information on the thickness and distribution of fluvial sediments in the survey areas.

There are a number of known mineral occurrences and also three newly discovered deposits in the survey areas. Geophysical signatures of these known occurrences and deposits may be determined from this data and used to identify new areas of interest.

Areas of interest may be assigned priorities on the basis of supporting geophysical, geochemical and/or geological information. After initial investigations have been carried out, it may be necessary to re-evaluate the remaining anomalies based on information acquired from the follow-up program.

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INTRODUCTION

A DIGHEM^V electromagnetic/resistivity/magnetic/VLF survey was flown under contract to WGM Inc., Mining and Geological Consultants, for the State of Alaska, Department of Natural resources, Division of Geological & Geophysical Surveys over the Fairbanks and Richardson Mining Districts, Alaska. The surveys were flown from August 8 to August 20, 1994. The Fairbanks survey area can be located on Quadrangles: Big Delta D-6, 1975; Circle A-6, 1954; Fairbanks D-1/D-2, 1975, D-3, 1972; Livengood A-1, 1952, A-2/A-3, 1975. The Richardson survey area can be located on Quadrangles: Big Delta A-5, 1975, A-6, 1949, B-5/B-6, 1975. Table 1-1 gives the details of the survey blocks.

Table 1-1 Details of the Survey Blocks

Area	Mileage - miles (km)			Line Direction	Line Numbers
	Traverse	Tie-lines	Total		
Fairbanks W.	938(1509)	79(128)	1017(1637)	135°	10011 - 10821
Fairbanks E.	1537(2474)	133(214)	1670(2688)	0°	20010 -21220
Richardson	609(980)	50(80)	659(1060)	0°	30010.-30770

The survey employed the DIGHEM^V electromagnetic system. Ancillary equipment consisted of a magnetometer, radar altimeter, video camera, analog and digital recorders, a VLF receiver and an electronic navigation system. Details on the survey equipment

are given in Section 2. Section 2 also provides details on the data channels, their respective sensitivities, and the navigation/flight path recovery procedure.

LOCATION INDEX

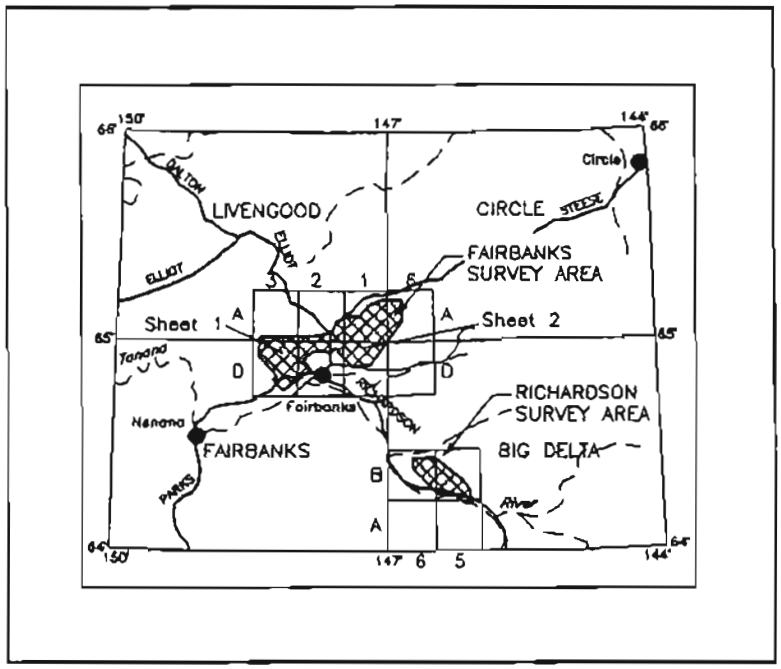

FIGURE 1-1
LOCATION MAP OF THE SURVEY AREAS

SURVEY EQUIPMENT

The instrumentation was installed in an Aerospatiale AS350B turbine helicopter (Registration N162EH) which was provided by ERA Helicopters Ltd. The helicopter flew at an average airspeed of 70 mph (110 km/h) with an EM bird height of approximately 30 m.

Electromagnetic System

Model:	DIGHEM^V
Type:	Towed bird, symmetric dipole configuration operated at a nominal survey altitude of 30 metres. Coil separation is 8 metres for 900 Hz, 5000 Hz and 7200 Hz, and 6.3 metres for the 56,000 Hz coil-pair.
Coil orientations/frequencies:	coaxial / 900 Hz coplanar / 900 Hz coaxial / 5,000 Hz coplanar / 7,200 Hz coplanar / 56,000 Hz
Channels recorded:	5 inphase channels 5 quadrature channels 5 monitor channels
Sensitivity:	0.1 ppm at 900 Hz 0.2 ppm at 5,000 Hz 0.2 ppm at 7,200 Hz 0.5 ppm at 56,000 Hz
Sample rate:	10 per second

The electromagnetic system utilizes a multi-coil coaxial/coplanar technique to energize conductors in different directions. The coaxial coils are vertical with their axes in the flight direction. The coplanar coils are horizontal. The secondary fields are sensed simultaneously by means of receiver coils which are maximum coupled to their respective transmitter coils. The system yields an inphase and a quadrature channel from each transmitter-receiver coil-pair.

The EM system was calibrated for phase at the beginning of each day of operation. Gain calibrations were made at the start of flying, and checked at the end of flying for each of the three blocks on which the EM system was utilized. Additional gain calibrations were made after any maintenance to the EM system.

The gain calibration was performed by inducing a 100 ppm signal into the system for each frequency using a calibrated coil, which was held externally to the EM bird. A corresponding reading in ppm was then obtained from the EM data acquisition system.

The phase calibration used a ferrite rod, which was held externally to the EM bird, that produced a negative deflection on the inphase electromagnetic parameter, but no deflection on the quadrature parameter. The phase was adjusted until no deflection was apparent on the quadrature EM parameter.

Magnetometer Sensor

Model:	Scintrex CS2
Type:	Optically pumped Cesium vapour
Sensitivity:	0.01 nT
Sample rate:	10 per second

The magnetometer sensor is towed in a bird 20 m below the helicopter.

Magnetic Base Station

Model:	Scintrex MP-3
Type:	Digital recording proton precession
Sensitivity:	0.10 nT
Sample rate:	0.2 per second

A digital recorder is operated in conjunction with the base station magnetometer to record the diurnal variations of the earth's magnetic field. The clock of the base station is synchronized with that of the airborne system to permit subsequent removal of diurnal drift.

VLF System

Manufacturer:	Herz Industries Ltd.	
Type:	Totem-2A	
Sensitivity:	0.1%	
Stations:	Seattle, Washington;	NLK,24.8 kHz
	Annapolis, Maryland;	NSS, 21.4 kHz
	Cutler, Maine;	NAA,24.0 kHz
	Lualualei, Hawaii;	NPM,23.4 kHz

The VLF receiver measures the total field and vertical quadrature components of the secondary VLF field. Signals from two separate transmitters can be measured simultaneously. The VLF sensor is housed in the same bird as the magnetic sensor, and is towed 20 m below the helicopter.

Radar Altimeter

Manufacturer:	Honeywell/Sperry
Type:	AA 220
Sensitivity:	1 ft

The radar altimeter measures the vertical distance between the helicopter and the ground. This information is used in the processing algorithm which determines conductor depth.

Analog Recorder

Manufacturer: RMS Instruments

Type: DGR33 dot-matrix graphics recorder

Resolution: 4x4 dots/mm

Speed: 1.5 mm/sec

The analog profiles are recorded on chart paper in the aircraft during the survey. Table 2-1 lists the geophysical data channels and the vertical scale of each profile.

Digital Data Acquisition System

Manufacturer: RMS Instruments

Type: DGR 33

Tape Deck: RMS TCR-12, 6400 bpi, tape cartridge recorder

The digital data are used to generate several computed parameters. Both measured and computed parameters are plotted as "multi-channel stacked profiles" during data processing. These parameters are shown in Table 2-2. In Table 2-2, the log resistivity scale of 0.06 decade/mm means that the resistivity changes by an order of magnitude in 16.6 mm. The resistivities at 0, 33 and 67 mm up from the bottom of the digital profile are respectively 1, 100 and 10,000 ohm-m.

Table 2-1. The Analog Profiles

Channel Name	Parameter	Scale units/mm	Designation on digital profile
1X9I	coaxial inphase (900 Hz)	2.5 ppm	CXI (900 Hz)
1X9Q	coaxial quad (900 Hz)	2.5 ppm	CXQ (900 Hz)
3P9I	coplanar inphase (900 Hz)	2.5 ppm	CPI (900 Hz)
3P9Q	coplanar quad (900 Hz)	2.5 ppm	CPQ (900 Hz)
2P7I	coplanar inphase (7200 Hz)	5 ppm	CPI (7200 Hz)
2P7Q	coplanar quad (7200 Hz)	5 ppm	CPQ (7200 Hz)
4X7I	coaxial inphase (5000 Hz)	5 ppm	CXI (5000 Hz)
4X7Q	coaxial quad (5000 Hz)	5 ppm	CXQ (5000 Hz)
5P5I	coplanar inphase(56000 Hz)	10 ppm	CPI (56 kHz)
5P5Q	coplanar quad (56000 Hz)	10 ppm	CPQ (56 kHz)
ALTR	altimeter	3 m	ALT
MAG1	magnetics, coarse	20 nT	MAG
CMGF	magnetics, fine	2.0 nT	
VF1T	VLF-total: primary stn.	2%	VLF1T
VF1Q	VLF-quad: primary stn.	2%	VLF1Q
VF2T	VLF-total: secondary stn.	2%	VLF2T
VF2Q	VLF-quad: secondary stn.	2%	VLF2Q
CXSP	coaxial sferics monitor		CXS
3XSP	coaxial sferics monitor		
3PSP	coplanar sferics monitor		
CXPL	coaxial powerline monitor		CXP
3PPL	coplanar powerline monitor		

Table 2-2. The Digital Profiles

Channel Name (Freq)	Observed parameters	Scale units/mm
MAG	magnetics	10 nT
ALT	bird height	6 m
CXI (900 Hz)	vertical coaxial coil-pair inphase	2 ppm
CXQ (900 Hz)	vertical coaxial coil-pair quadrature	2 ppm
CPI (900 Hz)	horizontal coplanar coil-pair inphase	2 ppm
CPQ (900 Hz)	horizontal coplanar coil-pair quadrature	2 ppm
CXI (5000 Hz)	vertical coaxial coil-pair inphase	4 ppm
CXQ (5000 Hz)	vertical coaxial coil-pair quadrature	4 ppm
CPI (7200 Hz)	horizontal coplanar coil-pair inphase	4 ppm
CPQ (7200 Hz)	horizontal coplanar coil-pair quadrature	4 ppm
CPI (56 kHz)	horizontal coplanar coil-pair inphase	10 ppm
CPQ (56 kHz)	horizontal coplanar coil-pair quadrature	10 ppm
CXS	coaxial sferics monitor	
CXP	coaxial powerline monitor	
	Computed Parameters	
DFI (900 Hz)	difference function inphase from CXI and CPI	2 ppm
DFQ (900 Hz)	difference function quadrature from CXQ and CPQ	2 ppm
RES (900 Hz)	log resistivity	.06 decade
RES (7200 Hz)	log resistivity	.06 decade
RES (56 kHz)	log resistivity	.06 decade
DP (900 Hz)	apparent depth	6 m
DP (7200 Hz)	apparent depth	6 m
DP (56 kHz)	apparent depth	6 m
CDT	conductance	1 grade

Tracking Camera

Type: Panasonic Video

Model: AG 2400/WVCD132

Fiducial numbers are recorded continuously and are displayed on the margin of each image. This procedure ensures accurate correlation of analog and digital data with respect to visible features on the ground.

Navigation System (RT-DGPS)

Model:	Sercel NR106, Real-time differential positioning
Type:	SPS (L1 band), 10-channel, C/A code, 1575.42 MHz.
Sensitivity:	-132 dBm, 0.5 second update
Accuracy:	< 5 metres in differential mode, ± 50 metres in S/A (non differential) mode

The Global Positioning System (GPS) is a line of sight, satellite navigation system which utilizes time-coded signals from at least four of the twenty-four NAVSTAR satellites. In the differential mode, two GPS receivers are used. The base station unit is used as a reference which transmits real-time corrections to the mobile unit in the aircraft, via a UHF radio datalink. The on-board system calculates the flight path of the helicopter while providing real-time guidance. The raw XYZ data are recorded for both

receivers, thereby permitting post-survey processing for accuracies of approximately 2 metres.

Although the base station receiver is able to calculate its own latitude and longitude, a higher degree of accuracy can be obtained if the reference unit is established on a known benchmark or triangulation point. The GPS records data relative to the WGS84 ellipsoid, which is the basis of the revised North American Datum (NAD83). Conversion software is used to transform the WGS84 coordinates to the system displayed on the base maps.

Field Workstation

Manufacturer: Dighem

Model: FWS: V2.41

Type: 80386 based P.C.

A portable PC-based field workstation is used at the survey base to verify data quality and completeness. Flight tapes are dumped to a hard drive to permit the creation of a database. This process allows the field operators to display both the positional (flight path) and geophysical data on a screen or printer.

PRODUCTS AND PROCESSING TECHNIQUES

The following products are available from the survey data. Products which are not part of the survey contract may be acquired later from WGM, Dighem or through the State of Alaska. Refer to Table 3-1 for a summary of the products which accompany this report. Most parameters can be displayed as contours, profiles, or in color.

Base Maps

Base maps of the survey area have been produced from published topographic maps. The maps used were quadrangles; Big Delta D-6, 1975; A-5, 1975, A-6, 1949, B-5/B-6, 1975; Circle A-6, 1954; Fairbanks D-1/D-2, 1975, D-3, 1972; Livengood A-1, 1952, A-2/A-3, 1975.

Electromagnetic Anomalies

Anomalous electromagnetic responses were selected and analysed by computer to provide preliminary electromagnetic anomaly maps. These preliminary maps were used by the geophysicist, in conjunction with the computer-generated digital profiles, to produce the final interpreted EM anomalies, which appear on the "Total Field Magnetics and EM Anomalies" maps. These maps include bedrock, surficial and cultural conductors.

Table 3-1 Products which Accompany this Report

Map Product	Map Index Number		
	Fairbanks W.	Fairbanks E.	Richardson
Total field magnetics and EM anomalies (3-color offset prints)	RI 95-4	RI 95-4	RI 95-9
Flight lines	PDF95-3	PDF95-3	PDF95-7
900 Hz coplanar resistivity (transparencies)	PDF95-4	PDF95-4	PDF95-8
7200 Hz coplanar resistivity (transparencies)	PDF95-5	PDF95-5	PDF95-9
Filtered VLF (transparencies)	NR	NR	NR
Total field magnetics and EM anomalies (transparencies)	PDF95-6	PDF95-6	PDF95-10
CD-ROM archive	PDF95-11	PDF95-11	PDF95-11
Stacked Profiles (transparencies)	*	*	*

* - No number
NR - Not requested, but can be produced on request
RI - Report of Investigations
PDF - Public Data File
All map products and profiles are at a scale of 1:63,360.

Also provided to the State of Alaska:
Color shadow total field magnetics (4 sets)
Color 7200 Hz coplanar resistivity (4 sets)
Color 900 Hz coplanar resistivity (4 sets)
Color total field magnetics (4 sets)
CD-ROM ASCII Archive (4 copies)
Differential resistivity sections of selected lines
All original materials; flight logs, flight path videos, analog records and calibration records.

Resistivity

The apparent resistivity in ohm-m was generated from the inphase and quadrature EM components for the 900 Hz, 7,200 Hz and 56,000 Hz, using a pseudo-layer halfspace model. The 56,000 Hz was not a deliverable under the terms of the survey agreement. The maximum resistivity value, which is calculated for each frequency, is approximately 1.15 times the numerical value of the frequency. This cutoff eliminates the meaningless higher resistivities which would result from very small EM amplitudes.

Total Field Magnetics

The aeromagnetic data are corrected for diurnal variation using the magnetic base station data and by manually making corrections on the basis of tie line intercepts and visual analysis on the I-POWER VISION Imaging Workstation. The IGRF variation was removed from the data for the Richardson Area. The IGRF correction consisted of a 1st order polynomial surface which increased 2.7 nT along a 52^0 azimuth for a maximum difference of 50 nt from southwest to northeast.

A trend removed magnetic map was produced for the Fairbanks area. It was found that a first order polynomial surface which increased 2.9 nT along a 52^0 azimuth

for a maximum difference of 191 nt from southwest to northeast resulted in a more appropriate gradient removal than the calculated IGRF value for the area.

The total field magnetic data have been presented as contours on the base maps using a contour interval of 5 nT where gradients permit. The maps show the magnetic properties of the rock units underlying the survey area.

VLF

VLF results were obtained from the transmitting stations at Cutler, Maine (NAA - 24.0 kHz), Seattle, Washington (NLK - 24.8 kHz), Annapolis, Maryland (NSS - 21.4 kHz), and Lualualei, Hawaii (NPM - 23.4 kHz). The VLF data was not required as a deliverable under the terms of the survey agreement.

The VLF data can be digitally filtered to remove long wavelengths such as those caused by variations in the transmitted field strength.

Multi-channel Stacked Profiles

Distance-based profiles of the digitally recorded geophysical data are generated and plotted by computer. These profiles also contain the calculated parameters which are

used in the interpretation process. These are produced as worksheets prior to interpretation, and are presented in the final corrected form after interpretation. The profiles are presented on transparent medium from which prints can be made at a scale of 1:63,360.

Contour, Color and Shadow Map Displays

The geophysical data are interpolated onto a regular grid using a modified Akima spline technique. The resulting grid is suitable for generating contour maps of excellent quality.

Color maps are produced by interpolating the grid down to the pixel size. The parameter is then incremented with respect to specific amplitude ranges to provide color "contour" maps. Colour maps of the total magnetic field are particularly useful in defining the lithology of the survey area.

Shadow maps are generated by employing an artificial sun to cast shadows on a surface defined by the geophysical grid. These are combined with the color magnetic grids to produce shadowed colour total field magnetic maps.

Conductivity-depth Sections

Differential conductivity depth sections for selected lines were delivered to the State of Alaska. The apparent resistivities for all coplanar frequencies are displayed simultaneously as colored conductivity-depth sections, which portray a smoothed approximation of the true resistivity distribution with depth.

The resistivity data are derived from the pseudo-layer halfspace model. The apparent resistivity for each frequency is plotted at the depth of the centroid of the inphase current flow*.

The Sengpiel method is most useful in conductive layered situations, but may be unreliable in areas of moderate to high resistivity where signal amplitudes are weak. In areas where inphase responses have been suppressed by the effects of magnetite, the computed resistivities shown on the sections may be unreliable.

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* Approximate Inversion of Airborne EM Data from Multilayered Ground: Sengpiel, K.P., Geophysical Prospecting 36, 446-459, 1988.

Table 4-1

EM Anomaly Statistics

Fairbanks West

CONDUCTOR GRADE	CONDUCTANCE RANGE SIEMENS (MHOS)	NUMBER OF RESPONSES
7	>100	2
6	50 - 100	6
5	20 - 50	25
4	10 - 20	40
3	5 - 10	65
2	1 - 5	264
1	<1	383
*	INDETERMINATE	248
TOTAL		1033

CONDUCTOR MODEL	MOST LIKELY SOURCE	NUMBER OF RESPONSES
D	DISCRETE BEDROCK CONDUCTOR	19
B	DISCRETE BEDROCK CONDUCTOR	28
H	ROCK UNIT OR THICK COVER	602
E	EDGE OF WIDE CONDUCTOR	1
M	MAGNETITE	14
L	CULTURE	369
TOTAL		1033

(SEE EM MAP LEGEND FOR EXPLANATIONS)

Table 4-2

EM Anomaly Statistics

Fairbanks East

CONDUCTOR GRADE	CONDUCTANCE RANGE SIEMENS (MHOS)	NUMBER OF RESPONSES
7	>100	0
6	50 - 100	1
5	20 - 50	20
4	10 - 20	38
3	5 - 10	61
2	1 - 5	267
1	<1	555
*	INDETERMINATE	512
TOTAL		1454

CONDUCTOR MODEL	MOST LIKELY SOURCE	NUMBER OF RESPONSES
D	DISCRETE BEDROCK CONDUCTOR	128
B	DISCRETE BEDROCK CONDUCTOR	84
H	ROCK UNIT OR THICK COVER	986
E	EDGE OF WIDE CONDUCTOR	7
M	MAGNETITE	43
L	CULTURE	206
TOTAL		1454

(SEE EM MAP LEGEND FOR EXPLANATIONS)

Table 4-3

EM Anomaly Statistics

Richardson

CONDUCTOR GRADE	CONDUCTANCE RANGE SIEMENS (MHOS)	NUMBER OF RESPONSES
7	>100	1
6	50 - 100	1
5	20 - 50	11
4	10 - 20	39
3	5 - 10	30
2	1 - 5	102
1	<1	321
*	INDETERMINATE	312
TOTAL		817

CONDUCTOR MODEL	MOST LIKELY SOURCE	NUMBER OF RESPONSES
D	DISCRETE BEDROCK CONDUCTOR	222
B	DISCRETE BEDROCK CONDUCTOR	37
H	ROCK UNIT OR THICK COVER	440
E	EDGE OF WIDE CONDUCTOR	3
M	MAGNETITE	7
L	CULTURE	108
TOTAL		817

(SEE EM MAP LEGEND FOR EXPLANATIONS)

Excellent resolution and discrimination of conductors was accomplished by using a fast sampling rate of 0.1 sec and by employing a common frequency (900 Hz) on orthogonal coil-pairs (coaxial and coplanar). The resulting "difference channel" parameters often permit differentiation of bedrock and surficial conductors, even though they may exhibit similar conductance values.

Noise levels of less than 2 ppm are generally maintained for wind speeds up to 35 km/h. Higher winds may cause the system to be grounded because excessive bird swinging produces difficulties in flying the helicopter. The swinging results from the 5 m^2 of area which is presented by the bird to broadside gusts.

In the vicinity of the city of Fairbanks, the helicopter was forced to exceed normal terrain clearance for reasons of safety. It is possible that some weak conductors may have escaped detection in areas where the bird height exceeded 120 m.

The combination of a relatively wide line spacing (¼ mile) and low survey altitude (100 feet for the EM bird, 130 feet for the magnetometer) has produced high frequency responses from geological and cultural sources along the survey line direction which do not correlate well from line to line. This is particularly obvious in the Richardson area where it is further exaggerated as many geological and cultural trends strike at angles to the flight line direction and are broken up by the gridding procedure into a series of

single-line closures on the contour maps. This affects the aesthetic quality of the maps, but not the validity of the data.

Anomalies which occur near the ends of the survey lines (i.e., outside the survey area), should be viewed with caution. Some of the weaker anomalies could be due to aerodynamic noise, i.e., bird bending, which is created by abnormal stresses to which the bird is subjected during the climb and turn of the aircraft between lines. Such aerodynamic noise is usually manifested by an anomaly on the coaxial inphase channel only, although severe stresses can affect the coplanar inphase channels as well.

The EM anomalies resulting from this survey appear to fall within one of four general categories. The first type consists of discrete, well-defined anomalies which yield marked inflections on the difference channels. These anomalies are usually attributed to conductive sulphides or graphite and are generally given a "B" or "D" interpretive symbol, denoting a bedrock source.

The second class of anomalies comprises moderately broad responses which exhibit the characteristics of a half space and do not yield well-defined inflections on the difference channels. Anomalies in this category are usually given an "S" or "H" interpretive symbol. The lack of a difference channel response usually implies a broad or flat-lying conductive source such as overburden. In the Fairbanks and Richardson

survey areas, many of these anomalies may reflect flat-lying conductive rock units or water saturated material beneath permafrost.

The third class consists of cultural anomalies which are usually given the symbol "L" or "L?". Due to the numerous cultural features in the survey areas, any interpreted conductors which occur in close proximity to cultural sources, should be confirmed as bedrock conductors prior to drilling.

The fourth class of anomaly consists of negative inphase responses which are indicative of magnetite. These are represented by triangles on the total field magnetics and EM anomaly maps.

In areas where EM responses are evident primarily on the quadrature components, zones of poor conductivity are indicated. Where these responses are coincident with magnetic anomalies, it is possible that the inphase component amplitudes have been suppressed by the effects of magnetite. Most of these poorly-conductive magnetic features give rise to resistivity anomalies which are only slightly below background. If it is expected that poorly-conductive economic mineralization may be associated with magnetite-rich units, most of these weakly anomalous features will be of interest. In areas where magnetite causes the inphase components to become negative, the apparent conductance and depth of EM anomalies may be unreliable.

The effects of conductive overburden are evident over portions of the survey areas. Although the difference channels (DFI and DFQ) are extremely valuable in detecting bedrock conductors which are partially masked by conductive overburden, sharp undulations in the bedrock/overburden interface can yield anomalies in the difference channels which may be interpreted as possible bedrock conductors. Such anomalies usually fall into the "S?" or "B?" classification but may also be given an "E" interpretive symbol, denoting a resistivity contrast at the edge of a conductive unit.

The "Total Field Magnetics and Electromagnetic Anomalies" maps at 1:63,360 show the anomaly locations with the interpreted conductor type, dip, conductance and depth being indicated by symbols. Direct magnetic correlation is also shown if it exists.

The magnetic results, in conjunction with the other geophysical parameters, should provide valuable information which can be used to effectively map the geology and structure in the survey areas.

If a specific magnetic intensity can be assigned to the rock type which is believed to host the target mineralization, it may be possible to select areas of higher priority on the basis of the total field magnetic data. This is based on the assumption that the magnetite content of the host rocks will give rise to a limited range of contour values which will permit differentiation of various lithological units.

As economic mineralization within the areas may be associated with massive to weakly disseminated sulphides, which may or may not be hosted by magnetite-rich rocks, it is difficult to assess the relative merits of EM anomalies on the basis of conductance. It is recommended that an attempt be made to compile a suite of geophysical "signatures" over areas of interest. Anomaly characteristics are clearly defined on the computer-processed geophysical data profiles which are supplied as one of the survey products.

This report is intended as a general overview only. Complete assessment and evaluation of the survey data should be carried out by qualified professionals who have access to, and can provide a meaningful compilation of, all available geophysical, geological and geochemical data in areas which are selected for follow-up.

GEOLOGY[1]

Fairbanks Survey Area

Bedrock exposed in the Fairbanks district consists of three metamorphosed stratigraphic packages, which appear to be in thrust contact. The lowermost sequence, referred to as the Fairbanks Schist, consists dominantly of brown to gray quartzite and muscovite-quartz schist with local variants containing garnet, biotite and chlorite.

[1] Most of this information is taken directly from the Appendix to the Survey Contract, which was written by ADGGS personnel.

Mineral assemblages in this 4,000 foot thick unit are indicative of greenschist facies metamorphism.

Interstratified near the center of the Fairbanks Schist is a 400 foot thick sequence consisting of interlensing felsic schist, laminated white micaceous quartzite, chloritic or actinolitic green-schist, graphitic schist, minor metabasite and metarhyolite, calc-silicate beds, banded gray marble, and significant amounts of quartzite and muscovite-quartz schist indistinguishable from the Fairbanks Schist host rocks.

This group of rocks, herein named the Cleary Sequence, appear to be largely of distal volcanogenic origin and host most of the concordant and discordant lode mineral occurrences in the district: they are also exposed upstream from most significant placer deposits.

Structurally above the Fairbanks Schist/Cleary Sequence is an interval of variable thickness containing dense banded amphibolite, tremolite marble, coarse-grained garnet muscovite schist, biotite-rich schist, micaceous calc-schist and pale green metachert.

Mineral assemblages and textural advancement in these rocks suggest they were metamorphosed in the lower amphibolite facies.

Metamorphic rocks occurring along the northern part of the district also overlie the Fairbanks Schist in presumed thrust contact, but consist of a different rock assemblage, including garnet-clinopyroxene eclogites, garnet amphibolites, black quartzite and pelitic schist.

Intrusive rocks in the district occur mainly as northeasterly-tending bodies of (1) dark, fine or medium-grained homogenous hornblende-bearing granodiorite exposed near Pedro Dome and (2) light colored, coarse-grained, multiphase porphyritic granite granodiorite present mainly on Gilmore Dome. Numerous small plutons or hypabyssal bodies of felsic to intermediate composition occur throughout the district. The plutons are also exposed upstream from most significant placer deposits. The newly discovered Ft. Knox deposit occurs in one of the intrusive complexes in the central to eastern part of the area.

Two main structural domains are present in the Fairbanks area. Local structures include small scale folds, faults, joints, shears, and "crush zones". The crush zones have a close spatial and genetic relationship to discordant gold, antimony, and arsenic mineralization in the district. In the eastern part of the area, the vein systems trend mainly N70°W. A secondary direction is N50°E. In the western part of the area most of the vein systems trend N45°E or N-S.

Richardson Survey Area

Bedrock in the Richardson District consists of metasedimentary and metaigneous rocks of Devonian (?) age that have been intruded by mid-Cretaceous plutonic rocks. The metasedimentary rocks include rocks that have reached amphibolite facies conditions, due to the fact that they occur on the south flank of a major gneiss dome centered about 25 miles north of Tenderfoot.

Metaigneous lithologies include a small metagranite in upper Buckeye Creek and metafelsic volcanics possibly equivalent to the Totatlanika Schist in the southern part of the study area south of Banner Creek.

Granite porphyry dikes and sills, with one radiometric age of 86.0 Ma, intrude along a northwest trending structural zone known as the Richardson Lineament. The granite porphyry sills in the Richardson District are the same age as the Fort Knox deposit in the Fairbanks District. Placer gold deposits and granite porphyry in every case are found downslope or downstream from this lineament (probably a major fault). The lineament trends northwestward from Tenderfoot Creek through Democrat Creek, across upper tributaries of Junction Creek, and down Shamrock Creek to Salcha River for a distance of about 40 kilometres. Other parallel lineaments may also be significant structures.

The northwest trending linear features and granite porphyry bodies should be significant geophysical targets. A magnetite skarn (?) was found near granite porphyry on Hinkley Gulch, tributary to Banner Creek, the skarn might be evident in the aeromagnetic data. Recently significant skarn mineralization was found near Fort Knox; hence similar ore deposit models exist in both the Fairbanks and Richardson districts.

DESCRIPTION OF SURVEY RESULTS

The following is a brief overview of geophysical responses in the survey areas, with reference to geological mapping. Some of the geology is unpublished at the time of writing this report. Figures 4-1 to 4-3 in the map pockets of this report show sketches which identify features that are discussed in this report.

Geophysical Signatures of Recently Discovered Deposits in the Fairbanks Area

The Fort Knox, True North and Ryan Lode deposits are recent discoveries in the Fairbanks area. The approximate locations of these deposits have been indicated on the interpretation sketch maps which are included with this report. The following briefly summarizes the geophysical signatures at the location of these discoveries, in order to aid in developing a suite of geophysical signatures that may be used in evaluating the geophysical data from this survey. More detailed geophysical surveying is likely needed

to establish the true signatures of the deposits as the ¼ mile line spacing of this survey will only define more regional features.

Ryan Lode

Flight lines 10380 and 10390 bracket the Ryan Lode deposit on the Ester Dome Road (T1N, R2W, 32). There are a number of 60 Hz emitting sources and man-made metallic objects in the vicinity which make it difficult to assess whether or not there is an EM response from the deposit itself. The deposit occurs very close to a northeast striking lineament in the magnetics and resistivity which may reflect a contact or faulted contact. An east-west lineament, which would most likely reflect faulting, can also be inferred in the vicinity of the deposit on the magnetics and resistivity maps.

Fort Knox

The Fort Knox deposit is located near the junction of Monte Cristo Creek and Melba Creek on the Eastern Fairbanks sheet (T2N, R2E, 16).

The deposit is situated in or near a localized resistivity low, corresponding to EM anomaly 20620H. Anomaly 20620H is a weak, broad anomaly that may be due to conductive fluvial sediments or talus, although a zone of disseminated sulphides or clay alteration could also cause such an anomaly. Small amplitude, less than 5 nT magnetic

anomalies can be identified on the geophysical profiles corresponding to the general location of the deposit.

Inferred structural breaks, such as F3 and F4 which are marked on the interpretation map, may be related to shearing that has been reported to be associated with the deposit.

True North

The True North deposit is located near Wiskey Gulch, to the west of the Eldorado camp (T3N, R1E, 28).

The True North deposit is situated close to a northeast trending, magnetic unit that appears as a limb of an isolated dipolar-type magnetic anomaly centered at line 20360 fiducial 4210 (M4 on the interpretation map).

An isolated resistivity low on the 7200 Hz map, corresponding to EM anomaly 20380F, occurs very near to the deposit, just to the east of the magnetic response mentioned above. The anomaly appears to be from a broad source such as overburden rather than a narrow bedrock conductor, but a zone of disseminated sulphides or clay alteration could also cause such a response.

A long conductive trend, containing axis EM8 on the interpretation map and comprising anomalies 20320B to 20460L, is situated immediately to the west and north of the deposit. This trend may reflect conductivity that is associated with a particular stratigraphic unit. It may be useful as a geophysical marker if it parallels the stratigraphy that hosts True North.

Fairbanks Survey Area

The stratigraphic strike direction as inferred from the magnetics is northeast-southwest. Numerous lineaments in the magnetics and resistivity reflect faulting which is predominantly oriented southeast, east and north. A number of faults which were inferred from the data have been indicated on the accompanying interpretation maps.

Due to the extent of human activity within the survey area, bedrock conductors should be checked on-site for man-made metallic objects before more thorough follow-up is planned. Many of the single-line magnetic anomalies may result from man-made objects as well. Where magnetic anomalies coincide with conductors which have been labelled as cultural ("L" symbol), such as 10250B and 10250C on Murphy Dome, the magnetic sources are most likely to be culture.

Cultural responses have strongly affected the resistivity in the outskirts of the city of Fairbanks. The 900 Hz is particularly susceptible to 60 Hz powerline noise but

conductive man-made metallic objects may account for many of the resistivity responses on both the 900 Hz and 7200 Hz in the vicinity of the city of Fairbanks. Also, in one area to the west of the city, there is a gap in the resistivity grid. This gap resulted because the resistivity was not calculated where the bird height exceeded 100 m, and the inphase and quadrature signals were below 3 ppm. This avoids meaningless resistivity values due to small signals in areas where the helicopter flew higher to avoid cultural objects.

The resistivity maps are dominated by responses in valleys and low-lying areas which probably reflect accumulations of fluvial sediments. In many cases, these appear to be stratigraphically or structurally controlled as they generally trend parallel to the magnetic contours.

Fairbanks West (Sheet 1)

F1 on the interpretation map is a prominent lineament on the total field magnetics, which is particularly evident in a total field magnetic shadow image. It probably reflects a faulted contact sub-parallel to the original stratigraphy.

Approximately two miles to the northwest of F1, at its southwest end, are several parallel magnetic trends flanked by resistivity lows. F1 and this conductive, magnetic trend, that appears to be related to the original stratigraphy, converge towards the

northeast, where the low resistivity trend diverges from the magnetics and follows F1. Although the resistivity low is probably due to overburden-type material, it is likely stratigraphically and structurally controlled.

Conductor axes EM1 to EM5 are situated in the northwest portion of the survey area on the west sheet. They appear to be non-magnetic. EM3 likely dips to the northwest. They may reflect graphite or non-magnetic sulphides (e.g., pyrite).

EM1 to EM5 are situated in an area with minimal surficial conductivity and are quite obvious as lows on the resistivity maps. The resistivity contours suggest that EM1 and EM2 are actually from the same source which trends sub-parallel to the line direction.

Conductor axis EM6 (anomalies 10290J-10310G) correlates with a magnetic trend that flanks a strong magnetic anomaly from a narrow, northeast striking source. Anomaly 10300H is indicative of a narrow, southeast-dipping bedrock source which is possibly magnetic. This possibility elevates the importance of the EM anomaly, as it is more likely to reflect sulphides than a non-magnetic EM anomaly.

Conductor axis EM7 is associated with an unusual isolated, double hi-low magnetic feature. The magnetic contours indicate that the sources strike northeast, and

a northeast lineament, which may be due to faulting or a faulted contact, can be inferred in between the two highs and extending some distance to the northeast and southwest.

There are a number of strong, isolated magnetic anomalies that do not conform to the overall inferred northeast stratigraphic strike direction. For example, strong isolated magnetic highs occur at line 10220 fiducial 5290, and line 10370 fiducial 3875. These appear to reflect plug-like bodies, although smaller, one-line anomalies, such as the one at line 10370 fiducial 3875, may be due to culture. This magnetic response also correlates with a cultural EM anomaly.

A well-defined low is centered at line 10230 fiducial 6120. This is situated on the south side of a high of lower absolute magnitude than the low. The signature indicates that the combined hi-low response is not a normal dipolar response, but rather may reflect a remanently magnetized, possibly plug-like body.

Fairbanks East (Sheet 2)

M1 is a well-defined magnetic trend due to a narrow magnetic bedrock unit. South of the Fort Knox deposit on Gilmore Dome it correlates with a mapped group of stratigraphic units, including impure marble (PzPcim), potassium feldspar-bearing white-schist (PzPcw) and calcareous actinolite greenschist (PzPcg). The mapped location of these units and the magnetic signature diverge to the west.

Similar to M1, M2 is a long well-defined magnetic trend. It strikes across geological boundaries indicating that it may be structurally controlled or that the geology is not detailed enough in this location.

C1 is an obvious contrast on the total field magnetics. It may be due to a contact or faulted contact, but is also possibly due to a more regional feature such as a change in the basement rocks.

The Gilmore Dome pluton is obvious on the total field magnetic map as an oval-shaped zone of inactive magnetics south and southwest of Gilmore Dome (Zone B, extending from approximately line 20450 fiducial 250 through line 20670 fiducial 1800). Within this zone, the granodiorite (Kgd), which is outlined as Zone B^1 on the interpretation map, yields a slightly higher total field magnetic response than the mapped area of quartz monzonite-granite (Kqm).

Several faults can be inferred as intersecting the pluton. F5 strikes northwest-southeast. A north-south striking fault appears sub-parallel to, and in the vicinity of, line 20550. A northeast trending fault can be inferred from the magnetics and 7,200 Hz resistivity near the eastern boundary of the pluton.

The granodiorite (Kgd) (which hosts the Fort Knox deposit) may be more extensive than what is mapped on the geology north of Gilmore Dome, based on the total

field magnetics. A zone of inactive magnetics with the same total field range as the Kgd to the south of the Gilmore Dome pluton extends from the south end of line 20561 to anomaly 20630H. This is indicated as Zone C on the interpretation map. The central magnetic low in Zone C may be due to a relatively magnetite poor zonation within the granodiorite.

The granodiorite (Kgd) in the vicinity of Pedro Dome does not yield an obvious broad inactive magnetic zone similar to the Gilmore Dome pluton. There is a ½ mile long, east-west striking, linear magnetic response (M3) within the area mapped as granodiorite at the top of Pedro Dome which is not likely due to granodiorite. The east-west tending magnetic body may be structurally controlled as east-west faults (e.g., F2) can be inferred nearby.

Zone A reflects a magnetic bedrock unit that appears to have been preferentially weathered to conductive clays. Tertiary basalts which outcrop in the area are the most likely source, but are not shown to be as extensive on the geology as they appear to be on the geophysics.

EM8 is a conductive trend on the resistivity that appears in some locations to be due to bedrock conductors. It may be of interest as it occurs near the True North deposit and could be used as a geophysical stratigraphic marker.

EM9 to EM14 may reflect graphite or non-magnetic sulphides related to contacts or faulted contacts.

Magnetite-rich units, such as those associated with EM anomalies 20755A to 20761D and 20870F, are made obvious not only by their high total field magnetic values but also by negative inphase EM responses which are denoted by the triangular anomaly symbols on the magnetics and EM map. Although these may not necessarily be of direct exploration interest, these magnetite-rich units may aid in lithological mapping.

There are many weak, broad conductors in the survey area which have been labelled as "H" or "H?" that may be of importance in exploration based on supporting geological, geochemical or ground geophysical data. In some cases such anomalies may not have been picked as anomalies at all due to their poorly defined profile shapes or low amplitudes. These will appear only as lows on the resistivity maps.

Richardson Survey Area

As in the Fairbanks area, culture has influenced the EM, resistivity and magnetic data. The trans Alaska pipeline produces both magnetic and EM anomalies near the northeast boundary of the area. Power lines and buildings near the Richardson highway in the southern portion of the survey have also produced cultural anomalies.

F1 is a prominent lineament in the magnetics, and is also supported by the resistivity. F3, F4 and F5 may be continuations of the source of F1. Several lineaments in the resistivity and magnetics which are sub-parallel to this are also included on the interpretation map (e.g., F2).

EM1 and EM2 reflect moderately conductive, probably narrow bedrock sources such as graphite. They correlate with a magnetic low and trend northeast from anomaly 30090B to 30130B, then due north from 30130B to 30130E. In the vicinity of anomaly 30100A, the conductive body appears to dip to the north. The 7,200 Hz resistivity map suggests that the source is almost continuous with that of EM3, but this would reflect a very unusual arrangement of stratigraphy and or structure.

EM3 appears to be associated with a fault which can be inferred from the magnetics (F2). This conductive trend also defines a contact with the magnetic rocks that are outlined as Zone A on the interpretation map. Similar to EM1, EM2, and EM4 to EM7, EM3 is located in a valley.

There are several curvi-linear trends that are apparent in the topography, magnetics and EM. Inferred faults F6 and F7 as indicated on the Richardson interpretation map are prominent examples of these. EM4, EM5, EM6 and possibly EM7 and EM11 are probable bedrock conductors that appear to be associated with these faults. On-site checks are recommended for EM4, EM5 and EM6 in particular, as the

valleys in which they are located also have roads in them, but no man-made metallic objects were visible on the flight path videos.

The southern portion of F7, south of F1, comprises a magnetic trend which is poorly defined due to the line spacing and direction. The trend transects a distinct, somewhat oval-shaped, but magnetically high unit. This is labelled Zone A on the interpretation map. This magnetic domain also hosts EM1, EM2 and EM9.

The broad low magnetic region in the vicinity of Richardson Highway, labelled Zone D, may reflect plutonic rocks. The irregularly shaped magnetic low zones to the north and northeast of this, Zones B and C, may reflect plutonic rocks, but rather may reflect regional variations in the magnetic basement rocks. Zone B is also characterized by relatively high resistivities. As granitic rocks tend to be resistant to weathering this supports the existence of a granitic pluton.

Zone B contains an east-west striking magnetic body of about ½ mile in length, labelled M1, which may be related to faulting. Immediately to the west of this, anomaly 30440K reflects a conductive, magnetic cultural source.

EM8 and EM10 are probable bedrock conductors that define another curvi-linear trend that is also supported by the magnetics. These parallel the boundary of Zone B.

If Zone B is a plutonic body, these conductors may be related to an alteration halo at the boundary of the pluton.

The source for the narrow bedrock-type anomalies in EM1 to EM8, EM10 and EM11 may be water saturated clay associated with shear zones. Graphite or non-magnetic sulphides are also possible explanations for the conductivity. Ground follow-up will be necessary to determine the source of these anomalies.

EM9 reflects a narrow, south dipping, bedrock source that is associated with a magnetic trend. Similar to the conductive trends EM1 to EM8, it occurs in a valley. The positive, although sporadic, magnetic correlation elevates its importance as it is more likely to be due to sulphides, but culture should be ruled-out first by an on-site check.

EM12 also appears to be related to faulting (F8) and consists of very weakly conductive questionable bedrock anomalies.

EM magnetite anomaly 30280F reflects an isolated magnetite-rich body that may also be conductive. As it is a single-line response only, its geometry is ambiguous.

As stated for the Fairbanks area, there are many weak, broad conductors in the survey area which have been labelled as "H" or "H?" that may be of importance in exploration based on supporting geological, geochemical or ground geophysical data. In

some cases such anomalies may not have been picked as anomalies at all due to their poorly defined profile shapes or low amplitudes. These will appear only as lows on the resistivity maps.

BACKGROUND INFORMATION

This section provides background information on parameters which are available from the survey data. Those which have not been supplied as survey products may be generated later from raw data on the digital archive tape.

ELECTROMAGNETICS

DIGHEM electromagnetic responses fall into two general classes, discrete and broad. The discrete class consists of sharp, well-defined anomalies from discrete conductors such as sulfide lenses and steeply dipping sheets of graphite and sulfides. The broad class consists of wide anomalies from conductors having a large horizontal surface such as flatly dipping graphite or sulfide sheets, saline water-saturated sedimentary formations, conductive overburden and rock, and geothermal zones. A vertical conductive slab with a width of 200 m would straddle these two classes.

The vertical sheet (half plane) is the most common model used for the analysis of discrete conductors. All anomalies plotted on the electromagnetic map are analyzed according to this model. The following section entitled **Discrete Conductor Analysis** describes this model in detail, including the effect of using it on anomalies caused by broad conductors such as conductive overburden.

The conductive earth (half space) model is suitable for broad conductors. Resistivity contour maps result from the use of this model. A later section entitled **Resistivity Mapping** describes the method further, including the effect of using it on anomalies caused by discrete conductors such as sulfide bodies.

Geometric interpretation

The geophysical interpreter attempts to determine the geometric shape and dip of the conductor. Figure 5-1 shows typical DIGHEM anomaly shapes which are used to guide the geometric interpretation.

Discrete conductor analysis

The EM anomalies appearing on the electromagnetic map are analyzed by computer to give the conductance (i.e., conductivity-thickness product) in Siemens (mhos) of a vertical sheet model. This is done regardless of the interpreted geometric shape of the conductor. This is not an unreasonable procedure, because the computed conductance increases as the electrical quality of the conductor increases, regardless of its true shape. DIGHEM anomalies are divided into seven grades of conductance, as shown in Table 5-1 below. The conductance in Siemens (mhos) is the reciprocal of resistance in ohms.

