May 19, 1997 Price: $34.30

Division of Geological & Geophysical Surveys

PUBLIC-DATA FILE 97-24

PROJECT REPORT OF THE AIRBORNE GEOPHYSICAL SURVEY FOR THE EXTENDED COVERAGE OF THE RAMPART-MANLEY MINING DISTRICT, ALASKA

by

Ruth A. Pritchard

May 1997

Released by

STATE OF ALASKA
DEPARTMENT OF NATURAL RESOURCES
Division of Geological & Geophysical Surveys
794 University Avenue, Suite 200
Fairbanks, Alaska 99709-3645

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 an extension of a property located in the Rampart-Manley area, Alaska. The original block was flown from September 26 to October 19, 1995. The 1996 survey consisted of two survey blocks immediately east and west of the 1995 survey block. Total coverage of the 1996 blocks amounted to 1543 miles (2483 km). The eastern block was flown from September 2 to September 7, 1996 and the western block was flown from August 29 to September 2, 1996 with some reflights flown after the eastern block on September 7 and September 8, 1996.

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 area. This was accomplished by using a DIGHEM^V multi-coil, multi-frequency electromagnetic system, supplemented by a high sensitivity Cesium magnetometer. The information from these sensors was processed to produce maps which display the magnetic and conductive properties of the survey area. 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.

The survey property contains many anomalous features, some of which may be considered as exploration targets. Most of the inferred bedrock conductors appear to warrant further investigation using appropriate surface exploration techniques. 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.

CONTENTS

APPENDIX B
EM ANOMALY LIST

LIST OF TABLES

LIST OF FIGURES

INTRODUCTION

A DIGHEM^V electromagnetic/resistivity/magnetic survey was flown under contract to WGM Inc., Mining and Geological Consultants, for the State of Alaska, Department of Natural Resources, Division of Geological and Geophysical surveys, over an extension of a survey block located in the Rampart-Manley Mining Districts, Alaska. The survey area is located in quadrangles: Livengood A-6/B-5/B-6/C-5/C-6; Tanana A-1/A-2/A-3/B-1/B-2/B-3/C-1; Kantishna River D-1/D-2/D-3; Fairbanks D-6 (see Figure 1-1).

The original survey block was flown by Dighem from September 26 to October 19, 1995. Total coverage of the survey block amounted to 3124 miles (5027 km). The 1996 survey consists of two blocks, adjoining the 1995 survey block to the east and west (see Figure 1-1). The eastern survey block from the 1996 survey was flown from September 2 to September 7, 1996. The western survey block was flown from August 29 to September 2 with several reflights flown after the eastern extension block on September 7 and September 8, 1996. Total survey coverage in 1996 amounted to 1543 miles (2483 km) including tie-lines. Both the 1995 and 1996 surveys were flown with flight lines in an azimuthal direction of 0°/180° with a line separation of 1/4-mile (400 metres). Tie lines were flown perpendicular to the flight line direction with a separation of 3 miles.

The breakdown of kilometres flown per block is given below in Table 1-1.

Table 1-1 Survey Coverage

Area	Traverse Lines (miles)	Tie Lines (miles)	Total
1995	2874	250	3124
1996-West	700	62	762
1996-East	716	65	781
TOTAL	4290	377	4667

The survey employed the DIGHEM^V electromagnetic system. Ancillary equipment consisted of a magnetometer, radar altimeter, video camera, analog and digital recorders and an electronic navigation system. Details on the survey equipment are given in Section 2.

Map of the Survey Area

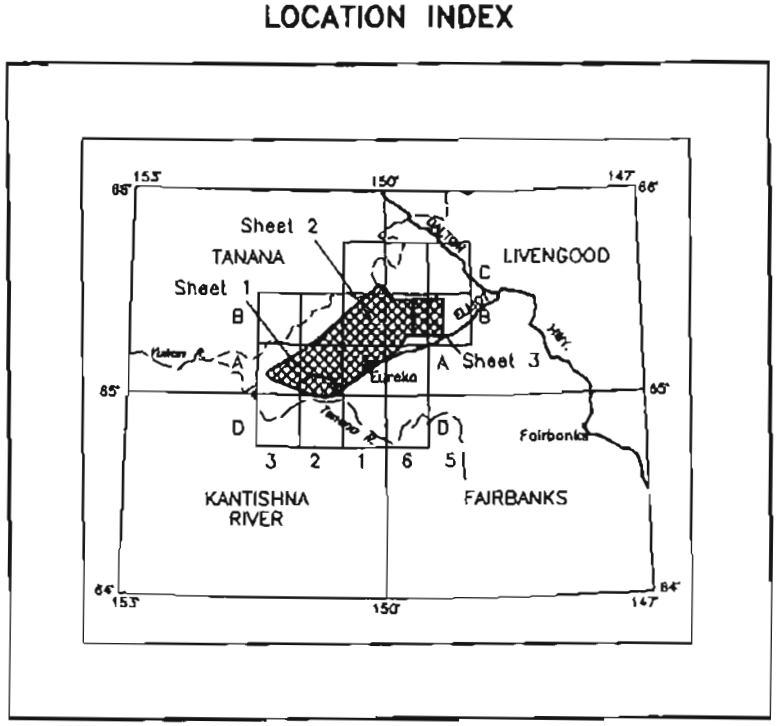


Figure 1-1

SURVEY EQUIPMENT

1995

The instrumentation was installed in an Aerospatiale AS350B2 turbine helicopter (Registration N165EH) which was provided by Era Aviation Inc. The helicopter flew at an average airspeed of 66 mph (106 km/hr) with an EM bird height of approximately 30 m.

1996

In 1996, the instrumentation was installed in an Aerospatiale AS350B2 turbine helicopter (Registration N194EH) which was provided by Era Aviation Inc. The helicopter flew at an average airspeed of 47 mph (76 km/hr) for the western block and 37 mph (60 km/hr) for the eastern block.

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, 5500 Hz and 7200 Hz, and 6.3 metres for the 56,000 Hz coil-pair.

Coil orientations/frequencies:

Nominal Frequency (Hz)		Actual Frequencies (Hz)	
		1995	1996 All Flights
coaxial	900	1,050	898
coplanar	900	892	1,049
coaxial	5,500	5,664	6,491
coplanar	7,200	7,323	7,216
coplanar	56,000	59,800	56,598

Channels recorded: 5 inphase channels
5 quadrature channels
2 monitor channels

Sensitivity: 0.06 ppm at 900 Hz
0.10 ppm at 5,500 Hz
0.10 ppm at 7,200 Hz
0.30 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. They were checked periodically throughout the survey and at the end of the flying of the survey block. 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

Model:	Picodas 3340
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:	GSM-19T
Type:	Digital recording proton precession
Sensitivity:	0.20 nT
Sample rate:	3 seconds

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 (1995 Survey)

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:	0.3 m

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
Model:	DGR 33
Recorder:	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)
3P4I*	coplanar inphase (900 Hz)	2.5 ppm	CPI (900 Hz)
3P4Q*	coplanar quad (900 Hz)	2.5 ppm	CPQ (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 (5500 Hz)	5 ppm	CXI (5500 Hz)
4X7Q	coaxial quad (5500 Hz)	5 ppm	CXQ (5500 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
MAGC	magnetics, coarse	20 nT	MAG
MAGF	magnetics, fine	2.0 nT	
VF1T	VLF-total: primary stn.*	2%	
VF1Q	VLF-quad: primary stn.*	2%	
VF2T	VLF-total: secondary stn.*	2%	
VF2Q	VLF-quad: secondary stn.*	2%	
CXSP	coaxial spherics monitor		
CPSP	coplanar spherics monitor		CPS
CXPL	coaxial powerline monitor		CXP
CPPL	coplanar powerline monitor		CPP+
4XSP	coaxial spherics monitor		4XS+

*1995 survey only.
+1996 survey only.

Table 2-2. The Digital Profiles

Channel Name (Freq)	Observed parameters	Scale units/mm
MAG	magnetics - fine	5 nT
MAG	magnetics - coarse	50 nT
HMS	height above mean sea level	60 m
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 (5500 Hz)	vertical coaxial coil-pair inphase	4 ppm
CXQ (5500 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
CXP	coaxial powerline monitor	
CPS	coplanar spherics monitor	
CPP*	coplanar powerline monitor	
4XS*	coaxial spherics 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

*1996 survey only.

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 5 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: V2.65
Type:	80586 or 80686 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. Those 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.

Base Maps

Base maps of the survey area have been produced from published topographic maps. The maps used were quadrangles: Livengood A-6/B-5/B-6/C-5/C-6; Tanana A-1/A-2/A-3/B-1/B-2/B-3/C-1; Kantishna River D-1/D-2/D-3; Fairbanks D-6.

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
Total field magnetics and EM anomalies (3-color offset prints)	RI 97-9
Flight lines	PDF97-17
Total field magnetics and EM anomalies (transparencies)	PDF97-18
900 Hz coplanar resistivity (transparencies)	PDF97-19
7200 Hz coplanar resistivity (transparencies)	PDF97-20
Total field magnetics and detailed EM anomalies (transparencies) @ 1:31,680	PDF97-25
Interpretation sketch maps on mylar (included with this report)	PDF97-24
CD-ROM archive	PDF97-21
Stacked Profiles (transparencies)	*

* - No number
RI - Report of Investigations
PDF - Public Data File
All map products and profiles are at a scale of 1:63,360, unless otherwise specified.

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)
Sengpiel resistivity pseudo-depth 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, 7200 Hz and 56,000 Hz coplanar data, using a pseudo-layer halfspace model. The 56,000 Hz resistivity was not a deliverable under the terms of the survey agreement. The maximum resistivity values, which are calculated for each frequency, are 1000, 8000 and 20,000 ohm-metres respectively. These cutoffs eliminate the meaningless higher resistivities which would result from very small EM amplitudes.

EM Magnetite

The apparent percent magnetite by weight can be computed wherever magnetite produces a negative inphase EM response. This calculation is more meaningful in resistive areas.

Total Field Magnetics

The aeromagnetic data were corrected for diurnal variation using the magnetic base station data and by making manual corrections on the basis of tie line intercepts and visual analysis on the I-POWER VISION Imaging Workstation. The IGRF gradient has been removed. The total field magnetic data have been presented as contours on the base

maps using a contour interval of 5 nT where gradients permit at a scale of 1:63,360, and at 2 nT for the magnetic maps plotted at 1:31,680.

VLF (1995 data only)

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 were generated and plotted by computer. These profiles also contain the calculated parameters which are used in the interpretation process. These were produced as worksheets prior to interpretation, and have been presented in the final corrected form after interpretation. The profiles display electromagnetic anomalies with their respective interpretive symbols.

The profiles are presented on transparent medium, from which prints can be made, at a scale of 1:63,360.

Contour, Colour 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. The grid cell size is usually 25% of the line interval.

Colour 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 colour "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. Shadow maps of the total field magnetic data were combined with the colour magnetic grids to produce colour shadowed total field magnetic maps.

Conductivity-depth Sections

Sengpiel resistivity pseudo-depth sections for selected lines were delivered to the State of Alaska. The apparent resistivities for all coplanar frequencies are displayed simultaneously as coloured 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 is plotted at the centroid depth[1]. Conductivity-depth sections are 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.

---

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

SURVEY RESULTS

GENERAL DISCUSSION

The survey results are presented on three map sheets for each parameter at a scale of 1:63,360. The total field magnetics and detailed electromagnetic anomalies are presented on four map sheets at a scale of 1:31,680. The sheet layout for the 1:31,680 maps was made to cover the 1996 data in as few sheets as possible. The 1995 data is displayed where it fits into this year's layout.Tables 4-1 and 4-2 summarize the EM responses in the survey area, with respect to conductance grade and interpretation.

The anomalies shown on the "Total Field Magnetics and Electromagnetic Anomalies" maps are based on a near-vertical, half plane model. This model best reflects "discrete" bedrock conductors. Wide bedrock conductors or flat-lying conductive units, whether from surficial or bedrock sources, may give rise to very broad anomalous responses on the EM profiles. These may not appear as anomalies on the maps if they have a regional character rather than a locally anomalous character. These broad conductors, which more closely approximate a half space model, will be maximum coupled to the horizontal (coplanar) coil-pair and should be more evident on the resistivity parameter. Resistivity maps, therefore, may be more valuable than the electromagnetic anomaly maps, in areas where broad or flat-lying conductors are

TABLE 4-1

EM ANOMALY STATISTICS

RAMPART-MANLEY MINING DISTRICT, ALASKA

WESTERN EXTENSION AREA

CONDUCTOR GRADE	CONDUCTANCE RANGE SIEMENS (MHOS)	NUMBER OF RESPONSES
7	>100	1
6	50 - 100	0
5	20 - 50	11
4	10 - 20	86
3	5 - 10	263
2	1 - 5	922
1	<1	292
*	INDETERMINATE	599
TOTAL		2174

CONDUCTOR MODEL	MOST LIKELY SOURCE	NUMBER OF RESPONSES
D	DISCRETE BEDROCK CONDUCTOR	1024
B	DISCRETE BEDROCK CONDUCTOR	825
S	CONDUCTIVE COVER	102
H	ROCK UNIT OR THICK COVER	102
M	MAGNETITE	121
TOTAL		2174

(SEE EM MAP LEGEND FOR EXPLANATIONS)

TABLE 4-2

EM ANOMALY STATISTICS

RAMPART-MANLEY MINING DISTRICT, ALASKA

EASTERN EXTENSION AREA

CONDUCTOR GRADE	CONDUCTANCE RANGE SIEMENS (MHOS)	NUMBER OF RESPONSES
7	>100	0
6	50 - 100	4
5	20 - 50	8
4	10 - 20	41
3	5 - 10	108
2	1 - 5	459
1	<1	253
*	INDETERMINATE	432
TOTAL		1305

CONDUCTOR MODEL	MOST LIKELY SOURCE	NUMBER OF RESPONSES
D	DISCRETE BEDROCK CONDUCTOR	623
B	DISCRETE BEDROCK CONDUCTOR	562
S	CONDUCTIVE COVER	63
H	ROCK UNIT OR THICK COVER	20
M	MAGNETITE	37
TOTAL		1305

(SEE EM MAP LEGEND FOR EXPLANATIONS)

considered to be of importance. Contoured resistivity maps, based on the 900 Hz and 7200 Hz coplanar data are included with this report.

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 two 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.

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.

In some portions of the survey area, the steep topography forced the pilot 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. In difficult areas where near-vertical climbs were necessary, the forward speed of the helicopter was reduced to a level which permitted excessive bird swinging. This problem, combined with the severe stresses to which the bird was subjected, gave rise

to aerodynamic noise levels which are slightly higher than normal. Where warranted, reflights were carried out to minimize these adverse effects.

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", "T" 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. Some of these anomalies may reflect conductive rock units or zones of deep weathering. In this area, many of these anomalies may reflect flat-lying conductive rock units, or water saturated material beneath permafrost.

The effects of conductive overburden are evident over portions of the survey area. 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 third class consists of cultural anomalies which are usually given the symbol "L" or "L?". Any interpreted conductors which occur in close proximity to cultural sources, should be confirmed prior to drilling.

The fourth class of anomalies consist 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.

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.

The "Total Field Magnetics and Detailed Electromagnetic Anomalies" maps 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.

This report is intended only as a general overview. A complete assessment of the survey data should be undertaken, compiling all geophysical, geological and geochemical data available in areas which are selected for follow-up.

GEOLOGY[2]

1995

The study area of the 1995 survey is comprised of several mountainous ridges in the Western Yukon-Tanana Upland of interior Alaska. These include the Wolverine-Roughtop Mountain, Serpentine Ridge, and Eureka Dome areas. The northern boundary

---

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

is flanked by the Yukon River near the village of Rampart, and the southwestern boundary is flanked by the Tanana River near the village of Manley.

Most of the southwestern half of the survey block consists largely of the Juro-Cretaceous Wilbur Creek flysch. Several mafic and ultramafic plutons are present in the flysch. The largest body (reported to be serpentinite) trends to the east and crops out on Serpentine Ridge. Smaller bodies (noted as mafic rocks) crop out around Eureka Dome. Near Eurea Dome the belts of mafic bodies trends east-northeast.

Two other plutonic suites intrude the Wilbur Creek flysch. The oldest plutons (85-100 Ma) are generally granodiorite to granite, but a few mafic plutons are reported to be present. These rocks intrude generally in the northern part of the flysch unit. The largest bodies are present at Elephant Mountain and Roughtop Mountain. The younger intrusions (65-75 Ma) are centered around the Hot Springs Dome area.

Northeast-trending, layered rocks crop out north of the flysch in the northern portion of the block. The layered rock sequences consist of: (1) a structurally complex package of meta-chert and low grade schists of Lower and Middle Paleozoic age (the Baldy Mountain terrane); and (2) upper Paleozoic flysch and chert-pebble conglomerate; (the Minook terrane) and to the north (3) the Tozitna stratigraphic belt, which includes the mafic-volcanic-dominated Rampart Group. Small amounts of Middle-to-Late Tertiary volcanic rocks overlie the Tozitna stratigraphic belt and the Rampart Group.

The study area is highly deformed and experienced several periods of metamorphism and fold and fault deformation. Many of the sequences of rocks are fault bounded and the Paleozoic-Mesozoic sequences are structurally compressed by thrust faults. The most obvious structural feature is the west-northwest trending Stevens Creek fault. It is thought to offset the layered rock sequences about 6 miles in a right lateral direction.

The region has been a well-known placer gold mining area comprising part of the Rampart and Hot Springs mining districts. Cumulative past production, all from placer operations, exceeds 747,593 ounces of gold and about 800,000 pounds of byproduct tin. Several styles of mineralization have been identified. Stockwork gold-copper mineralization has been identified in 90 Ma old plutons exposed on Wolverine and Roughtop Mountains; these intrusives are similar in age and chemistry to the Fort Knox pluton in the Fairbanks district. Gold veins have been also found in association with the 62 Ma pluton underlying Hot Springs Dome. Although this latter suite of intrusions is not generally thought to be auriferous near Fairbanks, it is of the same age as the gold-polymetallic-bearing Kuskokwim intrusive suite. The Kuskokwim suite crops out to the southwest of the study area and strikes to the northeast.

Industry exploration in the area has identified possibly important epithermal gold silver mineralization hosted in Tertiary volcanic rocks in two areas immediately west of Rampart village.

The sources of tin and niobium mineralization near Tofty are controversial. Rock units have been described as magnetite-apatite bearing 'limestone' in several localities in the Tofty area, others examined one of the localities and suggested it was an altered carbonatite intrusion. This Idaho Gulch prospect is estimated to contain about 340,000 pounds of niobium resources. Tin mineralization has never been identified as positively belonging to either the 85-100 Ma or 65-75 Ma intrusive suites. Cassiterite cobbles attached to schist wallrock have been identified in placer concentrates.

Massive sulphide occurrences have been briefly described in the Tozitna and Baldy Mountain terranes; however, no drillable prospects have been identified.

Placer deposits have been the principal economic resource of past years. Many of the placers are part of an extensive ancestral river system of probable Late Tertiary age that links the Tofty-Sullivan Bench system with the placers of the Rhode Island-New York Creek system.

1996

The areas flown border the area that was flown in the summer of 1995 and released in the winter of 1996. The western area is comprised of Baldy Mountain (elev. 3846 ft.) and several smaller mountainous ridges in the western Yukon-Tanana Upland of interior Alaska. The eastern area contains Sawtooth Mountain.

Mainly northeast-trending, layered rocks crop out in the western area. The layered rock sequences consist of: 1) a structurally complex package of meta-chert and low grade schists of Lower and Middle Paleozoic age (the Baldy Mountain terrane); and 2) upper Paleozoic flysch and chert-pebble conglomerate; (the Minook terrane) and to the north 3) the Tozitna stratigraphic belt, which includes the mafic-volcanic-dominated Rampart Group. Small amounts of Middle-to-Late Tertiary volcanic rocks overlie the Tozitna stratigraphic belt and the Rampart Group.

The Sawtooth pluton, a 90 Ma alkalic body cut by (90 Ma?) granite dikes, is present in the eastern area. The pluton lies within a NW-trending structural block which includes exposures of the pre-Silurian Amy Creek Dolomite and pre-Cambrian ultramafic and gabbroic rocks. The Sawtooth pluton intrudes early Cretaceous sandstone, shale, and conglomerate; the SW and NE contacts of the body may be faults. The Sawtooth pluton is host for a (syn-plutonic?) Au-Ag-bearing stibnite lode with historic antimony production and is drained by several creeks with historic placer gold production. The compositions, textures, mineralization, and age of the Sawtooth Mountain pluton are essentially identical to those of the Wolverine, Elephant Mountain, and Roughtop plutons to the SW, in the area flown previously.

DESCRIPTION OF SURVEY RESULTS

The following is a brief overview of geophysical responses in the survey area, with reference to geological mapping. Figures 4-1, 4-2 and 4-3 in the map pockets of this report show sketches which identify features that are discussed in this report. They also include the interpretation from the 1995 survey data. These features were discussed in the Project Report written in February of 1996.

Western Area

The magnetic data within this area are highly complex as is evident by the numerous truncations or offsets in the magnetic trends, and changes in strike direction. Most trends display a general northeast/southwest strike direction, changing to slightly more northward near the eastern edge of the block.

The area appears to be divided into two main zones, separated by a relatively non-magnetic zone. The most southerly zone consists of arcuate, thin magnetic trends which strike approximately northeast/southwest gradually changing to almost north-northeast/south-southwest towards the western edge of the zone. This zone is bounded to the north by the non-magnetic unit which trends approximately northeast/southwest from the southern corner of the block coincident with Orum Creek, continues

immediately north of Baldry Mountain, and trends northeast/southwest coincident with Slate Creek near the eastern edge of the block. It is bounded to the southwest by the major structural feature F_1 and M_4 from last year's survey. These magnetic trends within this zone, which reflect thin, moderately magnetic features alternating with relatively non-magnetic material, are intersected by a group of northwest/southeast trending, possible structural breaks, F_{W1} through F_{W7}. These magnetic trends are complex with a highly segmented appearance. Several appear to be folded in the vicinity of the structural features.

This zone of thin magnetic trends also displays a distinct outline on the resistivity data. Its southern limit is defined by several thin, highly conductive zones in the 1995 data. The northern edge is defined by a resistive zone coincident with the magnetic low at the northern edge of the zone.

The resistivity patterns within this zone reflect multiple bedrock anomalies which are indicative of possible bedrock sources. Most have poorly defined anomaly shapes, although there are several which are indicative of thin bedrock sources which may reflect sulphide or graphitic sources. Anomaly 10530H reflects a south dipping, moderately strong, thin bedrock source which gives rise to a well-defined anomaly shape. It is situated at the northern edge of the zone.

One anomaly, R_{W1}, displays lower resistivities than the rest of the trends. It reflects a broad conductor at depth. It is coincident with the eastern end of one of the magnetic trends, M_{W1}, which is situated immediately north of magnetic trend M_4. It is situated south of possible structural feature F_{W5}.

The second magnetic zone, situated to the north of the magnetic low which trends northeast/southwest across the block, displays highly complex magnetic patterns. Few magnetic trends within this zone display strike lengths of more than two or three line spacings, and strike directions are extremely variable. Several strong magnetic lows, L_{W1} through L_{W7} are situated within this complex area of the block in the vicinity of the sheet join between sheets 1 and 2. These zones may reflect remnant magnetism or alteration. They are associated with a moderately conductive zone, R_{W2}. This zone consists of numerous anomalies of possible bedrock origin, although anomaly shapes are poorly defined. Many sources appear to be quite broad.

R_6 is a highly conductive zone identified from last year's survey data, which continues to the southwest into the western area of this year's flying. It reflects multiple anomalies indicative of thin, strong bedrock sources which usually indicate graphite or sulphides. This zone is associated with a broad magnetic feature which displays magnetic values of approximately 50 nT above background. Possible structural feature F_{W8} defines the northern boundary of this magnetic zone.

Two other conductive zones, R_{W3} and R_{W4}, are situated near the northwestern edge of the western extension area. Zone R_{W3} is quite conductive and displays resistivities of less than 5 ohm-metres. It contains many closely-spaced anomalies indicative of thin, strong bedrock sources. No direct magnetic correlation exists as the zone is coincident with a relatively non-magnetic unit.

R_{W4} is situated approximately one mile southwest of zone R_{W3}. It is not as conductive as R_{W3}, giving rise to resistivities of between 25 and 80 ohm-metres. The anomalies contained within this zone are less well-defined than those in zone R_{W3} and probably reflect broader conductive bedrock sources. This zone displays some association with a gentle magnetic gradient.

Eastern Area

The eastern extension to the Rampart-Manley survey area is dominated by a large, highly complex magnetic zone, M_{E1}, and two other smaller zones, M_{E2} and M_{E3}. The two smaller zones appear to be offset from M_{E1}, but display similar magnetic intensities. The eastern portion of M_{E1} displays a general associated with Sawtooth Mountain which is mapped as a 90 Ma alkalic pluton cut by granite dykes. This pluton gives rise to a resistivity high. The western portion of M_{E1} is also associated with another resistive zone, Zone F, which is also a topographic high. Many possible structural features intersect M_{E1} and M_{E2} giving them a very complex, segmented

appearance. Magnetite is evident over lines 20140 through 20240 and 20440 through 20470 within zone M_{E1}. No negative inphase responses are evident associated with M_{E2} and M_{E3}.

Several conductive zones are situated within this eastern extension block, most of which display some association with magnetic zones M_{E1} and M_{E2}.

Zones R_{E1} and R_{E2} are situated near the western edge of the block and are located at the northern edge of M_{E1} and the associated resistive zone, zone F. R_{E1} contains anomalies which are indicative of thin, moderately strong bedrock sources. R_{E2} consists of multiple anomalies indicative of possible closely-spaced bedrock sources. Few anomalies within R_{E2} display well-defined shapes. A possible major structural feature, F_{E1}, trends east/west immediately south of R_{E3}, separating zone M_{E1} from M_{E2}.

R_{E4} appears to be a continuation of R_{E2}, separated from R_{E2} by a northwest/southeast trending structural break, F_{E2}. R_{E4} is situated in the vicinity of F_{E1} at the northern edge of M_{E1}. It displays similar characteristics to zone R_{E2}.

R_{E3} is the largest, most conductive zone in the area. It is situated at the southern edge of zone F and displays a general correlation with a non-magnetic zone between two peaks within zone M_{E1}. Resistivities within this low are in places calculated

at less than 10 ohm-metres. The anomalies within this zone reflect multiple, closely-spaced strong bedrock sources.

R_{E5} reflects a single-line response indicative of a thin, north-dipping, strong bedrock source. It differs from many anomalies in this area as it displays direct correlation with a moderately magnetic feature situated at the south edge of M_{E2}, immediately north of possible structureal feature F_{E3}. The magnetic correlation suggests its source is more likely to be sulphide than graphite.

Zones R_{E9} and R_{E10} also contain anomalies which display direct magnetic correlation. These zones are situated within magnetic zone M_{E1}. F_{E5} and F_{E6} intersect the magnetic trends in the vicinity of these conductive features. These zones reflect multiple, closely-spaced bedrock conductors.

Anomalies within zone R_{E6} display some correlation with both magnetic zones M_{E1} and M_{E2}. The portion of the zone immediately south of F_{E1} which cuts through R_{E6} is coincident with a magnetic high within M_{E1}. This zone consists of anomalies which reflect strong, closely-spaced bedrock sources. Anomaly 20530K reflects a south-dipping, thin bedrock source situated at the north edge of M_{E1}, in the vicinity of structural feature F_{E1}.

Zone R_{E7} reflects possible bedrock sources coincident with a strong magnetic peak within M_{E1}.

Zone R_{E8} is an east/west trending thin resistivity low containing two closely-spaced conductors. It is situated in the non-magnetic unit immediately south of zone M_{E1}.

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.

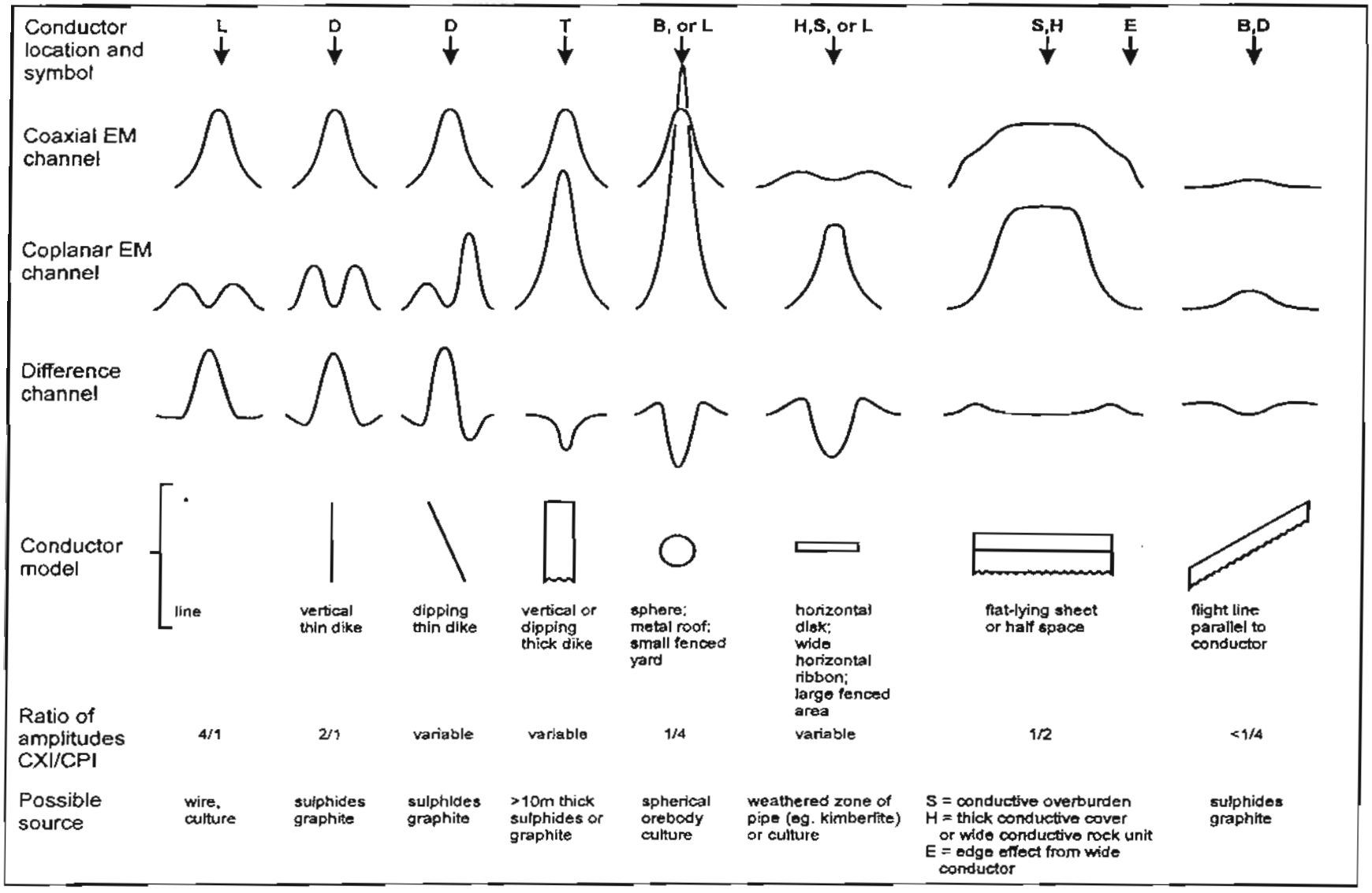
The conductive earth (half space) model is suitable for broad conductors. Resistivity contour maps result from the use of this model. A later section entitled **Resistivity Mapping** describes the method further, including the effect of using it on anomalies caused by discrete conductors such as sulfide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



Typical DIGHEM anomaly shapes

Figure 5-1

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)[3]. 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.