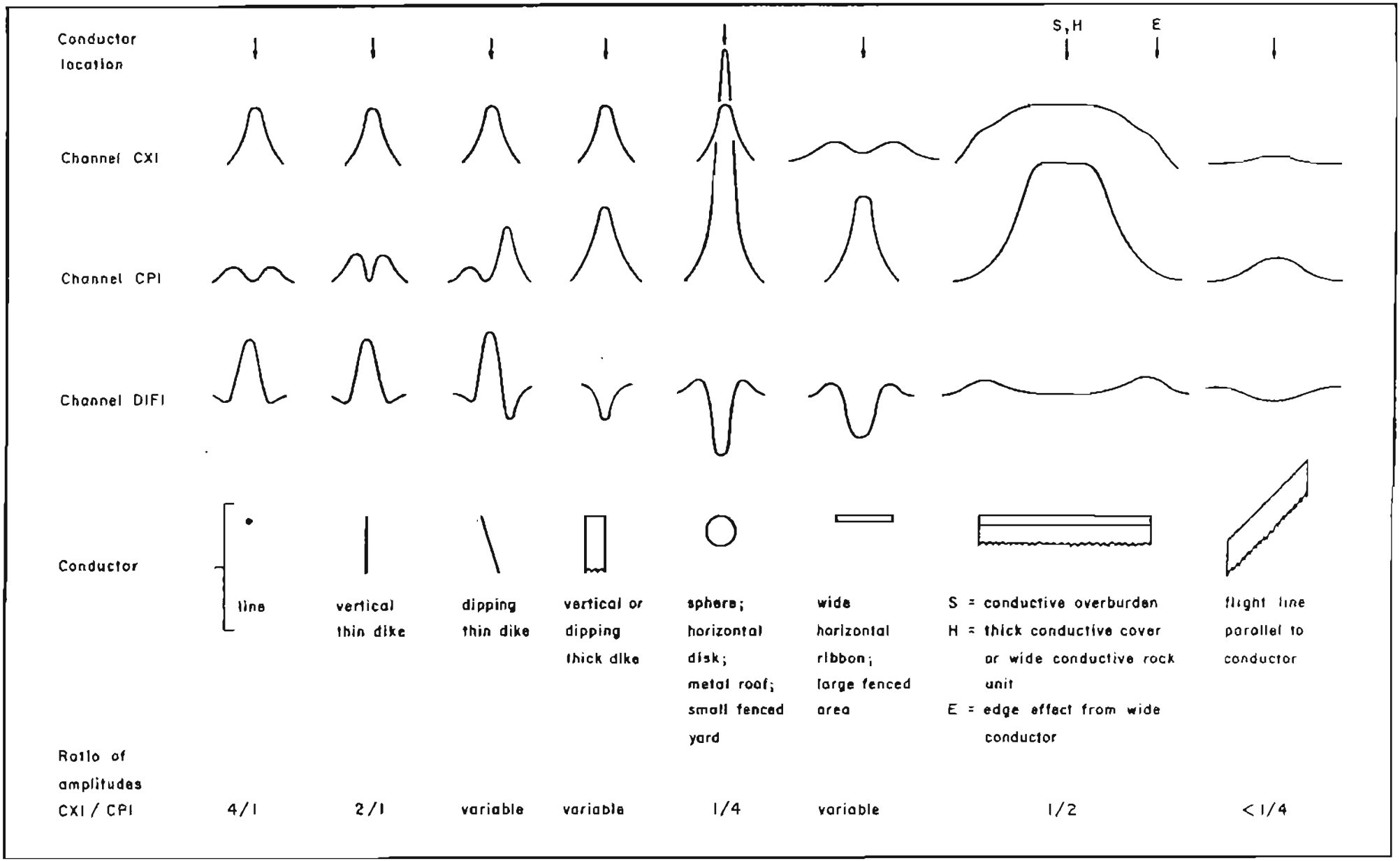

Fig. 5-1 Typical DIGHEM anomaly shapes

Table 5-1. EM Anomaly Grades

Anomaly Grade	Siemens
7	> 100
6	50 - 100
5	20 - 50
4	10 - 20
3	5 - 10
2	1 - 5
1	< 1

The conductance value is a geological parameter because it is a characteristic of the conductor alone. It generally is independent of frequency, flying height or depth of burial, apart from the averaging over a greater portion of the conductor as height increases. Small anomalies from deeply buried strong conductors are not confused with small anomalies from shallow weak conductors because the former will have larger conductance values.

Conductive overburden generally produces broad EM responses which may not be shown as anomalies on the EM maps. However, patchy conductive overburden in otherwise resistive areas can yield discrete anomalies with a conductance grade (cf. Table 5-1) of 1, 2 or even 3 for conducting clays which have resistivities as low as 50 ohm-m. In areas where ground resistivities are below 10 ohm-m, anomalies caused by weathering variations and similar causes can have any conductance grade. The anomaly shapes from the multiple coils often allow such conductors to be recognized, and these are indicated by the letters S, H, and sometimes E on the electromagnetic anomaly map (see EM map legend).

For bedrock conductors, the higher anomaly grades indicate increasingly higher conductances. Examples: DIGHEM's New Insco copper discovery (Noranda, Canada) yielded a grade 5 anomaly, as did the neighbouring copper-zinc Magusi River ore body; Mattabi (copper-zinc, Sturgeon Lake, Canada) and Whistle (nickel, Sudbury, Canada) gave grade 6; and DIGHEM's Montcalm nickel-copper discovery (Timmins, Canada) yielded a grade 7 anomaly. Graphite and sulfides can span all grades but, in any particular survey area, field work may show that the different grades indicate different types of conductors.

Strong conductors (i.e., grades 6 and 7) are characteristic of massive sulfides or graphite. Moderate conductors (grades 4 and 5) typically reflect graphite or sulfides of a less massive character, while weak bedrock conductors (grades 1 to 3) can signify poorly connected graphite or heavily disseminated sulfides. Grades 1 and 2 conductors may not respond to ground EM equipment using frequencies less than 2000 Hz.

The presence of sphalerite or gangue can result in ore deposits having weak to moderate conductances. As an example, the three million ton lead-zinc deposit of Restigouche Mining Corporation near Bathurst, Canada, yielded a well-defined grade 2 conductor. The 10 percent by volume of sphalerite occurs as a coating around the fine grained massive pyrite, thereby inhibiting electrical conduction.

Faults, fractures and shear zones may produce anomalies which typically have low conductances (e.g., grades 1 to 3). Conductive rock formations can yield anomalies of any conductance grade. The conductive materials in such rock formations can be salt water, weathered products such as clays, original depositional clays, and carbonaceous material.

On the interpreted electromagnetic map, a letter identifier and an interpretive symbol are plotted beside the EM grade symbol. The horizontal rows of dots, under the interpretive symbol, indicate the anomaly amplitude on the flight record. The vertical column of dots, under the anomaly letter, gives the estimated depth. In areas where anomalies are crowded, the letter identifiers, interpretive symbols and dots may be obliterated. The EM grade symbols, however, will always be discernible, and the obliterated information can be obtained from the anomaly listing appended to this report.

The purpose of indicating the anomaly amplitude by dots is to provide an estimate of the reliability of the conductance calculation. Thus, a conductance value obtained from a large ppm anomaly (3 or 4 dots) will tend to be accurate whereas one obtained from a small ppm anomaly (no dots) could be quite inaccurate. The absence of amplitude dots indicates that the anomaly from the coaxial coil-pair is 5 ppm or less on both the inphase and quadrature channels. Such small anomalies could reflect a weak conductor at the surface or a stronger conductor at depth. The conductance grade and depth estimate illustrates which of these possibilities fits the recorded data best.

Flight line deviations occasionally yield cases where two anomalies, having similar conductance values but dramatically different depth estimates, occur close together on the same conductor. Such examples illustrate the reliability of the conductance measurement while showing that the depth estimate can be unreliable. There are a number of factors which can produce an error in the depth estimate, including the averaging of topographic variations by the altimeter, overlying conductive overburden, and the location and attitude of the conductor relative to the flight line. Conductor location and attitude can provide an erroneous depth estimate because the stronger part of the conductor may be deeper or to one side of the flight line, or because it has a shallow dip. A heavy tree cover can also produce errors in depth estimates. This is because the depth estimate is computed as the distance of bird from conductor, minus the altimeter reading. The altimeter can lock onto the top of a dense forest canopy. This situation yields an erroneously large depth estimate but does not affect the conductance estimate.

Dip symbols are used to indicate the direction of dip of conductors. These symbols are used only when the anomaly shapes are unambiguous, which usually requires a fairly resistive environment.

A further interpretation is presented on the EM map by means of the line-to-line correlation of anomalies, which is based on a comparison of anomaly shapes on adjacent lines. This provides conductor axes which may define the geological structure over

portions of the survey area. The absence of conductor axes in an area implies that anomalies could not be correlated from line to line with reasonable confidence.

DIGHEM electromagnetic maps are designed to provide a correct impression of conductor quality by means of the conductance grade symbols. The symbols can stand alone with geology when planning a follow-up program. The actual conductance values are printed in the attached anomaly list for those who wish quantitative data. The anomaly ppm and depth are indicated by inconspicuous dots which should not distract from the conductor patterns, while being helpful to those who wish this information. The map provides an interpretation of conductors in terms of length, strike and dip, geometric shape, conductance, depth, and thickness. The accuracy is comparable to an interpretation from a high quality ground EM survey having the same line spacing.

The attached EM anomaly list provides a tabulation of anomalies in ppm, conductance, and depth for the vertical sheet model. The EM anomaly list also shows the conductance and depth for a thin horizontal sheet (whole plane) model, but only the vertical sheet parameters appear on the EM map. The horizontal sheet model is suitable for a flatly dipping thin bedrock conductor such as a sulfide sheet having a thickness less than 10 m. The list also shows the resistivity and depth for a conductive earth (half space) model, which is suitable for thicker slabs such as thick conductive overburden. In the EM anomaly list, a depth value of zero for the conductive earth model, in an area of thick cover, warns that the anomaly may be caused by conductive overburden.

Since discrete bodies normally are the targets of EM surveys, local base (or zero) levels are used to compute local anomaly amplitudes. This contrasts with the use of true zero levels which are used to compute true EM amplitudes. Local anomaly amplitudes are shown in the EM anomaly list and these are used to compute the vertical sheet parameters of conductance and depth. Not shown in the EM anomaly list are the true amplitudes which are used to compute the horizontal sheet and conductive earth parameters.

Questionable Anomalies

DIGHEM maps may contain EM responses which are displayed as asterisks (*). These responses denote weak anomalies of indeterminate conductance, which may reflect one of the following: a weak conductor near the surface, a strong conductor at depth (e.g., 100 to 120 m below surface) or to one side of the flight line, or aerodynamic noise. Those responses that have the appearance of valid bedrock anomalies on the flight profiles are indicated by appropriate interpretive symbols (see EM map legend). The others probably do not warrant further investigation unless their locations are of considerable geological interest.

The thickness parameter

DIGHEM can provide an indication of the thickness of a steeply dipping conductor. The amplitude of the coplanar anomaly (e.g., CPI channel on the digital profile) increases relative to the coaxial anomaly (e.g., CXI) as the apparent thickness increases, i.e., the thickness in the horizontal plane. (The thickness is equal to the conductor width if the conductor dips at 90 degrees and strikes at right angles to the flight line.) This report refers to a conductor as thin when the thickness is likely to be less than 3 m, and thick when in excess of 10 m. Thick conductors are indicated on the EM map by parentheses "( )". For base metal exploration in steeply dipping geology, thick conductors can be high priority targets because many massive sulfide ore bodies are thick, whereas non-economic bedrock conductors are often thin. The system cannot sense the thickness when the strike of the conductor is subparallel to the flight line, when the conductor has a shallow dip, when the anomaly amplitudes are small, or when the resistivity of the environment is below 100 ohm-m.

Resistivity mapping

Areas of widespread conductivity are commonly encountered during surveys. In such areas, anomalies can be generated by decreases of only 5 m in survey altitude as well as by increases in conductivity. The typical flight record in conductive areas is

characterized by inphase and quadrature channels which are continuously active. Local EM peaks reflect either increases in conductivity of the earth or decreases in survey altitude. For such conductive areas, apparent resistivity profiles and contour maps are necessary for the correct interpretation of the airborne data. The advantage of the resistivity parameter is that anomalies caused by altitude changes are virtually eliminated, so the resistivity data reflect only those anomalies caused by conductivity changes. The resistivity analysis also helps the interpreter to differentiate between conductive trends in the bedrock and those patterns typical of conductive overburden. For example, discrete conductors will generally appear as narrow lows on the contour map and broad conductors (e.g., overburden) will appear as wide lows.

The resistivity profiles and the resistivity contour maps present the apparent resistivity using the so-called pseudo-layer (or buried) half space model defined by Fraser (1978)[1]. This model consists of a resistive layer overlying a conductive half space. The depth channels give the apparent depth below surface of the conductive material. The apparent depth is simply the apparent thickness of the overlying resistive layer. The apparent depth (or thickness) parameter will be positive when the upper layer is more resistive than the underlying material, in which case the apparent depth may be quite close to the true depth.

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[1] Resistivity mapping with an airborne multicoil electromagnetic system: Geophysics, v. 43, p.144-172

The apparent depth will be negative when the upper layer is more conductive than the underlying material, and will be zero when a homogeneous half space exists. The apparent depth parameter must be interpreted cautiously because it will contain any errors which may exist in the measured altitude of the EM bird (e.g., as caused by a dense tree cover). The inputs to the resistivity algorithm are the inphase and quadrature components of the coplanar coil-pair. The outputs are the apparent resistivity of the conductive half space (the source) and the sensor-source distance. The flying height is not an input variable, and the output resistivity and sensor-source distance are independent of the flying height. The apparent depth, discussed above, is simply the sensor-source distance minus the measured altitude or flying height. Consequently, errors in the measured altitude will affect the apparent depth parameter but not the apparent resistivity parameter.

The apparent depth parameter is a useful indicator of simple layering in areas lacking a heavy tree cover. The DIGHEM system has been flown for purposes of permafrost mapping, where positive apparent depths were used as a measure of permafrost thickness. However, little quantitative use has been made of negative apparent depths because the absolute value of the negative depth is not a measure of the thickness of the conductive upper layer and, therefore, is not meaningful physically. Qualitatively, a negative apparent depth estimate usually shows that the EM anomaly is caused by conductive overburden. Consequently, the apparent depth channel can be of significant help in distinguishing between overburden and bedrock conductors.

The resistivity map often yields more useful information on conductivity distributions than the EM map. In comparing the EM and resistivity maps, keep in mind the following:

(a) The resistivity map portrays the apparent value of the earth's resistivity, where resistivity = 1/conductivity.

(b) The EM map portrays anomalies in the earth's resistivity. An anomaly by definition is a change from the norm and so the EM map displays anomalies, (i) over narrow, conductive bodies and (ii) over the boundary zone between two wide formations of differing conductivity.

The resistivity map might be likened to a total field map and the EM map to a horizontal gradient in the direction of flight[2]. Because gradient maps are usually more sensitive than total field maps, the EM map therefore is to be preferred in resistive areas. However, in conductive areas, the absolute character of the resistivity map usually causes it to be more useful than the EM map.

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[2] The gradient analogy is only valid with regard to the identification of anomalous locations.

Interpretation in conductive environments

Environments having background resistivities below 30 ohm-m cause all airborne EM systems to yield very large responses from the conductive ground. This usually prohibits the recognition of discrete bedrock conductors. However, DIGHEM data processing techniques produce three parameters which contribute significantly to the recognition of bedrock conductors. These are the inphase and quadrature difference channels (DFI and DFQ), and the resistivity and depth channels (RES and DP) for each coplanar frequency.

The EM difference channels (DFI and DFQ) eliminate most of the responses from conductive ground, leaving responses from bedrock conductors, cultural features (e.g., telephone lines, fences, etc.) and edge effects. Edge effects often occur near the perimeter of broad conductive zones. This can be a source of geologic noise. While edge effects yield anomalies on the EM difference channels, they do not produce resistivity anomalies. Consequently, the resistivity channel aids in eliminating anomalies due to edge effects. On the other hand, resistivity anomalies will coincide with the most highly conductive sections of conductive ground, and this is another source of geologic noise. The recognition of a bedrock conductor in a conductive environment therefore is based on the anomalous responses of the two difference channels (DFI and DFQ) and the resistivity channels (RES). The most favourable situation is where anomalies coincide on all channels.

The DP channels, which give the apparent depth to the conductive material, also help to determine whether a conductive response arises from surficial material or from a conductive zone in the bedrock. When these channels ride above the zero level on the digital profiles (i.e., depth is negative), it implies that the EM and resistivity profiles are responding primarily to a conductive upper layer, i.e., conductive overburden. If the DP channels are below the zero level, it indicates that a resistive upper layer exists, and this usually implies the existence of a bedrock conductor. If the low frequency DP channel is below the zero level and the high frequency DP is above, this suggests that a bedrock conductor occurs beneath conductive cover.

The conductance channel CDT identifies discrete conductors which have been selected by computer for appraisal by the geophysicist. Some of these automatically selected anomalies on channel CDT are discarded by the geophysicist. The automatic selection algorithm is intentionally oversensitive to assure that no meaningful responses are missed. The interpreter then classifies the anomalies according to their source and eliminates those that are not substantiated by the data, such as those arising from geologic or aerodynamic noise.

Reduction of geologic noise

Geologic noise refers to unwanted geophysical responses. For purposes of airborne EM surveying, geologic noise refers to EM responses caused by conductive

overburden and magnetic permeability. It was mentioned previously that the EM difference channels (i.e., channel DFI for inphase and DFQ for quadrature) tend to eliminate the response of conductive overburden. This marked a unique development in airborne EM technology, as DIGHEM is the only EM system which yields channels having an exceptionally high degree of immunity to conductive overburden.

Magnetite produces a form of geological noise on the inphase channels of all EM systems. Rocks containing less than 1 % magnetite can yield negative inphase anomalies caused by magnetic permeability. When magnetite is widely distributed throughout a survey area, the inphase EM channels may continuously rise and fall, reflecting variations in the magnetite percentage, flying height, and overburden thickness. This can lead to difficulties in recognizing deeply buried bedrock conductors, particularly if conductive overburden also exists. However, the response of broadly distributed magnetite generally vanishes on the inphase difference channel DFI. This feature can be a significant aid in the recognition of conductors which occur in rocks containing accessory magnetite.

EM magnetite mapping

The information content of DIGHEM data consists of a combination of conductive eddy current responses and magnetic permeability responses. The secondary field resulting from conductive eddy current flow is frequency-dependent and consists of both

inphase and quadrature components, which are positive in sign. On the other hand, the secondary field resulting from magnetic permeability is independent of frequency and consists of only an inphase component which is negative in sign. When magnetic permeability manifests itself by decreasing the measured amount of positive inphase, its presence may be difficult to recognize. However, when it manifests itself by yielding a negative inphase anomaly (e.g., in the absence of eddy current flow), its presence is assured. In this latter case, the negative component can be used to estimate the percent magnetite content.

A magnetite mapping technique was developed for the coplanar coil-pair of DIGHEM. The technique yields a channel (designated FEO) which displays apparent weight percent magnetite according to a homogeneous half space model.[3] The method can be complementary to magnetometer mapping in certain cases. Compared to magnetometry, it is far less sensitive but is more able to resolve closely spaced magnetite zones, as well as providing an estimate of the amount of magnetite in the rock. The method is sensitive to 1/4% magnetite by weight when the EM sensor is at a height of 30 m above a magnetitic half space. It can individually resolve steep dipping narrow magnetite-rich bands which are separated by 60 m. Unlike magnetometry, the EM magnetite method is unaffected by remanent magnetism or magnetic latitude.

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[3] Refer to Fraser, 1981, Magnetite mapping with a multi-coil airborne electromagnetic system: Geophysics, v. 46, p. 1579-1594.

The EM magnetite mapping technique provides estimates of magnetite content which are usually correct within a factor of 2 when the magnetite is fairly uniformly distributed. EM magnetite maps can be generated when magnetic permeability is evident as negative inphase responses on the data profiles.

Like magnetometry, the EM magnetite method maps only bedrock features, provided that the overburden is characterized by a general lack of magnetite. This contrasts with resistivity mapping which portrays the combined effect of bedrock and overburden.

Recognition of culture

Cultural responses include all EM anomalies caused by man-made metallic objects. Such anomalies may be caused by inductive coupling or current gathering. The concern of the interpreter is to recognize when an EM response is due to culture. Points of consideration used by the interpreter, when coaxial and coplanar coil-pairs are operated at a common frequency, are as follows:

1. Channels CXP and CPP monitor 60 Hz radiation. An anomaly on these channels shows that the conductor is radiating power. Such an indication is normally a guarantee that the conductor is cultural. However, care must be taken to ensure

that the conductor is not a geologic body which strikes across a power line, carrying leakage currents.

2. A flight which crosses a "line" (e.g., fence, telephone line, etc.) yields a center-peaked coaxial anomaly and an m-shaped coplanar anomaly.[4] When the flight crosses the cultural line at a high angle of intersection, the amplitude ratio of coaxial/coplanar response is 4. Such an EM anomaly can only be caused by a line. The geologic body which yields anomalies most closely resembling a line is the vertically dipping thin dike. Such a body, however, yields an amplitude ratio of 2 rather than 4. Consequently, an m-shaped coplanar anomaly with a CXI/CPI amplitude ratio of 4 is virtually a guarantee that the source is a cultural line.

3. A flight which crosses a sphere or horizontal disk yields center-peaked coaxial and coplanar anomalies with a CXI/CPI amplitude ratio (i.e., coaxial/coplanar) of 1/4. In the absence of geologic bodies of this geometry, the most likely conductor is

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[4] See Figure 5-1 presented earlier.

a metal roof or small fenced yard.[5] Anomalies of this type are virtually certain to be cultural if they occur in an area of culture.

4. A flight which crosses a horizontal rectangular body or wide ribbon yields an m-shaped coaxial anomaly and a center-peaked coplanar anomaly. In the absence of geologic bodies of this geometry, the most likely conductor is a large fenced area.[5] Anomalies of this type are virtually certain to be cultural if they occur in an area of culture.

5. EM anomalies which coincide with culture, as seen on the camera film or video display, are usually caused by culture. However, care is taken with such coincidences because a geologic conductor could occur beneath a fence, for example. In this example, the fence would be expected to yield an m-shaped coplanar anomaly as in case #2 above. If, instead, a center-peaked coplanar anomaly occurred, there would be concern that a thick geologic conductor coincided with the cultural line.

6. The above description of anomaly shapes is valid when the culture is not conductively coupled to the environment. In this case, the anomalies arise from

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[5] It is a characteristic of EM that geometrically similar anomalies are obtained from: (1) a planar conductor, and (2) a wire which forms a loop having dimensions identical to the perimeter of the equivalent planar conductor.

inductive coupling to the EM transmitter. However, when the environment is quite conductive (e.g., less than 100 ohm-m at 900 Hz), the cultural conductor may be conductively coupled to the environment. In this latter case, the anomaly shapes tend to be governed by current gathering. Current gathering can completely distort the anomaly shapes, thereby complicating the identification of cultural anomalies. In such circumstances, the interpreter can only rely on the radiation channels and on the camera film or video records.

MAGNETICS

Total field magnetics provides information on the magnetic properties of the earth materials in the survey area. The information can be used to locate magnetic bodies of direct interest for exploration, and for structural and lithological mapping.

The total field magnetic response reflects the abundance of magnetic material, in the source. Magnetite is the most common magnetic mineral. Other minerals such as ilmenite, pyrrhotite, franklinite, chromite, hematite, arsenopyrite, limonite and pyrite are also magnetic, but to a lesser extent than magnetite on average.

In some geological environments, an EM anomaly with magnetic correlation has a greater likelihood of being produced by sulphides than one that is non-magnetic. However, sulphide ore bodies may be non-magnetic (e.g., the Kidd Creek deposit near

Timmins, Canada) as well as magnetic (e.g., the Mattabi deposit near Sturgeon Lake, Canada).

Iron ore deposits will be anomalously magnetic in comparison to surrounding rock due to the concentration of iron minerals such as magnetite, ilmenite and hematite.

Changes in magnetic susceptibility often allow rock units to be differentiated based on the total field magnetic response. Geophysical classifications may differ from geological classifications if various magnetite levels exist within one general geological classification. Geometric considerations of the source such as shape, dip and depth, inclination of the earth's field and remanent magnetization will complicate such an analysis.

In general, mafic lithologies contain more magnetite and are therefore more magnetic than many sediments which tend to be weakly magnetic. Metamorphism and alteration can also increase or decrease the magnetization of a rock unit.

Textural differences on a total field magnetic contour, colour or shadow map due to the frequency of activity of the magnetic parameter resulting from inhomogeneities in the distribution of magnetite within the rock, may define certain lithologies. For example, near surface volcanics may display highly complex contour patterns with little line-to-line correlation.

Rock units may be differentiated based on the plan shapes of their total field magnetic responses. Mafic intrusive plugs can appear as isolated "bulls-eye" anomalies. Granitic intrusives appear as sub-circular zones, and may have contrasting rings due to contact metamorphism. Generally, granitic terrain will lack a pronounced strike direction, although granite gneiss may display strike.

Linear north-south units are theoretically not well-defined on total field magnetic maps in equatorial regions due to the low inclination of the earth's magnetic field. However, most stratigraphic units will have variations in composition along strike which will cause the units to appear as a series of alternating magnetic highs and lows.

Faults and shear zones may be characterized by alteration that causes destruction of magnetite (e.g., weathering) which produces a contrast with surrounding rock. Structural breaks may be filled by magnetite-rich, fracture filling material as is the case with diabase dikes, or by non-magnetic felsic material.

Faulting can also be identified by patterns in the magnetic total field contours or colours. Faults and dikes tend to appear as lineaments and often have strike lengths of several kilometres. Offsets in narrow, magnetic, stratigraphic trends also delineate structure. Sharp contrasts in magnetic lithologies may arise due to large displacements along strike-slip or dip-slip faults.

VLF

VLF transmitters produce high frequency uniform electromagnetic fields. However, VLF anomalies are not EM anomalies in the conventional sense. EM anomalies primarily reflect eddy currents flowing in conductors which have been energized inductively by the primary field. In contrast, VLF anomalies primarily reflect current gathering, which is a non-inductive phenomenon. The primary field sets up currents which flow weakly in rock and overburden, and these tend to collect in low resistivity zones. Such zones may be due to massive sulfides, shears, river valleys and even unconformities.

The VLF field is horizontal. Because of this, the method is quite sensitive to the angle of coupling between the conductor and the transmitted VLF field. Conductors which strike towards the VLF station will usually yield a stronger response than conductors which are nearly orthogonal to it.

The Herz Industries Ltd. Totem VLF-electromagnetometer measures the total field and vertical quadrature components. Both of these components are digitally recorded in the aircraft with a sensitivity of 0.1 percent. The total field yields peaks over VLF current concentrations whereas the quadrature component tends to yield crossovers. Both appear as traces on the profile records. The total field data are filtered digitally and

displayed as contours to facilitate the recognition of trends in the rock strata and the interpretation of geologic structure.

The VLF filter removes long wavelengths such as those which reflect regional and wave transmission variations. The filter sharpens short wavelength responses such as those which reflect local geological variations.

CONCLUSIONS AND RECOMMENDATIONS

This report provides a brief description of the survey results and describes the equipment, procedures and logistics of the survey.

The survey was successful in locating several discrete bedrock conductors which may be of direct exploration interest. A few moderately weak or broad conductors which may warrant additional work were also identified. EM and magnetic signatures that are associated with known deposits and mineral occurrences can also be established from this data, and used to locate new areas of interest.

The total field magnetic data will be useful for mapping structure and lithology. The interpretation sketch maps included with this report identify numerous faults and faulted contacts which were inferred from the magnetic data.

The resistivity products provide valuable information for general geological mapping purposes. Contacts, faults and conductive stratigraphic units, are all apparent on the resistivity maps. The resistivity maps can also aid in follow-up planning as they show overburden covered areas.

It is recommended that the survey results be reviewed in detail, in conjunction with all available geophysical, geological and geochemical information. Particular

reference should be made to the computer generated data profiles which clearly define the characteristics of the individual anomalies.

It is also recommended that image processing of existing geophysical data be considered, in order to extract the maximum amount of information from the survey results. Current software and imaging techniques often provide valuable information on structure and lithology, which may not be clearly evident on the contour and color maps. These techniques can yield images which define subtle, but significant, structural details.

Respectfully submitted,

DIGHEM

Douglas L. McConnell, P.Eng
Geophysicist

APPENDIX A

LIST OF PERSONNEL

The following personnel were involved in the acquisition, processing, interpretation and presentation of data, relating to a DIGHEM^{V} airborne geophysical survey carried out under contract to WGM Inc., for the State of Alaska, in selected areas of Alaska.

Robert Gordon	Survey Operations Supervisor
Dave Miles	Senior Geophysical Operator
Walt Greaves	Pilot (ERA Helicopters Ltd.)
Gordon Smith	Data Processing Supervisor
Dak Darbha	Computer Processor
Doug McConnell	Interpretation Geophysicist
Lyn Vanderstarren	Drafting Supervisor
Steve Armstrong	Draftsperson (CAD)
Susan Pothiah	Word Processing Operator
Albina Tonello	Secretary/Expeditor

All personnel are employees of Dighem, a division of CGG Canada Ltd., except for the pilot who is an employee of ERA Helicopters Ltd.

APPENDIX B

EM ANOMALY LISTS

Fairbanks West

	COAXIAL 1094 HZ		COPLANAR 883 HZ		COPLANAR 7253 HZ		VERTICAL DIKE			HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M		COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10010	(FLIGHT	1)												
B 1118H?	1	5	1	7	17	43	0.4	0		1	36	504	0	0
C 1099H	1	6	2	9	26	34	0.6	15		1	33	408	0	0
D 1087H	-1	7	1	7	18	43	0.4	4		1	28	474	0	8
E 1078B?	-1	2	1	2	2	4	-	-		-	-	-	-	0
F 1045L	6	8	4	8	5	11	4.4	20		1	84	942	0	11
G 1013H	1	8	2	11	10	16	0.4	0		1	24	461	0	15
H 976H	3	9	8	17	45	40	1.3	5		1	47	108	12	0
LINE 10020	(FLIGHT	1)												
A 1198M	1	2	-1	2	2	4	-	-		-	-	-	-	200
B 1203H?	0	3	0	7	14	49	0.4	14		1	54	703	4	0
C 1249H	1	6	1	8	24	47	0.4	4		1	36	626	0	0
D 1256H	1	7	1	8	10	24	0.4	2		1	37	599	0	0
E 1291L	1	2	1	7	2	1	0.8	0		1	179	1015	0	0
F 1315H?	-1	2	1	2	2	4	-	-		-	-	-	-	0
G 1344H	0	7	3	12	30	52	0.4	3		1	41	257	4	0
H 1361H	6	20	13	12	109	54	1.9	0		1	27	92	0	0
I 1373E	0	1	1	1	1	38	1.5	64		1	98	820	9	0
LINE 10030	(FLIGHT	1)												
B 2588H	0	4	2	7	21	29	0.4	0		1	50	540	0	6
C 2556H	1	1	0	9	5	9	1.7	63		1	50	751	0	0
D 2520L	7	5	5	9	-3	44	8.5	5		1	168	1015	0	0
E 2466H	2	13	4	17	48	83	0.9	0		1	19	267	0	0
F 2453H	2	9	1	2	14	47	0.7	1		1	20	292	0	0
G 2446H	3	8	2	2	2	57	0.1	0		1	27	159	7	0
H 2419H	1	5	0	7	3	31	0.4	6		1	57	760	0	0
LINE 10040	(FLIGHT	1)												
A 2716H	1	2	1	2	1	4	-	-		-	-	-	-	0
B 2733H	1	3	1	4	13	20	0.6	0		1	25	364	0	0
C 2777L	7	12	4	13	81	102	3.3	6		1	112	1015	0	0
D 2821H	1	7	1	10	29	83	0.7	11		1	25	264	0	0
E 2830H	5	20	8	36	122	136	1.5	4		1	21	156	0	0
F 2864H	2	7	5	10	22	82	1.4	23		1	30	207	0	0
LINE 10050	(FLIGHT	1)												
A 3116H	2	7	3	11	3	6	0.9	16		1	55	173	16	0
B 3060H	1	1	0	1	1	4	-	-		-	-	-	-	0
C 3007L	5	11	6	14	13	13	2.7	0		1	176	388	0	0
D 2957H	1	18	3	30	89	123	0.4	0		1	12	359	0	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.

ANOMALY/ FID/INTERP	COAXIAL 1094 HZ REAL PPM	COAXIAL 1094 HZ QUAD PPM	COPLANAR 883 HZ REAL PPM	COPLANAR 883 HZ QUAD PPM	COPLANAR 7253 HZ REAL PPM	COPLANAR 7253 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 10050	(FLIGHT 1)												
E 2943H	1	9	-2	15	26	57	0.4	8	1	26	523	0	0
F 2933H	1	4	2	8	27	69	1.0	17	1	25	258	0	0
G 2922H	6	14	12	27	57	57	2.5	17	1	41	83	11	0
LINE 10060	(FLIGHT 1)												
A 3433H	2	3	0	2	14	22	1.7	47	1	43	633	0	0
B 3541L	1	6	19	12	39	15	0.5	0	1	182	1015	0	0
C 3573H	-1	2	1	2	2	4	-	-	-	-	-	-	0
D 3610H	9	5	1	7	21	17	12.3	47	1	35	53	9	0
LINE 10070	(FLIGHT 1)												
A 3848M	1	2	0	2	2	4	-	-	-	-	-	-	40
B 3842M	0	0	-2	1	2	25	7.3	126	1	121	1015	0	0
C 3795M	-1	2	0	2	2	4	-	-	-	-	-	-	18
D 3754L	-1	85	85	70	10	21	0.4	0	12	148	1	142	0
E 3750L	-1	7	1	70	16	26	0.4	0	1	110	1015	0	0
F 3689H	4	13	4	1	5	15	0.2	0	1	28	63	13	0
G 3676H	4	17	5	14	34	130	1.3	8	1	28	82	3	0
LINE 10080	(FLIGHT 1)												
A 3896H	1	5	1	8	20	29	0.7	9	1	39	682	0	0
B 3936H	0	3	1	6	19	19	0.4	0	1	55	697	0	0
C 3995L	2	18	11	15	14	22	0.5	0	8	152	1	145	30
D 4061H	-1	12	4	22	54	94	0.4	18	1	43	215	12	0
LINE 10090	(FLIGHT 1)												
C 4296B?	1	2	0	2	1	4	-	-	-	-	-	-	0
D 4283M	0	2	-2	2	2	4	-	-	-	-	-	-	100
E 4238H	1	2	0	2	2	4	-	-	-	-	-	-	0
F 4212L	7	17	18	9	7	8	2.5	0	1	71	875	0	0
G 4182H	1	2	0	2	2	4	-	-	-	-	-	-	30
H 4165H	-1	2	1	2	2	4	-	-	-	-	-	-	0
I 4142H	-1	4	1	7	12	31	0.4	0	1	33	655	0	0
LINE 10100	(FLIGHT 1)												
A 4599H	0	6	1	6	0	14	0.4	0	1	28	420	0	0
B 4644H	1	5	0	10	19	61	0.5	11	1	29	551	0	0
C 4665L	3	9	4	7	13	25	1.7	17	1	69	546	6	0
D 4690H	1	5	2	8	1	7	0.5	0	1	44	319	1	0
E 4710H	4	10	6	11	10	52	1.9	20	1	38	133	6	7
F 4730H	1	2	1	2	2	4	-	-	-	-	-	-	0

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ANOMALY/ FID/INTERP	COAXIAL 1094 HZ REAL PPM	COAXIAL 1094 HZ QUAD PPM	COPLANAR 883 HZ REAL PPM	COPLANAR 883 HZ QUAD PPM	COPLANAR 7253 HZ REAL PPM	COPLANAR 7253 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 10100	(FLIGHT 1)												
G 4743M	-1	4	-1	7	5	46	0.4	0	1	65	807	0	0
H 4752D?	1	2	0	2	2	4	-	-	-	-	-	-	0
I 4791H	-1	2	1	2	2	4	-	-	-	-	-	-	0
J 4820H	0	5	1	17	14	39	0.4	7	1	70	796	3	0
K 4827L	8	16	13	18	54	202	3.0	1	1	139	1015	0	0
LINE 10110	(FLIGHT 1)												
A 5338H	0	2	1	1	2	4	-	-	-	-	-	-	0
B 5310H	1	3	1	8	17	35	1.2	47	1	42	619	0	0
C 5303H	0	4	1	13	25	67	0.4	0	1	27	596	0	0
D 5277H	1	14	3	27	14	126	0.4	4	1	23	308	0	0
E 5271H	1	11	2	18	54	85	0.4	0	1	17	337	0	15
F 5259H	6	17	10	21	11	8	2.1	10	1	32	120	2	0
G 5225H	7	20	6	4	11	7	1.0	0	1	30	55	15	0
H 5219L	2	11	5	15	34	62	0.8	0	1	34	471	0	0
I 5209H	1	4	1	5	10	38	0.7	6	1	54	743	0	0
J 5193H	1	2	1	2	2	4	-	-	-	-	-	-	0
K 5172H	2	3	3	6	12	23	3.1	55	1	44	128	8	0
L 5163H	1	8	3	15	14	58	0.7	9	1	32	236	0	0
M 5152H	1	3	1	5	16	23	0.6	15	1	41	489	0	0
N 5125H	0	5	2	8	22	37	0.4	0	1	37	469	0	0
O 5110H	0	7	3	9	26	47	0.4	0	1	52	253	9	0
P 5060L	-2	11	13	11	38	26	0.4	0	1	193	55	167	0
Q 5020H?	0	0	0	1	2	3	-	-	-	-	-	-	0
R 4964H	2	13	9	18	11	15	0.6	0	1	35	88	1	0
LINE 10120	(FLIGHT 1)												
A 5679H	1	5	1	9	18	53	0.5	2	1	37	489	0	0
B 5687H	1	1	0	0	1	4	-	-	-	-	-	-	0
C 5712H	6	11	9	21	60	32	3.1	14	1	35	93	3	0
D 5722H	3	10	3	17	48	67	1.5	15	1	30	211	0	0
E 5760H	7	13	14	3	16	22	3.2	10	1	36	66	7	0
F 5764L	6	20	13	34	30	107	1.9	1	1	30	159	0	6
G 5795H	5	16	4	27	72	101	1.7	11	1	32	123	2	0
H 5846H	-1	5	-1	9	14	15	0.4	0	1	41	707	0	20
I 5883H	1	7	2	8	14	48	0.4	0	1	34	404	0	8
J 5891H	1	10	1	17	4	53	0.5	10	1	39	602	0	0
K 5916H	0	5	1	5	15	2	0.4	5	1	59	760	0	6
L 5923L	11	56	36	10	86	76	1.5	0	1	104	691	8	0
M 5938H?	1	2	-1	2	2	4	-	-	-	-	-	-	0
N 5943M	1	2	-1	2	2	4	-	-	-	-	-	-	0

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ANOMALY/ FID/INTERP	COAXIAL 1094 HZ REAL PPM	COAXIAL 1094 HZ QUAD PPM	COPLANAR 883 HZ REAL PPM	COPLANAR 883 HZ QUAD PPM	COPLANAR 7253 HZ REAL PPM	COPLANAR 7253 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 10120	(FLIGHT 1)												
O 5951H?	0	2	-1	2	2	4	-	-	-	-	-	-	0
P 5979L	-1	7	-1	3	9	18	0.4	0	1	134	1015	0	4
LINE 10130	(FLIGHT 1)												
A 6572H	-3	2	0	2	2	4	-	-	-	-	-	-	0
B 6516H	-2	4	0	2	1	4	0.1	0	1	34	289	11	0
C 6495H	-2	2	-1	2	2	4	-	-	-	-	-	-	0
D 6480H	-1	2	0	1	2	4	-	-	-	-	-	-	0
E 6466H	-2	4	1	7	14	31	0.4	0	1	49	661	0	0
F 6438H	3	9	6	16	51	44	1.6	17	1	38	163	4	0
G 6389H	1	1	1	2	2	4	-	-	-	-	-	-	0
H 6384L	5	17	11	25	57	81	1.7	8	1	40	119	8	0
I 6374H	-2	10	1	13	25	85	0.4	0	1	22	592	0	0
J 6362H	-3	2	0	2	2	4	-	-	-	-	-	-	0
K 6350H	3	10	7	16	4	44	1.4	11	1	41	142	7	0
L 6341H	5	6	4	10	20	29	3.7	33	1	37	96	6	0
M 6333H	5	10	1	18	35	69	2.3	23	1	38	113	7	4
N 6317H	0	10	3	17	46	81	0.4	7	1	32	203	2	0
O 6306L	6	11	12	12	37	36	2.7	18	1	40	619	0	0
P 6304L	2	6	12	12	37	26	1.5	19	1	61	815	0	0
Q 6296H	-3	2	0	1	2	4	-	-	-	-	-	-	0
R 6292M	-3	5	-2	4	18	38	0.5	0	1	38	478	12	0
S 6272H	-3	6	1	10	20	57	0.4	0	1	46	558	0	0
T 6259H	-2	4	2	6	3	11	0.4	0	1	40	366	0	0
U 6217L	4	17	4	7	30	10	1.2	0	1	101	125	52	0
V 6196H?	-3	2	0	2	2	4	-	-	-	-	-	-	0
W 6188M	-6	2	-13	2	1	4	-	-	-	-	-	-	0
X 6128H	5	6	9	4	28	16	1.0	0	1	54	50	39	0
LINE 10140	(FLIGHT 1)												
A 6820H	0	4	1	7	18	32	0.4	0	1	37	580	0	0
B 6834H	1	2	1	2	2	4	-	-	-	-	-	-	0
C 6845H	1	5	2	8	23	41	0.7	16	1	38	351	0	0
D 6886L	3	10	3	21	12	9	1.3	5	1	41	120	7	0
E 6901H	0	9	1	16	27	101	0.4	3	1	26	565	0	0
F 6918H	6	12	3	17	48	69	2.7	26	1	40	128	9	0
G 6932H	3	8	1	5	11	9	2.0	29	1	42	123	10	0
H 6936L	4	11	8	20	44	49	1.9	11	1	36	136	2	0
I 6940L	12	14	22	22	47	56	6.0	26	1	45	121	12	0
J 6942L	11	5	22	22	47	56	19.2	39	1	35	265	0	0
K 6948L	9	8	11	11	30	32	6.4	37	1	41	268	4	0

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	COAXIAL 1094 HZ		COPLANAR 883 HZ		COPLANAR 7253 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10140	(FLIGHT 1)												
L 6965L	1	3	1	3	4	5	1.0	34	1	56	686	0	0
M 6975L	1	5	5	12	34	7	1.0	22	1	34	560	0	0
LINE 10141	(FLIGHT 1)												
A 7245H	1	2	1	2	2	4	-	-	-	-	-	-	0
B 7270L	3	14	7	15	12	23	1.1	0	2	191	27	184	7850
C 7358H	5	12	9	22	7	42	2.1	8	1	42	93	9	13
LINE 10150	(FLIGHT 2)												
A 802H	-1	2	1	2	2	4	-	-	-	-	-	-	4
B 745H	-1	8	0	7	12	47	0.4	2	1	39	693	0	0
C 727H	-1	2	1	2	2	4	-	-	-	-	-	-	0
D 647H	3	8	4	16	55	34	1.9	14	1	32	181	0	0
E 630H	2	11	5	20	54	63	0.8	5	1	39	155	5	0
F 599H	7	19	3	6	19	55	2.4	14	1	37	68	11	0
G 590L	6	18	3	9	3	31	1.9	4	1	41	138	6	0
H 568H	4	14	5	26	36	134	1.6	8	1	17	161	0	0
I 553H	5	7	4	12	32	27	3.6	34	1	49	111	15	0
J 536H	1	8	3	15	25	73	0.6	17	1	41	278	6	0
K 527H	-1	7	2	11	4	45	0.4	0	1	49	364	6	0
L 503L	1	5	3	4	11	21	0.6	14	1	76	432	19	0
M 485L	0	4	3	4	60	48	0.4	0	1	130	143	77	18
N 473L	1	8	6	12	31	62	0.6	7	1	123	1015	0	80
O 465L	14	10	17	16	43	56	11.4	22	2	87	56	52	0
P 456L	4	11	5	12	26	38	1.6	7	1	68	428	11	0
Q 452L	-1	5	2	8	2	2	0.4	0	1	78	228	31	0
R 435H	-1	6	2	8	24	37	0.4	0	1	52	520	0	0
S 407L	13	13	11	9	46	167	7.7	0	1	104	1015	0	0
T 308H	4	13	3	25	13	68	1.8	4	1	36	114	3	0
LINE 10160	(FLIGHT 2)												
A 1048H	-1	4	0	8	14	42	0.4	0	1	53	748	0	4
B 1134H	3	6	5	13	46	22	2.1	33	1	50	167	13	0
C 1149H	7	15	12	31	24	49	2.7	9	1	31	89	2	0
D 1175H	5	8	9	10	26	10	3.5	15	1	40	79	7	0
E 1184L	5	11	6	15	38	47	2.2	12	1	49	254	6	0
F 1204H	1	6	4	12	31	48	0.6	0	1	28	208	0	0
G 1215H	4	8	6	14	31	28	2.4	18	1	43	98	8	8
H 1227H	4	7	2	14	41	63	2.6	38	1	43	127	12	0
I 1302H	-1	4	1	5	16	27	0.7	0	1	42	416	16	0
J 1316L	17	12	14	12	20	61	12.3	34	1	93	213	44	0

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	COAXIAL 1094 HZ		COPLANAR 883 HZ		COPLANAR 7253 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10160	(FLIGHT 2)												
K 1363L	-1	42	49	28	29	24	0.4	1	57	104	1	101	0
L 1446H	4	6	6	3	12	9	1.0	0	1	31	78	15	0
LINE 10170	(FLIGHT 2)												
A 1902H	-1	5	-1	9	17	53	0.4	0	1	53	799	0	0
B 1827H	1	5	1	2	3	24	0.1	0	1	29	144	9	0
C 1806H	4	7	7	13	32	23	2.5	13	1	35	125	0	0
D 1779H	7	11	5	10	10	6	3.7	19	1	36	96	5	0
E 1767L	2	10	2	3	12	27	0.8	0	1	45	682	0	0
F 1732H	2	6	5	9	11	54	1.3	16	1	41	153	4	0
G 1725H	0	8	3	12	32	63	0.4	0	1	32	135	0	0
H 1715H	2	8	2	15	15	31	1.2	19	1	41	169	7	0
I 1702H	1	2	1	4	13	15	0.9	0	1	42	172	22	0
J 1657H	-1	5	1	8	16	38	0.4	0	1	51	691	0	0
K 1631L	12	8	15	15	17	13	11.0	31	1	61	310	14	0
L 1616H	1	1	1	1	2	4	-	-	-	-	-	-	0
M 1580L	3	21	4	10	25	83	0.6	0	1	81	254	29	0
N 1560H	-1	7	1	11	17	70	0.4	2	1	46	663	0	0
O 1506H	3	15	9	29	50	76	1.2	6	1	39	114	8	0
LINE 10181	(FLIGHT 2)												
A 2182H	0	2	1	3	10	19	0.5	0	1	50	356	24	0
B 2266H	-1	6	0	11	19	63	0.4	0	1	47	752	0	7
C 2347H	1	2	1	2	2	4	-	-	-	-	-	-	0
D 2367H	5	13	2	5	17	20	2.2	12	1	39	104	7	0
E 2375H	7	13	9	9	28	20	2.8	24	1	45	103	14	0
F 2396H	3	2	11	11	12	2	5.5	62	1	39	96	6	0
G 2404H	4	3	1	27	68	83	7.4	54	1	36	147	2	0
H 2409L	1	9	4	26	7	83	0.6	0	1	57	646	0	0
I 2426H	1	7	3	13	1	59	0.4	0	1	36	369	0	0
J 2433H	1	4	4	8	17	16	1.2	29	1	41	179	4	0
K 2441H	2	5	2	9	33	36	1.2	17	1	29	202	0	0
L 2498H	1	4	2	7	21	31	0.9	26	1	48	521	0	0
M 2527H	-1	3	1	5	14	18	0.4	0	1	83	874	0	0
N 2545L	10	7	9	9	20	45	10.1	36	1	60	635	0	0
O 2590L	5	8	5	10	24	13	2.8	14	1	61	153	18	0
P 2610H	1	4	1	6	16	12	1.3	24	1	62	675	0	0
Q 2634L	1	6	1	3	9	33	0.7	8	1	104	908	2	0
R 2655L	1	6	4	7	28	7	0.6	6	1	83	804	0	0
S 2664H	5	14	5	24	66	74	1.7	1	1	32	119	0	14
T 2671L	17	16	18	16	53	62	8.7	28	1	88	168	43	0

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ANOMALY/ FID/INTERP	COAXIAL 1094 HZ REAL PPM	COAXIAL 1094 HZ QUAD PPM	COPLANAR 883 HZ REAL PPM	COPLANAR 883 HZ QUAD PPM	COPLANAR 7253 HZ REAL PPM	COPLANAR 7253 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 10190	(FLIGHT 2)												
A 3244H	0	1	0	2	2	4	-	-	-	-	-	-	0
B 3209H	1	3	0	5	7	21	0.3	0	1	47	383	20	0
C 3084H	-1	11	0	19	36	117	0.4	0	1	26	602	0	0
D 3019H	0	2	0	2	2	4	-	-	-	-	-	-	0
E 3008H	1	2	1	2	2	4	-	-	-	-	-	-	0
F 2997H	6	17	10	28	15	68	1.9	11	1	38	99	8	0
G 2989H	1	2	1	2	2	2	-	-	-	-	-	-	0
H 2968H	9	18	1	19	15	30	3.1	10	1	32	71	4	0
I 2954L	2	11	3	5	13	16	0.8	0	1	55	789	0	0
J 2940H	0	8	2	14	30	71	0.4	0	1	28	564	0	0
K 2931H	1	2	1	2	1	4	-	-	-	-	-	-	0
L 2910H	0	6	2	4	11	32	0.4	0	1	43	150	22	0
M 2866H	0	2	1	5	11	19	0.4	0	1	48	607	0	0
N 2825L	2	3	6	2	24	23	2.6	51	1	95	948	0	0
O 2772L	19	14	9	7	41	40	11.2	6	1	56	122	16	0
P 2770L	9	21	9	6	49	28	2.7	0	1	38	274	0	0
Q 2739L	5	11	5	8	19	27	2.5	22	1	116	188	64	0
R 2714L	17	21	14	21	59	54	6.4	14	1	54	79	21	0
S 2707L	12	2	23	11	40	10	71.5	51	2	92	42	61	0
T 2700L	9	11	8	11	15	11	5.0	28	2	87	45	55	0
LINE 10200	(FLIGHT 2)												
A 3410L?	3	1	2	2	7	2	9.4	28	1	104	99	55	0
LINE 10201	(FLIGHT 2)												
A 3745H	3	10	3	1	3	3	0.6	0	1	34	62	18	0
B 3766H	7	10	5	8	10	3	4.1	22	1	45	67	14	0
C 3777L	1	11	5	16	45	20	0.4	0	1	22	535	0	0
D 3800H	6	10	5	19	47	15	3.3	16	1	40	138	4	0
E 3810H	1	6	1	11	10	39	0.8	22	1	44	313	5	0
F 3881H	0	2	0	2	2	4	-	-	-	-	-	-	0
G 3904H?	1	2	1	2	2	4	-	-	-	-	-	-	0
H 3910L	8	6	5	3	62	59	8.4	34	1	54	446	2	0
I 3944H	-1	3	0	7	7	13	0.4	4	1	51	732	0	30
J 3956H	0	11	2	16	18	18	0.4	3	1	25	546	0	0
K 3967L	8	18	11	5	40	146	2.7	0	1	39	715	0	0
L 4003L	5	8	5	8	18	10	3.4	32	1	98	942	4	0
M 4017L	14	9	11	13	37	5	13.0	32	1	67	221	22	0
N 4028L	14	5	12	17	33	12	26.6	38	1	52	181	13	0
O 4039H	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10212	(FLIGHT 11)												
A 5072H	1	2	1	2	2	4	-	-	-	-	-	-	0

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LINE 10212	(FLIGHT 11)												
B 5167H	1	5	1	10	14	62	0.5	0	1	44	727	0	0
C 5272H	3	7	4	12	32	31	2.2	26	1	36	140	2	0
D 5285L	5	11	5	15	38	53	2.6	12	1	27	428	0	0
E 5292H	0	2	1	2	2	4	-	-	-	-	-	-	0
F 5310H	7	8	10	21	46	20	5.0	29	1	43	117	8	0
G 5409L	1	3	4	4	6	6	0.8	0	1	79	879	0	0
H 5458L	1	3	2	2	1	1	1.1	0	1	49	592	0	0
I 5497L	6	5	6	7	21	29	6.0	30	1	66	251	17	0
J 5506H	2	8	2	13	39	29	0.8	4	1	33	187	0	0
K 5518L	12	6	14	9	23	23	16.1	33	1	51	138	14	0
L 5524H	1	6	5	6	13	29	0.7	15	1	37	343	0	0
LINE 10220	(FLIGHT 2)												
A 5080B	1	2	1	2	2	4	-	-	-	-	-	-	0
B 5085D	9	6	19	17	31	4	10.8	38	1	77	65	42	0
C 5088D	11	7	19	17	37	44	10.9	33	2	61	43	32	0
D 5090D	9	11	13	21	62	44	5.2	26	1	48	110	14	0
E 5127H	1	4	-1	6	14	28	0.9	35	1	70	791	4	0
F 5325H	0	4	1	7	15	37	0.4	1	1	50	661	0	0
G 5337H	1	6	0	9	14	59	0.5	12	1	48	715	0	0
H 5350H	1	9	3	15	42	57	0.5	0	1	25	340	0	0
I 5368L	2	6	2	4	11	12	1.1	5	1	79	931	0	0
J 5393H	1	7	3	13	40	7	0.7	13	1	35	369	0	0
K 5514L	12	6	15	15	37	58	17.7	51	1	76	809	6	0
L 5523H	-1	6	1	6	23	61	0.4	7	1	75	815	4	0
M 5534L	2	10	6	9	18	14	0.9	15	1	79	652	11	0
N 5562L	5	20	28	8	8	17	1.4	0	4	100	12	76	0
O 5588L	1	2	0	2	2	4	-	-	-	-	-	-	0
P 5593L	1	7	4	7	21	10	0.7	0	1	47	643	0	6
Q 5603L	5	3	2	7	19	11	11.1	47	1	60	429	2	0
R 5613L	1	1	1	3	10	1	2.2	70	1	98	1002	0	9
S 5625L	8	31	39	35	37	10	1.7	0	20	132	1	127	0
LINE 10230	(FLIGHT 2)												
A 6297B?	1	2	1	2	2	4	-	-	-	-	-	-	0
B 6285D	6	5	18	13	33	8	5.7	34	3	73	21	48	0
C 6283D	6	5	18	13	33	11	7.1	38	4	82	12	60	0
D 6252B	3	4	2	6	6	13	3.5	48	1	102	142	55	0
E 6016H	-1	11	2	21	36	73	0.4	10	1	25	472	0	0
F 5993H	5	12	7	5	7	2	2.1	14	1	36	169	2	0
G 5979L	3	11	3	9	17	39	1.3	5	1	69	844	0	0

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LINE 10230	(FLIGHT 2)												
H 5949H	-1	4	0	4	11	23	0.4	0	1	41	383	13	0
I 5895H	-1	4	1	5	11	20	0.5	0	1	38	296	12	0
J 5871H	-1	4	1	6	14	30	0.4	0	1	45	604	0	0
K 5838L	5	7	6	12	35	58	3.3	38	1	64	158	25	0
L 5826L	25	10	14	7	31	28	28.0	22	1	61	545	1	0
M 5791L	-2	13	16	7	20	22	0.4	0	1	38	502	0	0
N 5779L	1	2	0	0	1	38	1.1	22	1	92	994	0	0
O 5763L	1	2	1	2	2	4	-	-	-	-	-	-	0
P 5756L	12	10	15	7	16	12	9.3	34	1	65	201	22	0
Q 5754L	9	5	15	12	16	12	12.4	43	1	79	87	42	0
R 5743L	11	21	5	13	34	40	3.4	0	1	48	196	5	0
S 5739L	3	8	8	11	28	14	1.9	3	1	84	847	0	11
LINE 10240	(FLIGHT 2)												
A 6439B	3	3	3	4	1	9	4.4	55	1	108	183	56	0
B 6444B?	1	2	4	4	11	10	1.0	0	1	72	164	48	0
C 6477B	1	2	0	2	2	4	-	-	-	-	-	-	0
D 6513B	5	8	7	16	31	15	3.2	35	1	68	136	29	0
E 6519D	2	8	3	13	2	57	1.1	18	1	29	554	0	0
F 6716H	1	6	3	11	37	6	0.9	6	1	30	263	0	0
G 6733H	3	7	6	15	49	23	2.1	8	1	27	208	0	0
H 6745L	2	10	2	7	29	29	0.8	0	1	41	734	0	0
I 6775H	0	3	1	6	13	24	0.4	4	1	61	720	0	0
J 6806H	1	2	0	2	2	4	-	-	-	-	-	-	0
K 6845H	1	4	1	6	11	19	1.2	40	1	51	465	6	4
L 6916L	43	18	14	10	31	23	32.6	19	1	53	417	8	8
M 6955L	1	22	2	3	29	28	0.4	0	1	73	629	0	0
N 6985L	2	6	2	4	14	22	1.5	23	1	78	878	0	0
O 6995L	10	35	4	18	27	20	2.0	0	1	93	229	38	0
P 7007H	1	8	4	19	31	41	0.6	0	1	39	256	0	0
LINE 10250	(FLIGHT 3)												
A 675D	23	19	56	47	108	49	11.6	11	2	46	24	22	0
B 652L	15	11	12	99	40	67	11.6	7	1	49	64	16	0
C 646L	4	11	7	100	14	80	2.0	5	1	92	70	53	100
D 540H	-1	5	0	8	1	36	0.4	0	1	52	754	0	0
E 455H	1	5	2	8	18	33	0.4	2	1	33	341	0	0
F 434H	3	11	5	20	55	55	1.1	11	1	23	237	0	0
G 421L	3	23	4	23	57	104	0.8	0	1	13	513	0	0
H 365M	-3	2	-4	2	2	4	-	-	-	-	-	-	0
I 245L	14	16	21	26	28	10	5.9	19	1	74	86	37	0

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	COAXIAL 1094 HZ		COPLANAR 883 HZ		COPLANAR 7253 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10250	(FLIGHT 3)												
J 242L	31	16	18	12	15	2	22.8	25	2	84	27	56	0
K 194L	-2	60	51	50	40	3	0.4	0	1	18	527	0	10
L 154L	7	8	17	25	23	27	5.6	36	2	88	26	61	0
M 151L	6	35	13	22	7	18	1.1	0	1	45	125	11	0
LINE 10260	(FLIGHT 3)												
A 2070H	1	2	1	2	2	1	-	-	-	-	-	-	0
B 2094D	2	7	3	8	19	21	1.0	3	1	53	640	0	0
C 2182H?	0	3	0	4	5	36	0.1	0	1	42	485	15	0
D 2231B?	0	2	0	1	2	4	-	-	-	-	-	-	0
E 2260H?	-1	2	0	2	2	4	-	-	-	-	-	-	0
F 2304H	1	4	3	9	20	39	1.0	26	1	26	368	0	0
G 2325H	1	4	1	5	9	31	0.9	18	1	17	369	0	0
H 2334L?	2	16	3	20	50	82	0.4	0	1	20	617	0	0
I 2403M	0	2	-2	4	3	24	0.4	0	1	75	862	0	0
J 2412M	1	1	-6	2	0	4	-	-	-	-	-	-	0
K 2421H	1	3	0	7	11	35	0.9	22	1	45	747	0	0
L 2485H?	-1	2	0	2	1	4	-	-	-	-	-	-	0
M 2519L	5	3	16	11	24	7	12.5	51	1	71	751	0	0
N 2548L	1	11	6	5	2	6	0.4	0	1	47	268	2	6
O 2555H	1	7	4	11	18	32	0.6	0	1	31	245	0	0
P 2583L	12	20	10	20	40	24	4.3	0	1	43	79	9	4
Q 2592H	1	4	3	9	21	16	0.8	19	1	40	468	0	30
LINE 10270	(FLIGHT 3)												
A 3244H	0	2	0	2	2	4	-	-	-	-	-	-	0
B 3226H	1	2	1	2	2	4	-	-	-	-	-	-	0
C 3202D	1	2	0	2	2	4	-	-	-	-	-	-	0
D 3106H	-1	2	0	2	2	4	-	-	-	-	-	-	0
E 3071H	-1	4	-1	7	12	36	0.4	2	1	67	801	0	0
F 2994H	4	9	6	18	62	35	2.3	18	1	22	200	0	0
G 2977H	4	6	5	1	62	3	1.0	0	1	29	105	12	0
H 2970L	1	1	-1	2	3	22	1.5	62	1	88	900	2	0
I 2918H	1	3	0	5	12	24	1.0	22	1	54	790	0	12
J 2910H	-1	2	1	2	2	4	-	-	-	-	-	-	0
K 2894H	1	1	-1	3	7	25	2.9	77	1	65	862	0	4
L 2816H	3	4	6	5	13	12	2.6	28	1	73	712	0	0
M 2785L	3	1	6	7	13	12	26.7	77	1	79	118	36	0
N 2757L	0	11	5	16	30	26	0.4	0	1	64	234	18	0
O 2726L	14	19	13	40	19	74	5.4	13	1	44	95	12	11
LINE 10280	(FLIGHT 3)												
A 3509H	1	2	1	3	10	10	1.0	0	1	44	360	15	0

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	COAXIAL 1094 HZ		COPLANAR 883 HZ		COPLANAR 7253 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10280 (FLIGHT 3)													
B 3534H	1	3	1	4	10	27	0.3	0	1	48	380	20	0
C 3557H	-1	4	1	6	17	19	0.4	0	1	50	572	0	0
D 3626L	2	3	4	6	12	11	1.9	44	1	58	722	0	0
E 3645H	-1	3	1	4	6	15	0.3	0	1	56	323	28	0
F 3743H	-1	2	1	2	2	4	-	-	-	-	-	-	0
G 3758H	2	9	5	1	1	55	0.1	0	1	32	72	17	0
H 3767L	1	13	3	2	15	14	0.4	0	1	16	560	0	70
I 3830H	-1	2	0	2	2	4	-	-	-	-	-	-	7
J 3837H	-1	5	0	6	14	25	0.4	0	1	47	770	0	0
K 3943H	-1	2	0	2	2	4	-	-	-	-	-	-	8
L 3978L	8	5	11	11	16	18	10.5	34	1	78	214	29	0
M 3986L	2	5	12	14	16	10	1.5	18	2	92	55	56	0
N 3990L	6	7	8	17	13	11	4.5	26	1	99	147	50	0
O 3995L	2	13	5	16	7	10	0.6	0	2	196	11	187	0
P 4004H	1	8	5	15	44	32	0.6	0	1	25	228	0	0
Q 4017L	7	3	18	24	22	88	19.9	48	2	79	51	45	0
R 4030L	0	2	1	2	2	4	-	-	-	-	-	-	0
S 4041L	3	3	3	2	1	5	3.6	44	1	116	1015	0	0
LINE 10290 (FLIGHT 3)													
A 4755B?	-1	4	0	4	10	28	0.3	0	1	38	543	8	18
B 4669H	-1	7	1	9	22	47	0.4	4	1	56	615	1	0
C 4650H	2	7	4	8	22	28	1.3	23	1	84	135	41	0
D 4633H	0	2	1	2	2	4	-	-	-	-	-	-	0
E 4606H	-1	2	1	2	2	4	-	-	-	-	-	-	0
F 4575D?	-1	1	1	1	2	4	-	-	-	-	-	-	0
G 4539L	1	3	1	1	14	19	1.2	34	1	81	920	0	0
H 4383H	5	3	3	4	27	155	0.3	0	1	31	60	17	0
I 4378L	3	27	5	38	105	155	0.6	0	1	7	431	0	0
J 4362H	-1	2	-1	2	2	4	-	-	-	-	-	-	0
K 4352H	-1	2	1	2	2	4	-	-	-	-	-	-	0
L 4340H	0	0	0	1	1	4	-	-	-	-	-	-	0
M 4335H	-1	2	0	2	2	4	-	-	-	-	-	-	0
N 4255H	-1	2	1	2	2	4	-	-	-	-	-	-	0
O 4238H	-2	1	1	2	2	4	-	-	-	-	-	-	0
P 4177L	18	11	21	8	22	18	14.5	23	1	84	128	41	0
Q 4166L	15	4	19	12	39	9	42.0	32	1	81	128	38	0
R 4162L	14	5	12	13	22	20	30.6	39	1	80	208	33	0
S 4154L	20	17	10	37	10	9	10.0	16	4	191	5	181	0
T 4141L	7	9	22	24	32	27	4.9	21	1	42	140	5	0
LINE 10300 (FLIGHT 3)													
A 4976D	3	3	5	5	10	7	3.4	42	1	75	114	33	0

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ANOMALY/ FID/INTERP	COAXIAL 1094 HZ REAL PPM	COAXIAL 1094 HZ QUAD PPM	COPLANAR 883 HZ REAL PPM	COPLANAR 883 HZ QUAD PPM	COPLANAR 7253 HZ REAL PPM	COPLANAR 7253 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 10300	(FLIGHT 3)												
B 5001H?	1	6	2	10	28	46	0.5	11	1	48	538	1	0
C 5027H	-1	3	1	4	9	12	0.7	0	1	53	326	24	0
D 5092L	2	3	2	4	12	21	1.8	40	1	54	520	0	0
E 5195H	-1	2	1	2	2	4	-	-	-	-	-	-	0
F 5205H	1	2	1	2	2	4	-	-	-	-	-	-	0
G 5223L	2	8	2	9	18	34	1.0	2	1	58	827	0	0
H 5243B	1	3	-1	5	10	30	1.2	24	1	95	1010	0	0
I 5413H	-1	10	1	15	20	84	0.4	0	1	21	547	0	0
J 5428L	2	3	10	16	23	22	3.5	50	1	66	67	32	0
K 5438L	31	19	41	41	72	46	17.0	23	1	51	81	20	20
L 5441L	17	10	41	41	72	46	15.3	26	1	78	84	40	0
M 5449L	7	7	8	30	11	4	5.4	0	1	69	75	28	12
N 5454L	5	10	24	39	23	39	2.4	1	35	95	1	92	0
LINE 10310	(FLIGHT 3)												
A 6065H	3	3	4	6	15	9	3.4	38	1	72	140	28	0
B 5987H	1	2	1	2	2	4	-	-	-	-	-	-	0
C 5974L	3	2	3	4	13	15	4.9	59	1	82	745	0	0
D 5937H	-1	3	0	6	12	24	0.4	0	1	73	891	0	0
E 5860L	-1	2	0	2	2	4	-	-	-	-	-	-	0
F 5834L	3	8	4	4	14	10	1.7	15	1	19	541	0	0
G 5814H	0	2	0	2	2	4	-	-	-	-	-	-	0
H 5679H	0	2	0	2	2	4	-	-	-	-	-	-	0
I 5663H	0	2	1	4	13	20	0.6	0	1	48	320	23	0
J 5637H	0	2	1	2	2	4	-	-	-	-	-	-	0
K 5632L	20	6	13	11	20	63	38.2	25	1	53	82	20	0
L 5631L	20	6	26	11	29	64	38.2	19	1	42	170	2	0
M 5621L	10	3	7	7	18	31	26.6	32	1	30	266	0	0
N 5609L	7	9	10	8	7	12	4.3	0	1	51	275	0	0
O 5605L	2	3	4	13	22	54	2.5	29	1	28	291	0	4
P 5590H	1	2	1	1	2	4	-	-	-	-	-	-	0
LINE 10320	(FLIGHT 3)												
A 6367B?	0	2	1	2	2	4	-	-	-	-	-	-	0
B 6456H	1	3	1	4	2	4	0.2	0	1	61	203	37	0
C 6478H	-1	3	1	5	11	23	0.4	0	1	36	400	9	0
D 6544L	1	2	1	2	2	4	-	-	-	-	-	-	0
E 6561H	-1	2	1	2	2	4	-	-	-	-	-	-	0
F 6583H	-1	2	1	2	2	4	-	-	-	-	-	-	0
G 6652L	28	18	10	20	36	8	16.5	11	1	43	224	3	30
H 6658L	2	15	3	2	6	13	0.7	0	1	103	181	53	0

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LINE 10320	(FLIGHT 3)												
I 6661L	5	6	4	3	15	13	1.0	0	1	64	118	42	0
J 6663L	4	10	4	7	8	9	1.8	10	1	90	859	0	0
K 6670H	1	2	1	2	2	4	-	-	-	-	-	-	0
L 6678L	4	8	5	4	11	5	2.1	9	1	32	322	0	19
M 6799L	1	2	1	2	2	1	-	-	-	-	-	-	0
LINE 10321	(FLIGHT 3)												
A 7296H	-1	2	0	2	2	4	-	-	-	-	-	-	0
B 7345H	3	12	6	16	62	1	1.1	0	1	29	165	0	0
C 7356L	7	7	8	8	17	38	6.1	21	1	59	132	17	0
D 7361L	23	8	38	20	56	38	31.8	21	2	60	30	33	0
E 7368L	22	4	18	9	31	13	89.3	16	1	57	132	16	13
F 7384L	1	7	5	3	1	2	0.8	0	1	75	70	34	0
G 7407H	4	28	13	51	79	173	1.0	0	1	24	117	0	0
LINE 10330	(FLIGHT 4)												
A 806H	-1	2	1	3	7	9	0.6	0	1	44	365	16	0
B 787H	1	3	1	6	3	16	1.4	47	1	57	542	3	0
C 692H	-1	4	1	5	5	18	0.2	0	1	34	298	9	0
D 681L	3	4	2	2	15	34	2.7	31	1	110	1015	0	0
E 566L	1	8	4	7	15	34	0.7	15	1	100	936	8	0
F 555H	2	4	3	1	79	84	2.0	48	1	15	458	0	14
G 537L	18	22	5	10	17	27	6.5	20	1	76	170	33	0
H 520L	4	16	5	17	71	14	1.4	0	1	17	542	0	0
I 481H	1	6	0	11	3	11	0.8	28	1	44	672	0	5
J 262L	5	4	6	6	43	39	7.1	39	1	68	108	28	0
K 244L	2	9	2	5	12	17	1.0	0	1	61	871	0	0
L 214H?	5	9	9	15	38	37	2.8	8	1	33	116	0	0
M 179H	-1	5	1	8	4	43	0.4	0	1	50	601	0	0
LINE 10340	(FLIGHT 4)												
A 1064H	0	2	1	2	2	4	-	-	-	-	-	-	0
B 1133H	-1	2	1	2	2	4	-	-	-	-	-	-	0
C 1260H	1	5	1	6	14	22	0.6	9	1	59	692	0	0
D 1279L	1	2	1	2	2	4	-	-	-	-	-	-	0
E 1312H	1	1	0	0	3	8	2.4	69	1	77	910	0	0
F 1362L	0	9	3	4	10	11	0.4	0	1	100	515	17	0
G 1372H	1	9	2	16	48	10	0.5	0	1	12	518	0	6
H 1385L	1	7	1	8	16	25	0.7	4	1	72	870	0	0
I 1389L	1	4	5	6	13	11	0.8	0	1	65	900	0	0
J 1403L	7	14	6	23	15	73	3.2	11	1	14	421	0	0

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ANOMALY/ FID/INTERP	COAXIAL 1094 HZ REAL PPM	COAXIAL 1094 HZ QUAD PPM	COPLANAR 883 HZ REAL PPM	COPLANAR 883 HZ QUAD PPM	COPLANAR 7253 HZ REAL PPM	COPLANAR 7253 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 10340	(FLIGHT 4)												
K 1431H	1	5	1	9	19	49	0.7	24	1	40	611	0	0
L 1449H	1	3	0	4	1	31	1.6	34	1	57	827	0	0
M 1482D	1	7	-2	9	4	61	0.6	23	1	79	807	10	50
N 1515B?	0	2	-1	2	2	4	-	-	-	-	-	-	0
O 1555L	0	14	6	5	3	11	0.4	0	7	169	1	161	0
P 1599L	5	4	7	5	7	1	5.9	38	1	100	908	0	0
Q 1629L	3	5	7	7	22	12	2.2	23	1	78	90	39	0
R 1643L	7	6	8	9	23	25	6.0	31	1	67	213	21	0
S 1650L	1	4	4	11	22	34	0.9	0	1	39	235	0	0
T 1663L	0	14	6	5	18	18	0.4	0	1	62	195	17	0
U 1693H	1	12	5	19	30	75	0.4	0	1	40	197	3	0
V 1727H?	1	4	1	7	6	28	1.0	18	1	72	580	2	0
LINE 10350	(FLIGHT 4)												
A 2453H?	-1	1	-1	3	1	15	0.4	0	1	116	1015	0	0
B 2286H	0	2	0	2	9	31	0.3	0	1	39	303	12	0
C 2251H	1	2	0	2	2	4	-	-	-	-	-	-	0
D 2236H	0	3	0	4	12	25	0.5	0	1	43	469	14	0
E 2220L	3	6	2	4	49	93	1.7	13	1	93	987	0	0
F 2156H	-1	5	0	10	13	63	0.4	2	1	41	701	0	0
G 2139L	9	4	11	13	30	36	17.5	50	1	48	727	0	0
H 2127H	1	2	1	2	2	4	-	-	-	-	-	-	0
I 2093L	8	5	10	13	18	29	11.3	47	1	56	499	5	0
J 2083L	11	19	6	27	77	105	3.9	10	1	15	387	0	0
K 2056H	1	8	2	17	32	91	0.4	10	1	30	486	0	0
L 1960L	20	50	59	27	-7	13	3.5	0	198	63	1	65	19300
M 1932L	4	4	6	5	17	19	5.0	49	1	97	227	45	0
N 1917H	-1	2	0	3	11	16	0.7	0	1	36	401	7	0
O 1905H	0	2	0	4	16	17	1.0	0	1	56	282	29	0
P 1895L	7	7	12	9	6	8	5.8	26	1	71	347	17	0
Q 1890L	13	8	12	12	13	11	12.5	23	1	86	884	0	0
R 1872H	1	6	3	4	5	67	0.1	0	1	39	129	21	0
S 1861H	1	4	1	3	8	28	0.2	0	1	32	246	10	0
T 1828H	1	5	3	6	6	22	0.7	0	1	31	339	0	0
U 1818H	0	2	0	2	2	4	-	-	-	-	-	-	0
V 1809H	0	6	0	11	11	63	0.4	10	1	45	683	0	0
W 1786L	1	10	1	11	27	35	0.4	0	1	71	874	0	8
LINE 10360	(FLIGHT 4)												
A 2769H	-1	2	-1	2	2	4	-	-	-	-	-	-	0
B 2973L	2	4	1	4	11	13	2.0	31	1	96	599	9	0

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	COAXIAL 1094 HZ		COPLANAR 883 HZ		COPLANAR 7253 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10360 (FLIGHT 4)													
C 3003H	-1	4	2	6	12	24	0.4	0	1	61	548	0	0
D 3027L	1	2	1	2	2	4	-	-	-	-	-	-	0
E 3049H	1	5	2	8	5	41	0.4	6	1	48	470	5	0
F 3060B?	1	2	0	2	2	4	-	-	-	-	-	-	160
G 3089L	2	11	12	14	20	37	1.0	5	1	73	71	38	0
H 3092L	5	10	8	14	44	65	2.8	13	1	20	663	0	0
I 3113H	1	2	1	1	2	4	-	-	-	-	-	-	0
J 3229L	11	15	23	23	1	7	5.2	18	17	137	1	132	5080
K 3279L	2	5	5	4	9	10	1.7	22	1	65	196	19	0
L 3292H	2	7	3	14	10	55	1.1	4	1	32	157	0	15
M 3303H?	1	7	1	6	12	41	0.7	17	1	59	220	18	0
N 3317H	3	12	4	12	31	19	1.1	15	1	65	128	28	0
O 3355H?	-1	5	1	7	6	26	0.4	0	1	47	450	0	0
P 3375H	0	6	3	9	22	30	0.4	0	1	50	212	7	0
LINE 10370 (FLIGHT 4)													
A 4006H	0	2	1	2	2	4	-	-	-	-	-	-	0
B 3979H	3	4	5	8	16	2	2.7	27	1	49	155	8	0
C 3963B?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 3952B?	1	2	1	2	2	4	-	-	-	-	-	-	0
E 3945B?	1	2	0	3	7	17	1.3	52	1	93	920	3	0
F 3891H	1	3	0	6	13	24	0.5	2	1	61	815	0	0
G 3870L	1	5	2	1	8	7	0.7	2	1	99	1015	0	0
H 3859H	-1	3	2	5	12	18	0.6	0	1	57	331	29	0
I 3834L	1	3	3	2	3	8	0.9	22	1	145	1015	0	0
J 3813H	1	4	-1	5	9	22	0.3	0	1	55	488	25	0
K 3787H	1	2	0	2	2	4	-	-	-	-	-	-	0
L 3753L	8	1	3	6	4	3	100.2	54	1	44	403	0	0
M 3748L	6	12	5	18	8	79	2.6	11	1	22	468	0	0
N 3730H	-1	2	0	4	9	16	0.5	0	1	43	386	16	0
O 3583H	1	1	0	2	2	4	-	-	-	-	-	-	0
P 3566L	3	6	3	5	11	10	2.1	20	1	89	954	0	0
Q 3550H	1	2	0	2	2	4	-	-	-	-	-	-	0
R 3541H	2	8	1	12	29	67	0.9	8	1	25	387	0	0
S 3528H	5	10	6	8	26	50	2.4	14	1	54	154	14	0
T 3483H	-1	3	-1	4	6	20	0.2	0	1	26	395	0	0
U 3456L	0	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10380 (FLIGHT 4)													
B 4317H?	-1	5	1	7	14	37	0.4	1	1	67	344	18	0
C 4336H?	1	6	2	6	13	12	0.9	11	1	57	247	12	0

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ANOMALY/ FID/INTERP	COAXIAL 1094 HZ REAL PPM	COAXIAL 1094 HZ QUAD PPM	COPLANAR 883 HZ REAL PPM	COPLANAR 883 HZ QUAD PPM	COPLANAR 7253 HZ REAL PPM	COPLANAR 7253 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 10380	(FLIGHT 4)												
D 4358H	-1	2	1	2	2	4	-	-	-	-	-	-	0
E 4424H	1	2	1	2	2	4	-	-	-	-	-	-	0
F 4447L	5	10	5	3	11	11	2.3	11	1	88	314	32	0
G 4470L	1	2	1	2	2	4	-	-	-	-	-	-	0
H 4498H	-1	2	1	2	2	4	-	-	-	-	-	-	0
I 4507H	1	4	1	6	9	35	0.9	23	1	50	541	0	0
J 4528H	1	2	0	2	2	4	-	-	-	-	-	-	0
K 4555L	1	6	7	10	2	34	0.6	4	1	39	577	0	0
L 4560L	2	7	3	11	4	48	1.1	2	1	28	646	0	0
M 4716L	1	2	1	1	4	27	1.4	56	1	160	1015	0	2790
N 4731H	1	2	1	2	2	4	-	-	-	-	-	-	0
O 4748H	1	2	1	2	2	4	-	-	-	-	-	-	0
P 4763L	0	2	1	2	2	4	-	-	-	-	-	-	7
Q 4770L	1	10	2	11	21	63	0.6	3	1	40	254	2	0
R 4847H	1	4	2	7	1	8	0.8	21	1	52	500	0	0
LINE 10390	(FLIGHT 4)												
A 5441B?	1	5	2	6	20	28	0.5	0	1	48	371	1	0
B 5429H?	1	2	1	4	11	20	0.5	0	1	43	390	15	0
C 5409H?	0	2	1	5	10	28	0.3	0	1	40	426	13	0
D 5404H?	1	2	1	2	2	4	-	-	-	-	-	-	4
E 5364H	1	7	1	12	17	47	0.4	3	1	38	548	0	0
F 5344H	-1	4	2	6	18	21	0.4	0	1	49	467	0	0
G 5329H	1	3	2	3	24	21	1.0	0	1	47	204	22	0
H 5300H	1	2	1	2	2	4	-	-	-	-	-	-	0
I 5280M	1	2	0	2	2	4	-	-	-	-	-	-	0
J 5254H	1	5	2	8	5	31	0.6	14	1	61	609	2	0
K 5216L	6	10	7	11	5	32	3.2	27	1	38	352	0	0
L 5209L	12	19	11	28	68	76	4.2	21	1	23	290	0	0
M 5116H	1	2	0	2	2	4	-	-	-	-	-	-	0
N 5065H?	1	1	0	2	2	4	-	-	-	-	-	-	0
O 5053H?	1	4	1	5	12	25	0.5	0	1	46	310	20	0
P 5025L?	1	8	2	4	13	40	0.3	0	1	45	194	22	0
Q 4931H?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10400	(FLIGHT 4)												
A 5699H	1	2	1	1	2	4	-	-	-	-	-	-	0
B 5711H	1	2	1	2	2	4	-	-	-	-	-	-	0
C 5761H	1	2	1	2	2	4	-	-	-	-	-	-	0
D 5799H	-1	3	1	5	13	23	0.5	0	1	42	357	15	0
E 5817H	1	1	1	1	2	4	-	-	-	-	-	-	0

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	COAXIAL 1094 HZ		COPLANAR 883 HZ		COPLANAR 7253 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10400	(FLIGHT	4)											
F 5847H	1	5	2	4	29	18	1.0	0	1	42	222	20	0
G 5876H	1	5	2	3	17	19	0.8	19	1	66	341	18	0
H 5936H	1	7	2	11	23	40	0.5	2	1	41	384	0	0
I 5963H	0	4	2	8	20	29	0.4	0	1	48	483	1	16
J 6001L	1	2	1	2	2	4	-	-	-	-	-	-	30
K 6006L	3	13	6	12	29	41	1.2	0	1	27	368	0	0
L 6028H	1	2	0	2	2	4	-	-	-	-	-	-	0
M 6112H	-1	3	1	5	11	2	1.0	0	1	39	618	10	0
N 6175H	1	2	1	2	2	4	-	-	-	-	-	-	0
O 6198L	0	4	1	4	10	16	0.6	0	1	50	223	27	0
P 6206H	1	7	4	11	26	35	0.4	0	1	52	148	14	0
Q 6223H	0	5	2	5	14	13	0.4	0	1	55	212	13	0
R 6261L	2	3	5	5	5	3	1.8	0	1	48	112	0	0
S 6276L	1	4	4	4	8	12	1.2	0	1	66	250	7	0
T 6291L	16	7	10	5	13	12	21.1	15	1	52	179	8	0
LINE 10410	(FLIGHT	4)											
A 6940H?	0	3	1	6	13	32	0.5	7	1	61	592	0	0
B 6883B?	1	5	1	6	13	28	0.8	25	1	66	377	18	0
C 6866B?	2	4	5	5	24	25	1.0	0	1	53	125	31	0
D 6831H?	1	1	1	2	2	1	-	-	-	-	-	-	0
E 6799H?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 6774H?	-2	2	1	2	2	4	-	-	-	-	-	-	0
G 6768H	1	2	1	2	2	4	-	-	-	-	-	-	0
H 6754H	1	1	0	1	1	4	-	-	-	-	-	-	0
I 6732H	-1	3	1	5	11	22	0.4	0	1	63	413	11	0
J 6716H	0	5	3	8	8	24	0.4	0	1	76	220	29	0
K 6693H	-1	4	2	1	17	3	1.0	0	1	52	313	26	0
L 6653L	9	9	5	7	3	4	6.1	25	1	45	417	0	0
M 6645L	2	7	3	8	19	24	1.1	0	1	39	354	0	0
N 6629H	-1	2	1	2	2	4	-	-	-	-	-	-	0
O 6618H	1	2	1	2	2	4	-	-	-	-	-	-	0
P 6546H	-1	2	1	2	2	4	-	-	-	-	-	-	0
Q 6497H	0	2	1	2	2	4	-	-	-	-	-	-	0
R 6459L	1	5	3	8	19	22	0.6	1	1	44	279	0	10
S 6442H	1	2	1	2	2	4	-	-	-	-	-	-	0
T 6434H	3	5	11	14	32	29	2.0	28	1	39	281	0	0
U 6422L	10	2	14	27	31	13	93.0	46	1	68	84	32	0
V 6406L	19	5	8	10	8	14	47.1	0	2	63	48	28	0
LINE 10420	(FLIGHT	4)											
B 7110H	0	2	1	2	2	4	-	-	-	-	-	-	0

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ANOMALY/ FID/INTERP	COAXIAL 1094 HZ REAL PPM	COAXIAL 1094 HZ QUAD PPM	COPLANAR 883 HZ REAL PPM	COPLANAR 883 HZ QUAD PPM	COPLANAR 7253 HZ REAL PPM	COPLANAR 7253 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 10420	(FLIGHT 4)												
C 7132H	1	2	1	2	2	4	-	-	-	-	-	-	0
D 7145H?	0	2	0	2	1	4	-	-	-	-	-	-	0
E 7263H	1	5	1	8	16	47	0.7	21	1	49	681	0	0
F 7313H?	-1	2	0	2	2	4	-	-	-	-	-	-	0
G 7326H	1	6	1	9	15	50	0.5	3	1	50	669	0	0
H 7340H	0	5	1	9	14	48	0.4	4	1	53	660	0	0
I 7367H	-1	6	2	9	24	36	0.4	2	1	44	453	1	0
J 7372L	6	5	5	5	18	23	6.3	35	1	43	354	0	0
K 7380L	2	6	4	7	14	19	1.3	12	1	46	564	0	0
L 7390H	0	2	1	3	6	14	0.3	0	1	41	411	13	40
M 7400H?	1	0	-1	1	2	4	-	-	-	-	-	-	0
N 7432H?	-2	2	-1	2	2	4	-	-	-	-	-	-	0
O 7474H	-1	5	0	9	22	13	0.4	0	1	56	781	0	0
P 7500H	1	1	-1	1	1	4	-	-	-	-	-	-	0
Q 7531H	-1	5	1	8	17	35	0.4	3	1	60	700	0	0
R 7565H	1	5	3	11	15	24	0.5	0	1	39	227	0	0
S 7576L	5	15	15	24	10	13	1.8	1	1	64	150	22	0
T 7582H	7	24	17	26	60	25	2.0	0	1	44	68	14	0
U 7606H	3	9	8	18	46	52	1.6	3	1	34	62	4	0
V 7619L	21	8	19	34	84	126	29.1	18	1	55	69	21	14
LINE 10430	(FLIGHT 4)												
A 7763L	14	18	15	21	43	42	5.4	8	2	63	55	31	0
B 7757L	3	2	4	7	25	21	7.9	48	1	73	110	30	0
C 7751H	2	8	11	20	38	23	0.8	0	1	46	61	15	0
D 7736H	4	10	6	19	47	50	1.7	12	1	46	80	14	0
E 7724H?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 7708L	2	1	1	4	23	2	5.5	12	1	39	133	0	0
G 7697L	16	6	22	12	42	54	27.6	26	1	43	84	10	0
H 7691L	12	11	16	11	40	26	7.5	6	1	31	76	0	0
LINE 10431	(FLIGHT 5)												
A 1135D	1	5	1	7	21	25	0.8	14	1	63	619	0	0
B 1232H?	1	4	1	6	7	24	0.7	21	1	49	538	2	0
C 1247L?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 1276H	0	4	2	7	16	11	0.4	0	1	60	591	0	0
E 1313M	0	4	-1	7	6	46	0.4	14	1	59	724	5	0
F 1358L	9	3	6	8	11	11	28.5	41	2	79	57	44	4
G 1362L	7	7	20	14	32	13	5.7	28	2	68	47	37	10
H 1365L	12	6	20	14	38	44	14.8	27	1	49	213	6	0
I 1374L	5	11	7	19	38	80	2.3	11	1	24	507	0	11

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	COAXIAL 1094 HZ		COPLANAR 883 HZ		COPLANAR 7253 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10431 (FLIGHT 5)													
J 1397H	-1	2	0	2	1	4	-	-	-	-	-	-	0
K 1461H	-1	3	0	7	12	23	0.4	0	1	71	870	0	0
L 1516H	0	5	0	4	14	15	1.0	0	1	38	267	13	0
LINE 10441 (FLIGHT 5)													
A 882H?	1	4	1	7	16	32	1.1	36	1	57	460	9	0
B 806H	1	5	1	7	12	27	0.8	19	1	56	723	0	0
C 777H	1	3	0	1	12	2	1.0	0	1	47	241	23	0
D 734H	0	5	1	7	16	41	0.4	0	1	41	694	0	0
E 694H	-1	5	2	6	3	33	0.4	0	1	40	436	0	0
F 689H	-1	6	1	9	16	42	0.4	0	1	43	639	0	0
G 631L	9	12	10	8	13	14	5.1	18	1	56	495	0	0
H 620L	6	6	5	6	111	82	4.7	37	1	62	172	20	0
I 594L	-1	3	3	3	16	14	1.0	0	1	29	370	4	11
J 526H	-1	2	0	2	1	4	-	-	-	-	-	-	0
K 522L?	-2	7	0	13	33	65	0.4	0	1	54	760	0	9
L 504H	-2	2	-1	2	2	4	-	-	-	-	-	-	0
M 471H	-1	6	1	11	3	44	0.4	0	1	40	677	0	0
N 444L	37	47	11	24	170	219	8.0	0	1	19	345	0	0
O 423H	7	13	12	29	77	61	2.8	19	1	41	57	14	0
P 409H	2	8	3	14	27	65	1.3	17	1	44	98	12	0
Q 395H	1	3	2	6	13	27	0.8	17	1	56	113	19	0
R 381L	31	11	13	15	35	19	39.0	19	2	47	27	23	0
S 376L	39	17	43	20	37	13	30.2	18	2	62	33	35	12
T 372L	19	24	28	20	47	46	6.5	21	1	57	56	28	0
U 358L	20	17	42	34	613	784	10.3	7	2	45	27	20	0
LINE 10450 (FLIGHT 5)													
B 2083H	1	1	1	2	2	3	-	-	-	-	-	-	0
C 2063H	1	2	1	2	2	4	-	-	-	-	-	-	0
D 2018H?	0	2	1	1	2	4	-	-	-	-	-	-	0
E 1977L	-1	0	1	1	10	6	3.1	97	1	71	834	0	160
F 1947H	-1	4	1	5	12	27	0.4	0	1	57	567	0	0
G 1922H	0	3	2	7	18	29	0.4	0	1	48	501	0	0
H 1907L	4	5	8	7	34	67	2.9	30	1	76	126	33	0
I 1897H	0	8	2	15	42	33	0.4	0	1	29	307	0	0
J 1889H	1	2	1	2	2	4	-	-	-	-	-	-	0
K 1883L	1	10	3	13	29	65	0.5	0	1	27	580	0	0
L 1876H	1	20	6	41	147	157	0.4	0	1	8	219	0	0
M 1817L?	-1	8	4	10	33	48	0.4	0	1	30	602	0	0
N 1806H	-2	2	0	2	2	4	-	-	-	-	-	-	5