---

[3] 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[4]. 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.

---

[4] 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.[5] 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.

---

[5] 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.[6] 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 a metal roof or small fenced yard.[7] Anomalies of this type are virtually certain to be cultural if they occur in an area of culture.

---

[6] See Figure 5-1 presented earlier.

[7] 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.

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 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 very brief description of the survey results and describes the equipment, procedures and logistics of the survey.

Many bedrock conductors have been interpreted from the survey data. Many are situated within extensive highly conductive zones which consist of closely-spaced bedrock sources. These conductors are most likely due to graphite-rich rocks. There are several zones, however, in which anomalies seem to reflect discrete bedrock sources which display direct magnetic correlation and therefore indicate massive sulphides.

The total field magnetic data have successfully mapped the structure and lithology of the survey area. Interpretation sketch maps included with this report identify numerous faults and contacts which have been inferred from the magnetic data. They also outline magnetic trends which may form a distinct geological unit.

The resistivity products provide valuable information for general geological mapping purposes. Contacts, faults and conductive stratigraphic units are all apparent on the resistivity maps.

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 colour maps. These techniques can yield images which define subtle, but significant, structural details.

Respectfully submitted,

DIGHEM

Ruth A. Pritchard
Geophysicist

RAP/sdp

A0631APR.97R

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 the Rampart-Manley area, Alaska.

Chris Nind	Manager, Helicopter Geophysics
Greg Paleolog	Manager, Field Operations
John McGuire	Geophysical Operator
Mike White	Geophysical Operator
Bill Droine	Field Geophysicist
Megan Sheffer	Field Geophysicist
Lambert De Gravere	Pilot (Era Aviation Inc.)
Doug McConnell	Manager, Computer Production
Gordon Smith	Data Processing Supervisor
Ruth Pritchard	Interpretation Geophysicist
Lyn Vanderstarren	Drafting Supervisor
Mike Armstrong	Draftsperson (CAD)
Susan Pothiah	Word Processing Operator
Albina Tonello	Secretary/Expeditor

All personnel are employees of Dighem, except for the pilot who is an employee of Era Aviation Inc.

DIGHEM

Ruth A. Pritchard
Geophysicist

RAP/sdp

A0631APR.97R

APPENDIX B

EM ANOMALY LIST

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50010	(FLIGHT 1)												
A 1104S	2	6	2	13	16	14	1.3	16	1	44	203	4	0
LINE 50020	(FLIGHT 1)												
A 1246S?	1	2	1	2	2	4	-	-	-	-	-	-	0
B 1220S	2	2	0	4	10	13	0.7	0	1	30	424	1	0
C 1205S?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 50030	(FLIGHT 1)												
A 1325S	1	2	0	2	2	4	-	-	-	-	-	-	0
B 1356S	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 50040	(FLIGHT 1)												
A 1472S?	2	3	1	6	19	23	1.6	21	1	63	217	15	0
B 1443B?	11	10	13	19	18	20	7.2	10	2	48	38	20	0
C 1428S?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 50050	(FLIGHT 1)												
A 1558S?	1	2	1	2	2	4	-	-	-	-	-	-	0
B 1567S?	0	4	1	6	6	42	0.4	5	1	50	340	8	0
C 1590S?	11	12	25	14	17	14	5.9	25	3	50	20	28	0
D 1601S?	2	7	7	13	12	50	1.5	25	2	45	25	23	0
E 1610B?	9	12	3	28	66	46	4.3	14	2	37	39	12	0
F 1617B?	3	5	11	12	19	35	3.2	36	1	41	53	13	0
G 1622B?	5	5	11	15	19	20	4.6	43	2	47	46	20	0
LINE 50060	(FLIGHT 1)												
A 1710H	12	14	20	31	78	57	5.7	26	2	50	34	25	0
B 1703D	6	5	14	17	38	16	6.6	31	3	38	20	16	0
C 1693B?	9	10	11	17	41	20	6.1	21	2	34	25	12	0
D 1684D	4	7	5	27	61	57	3.1	35	2	47	39	21	0
E 1673B?	3	4	5	14	31	34	2.9	45	2	43	50	16	0
LINE 50070	(FLIGHT 1)												
A 1834B?	2	8	4	13	29	82	0.8	10	1	16	406	0	8
B 1851H	17	24	5	7	5	16	5.7	8	2	32	22	11	0
C 1858B?	12	15	4	3	7	16	5.5	26	2	51	27	28	6
D 1877H	1	2	1	2	2	4	-	-	-	-	-	-	0
E 1886B?	4	11	10	26	32	97	2.0	20	1	46	54	19	8
LINE 50080	(FLIGHT 1)												
A 1965H	9	8	5	5	12	20	6.8	23	3	49	19	26	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50080	(FLIGHT 1)												
B 1948H	2	4	10	10	23	21	2.4	30	2	53	26	28	0
C 1931B?	4	5	6	10	19	17	4.1	35	2	53	37	26	0
LINE 50090	(FLIGHT 1)												
A 2061S	0	27	10	53	27	106	0.4	17	1	8	243	0	0
B 2079B?	9	15	20	14	25	92	3.8	24	2	46	29	24	0
C 2090B?	8	10	16	23	40	73	4.6	36	2	46	23	25	4
D 2103B?	5	24	9	47	98	180	1.4	11	1	45	52	20	0
E 2108B?	8	24	13	48	98	180	2.3	11	1	38	77	11	5
F 2132H	1	4	5	14	33	50	1.2	29	1	30	125	0	0
LINE 50100	(FLIGHT 1)												
A 2224B?	5	2	9	4	4	18	15.1	56	1	61	77	26	0
B 2210H	3	5	3	9	21	22	2.4	18	2	43	55	12	0
C 2191H	1	2	3	5	12	18	1.2	31	1	57	73	22	0
D 2180H	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 50110	(FLIGHT 1)												
A 2443H	4	4	6	9	24	30	5.8	50	1	48	62	18	0
B 2466H	2	3	8	11	26	30	2.7	50	1	47	60	18	0
C 2480H	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 50120	(FLIGHT 1)												
A 2640H	2	6	7	12	29	23	1.6	15	1	61	63	27	0
B 2609H	1	2	1	2	2	4	-	-	-	-	-	-	0
C 2584H	4	5	6	14	21	14	4.0	30	2	50	44	21	0
D 2576B?	4	3	7	6	14	18	5.6	50	2	56	35	29	0
LINE 50131	(FLIGHT 2)												
A 1070H	1	3	3	9	13	18	1.0	34	1	40	187	4	4
B 1091B?	0	2	1	2	2	4	-	-	-	-	-	-	0
C 1096D?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 1114H	1	2	1	2	2	4	-	-	-	-	-	-	0
E 1124B	2	8	2	13	37	40	1.3	0	2	49	37	21	0
LINE 50140	(FLIGHT 2)												
A 1279H	3	4	5	7	19	19	3.3	33	1	71	73	34	0
B 1260B?	1	2	1	2	2	4	-	-	-	-	-	-	0
C 1235B?	3	5	3	6	13	28	3.2	37	1	49	97	14	0
D 1227B?	5	4	4	6	14	17	6.9	46	1	55	65	24	0
E 1220B	6	13	17	35	88	77	2.7	17	1	46	60	17	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50140	(FLIGHT 2)												
F 1215B?	5	13	17	35	88	77	2.2	11	2	46	36	20	0
LINE 50150	(FLIGHT 2)												
A 1388B?	3	10	6	20	46	70	1.4	9	1	42	130	7	5
B 1399B?	1	2	0	1	2	4	-	-	-	-	-	-	0
C 1416B	5	7	7	14	32	27	4.0	37	1	41	67	13	0
D 1423B	1	2	1	2	2	4	-	-	-	-	-	-	0
E 1435B	1	1	1	2	2	4	-	-	-	-	-	-	0
F 1451D	4	8	11	19	40	44	2.5	30	2	50	49	22	0
G 1459B	4	6	7	15	34	37	3.5	39	2	43	40	18	0
H 1470H	6	10	10	27	36	57	3.1	17	2	43	32	18	0
LINE 50160	(FLIGHT 2)												
A 1667B?	2	3	1	5	11	14	2.3	33	1	64	655	0	0
B 1644B?	5	11	7	6	21	52	2.2	4	1	46	64	14	0
C 1637B?	2	7	3	8	26	29	0.9	12	1	46	64	16	0
D 1624H	1	2	1	2	2	4	-	-	-	-	-	-	0
E 1598H	12	23	21	5	103	85	3.7	22	2	37	35	16	0
F 1571H	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 50170	(FLIGHT 2)												
A 1794B?	1	2	1	2	2	4	-	-	-	-	-	-	0
B 1815H	1	2	1	2	2	4	-	-	-	-	-	-	5
C 1827B?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 1839D	6	5	5	8	17	22	8.3	49	2	51	46	24	0
E 1846D	6	6	6	9	25	10	5.4	43	1	53	55	24	0
F 1869H	2	2	4	4	16	8	1.0	0	1	35	81	18	0
G 1910H	3	4	1	7	24	23	2.6	32	1	44	58	14	0
LINE 50180	(FLIGHT 2)												
A 2168B?	1	2	0	2	2	4	-	-	-	-	-	-	0
B 2138B?	1	2	1	2	2	4	-	-	-	-	-	-	0
C 2123B	3	5	2	6	18	20	3.1	36	1	58	61	27	0
D 2110H	2	3	3	6	17	31	2.0	52	1	54	84	21	0
E 2087H	2	8	5	18	9	59	1.0	15	1	41	88	11	0
F 2061H	0	3	3	8	15	31	0.4	0	2	50	47	23	0
LINE 50190	(FLIGHT 2)												
A 2259B?	2	4	2	9	14	39	1.5	23	1	92	167	42	0
B 2269B?	1	2	1	2	2	4	-	-	-	-	-	-	0
C 2298B?	3	10	7	20	45	3	1.6	13	1	49	68	19	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50190 (FLIGHT 2)													
D 2307D	5	8	9	16	9	9	3.0	33	2	55	46	28	0
E 2313D	5	8	9	17	8	23	3.1	28	1	60	62	28	0
F 2336H	2	4	3	8	16	20	1.4	35	1	48	84	17	0
G 2351B?	2	7	1	12	24	50	1.2	9	1	58	66	25	0
H 2367H	2	7	2	12	29	50	1.3	5	2	55	55	23	0
LINE 50200 (FLIGHT 2)													
A 2568D	5	7	8	14	8	16	3.6	30	1	57	152	17	0
B 2557H	5	11	10	25	69	99	2.4	17	1	30	103	1	0
C 2553B?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 2522B	18	34	36	81	161	85	4.2	13	2	33	29	13	0
E 2501B?	3	8	5	16	38	47	1.5	19	1	55	65	24	0
F 2474H	2	14	1	26	32	153	0.8	11	1	39	100	11	0
G 2455H	2	11	4	25	42	106	0.9	7	1	38	93	8	4
LINE 50210 (FLIGHT 2)													
A 2655D	1	2	1	2	2	2	-	-	-	-	-	-	0
B 2664D	4	7	10	24	57	62	3.3	35	1	71	74	36	0
C 2671B?	6	11	12	19	65	85	2.8	23	2	45	49	18	0
D 2700B?	5	10	12	20	65	85	2.2	18	2	45	46	18	0
E 2701D	1	2	1	2	2	4	-	-	-	-	-	-	0
F 2731H	8	9	14	10	38	28	5.0	15	2	40	40	13	0
G 2764H	2	9	5	9	44	56	1.2	22	1	41	102	12	0
H 2780B?	7	9	13	14	49	40	4.5	14	2	43	33	17	0
LINE 50220 (FLIGHT 2)													
A 2983H	8	14	16	30	67	74	3.5	17	2	46	36	21	0
B 2976B	4	6	5	14	39	29	2.9	29	2	39	32	14	0
C 2969B	3	4	11	6	7	49	3.4	35	2	32	32	9	0
D 2959H	12	13	20	6	20	5	6.5	6	3	32	20	11	0
E 2934H	1	1	1	2	2	4	-	-	-	-	-	-	0
F 2908H	1	5	1	9	19	55	0.6	14	1	45	97	13	0
G 2890B	7	9	13	10	50	4	4.0	30	2	43	32	19	0
H 2885B	7	10	15	14	48	43	4.1	26	2	36	33	13	0
I 2872D	1	2	1	2	2	4	-	-	-	-	-	-	0
J 2868D	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 50230 (FLIGHT 2)													
A 3091D	6	13	10	26	11	66	2.8	20	2	40	43	15	0
B 3107D	1	3	3	10	24	30	1.4	22	2	44	42	16	0
C 3113D	4	4	12	24	9	4	4.1	33	2	42	31	16	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50230 (FLIGHT 2)													
D 3117D	7	12	12	22	19	45	3.7	11	2	33	34	8	0
E 3119D	8	12	12	22	19	45	4.0	12	2	34	41	8	0
F 3137H	3	12	4	27	23	50	1.1	12	1	38	66	11	0
G 3154D	2	1	2	3	13	9	1.0	0	1	32	101	15	0
H 3162D	1	2	2	5	12	28	1.2	49	1	38	92	9	5
I 3167D	2	7	1	19	52	86	1.1	19	1	38	104	8	0
J 3185B	4	6	7	14	22	30	2.9	29	1	41	77	10	0
K 3191D	4	8	8	15	3	9	2.5	15	1	43	135	5	30
L 3221B	1	2	1	2	2	4	-	-	-	-	-	-	0
M 3227B	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 50240 (FLIGHT 2)													
A 3612D	1	2	1	2	2	4	-	-	-	-	-	-	0
B 3599D	9	13	8	19	47	57	4.2	19	1	49	170	11	0
C 3587D	7	11	6	18	50	40	3.7	10	1	49	67	17	0
D 3573B?	1	2	1	2	2	4	-	-	-	-	-	-	0
E 3568D	9	12	22	37	52	2	4.3	26	2	44	34	20	0
F 3561D	7	13	8	21	35	8	3.0	21	2	39	26	18	0
G 3546D	2	6	6	23	39	85	1.2	14	2	37	37	12	0
H 3539B	7	21	7	41	99	171	2.0	12	1	36	58	11	0
I 3509H	3	8	3	16	16	42	1.4	16	1	37	73	8	0
J 3502H	2	8	6	20	49	5	1.4	18	1	38	79	9	0
K 3477H	4	3	5	8	16	37	7.9	56	1	47	58	18	0
L 3470B?	1	0	1	2	2	0	-	-	-	-	-	-	0
M 3460B?	2	8	3	17	37	83	1.0	17	1	28	264	0	19
N 3426B?	1	2	2	8	4	14	1.4	33	1	46	116	9	0
O 3421D	3	5	2	11	6	33	2.6	34	1	50	154	11	0
LINE 50250 (FLIGHT 2)													
A 3690D	10	9	17	24	40	25	7.6	26	2	68	26	42	0
B 3693D	1	2	1	2	2	4	-	-	-	-	-	-	0
C 3705B?	6	6	8	11	28	17	5.2	21	2	54	46	24	0
D 3725H	3	6	9	16	18	12	2.3	13	2	32	31	6	0
E 3742D	6	13	8	20	54	107	2.7	23	1	35	53	10	0
F 3747D	1	2	1	2	2	4	-	-	-	-	-	-	0
G 3753D	2	8	4	18	39	49	1.1	17	1	41	54	15	0
H 3777B?	1	2	1	2	2	4	-	-	-	-	-	-	0
I 3786B?	1	2	1	2	2	4	-	-	-	-	-	-	0
J 3797H	1	1	1	2	2	4	-	-	-	-	-	-	0
K 3809D	1	2	1	2	2	4	-	-	-	-	-	-	0
L 3812B	7	7	14	18	43	16	6.1	32	2	39	32	16	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50250 (FLIGHT 2)													
M 3823D	7	9	19	22	72	48	4.3	25	1	30	96	0	0
N 3832B?	1	2	1	2	2	4	-	-	-	-	-	-	0
O 3859B?	1	2	1	2	2	4	-	-	-	-	-	-	0
P 3878B	2	4	3	10	18	34	2.3	38	1	52	78	19	0
Q 3886B	2	4	1	6	9	38	1.8	37	1	48	99	14	0
LINE 50260 (FLIGHT 2)													
A 4159D	5	4	3	8	14	17	8.1	46	1	86	124	42	0
B 4154D	5	4	3	8	14	17	7.1	47	1	84	168	38	0
C 4133D	11	30	8	27	57	241	2.6	11	1	33	80	7	0
D 4127D	4	13	5	25	47	103	1.5	17	2	53	49	26	0
E 4085B?	3	4	5	9	18	13	3.1	48	1	47	68	17	0
F 4078B	3	19	7	38	70	181	1.0	6	1	24	189	0	0
G 4069D	1	2	0	7	15	23	1.5	38	1	53	116	14	0
H 4061D	9	6	5	14	28	27	10.4	36	1	45	90	12	0
I 4047D	1	2	1	2	2	4	-	-	-	-	-	-	0
J 4040B	2	2	3	1	4	11	4.1	77	2	41	31	18	0
K 4036D	4	3	9	7	15	8	5.4	59	2	39	32	16	0
L 4031D	6	7	9	6	29	20	4.2	37	2	34	41	11	0
M 4022B	9	25	16	52	136	125	2.4	0	1	25	74	0	0
N 3995B	1	1	1	6	12	53	1.8	72	1	41	349	1	0
O 3977D	3	6	1	11	9	48	1.8	33	1	51	194	13	30
P 3964B	2	6	4	12	20	70	1.4	25	1	46	104	13	0
LINE 50270 (FLIGHT 2)													
A 4230B	1	2	1	2	2	4	-	-	-	-	-	-	0
B 4237D	1	2	1	2	2	4	-	-	-	-	-	-	0
C 4251D	5	16	8	35	88	75	1.6	6	1	39	78	10	0
D 4254B	5	16	8	34	88	75	1.7	11	1	38	73	10	0
E 4259B	3	7	4	45	113	188	2.1	32	1	42	65	14	0
F 4263B	8	23	5	45	113	188	2.1	6	1	28	67	3	0
G 4275D	1	2	1	2	2	4	-	-	-	-	-	-	0
H 4291B	3	15	6	33	49	107	0.9	12	1	35	92	9	0
I 4295B	2	15	2	28	49	129	0.5	8	1	29	95	4	0
J 4302B	9	32	18	6	4	19	1.9	10	1	30	83	6	0
K 4332D	1	2	1	2	2	4	-	-	-	-	-	-	0
L 4340B	5	9	10	15	23	39	2.8	28	1	35	70	8	0
M 4352B	3	12	8	26	31	108	1.2	17	1	19	201	0	0
N 4384B?	1	2	1	2	2	4	-	-	-	-	-	-	0
O 4413B?	0	5	1	11	14	63	0.4	0	1	47	208	8	8
P 4453B?	1	7	2	17	31	39	0.6	9	1	46	103	14	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50280	(FLIGHT 2)												
A 4765D	1	2	1	2	2	4	-	-	-	-	-	-	0
B 4748B	6	8	8	12	31	18	3.5	19	2	39	41	12	0
C 4738B?	6	6	12	20	17	25	6.2	34	1	35	55	8	0
D 4734D	1	2	1	2	2	4	-	-	-	-	-	-	0
E 4725B?	0	3	1	8	12	41	0.4	0	1	30	210	0	0
F 4711D	3	6	3	8	33	22	2.6	26	1	25	390	0	0
G 4705B?	1	2	1	2	2	4	-	-	-	-	-	-	130
H 4684B?	1	2	1	2	2	4	-	-	-	-	-	-	0
I 4675B?	3	5	5	9	23	30	2.3	33	1	46	189	7	0
J 4641S	2	3	0	7	16	2	2.0	59	1	29	623	0	0
K 4636D?	1	2	1	2	2	3	-	-	-	-	-	-	0
L 4615D	1	6	1	11	20	54	0.5	3	1	43	281	3	0
M 4593B?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 50291	(FLIGHT 8)												
A 2459B	4	5	4	10	11	11	3.5	37	1	59	98	23	0
B 2474H	1	2	2	5	13	37	1.0	24	1	54	94	19	0
C 2486B?	3	2	5	8	14	16	9.0	60	2	58	44	29	0
D 2497D	4	5	6	9	29	29	3.5	28	1	46	98	11	0
E 2514D	1	2	1	2	2	4	-	-	-	-	-	-	12
F 2524D	1	5	1	10	25	28	1.0	3	1	50	249	4	0
G 2550S?	2	3	3	8	23	16	1.8	32	1	46	157	5	0
H 2639B	1	2	1	2	2	4	-	-	-	-	-	-	0
I 2647B	3	5	8	10	20	26	2.4	28	1	61	90	24	0
LINE 50300	(FLIGHT 2)												
A 5394B?	1	3	1	5	16	15	1.2	10	1	88	119	41	0
B 5360B	4	7	6	15	38	34	2.6	10	1	49	78	14	0
C 5353D	2	4	0	4	6	22	1.5	29	1	82	108	41	14
D 5327B?	1	2	1	2	2	4	-	-	-	-	-	-	0
E 5318B?	1	2	2	6	15	11	2.8	60	1	65	111	25	0
F 5307D?	1	2	1	10	21	9	1.8	50	1	68	149	26	0
G 5304D	1	5	3	10	21	51	0.8	20	1	59	181	18	0
H 5254H	1	2	1	2	2	4	-	-	-	-	-	-	0
I 5232D	1	3	0	5	5	35	1.6	44	1	77	329	25	40
J 5214B?	3	2	7	8	13	12	6.4	38	2	70	36	39	0
K 5187M	0	2	0	3	0	16	0.4	0	1	64	858	0	0
L 5184B?	0	1	0	3	4	5	0.4	0	1	68	869	0	0
M 5181D	1	1	1	2	2	4	-	-	-	-	-	-	0
N 5168B	8	3	6	6	12	21	21.7	32	3	99	16	72	0
LINE 50310	(FLIGHT 2)												
A 5610H	0	4	1	6	3	14	0.4	7	1	50	263	12	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50310 (FLIGHT 2)													
B 5634B?	0	2	1	2	2	4	-	-	-	-	-	-	0
C 5640M	0	2	0	0	10	23	0.4	11	1	75	811	7	150
D 5646B	0	2	1	2	2	4	-	-	-	-	-	-	0
E 5657D	0	4	2	10	14	77	0.4	0	1	35	483	0	0
F 5661D	0	2	1	2	2	4	-	-	-	-	-	-	0
G 5666M	0	1	0	11	19	68	0.4	2	1	69	828	0	0
H 5724D	0	7	8	13	19	63	0.4	0	1	62	115	25	0
I 5730D	4	20	23	29	12	145	1.2	9	1	41	71	14	20
J 5736D	12	8	33	9	47	43	11.7	36	3	54	16	34	0
K 5745B	7	7	4	20	44	18	5.9	23	3	61	18	38	0
L 5767D	0	2	1	2	2	4	-	-	-	-	-	-	0
M 5778B	0	2	1	1	2	4	-	-	-	-	-	-	0
LINE 50320 (FLIGHT 2)													
A 6144B?	1	1	1	2	2	4	-	-	-	-	-	-	0
B 6096H	2	3	2	5	15	12	1.0	0	1	35	216	10	9
C 6063B?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 6031D	3	6	3	14	37	54	2.4	22	1	39	185	1	0
E 5987M	0	1	0	1	6	18	0.4	0	1	94	948	2	0
F 5956M	0	2	2	2	5	17	0.7	11	1	90	942	0	0
G 5938B?	1	2	1	2	4	12	1.4	35	1	100	119	52	0
H 5930B?	2	1	2	0	0	12	10.0	97	2	142	53	102	0
I 5911B	48	39	36	86	202	70	14.1	6	4	31	7	16	0
J 5906D	13	9	36	86	202	20	10.3	31	4	34	9	18	0
K 5899D	15	18	22	26	20	123	6.4	30	3	45	18	26	0
L 5895D	15	18	10	26	56	54	6.5	35	3	45	17	27	0
M 5888D	11	23	29	51	111	110	3.3	15	3	42	13	24	0
N 5848B	26	19	46	40	71	30	12.8	0	7	25	4	11	0
O 5844B	28	20	48	40	71	35	14.4	10	6	35	4	21	0
LINE 50330 (FLIGHT 2)													
A 6348D	2	5	2	8	24	43	1.1	22	1	39	559	0	30
B 6351B?	0	5	1	8	11	43	0.4	1	1	39	600	0	0
C 6401B	3	10	10	11	64	12	1.5	25	1	47	108	16	0
D 6407D	1	2	1	2	2	4	-	-	-	-	-	-	0
E 6445B?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 6477D	2	4	1	8	26	25	1.6	36	1	48	258	6	0
G 6483D	1	2	1	2	2	4	-	-	-	-	-	-	0
H 6492M	0	2	1	2	2	4	-	-	-	-	-	-	160
I 6502M	1	1	0	3	4	29	1.1	38	1	91	942	0	140
J 6519S?	1	2	0	2	2	4	-	-	-	-	-	-	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50330 (FLIGHT 2)													
K 6529M	0	2	0	2	2	4	-	-	-	-	-	-	90
L 6569S?	1	2	1	2	2	4	-	-	-	-	-	-	0
M 6574M	0	5	4	2	8	64	0.4	0	1	59	798	0	140
N 6586D	1	2	1	2	2	4	-	-	-	-	-	-	0
O 6595D	1	2	0	2	2	4	-	-	-	-	-	-	5
P 6599B?	1	2	1	2	2	4	-	-	-	-	-	-	0
Q 6611D	18	16	25	29	84	49	9.5	27	3	53	16	33	12
R 6617B	4	3	23	11	84	54	6.9	64	4	61	8	44	0
S 6627B	9	8	16	16	14	18	7.8	28	5	48	8	31	0
T 6640B	9	2	21	7	21	25	38.0	65	4	90	11	69	0
U 6659B	1	2	0	3	0	34	1.1	40	2	92	46	59	0
V 6669D	7	7	11	14	27	42	6.6	35	2	82	29	53	0
LINE 50340 (FLIGHT 2)													
A 7066B?	1	2	1	1	2	4	-	-	-	-	-	-	0
B 7019D	1	4	1	9	25	12	0.9	25	1	58	314	12	0
C 7012D	2	5	1	7	24	4	1.4	25	1	40	453	0	0
D 6932D	1	2	1	2	2	4	-	-	-	-	-	-	0
E 6889B?	2	5	3	8	23	30	1.8	23	1	35	301	0	0
F 6876M	0	1	1	3	7	14	0.4	1	1	69	834	0	0
G 6804B?	1	2	1	2	2	4	-	-	-	-	-	-	0
H 6777D	9	11	42	23	41	26	5.6	31	2	60	25	36	0
I 6773B	1	2	1	2	2	4	-	-	-	-	-	-	0
J 6767D	19	16	17	22	35	72	10.1	32	5	57	7	40	0
K 6764D	20	14	46	34	88	28	12.8	24	5	57	6	41	0
L 6758D	18	12	46	34	88	28	13.4	14	4	61	10	41	0
M 6734B?	1	1	1	2	2	4	-	-	-	-	-	-	0
N 6713D	8	15	11	15	43	66	3.0	18	1	60	57	30	0
O 6702B?	9	6	18	13	29	18	10.4	11	4	54	9	33	0
LINE 50351 (FLIGHT 8)													
A 3121D	4	9	5	18	48	63	2.0	13	1	32	219	0	0
B 3114D	1	2	1	2	2	4	-	-	-	-	-	-	0
C 3005S	1	2	1	2	2	4	-	-	-	-	-	-	0
D 2992M	2	3	0	5	1	31	2.6	66	1	69	811	0	0
E 2983M	0	3	0	5	4	27	0.4	0	1	65	837	0	0
F 2961M	1	1	0	1	1	4	-	-	-	-	-	-	0
G 2923B	4	4	9	10	20	21	5.4	30	2	61	40	30	0
H 2883B	11	8	9	22	13	14	10.7	12	7	35	4	21	0
I 2872B	11	7	35	22	54	12	11.6	24	4	53	12	33	0
J 2846D	11	9	30	17	13	100	9.1	21	3	47	21	24	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50351 (FLIGHT 8)													
K 2838B	9	8	20	15	35	29	6.8	22	4	50	10	31	0
L 2818B?	8	7	11	16	34	26	7.4	19	2	60	30	32	0
LINE 50360 (FLIGHT 2)													
A 7997D?	1	2	1	2	2	4	-	-	-	-	-	-	0
B 7981D	3	5	2	8	15	25	3.0	39	1	98	602	16	0
C 7954B?	5	11	4	23	66	90	2.2	12	1	29	182	0	0
D 7944S	1	2	1	2	2	4	-	-	-	-	-	-	0
E 7882B?	0	2	1	2	2	4	-	-	-	-	-	-	0
F 7809H	2	4	2	8	18	23	1.9	19	1	57	136	15	0
G 7780M	0	1	1	1	4	15	0.7	9	1	137	1028	0	100
H 7728D	4	7	3	11	31	23	2.7	10	1	49	72	15	0
I 7672B	13	15	30	38	88	75	6.1	14	3	46	14	27	0
J 7652B	59	65	108	120	288	242	10.8	7	5	34	6	21	0
K 7649B	59	65	109	120	288	101	10.8	10	5	37	5	24	0
L 7641D	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 50370 (FLIGHT 2)													
A 8104B?	2	5	1	7	11	4	1.1	35	1	68	460	18	0
B 8131B?	1	2	1	2	2	4	-	-	-	-	-	-	0
C 8135B?	1	3	2	4	13	16	0.8	17	1	87	181	39	0
D 8139B?	0	2	1	1	2	4	-	-	-	-	-	-	0
E 8146B?	0	2	1	2	7	13	0.8	19	1	67	334	17	0
F 8149B?	0	1	1	2	7	7	0.6	9	1	71	368	18	0
G 8154B?	0	2	1	2	6	7	0.4	0	1	73	358	20	0
H 8185B?	0	2	0	3	9	10	0.4	0	1	54	576	0	20
I 8215M	0	1	0	3	1	19	0.4	9	1	121	1028	0	0
J 8269M	0	3	0	7	6	20	0.4	6	1	60	770	0	0
K 8356M	0	4	0	7	9	10	0.4	0	1	51	760	0	70
L 8388H	2	5	4	10	19	30	1.9	24	1	51	102	15	0
M 8408D	2	5	1	11	26	21	1.2	12	1	23	497	0	0
N 8432D	15	10	21	24	59	33	11.6	11	2	43	38	16	0
O 8442D	1	2	1	2	2	4	-	-	-	-	-	-	0
P 8450B	25	18	51	49	109	44	13.2	17	4	45	10	27	0
Q 8460B	4	6	13	13	31	30	3.1	45	3	69	13	49	0
R 8464B	3	4	13	13	31	30	2.7	51	3	81	14	59	0
S 8478D	22	26	32	48	103	78	7.5	7	3	34	16	15	0
T 8489B	14	17	25	32	30	41	6.2	7	3	41	13	22	0
LINE 50380 (FLIGHT 2)													
A 8976D	3	4	6	7	12	11	3.1	52	1	93	91	53	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50380	(FLIGHT 2)												
B 8971D	1	2	1	2	2	4	-	-	-	-	-	-	0
C 8967D	1	2	1	1	2	4	-	-	-	-	-	-	0
D 8951D	2	4	3	4	15	16	1.0	0	1	42	321	16	0
E 8941B?	1	2	2	1	6	2	1.5	66	1	75	349	25	0
F 8933B?	1	2	0	2	0	3	2.5	80	1	78	345	28	0
G 8906D	2	4	2	4	7	21	2.1	42	1	72	608	5	0
H 8890B?	1	5	1	10	23	44	0.7	10	1	35	372	0	0
I 8778H	2	3	2	4	17	13	1.0	0	1	33	178	11	0
J 8733B?	2	5	2	10	32	15	1.3	21	1	17	492	0	0
K 8688D	2	5	2	9	23	30	2.1	26	1	66	140	24	0
L 8646B	9	7	16	16	34	9	9.6	18	3	52	23	27	0
M 8625D	7	6	23	18	34	21	7.1	17	5	43	8	25	0
N 8618D	1	2	1	2	2	4	-	-	-	-	-	-	0
O 8596B	6	6	4	9	24	17	6.9	1	2	54	36	23	0
LINE 50390	(FLIGHT 3)												
A 716B?	0	4	1	7	12	52	0.4	0	1	57	504	4	0
B 814B	1	2	1	2	2	4	-	-	-	-	-	-	0
C 827B?	1	3	2	2	12	9	0.8	17	1	59	155	18	0
D 888H	1	2	1	2	2	4	-	-	-	-	-	-	0
E 926B	75	83	142	181	322	180	11.7	9	5	29	6	17	0
F 936B	48	55	80	127	291	172	9.9	2	5	21	6	8	0
G 949D	16	26	40	49	117	22	4.4	1	4	24	11	7	0
H 954D	2	3	22	24	58	76	2.3	51	3	34	16	15	0
I 959D	8	23	38	57	136	121	2.1	1	3	25	18	6	0
J 964D	33	19	39	57	136	121	20.0	18	3	30	19	12	0
K 977D	2	5	12	15	34	39	1.9	20	4	69	10	49	0
L 982D	9	6	12	11	18	21	12.1	24	5	67	7	48	0
M 988D	6	4	9	10	1	13	8.7	9	6	59	5	41	0
LINE 50400	(FLIGHT 3)												
A 1455D	1	3	1	5	12	0	1.4	30	1	58	719	0	0
B 1451D	1	2	1	2	2	4	-	-	-	-	-	-	0
C 1446D	2	2	0	4	10	14	2.2	45	1	75	876	0	0
D 1375D	2	5	1	3	19	13	1.5	34	1	49	384	6	0
E 1368D	3	10	3	20	44	114	1.5	13	1	29	356	0	8
F 1363D	1	2	1	2	2	4	-	-	-	-	-	-	0
G 1337B	1	2	0	2	2	4	-	-	-	-	-	-	0
H 1259B	2	3	5	4	15	32	0.5	0	1	38	237	15	0
I 1247D	0	2	1	2	2	4	-	-	-	-	-	-	90
J 1244D	1	8	1	15	6	14	0.5	10	1	18	496	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50400 (FLIGHT 3)													
K 1225B?	5	5	7	10	21	52	4.3	41	1	34	160	1	0
L 1217D	1	2	1	2	2	4	-	-	-	-	-	-	0
M 1214D	0	7	0	14	40	70	0.4	4	1	11	410	0	0
N 1207M	0	7	0	13	25	31	0.4	7	1	28	559	0	0
O 1185M	0	2	0	2	2	4	-	-	-	-	-	-	110
P 1177D	0	2	0	2	2	4	-	-	-	-	-	-	0
Q 1154B?	4	7	9	12	8	18	2.5	23	1	29	169	0	0
R 1129D	6	4	11	13	30	13	9.1	53	1	65	68	33	0
S 1123D	1	2	1	2	2	4	-	-	-	-	-	-	0
T 1114B	6	12	2	13	37	20	2.5	2	1	38	58	8	0
U 1096D	13	8	47	51	127	111	13.3	27	4	46	11	28	0
V 1086B	74	60	114	100	244	163	16.8	0	6	25	4	13	0
LINE 50410 (FLIGHT 3)													
A 1545B?	1	2	0	3	7	9	1.8	46	1	64	880	0	0
B 1637D	1	6	0	5	12	32	0.7	9	1	69	847	0	0
C 1657D	2	9	1	9	19	62	1.0	15	1	61	787	0	0
D 1661D	2	9	0	9	18	62	1.0	13	1	44	724	0	40
E 1738S?	1	2	1	2	2	4	-	-	-	-	-	-	40
F 1756D	0	7	0	11	16	64	0.4	0	1	16	524	0	0
G 1761S	0	8	0	16	6	81	0.4	0	1	18	556	0	0
H 1799S?	1	6	1	14	16	14	0.5	9	1	22	530	0	40
I 1814D	13	19	23	38	91	95	4.6	9	1	33	51	7	0
J 1820B?	1	2	1	2	2	4	-	-	-	-	-	-	0
K 1824D	8	20	12	33	72	118	2.5	10	1	22	197	0	12
L 1857D	9	20	4	33	51	36	3.0	13	1	29	145	0	0
M 1860D	9	7	3	33	51	36	8.8	40	1	30	135	1	0
N 1868B	1	2	1	2	2	4	-	-	-	-	-	-	0
O 1884B	2	3	4	6	14	23	2.4	61	1	48	365	9	0
P 1896D	1	5	0	8	6	55	0.8	24	1	61	381	15	0
Q 1925D	11	9	15	16	34	24	9.0	10	3	55	19	31	0
R 1930D	8	6	2	18	51	46	8.7	21	2	43	24	19	5
S 1935D	8	12	8	18	51	46	3.9	17	3	65	21	41	0
T 1956B	8	20	17	50	123	76	2.5	14	2	43	27	22	0
U 1958B	8	19	17	49	123	76	2.7	15	2	46	28	24	0
V 1963D	9	12	21	26	95	38	4.7	24	2	49	31	24	0
LINE 50420 (FLIGHT 3)													
A 2566B?	1	2	0	2	2	4	-	-	-	-	-	-	0
B 2557B?	1	3	0	5	5	27	0.6	22	1	53	719	2	0
C 2542D	0	3	0	5	19	7	0.4	0	1	80	907	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50420	(FLIGHT 3)												
D 2526D	1	3	0	5	14	30	0.7	23	1	52	751	0	50
E 2518D	5	11	0	13	21	46	2.1	26	1	43	697	0	0
F 2512D	1	6	0	14	21	46	0.4	10	1	52	720	1	0
G 2484B?	1	2	0	2	2	4	-	-	-	-	-	-	0
H 2415D	1	5	0	10	10	57	0.7	23	1	67	801	1	100
I 2409D	2	5	1	9	32	57	1.3	25	1	53	674	0	0
J 2393B?	0	3	0	7	33	46	0.4	8	1	37	645	0	330
K 2378D	0	22	0	39	64	254	0.4	17	1	16	334	0	0
L 2358M	0	6	0	9	21	51	0.4	8	1	38	647	0	0
M 2340M	0	6	0	15	31	48	0.4	14	1	32	530	0	0
N 2312B?	1	5	1	13	23	76	0.6	19	1	28	557	0	0
O 2295D	4	6	10	16	46	26	3.3	31	1	41	105	8	0
P 2291D	4	4	10	8	16	49	4.5	53	1	47	124	14	0
Q 2283B	1	6	2	16	43	87	0.8	20	1	42	137	9	5
R 2280D	0	4	6	16	43	87	0.4	4	1	60	153	22	0
S 2238S	2	5	1	9	20	43	1.2	18	1	17	490	0	0
T 2196B?	7	5	11	13	2	22	8.9	38	1	75	69	39	0
U 2189B	5	6	14	15	10	21	5.3	26	2	50	30	24	4
V 2186D	7	3	11	10	25	14	13.3	33	2	50	33	23	0
W 2179B	6	8	12	12	27	12	4.4	23	3	46	20	24	0
X 2170B	14	14	24	13	43	49	7.4	17	2	33	48	7	0
LINE 50430	(FLIGHT 3)												
A 2806B?	0	2	1	4	6	14	0.4	0	1	100	828	4	0
B 2813B?	0	1	1	1	2	4	-	-	-	-	-	-	0
C 2910S?	3	15	3	21	52	99	1.0	14	1	34	194	4	0
D 2952M	1	5	0	9	4	54	0.7	30	1	64	758	6	120
E 2995B?	1	5	1	8	20	35	1.1	26	1	49	320	6	0
F 3010M	2	3	1	4	18	26	1.6	50	1	36	632	0	80
G 3015M	1	2	1	2	2	4	-	-	-	-	-	-	0
H 3017B?	4	5	2	7	28	42	3.4	55	1	36	524	0	0
I 3028M	2	4	1	7	34	53	1.5	51	1	39	591	2	140
J 3052S?	2	16	0	29	52	145	0.4	5	1	6	309	0	50
K 3058M	0	2	0	2	2	4	-	-	-	-	-	-	0
L 3062B?	1	2	0	2	2	4	-	-	-	-	-	-	0
M 3089S?	0	4	1	10	24	52	0.4	0	1	20	571	0	30
N 3114M	0	2	0	2	2	4	-	-	-	-	-	-	230
O 3151D	1	2	1	2	2	4	-	-	-	-	-	-	0
P 3158D	2	6	4	16	45	26	1.6	36	1	34	434	0	0
Q 3162D	0	2	1	9	11	7	0.7	20	1	41	543	0	0
R 3186B?	1	3	0	3	9	21	1.1	39	1	57	787	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50430 (FLIGHT 3)													
S 3210B	6	6	11	12	39	18	5.5	17	1	29	160	0	0
T 3226B	13	12	23	25	58	44	7.8	20	3	45	19	23	0
U 3234B	6	5	16	17	37	25	6.3	32	2	50	43	21	0
V 3240D	6	10	8	14	43	22	3.3	5	1	41	100	5	0
LINE 50440 (FLIGHT 4)													
A 4376B?	2	2	1	2	7	8	3.2	62	1	111	318	45	0
B 4433B?	3	2	0	2	5	19	6.5	55	1	102	164	51	0
C 4449B?	1	2	0	0	0	12	1.6	47	1	104	266	45	0
D 4486B	10	22	9	34	90	117	3.1	10	1	39	101	8	0
E 4490D	1	2	1	2	2	4	-	-	-	-	-	-	0
F 4502D	4	7	4	10	30	28	3.2	34	1	51	80	19	0
G 4508D	2	4	5	10	31	24	2.1	49	1	53	110	19	0
H 4563B	0	2	1	2	2	4	-	-	-	-	-	-	0
I 4580S?	0	4	1	10	19	62	0.4	0	1	34	634	0	0
J 4598B?	0	2	0	2	2	4	-	-	-	-	-	-	0
K 4610S?	0	2	1	4	12	15	0.8	0	1	42	205	19	0
L 4636B?	0	4	0	6	13	20	0.4	0	1	50	766	0	0
M 4660D	4	9	7	20	45	55	1.9	21	1	56	112	21	12
N 4663D	1	2	1	2	2	4	-	-	-	-	-	-	0
O 4669B	2	8	7	16	60	69	1.3	20	1	37	120	6	0
P 4678B	18	31	51	70	140	141	4.7	15	2	32	29	11	0
Q 4681B	16	27	51	70	162	149	4.6	15	3	32	20	14	0
R 4692B	7	12	16	28	62	57	3.2	21	1	48	76	17	0
S 4700D	1	1	0	2	22	9	1.1	28	1	65	122	25	0
T 4705D	4	6	14	9	25	19	3.5	21	1	48	72	14	0
U 4718B	9	10	17	23	57	54	5.9	18	3	37	20	16	0
V 4729D	1	2	1	2	2	4	-	-	-	-	-	-	0
W 4734B	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 50450 (FLIGHT 4)													
A 5174B	1	5	2	10	24	50	0.9	23	1	52	441	5	0
B 5161D	1	2	0	1	4	2	1.7	58	1	198	1028	0	0
C 5142D	1	2	1	2	2	4	-	-	-	-	-	-	80
D 5139D	1	2	1	2	2	4	-	-	-	-	-	-	0
E 5130B	13	10	14	21	55	24	9.8	17	2	52	38	24	0
F 5122D	1	2	1	2	2	4	-	-	-	-	-	-	0
G 5120D	8	7	7	6	16	21	8.1	31	1	73	179	28	0
H 5099D	1	2	1	2	2	4	-	-	-	-	-	-	0
I 5096D	8	8	8	12	11	23	6.1	27	1	86	88	47	0
J 5093D	8	8	9	12	11	10	6.1	26	1	64	87	28	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.

		COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50450		(FLIGHT 4)												
K	5083B	3	10	4	22	60	103	1.6	16	1	38	145	5	0
L	5006S	0	2	0	2	2	4	-	-	-	-	-	-	0
M	4956H	1	10	3	24	41	120	0.6	7	1	11	436	0	12
N	4924S	2	6	4	12	24	61	1.5	30	1	31	313	0	0
O	4906H	5	12	7	24	17	19	2.2	12	1	33	86	4	0
P	4894B	8	14	14	34	80	51	3.5	19	1	28	57	4	0
Q	4893B	8	14	14	34	80	48	3.5	21	1	30	51	6	0
R	4880B	1	2	1	2	2	4	-	-	-	-	-	-	0
S	4867H	4	9	3	18	42	100	1.8	20	1	37	112	6	0
T	4852B	4	12	2	26	43	141	1.6	19	1	33	129	4	0
U	4847D	1	2	1	2	2	4	-	-	-	-	-	-	0
V	4842D	3	8	7	19	50	10	1.8	22	1	36	138	4	0
W	4823M	0	4	3	7	37	37	0.4	9	1	34	593	0	210
LINE 50460		(FLIGHT 4)												
A	5398B?	1	1	1	2	2	4	-	-	-	-	-	-	0
B	5409D	1	2	0	1	2	4	-	-	-	-	-	-	0
C	5420D	1	2	1	2	13	4	1.2	44	1	94	408	29	0
D	5431D	5	10	8	19	48	56	2.3	22	1	58	89	24	0
E	5442D	0	2	0	1	2	4	-	-	-	-	-	-	0
F	5456D	4	6	3	9	8	18	3.6	32	1	65	150	23	0
G	5460D	1	4	5	8	20	17	1.2	25	1	57	171	16	110
H	5470D	1	3	6	7	10	9	1.1	41	1	93	134	49	0
I	5476D	5	4	6	8	10	19	7.3	59	1	108	113	64	0
J	5519D	5	5	5	5	10	13	4.6	55	1	88	398	33	0
K	5546D	1	5	1	9	11	21	0.9	19	1	48	174	10	0
L	5551B	2	4	3	7	6	18	2.1	35	1	41	150	4	0
M	5590S?	1	10	3	20	15	47	0.6	7	1	28	164	0	0
N	5606M	1	2	1	2	2	4	-	-	-	-	-	-	70
O	5613B?	4	10	3	16	21	106	2.2	30	1	22	346	0	0
P	5620M	0	1	1	1	2	4	-	-	-	-	-	-	250
Q	5630B	9	14	9	22	70	103	3.8	18	1	29	105	0	0
R	5639B?	1	10	4	19	25	113	0.4	8	1	38	213	5	11
S	5649D	2	6	4	14	38	55	1.5	27	1	46	156	11	0
T	5652D	1	2	1	2	2	4	-	-	-	-	-	-	0
U	5663S?	4	11	2	15	42	111	1.7	13	1	30	108	1	60
V	5674D	2	9	3	18	44	82	1.0	9	1	32	93	3	0
W	5681D	3	10	5	21	4	103	1.4	20	1	30	100	4	7
X	5691D	9	12	15	24	60	43	5.0	34	1	34	45	12	0
Y	5695D	9	16	10	24	27	49	3.4	28	2	37	43	15	0
Z	5700B	3	16	10	6	63	14	1.1	11	2	41	43	17	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50460	(FLIGHT 4)												
AA 5726B?	7	18	10	43	110	162	2.4	13	1	31	48	8	0
AB 5733B?	5	13	8	40	85	158	2.1	15	1	41	63	13	0
AC 5741D	4	18	3	36	52	97	1.2	12	1	40	70	14	0
AD 5744D	4	18	3	36	52	97	1.2	13	1	35	71	11	6
AE 5750D	3	9	3	22	49	42	1.8	18	1	35	55	9	0
AF 5758B	1	2	1	2	2	4	-	-	-	-	-	-	60
AG 5762B	1	2	1	2	2	4	-	-	-	-	-	-	0
AH 5785B?	3	8	2	12	34	44	1.5	12	1	42	102	8	0
AI 5793D	7	18	10	37	105	170	2.3	17	1	26	133	0	0
AJ 5799D	3	12	8	26	58	71	1.4	12	1	20	225	0	0
AK 5805D	1	2	1	2	2	4	-	-	-	-	-	-	0
AL 5826M	4	6	4	14	27	88	3.3	48	1	25	494	0	70
AM 5836B?	2	4	4	9	13	64	2.0	49	1	24	530	0	6
AN 5845S?	1	8	4	18	30	114	0.4	10	1	28	281	0	0
AO 5861S?	3	10	1	19	9	65	1.6	27	1	23	474	0	40
LINE 50470	(FLIGHT 4)												
A 6340B?	9	8	11	15	30	35	7.5	33	2	104	48	69	0
B 6335B	9	8	19	15	30	35	7.5	39	2	80	38	51	0
C 6329D	9	0	18	12	9	17	999.0	73	2	90	41	60	0
D 6324D	1	2	1	2	2	4	-	-	-	-	-	-	0
E 6303D	1	2	1	2	2	4	-	-	-	-	-	-	0
F 6298D	1	2	1	2	2	4	-	-	-	-	-	-	0
G 6225H	1	2	1	2	2	4	-	-	-	-	-	-	0
H 6196D	5	9	5	16	7	53	2.6	23	1	42	125	8	0
I 6181H	15	17	35	35	73	121	6.6	17	2	26	33	5	0
J 6148H	12	11	30	28	59	24	7.1	12	3	33	18	12	0
K 6135D	2	5	2	21	31	37	1.4	27	1	41	80	11	0
L 6129D	5	8	9	19	60	88	3.5	35	1	42	87	12	0
M 6125D	5	8	12	19	60	88	3.5	37	1	37	65	11	0
N 6115H	4	16	9	39	54	91	1.2	14	2	40	41	17	0
O 6100D	1	2	1	2	2	4	-	-	-	-	-	-	0
P 6097D	2	8	7	7	3	57	0.8	4	2	33	36	10	17
Q 6089B?	1	2	1	2	2	4	-	-	-	-	-	-	0
R 6085B?	7	12	17	24	29	103	3.2	26	1	30	63	5	0
S 6064B?	4	8	3	14	38	69	2.4	28	1	42	110	10	0
T 6054D	1	2	1	2	2	4	-	-	-	-	-	-	30
U 6050D	2	8	3	18	31	32	0.8	14	1	42	102	11	0
V 6044D	2	4	1	13	19	83	1.5	46	1	50	85	19	0
W 6035D	1	2	1	2	2	4	-	-	-	-	-	-	0
X 6026B?	3	22	7	42	92	275	0.7	6	1	33	88	7	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.

		COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50470		(FLIGHT 4)												
Y	6023B?	2	23	7	42	92	275	0.5	3	1	37	64	12	0
Z	6008B?	1	2	1	2	2	4	-	-	-	-	-	-	0
AA	5993B?	7	4	6	16	17	88	11.3	43	1	62	60	30	80
AB	5988B?	6	12	11	19	17	88	2.6	31	1	54	111	22	0
AC	5984M	6	12	11	19	40	88	2.6	31	1	26	487	0	0
AD	5982B?	1	2	1	2	2	4	-	-	-	-	-	-	0
AE	5957M	6	22	12	9	97	20	1.8	12	1	8	342	0	320
AF	5948M	2	23	7	51	12	270	0.4	9	1	12	338	0	60
LINE 50480		(FLIGHT 4)												
A	6555B	4	14	4	19	42	94	1.5	14	1	53	148	17	0
B	6562D	1	2	1	2	2	4	-	-	-	-	-	-	0
C	6570D	33	42	28	16	32	174	7.8	11	3	40	17	21	0
D	6572D	14	42	46	15	59	174	2.6	2	2	36	24	15	0
E	6575D	14	42	46	15	59	136	2.6	0	3	39	20	19	0
F	6584D	4	7	12	14	7	38	2.7	45	1	81	219	36	6
G	6595D	4	2	6	3	11	6	12.1	80	1	116	82	75	0
H	6601B	1	1	1	2	2	4	-	-	-	-	-	-	0
I	6609D	2	5	6	5	11	26	1.3	31	1	79	146	37	0
J	6611D	1	2	1	2	2	4	-	-	-	-	-	-	110
K	6621B	1	3	3	3	9	23	1.4	32	1	98	153	50	0
L	6628D	3	2	3	3	6	9	4.4	74	1	132	570	40	0
M	6644D	2	3	1	2	5	15	3.0	48	1	132	461	39	0
N	6688D	1	2	1	2	2	4	-	-	-	-	-	-	0
O	6698D	1	2	1	0	2	4	-	-	-	-	-	-	0
P	6714H	1	9	0	20	14	20	0.5	16	1	45	176	12	0
Q	6739D	2	5	6	8	40	24	1.7	28	1	42	111	9	0
R	6757B	9	7	11	25	76	51	8.0	41	1	37	60	11	0
S	6775M	4	21	7	50	80	254	1.1	14	1	5	241	0	0
T	6810B	10	20	12	36	42	32	3.3	14	2	38	28	16	60
U	6822B	10	31	20	79	192	278	2.2	10	2	28	29	10	0
V	6834D	10	17	20	42	59	50	3.6	20	2	38	45	13	0
W	6847D	2	4	1	21	50	110	1.5	40	1	54	87	21	0
X	6860H	5	8	8	21	28	15	2.9	27	1	39	121	6	0
Y	6874M	0	0	1	0	16	35	1.1	46	1	83	858	6	0
Z	6898B?	4	7	4	13	22	19	3.0	29	1	58	123	20	0
AA	6907B	3	4	3	13	16	32	3.4	45	1	44	100	11	0
AB	6914D	1	2	1	2	2	4	-	-	-	-	-	-	0
AC	6941B?	5	14	7	6	13	10	2.1	17	1	31	155	1	0
AD	6947D	6	22	10	33	86	168	1.8	3	1	31	78	4	0
AE	6964B	5	17	13	43	34	105	1.6	18	1	39	55	15	30