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	COAXIAL 1094 HZ		COPLANAR 883 HZ		COPLANAR 7253 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10450 (FLIGHT 5)													
O 1772H	-1	7	4	16	43	41	0.4	0	1	29	304	0	0
P 1756L	23	17	31	26	80	50	12.1	8	1	53	68	20	0
Q 1747L?	1	8	6	14	59	48	0.4	0	1	46	132	7	0
R 1731H	4	8	8	17	4	40	2.5	15	1	41	65	10	0
S 1707H	3	9	5	19	50	73	1.8	9	1	34	86	3	12
T 1684L	10	2	8	6	24	22	66.5	30	1	48	77	13	0
U 1669L	11	5	20	15	270	236	21.6	19	3	53	20	28	0
V 1664L	9	11	18	10	74	216	4.8	6	2	51	28	25	0
W 1659L	5	9	21	21	161	139	2.7	6	2	52	27	26	0
X 1653L	8	6	23	21	73	54	8.5	17	2	60	31	31	0
LINE 10461 (FLIGHT 5)													
A 2559H	1	4	1	7	12	43	0.6	12	1	41	614	0	0
B 2626H	1	2	1	2	2	4	-	-	-	-	-	-	0
C 2700H	1	4	1	1	5	9	0.4	0	1	34	337	11	0
D 2722H	-1	5	2	6	21	28	0.4	0	1	35	471	0	0
E 2741L	0	1	0	2	2	4	-	-	-	-	-	-	30
F 2765H	-1	6	1	10	7	29	0.4	0	1	28	457	0	0
G 2793H	-1	4	3	7	30	42	0.4	0	1	65	187	22	0
H 2801L	1	4	4	7	75	48	0.7	14	1	83	171	37	0
I 2816H	-1	3	2	7	36	53	0.4	0	1	29	359	0	0
J 2822L	0	3	3	5	11	15	0.4	0	1	58	663	0	0
K 2833H	-1	9	2	16	32	110	0.4	0	1	16	488	0	0
L 2874H	-1	2	1	7	26	26	0.4	0	1	46	580	0	0
M 2892H	0	2	1	2	2	4	-	-	-	-	-	-	0
N 2929L	1	32	13	13	35	45	0.4	0	1	44	147	4	0
O 2939H	2	11	11	27	49	8	0.9	8	1	38	107	7	0
P 2963H	3	4	5	11	24	26	2.9	48	1	51	87	18	0
Q 2974H	1	2	1	2	2	4	-	-	-	-	-	-	0
R 3005H	3	11	10	24	98	56	1.6	11	1	41	70	12	10
S 3016L	15	2	21	4	154	177	100.6	23	2	46	39	17	0
T 3021L	16	6	14	17	104	111	26.8	25	2	43	46	15	0
U 3036L	9	20	26	16	38	37	3.0	0	2	116	48	77	0
LINE 10470 (FLIGHT 5)													
B 3642H	1	2	1	2	2	4	-	-	-	-	-	-	0
C 3592H	-1	3	1	5	9	22	0.4	0	1	44	312	18	6
D 3529H	1	2	1	2	2	4	-	-	-	-	-	-	0
E 3462H	0	3	2	5	12	18	0.4	0	1	40	374	0	0
F 3450H	-1	5	1	9	11	59	0.4	8	1	41	546	0	0
G 3434H	-1	5	2	9	19	39	0.4	0	1	34	416	0	0

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	COAXIAL 1094 HZ		COPLANAR 883 HZ		COPLANAR 7253 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10470	(FLIGHT	5)											
H 3410L	1	2	-1	2	2	4	-	-	-	-	-	-	0
I 3396H	-1	2	0	2	2	4	-	-	-	-	-	-	0
J 3381H	0	2	1	6	16	24	0.4	0	1	35	589	0	0
K 3369H	0	1	1	3	9	13	0.6	0	1	45	327	20	0
L 3330L	14	10	12	8	120	123	10.4	29	1	57	264	14	0
M 3310L?	2	10	4	22	43	106	0.6	0	1	17	304	0	14
N 3305L?	0	11	4	24	38	106	0.4	0	1	29	604	0	0
O 3271H	-1	6	1	8	7	65	0.4	0	1	28	620	0	0
P 3259L	2	5	0	11	19	24	1.4	20	1	50	773	0	0
Q 3244H	0	5	3	16	13	15	0.4	0	1	29	351	0	4
R 3236H	1	8	6	14	33	65	0.5	0	1	22	249	0	4
S 3224L	2	8	12	6	22	28	1.1	3	1	44	202	4	0
T 3208L	18	3	19	11	27	34	81.1	17	1	39	89	5	5
U 3197L	10	3	11	7	22	14	32.6	33	1	49	72	15	0
V 3175L	5	11	9	24	56	60	2.7	13	1	39	74	9	0
W 3172L	6	11	9	24	56	60	3.0	15	1	39	79	8	0
X 3151H	0	2	1	2	2	4	-	-	-	-	-	-	0
Y 3106L	1	7	2	14	34	31	0.5	0	1	40	159	0	0
LINE 10480	(FLIGHT	5)											
A 3778H?	1	2	1	2	2	4	-	-	-	-	-	-	0
B 3845D	1	4	4	5	12	7	0.8	22	1	84	485	18	0
C 3858H	1	2	1	2	2	4	-	-	-	-	-	-	0
D 3951H	0	1	1	1	2	4	-	-	-	-	-	-	7
E 3980L	1	3	0	1	2	23	1.4	41	1	89	936	0	0
F 4006H	0	2	1	2	2	4	-	-	-	-	-	-	0
G 4021H	0	3	2	6	17	17	0.4	0	1	57	274	12	0
H 4047L	5	11	8	13	24	29	2.3	30	1	89	91	51	50
I 4054L	11	8	14	9	41	23	9.1	13	1	77	398	11	0
J 4065L	5	4	10	14	60	38	7.5	44	1	60	294	12	11
K 4075L	4	6	11	9	28	34	3.5	30	1	42	375	0	0
L 4093L	0	3	5	5	8	26	0.4	0	1	93	820	4	0
M 4108H	0	6	2	10	26	46	0.4	0	1	22	556	0	0
N 4138L	3	9	13	23	104	66	1.7	2	1	22	187	0	0
O 4141L	6	10	20	34	83	93	3.2	12	1	27	77	0	0
P 4143L	5	9	19	35	93	61	2.8	9	1	26	110	0	0
Q 4154L?	1	5	7	15	34	26	0.7	0	1	49	126	10	0
R 4165L	5	2	13	11	16	28	13.0	40	1	50	195	5	0
S 4168L	9	9	13	16	59	56	6.6	18	1	50	106	14	0
T 4178L	12	3	10	5	49	52	42.4	25	1	49	74	15	0
U 4184L	13	11	16	17	71	60	8.6	6	2	38	23	14	10

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	COAXIAL 1094 HZ		COPLANAR 883 HZ		COPLANAR 7253 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10480 (FLIGHT 5)													
V 4199L	10	6	16	4	107	153	12.8	21	2	44	49	14	0
W 4203L	12	7	16	6	159	202	14.3	15	2	50	37	21	0
LINE 10490 (FLIGHT 5)													
A 4642H	0	4	1	7	14	21	0.4	6	1	48	630	0	0
B 4597H	1	2	0	0	1	4	-	-	-	-	-	-	0
C 4592H	1	4	0	5	8	28	0.2	0	1	35	318	12	0
D 4508H	1	3	1	7	13	33	0.9	29	1	55	679	0	0
E 4499H	-1	2	1	2	2	4	-	-	-	-	-	-	0
F 4476L	1	2	-1	1	2	4	-	-	-	-	-	-	0
G 4453H	1	3	1	7	18	31	0.6	10	1	30	600	0	4
H 4444H	-1	4	0	5	12	26	0.5	0	1	30	384	5	0
I 4431H	0	4	3	6	19	8	0.4	0	1	40	521	0	0
J 4425D?	1	2	1	2	2	4	-	-	-	-	-	-	0
K 4397L	1	4	3	5	9	15	1.0	16	1	102	185	49	0
L 4387L	4	4	11	12	29	21	4.9	37	1	87	960	0	5
M 4377L	18	7	13	8	17	21	25.6	32	1	95	758	8	0
N 4363L	3	5	0	8	10	26	2.4	17	1	66	900	0	0
O 4340L	1	6	3	19	19	34	0.9	14	1	23	573	0	0
P 4331L	3	9	5	22	31	90	1.7	12	1	91	127	46	0
Q 4325L	1	4	10	13	47	44	1.1	19	1	198	1015	0	0
R 4295H?	3	14	6	26	60	85	1.1	11	1	41	160	8	0
S 4286L	15	9	10	16	42	44	14.3	21	1	46	128	9	0
T 4270L	7	10	15	16	59	66	3.9	21	1	32	154	0	0
U 4266L	8	8	15	16	59	66	6.1	31	1	39	122	6	0
V 4257L	1	5	1	3	49	62	1.0	0	1	44	134	23	0
W 4251L	8	7	16	9	94	163	7.3	23	2	76	28	47	0
LINE 10500 (FLIGHT 5)													
A 4830H	-1	2	0	2	2	4	-	-	-	-	-	-	0
B 4859H	0	5	1	10	6	12	0.4	0	1	35	536	0	0
C 4912D?	0	2	0	2	2	4	-	-	-	-	-	-	0
D 4932H?	0	3	1	4	18	22	0.9	0	1	39	231	15	0
E 4961H	1	2	1	2	2	4	-	-	-	-	-	-	0
F 5021H	0	6	1	8	16	49	0.4	0	1	32	547	0	0
G 5032H	2	6	5	10	25	20	1.6	17	1	46	195	5	0
H 5070L	-1	1	1	1	2	4	-	-	-	-	-	-	0
I 5096H	-1	9	4	19	49	44	0.4	0	1	18	365	0	0
J 5107L	9	8	13	11	29	23	7.7	25	1	29	704	0	17
K 5112L	3	9	9	13	40	40	1.3	6	1	66	78	30	0
L 5115L	2	3	24	8	40	44	3.7	58	1	90	132	45	0

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ANOMALY/ FID/INTERP	COAXIAL 1094 HZ REAL PPM	COAXIAL 1094 HZ QUAD PPM	COPLANAR 883 HZ REAL PPM	COPLANAR 883 HZ QUAD PPM	COPLANAR 7253 HZ REAL PPM	COPLANAR 7253 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 10500	(FLIGHT 5)												
M 5124L	0	5	4	4	12	13	0.4	0	1	70	656	0	0
N 5150H	1	8	2	13	8	74	0.4	3	1	31	495	0	0
O 5157L	5	10	10	13	36	45	2.4	9	1	21	298	0	0
P 5163L	17	14	15	16	35	21	9.6	14	1	36	161	0	0
LINE 10510	(FLIGHT 5)												
A 5510H	1	7	2	1	13	33	0.4	0	1	29	221	9	10
B 5439H	1	3	1	1	6	3	1.0	0	1	48	203	24	0
C 5424H	-1	2	1	2	2	4	-	-	-	-	-	-	0
D 5389H	-1	3	2	5	14	22	0.4	0	1	52	394	6	0
E 5338H	1	6	4	9	26	33	0.6	0	1	45	243	3	0
F 5277H?	0	3	0	4	10	21	0.4	0	1	35	424	8	0
G 5260L	5	7	8	8	15	6	4.2	19	1	94	123	48	0
H 5255L	13	7	18	13	26	12	16.5	11	1	61	197	13	0
I 5252L	10	8	18	13	5	33	8.8	23	1	40	303	0	0
J 5242H?	-1	2	0	2	2	4	-	-	-	-	-	-	0
K 5221H	-1	5	2	13	29	71	0.4	1	1	34	520	0	0
L 5200H	1	13	3	25	66	118	0.4	0	1	13	389	0	0
LINE 10520	(FLIGHT 5)												
A 5644H	0	1	1	2	2	4	-	-	-	-	-	-	0
B 5678H	0	3	0	6	12	35	0.4	0	1	72	837	0	0
C 5700H	0	5	2	8	29	46	0.4	0	1	31	491	0	0
D 5720H?	-1	1	1	2	2	4	-	-	-	-	-	-	0
E 5745H	0	2	1	2	2	4	-	-	-	-	-	-	0
F 5762H	0	2	0	3	10	10	0.9	0	1	53	317	26	0
G 5802H	1	3	2	4	13	10	1.0	0	1	70	177	45	0
H 5817H	0	2	1	2	2	4	-	-	-	-	-	-	0
I 5829L	1	1	0	2	2	4	-	-	-	-	-	-	0
J 5843H	0	3	2	7	18	27	0.4	0	1	33	521	0	0
K 5856H	1	4	2	7	21	18	1.2	25	1	43	368	0	0
L 5902H	0	5	0	7	20	20	0.4	0	1	59	801	0	0
M 5934L	4	12	3	7	16	8	1.7	17	1	78	273	29	17
N 5944H	0	4	1	4	4	30	0.1	0	1	34	485	9	5
O 5973L	0	3	0	5	10	28	0.3	0	1	30	494	3	0
P 5984H	1	2	0	2	2	4	-	-	-	-	-	-	0
Q 5995H	0	9	1	15	27	88	0.4	0	1	27	628	0	6
LINE 10530	(FLIGHT 5)												
B 6439H	0	3	1	4	9	19	0.4	0	1	39	199	17	0
C 6430H	1	6	0	4	32	22	1.0	0	1	40	204	18	13

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ANOMALY/ FID/INTERP	COAXIAL 1094 HZ REAL PPM	COAXIAL 1094 HZ QUAD PPM	COPLANAR 883 HZ REAL PPM	COPLANAR 883 HZ QUAD PPM	COPLANAR 7253 HZ REAL PPM	COPLANAR 7253 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 10530	(FLIGHT 5)												
D 6375H	1	5	1	7	23	39	0.6	4	1	30	617	0	0
E 6357H	1	2	1	2	2	4	-	-	-	-	-	-	0
F 6310L	1	2	0	2	2	4	-	-	-	-	-	-	0
G 6278H	1	5	2	3	6	3	1.0	0	1	40	262	18	0
H 6224H	0	4	0	6	14	25	0.4	0	1	53	779	0	50
I 6215L?	-1	2	5	4	10	13	0.7	0	1	57	343	26	0
J 6178L	1	4	0	2	3	9	1.1	11	1	185	1015	0	0
K 6171L	1	2	-1	5	8	18	2.0	56	1	137	1015	0	0
L 6166L	1	1	-1	5	6	15	3.1	66	1	191	1015	0	0
M 6161L	1	1	0	7	13	15	2.2	71	1	143	1015	0	0
N 6151L	8	7	16	16	32	19	7.3	12	1	74	271	19	0
O 6148L	7	7	16	16	32	18	5.9	24	1	83	95	42	0
P 6140L	12	11	9	10	41	62	7.9	15	1	53	439	0	0
Q 6130L	10	7	8	7	26	60	9.4	25	1	72	228	23	0
R 6123L	1	2	1	4	9	12	1.5	42	1	100	915	0	0
S 6117L	18	21	22	27	52	22	7.1	14	1	72	459	13	0
LINE 10540	(FLIGHT 5)												
A 6604H	1	5	2	6	2	25	0.4	0	1	36	571	0	0
B 6674H	1	3	1	4	11	16	0.7	0	1	43	219	20	0
C 6722H?	0	3	1	5	11	27	0.4	0	1	37	312	12	0
D 6728L	1	1	0	2	2	4	-	-	-	-	-	-	0
E 6750H	-1	5	2	8	17	35	0.4	0	1	40	453	0	0
F 6785H	-1	7	0	10	22	56	0.4	0	1	32	745	0	30
G 6846L	1	8	0	5	10	51	0.7	14	1	129	1015	0	0
H 6861L	10	8	23	14	54	119	8.8	28	1	93	139	47	0
I 6864L	17	11	23	14	89	160	14.1	30	1	90	179	43	0
J 6870L	5	4	23	8	95	244	6.3	56	1	75	300	27	16
K 6878L	14	14	24	12	116	315	7.1	21	1	89	65	53	0
L 6884L	3	9	8	6	45	155	1.4	11	1	75	133	33	11
M 6890L	30	33	42	40	146	151	8.5	11	2	63	51	33	30
N 6898L	8	14	5	5	43	153	0.5	0	1	0	157	0	4
O 6903L	-1	6	2	2	39	122	0.5	0	1	0	3445	0	0
LINE 10550	(FLIGHT 5)												
A 7903H	1	4	1	9	10	47	0.6	19	1	50	642	1	0
B 7873H	1	4	2	6	3	9	1.1	21	1	39	540	0	0
C 7842H	0	6	1	6	14	31	0.4	1	1	38	603	0	0
D 7823H	1	2	1	2	2	4	-	-	-	-	-	-	0
E 7797H	1	3	2	7	14	26	1.1	33	1	43	521	0	0
F 7776H	1	2	1	2	2	4	-	-	-	-	-	-	0

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	COAXIAL 1094 HZ		COPLANAR 883 HZ		COPLANAR 7253 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10550 (FLIGHT 5)													
G 7753L	1	2	1	2	2	4	-	-	-	-	-	-	0
H 7718H	1	4	1	7	16	29	0.7	9	1	64	701	0	0
I 7696H	0	2	-1	2	2	4	-	-	-	-	-	-	15
J 7588L	12	2	11	16	41	36	57.1	8	1	34	149	0	0
K 7582L	7	6	6	13	32	35	5.8	24	1	46	193	5	0
LINE 10560 (FLIGHT 5)													
A 7985H	1	1	1	1	2	4	-	-	-	-	-	-	0
B 8005H	1	7	2	12	26	48	0.4	0	1	34	371	0	0
C 8064H	1	2	1	2	2	4	-	-	-	-	-	-	0
D 8129L	1	2	1	2	1	4	-	-	-	-	-	-	0
E 8153H	0	3	1	4	8	24	0.3	0	1	38	401	12	0
F 8161H	1	3	2	5	17	14	0.6	4	1	65	308	17	0
G 8180H	1	2	0	1	2	7	1.3	53	1	173	1015	0	0
H 8253L	4	9	7	10	29	29	2.4	20	1	118	465	34	0
I 8283L	14	8	16	15	66	40	14.2	22	1	36	111	2	8
J 8290L	17	8	17	16	43	26	21.0	31	1	54	111	19	0
K 8295L	4	4	4	6	17	13	5.4	28	1	47	99	10	0
LINE 10570 (FLIGHT 6)													
A 683H	3	7	6	2	3	23	0.1	0	1	52	122	32	0
B 587H	1	4	1	2	5	20	0.2	0	1	40	299	16	0
C 558L	1	1	1	2	2	4	-	-	-	-	-	-	0
D 547D?	-1	4	1	5	12	22	0.4	0	1	41	609	0	0
E 519H	1	4	1	8	13	36	1.0	34	1	39	351	1	0
F 510H	1	11	1	18	27	103	0.5	8	1	30	538	0	7
G 493H	-1	4	-1	9	7	48	0.4	0	1	61	799	0	0
H 406L	8	10	7	9	14	11	4.8	24	1	59	702	0	5
I 399L	5	3	11	7	19	10	8.8	38	1	51	649	0	0
J 394L	8	6	13	10	26	21	8.7	21	1	43	293	0	0
K 391L	9	3	13	9	25	6	23.9	31	1	44	266	0	0
L 370L	2	12	5	19	65	68	0.6	0	1	31	343	0	4
LINE 10580 (FLIGHT 6)													
B 826H	1	2	0	2	2	3	-	-	-	-	-	-	0
C 930H	1	3	1	6	16	19	0.7	2	1	39	541	0	0
D 951H?	1	3	3	6	22	15	1.5	39	1	42	234	3	0
E 963L	1	1	1	2	2	4	-	-	-	-	-	-	0
F 1000H	0	3	3	5	15	11	1.0	0	1	42	214	18	0
G 1108L	7	8	13	16	36	12	4.5	26	1	67	205	22	0
H 1113L	1	2	1	2	2	4	-	-	-	-	-	-	0

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	COAXIAL 1094 HZ		COPLANAR 883 HZ		COPLANAR 7253 HZ		VERTICAL DIKE			HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M		COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10580	(FLIGHT 6)													
I 1118L	11	7	13	11	23	8	12.4	26		1	54	177	12	0
J 1128L	12	12	16	16	24	26	6.4	19		1	25	340	0	0
LINE 10590	(FLIGHT 6)													
A 1418H	1	5	1	3	16	7	1.0	0		1	32	410	8	0
B 1355H	1	3	1	5	13	28	0.8	12		1	46	477	0	13
C 1320H	0	2	3	6	15	26	0.6	12		1	55	213	13	0
D 1313H	1	2	1	2	2	4	-	-		-	-	-	-	0
E 1213L	6	13	10	16	34	24	2.5	13		1	60	148	20	0
F 1199L	5	14	6	13	27	22	2.0	5		1	38	169	2	0
G 1190L	1	2	1	2	2	4	-	-		-	-	-	-	0
LINE 10591	(FLIGHT 6)													
B 1604H	0	6	2	8	4	39	0.4	2		1	36	463	0	0
LINE 10600	(FLIGHT 6)													
A 1756H	1	0	-1	2	2	4	-	-		-	-	-	-	0
B 1886H	0	4	2	6	18	20	0.4	0		1	46	430	0	0
C 1899L	1	4	1	6	12	35	1.1	25		1	41	450	0	0
D 1913H	1	4	3	5	5	22	1.0	21		1	44	200	4	0
E 2027H	0	2	0	2	2	4	-	-		-	-	-	-	8
F 2039H	0	2	-1	2	2	4	-	-		-	-	-	-	0
LINE 10612	(FLIGHT 6)													
A 2379H	-1	2	1	2	2	4	-	-		-	-	-	-	0
B 2357D?	0	2	0	2	2	4	-	-		-	-	-	-	0
C 2313H	0	2	1	2	2	3	-	-		-	-	-	-	0
D 2287H	1	3	1	5	10	24	0.4	0		1	35	460	10	0
E 2259H	1	2	1	2	2	4	-	-		-	-	-	-	0
F 2229H	1	2	1	2	2	4	-	-		-	-	-	-	0
G 2113H	1	3	1	6	16	18	0.6	9		1	49	541	0	0
LINE 10620	(FLIGHT 6)													
A 2464H	0	6	1	11	18	61	0.4	5		1	26	552	0	0
B 2529H	1	5	1	7	14	29	1.0	24		1	44	521	0	0
C 2577H	1	3	2	6	14	1	1.3	36		1	52	329	8	0
D 2589H	1	2	1	2	2	4	-	-		-	-	-	-	0
E 2613H	1	2	1	2	1	4	-	-		-	-	-	-	0
F 2724H	0	4	0	6	4	7	0.4	0		1	48	770	0	0
LINE 10630	(FLIGHT 6)													
A 3149H	1	6	1	9	2	38	0.4	1		1	35	635	0	0

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ANOMALY/ FID/INTERP	COAXIAL 1094 HZ REAL PPM	COAXIAL 1094 HZ QUAD PPM	COPLANAR 883 HZ REAL PPM	COPLANAR 883 HZ QUAD PPM	COPLANAR 7253 HZ REAL PPM	COPLANAR 7253 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 10630	(FLIGHT	6)											
B 3047B?	1	2	1	2	2	4	-	-	-	-	-	-	0
C 3016H	2	3	5	6	36	7	2.0	52	1	53	176	15	0
D 2993B?	-1	3	0	4	6	19	0.4	0	1	98	954	2	0
E 2958L	-1	2	0	2	2	4	-	-	-	-	-	-	0
F 2915H?	0	2	1	2	2	4	-	-	-	-	-	-	0
G 2909H	1	5	1	6	2	29	0.9	14	1	32	660	0	0
LINE 10641	(FLIGHT	6)											
B 3291H	0	3	1	6	12	32	0.4	0	1	51	762	0	0
C 3356H	2	5	4	6	14	12	1.6	26	1	63	165	21	0
D 3455H?	1	2	0	2	2	4	-	-	-	-	-	-	0
E 3474H	0	5	0	5	24	6	0.4	0	1	41	738	0	0
LINE 10650	(FLIGHT	6)											
A 3828H	0	4	1	6	14	25	0.4	0	1	41	684	0	0
B 3718H	1	4	1	1	24	20	1.0	0	1	47	198	24	0
C 3699H	0	2	0	2	2	4	-	-	-	-	-	-	0
D 3581H	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10660	(FLIGHT	6)											
B 3974H	1	1	0	1	2	4	-	-	-	-	-	-	0
C 4021H	1	2	1	2	2	4	-	-	-	-	-	-	0
D 4081H	1	2	1	2	2	4	-	-	-	-	-	-	0
E 4126L	1	3	2	3	7	15	0.4	0	1	45	1244	9	8
F 4168H	-1	6	1	9	17	39	0.4	0	1	43	724	0	0
G 4211L	1	6	2	5	10	20	0.4	0	1	95	914	1	0
H 4221L	1	6	4	10	32	23	0.7	7	1	57	178	15	0
I 4223L	1	6	4	11	32	23	0.6	5	1	104	645	12	0
J 4229L	2	4	5	6	10	3	1.9	29	1	125	938	3	0
LINE 10670	(FLIGHT	6)											
B 4534H	1	4	1	7	19	24	1.1	34	1	46	503	0	0
C 4483H	1	2	1	2	2	4	-	-	-	-	-	-	0
D 4395L	1	6	1	7	21	14	0.8	10	1	44	665	0	0
E 4393L	2	9	3	7	21	14	0.9	5	1	105	969	2	0
F 4335H	0	7	1	12	1	77	0.4	4	1	43	621	0	0
G 4314L	1	2	0	2	2	4	-	-	-	-	-	-	0
H 4299L	10	21	10	20	53	43	3.0	8	1	103	673	14	0
I 4290L	2	16	2	8	20	17	0.6	0	1	104	394	38	0
J 4276L	11	7	8	8	21	13	11.2	28	1	84	444	17	0
K 4267L	12	13	9	8	15	20	6.3	6	1	93	152	43	0

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	COAXIAL 1094 HZ		COPLANAR 883 HZ		COPLANAR 7253 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10680	(FLIGHT	6)											
B 4728L	5	20	3	8	20	25	1.3	1	1	86	844	1	0
C 4773H	-1	2	0	2	2	4	-	-	-	-	-	-	0
D 4811H	-1	2	0	2	2	4	-	-	-	-	-	-	8
E 4840L	1	4	2	3	10	2	1.0	0	1	50	277	24	6
F 4842L	1	4	4	5	8	2	1.0	0	1	50	173	27	10
LINE 10690	(FLIGHT	6)											
B 5145H?	1	1	1	2	2	4	-	-	-	-	-	-	0
C 5133H	1	4	0	6	10	32	0.6	11	1	49	723	0	0
D 5102H	0	2	0	2	2	4	-	-	-	-	-	-	0
E 5044L	3	10	3	6	16	12	1.4	16	1	104	967	6	0
F 5016H	-1	2	0	2	2	4	-	-	-	-	-	-	0
G 4994H	-1	2	-1	2	2	4	-	-	-	-	-	-	0
H 4957H	-1	2	0	2	2	4	-	-	-	-	-	-	0
I 4929H	1	2	1	2	2	4	-	-	-	-	-	-	5
LINE 10700	(FLIGHT	6)											
A 5266H	0	2	0	2	2	4	-	-	-	-	-	-	0
B 5304H	1	3	1	4	12	12	1.0	0	1	56	273	29	0
C 5358L	1	6	0	2	7	8	0.6	7	1	100	980	0	0
D 5397H	-1	4	1	12	25	39	0.4	0	1	28	664	0	0
E 5452H	0	3	1	4	11	14	0.7	0	1	38	369	12	0
F 5475H	1	8	1	14	27	72	0.7	16	1	30	573	0	6
LINE 10710	(FLIGHT	6)											
A 5720H	1	4	1	8	1	36	1.0	26	1	36	636	0	0
B 5581H	1	6	0	10	12	59	0.6	10	1	43	717	0	0
C 5543H?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 5521H	1	3	1	5	7	30	0.8	30	1	43	653	0	0
LINE 10720	(FLIGHT	6)											
A 5896H	1	4	1	4	16	30	0.6	0	1	49	299	23	0
B 5941H	1	2	1	4	5	11	0.3	0	1	59	221	33	0
C 5968B?	1	4	1	8	26	29	1.1	15	1	38	560	0	0
D 6027H?	1	5	1	7	14	19	0.7	20	1	51	710	0	0
E 6031H?	1	5	0	6	1	39	0.6	0	1	55	812	0	0
LINE 10730	(FLIGHT	6)											
A 6297H	0	3	1	6	18	33	0.4	0	1	32	613	0	0
B 6263H	0	4	2	5	12	18	0.4	0	1	53	520	0	0
C 6245H	0	2	1	2	2	4	-	-	-	-	-	-	0

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	COAXIAL 1094 HZ		COPLANAR 883 HZ		COPLANAR 7253 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10730	(FLIGHT	6)											
D 6234H	-1	5	1	4	10	13	0.7	0	1	42	225	17	0
E 6158H	0	4	1	8	11	46	0.4	0	1	46	444	2	0
F 6147L	1	7	0	7	5	48	0.5	11	1	70	722	4	0
G 6124L	1	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10740	(FLIGHT	6)											
A 6390H	1	2	1	2	2	4	-	-	-	-	-	-	0
B 6408H	0	2	1	3	13	15	0.9	0	1	44	373	17	11
C 6421H	0	2	1	2	2	4	-	-	-	-	-	-	0
D 6443H	1	2	1	2	2	4	-	-	-	-	-	-	0
E 6476B?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 6567H	0	4	1	6	17	2	0.4	9	1	64	379	19	0
G 6579H?	1	0	0	0	1	4	-	-	-	-	-	-	0
LINE 10751	(FLIGHT	6)											
A 6628H	1	8	1	13	18	74	0.4	13	1	43	419	6	0
LINE 10760	(FLIGHT	6)											
A 6848H	1	2	1	2	2	4	-	-	-	-	-	-	0
B 6857H	0	3	1	6	14	27	0.4	0	1	57	332	9	0
C 6867H	1	3	1	4	13	21	0.7	20	1	69	494	12	0
D 6958H	0	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10770	(FLIGHT	6)											
A 7118H	0	5	1	7	16	36	0.4	4	1	53	482	6	0
B 7105H	0	2	1	2	2	4	-	-	-	-	-	-	0
C 7030H	1	3	2	3	7	27	0.2	0	1	48	365	22	0
LINE 10780	(FLIGHT	6)											
B 7348H	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10790	(FLIGHT	6)											
A 7467H	1	5	1	7	4	39	0.7	19	1	56	623	0	0
B 7423H	1	4	0	6	8	43	0.9	32	1	65	789	0	0
C 7398H	1	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10800	(FLIGHT	6)											
A 7577H	1	1	1	2	1	4	-	-	-	-	-	-	0
LINE 10812	(FLIGHT	6)											
B 7659B?	1	2	0	2	2	4	-	-	-	-	-	-	0

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	COAXIAL 1094 HZ		COPLANAR 883 HZ		COPLANAR 7253 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 19060 (FLIGHT 11)													
A 4772B?	1	4	4	10	19	9	0.8	18	1	56	207	13	0
B 4753B	0	4	4	6	13	10	0.4	0	1	71	161	23	0

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Fairbanks East

	COAXIAL 1094 HZ		COPLANAR 883 HZ		COPLANAR 7253 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 20010	(FLIGHT 7)												
A 491H	0	2	0	2	2	4	-	-	-	-	-	-	0
B 505H	-1	1	1	2	2	4	-	-	-	-	-	-	0
C 528H	1	2	0	2	2	4	-	-	-	-	-	-	0
D 538D	1	2	1	2	2	4	-	-	-	-	-	-	0
E 597H	1	1	1	2	2	4	-	-	-	-	-	-	0
LINE 20020	(FLIGHT 7)												
A 1015H	-1	5	1	9	3	48	0.4	0	1	64	246	19	0
B 980H	1	4	1	4	2	29	0.9	35	1	92	273	41	0
LINE 20030	(FLIGHT 7)												
A 1116L	9	17	8	26	67	59	3.5	20	1	100	128	56	0
B 1157H	1	9	2	16	30	91	0.4	6	1	58	187	19	11
C 1221H	1	2	1	2	2	4	-	-	-	-	-	-	0
D 1276H	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20040	(FLIGHT 7)												
A 1530L	6	7	8	8	18	7	5.0	16	1	123	70	80	0
B 1507H	1	2	0	2	2	4	-	-	-	-	-	-	0
C 1485H	0	2	1	2	2	4	-	-	-	-	-	-	0
D 1456H	0	5	2	9	18	31	0.4	4	1	66	222	23	0
LINE 20050	(FLIGHT 7)												
A 1559H	1	2	1	2	2	4	-	-	-	-	-	-	0
B 1624H	0	9	1	17	5	97	0.4	4	1	34	364	0	0
C 1686H	0	2	1	5	11	25	0.4	4	1	78	353	27	7
D 1707H	1	2	0	2	2	3	-	-	-	-	-	-	0
LINE 20060	(FLIGHT 7)												
A 2401H	1	2	0	2	2	4	-	-	-	-	-	-	0
B 2415H	0	6	1	11	20	69	0.4	0	1	40	596	0	0
LINE 20070	(FLIGHT 7)												
A 2843L?	10	7	11	23	64	7	9.2	23	1	29	123	0	0
B 2838L?	3	10	7	12	29	10	1.2	5	1	42	229	2	0
C 2821H	-1	2	1	2	2	4	-	-	-	-	-	-	0
D 2810H	-1	2	1	2	2	4	-	-	-	-	-	-	0
E 2778H	0	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20080	(FLIGHT 7)												
A 2869L?	9	16	9	17	37	71	3.3	18	1	40	198	4	6

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	COAXIAL 1094 HZ		COPLANAR 883 HZ		COPLANAR 7253 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 20080	(FLIGHT	7)											
B 2886H	0	4	1	8	21	41	0.4	0	1	37	458	0	0
C 2940H	-1	2	1	2	2	4	-	-	-	-	-	-	0
D 2980H	1	2	2	6	15	5	1.8	59	1	62	331	14	0
LINE 20090	(FLIGHT	7)											
A 3334L	1	12	3	21	34	60	0.4	0	1	33	270	0	0
B 3310H	1	6	3	8	10	3	0.6	2	1	35	207	0	0
C 3262H	1	3	2	11	3	50	0.8	25	1	48	307	7	0
D 3233H	1	2	0	2	2	4	-	-	-	-	-	-	0
E 3167H	0	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20100	(FLIGHT	7)											
A 3357H	1	2	0	1	2	4	-	-	-	-	-	-	0
B 3390H	1	8	3	17	54	69	0.6	5	1	28	281	0	0
C 3445H	-1	7	2	7	18	37	0.4	0	1	46	405	2	0
D 3470H	1	4	0	6	10	42	1.0	25	1	52	584	0	0
E 3493H	-1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20110	(FLIGHT	7)											
A 3874H?	0	7	2	8	17	30	0.4	0	1	48	329	5	0
B 3843H	1	7	3	12	39	48	0.5	3	1	43	288	3	0
C 3796H	0	4	1	6	6	15	0.4	2	1	59	375	13	0
D 3777H	1	2	1	2	2	4	-	-	-	-	-	-	0
E 3736H?	-1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20120	(FLIGHT	7)											
A 3936H	1	2	1	2	2	4	-	-	-	-	-	-	13
B 3944H	1	6	2	9	19	29	0.6	0	1	29	486	0	0
C 3993H	-1	2	1	2	2	4	-	-	-	-	-	-	0
D 4023H	-1	3	1	7	11	33	0.4	0	1	54	373	7	0
LINE 20130	(FLIGHT	7)											
A 4338L	1	4	3	4	13	15	0.8	6	1	46	252	2	0
B 4323L	22	14	8	8	16	32	15.8	26	1	47	447	3	10
C 4297H	-1	4	1	7	4	10	0.4	0	1	39	540	0	30
D 4256H	-1	2	1	2	2	4	-	-	-	-	-	-	0
E 4240D?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 4187H	1	2	0	1	2	4	-	-	-	-	-	-	0
G 4173H	0	3	1	5	10	25	0.4	0	1	57	386	10	0
LINE 20140	(FLIGHT	7)											
A 4393L	14	12	11	18	48	60	9.3	19	1	34	173	0	0

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ANOMALY/ FID/INTERP	COAXIAL 1094 HZ REAL PPM	COAXIAL 1094 HZ QUAD PPM	COPLANAR 883 HZ REAL PPM	COPLANAR 883 HZ QUAD PPM	COPLANAR 7253 HZ REAL PPM	COPLANAR 7253 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 20140	(FLIGHT 7)												
B 4414L	11	5	7	5	15	12	18.9	35	1	71	691	0	9
C 4433H	1	7	1	7	5	74	0.4	4	1	39	637	0	0
D 4496D?	0	2	0	2	2	4	-	-	-	-	-	-	0
E 4523H?	1	1	1	2	2	4	-	-	-	-	-	-	0
LINE 20150	(FLIGHT 7)												
A 4930L	15	12	8	14	33	46	9.5	13	1	43	168	4	0
B 4920L	11	7	6	5	24	18	11.1	31	1	85	217	35	0
C 4913L	3	4	9	5	23	23	3.3	45	2	92	39	59	0
D 4907L	29	15	19	10	46	30	22.2	18	1	89	212	39	15
E 4889H	-1	7	1	8	21	40	0.4	2	1	43	437	2	0
F 4881H	-1	5	1	2	19	37	0.6	0	1	38	332	14	0
G 4857H	-1	4	1	6	13	28	0.4	0	1	60	445	7	0
H 4803D?	1	2	1	2	2	4	-	-	-	-	-	-	0
I 4765H	1	4	1	7	4	47	1.3	34	1	96	516	20	0
J 4742H	-1	2	1	2	2	4	-	-	-	-	-	-	0
K 4729L?	1	4	5	9	25	30	1.0	27	1	82	345	28	120
LINE 20160	(FLIGHT 7)												
A 4996H	1	2	1	2	2	4	-	-	-	-	-	-	0
B 5011L	6	5	7	6	41	45	6.6	42	1	63	337	14	0
C 5029L?	1	2	1	2	2	4	-	-	-	-	-	-	6
D 5046H	1	7	2	14	31	83	0.4	0	1	23	465	0	0
E 5070E?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 5157H	1	2	0	2	2	4	-	-	-	-	-	-	0
G 5178L?	1	3	1	3	12	21	1.6	30	1	73	256	21	20
LINE 20170	(FLIGHT 7)												
A 5462L	15	11	9	3	14	21	11.6	29	1	51	120	16	0
B 5455H	1	1	1	2	2	4	-	-	-	-	-	-	0
C 5411H	0	4	1	6	19	27	0.4	0	1	27	445	0	0
D 5281L	10	3	7	2	5	4	41.1	40	1	56	133	17	30
LINE 20180	(FLIGHT 7)												
A 5537L	13	11	11	10	8	19	8.7	18	1	33	200	0	0
B 5551H	0	5	2	9	22	41	0.4	0	1	35	409	0	4
C 5575L?	0	11	1	15	22	87	0.4	7	1	36	587	0	0
D 5594H	1	6	2	13	0	63	0.4	1	1	32	409	0	0
E 5646H	0	2	1	1	2	4	-	-	-	-	-	-	0
F 5673H	0	2	1	2	2	4	-	-	-	-	-	-	0
G 5708L	15	6	12	8	9	15	23.8	37	1	78	62	44	150

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	COAXIAL 1094 HZ		COPLANAR 883 HZ		COPLANAR 7253 HZ		VERTICAL DIKE			HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M		COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 20190 (FLIGHT 7)														
A 6079L	15	17	13	22	56	38	7.1	1		1	28	160	0	0
B 6062H	0	5	2	9	27	47	0.4	0		1	34	386	0	0
C 6029D?	0	2	0	2	2	4	-	-		-	-	-	-	0
D 6012H	1	11	3	21	46	81	0.4	1		1	21	400	0	0
E 6007H	0	8	1	12	17	40	0.4	6		1	37	423	1	0
F 5961H	-1	2	1	2	2	4	-	-		-	-	-	-	0
G 5891L	4	2	3	1	4	12	14.3	61		1	87	293	31	4
H 5879H	1	5	2	5	20	35	0.4	5		1	49	446	4	0
LINE 20200 (FLIGHT 7)														
A 6148H	4	4	2	9	41	64	3.8	46		1	26	284	0	0
B 6164H	0	8	2	15	31	74	0.4	1		1	27	445	0	0
C 6218H	0	10	3	5	22	61	0.4	0		1	24	346	0	0
D 6320L	8	11	6	9	23	30	4.5	24		1	89	552	15	0
E 6348H	0	2	0	2	2	4	-	-		-	-	-	-	0
LINE 20210 (FLIGHT 7)														
A 6622H	0	3	0	6	10	40	0.4	0		1	45	764	0	0
B 6572H	0	2	1	2	2	4	-	-		-	-	-	-	0
C 6538H	0	2	1	4	1	19	0.1	0		1	30	255	6	0
D 6520H	-1	2	0	2	2	4	-	-		-	-	-	-	0
E 6483H	1	2	1	4	19	4	1.0	0		1	44	257	19	0
F 6443L	12	10	7	10	23	26	9.5	26		1	93	948	0	20
G 6408H	-1	4	0	7	12	45	0.4	5		1	57	750	0	0
LINE 20220 (FLIGHT 7)														
A 7371H	1	7	0	11	21	70	0.4	3		1	34	663	0	0
B 7383H	1	8	3	16	41	70	0.4	0		1	31	290	0	0
C 7409H	1	2	1	2	2	4	-	-		-	-	-	-	0
D 7444H	-1	11	2	18	31	100	0.4	4		1	35	335	0	0
E 7515L	9	7	13	11	30	26	8.7	40		1	114	148	65	0
F 7550B?	0	7	1	7	25	39	0.4	0		1	36	476	0	0
G 7558H	1	4	2	6	12	33	1.1	31		1	47	281	8	0
H 7568H	1	3	3	6	6	26	1.2	36		1	58	191	17	0
LINE 20230 (FLIGHT 7)														
A 7822H	0	6	1	7	18	3	0.4	4		1	52	690	0	0
B 7743H	1	4	3	2	20	21	1.0	0		1	39	210	16	0
C 7722L	14	12	4	8	14	14	8.7	22		1	74	185	28	0
D 7637H	1	2	1	2	2	4	-	-		-	-	-	-	0
E 7621H	1	5	3	11	23	18	0.7	6		1	49	183	8	0

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	COAXIAL 1094 HZ		COPLANAR 883 HZ		COPLANAR 7253 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 20240 (FLIGHT 7)													
A 7874H	0	2	0	2	2	4	-	-	-	-	-	-	0
B 7897B?	-1	1	1	4	11	22	0.5	0	1	50	478	22	0
C 7903H	1	1	0	0	1	22	3.7	101	1	126	1015	0	0
D 7935H?	1	5	2	8	17	37	0.6	24	1	59	374	15	0
E 7959H	1	0	1	0	1	4	-	-	-	-	-	-	0
F 7981H	0	2	1	2	2	4	-	-	-	-	-	-	13
G 7999L	6	7	9	13	31	51	5.5	37	1	64	369	15	12
H 8011H	-1	2	1	2	2	4	-	-	-	-	-	-	0
I 8034H	0	2	1	2	2	4	-	-	-	-	-	-	0
J 8082H	1	5	1	6	14	24	0.8	30	1	63	361	17	0
K 8098H	1	7	3	10	28	4	0.5	7	1	42	206	5	11
LINE 20250 (FLIGHT 7)													
A 8386L	-1	3	1	8	1	21	0.4	0	1	153	1015	0	18
B 8371L?	3	4	16	14	38	36	3.3	53	2	83	52	50	160
C 8340H	1	7	2	13	20	80	0.6	17	1	43	335	5	0
D 8333L?	1	11	1	13	10	97	0.4	11	1	40	482	4	0
E 8324H	0	5	3	6	14	36	0.4	6	1	70	203	27	10
F 8299H	0	5	1	9	10	55	0.4	5	1	72	132	33	0
G 8282D	9	9	11	12	35	41	6.8	20	1	47	283	2	0
H 8220H	1	2	1	2	2	4	-	-	-	-	-	-	0
I 8164H	1	5	2	9	15	45	0.5	5	1	61	192	19	0
J 8153H	1	2	1	2	2	4	-	-	-	-	-	-	0
K 8139H	1	4	3	9	18	27	0.9	23	1	69	187	24	0
LINE 20260 (FLIGHT 8)													
A 540H	1	2	1	2	2	4	-	-	-	-	-	-	6
B 595L?	1	3	1	4	14	31	1.4	41	1	72	106	33	40
C 651H	0	3	2	5	14	21	0.4	3	1	66	201	24	0
D 675H	-1	2	1	2	2	4	-	-	-	-	-	-	0
E 693H	-1	2	1	2	2	4	-	-	-	-	-	-	0
F 702H	0	4	1	8	12	42	0.4	1	1	54	434	7	0
G 729H	1	2	1	2	2	4	-	-	-	-	-	-	0
H 763H	0	4	3	10	22	48	0.4	3	1	61	150	23	0
I 771H	1	1	1	0	1	4	-	-	-	-	-	-	0
LINE 20270 (FLIGHT 8)													
A 1079D?	0	2	1	2	2	4	-	-	-	-	-	-	0
B 1067H?	-1	5	2	7	16	29	0.4	0	1	64	174	21	0
C 1047B?	1	2	0	2	2	4	-	-	-	-	-	-	0
D 1017H?	-1	2	3	7	4	27	0.4	0	1	61	203	19	0

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LINE 20270	(FLIGHT 8)												
E 1009D?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 975H?	0	2	1	2	2	4	-	-	-	-	-	-	0
G 964H	-1	2	1	2	2	4	-	-	-	-	-	-	0
H 905H	1	3	1	6	18	17	0.9	29	1	57	245	14	0
LINE 20280	(FLIGHT 8)												
A 1238H	0	2	1	2	2	4	-	-	-	-	-	-	0
B 1266H	0	2	1	2	2	4	-	-	-	-	-	-	0
C 1283H	1	1	1	2	2	4	-	-	-	-	-	-	0
D 1295H	1	10	2	17	25	92	0.5	8	1	40	298	4	4
E 1308H	1	4	1	6	8	47	0.9	27	1	56	274	13	0
F 1384H	0	3	2	6	17	27	0.4	1	1	77	169	33	0
G 1398H	0	2	1	5	10	38	0.4	3	1	75	199	30	0
H 1409H	1	3	3	7	21	20	1.0	26	1	68	113	28	0
LINE 20290	(FLIGHT 8)												
A 1649M	1	1	-1	2	2	4	-	-	-	-	-	-	0
B 1609H	-1	1	1	2	2	4	-	-	-	-	-	-	0
C 1572H	-1	2	1	2	2	4	-	-	-	-	-	-	17
D 1548H	-1	6	1	8	14	38	0.4	0	1	58	278	13	0
E 1477H	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20301	(FLIGHT 8)												
A 2382L	5	6	22	10	35	26	4.3	25	1	68	381	11	0
B 2379L	11	10	22	10	14	3	8.4	18	1	75	61	40	0
C 2374H	1	2	1	2	2	4	-	-	-	-	-	-	0
D 2210D	1	2	1	2	2	4	-	-	-	-	-	-	0
E 2205B	7	4	16	9	21	8	11.1	49	3	89	22	62	0
LINE 20310	(FLIGHT 8)												
A 2515L	22	15	18	12	28	36	14.0	23	1	62	567	3	0
B 2597H	-1	6	1	5	18	48	0.4	0	1	42	540	0	6
C 2682H	-1	2	3	6	16	26	0.4	0	1	57	267	12	16
D 2694H?	1	2	1	2	2	4	-	-	-	-	-	-	0
E 2717H	1	5	3	11	6	2	0.7	11	1	56	168	15	0
F 2729H?	4	6	7	3	20	31	3.4	29	1	62	84	26	11
G 2751H	0	3	3	5	22	22	1.0	0	1	46	271	22	0
LINE 20320	(FLIGHT 8)												
A 2957H	-1	4	1	6	14	34	0.4	9	1	52	521	6	0
B 2874B?	5	4	9	9	20	8	5.3	45	1	57	106	21	0

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LINE 20320	(FLIGHT	8)											
C 2868D?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 2848H	1	2	3	4	12	11	1.0	0	1	44	174	21	11
E 2841H?	1	1	1	2	2	4	-	-	-	-	-	-	0
F 2808H	0	4	2	8	19	29	0.4	0	1	45	382	0	0
LINE 20330	(FLIGHT	8)											
A 3107L	1	3	3	4	5	4	1.0	38	1	110	896	10	0
B 3168H	-1	2	1	2	2	4	-	-	-	-	-	-	0
C 3200H	0	3	1	1	9	19	0.4	0	1	45	384	18	0
D 3225H?	1	6	2	10	24	44	0.4	0	1	48	284	4	0
E 3246B?	6	3	1	15	15	24	11.1	54	2	74	49	43	0
F 3252D?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20340	(FLIGHT	8)											
A 3723L	9	3	8	9	54	70	34.9	30	2	105	55	66	50
B 3657H	0	2	0	2	2	4	-	-	-	-	-	-	0
C 3632H?	1	2	0	2	2	4	-	-	-	-	-	-	0
D 3625H	-1	4	2	7	17	23	0.4	8	1	53	572	4	0
E 3606H	-1	3	0	4	9	19	0.4	0	1	36	427	9	0
F 3570H	-1	4	2	6	16	27	0.4	0	1	39	434	0	0
G 3542B?	3	3	1	3	9	11	0.7	0	1	50	142	29	0
H 3536B?	4	3	5	7	19	11	6.9	55	1	65	74	31	0
I 3496H	0	2	1	1	2	4	-	-	-	-	-	-	0
J 3467H	0	2	1	1	2	2	-	-	-	-	-	-	0
LINE 20350	(FLIGHT	8)											
A 3763L	7	4	8	7	30	47	10.7	15	1	73	151	24	0
B 3862H	1	3	2	7	13	33	1.1	41	1	62	344	15	0
C 3907H	-1	7	3	12	27	61	0.4	0	1	43	211	3	0
D 3934H	0	4	3	9	9	32	0.4	0	1	65	170	22	0
E 3948H	3	3	3	5	12	29	0.4	0	1	43	171	21	0
F 3963H	3	5	7	10	18	27	2.5	37	1	75	65	40	16
G 3997H	0	2	1	2	2	4	-	-	-	-	-	-	60
H 4024H	-1	2	1	2	2	4	-	-	-	-	-	-	0
I 4050H	0	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20360	(FLIGHT	8)											
A 4405L	8	11	21	21	45	22	4.4	3	1	42	142	2	0
B 4261L	4	3	25	2	25	15	5.8	43	5	82	8	62	460
C 4252H	-1	5	2	9	18	43	0.4	0	1	43	383	0	0
D 4210H?	1	1	1	2	2	4	-	-	-	-	-	-	0

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LINE 20360	(FLIGHT 8)												
E 4201H	3	5	3	8	19	29	2.4	35	1	53	116	17	0
F 4172H	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20370	(FLIGHT 8)												
A 4572L	9	10	8	13	35	80	5.7	18	1	32	717	0	0
B 4716H	1	6	3	11	20	42	0.6	9	1	58	206	16	0
C 4758H	1	2	1	2	2	4	-	-	-	-	-	-	0
D 4776H	3	6	3	4	25	22	2.3	40	1	57	151	20	0
E 4788H	2	5	2	10	19	73	1.0	21	1	52	151	15	10
F 4796H	1	3	2	8	17	37	1.3	39	1	59	187	18	0
LINE 20380	(FLIGHT 8)												
A 5262H	1	2	1	2	2	4	-	-	-	-	-	-	0
B 5248H	0	2	1	3	13	25	0.5	0	1	35	351	10	15
C 5208L	0	2	1	4	25	50	0.6	0	1	43	224	19	0
D 5090H	1	2	0	2	2	4	-	-	-	-	-	-	0
E 5062H	0	4	6	10	4	1	0.4	0	1	67	138	26	8
F 5014H	1	5	2	10	24	51	0.7	16	1	37	491	0	0
G 4995H	1	4	3	6	14	36	1.0	35	1	59	183	19	0
H 4984H	1	5	2	12	23	69	0.6	16	1	43	219	7	0
I 4972H	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20390	(FLIGHT 8)												
A 5346H	0	2	1	2	2	4	-	-	-	-	-	-	0
B 5416L	19	6	11	5	50	55	40.1	20	1	66	549	0	0
C 5422L	2	17	5	15	50	97	0.4	0	1	71	235	24	0
D 5429L	6	6	16	12	41	42	5.9	39	2	86	27	58	11
E 5470H	1	1	1	2	2	4	-	-	-	-	-	-	0
F 5487H	-1	3	1	5	12	25	0.5	0	1	38	476	11	0
G 5552H	0	8	2	15	12	80	0.4	11	1	57	294	17	0
H 5619H	1	2	4	3	11	9	1.0	0	1	45	229	22	0
I 5670H	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20400	(FLIGHT 8)												
A 6274L	20	8	12	10	30	31	27.7	26	1	93	264	39	0
B 6244H	1	5	-1	10	19	60	0.6	21	1	37	633	0	0
C 6229H	1	2	-1	2	2	4	-	-	-	-	-	-	0
D 6171L	5	23	5	4	22	31	1.2	0	1	89	106	45	10
E 6063H	1	4	-1	7	2	41	0.7	23	1	55	752	0	0
F 5988H	-1	2	-1	2	2	4	-	-	-	-	-	-	0
G 5964H	1	3	0	5	12	8	1.0	0	1	58	256	32	0

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ANOMALY/ FID/INTERP	COAXIAL 1094 HZ REAL PPM	COAXIAL 1094 HZ QUAD PPM	COPLANAR 883 HZ REAL PPM	COPLANAR 883 HZ QUAD PPM	COPLANAR 7253 HZ REAL PPM	COPLANAR 7253 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 20400	(FLIGHT 8)												
H 5908H	1	3	0	6	2	9	1.0	36	1	49	701	0	0
LINE 20410	(FLIGHT 8)												
A 6311L	2	3	4	5	8	7	2.0	13	1	106	957	0	8
B 6326L	6	5	35	11	27	11	6.8	32	2	87	61	50	0
C 6404L	6	17	5	11	8	18	2.0	2	1	93	960	0	16
D 6453L	10	5	10	13	35	31	14.1	37	1	112	1015	0	13
E 6513H	0	4	2	7	8	2	0.4	3	1	61	520	7	0
F 6551H	1	4	2	6	15	19	0.8	13	1	71	262	22	0
G 6618H	1	4	1	6	11	37	0.5	9	1	61	543	5	0
LINE 20420	(FLIGHT 8)												
A 7245L	1	6	3	5	8	15	0.5	2	1	98	874	3	0
B 7218L	2	9	3	6	19	20	0.8	4	1	85	319	30	20
C 7216L	1	5	2	7	17	25	0.6	11	1	56	383	8	0
D 7159L	1	5	0	4	9	15	0.6	15	1	147	1015	0	0
E 7116H	1	2	0	2	2	4	-	-	-	-	-	-	0
F 7080L	1	2	13	15	17	35	1.9	48	3	102	20	73	0
G 7046H	-1	4	1	6	12	30	0.4	2	1	69	792	0	0
H 7025H	0	5	1	8	14	41	0.4	0	1	42	660	0	0
I 6974H	1	1	0	2	2	4	-	-	-	-	-	-	0
J 6943H?	-1	2	0	2	2	4	-	-	-	-	-	-	0
K 6929B	2	5	6	8	17	17	1.5	25	1	70	159	27	0
L 6888H	0	3	0	5	9	25	0.3	0	1	36	435	9	0
M 6823H	1	9	2	17	25	79	0.4	0	1	18	459	0	0
LINE 20430	(FLIGHT 8)												
A 7341B?	-1	2	1	2	2	4	-	-	-	-	-	-	0
B 7486L	0	6	9	12	20	27	0.4	0	2	79	59	43	0
C 7577H	-1	2	1	2	1	4	-	-	-	-	-	-	0
D 7621B?	1	3	2	4	9	11	0.8	0	1	57	336	29	0
E 7636H?	1	3	1	4	9	13	1.0	21	1	78	262	26	0
F 7690H	1	2	1	2	2	4	-	-	-	-	-	-	0
G 7699H	0	2	1	2	2	4	-	-	-	-	-	-	0
H 7717H	1	4	2	1	3	1	1.0	0	1	28	190	6	0
LINE 20440	(FLIGHT 8)												
A 8114H	1	4	1	5	3	30	1.0	26	1	99	593	17	0
B 8090L	2	8	4	5	10	13	0.8	0	1	129	573	25	0
C 8038H	0	2	0	2	2	4	-	-	-	-	-	-	0
D 8016L	1	9	7	8	21	51	0.4	0	1	83	74	43	0

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ANOMALY/ FID/INTERP	COAXIAL 1094 HZ REAL PPM	COAXIAL 1094 HZ QUAD PPM	COPLANAR 883 HZ REAL PPM	COPLANAR 883 HZ QUAD PPM	COPLANAR 7253 HZ REAL PPM	COPLANAR 7253 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 20440	(FLIGHT 8)												
E 7988H	-1	2	1	2	2	4	-	-	-	-	-	-	0
F 7835H?	1	3	1	4	10	23	0.4	0	1	38	350	12	0
G 7815H	1	2	1	2	2	4	-	-	-	-	-	-	0
H 7795B?	0	4	2	8	11	27	0.4	0	1	51	291	6	0
I 7762H	1	4	3	6	1	3	0.4	0	1	75	163	28	160
LINE 20450	(FLIGHT 9)												
A 150H	0	5	1	10	23	40	0.4	0	1	34	385	0	14
B 181H	-1	4	0	3	11	43	0.3	0	1	60	305	32	0
C 252H	1	6	1	10	15	57	0.5	11	1	28	583	0	0
D 277M	1	2	-5	1	2	4	-	-	-	-	-	-	90
E 280M	0	4	-1	2	10	15	0.4	5	1	82	851	4	80
F 306L	1	4	2	5	13	11	0.7	0	1	79	906	0	0
G 327M	0	0	-1	1	1	4	-	-	-	-	-	-	0
H 397L	11	4	6	4	8	8	23.5	44	1	131	1015	0	0
I 414H	-1	2	0	4	10	14	0.7	0	1	44	493	14	0
J 462L	2	7	3	5	10	4	1.3	4	1	193	1015	0	70
K 504H	-1	2	1	2	2	4	-	-	-	-	-	-	0
L 611H	1	5	3	10	6	38	0.9	21	1	60	202	17	0
M 643H	1	2	1	2	1	4	-	-	-	-	-	-	0
LINE 20460	(FLIGHT 9)												
A 1254H	1	9	2	20	42	107	0.4	0	1	21	285	0	0
B 1227L	6	7	9	20	22	67	5.3	31	1	43	441	0	0
C 1200H	-1	5	2	9	19	33	0.4	0	1	40	463	0	0
D 1172H	0	2	1	2	2	4	-	-	-	-	-	-	0
E 1126H	-1	2	1	2	2	4	-	-	-	-	-	-	0
F 1088H	-1	2	0	2	2	4	-	-	-	-	-	-	0
G 1055L	2	5	2	4	4	11	1.7	31	1	131	1015	0	0
H 1013H	-1	2	0	4	10	15	0.6	0	1	28	605	0	0
I 996L	1	6	3	7	7	12	0.8	1	1	73	905	0	12
J 944L	1	5	2	4	6	8	0.9	7	1	161	1015	0	0
K 892H	1	1	1	2	0	8	3.7	91	1	76	785	0	0
L 863H	1	5	0	9	18	51	1.0	23	1	47	738	0	0
M 837H	1	3	0	3	9	18	0.5	0	1	47	317	21	0
N 788H	1	5	2	11	3	1	1.1	24	1	35	410	0	0
O 742L	1	7	3	8	20	21	0.5	1	1	49	768	0	0
LINE 20470	(FLIGHT 9)												
A 1364H	4	15	6	1	1	11	1.3	0	1	22	137	0	0
B 1382L	13	8	19	11	23	43	14.3	24	1	55	545	0	0

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LINE 20470 (FLIGHT 9)													
C 1565L	2	5	3	3	6	6	1.8	28	1	141	1015	0	0
D 1594D?	0	2	0	2	2	4	-	-	-	-	-	-	0
E 1607H	1	4	0	4	19	18	0.7	4	1	71	866	0	0
F 1617L	3	8	3	4	10	7	1.4	13	1	96	960	0	0
G 1673L	1	9	5	5	11	16	0.4	0	1	99	516	19	0
H 1732H	0	4	1	5	13	30	0.4	0	1	58	440	4	0
I 1774H	1	7	3	15	31	78	0.7	13	1	52	185	14	0
J 1798H	1	5	2	6	19	42	0.7	11	1	69	203	23	0
K 1822L	12	14	9	19	49	58	5.5	12	1	46	327	1	0
L 1845L	3	6	9	6	15	23	2.7	35	1	101	595	17	0
LINE 20480 (FLIGHT 9)													
A 2524L	8	11	6	14	28	28	4.1	30	1	92	769	9	0
B 2504L	12	10	8	10	10	9	9.2	31	1	37	521	0	0
C 2473H	-1	2	0	2	2	4	-	-	-	-	-	-	0
D 2414H	-1	2	1	2	2	4	-	-	-	-	-	-	0
E 2344H	1	2	1	2	2	4	-	-	-	-	-	-	0
F 2296L	1	4	2	3	3	14	0.8	15	1	132	1015	0	8
G 2286H	0	1	0	2	2	4	-	-	-	-	-	-	0
H 2267H	0	2	0	4	8	15	0.4	0	1	32	537	3	0
I 2246H	1	7	1	9	13	53	0.4	4	1	47	718	0	0
J 2238H	-1	2	1	2	2	4	-	-	-	-	-	-	0
K 2227H	-1	2	0	2	2	4	-	-	-	-	-	-	0
L 2178L	5	5	7	5	21	24	6.7	34	1	69	271	18	4
M 2172L	1	2	4	2	8	16	2.2	59	1	71	891	0	0
N 2137L	0	3	3	4	8	17	0.4	0	1	46	411	17	0
O 2072H	0	4	1	2	5	16	0.2	0	1	41	224	18	0
P 2063H	1	4	1	8	17	26	0.9	16	1	37	575	0	0
Q 2046H	1	2	1	2	2	4	-	-	-	-	-	-	0
R 2022L	2	6	3	8	19	34	1.4	16	1	59	818	0	0
S 1990L	0	6	-1	4	5	27	0.4	0	1	103	967	5	0
LINE 20490 (FLIGHT 9)													
A 2567H	1	4	2	8	20	33	0.9	32	1	47	521	0	0
B 2585L	17	13	9	12	26	52	10.3	28	1	51	407	7	0
C 2612M	1	4	0	5	8	40	1.3	45	1	69	781	4	0
D 2630H	-1	2	0	6	9	26	0.4	0	1	50	779	0	0
E 2710H	0	2	0	2	2	4	-	-	-	-	-	-	0
F 2724H	1	2	0	2	2	4	-	-	-	-	-	-	9
G 2745H?	-1	2	0	2	2	4	-	-	-	-	-	-	0
H 2791L?	1	2	1	2	2	4	-	-	-	-	-	-	0

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	COAXIAL 1094 HZ		COPLANAR 883 HZ		COPLANAR 7253 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 20490	(FLIGHT	9)											
I 2823B?	-1	2	0	2	2	4	-	-	-	-	-	-	0
J 2841H	1	2	0	2	2	4	-	-	-	-	-	-	0
K 2906L	3	3	5	4	6	7	4.6	41	1	115	300	47	0
L 2923H	-1	5	1	8	16	41	0.4	0	1	45	358	3	0
M 2931L	0	10	1	10	28	51	0.4	0	1	66	355	17	17
N 2940H	-1	4	2	7	18	31	0.4	0	1	56	217	12	0
O 2951L	2	4	3	3	5	19	2.1	35	1	83	304	29	0
P 3020H	0	3	2	5	16	2	1.0	0	1	41	230	17	0
Q 3047L	2	4	3	5	6	19	2.0	29	1	85	948	0	0
R 3067L	7	21	15	13	45	11	2.1	4	1	80	878	0	0
LINE 20500	(FLIGHT	9)											
A 3722H	1	3	2	6	17	16	1.0	37	1	56	247	14	0
B 3680H	1	2	1	2	2	4	-	-	-	-	-	-	40
C 3658H	-1	4	1	4	10	15	0.6	0	1	38	473	9	0
D 3627M	0	1	0	1	2	4	-	-	-	-	-	-	70
E 3610H	0	2	0	2	2	4	-	-	-	-	-	-	0
F 3563H	0	2	0	2	2	4	-	-	-	-	-	-	0
G 3528H	-1	5	0	10	13	61	0.4	0	1	40	718	0	0
H 3512H	1	1	-1	2	1	23	2.1	78	1	124	1015	0	0
I 3479L	2	6	3	6	9	28	1.3	23	1	53	749	0	0
J 3459B?	-1	4	-1	7	3	13	0.4	0	1	62	827	0	0
K 3441B?	-1	2	-1	2	2	4	-	-	-	-	-	-	0
L 3394H	-1	2	0	4	11	12	0.9	0	1	32	482	2	0
M 3361L	18	6	6	7	12	15	30.9	31	1	101	973	1	0
N 3343H	1	3	0	6	13	21	1.1	34	1	50	758	0	0
O 3332H	1	2	1	2	2	4	-	-	-	-	-	-	0
P 3293L	3	7	5	10	26	40	1.9	18	1	40	557	0	7
Q 3224H	0	4	2	7	19	27	0.4	0	1	38	537	0	0
R 3212H	1	4	1	6	10	13	0.5	0	1	27	554	0	0
S 3199L	7	5	5	6	13	18	7.9	37	1	59	468	3	0
T 3194L	3	6	10	12	16	21	2.2	31	1	52	770	0	9
U 3175L	12	15	6	11	26	29	5.3	23	1	97	931	5	70
LINE 20510	(FLIGHT	9)											
A 3818H	1	2	1	2	2	4	-	-	-	-	-	-	0
B 3844H	1	5	1	3	7	15	0.7	13	1	67	625	0	0
C 3882H	-1	2	1	2	2	1	-	-	-	-	-	-	0
D 3905B?	1	2	0	2	2	4	-	-	-	-	-	-	10
E 3960B?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 3986H	-1	7	2	9	17	47	0.4	0	1	49	338	4	10

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LINE 20510 (FLIGHT 9)													
G 4044L	1	6	3	4	7	16	0.7	12	1	83	518	14	0
H 4066H	-1	2	1	2	2	4	-	-	-	-	-	-	0
I 4150L	2	4	3	3	7	10	2.1	18	1	104	139	53	0
J 4159L	-1	3	2	2	7	6	1.0	0	1	53	221	25	0
K 4174H	-1	5	1	7	13	53	0.4	0	1	61	192	19	0
L 4181H	0	2	2	5	13	21	0.4	0	1	54	175	14	0
M 4190H	1	7	2	11	17	58	0.4	2	1	57	182	17	0
N 4211L	1	3	2	6	15	28	1.4	41	1	92	139	46	0
O 4269H	2	7	4	16	27	43	1.4	18	1	59	103	22	0
P 4288L	2	2	3	2	1	8	3.5	48	1	94	142	45	0
Q 4317L	2	5	2	2	7	7	1.8	19	1	82	299	27	8
LINE 20520 (FLIGHT 9)													
A 4970L	14	7	10	10	16	14	16.6	30	1	72	84	35	0
B 4965L	13	14	9	18	41	30	6.6	19	1	63	107	26	0
C 4957L	8	4	14	8	17	14	14.1	31	1	79	104	37	0
D 4943L	20	20	14	19	34	43	8.3	22	1	68	194	26	0
E 4904H	-1	2	1	2	2	4	-	-	-	-	-	-	0
F 4837H	-1	2	1	2	2	4	-	-	-	-	-	-	0
G 4774H	0	7	2	11	1	59	0.4	0	1	33	404	0	0
H 4741H?	-1	2	1	2	2	4	-	-	-	-	-	-	0
I 4722H?	-1	2	0	2	0	4	-	-	-	-	-	-	0
J 4674L	1	3	2	4	7	13	1.0	30	1	96	665	11	0
K 4609H	0	2	1	2	2	4	-	-	-	-	-	-	0
L 4594H	-1	3	1	6	9	32	0.4	0	1	52	541	0	20
M 4573L	16	16	12	12	28	27	7.8	25	1	46	352	5	0
N 4537H	1	2	1	5	12	16	0.8	0	1	42	282	18	0
O 4522H	1	4	2	7	20	25	0.9	15	1	39	229	0	0
P 4485L	4	10	13	5	59	90	1.8	20	1	53	139	17	0
Q 4428B?	4	5	6	9	16	18	3.7	37	1	68	68	34	0
R 4415L	1	5	3	7	7	18	1.0	10	1	74	193	26	0
S 4401H	-1	3	1	4	10	15	0.6	0	1	49	374	21	0
T 4382L	4	15	5	8	21	14	1.2	8	1	78	365	26	0
LINE 20530 (FLIGHT 9)													
A 5061L	8	4	14	8	19	6	13.7	22	2	80	54	43	6
B 5070L	15	10	14	20	42	35	12.2	18	1	50	217	7	0
C 5077L	15	14	9	12	26	25	8.6	16	1	39	192	1	0
D 5122H	1	2	1	2	2	4	-	-	-	-	-	-	6
E 5174H	-1	2	1	2	2	4	-	-	-	-	-	-	0
F 5182B?	-1	1	1	1	2	4	-	-	-	-	-	-	0

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	COAXIAL 1094 HZ		COPLANAR 883 HZ		COPLANAR 7253 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 20530 (FLIGHT 9)													
G 5199H?	1	2	0	2	2	4	-	-	-	-	-	-	0
H 5247H	-1	8	3	15	3	66	0.4	2	1	36	322	0	0
I 5253H	0	6	3	1	35	21	1.0	0	1	24	196	4	0
J 5333L	1	2	1	2	2	4	-	-	-	-	-	-	0
K 5342H	-1	2	1	2	2	4	-	-	-	-	-	-	0
L 5353H	-1	2	1	2	2	4	-	-	-	-	-	-	0
M 5412H	-1	3	1	7	14	35	0.4	0	1	47	411	1	0
N 5422L	2	3	3	5	11	3	2.5	36	1	80	281	26	0
O 5490L	2	3	5	7	17	17	2.2	54	1	60	372	11	0
P 5527L	2	4	3	5	8	28	1.3	24	1	57	343	8	20
Q 5576H	1	10	0	17	11	41	0.4	11	1	42	653	0	0
LINE 20540 (FLIGHT 9)													
A 6203L	15	10	8	5	13	9	12.7	29	1	60	57	29	0
B 6168H	0	4	1	8	17	35	0.4	0	1	52	231	8	0
C 6158H	1	2	1	4	13	12	1.0	0	1	56	203	31	0
D 6133H	-1	5	2	5	13	17	0.4	0	1	68	202	21	4
E 6080H	-1	4	1	4	12	13	0.9	0	1	37	356	9	0
F 6051B?	-1	2	1	2	8	7	1.0	0	1	34	355	5	0
G 5993M	0	2	1	2	2	4	-	-	-	-	-	-	7
H 5959H	-2	2	1	2	2	4	-	-	-	-	-	-	0
I 5919L	2	6	3	4	8	10	1.5	27	1	97	590	18	0
J 5845H	0	2	1	2	2	4	-	-	-	-	-	-	0
K 5826L	1	4	2	3	7	11	1.1	17	1	79	585	4	0
L 5782H	1	2	1	2	2	4	-	-	-	-	-	-	0
M 5762H	1	2	1	2	2	4	-	-	-	-	-	-	0
N 5742H	0	5	1	7	9	43	0.4	0	1	44	485	0	0
O 5708H	1	4	2	7	14	38	0.9	17	1	42	378	0	0
P 5637H	0	6	1	11	2	64	0.4	0	1	45	592	0	0
LINE 20550 (FLIGHT 9)													
A 6253L	2	9	3	15	44	57	1.1	1	1	36	167	0	0
B 6257L	2	9	7	19	49	65	1.0	0	1	36	130	1	0
C 6261L	15	17	21	18	35	45	6.7	10	1	58	157	16	0
D 6272L	12	9	11	16	36	35	9.7	23	1	58	439	3	9
E 6279H	0	7	2	13	37	58	0.4	0	1	25	297	0	0
F 6313H	0	7	3	14	39	52	0.4	0	1	32	337	0	0
G 6329H	-1	4	2	6	12	11	0.4	0	1	46	521	0	0
H 6342H	1	1	0	2	2	4	-	-	-	-	-	-	0
I 6370H	-2	1	1	2	2	4	-	-	-	-	-	-	0
J 6380H?	0	2	0	2	2	4	-	-	-	-	-	-	0

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ANOMALY/ FID/INTERP	COAXIAL 1094 HZ REAL PPM	COAXIAL 1094 HZ QUAD PPM	COPLANAR 883 HZ REAL PPM	COPLANAR 883 HZ QUAD PPM	COPLANAR 7253 HZ REAL PPM	COPLANAR 7253 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 20550	(FLIGHT 9)												
K 6400H	-1	1	0	2	2	4	-	-	-	-	-	-	0
L 6460M	0	2	0	2	2	4	-	-	-	-	-	-	40
LINE 20551	(FLIGHT 10)												
A 1326L	2	8	3	7	10	22	1.1	19	1	125	783	22	0
B 1415L	1	7	3	4	12	18	0.7	3	1	87	292	33	0
C 1461H	0	6	3	11	25	48	0.4	0	1	36	212	0	0
D 1507H	1	4	1	4	2	4	0.8	6	1	48	495	0	5
E 1548H	1	4	1	6	15	24	0.8	24	1	55	395	10	0
F 1584H	1	2	1	2	1	4	-	-	-	-	-	-	0
LINE 20560	(FLIGHT 9)												
A 6873H	4	22	2	10	44	83	1.0	0	1	34	94	5	0
B 6855L	28	14	28	23	52	39	22.5	10	2	51	28	26	0
C 6852L	5	8	29	14	5	22	2.7	27	2	84	34	54	10
D 6840L	7	8	11	11	31	12	4.8	33	1	88	82	50	0
E 6836L	7	16	21	18	19	21	2.7	0	2	53	56	21	0
F 6833L	14	12	21	18	40	3	9.0	15	1	59	137	18	0
G 6800H	1	2	1	2	2	4	-	-	-	-	-	-	40
H 6783H	0	2	1	1	2	4	-	-	-	-	-	-	0
I 6722H	0	4	1	6	12	20	0.4	0	1	77	379	19	0
J 6705H	-1	2	1	2	2	4	-	-	-	-	-	-	0
K 6680H	0	2	1	2	2	4	-	-	-	-	-	-	0
L 6564L	2	6	3	5	8	14	1.6	26	1	159	1015	0	0
LINE 20561	(FLIGHT 10)												
A 1280L	2	6	2	2	5	10	1.1	18	1	157	826	31	0
B 1226H	-1	2	1	2	1	4	-	-	-	-	-	-	0
C 1203H	-1	2	1	2	2	4	-	-	-	-	-	-	0
D 1132H	1	6	3	11	28	29	0.7	7	1	54	180	13	0
E 1075H	-1	4	1	8	16	38	0.4	0	1	35	409	0	0
F 1055H	0	5	2	3	3	40	0.1	0	1	34	183	13	0
G 1040D?	1	2	1	2	2	4	-	-	-	-	-	-	0
H 1031E?	1	2	1	2	2	4	-	-	-	-	-	-	0
I 1011H	0	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20570	(FLIGHT 10)												
A 323L	24	10	16	30	48	53	27.3	14	1	26	99	0	0
B 334L	27	26	26	28	23	11	9.5	11	2	57	25	32	0
C 349L	2	4	3	4	9	15	1.4	36	1	79	577	11	0
D 357L	12	7	8	14	35	23	12.0	30	1	85	73	47	0

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		COAXIAL 1094 HZ		COPLANAR 883 HZ		COPLANAR 7253 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP		REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 20570		(FLIGHT	10)											
E	372L	4	9	10	15	36	48	2.1	20	1	58	86	24	0
F	443H	-1	2	1	5	7	19	0.3	0	1	43	544	14	0
G	475H?	-1	4	0	7	12	44	0.4	0	1	63	804	0	0
H	484H	-2	3	0	6	9	39	0.4	0	1	73	915	0	0
I	503H	-1	4	-1	6	15	40	0.4	1	1	77	847	0	0
J	618H	-1	2	0	2	2	4	-	-	-	-	-	-	0
K	644H	-1	4	1	7	9	42	0.4	3	1	66	739	0	0
L	690H	-1	2	1	2	2	4	-	-	-	-	-	-	0
M	719H	-1	4	1	8	13	48	0.4	0	1	50	461	3	0
N	742H	-1	5	2	10	16	48	0.4	0	1	59	196	16	0
O	812H	1	4	1	6	15	27	1.2	36	1	74	263	27	5
P	839H	1	2	1	2	2	4	-	-	-	-	-	-	0
Q	877H	1	3	1	6	8	27	0.6	18	1	65	653	3	0
LINE 20580		(FLIGHT	10)											
A	2337L	4	19	6	21	67	60	1.3	0	1	30	127	0	0
B	2329L	9	13	23	22	26	23	4.3	25	2	66	34	39	0
C	2320L	16	7	15	8	16	20	20.9	28	1	47	125	11	0
D	2312L	9	6	13	8	5	24	10.1	27	1	67	187	21	0
E	2297L	14	10	20	13	40	25	10.3	29	1	68	312	19	0
F	2285L	6	8	7	14	35	37	3.7	33	1	71	279	23	0
G	2270H	0	2	0	2	2	4	-	-	-	-	-	-	0
H	2252H	1	2	1	2	2	4	-	-	-	-	-	-	0
I	2166H	1	2	1	2	1	4	-	-	-	-	-	-	0
J	2049L	0	2	0	2	2	4	-	-	-	-	-	-	0
K	1997H	-1	2	0	2	2	4	-	-	-	-	-	-	0
L	1972H	-1	4	0	6	12	33	0.4	1	1	62	784	0	0
M	1944H	-1	5	1	5	11	20	0.5	0	1	33	413	7	0
N	1913H	-1	6	0	12	16	68	0.4	2	1	39	678	0	0
O	1879H	-1	6	3	11	23	51	0.4	2	1	50	306	9	0
P	1818H	-1	4	2	7	16	27	0.4	0	1	36	539	0	0
Q	1810L	-1	6	1	5	9	31	0.4	0	1	53	678	0	0
R	1749H	1	3	2	6	2	2	1.4	38	1	49	583	0	0
LINE 20590		(FLIGHT	10)											
A	2456H	1	5	4	9	22	16	0.7	13	1	44	279	2	0
B	2468L	2	29	28	23	61	75	0.5	0	1	46	711	0	0
C	2488L	18	6	7	2	6	11	33.3	30	1	58	590	0	0
D	2502L	23	22	42	41	80	62	9.1	18	1	57	135	20	0
E	2525L	2	4	3	4	5	23	1.6	43	1	64	752	0	11
F	2562H	0	4	2	7	19	27	0.4	0	1	43	521	0	130

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ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 20590 (FLIGHT 10)													
G 2587H	1	1	1	2	2	4	-	-	-	-	-	-	0
H 2599H	0	1	1	4	12	12	1.0	0	1	55	372	27	0
I 2636H	1	8	1	17	7	90	0.5	14	1	37	600	0	0
J 2872H	1	2	1	2	2	4	-	-	-	-	-	-	0
K 2981H	-1	5	1	7	10	36	0.4	0	1	39	423	0	0
L 3009H	1	2	1	2	2	4	-	-	-	-	-	-	0
M 3064H	0	7	2	10	17	52	0.4	7	1	48	437	7	0
LINE 20600 (FLIGHT 10)													
A 3780L	13	12	18	13	39	35	8.3	13	2	82	51	48	0
B 3776L	23	12	19	19	50	25	20.4	20	1	80	91	41	0
C 3771L	5	9	22	23	16	39	2.4	19	1	74	91	36	0
D 3767L	23	22	22	23	40	19	9.6	19	1	68	520	9	0
E 3758L	14	3	20	11	27	18	49.0	47	1	82	307	31	0
F 3744H	1	2	1	2	2	4	-	-	-	-	-	-	0
G 3727H	1	6	2	11	19	43	0.6	0	1	30	332	0	0
H 3683H	0	4	2	8	23	5	0.4	0	1	49	344	3	0
I 3664H	-1	3	1	6	14	25	0.4	0	1	57	329	9	0
J 3617H	-1	3	2	6	15	2	0.4	0	1	54	491	0	0
K 3419H	0	4	1	6	3	34	0.4	1	1	64	698	0	0
L 3380H	-1	5	1	6	11	28	0.4	0	1	71	649	3	6
M 3353H	-1	3	2	5	11	23	0.4	0	1	54	322	3	8
N 3303H	1	5	2	4	3	16	0.8	31	1	61	416	17	0
O 3287H	1	4	1	7	13	39	0.7	12	1	38	486	0	0
P 3258H	-1	6	1	2	2	20	0.1	0	1	30	522	4	0
Q 3240H	0	4	2	6	1	13	0.4	0	1	67	436	11	8
R 3219B?	-1	5	1	7	12	35	0.4	0	1	62	594	0	0
S 3172H	0	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20610 (FLIGHT 10)													
A 3910L	20	18	21	27	75	91	9.6	3	1	47	121	9	0
B 3912L	7	19	32	22	40	15	2.3	0	2	56	34	28	0
C 3926L	3	8	3	7	17	22	1.5	3	1	69	676	0	0
D 3931L	9	3	7	2	6	22	22.8	44	1	90	942	0	0
E 3947H	1	2	2	4	13	9	1.0	0	1	56	117	35	0
F 3956H	1	4	1	6	10	37	1.0	20	1	27	597	0	0
G 3962H	0	5	1	9	24	39	0.4	4	1	39	661	0	0
H 3985H	0	2	-1	2	2	4	-	-	-	-	-	-	0
I 4005H	0	8	-2	17	27	105	0.4	7	1	32	591	0	80
J 4065H	-1	5	-1	9	21	45	0.4	0	1	53	762	0	0
K 4079H	1	5	-2	6	9	18	0.9	23	1	72	824	0	0

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	COAXIAL 1094 HZ		COPLANAR 883 HZ		COPLANAR 7253 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 20610 (FLIGHT 10)													
L 4105B?	0	1	-3	2	2	4	-	-	-	-	-	-	0
M 4273H	0	2	0	2	2	4	-	-	-	-	-	-	0
N 4297H	-1	2	0	2	2	4	-	-	-	-	-	-	0
O 4316H	-1	5	1	8	18	43	0.4	0	1	49	654	0	0
P 4382H	-1	2	1	2	2	4	-	-	-	-	-	-	0
Q 4395H	-1	3	1	8	10	37	0.4	0	1	56	643	0	0
R 4411H?	-1	4	2	6	14	13	0.4	0	1	61	489	0	0
S 4435H	1	4	1	5	12	24	0.9	26	1	73	659	1	0
T 4481H	-1	4	1	7	14	29	0.4	0	1	50	453	0	0
U 4495H	0	2	1	6	13	21	0.4	0	1	61	361	11	0
LINE 20620 (FLIGHT 10)													
A 5171L	20	12	13	4	7	6	15.9	12	1	59	99	21	0
B 5155L	1	1	4	2	6	6	2.0	67	1	97	235	43	0
C 5129H	1	4	1	7	14	28	1.0	12	1	43	273	0	0
D 5121H	1	3	1	5	14	23	0.7	0	1	33	233	10	0
E 5069H	0	2	1	2	2	4	-	-	-	-	-	-	0
F 5026H	-1	2	1	2	2	4	-	-	-	-	-	-	0
G 5016H	1	4	2	6	15	18	0.9	31	1	81	196	35	0
H 4908H	1	2	1	2	2	4	-	-	-	-	-	-	0
I 4825H	-1	2	1	2	2	4	-	-	-	-	-	-	0
J 4785H	-1	2	1	2	2	4	-	-	-	-	-	-	0
K 4731H	1	2	1	2	2	4	-	-	-	-	-	-	0
L 4677H	-1	7	2	10	14	46	0.4	4	1	64	291	19	0
M 4659H	1	1	1	2	2	4	-	-	-	-	-	-	0
N 4610H	1	4	1	7	12	40	1.0	31	1	47	376	4	0
O 4596H	1	3	1	7	7	54	0.9	33	1	59	431	11	0
LINE 20630 (FLIGHT 10)													
A 5296L	3	5	2	6	16	29	2.1	25	1	34	220	0	0
B 5304L	15	9	50	19	50	26	14.2	12	2	45	34	18	0
C 5319L	1	1	1	1	3	2	4.0	94	1	104	1015	0	0
D 5348H	0	7	2	12	16	37	0.4	0	1	14	470	0	0
E 5427H	1	7	-2	14	8	68	0.7	6	1	21	608	0	0
F 5462H	1	2	-3	2	2	4	-	-	-	-	-	-	0
G 5560H	-2	2	-3	2	2	4	-	-	-	-	-	-	0
H 5579H	1	2	-3	2	2	4	-	-	-	-	-	-	0
I 5638H	1	3	0	7	14	32	0.9	35	1	54	747	0	0
J 5674H	-1	4	0	6	12	30	0.4	0	1	58	809	0	0
K 5724H	-1	2	2	8	16	28	0.4	0	1	59	496	3	0
L 5766H	-1	3	2	6	11	25	0.4	0	1	58	546	0	0

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	COAXIAL 1094 HZ		COPLANAR 883 HZ		COPLANAR 7253 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 20630 (FLIGHT 10)													
M 5786H	1	3	2	6	15	23	0.8	10	1	55	519	0	0
N 5813H	1	3	1	6	8	26	0.9	26	1	53	499	2	0
O 5824H	0	3	2	4	10	19	0.5	0	1	36	283	11	0
P 5837H	0	1	1	2	2	4	-	-	-	-	-	-	0
LINE 20640 (FLIGHT 10)													
A 6507L	7	10	12	10	29	16	4.3	2	1	53	74	17	0
B 6492L	1	2	1	2	2	4	-	-	-	-	-	-	0
C 6462H	1	3	3	5	2	6	0.1	0	1	56	116	35	0
D 6437H	-1	3	1	5	10	29	0.4	0	1	63	310	13	0
E 6375H	-1	4	1	5	16	23	0.4	0	1	71	224	23	0
F 6320H?	-1	2	1	2	2	4	-	-	-	-	-	-	0
G 6272M	2	3	3	3	3	16	2.1	56	1	124	1015	0	40
H 6205H	1	2	0	2	3	13	1.8	57	1	135	136	83	0
I 6140H	1	2	1	2	2	4	-	-	-	-	-	-	0
J 6122H	1	2	1	2	2	4	-	-	-	-	-	-	0
K 6101H	-1	4	1	7	12	38	0.4	0	1	66	255	19	0
L 6048H	0	4	4	8	20	8	0.4	0	1	71	143	28	0
M 5975H	0	1	1	1	1	1	-	-	-	-	-	-	0
LINE 20650 (FLIGHT 10)													
A 6635L	3	31	9	10	24	23	0.5	0	1	37	221	0	0
B 6758H	-1	5	-1	10	25	57	0.4	0	1	40	728	0	0
C 6793H	0	2	-1	2	2	4	-	-	-	-	-	-	0
D 6811H	-1	1	-1	2	2	4	-	-	-	-	-	-	0
E 6865H	-1	2	-2	2	2	4	-	-	-	-	-	-	8
F 7061H	1	2	2	6	14	21	1.3	36	1	74	313	20	0
LINE 20660 (FLIGHT 10)													
A 7878H	3	3	2	8	22	18	4.0	58	1	52	106	17	0
B 7862L	11	9	30	21	60	50	7.7	18	2	42	36	16	0
C 7852L	8	11	7	15	13	24	4.4	19	1	54	127	16	11
D 7834H	0	4	2	4	1	1	0.3	0	1	42	182	21	0
E 7798H	0	5	2	3	27	2	1.0	0	1	35	148	14	0
F 7764H	-1	3	1	5	10	26	0.4	0	1	53	315	7	0
G 7724H	-1	3	1	5	10	28	0.4	0	1	66	227	19	0
H 7671H	1	2	1	2	2	4	-	-	-	-	-	-	0
I 7648H	-1	2	1	5	2	7	0.1	0	1	43	357	15	0
J 7582H	-1	2	1	2	2	4	-	-	-	-	-	-	0
K 7570H	0	3	3	7	14	22	0.4	0	1	80	291	29	0
L 7497H	1	2	0	1	2	4	-	-	-	-	-	-	0

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	COAXIAL 1094 HZ		COPLANAR 883 HZ		COPLANAR 7253 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 20660 (FLIGHT 10)													
M 7458H	-1	2	1	2	2	4	-	-	-	-	-	-	0
N 7419H	0	5	3	9	24	31	0.4	0	1	38	311	0	0
O 7395H	0	2	1	2	2	4	-	-	-	-	-	-	0
P 7366H	1	2	1	2	2	4	-	-	-	-	-	-	0
Q 7346H	1	2	1	3	9	2	2.0	54	1	62	822	0	0
LINE 20670 (FLIGHT 12)													
A 1586L	21	16	29	20	37	47	12.4	6	1	46	167	6	0
B 1589L	11	8	20	17	49	48	10.1	18	3	67	22	41	0
C 1596L	17	11	9	10	28	4	13.1	26	1	61	147	21	0
D 1605L	6	10	4	11	30	26	3.2	18	1	47	182	7	0
E 1645H	1	8	1	2	8	8	0.9	0	1	45	100	27	0
F 1653H	1	7	4	5	14	29	0.5	8	1	41	212	4	0
G 1725H	1	3	1	6	16	30	1.5	50	1	59	690	0	0
H 1734H	1	2	0	0	0	4	-	-	-	-	-	-	0
I 1814H	-1	6	0	8	10	56	0.4	0	1	46	733	0	0
J 1823H	-1	2	0	2	2	4	-	-	-	-	-	-	0
K 1872H	0	3	1	1	7	1	1.0	0	1	57	392	27	0
L 1907H	-1	2	0	1	3	29	0.4	0	1	183	1015	0	0
M 1958H	-1	2	0	2	2	4	-	-	-	-	-	-	10
N 1996H?	-1	7	1	9	9	56	0.4	9	1	51	669	1	0
O 2004H	-1	6	3	8	22	28	0.4	0	1	52	273	8	0
P 2024H	1	6	2	9	22	32	0.6	3	1	44	333	0	0
Q 2036H	1	2	1	2	2	4	-	-	-	-	-	-	0
R 2057H	0	2	1	2	2	4	-	-	-	-	-	-	0
S 2078H	1	2	1	2	2	4	-	-	-	-	-	-	0
T 2119H	-1	3	1	6	16	26	0.4	0	1	47	474	0	0
U 2133H?	1	3	1	2	10	9	1.0	18	1	56	519	0	0
LINE 20680 (FLIGHT 12)													
A 2770L	18	24	16	13	27	22	5.6	2	1	82	112	40	0
B 2755H	2	4	3	8	23	24	1.5	17	1	44	210	1	0
C 2717H	1	2	1	1	2	3	-	-	-	-	-	-	0
D 2687H	1	1	1	2	1	1	-	-	-	-	-	-	0
E 2638H	-1	3	1	4	11	19	0.6	0	1	35	331	9	0
F 2520H	0	9	4	17	54	48	0.4	0	1	34	213	0	10
G 2380H	1	2	1	2	2	4	-	-	-	-	-	-	0
H 2367H	0	3	1	5	13	20	0.4	0	1	53	232	7	14
I 2260H	0	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20690 (FLIGHT 12)													
A 2903H	1	2	1	2	2	4	-	-	-	-	-	-	0