* 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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50480	(FLIGHT	4)											
AF 6969B	1	2	1	2	2	4	-	-	-	-	-	-	0
AG 6984D	1	2	1	2	2	4	-	-	-	-	-	-	0
AH 6995D	1	2	1	2	2	4	-	-	-	-	-	-	0
AI 7010B	3	12	6	24	27	108	1.2	23	1	37	141	9	0
AJ 7013B?	3	7	6	25	27	108	1.8	37	1	25	290	0	0
AK 7035D	1	2	1	2	2	4	-	-	-	-	-	-	30
AL 7038M	4	17	5	28	27	147	1.4	13	1	7	329	0	0
AM 7039D	3	17	4	28	27	147	0.8	9	1	8	334	0	0
AN 7051B?	5	5	6	9	13	67	5.2	49	1	21	509	0	80
AO 7061D	4	7	8	10	38	65	2.7	27	1	33	182	0	0
AP 7066B?	1	2	1	2	2	4	-	-	-	-	-	-	100
LINE 50490	(FLIGHT	4)											
A 7680D	11	13	13	20	58	56	5.6	29	1	76	117	37	0
B 7677D	11	13	13	20	58	56	5.6	29	1	56	94	22	0
C 7673D	6	12	13	20	58	56	2.7	21	1	103	63	66	0
D 7667D	1	2	1	2	2	4	-	-	-	-	-	-	0
E 7665D	15	23	10	31	99	134	4.9	22	1	43	125	12	0
F 7635B?	4	2	1	3	6	9	9.9	70	1	138	100	91	0
G 7620D	4	16	5	26	66	22	1.5	15	1	52	122	19	30
H 7616D	4	10	5	26	66	22	2.2	29	1	65	141	27	19
I 7602D	1	2	0	2	2	4	-	-	-	-	-	-	0
J 7595D	1	2	1	2	2	4	-	-	-	-	-	-	0
K 7537D	1	2	1	2	2	4	-	-	-	-	-	-	0
L 7524D	1	1	0	2	2	4	-	-	-	-	-	-	0
M 7499H	1	6	2	11	19	57	0.4	5	1	42	167	8	0
N 7486B	4	9	6	20	48	54	2.3	20	1	42	73	12	70
O 7475H	5	4	11	9	23	19	9.1	56	2	47	45	21	0
P 7466B?	6	23	8	45	113	222	1.6	13	1	27	110	2	18
Q 7449B?	1	2	1	2	2	4	-	-	-	-	-	-	0
R 7439B	12	10	30	22	43	30	8.7	21	2	30	40	6	0
S 7432D	4	3	24	22	28	6	8.1	55	3	46	20	24	10
T 7418D	6	13	4	26	74	58	2.5	22	2	38	34	15	0
U 7407B	10	28	7	43	65	241	2.6	18	2	37	37	16	0
V 7405B	10	28	19	3	75	241	2.4	17	2	36	36	15	0
W 7384D	5	18	12	33	66	113	1.8	22	1	52	52	26	0
X 7369D	4	34	8	64	126	359	0.8	6	1	21	148	0	7
Y 7368D	4	34	8	64	126	359	0.7	7	1	23	144	1	5
Z 7363D	1	2	1	2	2	4	-	-	-	-	-	-	40
AA 7356D	6	11	14	13	48	22	3.1	22	1	13	498	0	90
AB 7336B?	1	4	1	6	11	31	1.0	19	1	46	272	3	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50490	(FLIGHT 4)												
AC 7328B?	0	1	1	2	2	4	-	-	-	-	-	-	18
AD 7305B	5	15	7	31	66	143	1.8	21	1	30	145	3	0
AE 7301B	1	2	1	2	2	4	-	-	-	-	-	-	0
AF 7298B	8	17	8	34	97	129	2.9	19	1	31	135	2	0
AG 7289B	1	2	7	10	29	39	1.7	71	1	30	369	0	30
AH 7284D	1	2	1	2	2	4	-	-	-	-	-	-	0
AI 7267B	12	15	5	48	119	235	5.7	29	1	30	78	5	0
AJ 7257B	3	17	8	45	121	206	0.9	3	1	29	53	5	0
AK 7243B	10	31	15	55	137	114	2.4	13	1	31	64	8	0
AL 7221D	5	5	6	9	32	26	4.9	46	1	42	189	7	0
AM 7203D	5	6	1	17	29	22	4.1	50	1	22	468	0	0
AN 7193D	4	8	2	23	27	58	2.5	45	1	15	468	0	100
AO 7191B	1	2	1	2	2	4	-	-	-	-	-	-	0
AP 7146B	5	12	4	19	10	72	2.0	16	1	35	125	4	0
AQ 7141B	3	10	7	19	32	63	1.5	16	1	40	79	11	0
AR 7134D	1	2	1	2	2	4	-	-	-	-	-	-	0
AS 7127D	1	2	1	2	2	4	-	-	-	-	-	-	17
LINE 50500	(FLIGHT 4)												
A 7886D	1	2	1	2	2	4	-	-	-	-	-	-	9
B 7891D	1	2	1	2	2	4	-	-	-	-	-	-	0
C 7895D	1	2	1	2	2	4	-	-	-	-	-	-	0
D 7920B?	1	2	1	2	2	4	-	-	-	-	-	-	0
E 7956H	1	1	1	2	12	10	1.0	0	1	44	378	16	0
F 8070D	5	27	10	35	58	285	1.2	11	1	37	93	11	0
G 8075B	2	28	8	35	58	285	0.5	11	1	24	194	2	0
H 8097D	4	7	6	23	10	122	2.6	32	1	45	75	15	0
I 8104H	1	2	1	2	2	4	-	-	-	-	-	-	0
J 8121S?	2	6	2	11	19	79	1.4	32	1	26	483	0	0
K 8144B	23	25	25	109	238	279	8.0	24	2	24	36	5	60
L 8157D	5	17	8	41	31	175	1.6	18	1	35	50	12	140
M 8161B?	5	11	5	26	18	86	2.3	31	1	40	53	16	0
N 8178B	3	11	4	20	29	106	1.4	16	1	30	79	4	17
O 8191B	8	19	9	27	66	166	2.6	12	1	25	83	0	0
P 8199B	5	17	2	30	94	139	1.7	19	1	33	139	5	0
Q 8210B	1	2	1	2	2	4	-	-	-	-	-	-	0
R 8230B?	1	16	1	41	47	249	0.4	11	1	28	185	2	40
S 8246D	1	2	0	2	2	4	-	-	-	-	-	-	40
T 8259D	2	7	7	16	33	52	1.2	19	1	55	123	18	0
U 8271D	10	18	17	35	90	101	3.8	17	2	34	47	9	0
V 8276D	8	8	16	27	30	17	5.3	40	1	49	79	19	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50500 (FLIGHT 4)													
W 8295B?	6	1	9	3	16	12	1.0	0	1	25	108	7	0
X 8305B	6	15	5	32	60	191	2.3	31	1	26	267	2	0
Y 8309B	7	7	4	8	52	60	5.6	49	1	19	424	0	0
Z 8317M	0	1	3	1	62	13	0.4	19	1	27	444	2	100
AA 8332D	8	23	18	34	133	174	2.3	14	1	28	74	4	0
AB 8336D	9	19	22	43	104	153	2.9	11	1	35	61	9	0
AC 8341D	13	15	26	62	161	104	6.5	24	2	28	33	6	0
AD 8346D	12	22	26	62	161	104	3.7	20	1	29	53	7	0
AE 8359B	1	2	1	2	2	4	-	-	-	-	-	-	0
AF 8380D	1	2	1	2	2	4	-	-	-	-	-	-	0
AG 8384B	11	14	18	27	63	38	5.5	23	2	40	43	15	0
LINE 50510 (FLIGHT 4)													
A 8643B	1	2	1	2	2	4	-	-	-	-	-	-	330
B 8635B	9	7	18	16	21	96	8.5	38	2	27	23	7	0
C 8626B	9	16	20	8	45	132	3.4	21	2	29	32	9	0
D 8613B?	8	22	19	7	20	70	2.4	9	1	23	96	0	0
E 8598S	2	7	2	13	29	78	1.0	21	1	38	135	7	0
F 8570M	0	11	0	23	46	146	0.4	12	1	8	289	0	0
G 8543S	1	7	1	15	14	22	0.4	5	1	22	233	0	0
H 8495S?	6	24	9	41	89	239	1.6	12	1	30	141	3	70
I 8480B?	4	6	6	14	38	37	3.7	30	1	37	88	5	0
J 8451D	16	34	16	61	159	92	3.8	14	1	34	61	9	0
K 8446D	14	15	21	7	28	32	6.9	29	2	39	43	15	0
L 8440D	1	2	1	2	2	4	-	-	-	-	-	-	0
M 8433B?	2	8	1	12	18	91	0.8	18	1	30	128	3	0
LINE 50511 (FLIGHT 8)													
A 1325H	0	3	1	8	17	48	0.4	0	1	52	135	15	0
B 1281H	3	5	9	14	32	62	2.1	29	2	44	49	16	0
C 1267H	2	4	4	8	21	43	2.1	33	2	46	29	21	0
D 1241B?	5	5	6	10	4	21	5.3	32	2	35	28	11	230
E 1231H	7	11	12	23	57	36	3.7	14	2	32	26	10	0
F 1210B?	3	7	7	11	33	29	1.7	7	1	28	136	0	0
LINE 50512 (FLIGHT 12)													
A 5868M	1	1	1	1	2	4	-	-	-	-	-	-	140
B 5846D	1	2	0	2	2	4	-	-	-	-	-	-	0
C 5801D	1	7	0	12	30	62	0.8	11	1	57	639	0	0
D 5739D	12	15	12	7	12	24	5.3	23	1	66	58	35	0
E 5731B	1	2	1	2	2	4	-	-	-	-	-	-	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50520	(FLIGHT 5)												
A 794B?	0	2	1	2	2	4	-	-	-	-	-	-	0
B 853S?	0	4	1	4	6	22	0.2	0	1	38	404	10	0
C 906S	0	1	0	2	2	4	-	-	-	-	-	-	0
D 932D	8	9	5	6	13	16	5.3	23	1	96	136	50	0
E 957D?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 973S?	2	5	2	8	20	40	1.3	23	1	44	223	4	0
G 1014B?	1	2	1	2	2	4	-	-	-	-	-	-	0
H 1026B?	6	11	9	23	37	73	3.0	16	2	39	37	13	0
I 1036D	8	10	12	25	68	57	5.1	29	2	35	40	12	70
J 1053H	3	10	6	26	18	95	1.5	13	1	36	71	8	0
K 1095D	1	2	1	2	2	4	-	-	-	-	-	-	0
L 1100D	2	7	6	5	16	41	1.4	24	1	58	60	27	0
M 1108B?	5	3	10	10	34	36	11.7	47	2	38	34	12	0
N 1119H	11	14	25	32	60	42	5.4	16	2	38	28	15	0
O 1193H	1	2	1	2	2	4	-	-	-	-	-	-	0
P 1202D	1	2	1	2	2	4	-	-	-	-	-	-	150
Q 1213M	5	9	8	16	21	94	2.9	31	1	27	300	0	0
R 1232H	4	11	5	24	34	98	1.9	20	1	34	90	6	0
S 1244D	5	11	6	14	41	86	2.2	20	1	40	66	12	50
T 1252B	17	33	25	70	203	128	4.1	9	2	23	38	2	0
U 1259B	9	22	19	47	105	194	2.7	23	1	46	56	20	0
LINE 50530	(FLIGHT 5)												
A 1784B	1	3	4	6	14	17	1.0	23	1	90	152	42	0
B 1759D	4	5	2	7	17	18	4.1	49	1	84	306	33	0
C 1742D	4	2	0	4	11	15	9.8	75	1	119	477	40	0
D 1726D	1	1	1	2	2	4	-	-	-	-	-	-	0
E 1721D	4	5	0	5	19	12	3.5	32	1	51	364	2	0
F 1710B?	1	1	0	2	2	4	-	-	-	-	-	-	4
G 1697D	1	2	1	1	2	4	-	-	-	-	-	-	0
H 1686D	31	66	27	89	201	444	4.5	16	1	27	123	5	0
I 1674D	1	4	3	5	13	22	0.6	13	1	73	304	23	0
J 1667D	1	2	0	2	2	4	-	-	-	-	-	-	0
K 1612H	1	4	4	9	31	26	0.8	22	1	44	134	9	0
L 1569H	8	29	12	57	74	186	1.9	11	1	32	47	10	0
M 1560D?	1	6	8	31	2	46	0.4	2	1	44	53	18	0
N 1548D	5	15	6	26	65	136	1.9	19	2	43	46	18	0
O 1536D	8	22	9	40	103	151	2.2	11	2	40	46	15	0
P 1518B	1	7	2	19	36	43	0.5	16	1	48	70	20	0
Q 1510B	2	3	3	3	27	43	2.8	61	1	44	60	16	15
R 1505B	3	4	5	7	12	60	2.6	51	1	44	53	18	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50530	(FLIGHT	5)											
S 1499B	1	2	1	2	2	4	-	-	-	-	-	-	0
T 1492B	7	4	17	11	15	62	11.2	54	2	38	32	16	7
U 1478B?	9	13	17	27	74	55	4.5	25	2	33	22	14	0
V 1472B?	6	9	9	21	59	89	4.0	36	2	32	25	12	0
W 1459H	8	28	16	70	168	253	1.8	10	2	32	31	12	0
X 1437H	8	21	15	47	22	122	2.4	5	2	30	25	9	0
Y 1427D	10	15	6	28	79	92	4.3	28	2	47	32	24	0
Z 1418B?	6	4	17	13	15	36	8.2	42	2	44	27	20	0
AA 1412B?	8	10	19	16	12	39	4.7	17	2	42	52	13	0
AB 1374B?	1	2	1	2	2	4	-	-	-	-	-	-	15
AC 1358B	1	2	1	2	2	4	-	-	-	-	-	-	0
AD 1351D	2	2	6	7	24	64	5.5	83	1	39	155	5	8
AE 1315B	21	48	35	107	272	288	3.8	13	2	32	40	11	0
AF 1304D	2	4	7	16	36	63	1.4	37	2	72	41	43	0
LINE 50540	(FLIGHT	5)											
A 2016B	2	3	4	7	10	21	3.2	69	1	73	263	27	0
B 2018M	2	3	4	7	17	21	3.2	63	1	45	724	0	270
C 2024D	3	1	4	0	17	15	10.3	69	1	79	193	30	0
D 2034D	1	2	1	2	2	4	-	-	-	-	-	-	0
E 2072B?	3	2	1	2	4	33	5.8	76	1	111	601	29	0
F 2086D	1	2	0	1	2	4	-	-	-	-	-	-	0
G 2090D	1	2	1	2	2	4	-	-	-	-	-	-	0
H 2108D	3	4	6	7	12	12	3.6	57	1	108	104	65	0
I 2118D	1	2	1	2	2	4	-	-	-	-	-	-	0
J 2125B?	0	2	1	5	13	25	0.4	0	1	91	178	42	20
K 2131D	1	2	1	2	2	4	-	-	-	-	-	-	0
L 2259D	1	2	1	2	2	4	-	-	-	-	-	-	0
M 2284D	10	22	15	50	116	17	3.1	18	1	38	48	14	0
N 2306B?	12	36	18	71	163	273	2.4	9	2	29	37	9	0
O 2309B?	11	36	20	71	137	273	2.4	7	2	29	38	8	10
P 2330H	12	22	26	47	55	136	3.8	17	2	39	21	20	0
Q 2344D	4	16	2	31	70	116	1.4	9	2	32	29	11	0
R 2359B	13	23	16	48	88	137	3.8	12	2	32	44	8	0
S 2374B	7	23	10	61	120	177	2.0	18	1	36	68	12	0
T 2390B	4	16	4	26	36	101	1.4	18	1	30	138	4	0
U 2395B	1	2	1	2	2	4	-	-	-	-	-	-	13
V 2410B?	5	25	4	14	65	77	1.1	1	1	28	94	2	0
W 2416D	4	32	4	14	65	78	0.7	0	1	24	117	0	0
X 2422D	6	32	2	45	86	247	1.2	6	1	26	117	2	20
Y 2439D	6	13	7	15	44	29	2.7	20	1	37	70	10	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50540	(FLIGHT	5)											
Z 2448D	3	5	5	19	49	44	2.9	33	2	40	50	12	0
AA 2451D	1	1	1	2	2	4	-	-	-	-	-	-	0
AB 2463H	5	7	7	13	40	8	4.0	31	2	41	34	17	0
AC 2496H	7	15	11	31	60	103	2.6	15	1	30	87	3	50
AD 2529H	5	15	7	32	92	93	2.0	19	1	33	103	6	0
AE 2539D	4	17	6	32	5	88	1.2	15	1	28	297	0	12
AF 2563B	19	24	42	53	132	51	6.1	21	1	34	59	9	0
AG 2570B	11	28	34	66	185	226	2.7	19	2	36	35	15	0
AH 2577D	7	17	16	20	34	114	2.3	22	1	46	73	19	11
AI 2588H	13	24	27	48	100	136	3.7	24	2	47	34	24	0
LINE 50550	(FLIGHT	5)											
A 3164B	5	9	5	15	29	63	3.1	31	1	66	117	28	0
B 3107S?	0	2	1	2	2	4	-	-	-	-	-	-	0
C 3084D	0	2	1	1	5	13	0.6	22	1	125	779	27	0
D 3057D	1	5	0	7	10	19	0.9	25	1	88	893	4	0
E 2964B?	3	7	4	16	15	9	1.7	20	1	41	189	4	0
F 2954D	2	5	2	8	15	6	1.8	36	1	43	138	10	0
G 2946B	1	2	1	2	2	4	-	-	-	-	-	-	0
H 2920B	6	25	9	57	84	258	1.4	11	1	28	80	5	0
I 2909B	1	2	1	2	2	4	-	-	-	-	-	-	0
J 2898B	4	8	2	15	37	70	2.2	25	1	35	90	6	5
K 2887B	4	20	2	35	63	233	1.2	11	1	29	131	3	0
L 2858B	5	17	4	25	46	46	1.7	17	1	36	147	6	0
M 2841D	6	25	9	38	72	150	1.6	11	1	27	167	1	0
N 2835D	5	29	3	60	86	385	1.1	13	1	32	164	7	0
O 2832D	4	29	0	60	86	385	0.8	8	1	22	208	0	0
P 2816S?	3	9	4	26	59	48	1.3	19	1	29	200	0	0
Q 2800B?	4	10	2	10	25	43	2.1	19	1	41	207	4	0
R 2792B?	2	3	4	12	16	33	2.4	25	1	39	205	0	0
S 2768S	0	2	1	2	2	4	-	-	-	-	-	-	0
T 2750B	7	17	16	40	56	34	2.4	15	1	32	59	8	80
U 2743D	2	4	2	3	14	49	1.5	38	1	40	56	13	0
V 2731H	5	12	12	31	59	104	2.4	22	1	34	50	9	0
W 2716D	5	12	5	23	72	112	2.0	18	1	31	147	1	0
X 2699B	2	11	2	23	23	110	0.8	20	1	32	197	4	0
Y 2690D	4	8	3	15	30	47	2.1	31	1	36	209	3	0
Z 2681D	1	2	0	2	2	4	-	-	-	-	-	-	8
AA 2674D	2	4	1	7	14	37	1.7	41	1	39	290	0	0
AB 2666B	1	2	1	2	2	4	-	-	-	-	-	-	160
AC 2632B	3	13	3	22	34	124	1.2	13	1	20	410	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.

		COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50560		(FLIGHT 5)												
A	3337B?	2	5	2	8	29	33	1.5	11	1	44	502	0	0
B	3353B?	3	2	6	3	11	4	5.8	36	1	50	140	7	0
C	3367B?	1	3	0	3	5	32	0.8	30	1	58	608	2	0
D	3408M	3	4	3	4	10	20	2.7	57	1	81	834	8	9
E	3411D	1	2	1	2	2	4	-	-	-	-	-	-	0
F	3426D	1	4	1	2	9	18	1.1	24	1	69	583	2	0
G	3440D	1	2	1	2	2	4	-	-	-	-	-	-	0
H	3599B?	3	5	3	11	27	21	2.5	25	1	53	116	15	0
I	3608B?	3	5	3	11	22	52	2.4	34	1	47	133	11	0
J	3632B?	8	12	12	25	64	63	3.7	12	1	40	56	11	0
K	3639B?	1	2	1	2	2	4	-	-	-	-	-	-	0
L	3642B	5	10	10	20	38	26	2.5	24	1	46	56	18	0
M	3645B?	1	2	1	2	2	4	-	-	-	-	-	-	5
N	3673S?	2	7	2	12	16	77	0.9	24	1	40	191	7	0
O	3687S?	1	2	1	2	2	4	-	-	-	-	-	-	0
P	3704S	0	1	1	2	2	4	-	-	-	-	-	-	0
Q	3713S?	1	2	1	2	2	4	-	-	-	-	-	-	0
R	3726S	0	4	1	6	12	33	0.4	0	1	30	728	0	50
S	3775S	0	2	0	2	2	4	-	-	-	-	-	-	0
T	3792B?	1	2	1	2	2	4	-	-	-	-	-	-	0
U	3798D	5	6	4	6	15	17	3.8	30	1	34	119	1	0
V	3805B?	1	5	2	9	35	34	0.8	15	1	36	107	4	0
W	3824B?	10	29	22	72	203	168	2.4	15	1	35	51	12	0
X	3826B?	11	30	23	72	203	200	2.6	13	2	31	43	9	0
Y	3850D	5	21	11	46	56	179	1.4	8	1	29	103	3	4
Z	3877S?	2	7	3	16	36	29	1.5	26	1	47	119	14	0
AA	3890B?	6	15	7	26	59	110	2.1	21	1	38	84	11	0
AB	3899D	7	6	10	9	21	28	7.0	32	1	32	69	4	0
LINE 50570		(FLIGHT 6)												
A	586H	1	2	1	2	2	4	-	-	-	-	-	-	0
B	620B	6	8	5	10	25	20	3.5	10	1	62	62	27	0
C	632B?	1	2	0	2	2	4	-	-	-	-	-	-	0
D	644B?	2	4	6	8	15	13	2.3	50	2	83	54	51	0
E	651B?	7	7	11	17	37	23	5.8	44	2	70	47	41	8
F	710D	1	2	1	2	2	4	-	-	-	-	-	-	0
G	725S?	1	2	1	2	2	4	-	-	-	-	-	-	0
H	737M	0	2	0	2	2	4	-	-	-	-	-	-	70
I	769B	4	10	0	9	17	42	2.2	20	1	57	237	15	0
J	782B?	4	3	7	8	17	12	6.6	41	2	83	46	48	0
K	792B	2	3	2	5	5	19	2.4	62	1	120	71	80	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.

		COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 HZ		VERTICAL DIKE			HORIZONTAL CONDUCTIVE 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 S0570	(FLIGHT 6)														
L	803B?	2	3	1	1	1	13	3.3	67		1	158	93	110	0
M	817B?	0	2	1	2	2	4	-	-		-	-	-	-	0
N	866D	16	25	6	17	45	40	4.8	4		1	36	162	0	0
O	897S?	2	13	2	29	51	163	0.7	11		1	30	183	2	0
P	907S?	2	7	2	10	10	62	1.4	26		1	44	165	9	0
Q	936S	1	2	1	2	2	4	-	-		-	-	-	-	0
R	952B?	1	3	1	14	26	61	0.7	21		1	28	513	0	0
S	959D	2	9	3	15	31	69	0.9	11		1	25	305	0	0
T	973S	2	3	2	6	12	20	2.7	51		1	26	276	0	0
U	983S	0	2	1	2	2	4	-	-		-	-	-	-	0
V	1086M	4	11	4	19	17	113	1.7	32		1	34	518	4	110
W	1086D?	4	11	2	19	14	113	1.7	31		1	36	550	3	110
X	1114B?	3	9	7	14	34	22	1.5	16		1	39	117	7	110
Y	1132S	2	11	4	20	11	112	1.0	8		1	44	85	13	0
Z	1154D	4	12	4	21	49	112	1.7	15		2	58	53	29	7
AA	1185D	4	13	5	26	44	52	1.5	12		2	57	47	29	70
AB	1196D	1	2	1	2	2	4	-	-		-	-	-	-	0
AC	1203B	3	6	5	13	29	22	2.2	15		2	62	31	34	0
AD	1224B	1	6	0	12	24	56	0.6	7		1	72	84	36	0
AE	1228B	1	2	1	2	2	4	-	-		-	-	-	-	0
LINE 50580	(FLIGHT 6)														
A	2026B?	0	1	1	2	2	4	-	-		-	-	-	-	0
B	2015D	9	12	12	17	39	40	4.9	30		1	69	123	31	0
C	2005B?	1	2	0	2	2	4	-	-		-	-	-	-	0
D	1980D	4	13	7	24	30	113	1.3	16		1	43	124	12	0
E	1971D	13	9	12	5	33	23	12.1	26		1	43	84	11	0
F	1966M	25	34	17	23	60	91	6.5	20		1	17	408	0	0
G	1963D	25	34	26	39	84	91	6.5	16		1	42	69	14	0
H	1959D	25	13	26	39	84	88	20.1	16		1	43	89	11	0
I	1947D	8	7	10	14	22	33	6.4	41		1	64	76	31	0
J	1940B	1	2	1	2	2	4	-	-		-	-	-	-	0
K	1918B	4	8	4	14	28	48	2.3	36		1	70	107	33	0
L	1904D	4	4	6	7	15	5	4.5	55		1	105	87	64	0
M	1896D	1	2	1	2	2	4	-	-		-	-	-	-	0
N	1850D	2	5	4	19	50	78	1.2	32		1	93	142	49	0
O	1848D	2	7	4	19	50	78	1.3	29		1	59	133	24	0
P	1816B?	3	5	3	3	7	22	2.3	40		1	93	95	53	0
Q	1801B?	2	4	0	1	2	16	2.2	36		1	82	199	34	0
R	1782D	0	4	2	17	31	56	0.4	5		1	88	187	42	0
S	1770D	4	7	1	15	24	73	2.5	27		1	70	464	10	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50580 (FLIGHT 6)													
T 1749D	1	2	0	2	2	4	-	-	-	-	-	-	0
U 1709D	1	2	1	2	2	4	-	-	-	-	-	-	0
V 1700D	11	19	8	20	58	103	3.7	14	1	46	95	14	0
W 1682D	9	19	5	26	12	28	3.2	14	1	39	117	7	0
X 1663B?	3	4	2	7	12	30	2.7	28	1	63	65	29	0
Y 1395M	0	4	0	9	25	22	0.4	2	1	30	632	0	0
Z 1389B?	1	2	1	2	2	4	-	-	-	-	-	-	0
AA 1377D	10	25	14	22	38	54	2.6	13	1	29	98	4	0
AB 1371D	2	4	12	27	59	151	1.6	45	1	34	59	9	0
AC 1364D	10	34	21	47	61	246	2.1	9	1	24	87	1	0
AD 1342D	1	2	1	4	11	17	2.0	77	1	55	123	20	0
AE 1321B	11	32	22	70	198	199	2.4	0	2	24	43	1	0
AF 1308M	1	2	1	2	2	4	-	-	-	-	-	-	0
AG 1306D	5	16	12	28	36	228	1.6	24	1	34	143	8	0
AH 1301B	7	15	14	28	36	228	2.5	20	1	46	84	17	0
AI 1291D	5	6	3	9	13	23	4.9	29	1	54	128	15	0
LINE 50590 (FLIGHT 6)													
A 2206D?	1	2	1	2	1	4	-	-	-	-	-	-	0
B 2219D	1	2	0	2	2	4	-	-	-	-	-	-	0
C 2246S?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 2258D	0	2	2	5	10	29	0.8	18	1	35	422	0	0
E 2267B?	2	2	1	5	12	23	5.9	69	1	42	505	0	0
F 2270B?	1	1	1	2	2	4	-	-	-	-	-	-	0
G 2295B?	4	5	10	9	14	29	3.7	19	2	42	37	14	0
H 2304D	0	6	3	4	20	8	0.4	0	2	59	42	31	0
I 2309D	10	7	9	12	26	43	10.6	43	2	58	31	33	0
J 2313D	10	10	13	2	11	17	6.9	33	2	59	30	34	0
K 2318D	2	2	12	9	19	9	7.3	74	3	49	22	26	0
L 2322D	12	4	28	19	33	19	29.8	36	3	48	15	27	6
M 2326D	1	2	1	2	2	4	-	-	-	-	-	-	0
N 2333D	6	9	13	19	7	33	4.1	34	2	94	49	60	0
O 2375B?	6	9	15	19	43	37	4.1	23	2	55	32	28	0
P 2395B	4	3	4	7	16	16	5.6	63	1	97	141	52	0
Q 2405B?	0	5	1	8	12	60	0.4	13	1	84	204	39	0
R 2411D	1	2	1	2	2	4	-	-	-	-	-	-	6
S 2434D	1	2	1	2	2	4	-	-	-	-	-	-	0
T 2440D	10	18	22	37	66	93	3.6	28	1	55	72	26	0
U 2444D	10	18	6	37	39	93	3.4	14	1	78	96	39	0
V 2462B	14	18	19	34	79	4	5.6	16	2	46	34	21	0
W 2469D	1	2	1	2	2	4	-	-	-	-	-	-	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50590	(FLIGHT 6)												
X 2550D?	2	3	2	5	9	15	3.1	64	1	47	390	5	0
Y 2577D	1	2	1	2	2	4	-	-	-	-	-	-	0
Z 2719B?	0	2	0	2	6	22	0.4	0	1	80	876	0	0
AA 2722M	0	2	0	2	4	21	0.4	0	1	83	911	0	140
AB 2734M	0	2	0	5	0	12	0.4	12	1	67	772	6	140
AC 2745M	0	1	0	3	0	3	0.4	6	1	86	876	6	270
AD 2748M	0	1	0	3	0	15	0.5	14	1	93	893	10	0
AE 2759M	0	0	0	1	0	4	-	-	-	-	-	-	160
AF 2775M	0	6	0	7	0	38	0.4	9	1	41	659	0	230
AG 2782M	0	5	0	1	34	37	0.4	5	1	36	659	0	240
AH 2788D	1	2	1	2	2	4	-	-	-	-	-	-	0
AI 2807B?	1	5	6	13	24	48	0.7	20	1	17	278	0	0
AJ 2811D	4	11	2	13	23	48	2.0	17	1	19	348	0	0
AK 2823D	1	2	1	2	2	4	-	-	-	-	-	-	40
AL 2834D	11	16	1	25	67	47	4.7	10	1	30	49	4	0
AM 2844D	4	10	12	10	9	81	2.2	25	1	23	231	0	0
AN 2854D	8	16	2	11	7	34	3.0	15	1	18	405	0	0
LINE 50600	(FLIGHT 7)												
A 1768D	3	4	6	7	15	11	4.0	35	1	88	90	47	0
B 1844B?	3	2	6	5	12	9	7.6	40	2	85	29	53	0
C 1873B	2	3	3	6	12	16	2.5	33	1	78	69	40	0
D 1895B	4	5	7	14	28	20	3.1	24	2	60	49	28	0
E 1903B?	3	5	8	12	28	13	3.0	27	1	98	72	58	0
F 1928B	3	3	4	7	18	15	5.6	53	1	106	69	67	0
G 1946B?	3	3	7	6	13	11	6.1	43	2	91	36	58	0
H 1956B?	1	3	1	4	11	19	1.0	10	1	76	155	29	0
I 1960B?	1	2	0	2	2	4	-	-	-	-	-	-	0
J 1972B?	0	2	0	2	2	4	-	-	-	-	-	-	0
K 1996B	1	2	1	2	2	4	-	-	-	-	-	-	0
L 2000D	4	3	1	7	16	8	9.2	47	1	79	133	35	0
M 2017D	1	2	0	2	2	4	-	-	-	-	-	-	0
N 2031B	2	6	2	11	22	53	1.6	20	1	36	206	0	0
O 2049S?	1	4	0	6	15	13	1.4	21	1	28	734	0	0
P 2321B	10	14	21	37	60	68	4.7	13	2	34	36	9	0
Q 2336B?	2	4	4	11	29	28	1.4	32	1	57	128	19	380
LINE 50610	(FLIGHT 7)												
A 3093S	3	3	1	6	18	15	4.3	39	1	45	385	0	0
B 3052B?	2	8	9	24	17	45	1.3	16	2	59	53	29	0
C 3046B?	9	13	9	23	17	45	4.7	21	1	56	56	26	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 HZ		VERTICAL DIKE			HORIZONTAL CONDUCTIVE 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 50610	(FLIGHT 7)													
D 2995B?	3	4	5	10	24	21	4.1	52		1	138	347	60	0
E 2988D	2	4	5	10	9	23	2.2	43		1	95	96	54	0
F 2978D	1	2	1	2	2	4	-	-		-	-	-	-	0
G 2970D	1	4	4	15	37	48	1.1	5		1	67	144	23	0
H 2954B?	1	1	1	2	2	4	-	-		-	-	-	-	0
I 2946D	3	4	2	7	17	21	3.2	33		1	118	151	65	0
J 2911B?	1	2	1	2	2	4	-	-		-	-	-	-	0
K 2905B?	3	1	2	6	11	17	14.3	89		1	142	76	98	0
L 2890D	1	2	0	2	2	4	-	-		-	-	-	-	0
M 2854B?	1	2	1	2	2	4	-	-		-	-	-	-	0
N 2794B?	2	2	1	7	16	27	2.2	37		1	62	314	9	0
O 2784B	1	2	1	2	2	4	-	-		-	-	-	-	0
P 2754S	2	3	5	9	2	25	2.5	41		1	50	123	12	0
Q 2614M	0	2	0	5	6	29	0.4	0		1	69	861	0	0
R 2465S	1	4	2	6	15	27	0.5	0		1	25	341	0	140
S 2448B	5	8	8	14	36	35	3.3	10		1	47	86	12	15
T 2436B	7	7	15	16	36	33	5.7	18		2	35	33	10	19
U 2430B	6	6	15	16	32	33	5.9	27		2	47	39	20	6
V 2409B?	2	5	3	8	18	27	1.2	21		1	43	190	6	0
LINE 50620	(FLIGHT 7)													
A 3275D	2	9	0	12	15	79	1.1	11		1	80	880	0	0
B 3281B	2	10	5	14	28	79	0.6	2		1	35	306	0	0
C 3296B?	1	2	0	1	2	7	0.9	15		1	86	290	31	0
D 3308D	1	2	1	2	2	4	-	-		-	-	-	-	0
E 3326D	2	5	0	2	12	21	1.5	21		1	65	334	13	6
F 3340B	10	10	28	25	16	11	6.9	32		3	66	22	42	0
G 3348D	1	2	1	2	2	4	-	-		-	-	-	-	0
H 3369H	1	2	1	2	2	4	-	-		-	-	-	-	0
I 3389D	1	3	1	5	11	20	1.0	15		1	60	395	4	0
J 3440B?	4	3	1	3	2	4	6.6	52		2	139	35	103	0
K 3451D	3	3	2	3	10	6	4.0	38		2	155	41	114	0
L 3494D	1	2	1	2	0	4	-	-		-	-	-	-	0
M 3504D	3	1	2	4	16	21	10.3	56		1	88	77	47	0
N 3509D	1	2	1	2	2	4	-	-		-	-	-	-	0
O 3515D	1	2	1	2	2	4	-	-		-	-	-	-	0
P 3562D?	0	2	1	1	2	4	-	-		-	-	-	-	0
Q 3621B	5	10	3	20	17	12	2.3	21		1	37	195	2	0
R 3626D	5	12	2	17	36	87	1.9	11		1	39	156	4	0
S 3636B	3	6	0	5	7	24	0.2	0		1	32	168	10	0
T 3655D	4	6	3	9	23	34	3.0	28		1	80	140	36	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50620	(FLIGHT 7)												
U 3677D	14	14	8	15	34	25	7.2	18	1	91	101	50	0
V 3692D	2	6	1	9	24	50	1.6	17	1	67	156	24	0
W 3721D	2	5	2	3	9	13	1.6	22	2	138	53	97	0
X 3749B?	1	2	0	2	2	4	-	-	-	-	-	-	0
Y 3754D	2	5	0	9	20	52	1.4	23	1	59	811	0	0
Z 3792M	0	0	0	3	9	17	1.5	60	1	114	1028	0	350
AA 3845M	0	0	0	0	8	9	1.1	28	1	94	985	0	90
AB 3867M	0	2	0	2	2	4	-	-	-	-	-	-	80
AC 4013B?	0	2	0	2	2	4	-	-	-	-	-	-	0
AD 4029B?	1	2	1	2	2	4	-	-	-	-	-	-	0
AE 4046S?	0	11	0	24	30	164	0.4	14	1	22	429	0	0
AF 4060B?	0	2	0	2	2	4	-	-	-	-	-	-	100
AG 4094D	5	8	13	32	89	75	2.9	37	1	48	98	17	0
AH 4101D	10	18	20	12	36	23	3.5	11	2	28	37	6	0
AI 4108B	1	2	1	2	2	4	-	-	-	-	-	-	0
AJ 4123D	8	15	10	27	70	73	3.2	16	1	28	60	3	0
LINE 50630	(FLIGHT 7)												
A 5038D	4	5	4	6	14	18	3.6	29	1	96	190	44	0
B 5019D	1	2	0	2	2	4	-	-	-	-	-	-	0
C 5010D	1	2	0	2	2	4	-	-	-	-	-	-	0
D 4984D	5	4	1	6	12	26	5.6	48	1	66	822	0	0
E 4963D	1	2	1	2	2	4	-	-	-	-	-	-	0
F 4953B?	4	2	5	5	10	8	8.0	48	1	92	89	50	0
G 4887D	1	3	1	4	14	15	1.5	43	1	74	272	25	0
H 4871D?	2	1	3	2	4	20	12.4	97	1	92	811	1	100
I 4866D?	2	1	2	3	4	20	11.3	105	1	79	382	21	0
J 4861D?	1	1	1	1	2	4	-	-	-	-	-	-	0
K 4851D?	2	2	3	4	9	6	1.0	0	1	64	194	38	0
L 4847D?	2	2	1	2	9	6	4.4	60	1	124	892	6	0
M 4818D	3	7	6	18	41	80	1.5	21	1	51	156	14	0
N 4805D?	1	1	1	2	3	24	1.5	63	1	97	125	53	0
O 4796D?	1	2	1	1	2	4	-	-	-	-	-	-	0
P 4785D	5	5	7	9	23	11	5.8	12	2	58	36	28	0
Q 4778D	1	1	1	2	2	0	-	-	-	-	-	-	0
R 4700B	2	5	3	13	32	43	1.1	16	1	75	241	26	8
S 4692D	4	4	3	13	25	39	4.7	29	1	65	128	23	0
LINE 50631	(FLIGHT 13)												
A 6633D	4	4	5	7	17	17	4.8	31	1	84	149	36	0
B 6656D	8	6	5	6	13	9	9.8	30	1	94	120	49	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50631 (FLIGHT 13)													
C 6677D	1	3	8	11	26	15	0.7	5	1	64	78	28	14
D 6683D	7	4	7	11	13	3	9.2	27	2	48	50	17	0
E 6690D	1	2	1	2	2	4	-	-	-	-	-	-	0
F 6696B?	5	3	9	7	22	35	8.2	56	1	76	128	35	0
G 6749M	0	0	0	1	0	4	-	-	-	-	-	-	270
H 6806M	0	1	0	2	0	4	-	-	-	-	-	-	170
I 6823M	1	0	0	2	0	4	-	-	-	-	-	-	70
J 6833M	0	1	0	0	1	4	-	-	-	-	-	-	0
K 7106B?	1	2	0	2	2	4	-	-	-	-	-	-	0
L 7139B?	1	2	3	8	23	22	1.4	59	1	34	359	0	0
M 7146B?	3	2	1	6	20	18	6.1	63	1	35	670	0	140
N 7164D	0	4	0	2	3	9	0.4	12	1	57	730	4	0
O 7183B	1	2	1	2	2	4	-	-	-	-	-	-	190
P 7195B	1	2	1	2	2	4	-	-	-	-	-	-	0
Q 7204B	5	11	2	21	36	61	2.4	31	1	16	477	0	0
R 7232B	4	9	9	16	46	36	2.0	21	1	45	71	15	0
S 7242B	17	32	20	64	71	53	4.2	7	1	26	47	3	0
LINE 50640 (FLIGHT 7)													
A 5172D	2	3	4	7	17	19	2.6	51	1	75	257	25	0
B 5193B?	1	3	1	6	17	16	1.4	10	1	80	1021	0	0
C 5206B?	0	2	1	2	3	6	0.4	0	1	70	525	4	0
D 5228B	6	4	4	8	20	9	8.0	18	1	41	132	0	0
E 5248D	4	2	1	5	13	7	12.2	62	1	70	256	21	0
F 5264B?	1	2	1	1	2	4	-	-	-	-	-	-	0
G 5306B	0	2	1	2	2	4	-	-	-	-	-	-	0
H 5322D	1	2	0	2	2	4	-	-	-	-	-	-	0
I 5329B?	0	1	2	3	9	13	0.5	0	1	30	485	0	0
J 5338D	0	4	1	2	7	10	0.4	0	1	36	467	0	0
K 5344D	1	3	1	4	13	7	1.2	29	1	47	335	3	0
L 5350D	1	2	1	2	2	4	-	-	-	-	-	-	0
M 5380S?	2	7	3	10	23	17	1.1	9	1	51	132	13	0
N 5403D	4	15	5	22	37	91	1.4	5	1	42	149	7	0
O 5405D	4	14	5	22	37	91	1.4	6	1	42	113	9	0
P 5414D	7	13	8	20	52	77	3.3	30	1	71	77	37	0
Q 5419D	1	2	1	2	2	4	-	-	-	-	-	-	0
R 5432B?	1	2	1	2	2	4	-	-	-	-	-	-	0
S 5442D	8	8	13	16	36	50	6.6	29	3	68	18	44	0
T 5448D	9	13	10	16	36	51	4.0	15	1	56	57	25	0
U 5457D	4	2	5	3	7	2	10.4	40	1	69	82	30	0
V 5466D	3	8	5	11	28	66	1.7	20	1	55	166	16	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50640	(FLIGHT 7)												
W 5549B	1	2	1	2	2	4	-	-	-	-	-	-	0
X 5560B?	2	1	2	1	2	3	6.1	68	1	92	86	49	0
Y 5575D	10	10	8	16	47	42	6.1	11	1	43	59	12	0
Z 5585B	12	10	26	25	66	36	9.2	25	3	54	15	33	0
AA 5602B?	7	4	17	18	42	26	13.7	44	4	72	12	51	0
AB 5607D	7	6	20	8	27	26	7.2	35	3	63	23	37	0
AC 5618D	1	2	1	2	2	2	-	-	-	-	-	-	0
AD 5636B?	2	3	0	2	1	18	2.5	59	1	130	183	75	0
AE 5644B?	1	2	2	2	3	22	1.6	62	1	123	144	73	0
AF 5658D	8	5	6	0	13	2	9.6	16	1	113	106	64	0
AG 5672D	1	2	1	2	2	4	-	-	-	-	-	-	10
AH 5682B?	1	2	1	2	2	4	-	-	-	-	-	-	0
AI 5726M	0	1	0	1	0	4	-	-	-	-	-	-	300
AJ 5792M	0	1	0	1	0	4	0.7	0	1	143	1028	0	40
AK 5948B	4	12	2	18	18	29	1.6	13	1	14	481	0	0
AL 5958B?	2	4	0	10	19	15	1.6	34	1	17	554	0	0
AM 6014B?	1	2	0	2	2	4	-	-	-	-	-	-	0
AN 6062B?	0	2	0	2	2	4	-	-	-	-	-	-	0
AO 6086B?	0	12	0	22	20	106	0.4	10	1	20	442	0	0
AP 6094D	2	4	1	5	17	10	2.1	49	1	22	539	0	0
AQ 6117B	5	8	9	24	39	82	3.2	34	1	40	76	12	0
AR 6126B	9	9	27	20	63	34	6.4	27	1	27	56	2	19
LINE 50650	(FLIGHT 7)												
A 7055D	4	4	12	11	28	20	4.7	46	1	105	67	67	0
B 7030B	1	4	0	4	7	24	0.9	15	1	131	185	74	0
C 6997D	7	6	5	9	25	9	6.0	20	1	60	106	21	0
D 6987D	1	2	1	1	4	16	0.9	27	1	106	145	58	50
E 6974D	3	4	5	7	21	17	2.9	29	1	75	90	35	4
F 6951B	3	4	2	5	12	9	1.0	0	1	60	166	37	0
G 6943B?	4	1	9	2	7	2	40.3	85	2	102	61	65	0
H 6938M	0	0	1	2	2	4	-	-	-	-	-	-	480
I 6927D	7	11	9	20	48	42	3.6	14	2	52	54	22	0
J 6906D	1	2	1	2	2	4	-	-	-	-	-	-	0
K 6870B	1	2	1	2	2	4	-	-	-	-	-	-	0
L 6861B	2	4	8	9	26	44	1.5	31	3	88	23	61	0
M 6855B	0	6	1	9	26	44	0.4	0	2	93	28	63	0
N 6839D	15	30	18	28	71	148	3.8	12	2	52	38	26	4
O 6838D	15	30	18	28	71	148	3.7	12	2	44	29	22	0
P 6835D	11	19	18	28	71	157	4.0	9	2	50	27	25	0
Q 6814D	23	22	44	57	116	109	9.6	22	3	56	19	34	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50650 (FLIGHT 7)													
R 6813D	23	22	44	57	116	109	9.6	25	3	52	13	33	0
S 6785D	1	2	1	2	2	4	-	-	-	-	-	-	0
T 6773B?	2	2	5	8	19	30	2.1	63	1	86	88	48	0
U 6751D	8	17	6	14	38	55	2.7	14	1	64	212	21	0
V 6749B?	1	2	1	2	2	4	-	-	-	-	-	-	0
W 6736B?	1	2	0	2	2	4	-	-	-	-	-	-	0
X 6731D	2	7	2	13	27	68	1.1	26	1	62	254	20	0
Y 6666D	1	2	1	2	2	4	-	-	-	-	-	-	0
Z 6659D	0	4	2	13	14	38	0.4	5	1	60	200	20	6
AA 6652D	1	3	3	5	17	20	1.6	38	1	75	95	36	4
AB 6641D	1	2	1	2	2	4	-	-	-	-	-	-	0
AC 6637D	3	7	2	21	54	86	1.6	20	1	48	111	13	0
AD 6625D	3	11	8	24	70	84	1.5	19	1	48	237	10	9
AE 6611D	12	8	38	6	6	43	11.3	37	1	63	182	21	0
AF 6604B	13	10	38	23	61	43	9.9	33	2	60	26	36	0
AG 6590D	6	9	6	9	15	28	3.7	15	1	59	359	8	11
AH 6576D	7	10	3	9	25	31	3.8	21	1	47	418	1	15
AI 6545B?	0	1	1	2	2	4	-	-	-	-	-	-	11
AJ 6533B?	0	2	1	2	2	4	-	-	-	-	-	-	0
AK 6519M	0	1	1	1	2	4	-	-	-	-	-	-	10
AL 6454M	0	0	0	1	1	2	-	-	-	-	-	-	50
AM 6450M	0	0	0	1	0	2	3.1	98	1	209	1028	0	190
AN 6446M	0	0	0	1	0	3	-	-	-	-	-	-	270
AO 6434M	0	1	0	2	0	15	0.5	10	1	193	1028	0	0
AP 6331D	0	1	0	2	1	13	0.6	10	1	145	1028	0	0
AQ 6294B?	0	3	2	8	15	63	0.4	0	1	28	552	0	0
AR 6286B?	0	4	0	10	5	27	0.4	2	1	60	784	0	0
AS 6253B?	1	1	1	1	5	19	4.6	88	1	83	894	0	0
AT 6224B?	3	4	0	8	12	11	3.1	55	1	42	512	0	17
AU 6220B?	3	6	1	8	9	63	2.0	36	1	44	462	3	0
AV 6193S?	1	3	6	9	14	60	1.4	47	1	21	503	0	9
AW 6171S	3	6	5	13	33	38	2.5	15	1	39	82	6	10
LINE 50660 (FLIGHT 7)													
A 7496D	1	2	1	2	2	4	-	-	-	-	-	-	0
B 7506D	3	10	4	16	33	17	1.6	16	1	54	156	17	30
C 7521B	3	4	1	6	16	46	3.7	44	1	52	229	10	0
D 7525B	4	3	1	7	9	38	6.1	61	1	53	256	12	0
E 7538D	5	6	1	4	4	14	4.5	40	1	53	286	10	0
F 7543D	5	7	2	9	19	17	3.4	33	1	58	191	18	0
G 7554D	1	2	0	2	2	4	-	-	-	-	-	-	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 HZ		VERTICAL DIKE		HORIZONTAL CONDUCTIVE SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN	M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 50660 (FLIGHT 7)													
H 7573B?	2	4	0	2	8	14	1.8	36	1	90	740	3	0
I 7581D?	0	1	1	2	2	4	-	-	-	-	-	-	0
J 7590D?	1	2	0	3	9	6	2.1	70	1	165	1028	0	0
K 7607D?	2	4	2	9	20	11	2.1	30	1	60	317	10	0
L 7619D	7	11	28	40	83	29	3.9	30	1	53	66	23	6
M 7632B	12	19	11	26	72	103	4.1	15	1	43	63	14	0
N 7636B	1	17	3	23	73	103	0.4	3	1	57	77	25	0
O 7643D	18	22	13	16	24	57	6.8	20	1	55	141	19	0
P 7677D	14	15	14	33	86	78	7.1	19	1	57	55	27	0
Q 7685D	22	20	29	24	10	15	9.6	7	3	62	16	39	0
R 7718D	1	2	1	2	2	4	-	-	-	-	-	-	0
S 7721D	15	11	20	22	48	34	10.8	19	2	77	40	46	0
T 7764D	9	6	8	6	15	11	11.2	36	1	75	191	29	4
U 7772D	3	3	8	0	9	9	3.4	59	1	106	168	57	15
V 7784B?	1	2	2	1	7	18	2.2	68	1	71	361	20	0
W 7793B?	1	1	2	2	1	10	1.1	52	1	97	302	45	0
X 7812M	0	2	0	4	10	25	0.4	12	1	139	1028	0	0
Y 7816M	1	1	0	2	0	4	-	-	-	-	-	-	110
Z 7857B?	2	2	0	2	4	16	4.3	86	1	165	1028	0	0
AA 7866M	0	1	0	0	0	8	0.7	27	1	219	1028	0	410
LINE 50661 (FLIGHT 13)													
A 5512B	1	2	1	2	2	4	-	-	-	-	-	-	0
B 5392M	1	9	3	24	31	115	0.4	7	1	23	510	0	0
C 5367M	1	2	0	2	2	4	-	-	-	-	-	-	0
D 5344M	2	5	0	9	17	3	1.7	48	1	32	522	1	0
E 5332D	4	18	1	4	25	140	1.2	17	1	13	325	0	0
F 5326D	2	12	8	2	25	127	0.8	18	1	47	153	15	0
LINE 50662 (FLIGHT 13)													
A 6283D	1	3	1	7	17	28	1.1	41	1	101	665	20	0
B 6273D	3	4	0	5	13	24	3.7	43	1	61	577	0	0
C 6262D	1	2	1	2	2	4	-	-	-	-	-	-	0
D 6234B?	3	5	4	9	20	25	2.6	19	1	51	609	0	0
E 6200M	0	2	1	2	2	4	-	-	-	-	-	-	160
F 6185D	1	2	1	2	2	4	-	-	-	-	-	-	0
G 6169D	3	6	2	3	14	11	1.7	19	1	50	148	12	0
H 6162D	1	2	1	2	2	4	-	-	-	-	-	-	0
I 6150D	3	3	0	3	11	7	3.7	41	1	89	168	40	0
J 6120D	1	2	1	2	2	4	-	-	-	-	-	-	0
K 6073B?	1	2	1	2	2	3	-	-	-	-	-	-	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50662	(FLIGHT	13)											
L 6060B?	1	2	1	2	2	4	-	-	-	-	-	-	0
M 6045D	1	2	1	2	2	4	-	-	-	-	-	-	0
N 6010D	7	17	16	35	64	67	2.6	17	1	47	150	13	0
O 6005D	7	21	16	39	64	196	2.1	12	1	30	173	1	11
P 6000D	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 50670	(FLIGHT	7)											
A 9272D	2	4	1	5	10	22	2.0	43	1	76	849	0	0
B 9236D	1	3	0	5	12	22	0.8	32	1	118	913	17	0
C 9222B	1	2	1	2	2	3	-	-	-	-	-	-	0
D 9212D	5	4	7	5	9	13	6.9	43	1	63	257	16	0
E 9181D	4	6	4	8	24	27	3.6	22	1	28	414	0	0
F 9171D	0	3	1	4	13	15	0.4	0	1	53	700	0	0
G 9170D	0	2	1	2	2	4	-	-	-	-	-	-	30
H 9141D	0	2	1	2	2	4	-	-	-	-	-	-	0
I 9134D	3	5	3	8	19	22	2.1	26	1	45	299	1	0
J 9120B?	2	3	3	4	7	17	1.8	42	1	74	396	18	0
K 9107B	1	2	1	2	2	4	-	-	-	-	-	-	0
L 9098B?	0	2	1	2	2	4	-	-	-	-	-	-	0
M 9047B	16	12	33	37	94	52	10.9	21	3	50	20	28	0
N 9025D	4	7	2	8	16	42	2.5	26	2	97	42	64	0
O 9010D	23	47	19	41	96	85	4.3	5	1	56	62	26	0
P 8992D	4	5	5	14	24	54	3.3	14	2	71	34	40	0
Q 8984D	1	2	1	2	2	4	-	-	-	-	-	-	0
R 8930D	4	6	3	8	17	20	2.8	24	1	57	580	0	0
S 8897B?	4	5	3	6	22	20	4.1	26	1	49	265	3	0
T 8826D?	3	7	1	11	21	66	1.8	23	1	41	422	0	0
U 8803B	10	7	11	11	25	14	9.4	7	2	70	45	36	0
V 8775B	8	6	22	12	27	26	10.0	10	3	53	22	27	0
W 8766D	12	15	15	20	54	31	6.0	17	2	54	54	24	0
X 8761D	12	10	15	20	47	27	9.2	27	1	60	121	22	0
Y 8757D	7	10	1	20	47	27	3.8	25	1	73	153	31	0
Z 8751B?	1	2	1	2	2	4	-	-	-	-	-	-	7
AA 8744D	4	6	11	11	25	36	3.7	17	1	76	71	38	16
AB 8680D	8	7	15	17	38	13	7.0	34	1	92	116	49	0
AC 8678D	6	5	15	17	38	13	7.0	40	2	69	36	40	0
AD 8449B?	4	5	0	8	6	53	4.2	58	1	62	751	5	0
AE 8447M	0	5	0	8	6	53	0.4	12	1	58	736	4	220
AF 8431M	3	4	0	8	16	45	4.0	65	1	59	741	4	0
AG 8368B?	2	5	1	12	29	41	1.9	30	1	26	473	0	0
AH 8349B?	4	4	0	7	12	47	5.3	64	1	52	528	6	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50670	(FLIGHT 7)												
AI 8303B?	7	14	8	26	64	85	2.6	5	1	32	109	0	0
AJ 8277B	1	2	1	2	2	4	-	-	-	-	-	-	0
AK 8269B	6	6	3	12	31	35	5.0	24	1	48	172	7	0
LINE 50680	(FLIGHT 7)												
A 9406B	4	4	8	10	21	8	5.2	38	1	63	77	27	0
B 9431D	1	2	1	2	2	4	-	-	-	-	-	-	0
C 9441D	4	3	4	3	8	6	7.2	31	1	94	83	51	0
D 9454D	1	2	2	2	7	13	1.0	10	1	73	310	18	0
E 9473D	2	4	2	6	18	19	2.1	48	1	74	358	25	0
F 9480D	1	2	1	2	2	4	-	-	-	-	-	-	0
G 9494D	1	2	0	2	0	4	-	-	-	-	-	-	7
H 9534B?	1	3	1	3	8	7	1.0	25	1	74	587	3	0
I 9552D	9	7	5	16	34	61	8.1	45	1	66	111	30	0
J 9556D	9	15	5	16	34	61	3.5	28	1	60	192	21	0
K 9618D	1	2	1	2	2	4	-	-	-	-	-	-	0
L 9634B?	1	10	1	12	17	28	0.6	0	1	72	132	31	5
M 9638D	1	2	0	2	2	4	-	-	-	-	-	-	0
N 9643D	2	6	9	22	58	43	1.5	32	1	54	140	19	0
O 9658D	43	80	96	57	125	311	5.6	6	2	20	19	5	0
P 9663D	45	113	96	57	434	520	4.6	8	2	30	21	13	0
Q 9715D	5	9	7	14	37	16	2.8	26	1	85	225	36	0
R 9728D	1	2	1	2	2	4	-	-	-	-	-	-	0
S 9734B	3	5	7	11	13	14	2.4	9	1	51	81	14	0
T 9863B	3	6	3	14	34	55	2.1	27	1	69	95	32	0
U 9871B	3	8	1	11	32	56	1.9	21	1	66	124	27	0
V 9886B	1	2	1	2	2	4	-	-	-	-	-	-	40
W 9891B	3	5	7	14	35	21	3.1	26	1	75	71	37	0
X 9903B	1	5	2	6	12	26	0.9	0	1	70	131	26	0
Y 9907D	2	5	2	6	12	26	1.7	15	1	86	155	38	0
Z 10019D	11	17	9	18	49	42	4.3	15	1	82	196	35	0
AA 10032D	5	6	6	7	18	17	4.5	25	1	80	69	42	0
LINE 50681	(FLIGHT 13)												
A 4464D	1	2	1	2	2	4	-	-	-	-	-	-	0
B 4482D	3	6	8	14	28	24	2.5	17	1	107	71	66	17
C 4520B?	3	3	0	2	7	13	3.6	63	1	102	954	8	0
D 4540D	1	2	0	2	2	4	-	-	-	-	-	-	0
E 4632D?	1	2	0	1	0	13	2.1	81	1	168	1028	0	0
F 4947B?	0	4	3	6	17	21	0.4	0	1	33	395	0	0
G 4993S	2	4	1	5	15	19	1.6	19	1	35	139	0	50

* 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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50681	(FLIGHT 13)												
H 5007D	4	10	2	17	39	38	1.9	3	1	35	126	0	0
I 5011D	1	2	1	2	2	4	-	-	-	-	-	-	0
J 5019D	1	2	1	2	2	4	-	-	-	-	-	-	0
K 5024D	4	5	8	9	18	19	3.6	45	1	48	63	19	0
LINE 50690	(FLIGHT 7)												
A 11524D	2	4	1	8	18	48	1.5	42	1	57	266	15	12
B 11516B?	1	2	1	2	2	4	-	-	-	-	-	-	0
C 11504D	3	7	2	12	30	41	2.0	25	1	71	132	30	0
D 11490D	6	10	3	11	33	65	3.6	31	1	81	111	41	0
E 11484D	6	10	6	16	36	65	3.6	22	1	60	120	22	4
F 11446D	4	4	5	10	28	13	4.4	38	1	66	178	22	0
G 11415B?	1	2	1	2	2	4	-	-	-	-	-	-	9
H 11413D	5	9	6	20	38	51	3.3	24	1	54	75	21	0
I 11397B?	1	2	1	2	2	4	-	-	-	-	-	-	0
J 11360D	1	2	1	2	2	4	-	-	-	-	-	-	0
K 11354D	1	2	1	2	2	4	-	-	-	-	-	-	0
L 11329D	3	9	5	61	173	41	1.5	5	1	49	98	14	0
M 11319B	10	21	25	66	198	247	3.0	14	1	27	61	3	0
N 11311D	10	21	25	66	198	247	3.1	6	3	54	19	32	0
O 11299B	13	13	10	20	51	31	7.1	15	3	59	20	35	0
P 11283D	11	19	9	29	52	96	3.7	22	1	66	154	27	0
Q 11278B	7	19	9	29	57	92	2.1	13	1	56	69	25	0
R 11257D	4	7	4	15	40	59	2.8	26	1	40	312	0	0
S 11242D	4	4	5	9	24	26	4.3	41	1	58	158	17	0
T 11182D	1	2	1	2	2	4	-	-	-	-	-	-	0
U 11162D	1	2	1	2	2	4	-	-	-	-	-	-	0
V 11146B?	3	9	2	23	62	105	1.4	12	1	31	201	0	0
W 11121D	12	13	23	33	80	47	6.5	8	2	39	34	13	0
X 11011D	10	11	20	29	52	33	5.9	24	1	83	77	46	5
Y 10995B?	1	2	1	2	2	4	-	-	-	-	-	-	0
Z 10961S?	2	5	0	8	23	44	1.1	17	1	58	774	0	10
AA 10704M	0	1	0	2	1	4	-	-	-	-	-	-	0
AB 10687M	0	0	0	1	4	1	3.1	96	1	112	1028	0	40
AC 10674M	0	2	0	2	2	4	-	-	-	-	-	-	0
AD 10656M	1	1	0	0	2	1	-	-	-	-	-	-	0
AE 10619B?	3	3	5	5	27	43	3.0	36	1	49	170	7	0
AF 10558H	1	6	3	11	27	52	0.9	12	1	46	103	12	0
LINE 50700	(FLIGHT 9)												
A 495B?	1	2	0	2	2	4	-	-	-	-	-	-	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.

		COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50700		(FLIGHT 9)												
B	540D	3	8	4	15	24	43	1.8	8	1	44	229	1	0
C	550D	4	4	3	5	16	18	1.0	0	1	40	166	18	0
D	566D	1	2	1	4	12	13	1.8	41	1	44	345	0	30
E	575D	1	2	1	2	2	4	-	-	-	-	-	-	0
F	608B?	1	2	1	2	2	4	-	-	-	-	-	-	0
G	650D	1	4	3	8	23	24	1.2	10	1	82	441	11	0
H	682B	7	17	8	34	111	132	2.4	4	1	34	57	7	0
I	698D	1	2	1	2	2	4	-	-	-	-	-	-	0
J	705B	3	4	3	9	24	33	3.0	42	1	66	80	30	0
K	721D	2	2	1	8	22	49	5.1	70	1	90	98	49	0
L	734D	1	2	1	2	2	4	-	-	-	-	-	-	0
M	739D	5	9	2	11	32	52	2.5	10	1	53	99	16	0
N	762D	8	5	15	9	21	17	11.5	20	2	63	28	35	0
O	770B	5	6	13	11	30	16	4.4	20	1	52	75	17	20
P	777D	1	2	1	2	2	4	-	-	-	-	-	-	0
Q	793D	5	6	4	8	17	28	4.3	33	1	75	136	33	0
R	884B?	5	8	4	6	31	30	3.3	25	1	56	154	16	8
S	930D	1	2	1	2	2	4	-	-	-	-	-	-	0
T	937D	11	4	16	9	29	31	24.9	21	2	54	36	25	0
U	943D	23	21	19	9	29	31	9.7	3	2	43	52	14	0
V	1062D	1	2	1	2	2	4	-	-	-	-	-	-	4
W	1139B?	0	2	1	2	2	4	-	-	-	-	-	-	0
X	1148D?	2	4	0	5	18	22	2.4	29	1	104	1028	0	0
Y	1398S	1	2	1	2	2	4	-	-	-	-	-	-	0
Z	1465B	1	2	1	2	2	4	-	-	-	-	-	-	0
AA	1480B	5	11	5	22	63	73	2.1	9	1	38	92	6	0
AB	1502B	6	6	8	14	32	22	5.4	18	2	56	48	24	0
LINE 50710		(FLIGHT 9)												
A	2645B?	1	3	3	6	16	20	0.8	7	1	74	176	27	0
B	2631D	4	6	18	19	45	23	3.4	42	1	97	87	58	0
C	2624D	3	7	16	12	27	24	2.1	21	2	80	35	50	0
D	2585B?	0	3	2	5	14	14	0.4	0	1	72	557	1	0
E	2571D	0	2	4	10	25	36	0.4	0	1	55	234	8	0
F	2564D	0	3	2	8	17	36	0.4	0	1	59	268	14	0
G	2544D	1	3	5	4	11	21	0.8	7	1	93	98	50	0
H	2481D	8	30	18	65	75	107	1.7	0	1	21	113	0	0
I	2472D	7	20	18	26	74	15	2.0	10	1	32	88	5	0
J	2460D	5	6	12	7	4	146	3.8	34	2	52	50	23	0
K	2445D	6	14	13	55	153	182	2.5	17	1	41	62	14	0
L	2441D	6	13	13	55	153	182	2.7	19	1	52	60	23	9

* 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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50710	(FLIGHT	9)											
M 2434B?	1	2	0	2	2	4	-	-	-	-	-	-	0
N 2423D	1	2	1	2	2	4	-	-	-	-	-	-	0
O 2403D	2	8	10	12	28	43	0.8	0	1	45	147	7	0
P 2394D	11	14	24	24	50	43	5.0	6	2	54	47	24	0
Q 2388D	11	14	24	24	50	21	5.0	4	2	61	44	30	0
R 2362D	4	6	4	7	20	38	2.9	36	1	57	573	0	0
S 2349D	5	6	3	5	15	11	4.7	25	1	63	267	14	0
T 2343D	1	4	1	4	12	22	0.9	15	1	55	379	6	0
U 2329D	1	2	1	2	2	4	-	-	-	-	-	-	0
V 2242D	5	7	5	10	10	28	3.9	18	1	40	218	0	0
W 2226D	1	2	1	2	2	4	-	-	-	-	-	-	0
X 2205D	9	9	13	22	55	41	6.1	14	1	54	80	19	0
Y 2199D	9	7	13	22	55	41	8.5	26	2	65	44	34	0
Z 2192D	1	2	1	2	2	4	-	-	-	-	-	-	0
AA 2094B	1	2	1	2	2	4	-	-	-	-	-	-	0
AB 2078D	1	2	1	2	2	4	-	-	-	-	-	-	0
AC 2054B?	1	2	1	2	2	4	-	-	-	-	-	-	0
AD 2037B	1	2	1	2	2	4	-	-	-	-	-	-	0
AE 2022D	1	2	1	2	2	4	-	-	-	-	-	-	0
AF 2009D	3	13	11	25	37	70	1.3	7	1	45	160	9	0
AG 1813S	3	5	2	9	7	11	3.0	34	1	38	447	0	0
AH 1789S	1	2	1	2	2	4	-	-	-	-	-	-	0
AI 1754B?	4	4	2	9	13	51	4.3	49	1	55	221	14	0
AJ 1713S?	0	4	1	11	17	50	0.4	0	1	50	233	10	0
AK 1687D	4	3	1	7	17	32	7.8	50	1	77	198	29	15
AL 1666B?	1	2	1	2	2	4	-	-	-	-	-	-	0
AM 1634B	5	11	5	19	50	53	2.6	7	1	39	82	6	0
LINE 50720	(FLIGHT	9)											
A 2836S?	1	2	1	2	2	4	-	-	-	-	-	-	0
B 2894B	10	12	12	17	46	45	5.1	0	2	48	45	17	0
C 2897B	10	12	12	17	46	45	5.1	10	2	49	51	19	0
D 2937S?	1	2	1	2	2	4	-	-	-	-	-	-	0
E 2965B?	3	4	1	2	5	9	3.1	49	1	66	723	0	0
F 2978D	1	2	1	2	2	4	-	-	-	-	-	-	0
G 3002D	3	4	5	9	25	21	3.2	39	1	51	503	0	0
H 3006B	2	5	5	9	25	19	1.7	17	1	57	157	15	0
I 3021D	15	9	20	15	37	15	14.6	21	2	68	33	39	0
J 3026D	11	6	20	15	37	15	12.9	34	2	91	49	57	0
K 3070D	5	8	6	9	1	42	3.0	5	1	48	121	8	0
L 3080D	4	6	6	10	26	15	3.6	20	1	73	156	27	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.

		COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50720		(FLIGHT 9)												
M	3174B?	0	2	1	2	2	4	-	-	-	-	-	-	0
N	3205D	7	7	15	13	34	11	6.3	0	1	37	76	0	0
O	3223B	6	11	2	15	33	73	3.1	25	1	29	537	0	0
P	3246B?	4	6	2	9	25	34	4.0	41	1	46	509	0	0
Q	3278H	4	6	4	13	34	42	2.6	20	1	30	329	0	0
R	3301D	8	28	13	28	66	140	2.0	9	1	36	235	3	0
S	3326B	3	3	7	2	6	15	7.0	37	2	71	42	38	0
T	3339D	5	6	9	9	24	12	4.6	30	1	90	134	44	0
U	3381D	0	6	3	11	18	128	0.4	0	1	46	411	3	0
V	3389B	2	13	4	13	18	129	0.5	4	1	24	394	0	0
W	3406B	9	16	24	22	60	72	3.5	10	1	37	73	7	0
X	3418D	30	26	25	44	114	81	11.1	7	2	35	43	10	0
Y	3426D	13	19	25	44	114	50	4.9	9	2	64	56	32	0
Z	3440D	1	2	1	2	2	4	-	-	-	-	-	-	0
AA	3509B?	2	3	4	6	15	10	2.6	41	1	60	179	17	0
AB	3516D	1	2	1	2	2	4	-	-	-	-	-	-	0
AC	3560D	2	4	3	5	14	25	1.4	26	1	62	244	16	0
AD	3596D	4	10	2	13	36	55	2.1	18	1	56	210	14	0
AE	3619D	3	5	5	8	16	17	2.6	14	1	59	203	11	0
AF	3624D	3	7	3	8	16	17	2.0	20	1	53	354	6	0
AG	3768B?	1	2	0	2	2	4	-	-	-	-	-	-	0
AH	3836S	1	2	1	2	2	4	-	-	-	-	-	-	0
AI	3920H	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 50730		(FLIGHT 9)												
A	4671D	10	13	8	20	41	59	5.3	31	1	60	119	25	0
B	4630S	1	2	0	5	5	17	3.0	85	1	78	841	4	0
C	4594D	5	5	15	20	23	27	4.7	29	1	61	58	28	0
D	4586D	11	8	16	20	65	25	9.9	18	3	36	22	14	0
E	4583D	6	8	16	20	52	36	4.3	15	3	37	19	15	0
F	4571D	4	6	17	16	7	14	3.6	12	1	58	67	23	0
G	4524B?	2	2	1	11	24	42	2.7	67	1	40	544	0	0
H	4518D	1	2	1	2	2	4	-	-	-	-	-	-	0
I	4514D	0	7	1	17	45	106	0.4	1	1	25	544	0	0
J	4481B	2	2	7	11	24	16	4.0	56	1	51	95	15	0
K	4469B?	1	1	1	2	2	2	-	-	-	-	-	-	0
L	4458D	1	3	5	4	11	24	1.1	26	1	63	197	18	0
M	4404B	11	10	30	25	58	15	8.3	13	3	43	15	22	0
N	4396D	14	13	23	25	37	28	8.2	21	2	55	44	26	0
O	4244B?	1	2	0	2	2	4	-	-	-	-	-	-	0
P	4221B?	1	2	0	2	2	4	-	-	-	-	-	-	6

.* 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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50730 (FLIGHT 9)													
Q 4130B?	3	6	0	13	19	79	2.4	40	1	34	636	0	0
R 4034H	0	3	2	6	22	23	0.4	0	1	38	331	0	0
LINE 50731 (FLIGHT 13)													
A 3556H	1	2	2	7	7	20	2.0	42	1	40	284	0	5
B 3586B?	2	3	1	4	15	10	1.0	0	1	43	145	21	0
C 3729D	1	2	1	2	2	4	-	-	-	-	-	-	0
D 3744B?	2	6	3	12	28	62	1.4	21	1	22	422	0	0
E 3760B?	0	2	0	2	2	4	-	-	-	-	-	-	13
F 3777D	1	2	1	1	2	4	-	-	-	-	-	-	0
G 3820B?	0	1	1	1	2	4	-	-	-	-	-	-	0
H 3838D	3	6	2	4	12	27	2.4	28	1	50	549	0	0
I 3924B	5	7	13	13	11	9	3.6	6	2	38	51	7	0
J 3931B	8	11	6	9	6	12	4.6	0	2	41	45	10	0
K 3963D	2	5	2	8	17	22	2.0	22	1	77	216	27	0
L 3990D	6	11	8	23	33	20	3.2	11	1	33	133	0	0
M 3998D	2	4	7	21	33	18	2.1	39	1	40	160	5	0
N 4006D	4	7	3	6	2	20	3.0	36	1	32	486	0	0
O 4018B?	2	4	0	9	11	49	2.4	56	1	68	794	3	0
P 4079D	1	2	1	2	2	4	-	-	-	-	-	-	0
Q 4110B	13	14	8	15	29	48	6.2	26	1	57	120	22	0
R 4117D	2	7	9	16	35	36	0.9	4	2	89	55	54	0
LINE 50740 (FLIGHT1009)													
A 634D	10	17	18	36	64	48	4.1	11	1	45	72	14	0
B 638D	1	2	1	2	2	4	-	-	-	-	-	-	0
C 645D	4	14	17	19	33	91	1.7	14	1	66	170	25	0
D 672D	2	4	1	6	21	25	1.8	33	1	139	809	21	0
E 685D	1	2	1	2	2	4	-	-	-	-	-	-	9
F 712D	4	7	2	4	23	36	2.7	41	1	67	290	22	0
G 746D	1	2	1	2	2	4	-	-	-	-	-	-	0
H 750D	11	17	9	13	39	121	4.3	23	1	43	83	14	0
I 759D	9	14	14	35	88	121	3.7	20	1	36	180	2	0
J 850B?	1	2	4	5	14	22	2.1	63	1	54	369	6	0
K 867D	1	2	1	2	2	4	-	-	-	-	-	-	0
L 892B	9	13	8	24	61	61	4.4	23	1	52	77	20	30
M 904D	5	4	6	2	22	3	8.0	44	1	91	90	50	0
N 915D	4	6	1	5	18	24	3.2	27	1	89	561	11	0
O 942B?	0	2	1	2	2	4	-	-	-	-	-	-	0
P 951B?	0	5	4	10	24	24	0.4	0	1	35	241	0	0
Q 1086D	4	9	2	9	19	56	2.0	24	1	45	728	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.

		COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 HZ		VERTICAL DIKE		HORIZONTAL CONDUCTIVE 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 50740		(FLIGHT1009)												
R	1134D	3	7	4	14	36	44	1.6	11	1	46	571	0	0
S	1166B?	2	2	1	5	11	14	2.5	47	1	95	852	0	0
T	1177B?	1	2	1	2	2	4	-	-	-	-	-	-	0
U	1186D	3	6	2	11	25	45	1.9	20	1	78	907	0	0
V	1220B	4	7	2	14	39	26	2.8	2	1	34	179	0	0
W	1232B	5	2	2	5	52	12	17.5	46	1	78	67	41	0
X	1240B?	8	10	10	22	70	37	5.4	10	2	38	53	9	0
Y	1277D	34	24	47	43	98	48	15.4	1	2	45	36	18	0
Z	1283D	5	10	41	7	17	23	2.7	17	1	56	148	16	0
AA	1292B	5	6	17	20	37	17	3.9	19	2	47	37	19	0
AB	1304D	5	4	18	18	33	13	7.3	32	1	72	523	0	0
AC	1339D	34	25	62	54	113	62	13.9	7	2	50	37	23	0
AD	1347D	1	25	9	19	53	53	0.4	0	1	62	104	23	0
AE	1418B?	9	12	3	19	40	56	4.4	24	1	57	82	24	0
AF	1427D	4	6	9	14	31	44	3.5	36	1	70	70	35	0
AG	1431D	4	6	6	11	31	44	4.0	34	1	70	63	36	0
AH	1439D	11	10	9	13	32	44	8.2	23	1	48	172	9	130
AI	1452D	5	4	3	5	17	35	7.3	47	1	51	341	6	0
AJ	1461D	3	3	1	7	16	37	4.9	57	1	61	729	0	0
AK	1470B?	1	2	0	2	2	4	-	-	-	-	-	-	0
AL	1701B?	0	2	0	2	2	4	-	-	-	-	-	-	0
AM	1713B?	0	2	1	6	18	36	0.4	0	1	126	990	0	0
AN	1720B?	3	2	2	7	18	36	7.7	70	1	56	479	3	0
AO	1763B?	1	2	1	1	2	4	-	-	-	-	-	-	0
AP	1772H	1	6	3	9	18	41	0.9	20	1	55	142	18	0
AQ	1791D	5	8	6	15	36	72	2.8	9	1	39	146	0	0
AR	1799B?	2	9	6	15	36	72	0.8	21	1	34	580	0	140
LINE 50750		(FLIGHT1009)												
A	2493D	1	2	1	2	2	3	-	-	-	-	-	-	0
B	2485B	1	1	1	2	2	2	-	-	-	-	-	-	0
C	2472D	2	3	3	25	55	126	2.0	48	1	58	147	20	0
D	2464D	5	17	2	26	55	140	1.6	13	1	35	190	4	4
E	2428B	1	2	1	2	2	4	-	-	-	-	-	-	16
F	2405D	2	1	0	6	14	14	15.4	112	1	61	633	3	0
G	2398D	1	2	1	2	2	4	-	-	-	-	-	-	0
H	2392D	1	2	1	2	2	4	-	-	-	-	-	-	0
I	2340D	6	3	9	2	16	19	12.9	29	2	44	42	15	0
J	2327D	11	9	16	13	22	35	8.5	42	1	62	55	33	0
K	2324B	12	9	6	25	37	35	9.5	45	1	53	90	23	0
L	2300B?	6	3	4	8	18	21	10.0	46	1	70	122	30	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50750	(FLIGHT1009)												
M 2293B?	1	2	1	2	2	4	-	-	-	-	-	-	0
N 2230M	0	2	0	2	2	4	-	-	-	-	-	-	0
O 2156D	0	4	1	8	15	39	0.4	1	1	64	806	0	0
P 2106M	0	2	0	5	19	31	0.4	4	1	66	803	0	150
Q 2089M	0	1	0	2	0	4	-	-	-	-	-	-	0
R 2076M	0	1	0	2	8	14	0.4	11	1	116	999	15	18
S 2012S?	2	4	2	10	14	7	2.5	44	1	36	292	0	0
T 1985B?	4	1	1	5	10	22	0.4	0	1	36	320	11	0
U 1971B?	2	3	0	6	5	36	3.7	65	1	46	738	0	0
LINE 50751	(FLIGHT 13)												
A 3300B	1	2	1	2	2	4	-	-	-	-	-	-	0
B 3283B	4	15	10	38	92	84	1.2	17	1	44	107	14	0
C 3266D	1	2	0	2	2	4	-	-	-	-	-	-	0
D 3237D	15	16	25	34	83	46	7.1	8	1	39	96	6	0
E 3235D	15	16	25	33	83	46	7.1	8	2	41	25	17	0
F 3224D	1	1	6	10	19	28	11.3	113	2	89	46	55	0
G 3219D	2	9	7	11	2	6	0.9	0	1	64	124	24	0
H 3174D	0	4	2	2	8	8	0.4	0	1	125	926	0	0
I 3151D	0	3	1	7	14	32	0.4	0	1	70	494	7	6
J 3146D	0	5	1	5	14	23	0.4	0	1	78	672	5	0
K 3127D	3	5	5	9	17	6	2.6	21	1	50	128	10	0
L 3112D	0	4	2	10	24	27	0.4	0	1	87	343	24	0
M 3068D	1	2	1	2	2	4	-	-	-	-	-	-	0
N 3064D	2	4	4	11	37	30	1.3	19	1	35	240	0	0
O 3056D	1	2	1	2	2	4	-	-	-	-	-	-	0
P 3008D	1	8	5	18	50	24	0.5	4	1	34	541	0	0
Q 2997D	1	2	1	2	2	4	-	-	-	-	-	-	0
R 2992D	14	7	13	7	9	13	18.7	33	2	63	35	35	0
S 2988D	14	13	22	22	17	13	8.3	24	2	61	29	35	0
T 2980B?	5	6	20	18	5	26	3.5	23	2	75	40	44	0
U 2953D	4	10	3	18	26	24	2.1	24	1	31	242	0	0
V 2937B	1	17	0	29	37	174	0.4	2	1	23	340	0	0
W 2921D?	0	1	1	0	4	14	0.6	0	1	61	648	0	0
X 2910D	0	2	0	2	2	4	-	-	-	-	-	-	0
Y 2902B?	0	2	0	4	1	28	0.4	0	1	59	817	0	0
Z 2872D	0	2	0	2	2	4	-	-	-	-	-	-	0
AA 2868D	0	2	0	2	2	4	-	-	-	-	-	-	0
AB 2843B?	1	4	1	9	5	38	1.4	30	1	79	855	0	0
AC 2838B?	2	3	3	12	31	50	1.7	44	1	49	339	5	0
AD 2819D	2	5	0	9	23	25	1.7	13	1	93	1028	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50751 (FLIGHT 13)													
AE 2792D	4	8	0	15	10	37	2.2	16	1	73	889	0	0
AF 2788D	1	2	1	2	2	4	-	-	-	-	-	-	0
AG 2781D	3	3	9	2	27	32	3.4	37	1	62	67	27	0
AH 2770D	7	9	12	15	40	3	4.6	18	2	48	45	19	0
AI 2763D	0	8	15	31	74	59	0.4	0	1	39	91	9	10
AJ 2756D	5	8	3	18	43	15	3.4	22	1	69	277	19	0
AK 2743M	0	1	3	1	6	14	0.6	9	1	132	1028	0	180
AL 2732D	7	3	6	3	8	11	17.2	12	1	66	173	16	0
AM 2687D	3	6	4	10	13	46	2.2	32	1	70	175	26	0
AN 2678D	6	5	11	8	2	24	5.5	24	2	66	27	39	0
AO 2655D	4	9	1	10	25	16	2.4	17	1	36	264	0	0
LINE 50760 (FLIGHT 13)													
A 638B?	3	7	11	11	20	39	2.0	12	2	84	41	51	0
B 664B?	0	5	1	9	15	59	0.4	1	1	67	576	6	0
C 702B?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 708D	18	18	26	43	57	27	8.5	2	2	32	47	4	0
E 855D	1	4	5	9	19	17	0.7	8	1	71	193	26	0
F 891D	10	10	15	24	50	19	6.9	18	2	76	53	42	0
G 897D	10	12	15	24	50	19	5.6	29	1	75	70	41	0
H 908D	1	2	1	2	2	4	-	-	-	-	-	-	0
I 939D	0	5	11	8	5	9	0.4	0	1	77	247	24	0
J 947B?	0	2	1	2	2	4	-	-	-	-	-	-	0
K 958B	3	12	9	13	25	74	1.4	17	1	51	193	14	0
L 995B?	0	7	1	14	27	76	0.4	0	1	34	342	0	0
M 1000B?	0	7	1	12	22	67	0.4	0	1	53	325	9	0
N 1024B?	0	10	1	15	21	79	0.4	7	1	30	470	0	0
O 1053D	2	6	4	9	18	18	1.1	19	1	96	108	53	0
P 1074B?	0	4	1	7	14	39	0.4	0	1	80	831	0	0
Q 1093B?	0	2	1	2	2	4	-	-	-	-	-	-	0
R 1120D	8	40	20	58	128	215	1.4	0	1	28	106	1	0
S 1126D	9	7	6	20	53	179	8.2	38	1	42	54	15	0
T 1129B	9	7	6	20	53	179	8.2	37	2	62	36	35	8
U 1151D?	5	4	5	1	0	4	6.9	27	1	136	251	63	0
V 1199D	10	16	5	16	48	50	3.8	3	2	52	53	21	0
W 1209D	19	20	3	16	48	59	8.3	16	2	41	24	19	0
X 1222D	11	11	31	18	40	44	6.6	23	2	53	34	27	0
Y 1235D	1	2	1	2	2	4	-	-	-	-	-	-	0
Z 1243D	18	19	5	29	76	68	8.0	10	1	38	92	6	0
AA 1275S	1	2	1	2	2	4	-	-	-	-	-	-	0
AB 1326D	1	2	0	2	2	4	-	-	-	-	-	-	30

* 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.

		COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50760	(FLIGHT 13)													
AC	1341D	1	8	3	6	14	47	0.7	5	1	39	304	0	0
AD	1364D	5	5	9	14	31	34	6.5	41	1	63	61	30	0
AE	1420S	1	2	1	2	2	4	-	-	-	-	-	-	0
AF	1457D	1	2	1	2	2	4	-	-	-	-	-	-	0
AG	1461B?	4	6	7	3	29	14	3.6	34	1	72	84	35	0
AH	1482B?	2	6	2	6	16	37	1.4	12	1	59	606	0	0
AI	1519S	1	2	1	2	2	4	-	-	-	-	-	-	0
AJ	1668S	1	2	1	2	2	4	-	-	-	-	-	-	0
AK	1694M	0	1	0	2	2	4	-	-	-	-	-	-	230
AL	1809B?	2	6	3	11	8	24	1.4	17	1	44	268	2	0
AM	1891H	2	8	3	11	19	41	0.9	6	1	36	264	0	0
LINE 50770	(FLIGHT 10)													
A	774B?	1	2	1	2	2	4	-	-	-	-	-	-	0
B	785D	5	6	7	9	23	19	4.2	22	1	77	143	31	0
C	803B?	0	1	0	2	2	4	-	-	-	-	-	-	0
D	825D	1	2	0	2	2	4	-	-	-	-	-	-	0
E	847D	1	2	1	2	2	3	-	-	-	-	-	-	0
F	879B	6	5	5	12	35	32	6.2	32	1	56	75	22	0
G	897D	3	6	6	8	17	22	2.3	20	1	85	966	0	0
H	949D	7	8	10	17	36	37	5.3	26	1	56	154	16	0
I	963D	1	2	1	2	2	4	-	-	-	-	-	-	0
J	969B	5	8	13	17	11	1	2.8	11	1	127	96	79	0
K	1014B	15	11	18	25	56	32	10.0	13	2	51	49	21	0
L	1030D	1	2	1	2	2	4	-	-	-	-	-	-	0
M	1037D	1	2	1	2	2	4	-	-	-	-	-	-	0
N	1043D	1	2	1	2	2	4	-	-	-	-	-	-	0
O	1078B?	1	2	1	2	2	4	-	-	-	-	-	-	0
P	1098B?	1	4	1	6	17	29	0.5	0	1	68	255	16	0
Q	1132D	1	2	1	1	2	4	-	-	-	-	-	-	0
R	1165D	1	2	1	1	2	4	-	-	-	-	-	-	0
S	1193B	10	5	21	14	33	10	13.5	16	3	66	17	41	0
T	1197B	10	5	21	9	21	14	13.5	25	4	73	13	51	0
U	1212B?	1	5	4	7	18	24	1.0	10	1	65	125	24	0
V	1227D	1	4	1	7	19	26	0.8	5	1	70	236	19	0
W	1258B	6	5	13	9	22	6	6.8	10	3	71	17	45	0
X	1267D	1	2	1	2	2	4	-	-	-	-	-	-	0
Y	1310D	20	21	61	28	63	30	7.9	8	4	36	11	18	0
Z	1312D	20	21	61	28	63	30	7.9	8	4	42	10	23	0
AA	1324D	14	16	33	24	63	58	6.5	15	2	48	42	21	0
AB	1343D	23	24	41	29	69	64	8.7	9	3	49	17	27	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50770	(FLIGHT 10)												
AC 1349D	1	2	1	2	2	4	-	-	-	-	-	-	0
AD 1453D	5	12	14	27	19	45	2.3	15	1	61	63	29	0
AE 1460D	29	37	85	63	141	134	7.3	17	2	48	25	27	0
AF 1473D	1	2	1	2	2	4	-	-	-	-	-	-	0
AG 1498B?	0	2	1	2	2	4	-	-	-	-	-	-	4
AH 1532D	2	4	6	7	17	17	1.5	31	1	109	88	67	0
AI 1557D	1	2	1	2	2	4	-	-	-	-	-	-	0
AJ 1571B?	1	4	2	4	9	32	0.8	22	1	67	390	17	0
AK 1578D	1	2	1	2	2	4	-	-	-	-	-	-	0
AL 1584B?	0	2	0	2	2	4	-	-	-	-	-	-	0
AM 1595B?	2	5	2	12	32	47	1.1	17	1	51	573	0	0
AN 1630D	0	2	0	2	2	4	-	-	-	-	-	-	90
AO 1690M	0	2	0	2	2	4	-	-	-	-	-	-	0
AP 1707B?	0	2	0	2	2	4	-	-	-	-	-	-	0
AQ 1718B?	0	3	0	4	12	28	0.4	1	1	91	921	3	30
AR 1723M	0	3	0	4	12	28	0.4	1	1	91	921	3	130
AS 1845M	0	3	0	6	11	38	0.4	0	1	74	858	0	0
AT 1890S	2	5	1	10	22	49	1.1	19	1	35	590	0	0
LINE 50780	(FLIGHT 10)												
A 3406B?	0	2	1	2	2	4	-	-	-	-	-	-	0
B 3398D	3	6	7	13	5	9	1.8	10	1	67	119	25	0
C 3390B	1	2	1	2	2	4	-	-	-	-	-	-	0
D 3300D	3	5	3	8	13	22	2.1	22	1	128	209	69	0
E 3272B?	0	2	1	2	2	4	-	-	-	-	-	-	0
F 3240D	1	6	3	2	19	8	0.6	0	1	95	192	43	12
G 3211B	15	26	21	35	8	9	4.2	5	2	45	38	19	0
H 3171B?	0	2	1	2	2	4	-	-	-	-	-	-	0
I 3149B	4	6	4	9	22	17	3.0	19	1	71	84	33	0
J 3123B?	0	1	1	4	10	25	1.2	41	1	100	251	45	0
K 3116B?	0	1	0	2	2	4	-	-	-	-	-	-	0
L 3093D	1	2	1	2	2	4	-	-	-	-	-	-	0
M 3072M	0	1	1	1	2	4	-	-	-	-	-	-	0
N 3027H	0	3	4	10	21	45	0.4	0	1	48	163	10	0
O 3008D	4	4	3	7	19	39	4.6	43	1	72	183	27	0
P 2978B	4	8	8	24	54	100	2.4	27	1	36	137	4	0
Q 2868B?	3	7	3	13	26	56	1.6	20	1	46	247	6	0
R 2857D	3	6	1	2	2	33	2.4	28	1	88	368	28	0
S 2728B	68	54	169	159	373	148	16.4	5	5	27	5	14	0
T 2702B?	1	3	1	6	12	29	1.2	42	1	78	195	33	0
U 2677D	18	14	32	24	60	37	11.0	18	3	64	20	40	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50780 (FLIGHT 10)													
V 2669B?	1	2	1	2	2	4	-	-	-	-	-	-	0
W 2578D	1	2	1	2	2	4	-	-	-	-	-	-	16
X 2506D	1	2	1	2	2	4	-	-	-	-	-	-	0
Y 2493D	1	2	1	2	2	4	-	-	-	-	-	-	0
Z 2484D	1	2	1	2	2	4	-	-	-	-	-	-	0
AA 2448B	1	2	1	2	2	4	-	-	-	-	-	-	0
AB 2419B?	1	2	1	2	2	4	-	-	-	-	-	-	0
AC 2361B?	2	4	0	6	13	33	2.0	43	1	86	749	4	8
AD 2322M	0	1	0	1	0	4	-	-	-	-	-	-	0
AE 2304M	1	0	0	1	2	4	-	-	-	-	-	-	0
AF 2267M	1	3	0	6	7	39	1.2	44	1	89	893	6	0
AG 2250S	0	1	0	2	2	4	-	-	-	-	-	-	11
AH 2078M	0	5	0	9	16	61	0.4	4	1	46	720	0	0
AI 2076B?	0	5	0	9	16	61	0.4	5	1	42	701	0	0
AJ 2047B?	1	9	0	19	16	134	0.5	12	1	40	671	0	0
AK 2043M	1	9	0	19	3	134	0.5	16	1	46	689	0	100
AL 2019B?	1	2	0	2	2	4	-	-	-	-	-	-	0
AM 2003S	3	6	0	12	15	32	2.2	35	1	43	699	0	0
LINE 50790 (FLIGHT 10)													
A 3634D	7	11	8	21	29	43	3.6	13	1	74	74	37	0
B 3638D	7	11	8	21	29	53	3.5	21	2	71	37	42	0
C 3650B?	4	3	10	19	39	53	8.4	32	3	134	22	101	0
D 3663B?	3	6	1	13	24	65	1.9	34	1	47	405	5	0
E 3670D	1	2	1	2	2	4	-	-	-	-	-	-	0
F 3685D	7	12	23	46	117	74	3.4	15	1	47	141	10	0
G 3694D	8	19	24	46	117	74	2.7	3	2	44	32	19	0
H 3724D	5	9	2	9	20	47	2.8	21	1	43	353	0	17
I 3748D	1	2	1	2	2	4	-	-	-	-	-	-	0
J 3758B?	2	3	9	9	31	21	2.7	51	1	46	211	8	0
K 3764D	3	7	3	7	12	21	1.5	23	1	38	614	0	0
L 3814B?	1	4	2	4	16	15	1.2	18	1	50	390	0	0
M 3828B	4	8	2	2	5	5	0.7	0	1	35	204	14	0
N 3849D	1	5	1	4	10	19	0.9	19	1	95	277	41	0
O 3865D	3	2	2	4	10	12	4.7	53	1	117	149	65	0
P 3897D	4	4	9	17	39	41	4.3	40	1	68	82	32	0
Q 3902D	6	9	9	17	39	41	3.6	15	2	78	42	46	0
R 3935M	3	3	8	6	29	12	4.2	53	1	65	837	0	600
S 3940B?	2	3	3	3	8	7	2.3	48	1	90	293	35	0
T 3970D	4	8	5	12	30	31	2.5	16	1	62	132	22	0
U 3980D	1	2	1	2	2	4	-	-	-	-	-	-	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.

		COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50790		(FLIGHT 10)												
V	4000D?	2	6	0	6	9	49	1.2	26	1	52	449	7	0
W	4070S?	1	4	2	6	21	24	1.0	2	1	61	240	10	0
X	4171D	12	7	15	23	58	9	12.9	15	2	83	58	46	0
Y	4178D	12	14	19	20	49	9	6.1	4	2	50	40	21	0
Z	4184D	8	10	19	21	46	43	5.0	15	2	54	43	25	0
AA	4196B?	1	2	1	2	2	4	-	-	-	-	-	-	0
AB	4218D	12	6	15	13	31	16	16.9	2	2	66	35	34	0
AC	4334D	20	15	27	19	43	30	11.5	21	1	74	85	37	0
AD	4349D	13	8	4	7	15	17	13.4	26	1	88	109	45	70
AE	4358B?	3	6	6	9	21	23	2.3	33	1	76	177	31	0
AF	4364B?	3	5	3	10	21	23	2.3	35	1	75	158	32	0
AG	4397B?	4	8	6	15	33	43	2.6	17	1	72	143	29	0
AH	4404B?	5	8	6	15	33	43	3.1	26	1	85	102	44	0
AI	4414B	7	9	12	12	8	17	4.8	3	2	61	53	27	17
AJ	4454B?	1	2	0	2	2	4	-	-	-	-	-	-	0
AK	4722M	1	1	0	2	2	4	-	-	-	-	-	-	180
AL	4763M	0	2	0	2	2	4	-	-	-	-	-	-	220
AM	4767B?	0	2	0	2	2	4	-	-	-	-	-	-	0
AN	4805B?	1	2	2	1	7	7	1.5	43	1	61	525	0	60
LINE 50800		(FLIGHT 10)												
A	6135M	0	2	0	2	1	12	0.8	32	1	218	1028	0	40
B	6096D	1	2	1	2	2	4	-	-	-	-	-	-	0
C	6090D	1	1	4	1	1	27	8.8	111	2	68	42	38	0
D	6084B	6	2	15	1	1	27	0.1	0	1	39	79	23	0
E	6076B	8	14	21	37	91	59	3.3	14	2	49	30	24	0
F	6030D	3	7	4	5	22	24	1.6	19	1	80	251	30	11
G	6011D	1	2	0	2	2	4	-	-	-	-	-	-	30
H	5996B	2	5	5	8	22	39	1.9	21	1	86	82	46	0
I	5986B?	1	2	1	2	2	4	-	-	-	-	-	-	0
J	5982D	3	6	6	15	11	38	2.5	26	1	70	110	30	4
K	5976D	1	2	1	2	2	4	-	-	-	-	-	-	0
L	5937B	4	12	7	24	33	127	1.7	18	1	39	192	5	0
M	5900B	5	14	5	8	9	20	2.1	7	1	85	105	44	0
N	5828B	4	4	6	10	22	17	4.8	40	1	100	70	61	0
O	5806D	1	2	1	2	2	4	-	-	-	-	-	-	0
P	5796D	1	2	1	7	21	25	1.3	37	1	46	227	3	0
Q	5777B?	5	3	4	11	28	29	9.5	47	1	68	142	26	0
R	5680S	3	2	1	5	8	31	6.4	74	1	55	692	0	0
S	5618D	13	11	31	23	60	23	8.0	23	4	86	13	63	0
T	5614D	1	11	31	23	60	23	0.4	0	3	64	13	43	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50800	(FLIGHT 10)													
U 5607D	8	11	21	13	39	16	4.7	30		2	78	27	51	0
V 5592D	5	10	4	8	13	62	2.4	35		1	66	154	29	0
W 5581D	1	2	1	2	2	4	-	-		-	-	-	-	0
X 5573D	9	10	13	25	57	53	5.3	14		2	56	47	26	0
Y 5556D	10	8	24	25	65	46	8.4	29		3	85	20	59	0
Z 5550D	10	10	24	25	65	46	7.2	21		3	65	16	42	0
AA 5536D	30	19	22	39	98	59	15.9	9		2	38	29	14	0
AB 5527D	24	17	21	24	53	41	13.6	17		2	78	26	51	0
AC 5432D	4	4	8	9	18	14	4.9	43		1	119	987	5	0
AD 5422D	4	3	8	6	19	5	5.0	26		1	84	122	38	0
AE 5396M	1	2	1	2	2	4	-	-		-	-	-	-	60
AF 5392B?	2	2	1	7	21	23	4.1	64		1	115	1028	0	0
AG 5371D	5	7	8	9	22	18	4.0	30		1	64	104	26	0
AH 5359B?	6	6	5	12	16	38	5.6	38		1	79	111	39	0
AI 5323D	1	2	0	2	2	4	-	-		-	-	-	-	0
AJ 5289B?	2	5	1	8	15	11	1.6	20		1	87	930	0	0
AK 5280B?	1	2	1	2	2	4	-	-		-	-	-	-	19
AL 5260M	3	2	0	3	17	17	4.4	69		1	100	954	5	0
AM 5246D	2	7	2	8	28	35	1.3	7		1	44	481	0	9
AN 5032M	1	2	0	2	2	4	-	-		-	-	-	-	0
AO 4929S?	4	8	1	12	15	78	2.7	40		1	43	513	3	0
LINE 50810	(FLIGHT 10)													
A 6354B	3	4	4	6	11	6	4.1	33		1	104	66	64	0
B 6376D	14	11	16	22	52	34	9.6	16		1	50	82	16	0
C 6391D	4	2	3	4	8	9	12.1	45		1	156	1028	0	0
D 6419D	1	3	1	5	13	17	1.2	22		1	69	665	0	0
E 6445B?	2	5	0	7	11	42	1.5	36		1	64	705	0	0
F 6469M	0	8	7	14	8	45	0.4	8		1	41	676	0	0
G 6472D	4	8	7	14	8	45	2.0	32		1	50	721	0	0
H 6488H	1	2	1	2	2	4	-	-		-	-	-	-	4
I 6503D	1	2	9	19	49	31	1.8	63		1	71	73	35	0
J 6510D	6	11	10	19	49	45	3.0	27		1	69	216	25	0
K 6552B	0	8	2	11	16	45	0.4	0		1	43	271	3	0
L 6581D	5	4	4	8	21	21	6.4	32		2	82	39	49	0
M 6588D	5	6	3	5	13	21	3.9	33		2	83	60	48	0
N 6608D	1	2	1	2	2	4	-	-		-	-	-	-	0
O 6614D	1	2	1	2	2	4	-	-		-	-	-	-	0
P 6626B	1	2	1	2	2	4	-	-		-	-	-	-	0
Q 6650D	4	5	5	8	9	10	3.3	19		1	61	100	21	0
R 6680B?	1	2	1	2	2	4	-	-		-	-	-	-	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.

		COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50810		(FLIGHT 10)												
S	6720D	3	6	2	10	15	52	2.2	31	1	84	828	0	0
T	6744D	3	6	0	6	13	33	2.4	40	1	70	805	0	0
U	6768B?	1	2	1	2	2	4	-	-	-	-	-	-	0
V	6792D	1	2	1	2	2	4	-	-	-	-	-	-	0
W	6835B	9	10	12	23	61	43	5.6	8	1	40	69	8	0
X	6844D	1	3	12	23	61	10	1.5	33	1	130	83	85	0
Y	6869D	37	31	65	67	169	82	12.7	0	4	31	12	13	0
Z	6874D	30	31	39	41	169	47	9.3	0	2	60	37	31	0
AA	6959D	8	3	7	8	17	8	18.9	41	1	121	93	75	0
AB	6966D	8	6	12	8	17	8	9.2	37	1	114	92	70	0
AC	6976D	10	7	12	13	35	20	10.6	31	2	90	36	58	0
AD	6980D	10	6	12	13	35	20	13.4	31	1	96	166	46	0
AE	7009B?	1	2	1	2	2	4	-	-	-	-	-	-	0
AF	7044D	24	20	33	35	86	58	11.2	9	3	57	22	33	0
AG	7061S?	3	5	2	9	23	48	2.9	42	1	58	549	2	0
AH	7132D	1	2	1	2	2	4	-	-	-	-	-	-	0
AI	7140D	2	4	4	7	17	12	2.2	28	1	66	301	15	0
LINE 50820		(FLIGHT 10)												
A	8452D	1	6	7	12	29	25	0.4	0	1	68	362	15	0
B	8445M	0	2	7	12	29	6	0.4	5	1	90	897	6	30
C	8387B?	1	2	1	2	2	4	-	-	-	-	-	-	0
D	8370H	3	4	0	11	18	75	2.5	51	1	42	702	0	0
E	8347B	1	3	0	9	15	34	1.1	40	1	65	806	0	40
F	8320B?	1	2	1	2	2	4	-	-	-	-	-	-	0
G	8308B?	1	2	1	2	2	4	-	-	-	-	-	-	0
H	8303B?	3	7	2	14	23	61	1.6	25	1	47	435	5	0
I	8234B?	2	8	7	17	13	57	1.4	27	1	63	166	24	0
J	8209B	9	7	9	18	33	54	7.6	47	1	65	114	30	0
K	8142D	7	17	12	27	70	89	2.3	15	1	44	94	14	0
L	8135B?	5	17	12	27	70	17	1.8	0	1	41	186	2	0
M	8125D	4	5	1	11	26	26	3.7	38	1	90	634	8	0
N	8102B	7	10	14	17	40	31	4.2	17	2	68	43	37	0
O	8042B	4	4	2	6	14	22	4.0	32	1	80	484	8	0
P	7986S	1	2	0	2	2	4	-	-	-	-	-	-	0
Q	7954B	1	2	1	2	2	4	-	-	-	-	-	-	0
R	7951B	7	5	11	13	33	6	9.0	1	2	47	51	14	0
S	7923B	7	23	204	179	446	220	1.8	6	6	26	5	14	0
T	7905B	114	69	180	148	360	165	27.4	2	5	28	6	15	0
U	7785D	7	7	17	15	40	43	6.3	36	1	70	580	5	0
V	7781D	8	8	17	17	40	43	6.6	34	1	94	76	56	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50820	(FLIGHT 10)												
W 7775D	8	8	17	17	38	26	6.6	11	1	67	113	25	0
X 7762B?	2	2	2	2	10	12	3.9	67	1	107	101	61	0
Y 7743D	2	5	2	5	16	2	1.8	37	1	93	144	47	0
Z 7715B	15	18	27	34	82	70	6.2	18	2	54	31	29	0
AA 7709B	16	17	27	30	76	67	7.2	16	2	57	35	30	0
AB 7707B	1	2	1	2	2	4	-	-	-	-	-	-	0
AC 7657D	1	2	0	2	2	4	-	-	-	-	-	-	13
AD 7605B	3	6	2	7	24	35	2.7	24	1	37	390	0	0
LINE 50830	(FLIGHT 11)												
A 992B	4	4	5	9	28	37	3.9	44	1	82	132	39	0
B 1070B?	2	5	2	10	16	41	1.7	40	1	80	167	36	50
C 1105B	1	2	1	2	2	4	-	-	-	-	-	-	0
D 1114D	1	2	1	2	2	4	-	-	-	-	-	-	0
E 1223D	2	7	7	11	21	12	1.3	24	1	79	116	40	12
F 1277B?	1	2	0	2	2	4	-	-	-	-	-	-	0
G 1314D	1	4	2	4	13	4	1.0	7	1	68	227	17	0
H 1346D	4	6	2	8	16	28	3.6	2	1	81	140	32	0
I 1354D	1	7	5	7	16	28	0.5	2	1	74	163	30	0
J 1494D	1	2	1	2	2	4	-	-	-	-	-	-	0
K 1531D	7	9	17	5	14	24	4.6	0	3	54	24	28	0
L 1539D	7	11	17	5	14	24	3.9	25	2	84	33	55	0
M 1550D	7	8	8	13	33	71	5.0	19	2	56	38	27	0
N 1573B	17	5	38	18	46	7	44.4	1	5	35	7	17	0
O 1578D	1	2	1	2	2	4	-	-	-	-	-	-	0
P 1583D	1	2	1	2	2	4	-	-	-	-	-	-	0
Q 1715D	7	14	9	11	49	26	2.9	21	1	83	82	46	5
R 1723D	5	11	6	18	49	23	2.5	19	1	68	100	31	0
S 1735D	6	11	3	8	12	26	3.1	29	1	58	116	24	0
T 1738D	6	11	10	19	33	16	3.1	25	1	60	123	23	0
U 1747D	3	6	10	19	34	19	2.1	28	1	56	102	20	0
V 1773B	4	3	6	3	9	9	0.9	0	1	58	124	36	0
W 1812D	3	3	8	2	2	1	5.0	24	2	96	34	61	0
X 1831D	1	2	1	2	2	4	-	-	-	-	-	-	0
Y 1843D	33	31	26	34	76	57	10.8	4	2	46	28	22	0
Z 1861D	5	15	3	5	14	58	2.1	18	1	68	551	10	0
AA 1961D	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 50840	(FLIGHT 11)												
A 3330B	1	2	1	2	2	1	-	-	-	-	-	-	0
B 3257D	1	2	1	2	2	4	-	-	-	-	-	-	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50840 (FLIGHT 11)													
C 3248D	10	17	6	25	70	100	3.5	11	1	32	167	0	0
D 3219D	2	3	2	2	8	3	2.2	37	1	115	970	0	0
E 3188D	1	2	1	2	2	4	-	-	-	-	-	-	0
F 3085B?	1	2	0	2	2	4	-	-	-	-	-	-	0
G 3023B?	1	2	0	2	2	4	-	-	-	-	-	-	0
H 3012B	2	6	2	13	36	15	1.7	22	1	25	413	0	0
I 3005D	1	2	0	2	2	4	-	-	-	-	-	-	0
J 2988B?	2	3	1	5	6	16	1.6	2	1	89	953	0	0
K 2821B	7	8	10	16	36	16	5.6	2	2	42	39	13	0
L 2810D	13	13	14	19	43	38	7.6	20	1	57	102	21	11
M 2765D	26	10	39	14	24	48	31.6	15	3	39	16	19	0
N 2747B	16	9	12	24	26	9	15.0	14	6	35	4	21	0
O 2737B	11	9	29	19	15	13	8.7	24	3	36	13	17	0
P 2729D	19	20	9	4	13	13	7.9	9	2	60	37	32	0
Q 2580D	4	7	22	6	94	47	2.5	26	2	87	47	54	0
R 2566D	17	26	24	18	118	114	5.2	17	2	61	33	35	0
S 2559D	17	18	24	35	79	28	7.6	11	3	35	20	14	10
T 2552D	15	19	24	35	79	28	6.0	15	2	89	59	54	20
U 2530D	1	2	1	2	2	4	-	-	-	-	-	-	0
V 2522D	20	28	13	37	37	55	5.6	14	1	37	182	4	0
W 2486B?	1	2	1	2	2	4	-	-	-	-	-	-	0
X 2462B	6	9	6	10	2	20	3.8	34	1	63	72	31	0
Y 2431D	1	2	1	2	2	4	-	-	-	-	-	-	0
Z 2411D	39	36	73	52	132	79	11.5	7	2	35	21	15	0
AA 2402D	10	11	86	83	181	86	6.4	21	5	34	7	19	0
AB 2396D	29	26	86	83	181	86	10.8	12	3	42	19	21	0
AC 2380D	8	11	7	14	38	33	4.5	14	1	25	365	0	40
AD 2284M	1	2	1	2	2	4	-	-	-	-	-	-	0
AE 2264D	0	2	1	2	2	4	-	-	-	-	-	-	0
AF 2256D	1	2	1	2	2	4	-	-	-	-	-	-	0
AG 2222D	1	2	1	2	2	4	-	-	-	-	-	-	0
AH 2214D	2	7	2	8	13	28	1.4	16	1	52	613	0	0
LINE 50850 (FLIGHT 11)													
A 3590B	6	4	12	9	23	12	7.7	33	3	82	16	57	0
B 3680B?	7	7	4	7	9	36	5.4	47	1	129	89	86	5
C 3689B?	1	4	2	3	0	12	0.9	30	2	169	54	127	0
D 3728B?	4	7	1	8	19	31	2.7	35	1	74	137	33	0
E 3759B?	1	4	2	2	7	4	0.8	15	1	70	644	0	17
F 3774D	0	3	0	3	11	16	0.4	1	1	79	869	1	0
G 3808D	1	2	1	2	2	4	-	-	-	-	-	-	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.

		COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50850		(FLIGHT 11)												
H	3858D	5	13	4	19	48	57	2.3	16	1	62	163	22	0
I	3963B	4	4	4	7	17	22	4.7	31	1	52	183	8	0
J	4008B	1	5	3	8	30	30	0.4	0	1	44	341	1	0
K	4066B?	2	5	2	5	10	23	1.3	26	1	36	604	0	0
L	4150B?	0	2	0	1	5	6	0.4	0	1	127	624	28	0
M	4174B?	2	4	0	3	5	9	2.3	29	1	65	712	0	0
N	4250B	8	7	9	3	56	25	7.9	17	2	45	28	19	0
O	4256B	15	15	9	4	56	4	7.6	8	2	49	23	25	0
P	4304D	14	26	43	6	9	16	4.1	0	2	39	25	16	0
Q	4325B	101	64	142	78	165	164	25.1	6	4	26	8	12	0
R	4451D	5	12	9	42	117	52	2.2	18	1	55	232	14	11
S	4465B	7	29	10	49	20	183	1.5	9	1	31	126	4	0
T	4501D	6	14	35	43	101	79	2.2	0	1	46	95	10	0
U	4507D	10	14	35	43	101	79	4.3	16	2	43	31	19	0
V	4510D	1	2	1	2	2	4	-	-	-	-	-	-	0
W	4514D	14	7	35	43	101	79	18.4	32	2	68	34	39	0
X	4538B	2	4	0	5	13	7	2.3	39	1	62	657	0	0
Y	4546D	1	4	1	6	10	7	1.0	20	1	69	525	3	0
Z	4583B	66	89	90	155	351	248	9.1	2	3	25	16	9	0
AA	4617B	8	10	3	12	12	31	5.2	5	1	46	76	12	0
AB	4628D	0	4	8	5	3	14	0.4	8	1	104	111	61	0
AC	4634B	2	4	3	3	3	12	2.4	44	1	89	202	40	0
LINE 50860		(FLIGHT 11)												
A	5866B	1	3	4	4	7	20	1.7	31	1	70	697	0	0
B	5752B	6	11	7	14	25	44	2.7	16	1	47	138	10	0
C	5708B	1	2	1	2	2	4	-	-	-	-	-	-	0
D	5526B?	1	3	1	9	20	36	0.6	15	1	82	835	2	0
E	5494B	4	11	1	14	5	67	1.7	25	1	69	92	35	0
F	5448B?	1	2	1	2	2	1	-	-	-	-	-	-	0
G	5379B?	2	4	4	7	18	19	1.5	31	1	110	373	38	0
H	5363B	1	2	1	2	2	4	-	-	-	-	-	-	0
I	5279B?	1	2	1	2	2	4	-	-	-	-	-	-	0
J	5218B	26	33	2	9	85	58	7.1	3	3	31	16	12	0
K	5144D	3	9	6	5	14	69	1.5	12	1	54	138	16	0
L	5122D	29	27	36	55	128	86	10.4	6	2	29	36	6	0
M	4989D	3	4	0	0	4	4	3.2	36	1	109	521	20	19
N	4971D	3	6	3	7	17	30	2.1	30	1	86	134	42	0
O	4954D	10	6	15	12	32	13	11.8	27	3	83	23	55	0
P	4948D	10	6	15	12	32	13	12.9	24	1	73	264	21	0
Q	4922D	3	10	1	9	21	30	1.6	15	1	55	780	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50860 (FLIGHT 11)													
R 4891D	1	3	1	4	8	5	1.1	43	1	72	774	4	0
LINE 50870 (FLIGHT 11)													
A 6218D	4	4	2	7	15	6	4.6	52	1	82	132	40	0
B 6226D	1	2	1	2	2	4	-	-	-	-	-	-	0
C 6267D?	1	2	1	2	2	4	-	-	-	-	-	-	30
D 6276D	1	1	1	2	3	11	3.5	88	1	114	712	13	0
E 6300D	1	2	0	2	2	4	-	-	-	-	-	-	0
F 6332D	0	2	0	2	2	4	-	-	-	-	-	-	0
G 6368B	2	2	3	4	9	2	3.9	29	1	48	226	0	0
H 6416B	1	2	1	2	2	4	-	-	-	-	-	-	0
I 6481D	1	2	1	3	9	12	1.5	37	1	94	260	36	0
J 6502D?	0	2	1	2	3	7	0.5	0	1	140	926	15	0
K 6579B?	0	1	1	0	2	4	-	-	-	-	-	-	0
L 6590D?	4	2	2	2	4	4	9.1	57	1	57	306	9	0
M 6672B	0	2	0	2	2	4	-	-	-	-	-	-	0
N 6704D	1	2	1	2	2	4	-	-	-	-	-	-	0
O 6729D	12	13	7	10	16	20	6.6	13	1	44	66	13	0
P 6789D	4	21	17	40	81	142	1.0	19	3	56	20	36	0
Q 6809B	15	29	11	9	26	15	3.8	10	4	43	9	27	0
R 6818B	20	22	38	7	9	46	7.6	0	4	34	9	16	0
S 6872D	0	4	4	2	8	17	0.4	0	1	80	66	46	0
T 6893B	33	35	35	60	139	2	9.3	0	3	31	17	12	0
U 7049D	5	5	10	2	16	6	4.4	27	2	122	60	81	0
V 7056D	14	6	15	10	26	11	19.8	24	2	88	46	54	0
LINE 50880 (FLIGHT 11)													
A 7995D?	1	5	0	9	18	53	0.4	5	1	123	742	25	4
B 7961B	1	2	1	2	2	4	-	-	-	-	-	-	0
C 7947B	1	2	1	2	2	4	-	-	-	-	-	-	0
D 7885D?	1	2	0	2	2	4	-	-	-	-	-	-	0
E 7849B?	2	3	0	1	2	10	2.4	23	1	65	523	0	0
F 7823B?	0	3	1	1	1	2	0.4	0	1	76	177	23	0
G 7813D?	0	2	2	3	4	6	0.4	0	1	84	123	37	0
H 7611B?	3	1	3	7	15	16	9.4	77	1	31	361	0	0
I 7448D?	1	4	1	2	1	12	0.5	15	1	69	383	21	0
J 7430D	1	2	1	2	2	4	-	-	-	-	-	-	0
K 7317D	16	17	12	13	37	42	7.4	17	1	59	71	26	0
L 7297B	9	42	74	40	96	99	1.6	0	3	29	13	13	0
M 7288B	36	53	97	122	89	21	6.7	1	4	25	7	11	0
N 7262B	1	2	1	2	2	4	-	-	-	-	-	-	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 50880 (FLIGHT 11)													
O 7257B	1	2	1	2	2	4	-	-	-	-	-	-	0
P 7234B	1	8	1	5	12	52	0.4	5	1	90	67	55	0
Q 7213D	30	34	36	71	169	166	8.5	9	2	28	39	5	0
R 7209D	19	30	36	72	169	166	5.2	15	2	43	30	20	5
S 7175B?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 50890 (FLIGHT 11)													
A 8286B?	1	2	2	3	1	17	1.9	67	1	76	87	40	0
B 8313B?	1	1	2	0	1	0	6.1	62	3	97	19	67	0
C 8339D	2	2	0	0	4	11	3.4	59	1	115	142	65	0
D 8376D	2	5	0	2	6	9	1.4	25	1	95	202	44	0
E 8448B?	2	4	1	4	10	21	1.7	30	1	76	113	35	0
F 8584D	1	2	1	2	7	11	1.1	0	1	89	132	39	0
G 8600D	1	10	1	7	10	51	0.5	12	1	55	282	15	0
H 8675B?	1	3	1	4	10	16	1.5	48	1	87	423	26	0
I 8780B?	0	1	1	2	2	4	-	-	-	-	-	-	0
J 8897B	44	31	54	48	114	61	16.6	4	5	33	6	19	0
K 8909B	34	33	55	76	55	23	10.1	10	4	39	10	22	0
L 8917B	63	42	80	91	168	45	19.8	7	4	24	11	8	0
M 8929D	5	22	17	23	62	56	1.3	0	2	46	29	23	0
N 8943D	21	12	24	20	34	44	16.9	23	3	44	14	24	0
LINE 50900 (FLIGHT 11)													
A 9655B?	1	2	0	2	2	4	-	-	-	-	-	-	0
B 9593B	5	7	3	15	43	47	3.4	28	1	38	149	2	0
C 9526B?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 9447M	0	1	0	1	0	8	0.5	11	1	154	1028	0	460
E 9257D	1	6	0	5	11	32	0.6	5	1	118	1028	0	0
F 9242D	2	3	0	1	2	11	1.7	41	1	81	863	0	0
G 9213D	7	12	1	8	21	35	3.1	18	1	43	399	0	0
LINE 50910 (FLIGHT 13)													
A 8007B?	2	4	5	6	11	20	2.0	43	1	92	139	46	0
B 7988B?	1	2	1	2	2	4	-	-	-	-	-	-	0
C 7952D	1	2	1	1	2	4	-	-	-	-	-	-	0
D 7824H	1	2	1	2	4	5	2.4	45	1	94	133	45	0
LINE 59010 (FLIGHT 12)													
A 3849H	1	2	1	2	2	4	-	-	-	-	-	-	0
B 3886M	0	0	0	0	2	4	-	-	-	-	-	-	100
C 3898S?	0	2	0	2	2	4	-	-	-	-	-	-	20

* 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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 59020 (FLIGHT 28)													
A 7902D	1	2	0	2	2	4	-	-	-	-	-	-	0
B 7888D	3	13	0	25	16	54	1.3	16	1	13	391	0	0
C 7859D	3	15	0	20	45	50	0.9	16	1	11	303	0	0
D 7849B	7	19	0	11	59	31	2.1	8	1	0	340	0	0
LINE 59021 (FLIGHT 28)													
A 8330B?	2	8	10	19	52	28	1.4	6	1	39	88	7	100
B 8339B	5	5	8	12	16	28	4.4	34	2	46	36	19	0
C 8353D	4	4	9	13	31	23	4.0	23	2	43	37	14	0
D 8363B	1	2	1	2	2	4	-	-	-	-	-	-	0
E 8472B?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 8582S?	0	0	1	2	2	4	-	-	-	-	-	-	0
LINE 59022 (FLIGHT 29)													
A 8416M	0	1	0	2	2	4	-	-	-	-	-	-	0
B 8317S	0	9	2	17	28	86	0.4	8	1	23	499	0	0
C 8080S	1	1	0	1	2	4	-	-	-	-	-	-	0
D 8002D	11	25	13	12	26	60	3.1	18	1	65	70	33	9
E 7992D	1	2	1	2	2	4	-	-	-	-	-	-	0
F 7984D	5	4	1	5	12	12	6.9	45	2	73	54	40	0
G 7971D	5	6	7	8	16	15	3.9	21	2	75	41	43	0
LINE 59031 (FLIGHT 29)													
A 7256S	2	7	2	13	29	50	1.2	20	1	19	311	0	15
B 7213B	7	13	15	24	59	27	3.1	13	1	38	67	9	0
C 7190B?	1	3	3	5	19	23	1.1	32	1	47	102	12	0
D 7177D	2	7	5	2	6	29	0.8	6	1	46	135	9	140
E 7145D	0	2	1	2	2	4	-	-	-	-	-	-	11
F 7135D	1	2	1	2	2	4	-	-	-	-	-	-	0
G 7124D	4	11	5	18	48	62	1.6	9	1	38	95	6	0
H 7105D	4	6	1	9	27	42	2.8	26	1	46	94	12	0
I 7086B	2	11	9	20	16	69	0.8	0	1	39	208	1	0
J 6942M	0	1	0	1	5	5	0.4	0	1	205	1028	0	190
K 6910M	0	1	0	2	0	1	-	-	-	-	-	-	90
L 6801B?	0	2	0	2	2	4	-	-	-	-	-	-	0
M 6751D?	0	3	0	3	7	12	0.4	0	1	174	1028	0	30
N 6658D	2	21	10	25	76	37	0.4	0	1	30	133	0	0
O 6652M	2	21	10	25	76	37	0.4	1	1	20	499	0	110
P 6644D	0	4	4	24	6	5	0.4	4	1	76	196	32	0
Q 6629D	22	28	42	45	89	84	6.7	8	1	37	84	7	0
R 6512D	27	39	36	35	69	32	6.1	1	4	42	10	24	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 59031 (FLIGHT 29)													
S 6501D	15	17	36	88	201	64	6.5	14	2	36	21	15	0
T 6456B	8	4	5	4	8	7	1.0	0	1	48	63	30	0
U 6443B	6	11	4	12	12	19	2.9	1	3	64	14	41	0
V 6383B	14	31	45	81	158	108	3.4	1	2	30	26	9	0
W 6371B	1	2	1	2	2	4	-	-	-	-	-	-	0
X 6320B?	1	2	0	2	2	4	-	-	-	-	-	-	0
Y 6247B	3	9	5	10	24	3	1.5	0	1	61	112	20	0
LINE 59041 (FLIGHT 29)													
A 5314S?	3	9	14	11	53	46	1.2	11	1	32	127	0	0
B 5300D	21	23	50	37	76	68	7.7	14	3	51	14	31	0
C 5270D	19	29	27	53	138	117	5.3	9	2	32	47	8	0
D 5262B?	1	2	1	2	2	4	-	-	-	-	-	-	0
E 5255B?	0	1	0	6	16	15	0.4	6	1	34	630	0	30
F 5252M	0	1	0	6	16	15	0.6	19	1	31	587	0	0
G 5247M	1	3	2	6	31	15	1.7	62	1	27	560	0	350
H 5220B	6	8	17	14	36	46	4.0	18	2	60	35	31	0
I 5194S?	2	15	1	31	84	163	0.5	0	1	11	391	0	11
J 5162B	7	20	8	34	74	79	2.1	7	1	46	73	16	10
K 5130D	0	7	0	22	31	109	0.4	1	1	53	764	0	0
L 5121B?	0	5	2	22	39	109	0.4	2	1	19	510	0	50
M 5110B?	0	3	4	25	67	49	0.4	0	1	46	233	5	150
N 5104D	4	12	16	27	70	49	1.8	7	1	39	107	6	0
O 5096D	1	2	1	2	2	4	-	-	-	-	-	-	0
P 5084B	4	30	14	54	87	192	0.8	0	1	28	56	4	0
Q 5068D	4	7	8	11	24	6	2.3	4	2	47	32	20	0
R 5057D	1	4	4	5	10	8	1.0	6	2	61	50	29	0
S 5038B	3	10	7	15	31	41	1.6	7	1	48	59	18	0
T 5022S	1	2	1	2	2	4	-	-	-	-	-	-	0
U 5008D	10	9	23	7	22	45	7.9	32	1	46	52	19	0
V 4998B	12	20	28	29	67	23	3.8	0	2	24	23	3	0
W 4983D	1	2	1	2	2	4	-	-	-	-	-	-	0
X 4976B	5	4	0	23	63	114	6.9	54	1	41	56	14	190
Y 4970B	5	12	4	26	63	24	2.4	19	1	36	48	11	0
Z 4945B	4	19	15	36	82	99	1.2	0	2	30	30	8	0
AA 4938D	1	2	1	2	2	4	-	-	-	-	-	-	0
AB 4935D	6	5	16	33	81	22	6.7	47	2	33	40	9	0
AC 4928D	4	15	16	33	90	99	1.6	7	1	30	59	5	0
AD 4922D	1	15	11	33	89	76	0.4	0	1	44	69	15	30
AE 4914B	3	11	9	23	65	42	1.1	0	1	32	67	3	0
AF 4779D	2	12	15	23	50	30	0.8	0	1	48	71	16	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 59041	(FLIGHT 29)												
AG 4773D	1	2	1	2	2	4	-	-	-	-	-	-	0
AH 4738B?	0	2	3	4	10	24	0.4	0	1	48	182	3	0
AI 4722B?	0	2	1	2	2	4	-	-	-	-	-	-	0
AJ 4676D	0	2	0	2	2	4	-	-	-	-	-	-	0
AK 4556B?	2	6	2	9	25	14	1.5	7	1	72	99	31	0
AL 4540D	1	6	4	7	12	13	0.5	3	1	148	704	32	0
AM 4376D	6	13	17	19	45	22	2.5	0	2	44	33	17	0
AN 4371D	6	13	17	19	45	22	2.5	0	1	61	61	27	0
AO 4352D	1	3	3	6	13	11	0.9	15	1	71	200	23	0
AP 4338D	1	5	3	7	1	18	1.0	20	1	70	405	16	0
AQ 4288D	4	26	3	32	40	146	0.8	6	1	29	220	1	0
AR 4280D	3	22	4	32	40	146	0.8	1	1	29	187	0	0
AS 4238B	1	2	1	2	2	4	-	-	-	-	-	-	20
AT 4214B?	1	2	1	2	2	4	-	-	-	-	-	-	0
AU 4128B?	1	2	1	2	2	4	-	-	-	-	-	-	0
AV 4108M	1	1	1	2	2	4	-	-	-	-	-	-	70
AW 4040D	3	19	3	1	15	69	0.2	0	1	26	252	7	0
AX 4009D	1	10	3	21	27	128	0.4	12	1	36	594	0	0
AY 4002D	1	22	5	24	45	148	0.4	12	1	27	498	0	60
AZ 3970D	0	9	1	8	26	65	0.4	0	1	26	527	0	0
BA 3964D	1	2	1	2	2	4	-	-	-	-	-	-	0
BB 3950D	11	13	15	17	34	9	5.9	0	2	63	34	33	0
LINE 59051	(FLIGHT 29)												
A 2959D	1	2	0	1	2	4	-	-	-	-	-	-	12
B 2950D	3	1	8	4	7	38	19.4	87	1	28	92	1	0
C 2940D	3	18	10	37	78	119	0.7	0	1	18	134	0	14
D 2904S	3	5	16	4	9	26	0.3	0	1	24	92	8	0
E 2880S	5	14	11	23	65	23	2.1	1	1	22	80	0	90
F 2860S?	2	12	5	25	31	90	0.6	0	1	13	284	0	0
G 2765B?	1	11	0	15	11	63	0.5	8	1	35	619	0	0
H 2755M	0	0	0	1	2	4	-	-	-	-	-	-	280
I 2730B?	1	2	0	2	2	4	-	-	-	-	-	-	0
J 2712B?	1	9	1	14	4	74	0.5	14	1	29	556	0	40
K 2463D	0	8	0	16	6	68	0.4	5	1	54	749	0	0
L 2430S	1	2	1	2	2	4	-	-	-	-	-	-	0
M 2414D	0	8	5	6	17	27	0.4	0	1	55	109	17	0
N 2317B?	0	10	5	30	66	146	0.4	3	1	29	256	0	0
O 2212D	3	3	2	3	5	5	3.5	50	1	91	209	40	0
P 2095D	1	2	1	2	2	4	-	-	-	-	-	-	0
Q 2089D	4	12	9	14	34	65	1.8	29	1	58	139	24	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 59051 (FLIGHT 29)													
R 2083D	3	10	9	14	34	64	1.2	27	1	79	61	47	0
S 2068D	19	42	21	32	57	97	3.8	18	1	58	58	31	0
T 2057D	10	21	5	18	50	12	3.2	26	1	65	141	29	0
U 1996B?	4	9	13	21	43	32	2.0	0	1	161	607	22	0
V 1987B	4	11	13	23	43	32	2.0	4	1	53	61	21	0
W 1950D	3	7	4	9	19	15	2.0	12	1	42	405	0	0
X 1944D	3	6	4	9	19	15	2.0	13	1	46	303	0	0
Y 1909D	0	7	0	15	29	63	0.4	10	1	65	770	4	7
Z 1861D	9	25	9	21	46	74	2.3	4	1	23	582	0	0
AA 1824B?	0	9	1	11	26	62	0.4	10	1	36	611	0	40
AB 1818B?	0	8	0	11	26	62	0.4	7	1	37	647	0	0
AC 1808M	0	3	0	7	8	41	0.4	12	1	64	756	5	110
AD 1776B?	0	4	0	8	6	28	0.4	9	1	57	746	1	0
AE 1755B	3	26	14	55	145	156	0.6	0	1	22	118	0	50
AF 1741B?	0	5	3	9	26	43	0.4	2	1	32	643	0	0
AG 1737B?	0	5	0	9	26	43	0.4	0	1	53	764	0	4
AH 1718D	0	25	9	42	85	40	0.4	17	1	23	397	2	0
AI 1711D	5	21	9	42	85	40	1.2	0	1	22	403	0	0
AJ 1659D	0	2	1	0	1	2	-	-	-	-	-	-	0
AK 1654D?	1	2	1	0	6	16	0.8	13	1	118	674	16	0
AL 1554B	0	15	8	60	57	166	0.4	0	1	45	215	7	90
AM 1545B	2	28	7	60	57	166	0.5	5	1	26	192	0	0
AN 1485D	5	15	4	17	35	65	2.0	10	2	60	52	30	0
AO 1482D	5	15	4	17	35	65	2.0	22	2	92	42	61	0
AP 1473D	6	36	12	62	141	137	1.2	0	1	39	68	11	100
AQ 1469D	6	36	21	62	146	163	1.1	0	1	34	78	8	0
AR 1454B?	0	2	1	2	2	4	-	-	-	-	-	-	0
AS 1449M	0	2	1	2	2	4	-	-	-	-	-	-	160
AT 1446D	0	4	4	7	6	23	0.4	0	1	104	235	50	0
AU 1422D	23	45	57	75	163	118	4.3	4	2	38	29	16	0
AV 1410D	4	13	3	6	13	23	1.4	0	2	55	30	28	8
LINE 59060 (FLIGHT 12)													
A 933H	7	10	13	23	53	45	4.6	26	2	61	33	34	0
B 899H	4	7	14	14	25	22	2.4	11	3	42	19	19	0
LINE 59070 (FLIGHT 12)													
A 5066H	4	7	8	15	37	24	2.3	22	1	43	57	14	0
B 5058B	8	12	5	24	61	43	3.9	19	1	38	62	10	0
C 5002H	7	9	16	9	51	5	5.0	20	2	39	26	15	0
D 4999B?	9	11	18	24	51	34	4.7	12	2	33	34	8	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 14)												
A 1705S	0	2	1	2	2	4	-	-	-	-	-	-	0
B 1795H	4	7	5	10	11	14	3.2	6	1	39	58	7	0
LINE 20020	(FLIGHT 14)												
A 1941B?	1	2	1	2	2	4	-	-	-	-	-	-	0
B 1934B?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20030	(FLIGHT 14)												
A 2058B?	1	2	1	2	2	4	-	-	-	-	-	-	0
B 2070D	1	2	1	1	1	4	-	-	-	-	-	-	0
C 2083B?	3	2	10	7	16	5	9.0	43	2	60	29	32	0
D 2094B?	9	9	24	22	49	24	6.4	26	3	58	17	36	0
E 2099B?	10	7	24	22	49	24	10.3	26	2	61	34	33	0
LINE 20040	(FLIGHT 14)												
A 2226D?	0	2	1	2	3	19	0.6	5	1	52	596	0	0
B 2207B?	1	1	0	2	3	9	7.7	108	1	81	626	4	0
C 2168H	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20050	(FLIGHT 14)												
A 2358B?	2	3	1	3	8	11	3.6	44	1	82	125	37	0
B 2383H	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20060	(FLIGHT 14)												
A 2755D	2	3	2	5	20	11	1.7	47	1	59	161	19	0
B 2744D	1	2	1	2	2	4	-	-	-	-	-	-	0
C 2712D	7	14	16	32	69	24	2.8	31	2	53	49	27	0
LINE 20061	(FLIGHT 26)												
A 1328D	1	4	3	7	16	11	0.6	0	1	43	120	4	0
B 1341D	1	4	0	0	11	14	1.1	28	1	51	148	14	0
C 1363B	5	10	13	20	51	2	2.5	21	2	48	41	22	0
D 1397B?	2	6	1	11	21	63	1.4	21	1	53	223	12	0
LINE 20070	(FLIGHT 14)												
A 3010D	1	2	1	2	2	4	-	-	-	-	-	-	0
B 3058D	5	4	6	7	9	16	6.5	24	1	63	83	24	0
C 3071D	1	2	1	2	2	4	-	-	-	-	-	-	0
D 3082D	1	2	1	2	2	4	-	-	-	-	-	-	0
E 3104D	0	1	1	2	2	4	-	-	-	-	-	-	0
LINE 20080	(FLIGHT 26)												
A 1782B?	1	2	1	1	2	4	-	-	-	-	-	-	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 1093 HZ REAL PPM	COAXIAL 1093 HZ QUAD PPM	COPLANAR 894 HZ REAL PPM	COPLANAR 894 HZ QUAD PPM	COPLANAR 7215 HZ REAL PPM	COPLANAR 7215 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 20080 (FLIGHT 26)													
B 1804D	1	5	1	5	13	28	0.7	25	1	51	319	11	0
C 1917B?	0	4	2	17	24	69	0.4	8	1	42	166	10	0
D 1944B	1	2	1	2	2	4	-	-	-	-	-	-	0
E 1968D	1	2	1	2	2	4	-	-	-	-	-	-	0
F 2006D	2	6	2	6	23	7	1.5	29	1	68	91	32	0
G 2042B?	1	3	4	10	27	17	1.1	29	2	65	49	34	0
H 2071B	3	4	2	9	22	36	3.4	38	1	47	154	8	0
I 2090D	0	8	1	12	2	77	0.4	7	1	51	642	1	0
LINE 20090 (FLIGHT 14)													
A 3574D	16	9	25	20	38	26	14.9	9	3	48	20	24	0
B 3732D	1	2	1	2	2	3	-	-	-	-	-	-	0
C 3743B?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 3770B?	1	2	0	1	1	4	-	-	-	-	-	-	0
E 3822D	1	2	1	6	17	22	0.7	14	1	66	181	23	0
F 3838D	3	4	2	8	13	18	3.1	47	1	44	264	4	0
LINE 20100 (FLIGHT 14)													
A 4285B?	3	9	2	12	20	23	1.5	17	1	57	169	18	0
B 4269D	3	11	7	25	38	10	1.6	16	1	45	105	13	0
C 4234D	2	4	3	15	22	8	1.3	28	1	118	71	77	0
D 4225D	4	8	2	15	27	24	2.4	21	1	72	164	29	0
E 3981D	1	2	1	2	2	4	-	-	-	-	-	-	0
F 3963B?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20110 (FLIGHT 15)													
A 1165B?	0	2	0	2	4	13	0.4	0	1	174	1028	0	0
B 1258M	0	2	0	2	2	4	-	-	-	-	-	-	0
C 1298D?	1	3	0	4	7	8	0.8	22	1	60	798	0	0
D 1308D?	1	3	0	4	3	1	1.2	34	1	71	854	0	0
E 1325B?	0	1	1	1	0	5	0.4	0	1	189	417	76	0
F 1403D?	1	5	0	8	6	7	0.7	24	1	45	616	0	0
G 1443D	2	5	1	3	4	13	1.1	25	1	78	695	5	0
LINE 20120 (FLIGHT 15)													
A 1910B?	2	5	5	18	39	44	1.7	25	1	48	250	5	0
B 1875D	12	10	21	27	59	24	9.5	5	2	56	43	25	0
C 1717S?	1	5	0	9	16	61	0.4	16	1	43	615	4	0
D 1631S?	1	17	4	23	42	124	0.4	1	1	15	361	0	0
E 1588B?	2	15	2	16	46	75	0.7	6	1	32	225	1	0
LINE 20130 (FLIGHT 15)													
A 2308D	1	2	1	2	2	4	-	-	-	-	-	-	150