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ANOMALY/ FID/INTERP	COAXIAL 1094 HZ REAL PPM	COAXIAL 1094 HZ QUAD PPM	COPLANAR 883 HZ REAL PPM	COPLANAR 883 HZ QUAD PPM	COPLANAR 7253 HZ REAL PPM	COPLANAR 7253 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 20690	(FLIGHT 12)												
B 2915L	9	23	46	38	82	71	2.6	0	2	43	27	18	0
C 2922L	22	10	16	18	26	22	23.0	22	1	66	96	29	0
D 2931H	1	2	2	2	2	8	1.3	42	1	54	322	7	0
E 2966H	1	2	1	2	2	4	-	-	-	-	-	-	15
F 3168H	1	2	1	2	2	4	-	-	-	-	-	-	0
G 3182H	1	2	1	2	2	4	-	-	-	-	-	-	0
H 3332H	-1	2	2	6	14	26	0.4	0	1	56	338	9	0
I 3347H	1	2	1	2	2	3	-	-	-	-	-	-	0
J 3370H	0	3	1	6	9	27	0.4	0	1	66	804	0	60
K 3396H	-1	2	1	2	2	4	-	-	-	-	-	-	0
L 3415H	-2	4	2	5	1	19	0.4	0	1	61	412	8	0
M 3442H	1	5	2	8	1	34	0.7	20	1	56	455	6	0
N 3502H	1	5	1	6	9	37	0.5	3	1	80	878	0	0
LINE 20700	(FLIGHT 12)												
A 4176L	2	4	2	5	14	18	1.4	28	1	64	217	19	0
B 4161L	11	18	2	8	17	6	4.0	0	1	16	385	0	0
C 4159L?	11	6	13	9	26	26	14.3	19	1	53	112	14	0
D 4155L	11	4	13	8	18	23	26.7	19	1	58	124	16	0
E 4142H	1	2	1	2	2	4	-	-	-	-	-	-	0
F 4108H	1	2	2	5	14	18	1.5	48	1	50	243	6	0
G 4090H	1	4	2	6	13	22	1.0	24	1	53	223	11	0
H 4062H	-1	2	1	2	2	2	-	-	-	-	-	-	0
I 3971H	1	2	1	2	2	4	-	-	-	-	-	-	0
J 3905D?	0	4	4	4	8	16	0.4	0	1	50	253	24	0
K 3752H	-1	8	3	13	32	45	0.4	0	1	53	174	13	0
L 3716H	-1	2	1	2	2	4	-	-	-	-	-	-	0
M 3688H	1	4	2	10	23	35	1.2	18	1	39	241	0	0
N 3646H	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20710	(FLIGHT 12)												
A 4293L	3	5	10	11	28	16	3.0	29	1	37	247	0	0
B 4302L	7	4	15	12	24	5	10.4	37	1	74	81	36	0
C 4305L	8	4	15	12	24	9	13.2	38	1	77	167	31	0
D 4317H	-1	3	2	2	12	9	1.0	0	1	49	322	22	0
E 4337H	-1	3	1	5	13	35	0.4	0	1	43	305	18	0
F 4350H	1	4	2	7	19	33	0.9	27	1	40	470	0	0
G 4364H	1	3	2	6	15	16	1.6	48	1	48	252	6	0
H 4379H	1	2	1	3	11	11	1.0	0	1	49	177	27	0
I 4512M	0	0	-6	1	-4	2	-	-	-	-	-	-	0
J 4517M	-4	0	-2	1	-3	3	-	-	-	-	-	-	0

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ANOMALY/ FID/INTERP	COAXIAL 1094 HZ REAL PPM	COAXIAL 1094 HZ QUAD PPM	COPLANAR 883 HZ REAL PPM	COPLANAR 883 HZ QUAD PPM	COPLANAR 7253 HZ REAL PPM	COPLANAR 7253 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 20710 (FLIGHT 12)													
K 4545H	1	2	2	0	4	15	0.2	0	1	55	355	28	0
L 4577H	1	5	1	6	13	39	0.6	18	1	53	576	1	0
M 4637H	-1	2	0	2	2	4	-	-	-	-	-	-	0
N 4668H	1	2	1	2	2	4	-	-	-	-	-	-	0
O 4696H	1	5	2	9	10	44	0.6	13	1	57	305	12	0
P 4711H	1	4	2	8	13	28	1.0	28	1	51	298	8	0
Q 4730H	0	5	1	7	11	42	0.4	4	1	53	558	2	0
R 4759H	1	3	2	8	21	38	0.6	14	1	40	407	0	0
S 4791H	-1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20720 (FLIGHT 12)													
A 5762L	15	22	11	21	38	54	5.0	14	1	61	148	22	0
B 5757L	54	70	39	26	58	63	8.8	1	1	70	93	33	5
C 5746L	28	19	59	45	110	26	14.9	18	2	65	37	37	0
D 5743L	10	11	59	45	110	25	6.0	25	2	79	37	49	0
E 5712H?	2	8	4	13	13	44	1.0	19	1	57	225	16	18
F 5671H	1	3	2	6	14	22	1.0	32	1	54	223	13	0
G 5620H	1	2	1	2	2	4	-	-	-	-	-	-	0
H 5557H	1	2	1	1	1	3	1.9	43	1	101	196	46	0
I 5492B	1	2	1	1	2	1	-	-	-	-	-	-	0
J 5392H	1	2	1	2	2	2	-	-	-	-	-	-	0
K 5310H	-1	2	1	2	2	4	-	-	-	-	-	-	0
L 5231H	0	4	4	4	2	20	0.1	0	1	28	346	4	0
M 5160H	1	4	1	10	16	17	1.2	34	1	43	364	2	0
N 5147H	1	1	1	3	1	39	5.1	101	1	107	671	19	0
O 5127H	1	5	1	7	15	46	0.7	24	1	67	587	8	0
P 5058H	1	2	1	1	2	4	-	-	-	-	-	-	0
Q 4998H	1	4	1	8	3	44	0.6	23	1	39	396	3	0
LINE 20730 (FLIGHT 12)													
A 5869L	11	28	19	25	36	66	2.8	1	1	75	115	35	0
B 5904H?	-1	2	1	2	2	4	-	-	-	-	-	-	0
C 5907B?	-1	2	1	2	2	4	-	-	-	-	-	-	0
D 5919H	0	2	0	6	12	31	0.4	0	1	53	586	0	0
E 5929H	1	2	2	4	13	8	1.0	0	1	60	143	38	0
F 5945H	0	3	2	4	10	21	0.4	0	1	41	241	18	0
G 5970H	1	4	2	7	20	25	1.0	27	1	53	227	11	0
H 5994H	-1	4	1	7	17	31	0.4	0	1	49	612	0	0
I 6025H	-1	5	0	7	14	36	0.4	6	1	82	847	5	70
J 6054H	-1	4	3	6	13	19	0.4	0	1	64	335	16	0
K 6075H	-1	4	1	5	12	22	0.4	0	1	66	601	0	0

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ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 20730 (FLIGHT 12)													
L 6117D	2	7	17	14	35	19	1.3	7	1	71	271	20	0
M 6143M	-2	3	-7	4	-5	43	0.4	12	1	130	1015	0	0
N 6207H	-1	14	2	29	77	164	0.4	8	1	18	439	0	20
O 6219H	1	1	1	1	2	4	-	-	-	-	-	-	0
P 6334D	1	10	3	12	27	44	0.6	0	1	42	362	0	0
Q 6412H	1	3	1	6	6	24	1.5	46	1	50	540	0	0
R 6498H	0	5	1	9	20	47	0.4	0	1	55	452	5	0
S 6515H	0	2	1	2	1	4	-	-	-	-	-	-	0
LINE 20740 (FLIGHT 12)													
A 7301L	4	11	6	5	7	7	1.7	0	1	90	108	45	0
B 7284H	0	4	2	8	22	35	0.4	0	1	34	383	0	0
C 7246H	0	3	2	7	23	13	0.4	0	1	57	250	13	0
D 7219H	1	3	1	5	12	29	0.6	12	1	56	257	13	0
E 7205H	1	1	1	2	2	4	-	-	-	-	-	-	0
F 7126H	-1	3	2	5	11	20	0.4	0	1	68	219	22	0
G 7074D	0	3	5	3	7	14	0.4	0	1	140	333	60	7
H 7052M	0	1	-2	1	0	4	-	-	-	-	-	-	270
I 6959H	1	2	1	2	2	4	-	-	-	-	-	-	30
J 6887H	1	2	1	2	2	4	-	-	-	-	-	-	0
K 6862D?	1	2	1	2	2	4	-	-	-	-	-	-	0
L 6859D?	-1	3	1	5	4	3	0.4	0	1	59	255	10	0
M 6834H	-1	3	2	4	11	17	0.6	0	1	44	354	17	0
N 6785H	-1	4	1	6	10	26	0.4	0	1	83	409	20	0
O 6712D?	1	2	1	2	2	4	-	-	-	-	-	-	0
P 6705D?	1	2	1	2	2	4	-	-	-	-	-	-	0
Q 6684H	-1	5	2	6	12	30	0.4	0	1	59	425	9	0
R 6657H	1	6	1	9	13	47	0.6	18	1	55	502	6	0
LINE 20750 (FLIGHT 12)													
A 7432L	18	13	12	11	23	27	11.2	17	1	61	692	0	0
B 7512H	1	2	2	3	10	5	1.0	0	1	46	150	24	0
C 7535H	1	3	3	7	18	22	1.1	32	1	58	208	16	0
D 7557H	0	2	1	2	2	4	-	-	-	-	-	-	0
E 7577H	1	2	1	1	1	4	-	-	-	-	-	-	0
F 7646H	-1	5	1	8	1	11	0.4	0	1	44	596	0	0
G 7666D	0	3	1	5	12	14	0.9	0	1	62	435	32	0
H 7711H	-1	2	0	2	2	4	-	-	-	-	-	-	0
LINE 20755 (FLIGHT 20)													
A 4047M	-1	2	-5	2	2	4	-	-	-	-	-	-	0

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ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 20755 (FLIGHT 20)													
B 4001H	0	5	1	8	13	32	0.4	5	1	66	692	3	0
C 3964H	-1	3	1	5	5	9	0.4	0	1	54	608	0	0
D 3942H	1	3	0	0	1	20	1.2	37	1	126	1015	0	0
E 3911H	-1	5	1	7	15	36	0.4	0	1	55	602	0	0
F 3886H	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20756 (FLIGHT 20)													
A 4437H?	-1	2	1	2	2	4	-	-	-	-	-	-	0
B 4288D?	1	2	1	2	2	4	-	-	-	-	-	-	15
C 4283H	1	5	2	6	15	27	0.6	2	1	55	308	8	11
D 4270H	-1	3	1	5	12	24	0.5	0	1	35	329	10	0
LINE 20760 (FLIGHT 12)													
A 8213L	4	13	17	6	15	19	1.6	5	1	79	289	27	0
B 8174H	0	2	1	2	1	4	-	-	-	-	-	-	0
C 8124H	2	4	2	7	20	32	1.4	36	1	54	238	13	0
D 8107H	1	5	2	10	1	28	0.7	18	1	52	296	10	0
E 8082H	1	4	1	3	1	26	0.1	0	1	40	225	16	0
F 7991H	-1	8	2	3	9	47	0.2	0	1	28	280	6	4
G 7974D	2	8	7	9	23	33	1.3	14	1	65	379	15	0
H 7955M	0	1	-7	1	-6	4	-	-	-	-	-	-	70
I 7928D	-1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20761 (FLIGHT 13)													
A 1670H	0	2	1	2	1	4	-	-	-	-	-	-	0
B 1656B	0	5	4	9	27	28	0.4	0	1	50	187	9	0
C 1651B?	-1	2	1	2	2	4	-	-	-	-	-	-	0
D 1584M	0	2	1	1	2	4	-	-	-	-	-	-	210
E 1515H	1	4	1	8	13	43	1.0	28	1	40	423	0	0
F 1424H	1	8	4	9	43	55	0.7	4	1	44	196	6	0
G 1413H	1	3	2	8	23	22	1.5	36	1	46	214	6	0
LINE 20770 (FLIGHT 13)													
A 570L	7	7	2	10	9	23	5.5	16	1	77	793	0	0
B 674H	1	5	2	9	20	18	0.8	21	1	32	466	0	6
C 707H	2	6	3	6	1	0	0.9	25	1	37	293	3	6
D 747H	1	2	1	5	10	25	1.4	56	1	71	824	0	0
E 819H	0	2	-1	2	2	4	-	-	-	-	-	-	0
F 843M	-1	1	-4	1	-3	6	0.7	17	1	208	1015	0	0
G 864H?	-1	2	-2	2	2	4	-	-	-	-	-	-	0
H 922H	1	4	1	9	1	31	1.1	36	1	54	691	0	0

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ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 20770 (FLIGHT 13)													
I 932E?	0	1	-1	1	2	2	-	-	-	-	-	-	0
J 944D?	1	4	1	3	8	17	1.1	23	1	94	948	0	0
K 960D?	0	2	-1	2	2	4	-	-	-	-	-	-	0
L 1004H	1	2	-2	3	9	16	0.5	0	1	30	548	4	0
M 1024H	-1	2	0	0	2	4	-	-	-	-	-	-	4
N 1056H	0	2	0	2	2	4	-	-	-	-	-	-	0
O 1136H	-1	3	0	4	15	44	0.4	0	1	29	525	3	0
P 1156H	1	2	0	2	2	4	-	-	-	-	-	-	0
Q 1176H	-1	7	1	10	21	39	0.4	0	1	35	595	0	0
R 1265B?	5	7	7	14	41	16	3.8	30	1	54	157	15	0
S 1270B?	1	6	6	1	4	30	0.4	0	1	51	125	15	0
T 1280E	4	13	8	27	28	96	1.8	11	1	33	161	0	0
LINE 20780 (FLIGHT 13)													
A 1052L	3	4	6	9	13	22	3.6	29	4	157	15	128	0
B 919H	0	1	2	6	9	10	0.4	0	1	44	194	6	0
C 772H	-1	2	-1	2	2	4	-	-	-	-	-	-	0
D 721D	1	11	4	16	42	18	0.4	7	1	53	624	2	0
LINE 20785 (FLIGHT 20)													
A 3407D	0	2	1	4	8	13	0.5	0	1	55	633	22	80
B 3432H	1	2	0	6	1	20	1.8	66	1	67	789	1	0
C 3605H	-2	2	1	2	2	4	-	-	-	-	-	-	0
D 3627H	1	5	1	7	9	40	0.6	10	1	52	432	4	0
E 3662H	-1	2	1	2	2	4	-	-	-	-	-	-	0
F 3678H	1	1	1	2	2	4	-	-	-	-	-	-	0
G 3704H	-1	5	2	6	3	12	0.4	0	1	59	300	11	0
H 3723H	0	5	1	10	17	57	0.4	0	1	46	557	0	0
I 3740D	4	12	9	5	6	71	1.8	15	1	52	113	17	130
J 3743D	4	12	3	21	61	71	1.8	19	1	49	98	17	0
K 3749B	7	10	10	23	97	47	4.1	31	1	37	81	9	0
L 3759H	1	2	1	2	2	4	-	-	-	-	-	-	290
LINE 20790 (FLIGHT 13)													
A 1516H	0	2	0	2	2	4	-	-	-	-	-	-	0
B 1531H	1	1	0	2	2	4	-	-	-	-	-	-	0
C 1576H	-1	3	0	5	9	4	1.0	0	1	26	803	0	0
D 1678H	1	3	1	4	16	12	1.0	0	1	39	247	13	0
E 1702H	1	2	1	3	11	23	0.5	0	1	40	382	14	0
F 1726H	0	5	1	8	18	43	0.4	0	1	47	476	0	0
G 1746H	0	2	1	2	1	4	-	-	-	-	-	-	0

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LINE 20790 (FLIGHT 13)													
H 1774H	-1	3	1	5	8	26	0.4	3	1	73	546	11	0
I 1814H	-1	4	1	7	11	24	0.4	1	1	61	565	4	0
J 1830H?	7	8	6	15	38	50	5.7	32	1	55	139	17	0
K 1837H	6	9	5	22	56	77	3.6	30	1	45	110	13	0
L 1842H	7	8	4	19	33	60	4.4	21	1	77	121	35	0
M 1849H	8	10	8	22	57	57	4.9	27	1	41	126	8	0
LINE 20795 (FLIGHT 20)													
A 3079H	1	4	3	4	11	8	1.0	0	1	42	106	23	0
B 3183H	-1	3	2	8	17	30	0.4	0	1	43	405	0	0
C 3207M	0	3	-2	3	2	27	0.5	9	1	139	1015	0	0
D 3283D	1	1	0	2	2	4	-	-	-	-	-	-	18
E 3288L?	1	2	0	2	2	4	-	-	-	-	-	-	9
F 3299D	10	10	8	9	21	14	6.7	23	1	74	235	25	0
LINE 20800 (FLIGHT 14)													
A 580H	0	4	1	8	7	18	0.4	0	1	47	353	4	0
B 591H	1	12	2	23	52	117	0.4	12	1	35	338	3	0
C 644H	-1	3	1	5	8	31	0.4	2	1	86	640	11	0
D 682H	-1	2	1	2	2	4	-	-	-	-	-	-	0
E 700H	-1	1	1	2	2	4	-	-	-	-	-	-	0
F 801D	2	10	6	11	24	34	1.1	11	1	92	244	40	0
G 863M	1	2	2	3	6	16	1.2	53	1	75	818	3	190
H 874M	-1	2	2	2	4	16	0.4	3	1	91	874	6	90
I 911H	0	5	1	8	13	44	0.4	1	1	58	349	13	0
J 1024H	1	8	2	16	36	72	0.4	0	1	46	193	7	0
K 1042H	0	5	2	9	20	50	0.4	0	1	50	232	9	0
L 1152H	5	6	5	19	31	71	5.1	41	1	40	130	7	0
M 1170H	6	26	9	54	15	244	1.5	8	1	23	178	0	0
LINE 20810 (FLIGHT 14)													
A 2700H	1	2	1	2	2	4	-	-	-	-	-	-	0
B 2674H	1	4	1	6	1	31	0.5	7	1	44	539	0	8
C 2620H	-1	3	2	4	4	21	0.1	0	1	46	466	17	0
D 2596H	0	1	1	2	2	1	-	-	-	-	-	-	0
E 2562H	2	7	6	14	29	34	1.4	17	1	46	164	9	0
F 2545H	0	13	3	21	67	62	0.4	2	1	26	345	0	15
G 2456D	3	10	4	5	17	23	1.2	19	1	109	874	14	0
H 2443D	1	2	1	2	2	4	-	-	-	-	-	-	0
I 2395H	0	7	2	10	15	61	0.4	6	1	43	506	1	0
J 2046H	2	7	7	2	5	12	0.3	0	1	35	86	19	0

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LINE 20810	(FLIGHT 14)												
K 2030H	0	6	3	11	29	41	0.4	0	1	35	114	2	0
LINE 20820	(FLIGHT 14)												
A 3029H	1	4	1	8	19	34	0.9	27	1	51	634	0	0
B 3097H	0	2	1	2	2	4	-	-	-	-	-	-	0
C 3165B?	4	1	4	4	10	8	18.8	76	1	106	121	60	0
D 3223H	-1	3	0	6	13	33	0.4	0	1	69	824	0	0
E 3232H	-1	8	1	16	20	99	0.4	1	1	26	596	0	0
F 3291D	8	5	6	9	19	16	11.3	41	1	81	266	29	0
G 3365H	1	1	1	2	2	4	-	-	-	-	-	-	0
H 3391H	1	3	1	7	13	35	1.5	41	1	62	741	0	0
I 3424H?	-1	2	1	2	2	4	-	-	-	-	-	-	0
J 3450H	0	2	1	2	2	4	-	-	-	-	-	-	0
K 3494H	1	2	1	2	2	4	-	-	-	-	-	-	0
L 3536H	-1	2	1	2	2	4	-	-	-	-	-	-	0
M 3559H	0	2	1	2	2	4	-	-	-	-	-	-	0
N 3583H	-1	5	1	8	13	39	0.4	0	1	52	411	6	0
O 3595H	-1	2	1	2	2	4	-	-	-	-	-	-	0
P 3632H	4	6	2	4	9	20	0.4	0	1	40	134	20	0
Q 3641H	8	18	12	32	96	114	2.9	12	1	40	52	14	0
R 3652H	5	6	5	14	39	43	5.0	37	1	43	71	13	15
LINE 20830	(FLIGHT 14)												
A 4512H	0	3	1	7	16	10	0.4	0	1	82	781	2	0
B 4424H	1	4	2	7	20	7	0.6	13	1	63	494	6	0
C 4373H	-1	4	1	7	17	29	0.4	0	1	54	445	2	0
D 4342H	-1	2	1	2	2	4	-	-	-	-	-	-	0
E 4257H	1	2	0	2	2	4	-	-	-	-	-	-	0
F 4243H	1	6	0	7	2	49	0.9	28	1	111	960	14	0
G 4224H	-1	3	2	6	14	28	0.4	0	1	47	502	0	0
H 4216H	1	2	1	2	2	4	-	-	-	-	-	-	0
I 4154M	1	2	1	2	2	4	-	-	-	-	-	-	0
J 4140H	-1	5	1	5	12	38	0.3	0	1	23	712	0	0
K 4017H	-1	1	1	2	2	4	-	-	-	-	-	-	0
L 3993H	1	5	2	7	4	8	0.6	12	1	58	302	13	0
M 3951H	1	1	1	1	2	4	-	-	-	-	-	-	0
N 3932H	-1	6	1	8	13	41	0.4	1	1	60	428	11	0
O 3895H	-1	5	1	7	11	40	0.4	0	1	44	466	0	0
P 3828H	-1	4	1	5	10	26	0.4	0	1	52	475	0	0
Q 3818H	-1	7	1	12	23	57	0.4	0	1	37	537	0	0
R 3782H	9	2	4	2	34	54	43.2	56	2	57	47	29	0

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LINE 20830	(FLIGHT 14)												
S 3773H	9	3	5	11	31	31	21.8	49	3	43	19	22	0
T 3768H	9	9	32	47	106	58	6.0	33	2	43	22	22	0
U 3757H	4	5	1	1	10	7	1.0	0	1	51	118	30	0
LINE 20840	(FLIGHT 14)												
A 4686H	1	2	0	2	2	4	-	-	-	-	-	-	8
B 4752H	-1	3	1	8	13	43	0.4	0	1	62	571	0	0
C 4890H	-1	7	2	11	25	47	0.4	0	1	44	398	0	0
D 4901D?	-1	2	1	2	2	4	-	-	-	-	-	-	0
E 4906D?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 4908D?	1	2	1	2	2	4	-	-	-	-	-	-	0
G 4921H	1	4	2	7	13	30	0.5	11	1	71	259	25	0
H 4950H	1	2	1	4	9	25	0.3	0	1	42	479	14	0
I 5005M	1	0	0	1	2	4	14.7	142	1	182	1015	0	40
J 5021H	-1	4	1	7	15	35	0.4	0	1	57	567	0	0
K 5088H	1	2	1	2	2	4	-	-	-	-	-	-	0
L 5104H	-1	5	2	12	25	46	0.4	0	1	50	267	9	0
M 5134H	1	2	1	2	2	4	-	-	-	-	-	-	0
N 5151H	1	4	2	8	22	14	0.5	1	1	52	321	6	0
O 5172H	-2	5	2	7	17	10	0.4	0	1	67	259	17	0
P 5190H	1	8	2	13	2	70	0.6	9	1	52	310	10	0
Q 5234H	0	3	1	8	6	42	0.4	0	1	43	311	3	0
R 5269H	1	6	3	7	24	42	0.4	0	1	58	246	15	0
S 5284H	21	20	20	18	52	152	8.8	24	3	42	19	22	0
T 5291H	15	19	3	33	96	104	6.2	24	1	44	60	17	0
U 5300H	6	6	1	5	20	10	1.0	0	1	43	99	25	11
LINE 20850	(FLIGHT 14)												
A 6558H	1	3	2	5	8	33	0.9	36	1	75	519	14	0
B 6549H	0	2	1	2	2	4	-	-	-	-	-	-	20
C 6515H	-1	2	1	2	2	4	-	-	-	-	-	-	8
D 6472H	0	2	1	2	2	4	-	-	-	-	-	-	0
E 6440M	-1	1	1	2	5	5	0.5	8	1	94	443	27	0
F 6378D	6	5	6	8	22	11	7.1	57	1	88	89	51	0
G 6366B	-1	8	3	7	14	41	0.4	1	1	53	316	10	0
H 6339H?	1	2	1	2	2	4	-	-	-	-	-	-	0
I 6332H	1	7	2	12	35	63	0.5	8	1	32	363	0	0
J 6296H	1	2	1	2	2	4	-	-	-	-	-	-	0
K 6272H	1	2	1	2	2	4	-	-	-	-	-	-	0
L 6246H	1	2	0	2	2	4	-	-	-	-	-	-	0
M 6203H	-1	2	1	2	2	4	-	-	-	-	-	-	0

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LINE 20850	(FLIGHT 14)												
N 6151D	1	2	1	2	2	4	-	-	-	-	-	-	0
O 6119D	1	2	1	2	2	4	-	-	-	-	-	-	0
P 6109H	1	6	2	11	10	52	0.9	17	1	44	277	5	0
Q 6047H	1	2	1	2	2	4	-	-	-	-	-	-	0
R 6008D	1	2	1	2	2	4	-	-	-	-	-	-	0
S 5924D	1	10	2	12	47	93	0.4	0	1	52	521	0	0
T 5910D	9	13	25	2	28	52	4.7	24	2	65	41	37	0
U 5904D	3	2	2	2	16	9	1.0	0	1	30	48	16	0
V 5899D	12	20	22	39	110	137	4.0	22	2	43	41	18	13
W 5891H	5	8	5	10	40	53	2.8	33	1	47	84	16	0
X 5878H	1	5	7	7	12	3	0.5	0	1	55	131	16	0
LINE 20860	(FLIGHT 14)												
A 6807H	0	2	1	2	2	4	-	-	-	-	-	-	0
B 6818H	1	2	1	2	2	4	-	-	-	-	-	-	4
C 6855H	1	4	3	7	24	18	1.0	23	1	56	167	16	0
D 6867H	1	2	1	1	2	4	-	-	-	-	-	-	0
E 6890H	1	2	2	8	9	33	1.7	64	1	72	244	27	0
F 6922B?	-1	4	3	6	16	27	0.4	8	1	101	159	55	0
G 6965B	1	3	7	1	9	11	0.7	0	1	74	274	45	0
H 6980D	1	3	2	3	8	12	1.5	51	1	138	182	82	30
I 6995M	-4	2	1	2	2	4	-	-	-	-	-	-	60
J 7000M	-1	2	1	2	2	1	-	-	-	-	-	-	0
K 7053H	-1	2	1	2	2	4	-	-	-	-	-	-	0
L 7077H	0	3	1	5	11	28	0.4	0	1	21	605	0	0
M 7129H	-1	3	1	5	13	27	0.4	0	1	93	145	46	0
LINE 20861	(FLIGHT 15)												
A 2882H	-1	4	1	6	11	32	0.4	0	1	50	313	3	0
B 2913H	-1	2	1	2	2	4	-	-	-	-	-	-	0
C 2989H	-1	3	1	5	5	2	0.4	0	1	54	268	6	0
D 3013H	-1	5	2	6	13	34	0.4	0	1	57	312	12	0
E 3069H	1	2	1	1	2	4	-	-	-	-	-	-	0
F 3094D	-1	8	2	14	29	76	0.4	0	1	80	784	0	20
G 3101D	4	15	9	26	83	94	1.4	3	1	25	206	0	390
H 3123D	2	15	22	27	70	27	0.8	0	2	50	24	26	0
I 3125D	5	15	22	28	70	27	2.0	4	2	48	27	24	0
J 3137D	4	15	5	28	72	117	1.5	7	1	41	87	10	0
K 3154B?	6	22	14	23	101	76	1.6	6	1	42	98	11	0
LINE 20870	(FLIGHT 14)												
A 7504H	-1	2	1	2	2	4	-	-	-	-	-	-	0

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LINE 20870 (FLIGHT 14)													
B 7484H	-1	4	2	5	10	22	0.4	0	1	40	333	15	0
C 7462H	1	2	1	2	2	1	-	-	-	-	-	-	0
D 7439B	1	4	5	8	21	19	0.7	1	1	70	78	32	0
E 7354M	4	2	0	1	-1	8	10.0	67	1	167	1015	0	210
F 7348M	-1	1	-5	1	-3	4	-	-	-	-	-	-	580
G 7212H	1	2	1	2	2	4	-	-	-	-	-	-	0
H 7199H	0	5	2	9	23	17	0.4	1	1	77	119	37	0
LINE 20871 (FLIGHT 15)													
A 561H	-1	2	1	2	2	4	-	-	-	-	-	-	19
LINE 20872 (FLIGHT 15)													
A 2760H	1	3	1	3	1	28	1.2	41	1	54	498	2	0
B 2742D	1	5	3	6	15	7	0.7	9	1	67	212	21	30
C 2678H	-1	5	2	7	8	23	0.4	0	1	48	341	3	0
D 2665H	0	2	1	2	2	4	-	-	-	-	-	-	0
E 2643H	-2	4	1	4	8	29	0.3	0	1	28	429	4	0
F 2611H	-2	3	2	7	13	13	0.4	0	1	51	520	0	0
G 2584E	8	9	17	52	127	135	5.1	30	1	32	86	4	150
H 2575H?	4	4	4	11	7	2	4.8	53	1	42	138	9	0
I 2565B?	2	4	4	7	26	65	1.3	39	1	55	121	21	0
J 2554B	7	12	19	22	57	54	3.4	20	2	47	47	19	0
K 2543H	4	12	6	22	67	61	1.9	12	1	41	72	12	0
L 2525H?	1	7	2	13	31	78	0.6	17	1	45	103	14	0
LINE 20880 (FLIGHT 15)													
A 1530H	-1	2	1	2	2	4	-	-	-	-	-	-	0
B 1584H	1	1	0	1	2	1	-	-	-	-	-	-	0
C 1642H	1	1	1	2	2	1	-	-	-	-	-	-	0
D 1734H	-1	5	1	7	18	9	0.4	0	1	52	298	5	19
E 1767H	1	4	1	6	11	30	0.7	21	1	68	567	9	0
F 1852H	1	1	0	1	2	1	-	-	-	-	-	-	0
G 1895D?	-1	2	1	2	2	4	-	-	-	-	-	-	0
H 1905H?	1	4	1	7	16	32	0.8	15	1	50	682	0	0
I 2124H	-2	2	1	2	2	4	-	-	-	-	-	-	0
J 2202H	-1	2	1	2	2	4	-	-	-	-	-	-	0
K 2263H	1	5	2	3	13	18	0.7	0	1	38	280	15	0
L 2305D	0	2	1	2	2	4	-	-	-	-	-	-	0
M 2309D	1	2	1	2	2	4	-	-	-	-	-	-	0
N 2314D	4	15	3	15	38	91	1.4	11	1	53	110	19	30
O 2320D	10	18	7	38	30	23	3.6	23	1	32	96	5	0

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ANOMALY/ FID/INTERP	COAXIAL 1094 HZ REAL PPM	COAXIAL 1094 HZ QUAD PPM	COPLANAR 883 HZ REAL PPM	COPLANAR 883 HZ QUAD PPM	COPLANAR 7253 HZ REAL PPM	COPLANAR 7253 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 20880	(FLIGHT 15)												
P 2326D	4	10	4	6	14	12	2.1	27	1	46	118	14	120
Q 2332D	6	9	3	21	49	89	3.5	32	1	53	118	18	0
R 2341B	7	6	3	29	64	127	7.1	45	1	31	115	3	0
S 2351D	3	9	2	18	38	105	1.6	22	1	36	120	6	30
T 2363H?	7	28	16	54	138	172	1.6	5	1	33	59	9	0
LINE 20890	(FLIGHT 15)												
A 4057H	1	2	1	2	2	4	-	-	-	-	-	-	19
B 4021H	-1	2	1	2	2	4	-	-	-	-	-	-	0
C 3918H	-1	13	6	21	61	55	0.4	0	1	35	216	0	0
D 3761H	1	3	1	5	9	25	1.2	39	1	64	568	4	20
E 3743H	0	10	2	18	24	30	0.4	7	1	25	469	0	0
F 3675H	0	2	1	0	1	2	-	-	-	-	-	-	0
G 3596H	0	2	1	2	2	4	-	-	-	-	-	-	0
H 3579H	-1	5	1	9	17	50	0.4	4	1	50	397	8	0
I 3465H	-1	5	1	15	26	48	0.4	3	1	35	452	0	0
J 3451H	1	3	2	5	14	21	0.7	0	1	31	277	7	0
K 3444H	-1	6	2	9	19	50	0.4	0	1	46	301	6	0
L 3404H	1	6	1	8	6	33	0.4	3	1	42	437	1	0
M 3346E	1	8	3	14	71	89	0.4	0	1	39	409	0	0
N 3339D	3	16	8	23	50	143	0.9	12	1	41	125	11	0
O 3330B	1	2	1	2	2	4	-	-	-	-	-	-	0
P 3310H	5	3	3	9	20	57	9.2	55	1	34	110	3	0
Q 3296H	4	7	2	15	35	63	2.5	30	1	56	94	21	0
R 3290H	3	12	7	25	67	75	1.0	8	1	42	75	13	0
LINE 20900	(FLIGHT 15)												
A 4290H	1	2	1	2	2	4	-	-	-	-	-	-	0
B 4405M	0	1	-4	1	-5	6	0.4	8	1	218	1015	0	410
C 4436H	1	1	0	2	2	4	-	-	-	-	-	-	0
D 4501H	-1	4	1	9	13	41	0.4	4	1	49	589	0	0
E 4564D	5	3	20	13	37	7	9.5	58	2	83	27	56	30
F 4589H	1	7	2	1	3	52	0.1	0	1	34	253	14	0
G 4615H	1	5	2	7	26	8	0.9	19	1	31	492	0	0
H 4654H	-1	6	1	11	23	57	0.4	5	1	44	608	0	0
I 4745H	1	4	1	4	18	40	0.5	0	1	32	476	8	0
J 4775H	2	4	3	7	18	23	1.6	45	1	61	226	19	0
K 4823H	-1	6	1	11	19	55	0.4	0	1	43	539	0	0
LINE 20901	(FLIGHT 15)												
A 4966H	-1	5	2	9	17	45	0.4	1	1	43	470	0	0

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ANOMALY/ FID/INTERP	COAXIAL 1094 HZ REAL PPM	COAXIAL 1094 HZ QUAD PPM	COPLANAR 883 HZ REAL PPM	COPLANAR 883 HZ QUAD PPM	COPLANAR 7253 HZ REAL PPM	COPLANAR 7253 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 20901 (FLIGHT 15)													
B 5028H	-1	4	1	4	14	41	0.3	0	1	35	287	12	0
C 5043H	1	2	1	2	2	4	-	-	-	-	-	-	0
D 5064H	1	2	1	2	2	2	-	-	-	-	-	-	0
E 5127D	3	12	3	18	41	61	1.0	1	1	54	520	0	420
F 5139D	7	8	5	14	28	17	5.6	29	2	50	45	22	0
G 5143D	8	14	5	2	16	22	3.3	12	1	41	53	12	0
H 5150D	1	5	4	16	1	26	1.0	12	1	55	207	11	0
I 5159B	1	9	2	25	63	5	0.5	0	1	38	258	0	0
J 5167D	0	6	1	1	3	57	0.1	0	1	25	133	8	130
K 5173D	0	7	4	12	37	37	0.4	0	1	46	108	11	0
L 5182H?	-1	7	2	9	19	55	0.4	0	1	57	200	14	0
LINE 20910 (FLIGHT 15)													
A 7210H	1	2	1	1	2	4	-	-	-	-	-	-	0
B 7085H	0	7	2	10	12	3	0.4	6	1	51	251	12	0
C 7021B?	-1	2	1	2	2	4	-	-	-	-	-	-	0
D 7006H	1	2	1	1	2	4	-	-	-	-	-	-	0
E 6987H	-1	7	2	9	22	35	0.4	0	1	51	181	10	0
F 6939H	1	2	1	2	2	4	-	-	-	-	-	-	0
G 6846H	1	2	1	2	2	4	-	-	-	-	-	-	0
H 6784H	1	2	1	2	2	4	-	-	-	-	-	-	0
I 6679H	-1	5	1	6	15	29	0.4	0	1	61	210	16	0
J 6593D	16	32	23	70	190	209	3.7	7	1	22	106	0	340
K 6574H	3	15	11	3	18	62	1.1	1	1	32	90	3	0
L 6550H	1	13	1	7	21	73	0.4	4	1	25	344	0	360
M 6527H	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20920 (FLIGHT 15)													
A 7739H	1	1	0	2	2	4	-	-	-	-	-	-	0
B 7845D	1	2	1	2	2	4	-	-	-	-	-	-	80
C 7850D	1	2	1	2	0	4	-	-	-	-	-	-	0
D 7868D	0	2	1	2	2	4	-	-	-	-	-	-	0
E 7894H?	1	7	2	13	3	48	0.7	9	1	30	341	0	0
F 7899D	1	2	1	2	2	4	-	-	-	-	-	-	0
G 7944H	-1	2	0	2	2	4	-	-	-	-	-	-	0
H 8023B?	-1	4	3	8	20	26	0.4	0	1	54	217	9	0
I 8038H?	1	2	1	2	2	4	-	-	-	-	-	-	0
J 8109H	-1	6	2	13	23	68	0.4	3	1	34	409	0	0
K 8125H	1	2	1	2	2	4	-	-	-	-	-	-	0
L 8155H	1	7	1	7	8	58	0.5	13	1	45	437	4	0
M 8175H	-1	5	2	6	20	19	0.4	0	1	42	484	0	0

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	COAXIAL 1094 HZ		COPLANAR 883 HZ		COPLANAR 7253 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 20920 (FLIGHT 15)													
N 8245D	8	18	2	27	92	62	2.9	7	1	32	228	0	0
O 8287H	-1	6	2	5	3	16	0.1	0	1	27	240	6	0
LINE 20930 (FLIGHT 15)													
A 9207H	-1	2	1	2	2	4	-	-	-	-	-	-	0
B 9123B	2	7	6	16	18	26	1.1	8	1	57	99	21	5
C 9028H	-1	5	1	7	13	38	0.4	2	1	59	327	14	0
D 8979H	0	1	2	4	10	9	1.0	0	1	44	245	20	0
E 8932H	1	3	2	5	10	35	1.1	38	1	74	285	25	0
F 8917D	0	2	1	2	2	4	-	-	-	-	-	-	170
G 8910D	3	7	2	4	11	16	2.1	31	1	56	204	16	0
H 8904D	0	2	1	2	2	4	-	-	-	-	-	-	0
I 8815H	0	7	1	3	16	20	0.9	0	1	38	236	15	0
J 8727D	1	2	1	2	2	4	-	-	-	-	-	-	0
K 8686H	1	2	1	2	2	4	-	-	-	-	-	-	0
L 8634H	-1	6	1	9	17	51	0.4	0	1	42	319	2	0
M 8621H	-1	2	1	2	2	4	-	-	-	-	-	-	0
N 8493B	10	27	19	35	50	27	2.4	4	1	29	80	2	0
O 8476D	0	2	1	2	2	4	-	-	-	-	-	-	0
P 8444D	1	2	1	2	2	4	-	-	-	-	-	-	400
Q 8421H	1	8	4	1	1	89	0.1	0	1	25	157	8	70
LINE 20940 (FLIGHT 16)													
A 742B?	-1	5	1	9	24	33	0.4	0	1	45	700	0	0
B 754B?	1	1	1	2	2	4	-	-	-	-	-	-	0
C 792M	1	1	-2	1	2	4	-	-	-	-	-	-	0
D 853M	2	6	0	9	8	60	1.1	23	1	42	706	0	0
E 875B?	-1	2	0	2	2	4	-	-	-	-	-	-	0
F 922H	1	5	0	7	3	29	0.6	5	1	30	548	0	0
G 959H	1	2	0	2	2	4	-	-	-	-	-	-	19
H 978H	0	4	1	8	8	28	0.4	3	1	50	689	0	0
I 1002H	-1	4	0	8	18	39	0.4	0	1	49	762	0	30
J 1075H	-1	4	2	8	14	41	0.4	2	1	58	340	13	0
K 1116H	1	6	1	12	27	66	0.8	12	1	22	461	0	0
L 1133H	-1	4	1	4	13	25	0.5	0	1	28	389	4	0
M 1170H	1	4	1	9	17	38	0.5	3	1	41	485	0	0
N 1188H	0	4	1	4	3	5	0.3	0	1	28	251	6	0
O 1200H	0	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20941 (FLIGHT 16)													
A 1378D	15	28	28	67	151	157	3.9	9	1	26	127	0	0

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LINE 20941 (FLIGHT 16)													
B 1382B	5	15	28	64	140	116	1.8	10	1	40	83	11	0
C 1390D	1	2	1	2	2	4	-	-	-	-	-	-	0
D 1416B?	1	3	3	1	46	12	1.0	0	1	28	169	9	0
E 1423B?	1	5	3	1	8	54	0.8	18	1	37	204	1	0
F 1423B?	1	2	1	2	2	4	-	-	-	-	-	-	0
G 1426B?	1	6	3	8	11	54	0.7	15	1	28	247	0	0
LINE 20950 (FLIGHT 16)													
A 2110H?	1	6	4	14	23	42	0.4	0	1	48	215	6	7
B 2090B	2	1	6	3	3	7	5.0	87	2	114	59	76	0
C 2065M	1	1	0	1	1	4	-	-	-	-	-	-	0
D 1984H	1	1	1	2	2	4	-	-	-	-	-	-	0
E 1933B?	1	6	4	11	2	18	0.7	4	1	28	458	0	0
F 1891H?	1	2	1	2	2	4	-	-	-	-	-	-	30
G 1831H	-1	4	1	7	14	36	0.4	0	1	41	447	0	0
H 1758H	-1	7	2	11	16	60	0.4	0	1	48	241	9	0
I 1745H	-1	3	1	4	12	25	0.5	0	1	35	365	10	0
J 1696H	1	6	1	12	20	74	0.5	7	1	40	315	2	0
K 1655H?	-1	7	1	3	18	20	0.4	1	1	55	381	10	0
L 1634H	0	4	1	8	13	52	0.4	0	1	68	519	6	0
M 1620H	1	4	1	5	17	38	0.8	14	1	79	551	7	0
N 1564B	7	20	14	49	129	118	2.1	9	1	34	98	5	0
O 1514H	2	8	4	2	15	5	1.0	0	1	35	154	16	0
LINE 20960 (FLIGHT 16)													
A 2323H	1	2	0	3	1	13	1.4	39	1	64	667	0	0
B 2351B	1	1	1	2	2	1	-	-	-	-	-	-	0
C 2451H	-1	4	2	6	15	26	0.4	0	1	59	359	11	0
D 2463H	1	2	1	2	2	4	-	-	-	-	-	-	19
E 2488H	1	8	1	14	20	79	0.4	0	1	32	507	0	0
F 2567H	-1	2	2	7	9	28	0.4	0	1	53	412	1	0
G 2575H	0	2	2	4	9	18	0.4	0	1	38	364	11	0
H 2633H	0	5	1	8	14	49	0.4	0	1	37	466	0	0
I 2702H	-2	2	1	5	10	17	0.4	0	1	50	280	3	7
J 2711H	0	2	0	2	2	4	-	-	-	-	-	-	0
K 2729H	1	2	1	2	2	4	-	-	-	-	-	-	0
L 2738H?	1	2	1	2	2	4	-	-	-	-	-	-	7
M 2833B	1	7	1	6	29	2	0.4	0	1	83	654	3	4
N 2848B?	1	2	1	2	2	4	-	-	-	-	-	-	4
O 2879H	5	10	2	2	1	13	2.5	27	1	46	249	8	0
LINE 20970 (FLIGHT 16)													
A 3914H	0	2	1	2	2	4	-	-	-	-	-	-	0

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	COAXIAL 1094 HZ		COPLANAR 883 HZ		COPLANAR 7253 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 20970 (FLIGHT 16)													
B 3884D	4	5	2	7	10	32	3.9	51	1	83	111	44	0
C 3877D	11	6	2	4	15	33	16.2	43	1	74	102	36	0
D 3873D	2	11	2	13	37	33	1.0	6	1	86	376	27	18
E 3779H	-1	1	1	2	2	4	-	-	-	-	-	-	0
F 3759H	1	5	1	6	15	52	1.0	29	1	47	554	0	0
G 3688H	-1	2	1	2	2	4	-	-	-	-	-	-	30
H 3648M	1	1	1	1	2	2	-	-	-	-	-	-	70
I 3621H	-1	2	1	2	2	4	-	-	-	-	-	-	0
J 3598M	0	1	0	2	1	4	-	-	-	-	-	-	0
K 3572H	-1	3	1	4	10	24	0.4	0	1	22	561	0	18
L 3538H	-1	2	1	2	2	4	-	-	-	-	-	-	0
M 3487H	1	2	1	2	2	4	-	-	-	-	-	-	70
N 3474H	-1	4	1	8	13	38	0.4	0	1	41	275	3	0
O 3410H	0	2	0	2	2	4	-	-	-	-	-	-	0
P 3392H	1	2	0	1	1	4	-	-	-	-	-	-	0
Q 3328H	1	4	2	5	11	15	1.0	20	1	38	450	0	0
R 3317H	0	2	1	2	2	4	-	-	-	-	-	-	0
S 3278H?	0	7	3	13	14	49	0.4	0	1	34	351	0	0
T 3271H	5	5	5	14	18	55	5.0	47	1	34	217	0	0
LINE 20971 (FLIGHT 16)													
A 4406H	-1	6	1	10	16	61	0.4	0	1	40	587	0	7
LINE 20980 (FLIGHT 16)													
A 4977D	1	2	1	2	2	4	-	-	-	-	-	-	0
B 4992M	-1	0	0	1	2	4	-	-	-	-	-	-	90
C 5090B?	1	5	2	8	1	41	0.6	21	1	55	306	13	0
D 5165H	1	2	1	2	2	4	-	-	-	-	-	-	0
E 5190D?	-1	2	0	2	2	4	-	-	-	-	-	-	0
F 5206H?	-1	2	1	2	2	4	-	-	-	-	-	-	4
G 5217D?	1	2	1	2	2	4	-	-	-	-	-	-	0
H 5225D?	1	2	0	2	2	4	-	-	-	-	-	-	0
I 5245H	-1	2	0	2	2	4	-	-	-	-	-	-	10
J 5325H	0	3	1	6	2	10	0.4	0	1	48	388	4	0
K 5362H	1	2	1	7	14	35	1.7	64	1	53	328	11	0
L 5408H	-1	4	1	7	9	38	0.4	3	1	83	743	6	0
M 5456H	1	4	0	4	7	15	0.4	0	1	44	444	17	0
LINE 20990 (FLIGHT 16)													
A 6745B?	0	2	1	1	2	4	0.4	5	1	112	676	23	110
B 6724B?	1	1	1	2	2	4	-	-	-	-	-	-	0

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	COAXIAL 1094 HZ		COPLANAR 883 HZ		COPLANAR 7253 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 20990	(FLIGHT	16)											
C 6666H	1	2	0	2	2	4	-	-	-	-	-	-	0
D 6620B	16	13	23	30	67	59	10.2	15	4	53	11	34	0
E 6539H	-1	4	1	7	13	39	0.4	0	1	50	716	0	0
F 6525M	1	2	0	5	4	32	1.8	64	1	77	840	1	0
G 6498D?	1	2	0	1	2	4	-	-	-	-	-	-	0
H 6477H?	1	7	1	8	3	49	0.8	17	1	50	689	0	0
I 6466E	1	2	-1	2	2	4	-	-	-	-	-	-	0
J 6379H	0	3	1	8	16	41	0.4	0	1	41	451	0	0
K 6351H	1	2	1	2	2	4	-	-	-	-	-	-	0
L 6311H	1	6	1	9	11	56	0.8	21	1	51	659	0	0
M 6283H	1	4	2	6	13	25	0.7	14	1	64	623	0	0
N 6218H	-1	4	1	6	1	9	0.4	0	1	64	799	0	0
O 6174H	0	6	1	3	20	66	0.4	0	1	28	412	5	0
LINE 21000	(FLIGHT	16)											
A 6883H	0	6	2	11	29	58	0.4	0	1	33	461	0	0
B 6899H?	3	7	6	15	36	3	1.5	28	1	63	157	24	0
C 6923H	-1	1	1	2	1	4	-	-	-	-	-	-	0
D 6956M	0	1	-3	2	0	4	-	-	-	-	-	-	0
E 6997D	1	8	4	4	16	34	0.5	0	1	46	110	28	0
F 7000D	2	7	10	3	15	34	0.5	0	1	52	68	34	0
G 7005D	2	6	14	13	33	17	1.5	22	2	61	54	30	0
H 7017B	-1	1	1	2	2	4	-	-	-	-	-	-	0
I 7029B	1	2	1	2	2	3	-	-	-	-	-	-	0
J 7043B?	1	3	5	7	15	17	0.7	15	1	78	185	32	0
K 7100H	1	2	1	2	2	4	-	-	-	-	-	-	0
L 7136D?	-1	2	1	2	2	4	-	-	-	-	-	-	0
M 7140B?	-1	3	1	5	11	23	0.4	0	1	43	460	14	0
N 7150H?	-1	2	1	2	2	4	-	-	-	-	-	-	0
O 7166H	-1	6	1	4	18	38	0.5	0	1	32	461	6	0
P 7185H	1	2	0	2	1	4	-	-	-	-	-	-	0
Q 7212H	-1	2	1	2	2	4	-	-	-	-	-	-	0
R 7252H	1	2	1	2	2	4	-	-	-	-	-	-	0
S 7301H	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 21001	(FLIGHT	17)											
A 1765H	1	4	1	4	6	24	1.0	29	1	90	920	0	0
B 1735H	1	4	0	1	2	13	1.2	36	1	211	1015	0	0
C 1689H	-1	3	1	7	14	20	0.4	0	1	70	687	0	0
LINE 21010	(FLIGHT	17)											
A 1009B?	-1	6	6	15	28	46	0.4	0	1	55	147	15	0

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ANOMALY/ FID/INTERP	COAXIAL 1094 HZ REAL PPM	COAXIAL 1094 HZ QUAD PPM	COPLANAR 883 HZ REAL PPM	COPLANAR 883 HZ QUAD PPM	COPLANAR 7253 HZ REAL PPM	COPLANAR 7253 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 21010	(FLIGHT 17)												
B 1045M	1	1	-3	1	-3	4	-	-	-	-	-	-	0
C 1096B	4	5	12	11	22	13	4.5	45	2	92	42	60	0
D 1133B?	0	2	2	4	1	5	0.1	0	1	72	410	39	0
E 1190H	1	3	0	6	10	31	1.0	36	1	62	781	0	0
F 1264H	0	3	-1	6	13	31	0.4	0	1	73	895	0	0
G 1304H	0	5	1	9	18	42	0.4	0	1	41	606	0	18
H 1322H	-1	2	0	2	2	4	-	-	-	-	-	-	0
I 1352H	-1	4	0	5	9	28	0.4	0	1	70	821	0	0
J 1464H	0	5	1	9	11	59	0.4	6	1	51	636	0	0
K 1499H	1	3	1	8	9	48	1.2	44	1	46	537	0	0
LINE 21020	(FLIGHT 17)												
A 2932D	2	7	3	2	3	4	1.2	14	1	56	448	4	0
B 2916H	1	2	1	2	2	2	-	-	-	-	-	-	0
C 2822B?	1	4	4	4	14	14	1.0	0	1	68	464	36	160
D 2788H	1	1	1	2	2	4	-	-	-	-	-	-	0
E 2726D	0	1	1	1	2	4	-	-	-	-	-	-	0
F 2721D	1	0	0	1	2	4	-	-	-	-	-	-	20
G 2696H	-1	5	1	10	6	47	0.4	0	1	38	437	0	0
H 2684H	1	5	1	12	2	7	0.4	3	1	35	521	0	0
I 2657H	0	3	0	2	0	1	0.5	3	1	122	1015	0	0
J 2650H	-1	4	1	7	10	46	0.4	0	1	56	764	0	150
K 2620H	-1	6	1	12	13	72	0.4	1	1	33	545	0	0
L 2564H	1	2	1	2	2	4	-	-	-	-	-	-	0
M 2549H	1	6	1	9	21	54	0.6	16	1	35	408	0	0
N 2539H	-1	6	1	12	10	76	0.4	5	1	30	446	0	12
O 2508H	-1	2	1	2	2	4	-	-	-	-	-	-	0
P 2461H	0	2	1	2	2	4	-	-	-	-	-	-	0
Q 2367H	0	2	1	2	2	4	-	-	-	-	-	-	0
R 2348H	-1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 21030	(FLIGHT 17)												
A 3056H	1	2	1	2	2	4	-	-	-	-	-	-	0
B 3122H	1	2	1	3	3	20	0.1	0	1	58	320	31	0
C 3190H	-1	4	0	5	6	25	0.2	0	1	47	733	15	0
D 3224H	1	2	1	2	2	4	-	-	-	-	-	-	0
E 3227H	1	1	1	2	2	4	-	-	-	-	-	-	0
F 3257H	1	4	0	7	11	43	1.1	35	1	53	727	0	0
G 3293H	1	1	1	2	2	4	-	-	-	-	-	-	0
H 3356H	0	3	1	5	17	25	0.4	0	1	43	560	0	0
I 3423H	0	2	0	2	2	4	-	-	-	-	-	-	0

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	COAXIAL 1094 HZ		COPLANAR 883 HZ		COPLANAR 7253 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 21031 (FLIGHT 17)													
A 3620H	-1	3	3	5	10	22	0.4	0	1	41	290	17	0
B 3628H	1	3	1	5	13	26	0.5	0	1	30	365	6	0
LINE 21040 (FLIGHT 17)													
A 4352B?	3	6	8	13	17	21	2.0	29	1	68	86	32	0
B 4328H	0	5	1	9	4	25	0.4	0	1	36	505	0	0
C 4321H	-1	5	2	3	5	3	1.0	0	1	42	250	18	0
D 4271H?	-1	2	1	4	11	17	0.6	0	1	61	441	32	0
E 4203H	1	2	0	2	2	4	-	-	-	-	-	-	0
F 4152H	-1	2	1	2	2	4	-	-	-	-	-	-	0
G 4132H	-1	4	1	6	6	34	0.4	0	1	46	445	2	0
H 4024H	-1	4	1	2	6	15	0.3	0	1	35	341	10	0
I 3997H	0	5	1	7	15	35	0.4	1	1	53	298	10	0
J 3797H	1	5	2	4	20	18	1.0	0	1	32	341	9	0
K 3777H	1	2	1	2	2	4	-	-	-	-	-	-	20
LINE 21050 (FLIGHT 17)													
A 4563D	0	2	0	3	8	12	0.6	0	1	72	525	39	16
B 4608D	-1	2	0	2	2	4	-	-	-	-	-	-	0
C 4652H	-1	1	1	4	8	12	0.5	0	1	44	699	13	0
D 4682D	1	2	1	2	2	4	-	-	-	-	-	-	0
E 4686D?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 4709B?	-1	2	1	2	2	4	-	-	-	-	-	-	0
G 4740H?	0	7	0	4	5	18	0.4	0	1	102	1015	0	0
H 4776H	1	2	1	2	2	4	-	-	-	-	-	-	0
I 4956H	1	5	1	2	3	10	0.1	0	1	34	349	9	0
J 4972M	0	2	1	2	2	4	-	-	-	-	-	-	0
LINE 21060 (FLIGHT 17)													
A 5545B	-1	2	1	4	11	16	0.7	0	1	70	376	39	0
B 5369H	1	1	0	2	2	4	-	-	-	-	-	-	0
C 5319H	1	2	1	2	2	4	-	-	-	-	-	-	0
D 5257H	-1	7	2	11	23	60	0.4	4	1	44	288	6	0
E 5239H	-1	2	1	2	2	4	-	-	-	-	-	-	0
F 5075H?	1	3	0	5	3	32	1.7	58	1	124	950	14	0
G 5068H?	1	3	1	7	10	45	0.9	29	1	58	604	1	0
H 5053H	1	2	1	2	0	4	-	-	-	-	-	-	0
LINE 21070 (FLIGHT 17)													
A 5752D	0	4	2	6	16	12	0.4	0	1	61	343	13	0
B 5756D	2	3	3	5	14	6	1.7	40	1	93	182	44	30

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ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 21070 (FLIGHT 17)													
C 5801B?	1	2	1	2	2	4	-	-	-	-	-	-	8
D 5943H	-1	4	2	4	11	33	0.3	0	1	46	315	17	0
E 5965H	1	3	1	9	6	54	1.1	39	1	68	751	0	0
F 6014H	-1	3	1	4	11	20	0.5	0	1	37	360	10	0
LINE 21084 (FLIGHT 20)													
A 1468D	1	5	4	8	14	15	1.0	22	1	51	395	5	13
B 1472D	1	3	3	7	12	7	1.0	29	1	73	230	26	0
C 1490D	0	2	0	2	2	4	-	-	-	-	-	-	0
D 1519D	0	2	1	3	11	10	1.0	0	1	67	326	37	0
E 1550D	0	2	0	1	2	4	-	-	-	-	-	-	0
F 1599H	-1	6	1	8	18	44	0.4	0	1	54	686	0	20
G 1638H	0	2	1	2	2	4	-	-	-	-	-	-	0
H 1677H	-1	4	1	5	10	32	0.3	0	1	38	393	12	0
I 1746H	1	4	1	6	3	15	0.8	15	1	51	544	0	0
J 1847H	1	2	0	1	1	4	-	-	-	-	-	-	0
K 1875H	1	2	1	1	2	3	-	-	-	-	-	-	0
L 1880H	-1	5	1	8	16	38	0.4	0	1	51	396	3	0
LINE 21090 (FLIGHT 18)													
A 384D	1	2	1	2	2	4	-	-	-	-	-	-	40
B 401B?	0	2	0	2	2	4	-	-	-	-	-	-	0
C 433H	-1	2	1	2	2	4	-	-	-	-	-	-	14
D 469H	-1	5	2	7	7	40	0.4	0	1	43	504	0	0
E 521H	1	1	1	2	1	4	-	-	-	-	-	-	0
F 553H	-1	4	1	4	9	13	0.6	0	1	46	419	17	0
G 578H	1	2	1	5	11	27	1.6	61	1	55	618	0	0
H 605H	1	2	1	2	2	4	-	-	-	-	-	-	0
I 624H	1	3	1	6	12	27	1.2	38	1	84	772	0	0
J 636H	1	2	1	2	2	4	-	-	-	-	-	-	0
K 754H	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 21101 (FLIGHT 18)													
A 1724D	1	2	1	2	2	4	-	-	-	-	-	-	0
B 1708D	-1	2	1	3	9	18	0.4	0	1	61	562	28	0
C 1676H	1	2	1	2	2	4	-	-	-	-	-	-	0
D 1624H	1	2	1	2	2	4	-	-	-	-	-	-	16
E 1505H	0	2	1	2	2	4	-	-	-	-	-	-	0
F 1480H	1	3	1	2	3	14	1.2	35	1	108	375	37	0
G 1442H	-1	7	2	6	11	59	0.4	5	1	43	363	4	0
H 1298H	1	2	1	2	2	4	-	-	-	-	-	-	0

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	COAXIAL 1094 HZ		COPLANAR 883 HZ		COPLANAR 7253 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 21111 (FLIGHT 19)													
A 1638H	1	4	2	9	18	39	0.6	14	1	58	629	0	0
B 1652D	0	2	0	1	10	9	0.4	0	1	161	1015	0	13
C 1691H	1	2	1	2	2	4	-	-	-	-	-	-	0
D 1728H	1	2	1	2	2	4	-	-	-	-	-	-	0
E 1750M	0	1	0	0	2	3	0.5	0	1	172	1015	0	0
F 1824H	-1	1	0	2	2	4	-	-	-	-	-	-	0
G 1876H	-1	6	1	8	14	44	0.4	0	1	47	599	0	0
H 2018H	-1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 21121 (FLIGHT 19)													
A 2520B?	1	3	0	1	16	16	0.8	18	1	119	1015	0	40
B 2451H	-1	3	1	6	11	30	0.4	0	1	48	441	3	0
C 2304H	0	2	1	2	2	4	-	-	-	-	-	-	40
D 2245H	1	2	0	2	2	4	-	-	-	-	-	-	0
E 2135B?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 21130 (FLIGHT 18)													
A 3100H	0	2	0	2	2	0	-	-	-	-	-	-	0
B 3118M	-1	1	-1	2	2	4	-	-	-	-	-	-	0
C 3188H?	-1	2	-1	2	2	4	-	-	-	-	-	-	0
D 3210H	-1	4	0	6	9	36	0.4	3	1	72	821	0	0
E 3223D?	1	2	0	2	2	4	-	-	-	-	-	-	0
F 3233B?	0	2	1	2	2	4	-	-	-	-	-	-	0
G 3252H	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 21140 (FLIGHT 18)													
A 3979B?	1	7	2	11	34	33	0.4	2	1	40	488	0	0
B 3964H	-1	2	1	2	2	4	-	-	-	-	-	-	0
C 3904H	1	2	1	2	2	4	-	-	-	-	-	-	0
D 3834D	1	10	0	5	15	25	0.4	1	1	96	931	4	0
E 3785H?	1	1	0	2	3	8	2.4	76	1	159	1015	0	0
F 3748H	0	3	1	4	10	19	0.4	0	1	34	293	10	0
G 3607H?	0	3	1	3	5	15	0.4	0	1	102	869	7	0
H 3600D?	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 21150 (FLIGHT 18)													
A 4078B?	1	2	1	5	13	17	0.7	0	1	56	339	27	0
B 4092B?	1	3	1	4	14	20	0.7	0	1	65	286	38	0
C 4122H?	0	2	0	2	2	4	-	-	-	-	-	-	0
D 4240D?	-1	2	0	1	2	4	-	-	-	-	-	-	0
E 4246D?	-1	2	0	2	2	4	-	-	-	-	-	-	0

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ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 21150 (FLIGHT 18)													
F 4261H	1	2	0	2	2	4	-	-	-	-	-	-	0
G 4280M	0	2	-1	2	2	4	-	-	-	-	-	-	190
H 4315H	1	5	2	9	24	32	0.9	21	1	61	496	5	0
I 4317D	1	8	2	9	24	32	0.5	3	1	73	776	0	0
J 4354H	1	4	1	7	3	15	0.5	2	1	52	499	0	0
K 4364H	0	6	1	8	13	36	0.4	0	1	39	390	0	0
L 4376H	1	1	1	1	1	4	-	-	-	-	-	-	0
LINE 21160 (FLIGHT 18)													
A 4875H	0	3	1	4	8	17	0.4	0	1	55	537	23	5
B 4860D	1	9	4	8	19	44	0.4	0	1	69	688	0	100
C 4840H	-1	4	1	6	11	35	0.4	0	1	68	711	0	0
D 4801D	2	11	3	7	20	23	0.9	12	1	86	874	4	5
E 4743H	1	6	2	11	22	28	0.6	14	1	46	269	6	0
F 4726H	1	2	1	0	2	3	-	-	-	-	-	-	0
LINE 21170 (FLIGHT 18)													
A 5113H	0	5	-1	3	9	32	0.3	0	1	42	924	11	0
B 5215D	8	15	8	20	52	49	3.2	14	1	29	464	0	15
C 5270M	1	2	-2	2	2	4	-	-	-	-	-	-	710
D 5287D	1	4	0	3	8	11	0.8	15	1	136	1015	0	0
E 5346H	1	4	1	6	3	30	1.1	23	1	35	388	0	0
LINE 21180 (FLIGHT 18)													
A 5922B?	1	2	0	2	2	4	-	-	-	-	-	-	0
B 5898H?	0	2	0	2	2	4	-	-	-	-	-	-	0
C 5853H	0	2	1	2	2	4	-	-	-	-	-	-	0
D 5812M	-1	1	0	2	2	1	-	-	-	-	-	-	280
E 5722H	1	3	1	7	6	35	1.5	32	1	56	408	3	0
LINE 21190 (FLIGHT 18)													
A 6065H	0	2	0	2	2	4	-	-	-	-	-	-	60
B 6143H?	1	2	-1	1	2	1	-	-	-	-	-	-	0
C 6211B?	0	4	2	5	10	9	1.0	0	1	62	260	35	0
D 6260H	-1	5	1	9	11	55	0.4	0	1	47	629	0	20
E 6275H	1	2	1	2	2	4	-	-	-	-	-	-	0
F 6287H	2	4	0	0	1	5	1.6	30	1	63	431	6	0
LINE 21200 (FLIGHT 18)													
A 6807H	-1	4	1	6	7	33	0.4	0	1	80	794	2	0
B 6737D	0	2	2	5	11	15	0.4	4	1	93	374	34	0

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	COAXIAL 1094 HZ		COPLANAR 883 HZ		COPLANAR 7253 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 21200 (FLIGHT 18)													
C 6650H	-1	3	3	5	8	17	0.4	0	1	58	586	25	0
D 6570H	-1	2	1	5	10	31	0.3	0	1	37	385	11	0
E 6552H	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 21210 (FLIGHT 19)													
A 2829H	0	2	1	2	2	4	-	-	-	-	-	-	0
B 2896H?	-1	2	1	2	2	4	-	-	-	-	-	-	0
C 2972H	0	2	1	4	8	15	0.4	0	1	45	463	16	0
D 3002H	0	5	2	8	12	19	0.4	0	1	50	213	9	0
E 3040H	-1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 21220 (FLIGHT 19)													
A 3293H?	1	2	0	2	2	4	-	-	-	-	-	-	0
B 3210H	-1	7	0	13	2	22	0.4	10	1	35	596	0	20
C 3197B?	-1	2	1	2	2	4	-	-	-	-	-	-	0
D 3104H	1	2	1	2	1	4	-	-	-	-	-	-	0
LINE 21230 (FLIGHT 19)													
A 3593H	1	2	-1	4	2	19	2.1	73	1	123	1015	0	130
B 3698H	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 29035 (FLIGHT 27)													
A 3915L	2	3	22	33	19	18	2.0	40	92	79	1	77	0
LINE 29055 (FLIGHT 27)													
A 1826L	1	5	2	2	8	11	0.5	0	51	94	1	92	0
B 1394D	7	9	14	27	43	23	4.6	34	16	99	1	90	0
C 1385D	10	12	13	29	5	27	5.5	33	14	105	1	95	0
LINE 29065 (FLIGHT 27)													
A 575L?	20	12	8	9	24	31	14.8	17	50	96	1	94	0
B 903L?	11	18	9	18	55	40	4.3	19	54	105	1	102	0
LINE 29075 (FLIGHT 27)													
A 5734L	36	14	24	19	52	46	32.4	15	66	92	1	90	3090
LINE 29085 (FLIGHT 27)													
A 6490L	19	4	21	10	32	5	72.5	11	92	65	1	62	0
B 6465L	13	7	29	24	56	38	16.0	21	15	76	1	67	0
C 6445L	4	4	6	8	6	9	5.2	29	65	74	1	72	0
D 6400L	3	8	4	7	18	13	1.6	22	51	106	1	104	0

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	COAXIAL 1094 HZ		COPLANAR 883 HZ		COPLANAR 7253 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 29085 (FLIGHT 27)													
E 6385L	6	10	8	19	17	40	3.7	9	49	79	1	76	0
F 6342L	1	6	6	10	22	3	0.7	0	56	86	1	84	0

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Richardson

ANOMALY/ FID/INTERP	COAXIAL 1094 HZ REAL PPM	COAXIAL 1094 HZ QUAD PPM	COPLANAR 883 HZ REAL PPM	COPLANAR 883 HZ QUAD PPM	COPLANAR 7253 HZ REAL PPM	COPLANAR 7253 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 30010	(FLIGHT 23)												
A 6874D?	1	2	1	2	2	4	-	-	-	-	-	-	0
B 6882H?	1	4	2	7	25	23	0.8	15	1	38	268	0	0
C 6892H	0	6	2	11	39	38	0.4	2	1	38	284	2	0
D 6903H	1	2	1	2	2	4	-	-	-	-	-	-	0
E 6909H?	1	5	1	6	15	25	0.5	8	1	39	286	1	0
F 6922H	2	4	2	7	24	4	2.6	39	1	43	195	4	0
LINE 30020	(FLIGHT 23)												
A 6767H	0	3	1	6	12	38	0.4	10	1	51	537	5	0
B 6742H	1	6	1	9	22	52	0.7	21	1	28	420	0	0
C 6731H	0	7	2	10	30	67	0.4	2	1	21	529	0	170
D 6718D?	1	2	1	2	2	4	-	-	-	-	-	-	30
E 6707D?	0	2	1	2	2	4	-	-	-	-	-	-	0
F 6689H	1	4	2	5	15	3	1.0	0	1	56	144	34	0
G 6671H	0	2	2	5	14	13	1.0	0	1	54	237	30	0
LINE 30030	(FLIGHT 23)												
A 6509D?	1	2	1	2	2	4	-	-	-	-	-	-	0
B 6518D?	1	2	1	2	1	4	-	-	-	-	-	-	0
C 6547H	1	12	2	20	21	79	0.4	8	1	31	396	0	0
D 6569H	-1	5	1	4	2	37	0.1	0	1	31	333	7	0
E 6604H	-1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 30040	(FLIGHT 23)												
A 6290H	1	4	0	7	11	33	0.8	25	1	68	801	0	0
B 6280H	0	5	1	8	21	39	0.4	0	1	42	612	0	0
C 6216D?	0	2	1	2	2	4	-	-	-	-	-	-	0
LINE 30050	(FLIGHT 23)												
A 5979H	-1	2	1	2	2	4	-	-	-	-	-	-	0
B 6029H	1	3	1	4	14	24	1.0	12	1	58	720	0	0
C 6103H	4	4	4	10	4	22	5.1	39	1	44	183	4	0
LINE 30060	(FLIGHT 23)												
A 5909H	1	5	2	5	14	38	0.8	8	1	38	389	0	0
B 5899H	1	2	1	2	2	4	-	-	-	-	-	-	0
C 5884D?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 5880D?	-1	1	1	2	2	4	-	-	-	-	-	-	0
E 5838H	-1	5	1	7	14	47	0.4	0	1	41	556	0	0
F 5824H	-1	6	1	9	24	40	0.4	0	1	38	618	0	0
G 5738H	1	4	2	7	22	14	1.1	34	1	50	440	4	0

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ANOMALY/ FID/INTERP	COAXIAL 1094 HZ REAL PPM	COAXIAL 1094 HZ QUAD PPM	COPLANAR 883 HZ REAL PPM	COPLANAR 883 HZ QUAD PPM	COPLANAR 7253 HZ REAL PPM	COPLANAR 7253 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 30070 (FLIGHT 23)													
A 5495D?	0	2	0	2	2	4	-	-	-	-	-	-	0
B 5509H?	1	2	1	2	2	4	-	-	-	-	-	-	0
C 5554H	-1	4	2	9	17	51	0.4	9	1	65	408	19	0
D 5605H	-1	6	1	10	16	66	0.4	7	1	50	632	0	0
E 5651H?	0	2	1	2	13	5	1.0	0	1	42	236	17	14
LINE 30080 (FLIGHT 23)													
C 5312H	1	6	1	7	18	41	0.6	11	1	62	496	7	0
D 5273H	-1	3	1	4	13	20	0.6	0	1	26	461	0	0
E 5230H?	1	5	2	7	14	31	0.8	13	1	56	697	0	0
F 5134H?	1	9	0	12	32	66	0.4	1	1	37	695	0	14
G 5127H?	0	5	2	11	37	31	0.4	0	1	37	475	0	0
LINE 30090 (FLIGHT 23)													
B 4881B	6	5	14	8	17	7	6.0	39	1	95	107	51	0
C 4896B?	0	2	1	2	2	4	-	-	-	-	-	-	0
D 4909H	0	6	1	10	21	52	0.4	0	1	39	605	0	0
E 4930H	-1	5	0	9	1	12	0.4	0	1	43	736	0	0
F 4974M	1	0	0	1	10	2	999.0	150	1	82	840	0	0
G 5023H	-1	3	1	7	14	43	0.4	0	1	59	781	0	0
H 5052B?	6	6	4	11	27	11	5.4	28	1	44	168	5	9
I 5056B?	6	5	4	11	27	60	7.5	28	1	35	116	0	0
J 5062H?	1	5	3	9	8	63	0.7	14	1	26	585	0	0
LINE 30100 (FLIGHT 23)													
A 4811D	10	7	19	15	39	23	10.6	24	2	69	40	39	0
B 4774D?	1	2	1	2	2	4	-	-	-	-	-	-	0
C 4650B?	6	6	14	14	23	12	5.8	35	1	49	56	19	0
LINE 30110 (FLIGHT 23)													
A 4362H	1	2	2	3	5	13	1.6	54	1	37	398	0	15
B 4383D?	1	2	1	2	2	4	-	-	-	-	-	-	0
C 4386D	8	2	10	2	12	31	28.8	48	1	89	142	43	0
D 4391D	5	5	12	10	9	20	4.4	40	2	97	29	67	0
E 4421H	-1	8	2	6	7	98	0.4	0	1	47	258	7	0
F 4451H	0	5	1	12	14	61	0.4	3	1	37	547	0	7
G 4519H	0	5	1	9	20	60	0.4	0	1	32	561	0	0
H 4573D?	1	2	1	2	2	4	-	-	-	-	-	-	0
I 4576D?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 30120 (FLIGHT 23)													
A 4194H	-1	2	0	1	2	4	-	-	-	-	-	-	0

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LINE 30120	(FLIGHT 23)												
B 4158B	4	3	12	7	21	4	5.6	47	3	96	24	67	0
C 4138H	1	2	1	2	2	4	-	-	-	-	-	-	0
D 4125H	3	3	4	5	8	26	3.9	53	1	83	122	41	0
E 4089H?	1	4	0	3	4	26	1.0	23	1	72	825	0	0
F 3983H?	2	13	3	16	71	79	0.7	1	1	21	365	0	40
LINE 30130	(FLIGHT 23)												
A 3720H	-1	5	0	6	9	38	0.4	1	1	67	770	0	0
B 3753D	1	2	1	2	2	4	-	-	-	-	-	-	0
C 3757D	10	3	23	6	10	17	24.8	38	3	76	22	50	0
D 3764D	8	4	18	12	34	14	12.7	41	5	72	7	53	0
E 3777D	11	13	11	29	75	36	5.9	33	2	65	27	41	0
F 3780B?	1	2	1	2	2	4	-	-	-	-	-	-	0
G 3795H?	-1	2	1	2	2	4	-	-	-	-	-	-	0
H 3825D	0	8	1	9	23	49	0.4	0	1	50	658	0	0
I 3919B	9	13	14	21	64	127	4.2	9	1	40	63	9	0
LINE 30140	(FLIGHT 23)												
A 3638H	-1	4	1	8	20	38	0.4	0	1	50	563	0	0
B 3615H	-1	7	0	11	16	39	0.4	0	1	42	745	0	0
C 3538D	6	6	6	8	22	17	6.6	38	1	64	146	23	0
D 3527H?	-1	5	2	8	11	26	0.4	0	1	53	316	7	0
E 3416D?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 30150	(FLIGHT 23)												
C 3093H	-1	5	1	8	19	44	0.4	0	1	47	607	0	13
D 3118H	-1	2	0	2	2	4	-	-	-	-	-	-	0
E 3203D?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 3221D?	-1	2	1	2	2	4	-	-	-	-	-	-	0
G 3239H	1	2	1	2	2	4	-	-	-	-	-	-	0
H 3348H	1	4	1	6	22	15	1.0	12	1	44	520	0	0
LINE 30160	(FLIGHT 23)												
B 2957D?	1	2	1	2	2	4	-	-	-	-	-	-	0
C 2947H	1	6	2	9	20	55	0.4	14	1	45	466	7	0
D 2851D?	-1	2	0	2	2	4	-	-	-	-	-	-	0
E 2844H?	1	2	1	2	1	4	-	-	-	-	-	-	0
F 2824D?	1	2	1	2	2	4	-	-	-	-	-	-	0
G 2807H?	1	11	0	15	19	103	0.4	14	1	78	799	10	0
H 2691H	1	4	1	6	2	30	0.6	9	1	35	550	0	6
LINE 30170	(FLIGHT 23)												
A 2362H	-1	8	2	14	26	89	0.4	6	1	32	430	0	0

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LINE 30170	(FLIGHT 23)												
B 2405H	-1	2	-1	2	2	4	-	-	-	-	-	-	0
C 2470M	-2	2	-1	1	-2	4	-	-	-	-	-	-	20
D 2483D?	1	2	0	1	2	4	-	-	-	-	-	-	0
E 2487B?	-1	6	1	7	19	36	0.4	1	1	67	545	7	0
F 2516H	-1	3	0	4	11	20	0.5	0	1	35	527	6	0
G 2539H	-1	5	1	7	15	43	0.4	1	1	59	685	0	0
LINE 30180	(FLIGHT 23)												
A 2293H	1	3	1	6	21	27	1.1	32	1	39	570	0	0
B 2272H	1	9	2	17	11	80	0.4	0	1	17	394	0	0
C 2261D?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 2154B?	-1	3	1	5	12	25	0.5	0	1	27	569	0	0
E 2115D?	1	2	0	2	2	4	-	-	-	-	-	-	0
F 2098D?	-1	2	1	2	2	4	-	-	-	-	-	-	0
G 2075H	-1	5	1	7	7	41	0.4	0	1	62	796	0	0
LINE 30190	(FLIGHT 23)												
A 1548H	1	5	1	8	4	51	0.8	21	1	43	675	0	0
B 1578H?	1	4	1	6	15	27	1.2	39	1	52	576	0	0
C 1677D	1	5	1	9	20	42	0.9	20	1	59	608	0	0
D 1720D?	1	2	1	2	2	4	-	-	-	-	-	-	0
E 1739H	1	4	1	7	14	38	1.2	27	1	39	556	0	0
F 1773H	1	2	0	1	1	3	1.8	74	1	138	1015	0	0
G 1816H?	-1	6	0	9	13	65	0.4	1	1	44	717	0	0
H 1828H	0	16	3	10	49	78	0.4	6	1	21	356	0	0
LINE 30200	(FLIGHT 23)												
A 1457E?	0	2	1	2	2	4	-	-	-	-	-	-	0
B 1453D?	1	3	1	3	6	19	0.2	0	1	34	396	10	0
C 1444D?	0	2	1	2	2	4	-	-	-	-	-	-	0
D 1337H	-1	4	1	8	22	19	0.4	0	1	49	678	0	0
LINE 30210	(FLIGHT 23)												
A 747H?	1	2	1	2	2	4	-	-	-	-	-	-	0
B 763H?	1	2	0	2	2	4	-	-	-	-	-	-	0
C 781D?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 788D?	0	2	1	2	2	4	-	-	-	-	-	-	0
E 793D?	-1	2	1	2	2	4	-	-	-	-	-	-	0
F 804D	3	6	7	12	31	33	2.4	34	1	45	198	7	20
G 813D?	-1	2	1	2	2	4	-	-	-	-	-	-	0
H 822D?	1	2	1	2	2	4	-	-	-	-	-	-	0

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LINE 30210	(FLIGHT 23)												
I 835H	0	2	0	6	5	23	0.6	18	1	75	782	4	0
J 899D?	0	2	0	2	2	4	-	-	-	-	-	-	0
K 903D?	1	2	1	2	2	4	-	-	-	-	-	-	0
L 982H?	0	5	1	11	24	54	0.4	4	1	38	534	0	0
M 999H?	-1	2	1	2	2	4	-	-	-	-	-	-	0
N 1025B?	-1	3	1	7	16	35	0.4	0	1	50	717	0	0
O 1067H	-1	7	2	11	18	74	0.4	2	1	29	541	0	0
LINE 30220	(FLIGHT 23)												
A 7526D?	-1	2	1	2	2	4	-	-	-	-	-	-	0
B 7457D	6	9	10	16	46	36	4.2	27	1	51	117	15	0
C 7448H?	-1	4	1	5	13	27	0.5	0	1	23	391	0	0
D 7405H?	-1	1	0	1	2	4	-	-	-	-	-	-	0
E 7351D	1	6	1	2	16	23	0.6	6	1	82	708	3	0
F 7292D	1	2	1	2	2	4	-	-	-	-	-	-	0
G 7276H	-1	5	1	8	20	40	0.4	0	1	52	326	9	0
H 7254H	-1	5	2	7	14	43	0.4	0	1	44	484	0	0
I 7218H	1	4	1	6	7	37	0.7	14	1	51	600	0	0
LINE 30230	(FLIGHT 23)												
A 7569D?	1	2	1	2	2	4	-	-	-	-	-	-	0
B 7636D	5	5	10	13	35	23	5.6	34	1	58	257	11	0
C 7646H	0	3	1	4	9	33	0.3	0	1	31	473	5	0
D 7715E	-1	2	1	2	2	4	-	-	-	-	-	-	0
E 7740D	2	10	3	8	26	40	0.8	5	1	51	457	3	0
F 7807D?	1	8	1	9	22	38	0.4	0	1	47	577	0	0
G 7881H	-1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 30240	(FLIGHT 23)												
A 8289D?	0	2	1	2	2	4	-	-	-	-	-	-	0
B 8239H?	1	4	1	4	11	27	0.4	0	1	25	489	0	0
C 8217D	6	5	11	10	26	16	8.5	31	1	55	215	9	20
D 8117H	-1	3	1	4	10	21	0.4	0	1	74	612	0	0
E 8016H?	1	7	2	10	22	62	0.5	3	1	29	446	0	0
F 7984H?	1	5	0	10	20	61	0.9	14	1	80	760	0	0
LINE 30250	(FLIGHT 25)												
D 2702H	-1	4	1	5	15	25	0.4	0	1	63	640	0	0
E 2632D	10	13	17	27	72	48	5.0	20	1	41	109	8	0
F 2621H	-1	6	1	10	24	55	0.4	0	1	35	567	0	0
G 2577B	1	2	0	2	2	4	-	-	-	-	-	-	0

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ANOMALY/ FID/INTERP	COAXIAL 1094 HZ REAL PPM	COAXIAL 1094 HZ QUAD PPM	COPLANAR 883 HZ REAL PPM	COPLANAR 883 HZ QUAD PPM	COPLANAR 7253 HZ REAL PPM	COPLANAR 7253 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 30250 (FLIGHT 25)													
H 2548D?	1	6	0	8	2	48	0.8	21	1	159	1015	0	0
I 2545?	1	2	-1	2	2	4	-	-	-	-	-	-	6
J 2537D?	1	2	1	2	2	4	-	-	-	-	-	-	0
K 2521D	6	11	15	22	54	46	2.9	18	1	39	217	1	0
L 2476H	0	2	0	2	2	4	-	-	-	-	-	-	0
M 2439H	1	2	1	2	2	4	-	-	-	-	-	-	0
N 2409H	0	5	1	8	2	47	0.4	0	1	38	592	0	0
O 2360H	1	5	1	7	1	34	0.6	3	1	40	608	0	4
LINE 30260 (FLIGHT 25)													
A 1884L	10	6	6	8	12	7	13.0	22	1	70	517	0	0
B 1913B?	1	2	1	2	2	4	-	-	-	-	-	-	0
C 1947H	1	5	0	7	2	4	0.8	15	1	62	728	0	0
D 1997H	1	10	2	12	53	48	0.4	0	1	29	422	0	0
E 2009H	-1	6	1	9	16	52	0.4	0	1	40	521	0	0
F 2025H	-1	3	1	6	13	31	0.4	4	1	69	592	8	0
G 2112D?	1	2	1	2	2	4	-	-	-	-	-	-	0
H 2116D?	1	2	1	1	2	4	-	-	-	-	-	-	0
I 2119D?	1	2	1	2	2	4	-	-	-	-	-	-	0
J 2122D?	0	5	1	8	23	19	0.4	8	1	37	356	2	0
K 2142D	0	2	1	2	2	4	-	-	-	-	-	-	0
L 2155H	1	3	1	3	6	17	0.3	0	1	45	493	17	0
M 2202H	0	5	0	11	24	52	0.4	2	1	44	711	0	0
N 2250H	1	4	1	8	13	25	1.1	29	1	43	627	0	0
O 2270H	0	6	1	9	1	56	0.4	0	1	38	569	0	5
P 2288H	0	5	2	10	21	48	0.4	5	1	27	526	0	0
Q 2305H?	0	6	0	12	17	78	0.4	2	1	26	571	0	0
R 2315H?	1	7	1	3	15	41	0.4	0	1	34	199	14	0
LINE 30270 (FLIGHT 25)													
A 1768L	14	10	8	7	15	20	11.5	13	1	58	312	8	0
B 1747B?	-1	3	1	5	16	23	0.7	0	1	38	353	11	0
C 1729H	-1	7	1	10	23	56	0.4	0	1	35	538	0	0
D 1656H	-1	3	1	8	14	41	0.4	0	1	50	705	0	5
E 1647H?	-1	2	1	2	2	4	-	-	-	-	-	-	0
F 1638H?	1	1	0	2	1	22	2.9	83	1	114	653	18	0
G 1575D?	1	2	1	1	2	4	-	-	-	-	-	-	0
H 1565D?	0	2	1	2	2	4	-	-	-	-	-	-	12
I 1558D	1	2	1	2	2	4	-	-	-	-	-	-	0
J 1552D?	1	2	1	2	2	3	-	-	-	-	-	-	0
K 1526D	12	9	30	19	42	19	10.5	24	2	64	47	34	0

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LINE 30270	(FLIGHT 25)												
L 1458H	1	4	1	6	20	41	0.9	24	1	45	340	2	0
M 1405H	1	9	2	11	43	86	0.4	0	1	23	295	0	0
LINE 30280	(FLIGHT 25)												
B 892H	1	6	3	11	24	41	0.6	12	1	49	212	10	0
C 906L	11	9	11	12	24	34	8.8	21	1	27	489	0	0
D 934B?	1	4	1	2	15	10	0.8	21	1	53	624	0	0
E 946H?	1	5	1	10	33	52	0.8	23	1	39	659	0	0
F 955M	1	1	-2	0	2	4	-	-	-	-	-	-	0
G 1041H	1	10	2	10	15	86	0.5	0	1	17	467	0	10
H 1150D?	1	2	1	2	2	4	-	-	-	-	-	-	0
I 1156D?	1	2	1	2	2	4	-	-	-	-	-	-	0
J 1214B?	1	2	1	2	2	4	-	-	-	-	-	-	20
K 1221B?	1	2	1	2	2	4	-	-	-	-	-	-	0
L 1252H	1	2	1	0	1	3	-	-	-	-	-	-	0
M 1315H	1	7	2	13	8	65	0.6	6	1	33	295	0	0
LINE 30291	(FLIGHT 25)												
A 2841H?	2	3	3	7	16	22	2.1	42	1	57	162	17	0
B 2856L	10	6	8	8	18	10	12.7	27	1	48	303	2	0
C 2881H	1	8	2	3	11	46	0.5	7	1	40	423	0	0
D 2924H	0	5	1	10	23	28	0.4	0	1	47	764	0	0
E 2950H	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 30292	(FLIGHT 26)												
A 880D?	-1	2	1	2	2	4	-	-	-	-	-	-	4
B 857H?	-1	3	2	5	16	14	0.4	0	1	69	216	21	0
C 820H	0	2	1	2	2	4	-	-	-	-	-	-	0
D 786D?	1	2	1	2	2	4	-	-	-	-	-	-	0
E 768B	6	4	8	9	21	15	8.8	40	1	65	71	30	0
F 704D	1	6	4	8	20	20	0.7	9	1	95	731	7	12
G 640H?	1	10	0	20	7	153	0.4	13	1	30	505	0	0
H 626H?	0	2	-1	2	2	4	-	-	-	-	-	-	40
LINE 30300	(FLIGHT 24)												
A 6717H	1	6	3	3	24	28	0.6	7	1	52	158	14	0
B 6730L	19	10	10	7	24	14	19.3	19	1	75	137	32	4
C 6735H	-1	4	2	7	15	44	0.4	1	1	51	293	9	0
D 6753H	1	2	1	1	1	3	-	-	-	-	-	-	0
E 6798D?	-1	6	1	8	27	41	0.4	0	1	43	602	0	0
F 6839H	0	3	0	7	17	28	0.4	0	1	35	714	0	140

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LINE 30300 (FLIGHT 24)													
G 6859H	1	5	3	11	28	54	1.0	33	1	64	226	22	0
H 6888H	-1	2	1	2	2	4	-	-	-	-	-	-	0
I 6911H	-1	5	2	8	11	35	0.4	0	1	50	336	1	0
J 6926H	-1	4	2	6	15	22	0.4	0	1	66	205	20	0
K 6942B	5	6	13	5	29	11	3.8	30	1	68	74	32	0
L 6946D	5	3	12	6	14	28	7.9	55	2	72	47	41	6
M 6998D	2	6	3	6	19	13	1.4	25	1	64	469	8	0
N 7019D	0	3	1	6	20	16	0.4	0	1	61	613	0	0
O 7076H	0	3	2	8	22	43	0.4	0	1	43	521	0	0
LINE 30310 (FLIGHT 24)													
B 6635D?	1	2	1	2	2	4	-	-	-	-	-	-	7
C 6625L	17	13	14	16	42	20	10.5	18	1	67	124	27	8
D 6604D?	1	2	1	2	2	4	-	-	-	-	-	-	0
E 6602D	1	6	3	11	25	50	0.5	6	1	57	217	15	0
F 6592H	-1	4	2	7	18	30	0.4	0	1	61	256	15	0
G 6573H?	0	2	1	2	2	4	-	-	-	-	-	-	0
H 6554D?	1	2	1	2	2	4	-	-	-	-	-	-	0
I 6549D?	1	2	1	2	2	4	-	-	-	-	-	-	0
J 6547D?	1	2	1	2	2	4	-	-	-	-	-	-	0
K 6529B?	-1	2	1	2	2	4	-	-	-	-	-	-	0
L 6514H?	-1	5	1	6	5	49	0.4	0	1	47	598	0	0
M 6498H	1	2	1	2	2	4	-	-	-	-	-	-	0
N 6490H	-1	6	2	8	18	33	0.4	0	1	57	259	13	0
O 6467H	1	2	1	2	2	4	-	-	-	-	-	-	0
P 6434H	1	3	1	4	14	21	0.7	0	1	37	359	11	0
Q 6420H	-1	3	1	5	11	25	0.4	0	1	37	385	10	0
R 6399D	7	7	7	14	57	35	5.0	23	1	58	113	20	0
S 6385H	0	2	1	2	2	4	-	-	-	-	-	-	0
T 6356H	1	4	1	4	8	24	0.3	0	1	32	414	7	0
U 6348D	1	2	1	2	2	4	-	-	-	-	-	-	9
V 6267D?	1	2	1	2	2	4	-	-	-	-	-	-	30
LINE 30320 (FLIGHT 24)													
A 5740H	1	2	1	2	2	4	-	-	-	-	-	-	0
B 5774L	20	12	9	10	27	23	15.7	11	1	58	182	14	0
C 5787H	1	3	1	7	13	44	1.2	39	1	39	345	0	0
D 5893B?	0	3	1	6	7	23	0.4	0	1	63	570	1	0
E 5958H	-1	3	1	5	13	26	0.5	0	1	39	424	12	0
F 5971H	-1	5	1	6	18	37	0.4	0	1	53	521	0	0
G 6016H?	5	5	6	2	5	28	0.1	0	1	41	123	22	0

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LINE 30320	(FLIGHT 24)												
H 6055D?	0	2	1	2	2	4	-	-	-	-	-	-	0
I 6063D	1	2	1	2	2	4	-	-	-	-	-	-	0
J 6147D?	1	2	1	2	2	4	-	-	-	-	-	-	80
LINE 30330	(FLIGHT 24)												
B 5659L	3	10	7	12	29	38	1.2	8	1	67	160	25	0
C 5644H	1	2	1	2	2	4	-	-	-	-	-	-	0
D 5636L	22	14	14	17	42	44	15.4	11	1	51	138	12	10
E 5624H	-1	6	1	4	9	22	0.3	0	1	39	241	16	0
F 5607H	-1	5	2	6	19	31	0.4	0	1	60	332	10	0
G 5560H	-1	3	1	6	15	24	0.4	0	1	54	520	0	0
H 5552H	-1	5	2	8	22	41	0.4	0	1	39	337	0	0
I 5543D?	1	2	1	2	2	4	-	-	-	-	-	-	0
J 5514H	-1	2	1	6	15	30	0.4	0	1	61	779	0	0
K 5462H	1	2	1	4	9	24	0.3	0	1	38	511	10	0
L 5446H	-1	2	1	2	2	4	-	-	-	-	-	-	0
M 5441H	1	1	1	2	2	4	-	-	-	-	-	-	0
N 5407H	1	2	0	2	2	4	-	-	-	-	-	-	0
O 5394H	1	2	1	2	2	4	-	-	-	-	-	-	0
P 5382H	1	2	1	2	2	4	-	-	-	-	-	-	0
Q 5375D?	1	2	1	2	2	4	-	-	-	-	-	-	0
R 5362H	0	2	1	2	2	4	-	-	-	-	-	-	0
S 5343B?	1	2	1	2	2	4	-	-	-	-	-	-	0
T 5337D?	1	2	1	2	2	4	-	-	-	-	-	-	0
U 5335D?	1	2	1	2	2	4	-	-	-	-	-	-	0
V 5302H	-1	2	1	2	2	4	-	-	-	-	-	-	0
W 5278D?	1	2	1	2	2	4	-	-	-	-	-	-	0
X 5265D?	1	2	1	0	2	4	-	-	-	-	-	-	0
Y 5259D?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 30340	(FLIGHT 24)												
A 4766H	1	2	1	6	18	22	1.1	27	1	42	561	0	0
B 4814L	1	3	2	4	1	25	0.1	0	1	44	217	22	0
C 4825D?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 4830D?	1	2	0	2	2	4	-	-	-	-	-	-	0
E 4850D?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 4862H	1	2	1	2	2	1	-	-	-	-	-	-	0
G 4896H	-1	2	1	2	2	4	-	-	-	-	-	-	0
H 4907D?	1	2	0	2	2	4	-	-	-	-	-	-	0
I 4965H?	1	0	1	2	2	4	-	-	-	-	-	-	0
J 4988H	1	1	1	4	11	35	1.8	67	1	76	580	5	0

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	COAXIAL 1094 HZ		COPLANAR 883 HZ		COPLANAR 7253 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 30340 (FLIGHT 24)													
K 5035H	1	0	0	1	1	4	-	-	-	-	-	-	0
L 5064H?	2	7	6	14	35	44	1.3	15	1	66	168	23	0
M 5088H	1	7	2	8	21	27	0.4	0	1	56	453	6	0
N 5095D?	0	1	0	1	8	23	0.4	0	1	126	1015	0	0
O 5107B?	1	4	0	5	12	29	0.4	0	1	38	664	10	0
P 5153H	1	1	1	12	25	79	2.9	79	1	72	751	0	0
Q 5166H	1	3	2	12	22	80	1.5	42	1	60	329	12	0
LINE 30350 (FLIGHT 24)													
A 4684H	1	5	2	8	20	32	0.7	24	1	61	250	19	0
B 4673L	15	11	10	11	28	28	12.1	17	1	73	158	28	0
C 4659H	-1	3	1	5	16	23	0.4	0	1	54	520	0	0
D 4643H	2	19	5	33	77	173	0.5	3	1	33	208	2	0
E 4631H	-1	6	1	8	17	48	0.4	0	1	51	316	8	0
F 4575H	-1	9	0	14	32	114	0.4	4	1	25	552	0	0
G 4560H	-1	5	0	9	22	54	0.4	3	1	45	711	0	0
H 4509H	1	6	1	2	23	49	0.6	0	1	35	269	14	0
I 4482D?	-1	2	0	2	2	4	-	-	-	-	-	-	0
J 4432D?	-1	3	1	4	12	22	0.5	0	1	40	445	12	0
K 4417H?	1	4	0	5	10	38	0.9	23	1	82	891	0	0
L 4402D?	1	2	0	2	2	3	-	-	-	-	-	-	0
M 4396H	0	6	3	9	23	32	0.4	1	1	60	285	15	5
N 4365H?	1	5	2	5	14	17	0.6	10	1	57	471	3	0
O 4321H	0	4	1	7	2	4	0.4	0	1	39	437	0	0
LINE 30360 (FLIGHT 24)													
A 3849H	-1	2	1	2	2	4	-	-	-	-	-	-	60
B 3870H?	2	6	3	9	28	32	0.9	3	1	42	240	0	0
C 3884L	18	9	11	11	31	15	17.9	22	1	67	187	22	0
D 3909D?	1	2	0	2	2	4	-	-	-	-	-	-	0
E 3913B?	1	9	3	15	40	28	0.5	0	1	39	263	0	0
F 3917D?	1	2	1	2	2	4	-	-	-	-	-	-	0
G 3925B?	1	2	1	1	2	4	-	-	-	-	-	-	0
H 3952H	-1	4	2	7	11	45	0.4	1	1	61	543	5	0
I 3981H?	0	4	0	4	15	23	0.4	0	1	63	796	0	0
J 4000H	0	3	2	5	20	8	1.0	0	1	27	195	3	0
K 4039H?	0	3	1	2	2	5	0.6	5	1	63	465	6	0
L 4044H?	-1	4	3	8	21	28	0.4	0	1	47	282	2	0
M 4051D?	1	2	1	2	1	4	-	-	-	-	-	-	0
N 4094H	-1	5	1	10	17	58	0.4	0	1	46	444	1	0
O 4129D?	-1	2	0	2	2	4	-	-	-	-	-	-	0

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LINE 30360	(FLIGHT 24)												
P 4134D?	-1	2	1	2	2	4	-	-	-	-	-	-	0
Q 4143D?	1	2	1	2	2	4	-	-	-	-	-	-	0
R 4147D?	1	2	1	2	2	4	-	-	-	-	-	-	0
S 4194H	1	2	0	2	2	4	-	-	-	-	-	-	0
T 4230H	1	5	3	9	18	39	0.7	12	1	51	307	7	0
LINE 30370	(FLIGHT 24)												
A 3790H?	0	10	1	15	27	78	0.4	0	1	23	472	0	20
B 3766H	3	8	4	21	52	89	1.6	21	1	40	183	5	0
C 3749L	14	7	9	9	16	15	17.6	30	1	66	297	17	0
D 3741H	-1	7	1	11	21	56	0.4	11	1	50	567	5	15
E 3724D?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 3708D?	-1	2	1	2	2	4	-	-	-	-	-	-	0
G 3675D?	-1	2	-1	2	2	4	-	-	-	-	-	-	5
H 3621D	0	2	1	2	2	4	-	-	-	-	-	-	5
I 3615B?	0	2	1	0	2	4	-	-	-	-	-	-	0
J 3610D?	-1	2	1	2	2	4	-	-	-	-	-	-	0
K 3590B?	1	2	1	2	2	4	-	-	-	-	-	-	0
L 3577H	0	5	1	9	12	50	0.4	6	1	52	503	5	0
M 3565H	1	10	3	13	16	24	0.4	1	1	45	351	4	0
N 3515H	-1	3	1	3	19	41	0.5	0	1	32	493	5	0
O 3473H	1	2	1	2	2	4	-	-	-	-	-	-	0
P 3455H	4	6	1	10	8	36	3.1	42	1	74	152	32	0
Q 3432H	1	5	3	5	5	37	0.9	1	1	51	293	2	0
R 3411H	1	9	2	13	31	66	0.4	0	1	27	569	0	0
S 3394H	1	5	2	8	18	34	0.6	6	1	42	390	0	0
LINE 30380	(FLIGHT 24)												
A 2947L	1	6	6	13	39	27	0.6	0	1	52	190	8	0
B 2956H	3	1	2	4	15	9	1.0	0	1	49	149	28	0
C 2984L	17	6	10	15	32	54	27.9	26	1	59	148	18	0
D 3016H	1	9	2	17	46	101	0.5	7	1	33	207	0	0
E 3088D?	1	2	1	1	2	4	-	-	-	-	-	-	0
F 3092D?	1	2	1	2	2	4	-	-	-	-	-	-	0
G 3106H	0	2	1	2	2	4	-	-	-	-	-	-	0
H 3122H	1	3	2	9	25	45	0.6	2	1	39	309	0	0
I 3126D?	1	2	1	2	2	4	-	-	-	-	-	-	0
J 3205D?	0	2	1	2	2	4	-	-	-	-	-	-	0
K 3211D?	0	2	0	2	2	4	-	-	-	-	-	-	0
L 3228H	1	5	1	9	17	53	0.6	19	1	61	365	15	0
M 3251D	2	7	1	6	12	25	1.2	13	1	66	234	20	0

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	COAXIAL 1094 HZ		COPLANAR 883 HZ		COPLANAR 7253 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 30380 (FLIGHT 24)													
N 3279D	3	3	10	5	14	21	4.0	43	1	79	94	37	0
O 3297H	1	9	1	12	27	16	0.5	2	1	36	399	0	0
P 3309D?	1	2	1	2	2	4	-	-	-	-	-	-	0
Q 3317H	-1	6	2	11	15	34	0.4	0	1	44	411	1	70
LINE 30390 (FLIGHT 24)													
A 2876L	1	8	5	11	32	20	0.6	0	1	42	120	3	0
B 2837L	25	14	15	14	43	30	18.9	27	1	60	199	19	0
C 2823H?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 2816D?	1	2	1	2	2	4	-	-	-	-	-	-	30
E 2728H	0	14	4	21	21	108	0.4	8	1	33	313	1	0
F 2706H	-1	10	1	15	30	92	0.4	6	1	23	503	0	30
G 2553D	8	16	2	13	32	82	3.1	22	1	36	383	0	0
H 2525D	6	10	7	14	32	65	3.4	26	1	46	229	7	0
I 2510D?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 30400 (FLIGHT 24)													
A 2057L	27	18	15	17	55	55	15.5	12	1	46	185	6	0
B 2111B	3	14	14	36	86	92	1.2	12	1	39	135	8	0
C 2161D?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 2192H	1	8	3	12	13	59	0.4	14	1	54	205	17	0
E 2325D?	1	2	1	2	2	4	-	-	-	-	-	-	17
F 2326D	1	8	3	7	15	5	0.6	12	1	71	369	22	17
G 2330D	-1	2	1	2	2	4	-	-	-	-	-	-	0
H 2349H	3	7	1	2	31	42	1.0	0	1	25	196	5	0
I 2362H	1	9	2	18	35	61	0.4	5	1	25	289	0	0
LINE 30410 (FLIGHT 24)													
A 1944H	-1	5	2	6	17	24	0.4	0	1	38	217	0	0
B 1905L	16	10	10	11	34	29	13.3	20	1	56	442	2	0
C 1891H	-1	6	2	7	20	33	0.4	0	1	46	299	4	0
D 1876H	1	5	1	5	15	27	0.6	0	1	28	273	5	0
E 1845H	-1	6	1	10	14	54	0.4	0	1	44	521	0	0
F 1804H	0	5	2	8	21	34	0.4	0	1	49	309	7	0
G 1795H	-1	4	2	7	14	39	0.4	0	1	48	347	4	0
H 1779H	1	7	2	8	15	52	0.4	0	1	56	265	12	0
I 1771H	-1	8	3	12	31	50	0.4	0	1	48	269	5	0
J 1643D	2	5	3	8	17	33	1.6	22	1	50	447	0	0
K 1623H	3	11	5	21	28	74	1.5	8	1	31	187	0	0
LINE 30420 (FLIGHT 24)													
A 1180H	1	7	1	5	29	15	0.8	10	1	33	219	0	0

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ANOMALY/ FID/INTERP	COAXIAL 1094 HZ REAL PPM	COAXIAL 1094 HZ QUAD PPM	COPLANAR 883 HZ REAL PPM	COPLANAR 883 HZ QUAD PPM	COPLANAR 7253 HZ REAL PPM	COPLANAR 7253 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 30420	(FLIGHT 24)												
B 1238L	22	15	15	11	39	24	13.8	23	1	66	256	20	0
C 1246H?	-1	3	1	5	14	17	0.4	0	1	41	355	1	0
D 1299H	-1	8	1	16	23	107	0.4	5	1	30	589	0	0
E 1331B?	0	12	3	21	10	126	0.4	3	1	27	373	0	0
F 1335D	1	2	1	1	2	1	-	-	-	-	-	-	0
G 1364H	-1	10	2	2	43	66	0.4	6	1	43	387	4	0
H 1445H	1	4	0	6	14	44	0.8	25	1	75	847	0	0
I 1476H	-1	4	1	5	15	28	0.4	0	1	64	675	0	0
J 1494D?	1	2	1	2	2	4	-	-	-	-	-	-	0
K 1512H	8	28	9	52	93	245	1.9	13	1	31	115	5	0
LINE 30430	(FLIGHT 24)												
A 293H	1	2	1	1	2	4	-	-	-	-	-	-	0
B 354L	15	10	3	8	9	21	12.8	15	1	85	148	38	7
C 389H	0	2	1	2	2	4	-	-	-	-	-	-	0
D 423D?	1	2	1	2	2	4	-	-	-	-	-	-	0
E 433H	-1	12	2	18	26	124	0.4	8	1	23	486	0	0
F 465D?	0	2	1	2	2	4	-	-	-	-	-	-	0
G 473D?	1	2	0	2	2	4	-	-	-	-	-	-	0
H 477D?	1	2	1	2	2	4	-	-	-	-	-	-	0
I 478D?	1	2	0	2	2	4	-	-	-	-	-	-	0
J 495H	1	11	4	14	31	158	0.5	7	1	33	202	1	0
K 512D?	1	2	1	2	2	4	-	-	-	-	-	-	0
L 644H	1	7	2	8	20	36	0.5	7	1	51	306	8	0
M 658H	1	4	1	5	11	72	0.2	0	1	32	215	12	0
LINE 30440	(FLIGHT 24)												
C 1104H	0	7	1	6	23	58	0.4	0	1	28	536	0	0
D 1061L	21	10	9	5	16	11	23.2	25	1	92	195	42	0
E 1040H	1	1	1	5	10	23	0.4	0	1	36	392	12	0
F 1028H	0	2	1	2	2	4	-	-	-	-	-	-	0
G 989H?	0	13	1	26	44	185	0.4	12	1	21	429	0	0
H 962H	-1	10	2	14	28	85	0.4	1	1	37	400	0	0
I 942D?	-1	2	1	2	2	4	-	-	-	-	-	-	0
J 937H	1	2	1	2	2	4	-	-	-	-	-	-	0
K 876L	58	14	378	52	408	35	81.3	29	61	39	1	37	0
L 770D	5	3	1	1	17	16	7.9	46	1	64	268	16	0
M 756H	1	2	1	2	1	4	-	-	-	-	-	-	0
LINE 30450	(FLIGHT 22)												
B 554H	0	7	2	11	26	57	0.4	0	1	37	325	0	0

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LINE 30450	(FLIGHT 22)												
C 508L	17	12	7	9	25	20	11.8	19	1	76	641	1	0
D 476H	1	8	1	12	38	64	0.4	0	1	51	646	0	0
E 450D?	0	2	1	2	2	4	-	-	-	-	-	-	0
F 446D?	1	2	1	2	2	4	-	-	-	-	-	-	0
G 429D?	0	2	0	2	2	4	-	-	-	-	-	-	0
H 426D?	1	8	2	17	40	10	0.7	7	1	26	439	0	0
I 409H	-1	2	1	2	2	4	-	-	-	-	-	-	0
J 400D?	1	9	4	17	52	48	0.5	1	1	50	209	10	0
K 397D?	1	2	1	2	2	4	-	-	-	-	-	-	0
L 380H?	-1	2	1	2	2	4	-	-	-	-	-	-	0
M 233D?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 30460	(FLIGHT 22)												
A 734L	16	11	13	15	34	33	12.4	28	1	67	313	18	0
B 776D?	-1	2	1	2	2	4	-	-	-	-	-	-	0
C 805H	4	19	6	12	107	73	1.3	11	1	26	225	0	0
D 833M	3	7	2	13	23	76	1.7	28	1	29	596	0	270
E 840D?	0	2	1	2	2	4	-	-	-	-	-	-	11
F 856H	3	18	7	32	71	142	0.9	4	1	34	168	3	0
G 1018D	3	8	15	17	42	37	1.9	17	1	64	94	28	11
H 1021D	9	9	14	17	42	24	6.7	16	1	52	89	16	0
LINE 30470	(FLIGHT 22)												
B 1353D?	-1	2	1	2	2	4	-	-	-	-	-	-	0
C 1319L	5	8	6	7	17	21	3.5	29	1	115	972	7	0
D 1286H	-1	5	1	9	24	43	0.4	0	1	31	568	0	0
E 1254H	1	8	4	15	58	43	0.6	0	1	27	244	0	0
F 1247H	0	5	0	4	12	29	0.4	0	1	26	297	3	0
G 1238H	1	8	2	15	44	68	0.7	3	1	29	290	0	0
H 1221H	1	13	5	20	52	81	0.4	0	1	32	196	0	0
I 1213H	0	2	1	2	2	4	-	-	-	-	-	-	0
LINE 30471	(FLIGHT 22)												
A 1822D?	1	2	0	2	2	4	-	-	-	-	-	-	0
B 1798H	1	6	2	12	20	68	0.4	9	1	37	438	1	0
LINE 30480	(FLIGHT 22)												
A 1434H	0	2	1	2	4	33	0.1	0	1	42	294	19	0
B 1460L	25	15	15	15	41	24	16.7	24	1	79	660	7	4
C 1535H	0	9	2	16	41	89	0.4	1	1	25	475	0	20
D 1550H	0	3	2	12	36	54	0.5	14	1	47	280	10	0

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LINE 30480 (FLIGHT 22)													
E 1562H	2	17	3	28	72	133	0.6	5	1	31	232	1	0
F 1580H	1	2	1	2	2	4	-	-	-	-	-	-	0
G 1665B?	-2	2	0	2	2	4	-	-	-	-	-	-	0
LINE 30490 (FLIGHT 22)													
A 2338L	8	16	14	27	41	60	3.1	12	1	37	116	5	0
B 2325L	1	4	2	2	6	10	1.0	13	1	75	652	0	0
C 2296L	19	12	7	8	21	23	15.4	19	1	70	713	0	0
D 2229H	1	11	3	14	34	64	0.4	0	1	43	226	5	0
E 2216H	-1	6	2	9	11	50	0.4	0	1	38	303	0	0
F 2203H?	-1	6	3	11	33	38	0.4	0	1	36	298	0	0
G 2191H?	-1	2	1	2	2	4	-	-	-	-	-	-	0
H 2112H	1	4	1	7	13	46	0.5	10	1	70	767	1	0
I 2094H	-1	6	1	9	10	71	0.4	6	1	53	625	1	0
J 2080H	1	8	1	11	11	78	0.5	10	1	41	589	0	0
K 2071D?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 30500 (FLIGHT 22)													
A 2388H	0	7	2	14	35	84	0.4	0	1	34	199	0	0
B 2398L	2	8	5	9	37	44	1.3	20	1	60	211	18	0
C 2405L	2	5	4	4	15	21	1.8	24	1	74	415	13	0
D 2439L	13	7	9	8	23	16	15.1	28	1	97	284	41	5
E 2454D?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 2456D?	-1	2	1	2	2	4	-	-	-	-	-	-	0
G 2472H	0	5	1	8	11	14	0.4	0	1	41	333	0	0
H 2484L?	0	2	0	2	2	4	-	-	-	-	-	-	0
I 2502H?	2	10	1	18	49	72	0.7	0	1	34	178	0	0
J 2521H	3	9	5	11	37	50	1.4	3	1	38	146	1	0
K 2536H	-1	4	2	3	6	20	0.3	0	1	40	278	16	10
L 2678H	1	5	1	10	15	20	0.8	5	1	43	542	0	0
LINE 30510 (FLIGHT 22)													
A 3054L?	10	8	7	17	28	56	8.8	39	1	58	129	21	10
B 3019L?	6	8	7	8	22	72	3.8	27	1	79	642	4	0
C 3014L?	0	9	2	11	32	62	0.4	0	1	27	340	0	0
D 2983D?	1	2	1	2	2	4	-	-	-	-	-	-	0
E 2978D?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 2962D	-1	7	3	10	30	32	0.4	0	1	30	278	0	0
G 2949D?	1	2	0	2	2	1	-	-	-	-	-	-	0
H 2943D?	1	2	1	2	2	4	-	-	-	-	-	-	0
I 2921H	1	10	3	9	29	80	0.4	7	1	44	521	2	0

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	COAXIAL 1094 HZ		COPLANAR 883 HZ		COPLANAR 7253 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 30510 (FLIGHT 22)													
J 2806H	1	4	1	5	10	29	0.6	2	1	59	645	0	0
K 2788D?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 30520 (FLIGHT 22)													
A 3168L	-1	7	1	10	23	67	0.4	0	1	24	438	0	4
B 3176L?	1	2	4	4	8	25	2.0	61	1	75	212	27	0
C 3197H	1	4	2	6	1	26	0.8	24	1	46	378	3	0
D 3215L?	14	10	10	14	37	40	10.9	36	1	54	408	10	12
E 3220L?	0	2	1	2	2	4	-	-	-	-	-	-	0
F 3266H	1	3	3	4	13	10	1.0	0	1	45	164	23	0
G 3281H	-1	3	1	4	12	24	0.5	0	1	42	278	18	0
H 3297D?	1	2	1	2	2	4	-	-	-	-	-	-	0
I 3319H	1	9	2	11	34	64	0.4	4	1	35	592	0	0
J 3441B?	-1	2	1	2	2	4	-	-	-	-	-	-	0
K 3468H	1	4	1	9	18	51	0.5	14	1	53	629	0	0
LINE 30530 (FLIGHT 22)													
B 3825L	1	5	2	3	10	14	0.7	0	1	72	850	0	4
C 3777L	29	16	13	17	45	19	19.7	26	1	36	480	0	0
D 3755H	0	2	2	6	12	33	0.4	2	1	33	545	0	9
E 3739H	0	2	3	6	17	33	0.6	6	1	32	283	0	0
F 3730H	1	4	2	7	20	35	1.2	32	1	44	224	6	0
G 3716H	0	5	2	8	27	44	0.4	3	1	38	312	1	0
H 3698H	1	2	1	2	2	4	-	-	-	-	-	-	0
I 3665H	1	5	0	3	4	36	0.8	20	1	102	960	5	0
J 3607H	1	9	0	13	18	97	0.4	0	1	0	740	0	0
K 3553H	-1	2	0	2	2	4	-	-	-	-	-	-	0
L 3527H	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 30540 (FLIGHT 22)													
B 3922L	10	8	11	12	35	30	9.6	34	1	87	517	17	0
C 3928H	-1	2	1	2	2	4	-	-	-	-	-	-	0
D 3947H	-1	2	1	2	2	4	-	-	-	-	-	-	0
E 3963H	1	7	3	12	23	35	0.6	13	1	44	264	7	0
F 3983H	1	3	1	0	1	25	0.8	3	1	84	635	0	0
G 4003H	1	2	1	2	2	4	-	-	-	-	-	-	0
H 4046D?	1	2	0	2	2	4	-	-	-	-	-	-	0
I 4126H	-1	2	1	3	12	15	0.8	0	1	47	541	18	0
LINE 30550 (FLIGHT 22)													
A 4547L	11	7	11	9	19	12	12.3	41	1	71	818	0	0

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ANOMALY/ FID/INTERP	COAXIAL 1094 HZ REAL PPM	COAXIAL 1094 HZ QUAD PPM	COPLANAR 883 HZ REAL PPM	COPLANAR 883 HZ QUAD PPM	COPLANAR 7253 HZ REAL PPM	COPLANAR 7253 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 30550 (FLIGHT 22)												
B 4513L	23	13	13	9	25	12	18.1	33	1	111	669	24	0
C 4506L	1	4	2	4	11	23	1.3	34	1	71	290	22	0
D 4495D?	1	2	1	2	2	4	-	-	-	-	-	-	0
E 4485D?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 4470H?	1	3	1	5	11	27	1.0	21	1	51	389	2	0
G 4462H	-1	10	2	11	34	71	0.4	0	1	27	391	0	0
H 4437B?	-1	2	1	2	2	4	-	-	-	-	-	-	0
I 4430D?	1	2	1	2	2	4	-	-	-	-	-	-	0
J 4423D?	1	2	1	2	2	4	-	-	-	-	-	-	0
K 4419D?	-1	4	2	7	5	8	0.4	0	1	65	342	14	0
L 4393H?	1	5	2	9	5	1	0.8	13	1	46	351	1	0
M 4323H	1	7	1	10	20	65	0.6	6	1	35	397	0	0
N 4284H	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 30560 (FLIGHT 22)												
A 4583L	1	2	2	3	10	21	1.5	40	1	70	905	0	0
B 4614L	14	6	7	5	17	9	24.3	36	1	99	837	6	0
C 4631L	1	6	1	10	22	59	0.6	2	1	31	521	0	0
D 4650H	0	4	1	9	23	43	0.4	0	1	46	654	0	0
E 4673H	-1	4	1	8	20	40	0.4	1	1	60	648	0	0
F 4694H	0	1	1	7	20	35	0.4	0	1	50	541	0	0
G 4705H	1	5	1	9	19	48	1.0	28	1	51	539	2	0
H 4747H	-1	6	1	9	21	49	0.4	0	1	35	668	0	0
I 4763H	0	2	0	5	12	18	0.6	0	1	45	400	16	0
J 4775H	-1	2	0	2	2	4	-	-	-	-	-	-	0
K 4799H	1	3	1	4	13	26	0.5	0	1	33	366	8	0
L 4821H?	-1	2	1	2	2	4	-	-	-	-	-	-	0
M 4841D?	-1	2	0	2	2	4	-	-	-	-	-	-	0
LINE 30570 (FLIGHT 22)												
A 5144L	1	2	2	4	11	13	1.1	30	1	113	1015	0	0
B 5118L	22	14	13	12	33	48	15.5	33	1	63	742	3	0
C 5105H?	1	20	2	26	43	165	0.4	9	1	22	430	0	0
D 5082H	-1	6	1	7	15	38	0.4	3	1	60	605	3	0
E 5071D?	0	2	1	2	2	4	-	-	-	-	-	-	0
F 5055D?	-1	2	-1	2	2	4	-	-	-	-	-	-	0
G 5043D?	-1	2	0	2	2	4	-	-	-	-	-	-	0
H 5032H?	-1	5	1	9	20	50	0.4	0	1	45	607	0	0
I 5002H?	1	7	0	6	9	36	0.5	9	1	50	735	0	0
J 4967H	1	6	1	10	6	56	0.6	3	1	37	624	0	0
K 4962H	1	6	1	10	7	51	0.7	19	1	38	670	0	0

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	COAXIAL 1094 HZ		COPLANAR 883 HZ		COPLANAR 7253 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 30570 (FLIGHT 22)													
L 4941H	1	2	1	2	2	4	-	-	-	-	-	-	0
M 4892H	-1	7	1	10	25	51	0.4	0	1	42	660	0	0
LINE 30580 (FLIGHT 22)													
A 5207L	1	1	1	1	7	16	2.4	65	1	162	1015	0	0
B 5212L	-1	2	1	2	2	4	-	-	-	-	-	-	0
C 5222L	6	8	7	11	25	42	3.9	27	1	64	690	0	7
D 5231H	1	2	1	2	2	4	-	-	-	-	-	-	0
E 5247H	1	5	4	7	19	41	0.8	12	1	46	173	7	0
F 5270D	0	2	1	2	2	4	-	-	-	-	-	-	0
G 5275H	-1	6	2	11	31	55	0.4	0	1	40	505	0	0
H 5291H	-1	4	2	9	17	46	0.4	5	1	55	558	4	0
I 5302H?	1	2	1	2	2	4	-	-	-	-	-	-	0
J 5309B?	-1	2	1	2	2	4	-	-	-	-	-	-	0
K 5327H?	1	3	1	6	12	33	1.3	58	1	76	662	11	0
L 5337D?	1	2	1	2	2	4	-	-	-	-	-	-	0
M 5352H	1	3	1	5	11	32	0.3	0	1	43	561	15	0
N 5405H	-1	3	1	5	13	20	0.4	0	1	64	720	0	0
O 5419H	-1	2	2	5	14	28	0.4	7	1	70	392	21	0
P 5429H	-1	3	1	5	10	28	0.3	0	1	35	540	8	0
Q 5443B?	-1	5	2	9	20	44	0.4	0	1	55	325	9	0
LINE 30590 (FLIGHT 22)													
A 5817L	1	4	0	3	5	2	0.7	3	1	122	1015	0	0
B 5798L	1	5	3	5	11	2	0.8	8	1	75	891	0	0
C 5787L	2	8	2	5	15	10	1.3	2	1	94	1002	0	0
D 5764H	0	2	2	3	13	16	0.4	0	1	44	313	1	8
E 5755D?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 5734H	-1	5	1	15	33	72	0.4	6	1	39	672	0	210
G 5726D?	1	2	-1	2	2	4	-	-	-	-	-	-	0
H 5714D?	-1	2	1	2	2	4	-	-	-	-	-	-	0
I 5708B?	1	2	1	2	2	4	-	-	-	-	-	-	5
J 5704D?	1	8	2	20	49	109	0.5	18	1	29	505	0	0
K 5689H	1	9	-1	11	22	74	0.4	0	1	38	697	0	7
L 5678H	-1	4	0	5	11	23	0.5	0	1	40	393	15	0
M 5642H	1	4	0	3	4	38	0.8	15	1	66	851	0	0
LINE 30591 (FLIGHT 25)													
A 3717H	1	2	1	2	2	4	-	-	-	-	-	-	0
B 3664H	1	5	0	8	5	58	0.8	28	1	162	1015	0	0
C 3645H	1	3	0	3	3	20	1.4	47	1	189	1015	0	0

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ANOMALY/ FID/INTERP	COAXIAL 1094 HZ REAL PPM	COAXIAL 1094 HZ QUAD PPM	COPLANAR 883 HZ REAL PPM	COPLANAR 883 HZ QUAD PPM	COPLANAR 7253 HZ REAL PPM	COPLANAR 7253 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 30591	(FLIGHT 25)												
D 3610H	-1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 30600	(FLIGHT 25)												
A 4174L	2	4	5	3	8	8	1.5	30	1	77	485	11	0
B 4154L	3	7	5	7	7	11	1.9	15	1	66	275	17	0
C 4144L?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 4120H	-1	5	2	9	18	44	0.4	2	1	43	295	5	0
LINE 30601	(FLIGHT 26)												
A 5308D?	-1	2	1	2	2	4	-	-	-	-	-	-	0
B 5313D?	1	6	0	7	13	70	0.6	26	1	46	660	3	40
C 5325H	-1	5	1	7	13	42	0.4	4	1	45	437	4	0
D 5345D?	1	2	1	2	2	4	-	-	-	-	-	-	0
E 5349D?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 5358D?	1	2	1	2	2	4	-	-	-	-	-	-	0
G 5370H	0	7	3	14	29	78	0.4	11	1	47	266	11	0
H 5422H	-1	5	1	9	2	49	0.4	0	1	47	576	0	0
I 5466H	-1	3	2	2	14	47	0.3	0	1	39	257	16	0
J 5492D	-1	2	1	2	2	4	-	-	-	-	-	-	0
K 5598H	1	1	1	2	2	4	-	-	-	-	-	-	0
LINE 30610	(FLIGHT 25)												
A 4459L	12	3	11	2	8	4	44.0	50	1	71	619	6	0
B 4467L	12	3	12	6	16	9	37.0	46	1	73	327	23	0
C 4480L	1	5	6	6	20	18	0.6	0	1	74	285	22	0
D 4489L	19	20	9	21	46	68	7.8	14	1	50	674	0	0
E 4503H	1	4	2	9	22	51	1.2	29	1	30	217	0	0
F 4511D?	1	2	1	2	2	4	-	-	-	-	-	-	0
G 4546H	1	4	2	7	6	8	1.0	23	1	46	313	4	0
H 4584H	0	3	1	6	16	32	0.4	4	1	53	558	2	14
I 4632H	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 30620	(FLIGHT 25)												
A 5045L	4	6	6	9	15	23	3.0	27	1	86	120	42	0
B 5034L	17	9	13	12	33	21	17.9	22	1	55	239	10	0
C 5018H	0	13	3	26	66	150	0.4	0	1	17	327	0	100
D 5003D?	1	2	1	2	2	4	-	-	-	-	-	-	0
E 4997D?	1	2	1	2	2	4	-	-	-	-	-	-	17
F 4924H	-1	4	1	7	13	35	0.4	0	1	69	406	16	0
G 4910H?	1	6	2	10	24	46	0.6	9	1	66	260	19	0
LINE 30630	(FLIGHT 25)												
A 5184L	4	9	8	13	12	48	1.9	15	1	68	91	31	0

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LINE 30630	(FLIGHT 25)												
B 5197L	26	25	29	44	118	132	9.4	18	1	39	177	5	0
C 5216H	1	2	0	1	2	4	-	-	-	-	-	-	0
D 5252D?	-1	2	1	2	2	4	-	-	-	-	-	-	30
E 5265H?	1	4	2	8	14	45	0.7	21	1	44	330	5	0
F 5273D	1	2	1	2	2	4	-	-	-	-	-	-	0
G 5283H	1	5	1	10	30	52	0.6	20	1	42	429	3	0
H 5304B?	-1	2	1	2	2	4	-	-	-	-	-	-	0
I 5316H	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 30640	(FLIGHT 25)												
A 5773L	1	3	4	6	3	10	1.0	15	1	41	337	0	20
B 5761L	13	6	10	8	20	23	16.7	22	1	50	249	5	0
C 5751H	3	3	7	8	12	31	4.4	45	1	57	92	20	0
D 5703H	1	6	1	7	18	40	0.5	6	1	57	659	0	0
E 5686H	-1	6	1	7	18	33	0.4	3	1	46	469	2	7
F 5657H	0	5	1	10	22	54	0.4	5	1	39	463	1	0
G 5649H?	1	2	1	2	2	4	-	-	-	-	-	-	0
H 5589H	-1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 30650	(FLIGHT 25)												
A 5862H	1	2	0	2	2	4	-	-	-	-	-	-	0
B 5883H	0	2	0	2	2	4	-	-	-	-	-	-	0
C 5914L	9	10	8	10	16	18	5.6	35	1	103	143	57	0
D 5926L	18	10	16	14	41	31	17.8	34	1	59	56	30	0
E 5939H	7	5	5	9	24	62	9.1	46	1	62	115	25	0
F 5951E	1	5	3	7	5	20	0.8	8	1	49	302	4	0
G 6003D?	-1	2	1	2	2	4	-	-	-	-	-	-	0
H 6011D?	-1	2	1	2	2	4	-	-	-	-	-	-	7
I 6022H	1	3	1	10	19	65	1.3	54	1	51	584	3	0
J 6036H	0	5	1	8	18	37	0.4	6	1	50	362	9	0
K 6050D?	1	2	1	2	2	4	-	-	-	-	-	-	0
L 6066D?	0	2	1	2	2	4	-	-	-	-	-	-	0
LINE 30660	(FLIGHT 25)												
B 6517H	1	3	1	5	7	22	0.2	0	1	35	382	11	0
C 6507H	0	2	1	4	14	18	0.8	0	1	39	309	15	0
D 6484L	6	5	7	10	16	15	7.5	40	1	102	69	63	0
E 6473L	13	5	9	9	26	31	24.7	21	1	60	191	14	0
F 6468H	0	2	1	2	2	4	-	-	-	-	-	-	0
G 6458H	2	2	5	7	15	19	3.4	64	1	75	104	36	0
H 6388H	1	5	1	12	23	77	0.4	7	1	42	548	0	0

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LINE 30660	(FLIGHT 25)												
I 6376H?	1	2	0	2	2	4	-	-	-	-	-	-	0
J 6362H	1	1	1	2	2	4	-	-	-	-	-	-	0
K 6345H	1	4	1	7	7	23	0.8	20	1	67	621	2	0
L 6329H?	-1	2	1	2	2	4	-	-	-	-	-	-	0
M 6267H	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 30670	(FLIGHT 26)												
A 2075H	-1	2	1	2	2	4	-	-	-	-	-	-	0
B 2013L	7	7	5	7	15	23	5.0	19	1	51	176	9	0
C 2005L	16	10	11	11	28	12	14.4	22	1	58	329	10	0
D 1919D?	1	2	1	2	2	4	-	-	-	-	-	-	0
E 1914D?	-1	2	1	1	2	4	-	-	-	-	-	-	0
F 1845H	-1	2	-1	2	2	4	-	-	-	-	-	-	0
G 1835H	-1	3	1	3	12	16	0.7	0	1	42	362	15	0
H 1797H	-1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 30680	(FLIGHT 26)												
A 2215L	14	14	5	9	34	43	7.1	14	1	51	174	10	0
B 2225L	13	9	12	8	36	46	11.3	27	1	32	590	0	12
C 2267H	2	3	1	1	6	20	1.7	30	1	52	274	5	0
D 2367D?	-1	2	1	2	2	4	-	-	-	-	-	-	0
E 2463H	-1	4	1	8	2	14	0.4	0	1	46	732	0	0
F 2525H	1	2	1	4	9	27	0.3	0	1	30	624	5	0
LINE 30690	(FLIGHT 26)												
A 2897D?	2	5	4	6	4	10	1.7	25	1	29	169	0	0
B 2895D?	2	5	5	6	4	10	1.7	17	1	27	187	0	0
C 2885H	1	2	1	2	2	4	-	-	-	-	-	-	0
D 2876L	5	8	5	5	8	18	3.0	14	1	35	521	0	0
E 2868L	10	7	8	9	25	19	9.8	27	1	39	388	0	0
F 2840H	-1	2	1	2	2	4	-	-	-	-	-	-	0
G 2804D?	1	2	1	2	2	4	-	-	-	-	-	-	40
H 2766H	1	6	0	8	24	41	0.7	9	1	46	716	0	0
I 2664H	1	6	1	2	38	55	1.0	0	1	45	182	24	0
LINE 30700	(FLIGHT 22)												
B 6036H	1	2	1	2	2	4	-	-	-	-	-	-	0
C 6050H	3	13	8	25	72	56	0.9	0	1	31	138	0	0
D 6060L	3	10	4	7	22	34	1.5	10	1	40	539	0	7
E 6067L	18	12	14	22	52	32	12.5	34	1	59	203	20	0
F 6077D?	1	2	1	2	2	4	-	-	-	-	-	-	0

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LINE 30700 (FLIGHT 22)													
G 6082D?	0	2	0	2	2	4	-	-	-	-	-	-	0
H 6106D?	0	2	1	2	2	4	-	-	-	-	-	-	0
I 6126H	0	2	1	1	1	4	-	-	-	-	-	-	0
J 6143H	-1	5	2	9	13	30	0.4	0	1	40	559	0	0
K 6151H	1	3	1	6	19	15	0.7	13	1	55	654	0	0
L 6223H	1	2	1	2	1	4	-	-	-	-	-	-	0
M 6239H	1	3	-1	5	14	34	1.0	32	1	61	804	0	0
LINE 30710 (FLIGHT 22)													
B 6516H	2	7	5	2	11	4	1.0	0	1	37	62	22	0
C 6498H	1	2	1	2	2	4	-	-	-	-	-	-	0
D 6489L	1	8	5	11	26	96	0.5	0	1	37	333	0	0
E 6485L	2	6	4	8	23	17	1.2	20	1	52	431	4	0
F 6479L	3	5	7	12	28	34	2.9	29	1	69	882	0	0
G 6464H	-1	4	1	4	13	15	0.9	0	1	36	531	8	0
H 6447H	-1	5	2	6	22	36	0.4	4	1	58	457	9	0
I 6335H	1	2	1	2	1	4	-	-	-	-	-	-	4
LINE 30720 (FLIGHT 22)													
A 6576D?	1	2	1	2	2	4	-	-	-	-	-	-	0
B 6581H	7	12	11	2	4	56	3.3	24	1	45	58	17	0
C 6598H	1	10	5	3	40	27	1.0	0	1	35	121	18	0
D 6604H	-1	2	1	2	2	4	-	-	-	-	-	-	0
E 6615L	4	15	6	14	39	19	1.5	0	1	33	311	0	0
F 6624L	3	5	4	5	12	24	2.6	43	1	67	635	4	0
G 6633L	23	15	17	11	31	22	15.2	30	1	107	76	68	0
H 6642H	1	3	2	8	22	33	1.2	48	1	43	506	1	0
I 6667H	0	4	1	7	20	40	0.4	3	1	57	638	0	0
J 6681D?	1	2	1	2	2	4	-	-	-	-	-	-	0
K 6690H?	1	5	1	6	22	13	0.7	17	1	65	520	7	30
L 6710D?	1	2	1	2	2	4	-	-	-	-	-	-	0
M 6712D?	-1	2	1	2	2	4	-	-	-	-	-	-	0
N 6720D?	0	2	1	2	2	4	-	-	-	-	-	-	0
O 6730H?	-1	5	1	7	16	34	0.4	0	1	54	661	0	0
P 6767H	1	2	1	1	1	4	-	-	-	-	-	-	0
LINE 30730 (FLIGHT 22)													
B 7014H	1	5	2	5	23	40	0.9	22	1	47	126	13	0
C 7007H	1	6	5	12	24	37	0.6	7	1	40	166	4	0
D 6984L?	-1	6	3	7	17	24	0.4	0	1	51	269	6	0
E 6976L	1	6	7	5	16	10	0.8	0	1	80	833	0	0

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	COAXIAL 1094 HZ		COPLANAR 883 HZ		COPLANAR 7253 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 30730 (FLIGHT 22)													
F 6964H?	0	2	1	4	13	20	0.6	0	1	47	365	19	0
G 6949H	-1	4	1	7	21	28	0.4	0	1	59	697	0	0
H 6940H?	1	2	1	2	2	4	-	-	-	-	-	-	0
I 6928B?	-1	6	3	12	38	43	0.4	0	1	44	291	3	0
J 6908H	-1	4	1	2	13	18	0.8	0	1	48	257	23	0
K 6902H	1	2	1	2	2	4	-	-	-	-	-	-	0
L 6880H	0	2	0	2	2	4	-	-	-	-	-	-	0
M 6854H	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 30740 (FLIGHT 26)													
A 3551H	1	2	1	2	2	4	-	-	-	-	-	-	0
B 3596L	12	13	9	15	49	97	6.8	19	1	25	394	0	0
C 3607L	2	9	4	14	32	76	1.2	21	1	36	386	0	5
D 3622L	19	10	19	16	43	31	18.0	29	1	60	246	16	4
E 3637H	1	4	2	7	3	37	0.5	14	1	37	520	0	0
F 3677H	1	1	1	2	2	4	-	-	-	-	-	-	0
G 3694H	0	5	5	14	23	26	0.4	5	1	53	173	16	0
H 3733H	1	5	2	2	9	62	0.5	17	1	35	486	1	0
LINE 30750 (FLIGHT 26)													
B 4117H	0	2	1	2	2	4	-	-	-	-	-	-	0
C 4094H	-1	4	1	8	23	25	0.4	0	1	31	297	0	0
D 4086D?	1	1	1	1	0	4	-	-	-	-	-	-	7
E 4081D?	-1	2	1	2	2	4	-	-	-	-	-	-	0
F 4071L	3	6	6	4	17	19	2.1	17	1	32	245	0	0
G 4063L	1	4	3	8	16	20	1.2	30	1	51	195	11	0
H 4050L	14	11	8	11	19	8	10.2	26	1	75	189	29	0
I 4032H	-1	2	1	2	2	4	-	-	-	-	-	-	0
J 4008H	1	2	1	2	2	4	-	-	-	-	-	-	0
K 3980H	2	5	4	3	31	16	1.2	23	1	50	227	9	0
L 3959H	0	2	1	1	2	4	-	-	-	-	-	-	0
M 3943H	-1	5	0	7	11	3	0.4	0	1	46	736	0	0
N 3885L	6	5	6	6	17	19	6.6	28	1	72	279	19	7
LINE 30760 (FLIGHT 26)													
A 4405H	0	2	0	2	2	4	-	-	-	-	-	-	0
B 4460H	2	4	2	3	10	23	0.4	0	1	30	94	13	0
C 4471L	19	14	8	12	34	26	11.9	17	1	35	166	0	0
D 4483L	1	4	5	4	8	3	0.9	29	1	64	281	18	0
E 4490L	30	13	10	18	30	33	27.3	28	1	43	550	0	0
F 4507D?	1	2	1	1	2	4	-	-	-	-	-	-	0

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ANOMALY/ FID/INTERP	COAXIAL 1094 HZ REAL PPM	COAXIAL 1094 HZ QUAD PPM	COPLANAR 883 HZ REAL PPM	COPLANAR 883 HZ QUAD PPM	COPLANAR 7253 HZ REAL PPM	COPLANAR 7253 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 30760	(FLIGHT 26)												
G 4527D?	-1	2	0	2	2	4	-	-	-	-	-	-	0
H 4533D?	-1	2	1	2	2	4	-	-	-	-	-	-	0
I 4547D	1	2	0	2	2	4	-	-	-	-	-	-	0
J 4556D	1	2	1	2	2	4	-	-	-	-	-	-	150
K 4561D?	1	2	1	2	2	4	-	-	-	-	-	-	0
L 4577D?	-1	2	1	2	2	4	-	-	-	-	-	-	0
M 4595H	-1	1	1	2	2	4	-	-	-	-	-	-	0
N 4612M	-1	0	-3	1	1	4	-	-	-	-	-	-	0
O 4628M	0	1	-1	1	4	2	0.7	22	1	72	815	1	0
P 4653L	2	3	5	7	13	13	1.9	33	1	51	159	10	0
LINE 30770	(FLIGHT 26)												
B 4880H	0	5	2	10	6	30	0.4	0	1	44	234	5	0
C 4855H	0	2	1	2	2	4	-	-	-	-	-	-	0
D 4841L?	1	2	1	2	2	4	-	-	-	-	-	-	0
E 4823L	35	17	9	8	30	28	24.1	15	1	62	255	16	0
F 4794L	2	6	4	7	9	15	1.3	19	1	80	866	0	0
G 4771L	12	4	6	4	8	61	28.5	25	1	64	200	17	0
H 4764H	5	8	9	22	42	94	2.9	26	1	42	105	9	0
I 4732H	1	2	1	2	2	4	-	-	-	-	-	-	0
J 4711H	0	4	2	7	13	34	0.4	0	1	42	347	0	0
K 4703L	2	2	4	3	6	5	2.7	50	1	66	345	12	40
LINE 39020	(FLIGHT 26)												
A 6387D	12	9	17	21	58	54	9.2	27	2	65	29	38	0
LINE 39030	(FLIGHT 26)												
A 1124M	0	2	-5	2	2	4	-	-	-	-	-	-	170
LINE 39040	(FLIGHT 26)												
A 660D?	2	5	9	12	26	36	1.1	26	2	92	38	61	5
B 618L	10	6	10	7	21	17	11.7	31	2	115	60	76	0

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