* 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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ	COPLANAR 7215 HZ	VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY	REAL QUAD	REAL QUAD	REAL QUAD	COND-DEPTH*	COND	DEPTH-DEPTH*					

FID/INTERP	PPM	PPM	PPM	PPM	PPM	PPM	SIEMEN	M	SIEMEN	M	OHM-M	M	NT
LINE 20130 (FLIGHT 15)													
B 2317B?	4	6	6	18	41	41	2.7	29	1	35	175	0	0
C 2321D	5	11	6	18	41	41	2.3	14	1	24	576	0	0
D 2462D	1	2	1	2	2	4	-	-	-	-	-	-	0
E 2487D	1	2	1	2	2	4	-	-	-	-	-	-	0
F 2507D	14	17	13	13	40	59	6.0	17	1	43	143	8	0
G 2508D?	14	17	15	13	39	59	6.2	18	1	43	133	9	0
H 2667B?	3	3	1	3	5	12	3.0	41	1	65	612	0	0
LINE 20140 (FLIGHT 15)													
A 3300B?	2	3	2	7	18	29	1.7	33	1	54	129	15	0
B 3283D	1	2	0	2	2	4	-	-	-	-	-	-	0
C 3275D	3	4	2	5	14	15	2.9	24	1	77	97	35	0
D 3267D	6	8	5	13	25	30	3.5	12	2	67	59	33	0
E 3265D	6	9	10	14	25	30	3.5	13	1	59	62	26	0
F 3248M	0	1	1	1	10	6	0.4	5	1	83	876	3	0
G 3234D?	2	4	2	11	21	62	2.2	56	1	50	295	11	0
H 3224B?	1	2	1	3	8	22	0.3	0	1	39	224	16	0
I 3206B?	2	2	2	1	5	9	3.3	72	1	90	109	48	7
J 3097D?	2	1	1	1	6	0	7.4	59	1	59	491	0	0
K 3081D	1	4	2	3	12	8	0.6	0	1	56	177	12	0
L 3068D	8	6	1	8	11	0	7.4	28	1	54	114	16	0
M 3062D	4	8	13	15	13	29	2.4	31	1	62	65	31	0
N 2972D	1	2	0	4	2	10	1.8	62	1	87	911	0	0
O 2957D	1	4	0	1	5	11	1.1	33	1	77	829	2	0
P 2942D	3	6	1	3	16	18	1.8	17	1	35	508	0	0
Q 2925D	1	2	1	0	2	4	-	-	-	-	-	-	0
R 2915B?	2	9	0	11	30	59	1.1	9	1	25	350	0	0
LINE 20150 (FLIGHT 15)													
A 3626B?	1	4	0	4	8	42	1.1	36	1	89	885	8	0
B 3647B?	0	2	0	1	0	13	0.6	17	1	175	1028	0	0
C 3753B?	0	2	0	2	0	4	-	-	-	-	-	-	0
D 3794D	0	4	3	7	22	13	0.4	0	1	50	244	7	0
E 3805D	1	5	0	7	8	24	0.9	8	1	63	275	14	110
F 3837B?	1	2	0	3	7	11	1.9	54	1	142	1028	0	0
G 3843M	0	0	0	2	7	11	1.1	20	1	173	1028	0	810
H 3869B?	2	2	3	7	13	8	2.5	54	1	35	431	0	7
LINE 20151 (FLIGHT 26)													
A 2690M	1	2	1	2	2	4	-	-	-	-	-	-	0
B 2674D	1	2	1	2	2	4	-	-	-	-	-	-	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 20151 (FLIGHT 26)													
C 2664B	3	5	11	13	27	22	3.4	16	3	47	23	21	100
D 2538B?	2	4	1	6	8	22	1.9	39	1	118	218	62	0
E 2530B?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 2523D	1	2	1	2	2	4	-	-	-	-	-	-	0
G 2506D	3	4	0	0	9	10	2.9	40	2	104	31	72	0
H 2490D	9	12	10	9	11	37	4.9	18	1	37	226	0	0
I 2464B?	1	3	1	4	6	33	1.0	42	1	105	233	53	0
J 2361B?	2	3	0	3	5	19	2.2	57	1	99	852	5	0
K 2340B?	1	2	1	2	2	4	-	-	-	-	-	-	0
L 2305D	0	5	0	8	15	38	0.4	1	1	39	365	0	0
LINE 20160 (FLIGHT 15)													
A 5033D	4	12	1	9	17	40	1.9	13	1	60	186	19	0
B 5025B?	1	2	1	2	2	4	-	-	-	-	-	-	0
C 4753D	1	5	1	3	13	24	0.4	0	1	78	784	0	0
D 4742D	0	2	0	2	2	4	-	-	-	-	-	-	0
E 4728B?	0	2	1	0	2	4	-	-	-	-	-	-	100
F 4718M	0	5	0	11	0	16	0.4	9	1	53	727	0	0
G 4715B?	0	5	0	11	0	55	0.4	10	1	52	720	0	0
H 4680M	0	0	0	1	0	1	3.1	84	1	136	1028	0	710
I 4633D	5	10	3	17	43	75	2.5	28	1	54	83	22	0
J 4620D	1	2	1	2	2	4	-	-	-	-	-	-	0
K 4611D	2	3	4	8	18	11	3.1	20	2	44	41	13	0
L 4600B?	5	2	2	6	14	12	14.2	31	2	75	38	42	0
M 4586B?	2	3	7	9	20	13	2.3	27	2	63	41	31	0
N 4496B?	2	3	2	1	9	14	2.2	45	1	56	526	0	0
O 4466D	18	21	17	27	57	52	6.9	7	1	34	108	2	0
P 4449B?	1	2	1	2	2	4	-	-	-	-	-	-	0
Q 4340D?	0	2	0	2	2	4	-	-	-	-	-	-	7
R 4318D?	1	2	0	3	11	18	0.9	29	1	71	841	0	0
LINE 20171 (FLIGHT 16)													
A 668D	1	3	2	5	12	28	0.7	5	1	90	99	48	0
B 691D	15	15	16	29	63	63	7.5	13	1	43	69	12	0
C 916B	5	11	3	10	28	51	2.7	19	1	41	363	0	0
D 935D?	1	2	2	0	5	7	1.5	55	1	170	1028	0	430
E 968M	0	3	0	2	0	16	0.4	3	1	99	948	6	0
F 1016B	1	2	1	2	2	4	-	-	-	-	-	-	5
G 1032B	9	15	20	15	33	92	3.9	13	2	33	37	9	0
H 1041D	12	10	28	17	35	18	9.2	26	3	39	15	19	19
I 1048D	10	12	13	30	69	61	5.1	25	2	39	23	18	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 20171 (FLIGHT 16)													
J 1056D	19	27	32	37	41	20	5.8	14	2	36	26	15	0
K 1082B	8	6	10	13	39	18	8.5	26	2	54	52	23	0
L 1087D	1	2	1	2	2	4	-	-	-	-	-	-	0
M 1102B?	1	2	1	2	2	4	-	-	-	-	-	-	0
N 1112B?	1	2	1	2	2	4	-	-	-	-	-	-	0
O 1124D	1	2	0	1	2	4	-	-	-	-	-	-	0
P 1136B?	2	3	4	6	14	19	2.8	20	1	70	63	32	0
Q 1147D	2	3	3	4	10	6	3.1	48	1	119	677	15	0
R 1180B	7	9	6	18	50	48	4.8	17	1	39	131	3	0
S 1224D	1	2	1	2	2	4	-	-	-	-	-	-	0
T 1232D	0	2	3	8	14	14	0.4	0	1	64	128	24	0
U 1237D	1	2	1	2	2	4	-	-	-	-	-	-	0
V 1246B?	0	3	0	2	10	15	0.4	0	1	94	215	42	0
W 1272D	8	14	5	14	35	59	3.5	14	1	52	157	13	0
LINE 20180 (FLIGHT 16)													
A 2202S?	10	21	11	39	57	111	3.2	8	1	22	128	0	0
B 2188D	7	7	9	16	21	22	6.1	25	2	54	48	24	0
C 2183D	9	8	10	16	21	23	7.4	28	2	51	54	22	0
D 2175B?	1	7	0	11	25	37	0.6	6	1	68	80	33	0
E 2167D	10	15	4	19	44	38	4.5	21	1	44	97	12	0
F 2137B?	9	9	13	15	16	37	6.1	26	2	70	29	43	0
G 2120D	1	2	1	2	2	4	-	-	-	-	-	-	0
H 1908D	15	19	8	21	47	89	5.8	24	1	43	144	10	0
I 1881D	3	6	3	12	28	14	2.6	35	1	57	166	17	0
J 1857M	0	1	0	2	2	7	0.6	1	1	97	1007	0	150
K 1848M	0	0	0	0	3	1	1.1	27	1	131	1028	0	800
L 1840M	0	1	0	0	0	3	0.6	0	1	125	1028	0	0
M 1835M	0	1	0	1	2	4	-	-	-	-	-	-	0
N 1827D	2	5	2	9	22	17	1.5	33	1	56	764	0	0
O 1812B	9	11	19	26	15	29	5.6	12	2	35	40	9	0
P 1797B	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20181 (FLIGHT 26)													
A 2893B?	0	3	0	3	10	18	0.4	0	1	124	1028	0	0
B 2918M	0	4	0	4	0	26	0.4	7	1	150	1028	0	610
C 2921D	0	4	0	4	0	26	0.4	8	1	218	1028	0	600
D 2922M	0	4	0	2	0	26	0.4	8	1	218	1028	0	600
E 2958D	7	14	20	30	8	16	2.9	4	2	42	29	17	20
F 2964D	9	12	19	16	30	20	4.8	0	2	32	25	8	0
G 2972B	3	4	6	6	16	11	2.7	42	2	74	31	46	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 20181 (FLIGHT 26)													
H 2981D	4	9	8	7	13	26	2.2	19	1	65	70	31	0
I 2989B?	1	2	1	2	2	4	-	-	-	-	-	-	0
J 3033S?	3	14	13	23	31	67	1.1	15	2	55	40	30	0
K 3053S?	0	4	4	19	40	76	0.4	9	1	51	53	25	0
L 3072S?	0	5	6	10	34	5	0.4	13	2	60	45	34	6
M 3113B?	2	3	6	14	4	26	2.8	57	2	49	35	23	0
N 3143B?	1	2	1	2	2	4	-	-	-	-	-	-	0
O 3159B?	1	2	1	2	2	4	-	-	-	-	-	-	0
P 3208D	0	3	2	6	14	24	0.4	1	1	73	186	29	0
Q 3223D	1	2	1	2	2	4	-	-	-	-	-	-	0
R 3238D	2	5	2	3	8	20	1.6	4	1	65	129	21	0
S 3386B?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20182 (FLIGHT 26)													
A 5523D	3	4	0	1	9	8	3.1	36	1	73	328	19	0
B 5550B?	1	1	1	2	2	4	-	-	-	-	-	-	0
C 5574B?	1	2	0	2	2	4	-	-	-	-	-	-	0
D 5592B	1	6	0	10	18	67	0.4	11	1	34	577	0	0
E 5624B	2	11	9	21	6	32	0.8	17	1	43	99	14	0
F 5642B	10	36	23	79	110	276	2.0	21	2	39	37	19	0
G 5662D	5	17	8	25	59	98	1.8	13	2	37	39	14	0
H 5673D	1	2	1	2	2	4	-	-	-	-	-	-	0
I 5688D	7	17	10	21	76	144	2.6	18	2	28	38	7	0
J 5698D	4	20	12	32	37	187	1.1	13	2	36	40	14	0
K 5710D	10	19	21	42	112	11	3.5	22	1	37	60	12	0
L 5750B?	7	9	2	16	15	51	4.0	25	1	35	104	4	0
M 5780D	1	2	1	1	2	4	-	-	-	-	-	-	0
N 5803D	7	8	11	19	35	15	4.9	42	2	60	31	35	0
O 5809D	8	10	11	20	48	15	4.8	33	2	48	37	23	8
P 5828D	4	7	3	8	20	33	3.1	29	2	55	51	26	0
Q 5887H	1	2	1	2	2	4	-	-	-	-	-	-	0
R 5962D	3	11	6	21	39	87	1.2	11	1	33	187	1	0
S 5973D	4	12	11	34	69	104	1.6	12	1	27	71	2	0
T 5979D	4	14	5	18	19	127	1.6	9	1	36	53	10	0
U 5981D	4	14	4	20	19	43	1.6	8	1	37	51	11	0
V 5990D	7	10	14	26	59	13	3.5	29	2	52	41	26	0
W 5995D	1	2	1	2	2	4	-	-	-	-	-	-	0
X 6011D	8	12	7	25	59	61	3.8	23	1	47	71	17	0
Y 6028B?	6	5	4	5	10	2	6.7	39	1	93	71	54	0
LINE 20190 (FLIGHT 17)													
A 1622B?	6	14	20	31	80	160	2.6	15	1	36	53	10	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 1093 HZ REAL PPM	COAXIAL 1093 HZ QUAD PPM	COPLANAR 894 HZ REAL PPM	COPLANAR 894 HZ QUAD PPM	COPLANAR 7215 HZ REAL PPM	COPLANAR 7215 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 20190 (FLIGHT 17)													
B 1625B?	3	14	3	33	57	160	0.9	10	2	50	50	23	0
C 1636D	1	2	1	2	2	4	-	-	-	-	-	-	0
D 1649B?	11	26	17	48	112	141	2.9	10	2	35	43	12	0
E 1662D	7	10	11	42	85	170	3.9	28	1	55	65	25	0
F 1672B	1	2	1	2	2	4	-	-	-	-	-	-	0
G 1679S?	1	14	1	37	80	228	0.4	4	1	22	130	0	0
H 1688B?	2	10	4	8	24	85	0.7	2	1	32	134	1	0
I 1714B?	5	9	6	13	24	56	2.8	31	1	58	162	19	0
J 1814B?	3	11	9	21	21	76	1.3	13	1	49	145	14	0
K 1832D	5	5	10	7	10	62	5.8	24	2	51	49	20	0
L 1840B?	4	13	5	19	46	65	1.8	0	1	43	64	12	0
M 1863B	8	6	17	12	26	9	7.7	15	3	54	17	30	0
N 1869D	6	5	17	10	26	29	7.0	6	3	50	23	23	0
O 1877D	6	9	8	10	29	29	3.3	9	1	41	125	4	0
P 2069B?	1	2	0	2	2	4	-	-	-	-	-	-	150
Q 2111B?	1	2	0	2	2	4	-	-	-	-	-	-	0
R 2123B	5	10	12	20	52	31	2.6	0	1	24	107	0	0
S 2131B	1	2	1	2	2	4	-	-	-	-	-	-	9
T 2186H	1	2	1	2	2	4	-	-	-	-	-	-	0
U 2220H	6	6	14	23	55	29	5.7	28	1	42	74	10	0
V 2262D	2	6	8	9	18	16	1.3	3	1	96	611	6	0
W 2276D	2	4	6	15	33	35	2.5	38	1	96	101	53	0
X 2289D	1	2	1	2	2	4	-	-	-	-	-	-	40
Y 2298D	5	6	10	7	17	11	4.1	19	1	37	164	0	0
Z 2324B	1	2	1	2	2	4	-	-	-	-	-	-	0
AA 2378D	3	6	4	14	33	44	1.9	24	1	54	255	10	0
AB 2397B	1	2	1	2	2	4	-	-	-	-	-	-	0
AC 2462B	6	14	13	26	54	45	2.4	4	1	37	81	6	0
AD 2483B?	1	2	0	3	6	19	0.8	20	1	48	760	0	0
AE 2501D	1	2	1	2	2	4	-	-	-	-	-	-	0
AF 2513D	3	6	0	3	24	6	2.5	11	1	46	834	0	0
LINE 20200 (FLIGHT 17)													
A 3870D	3	11	6	23	52	44	1.2	0	1	41	139	4	0
B 3780D	5	13	16	8	16	64	1.9	3	1	32	113	0	0
C 3767D	1	2	1	2	2	4	-	-	-	-	-	-	0
D 3755B	18	44	39	58	136	126	3.4	2	2	29	25	9	0
E 3719D	3	4	2	7	18	24	3.7	38	1	61	67	27	0
F 3695D	1	2	1	2	2	4	-	-	-	-	-	-	0
G 3671D	1	2	1	2	2	4	-	-	-	-	-	-	0
H 3625S?	3	7	5	11	16	39	2.0	20	1	52	116	15	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 20200 (FLIGHT 17)													
I 3537B	9	9	13	18	35	28	6.9	21	2	55	43	26	0
J 3525D	5	14	9	32	79	97	2.1	8	1	33	174	0	0
K 3519D	1	2	1	2	2	4	-	-	-	-	-	-	12
L 3494D	5	6	6	9	22	13	4.5	9	1	31	196	0	0
M 3478D	4	7	2	10	22	19	2.7	22	1	35	349	0	0
N 3426D?	1	2	0	2	2	4	-	-	-	-	-	-	0
O 3334B?	0	2	0	0	2	4	-	-	-	-	-	-	0
P 3284D	3	7	5	18	8	70	1.9	22	1	26	643	0	0
Q 3254D	13	22	38	87	170	254	4.2	17	2	35	39	12	0
R 3245D	13	7	38	87	170	254	16.9	32	2	36	33	12	0
S 3235D	1	2	1	2	2	4	-	-	-	-	-	-	0
T 3224D	7	7	5	17	35	32	6.5	32	1	50	283	7	0
U 3180B	0	1	3	3	1	7	0.4	0	1	40	230	0	0
V 3144B	1	2	1	2	2	4	-	-	-	-	-	-	0
W 3129D	10	14	12	28	54	68	4.6	17	2	46	52	18	0
X 3028D	1	2	1	2	2	4	-	-	-	-	-	-	0
Y 3019D	1	2	1	2	2	4	-	-	-	-	-	-	0
Z 3014D	3	5	9	10	12	22	2.8	0	1	40	87	2	0
AA 2974B?	1	2	1	2	2	4	-	-	-	-	-	-	0
AB 2795H	2	5	3	13	8	44	1.7	19	1	53	217	9	0
LINE 20210 (FLIGHT 17)													
A 4012H	1	2	1	2	2	4	-	-	-	-	-	-	0
B 4052B?	3	6	3	10	17	41	2.0	25	1	46	217	5	0
C 4225B?	4	4	4	10	10	15	5.5	32	2	53	55	21	0
D 4245B?	1	2	1	2	2	4	-	-	-	-	-	-	0
E 4254D	4	5	6	12	26	29	3.5	37	2	64	52	33	0
F 4278B	1	2	1	2	2	4	-	-	-	-	-	-	0
G 4295B?	1	2	1	2	2	4	-	-	-	-	-	-	0
H 4359B?	5	7	10	11	9	15	4.0	5	2	47	34	18	0
I 4396B?	1	5	1	9	12	37	0.9	20	1	90	199	40	0
J 4444D	1	2	1	2	2	4	-	-	-	-	-	-	0
K 4451D	6	8	5	10	24	39	4.5	32	2	78	36	48	0
L 4481B?	2	3	5	8	18	13	3.0	40	1	82	66	45	0
M 4529D	15	17	24	30	83	42	6.7	12	1	49	140	11	0
N 4542D	8	6	14	20	38	10	8.9	27	1	58	84	22	0
O 4697D	6	10	4	26	54	35	3.4	20	1	67	71	32	0
P 4707D	1	2	1	2	2	4	-	-	-	-	-	-	0
Q 4712D	9	13	6	3	8	42	4.5	7	2	46	31	20	0
R 4720B?	1	2	1	2	2	4	-	-	-	-	-	-	0
S 4738B?	5	3	7	8	20	22	11.1	60	2	128	30	95	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 1093 HZ REAL PPM	COAXIAL 1093 HZ QUAD PPM	COPLANAR 894 HZ REAL PPM	COPLANAR 894 HZ QUAD PPM	COPLANAR 7215 HZ REAL PPM	COPLANAR 7215 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 20210	(FLIGHT 17)												
T 4782D	1	2	1	2	2	4	-	-	-	-	-	-	0
U 4794B?	1	3	1	5	8	11	1.1	44	1	86	649	11	0
V 4810D	1	2	1	2	2	4	-	-	-	-	-	-	0
W 4822D?	0	2	1	2	2	4	-	-	-	-	-	-	0
X 4837B?	10	7	20	29	67	33	10.7	9	2	28	38	2	0
Y 4861D	11	13	21	29	60	48	5.9	30	2	62	25	38	4
Z 4864D	10	19	21	29	60	48	3.5	23	3	66	18	44	0
AA 4870D	10	19	27	12	64	32	3.5	18	2	66	34	39	0
AB 4993B?	1	2	1	2	2	4	-	-	-	-	-	-	0
AC 5058D	1	2	1	2	2	4	-	-	-	-	-	-	0
AD 5080D	1	2	1	2	2	4	-	-	-	-	-	-	0
AE 5104B?	0	4	1	11	10	5	0.4	0	1	40	682	0	0
AF 5237D?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20220	(FLIGHT 17)												
A 6637B?	2	3	5	13	35	42	2.9	59	1	34	463	0	0
B 6677H	3	4	10	22	49	59	2.9	39	1	28	98	0	0
C 6750S	1	9	3	24	33	121	0.4	8	1	17	328	0	0
D 6808S?	2	11	0	26	9	191	0.8	17	1	36	609	0	0
E 6868B?	2	5	8	5	8	84	1.3	37	1	53	95	21	0
F 6890B	10	13	18	16	37	15	4.6	12	3	43	18	22	0
G 6906B?	1	2	1	2	2	4	-	-	-	-	-	-	0
H 7022B?	3	9	5	15	31	60	1.4	3	1	56	139	16	0
I 7070D	2	4	14	21	30	16	1.8	26	1	106	149	56	0
J 7082B	10	16	8	29	68	57	4.0	8	2	42	39	16	0
K 7088D	5	16	9	18	42	67	1.6	7	2	54	53	25	0
L 7103B?	6	3	7	2	6	11	12.5	46	2	68	39	38	0
M 7109D?	4	6	7	13	38	30	3.3	30	2	66	44	35	0
N 7121B?	1	2	1	2	2	4	-	-	-	-	-	-	20
O 7149B	21	34	59	77	162	109	5.1	6	3	36	15	18	8
P 7151B	19	34	59	77	162	109	4.4	3	2	43	28	20	0
Q 7159D	1	2	1	2	2	4	-	-	-	-	-	-	0
R 7398D?	1	2	0	1	4	6	1.1	30	1	136	1028	0	0
S 7435D	1	2	1	2	2	4	-	-	-	-	-	-	0
T 7528D?	1	2	0	2	2	4	-	-	-	-	-	-	0
U 7603B?	1	2	0	1	2	3	1.5	55	1	113	1028	0	0
V 7695S?	1	2	1	2	2	4	-	-	-	-	-	-	0
W 7738B?	3	4	2	8	19	17	2.7	34	1	77	183	30	0
X 7913B	4	7	6	20	44	42	3.1	32	1	53	101	19	0
LINE 20230	(FLIGHT 26)												
A 5280B?	1	2	1	2	2	4	-	-	-	-	-	-	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 20230 (FLIGHT 26)													
B 5133B?	1	2	1	2	2	4	-	-	-	-	-	-	0
C 5130B?	7	28	17	79	131	115	1.7	0	1	25	49	2	0
D 4917B	8	18	5	29	22	87	2.9	12	3	40	20	19	0
E 4871D	5	20	7	30	59	165	1.4	9	1	55	102	22	0
F 4802B?	1	2	1	2	2	4	-	-	-	-	-	-	0
G 4795B?	1	2	1	2	2	4	-	-	-	-	-	-	0
H 4746D	9	15	5	36	53	51	3.6	21	1	43	169	8	0
I 4742D	11	18	5	36	31	51	4.2	9	2	48	43	20	0
J 4737D	6	21	5	13	31	43	1.8	0	2	35	39	9	0
K 4723B	31	18	55	46	100	36	19.9	3	3	39	14	19	0
L 4719B	31	18	55	46	100	26	19.9	2	4	25	9	9	0
M 4705D	9	14	19	43	105	75	4.0	11	2	32	27	9	0
N 4702D	9	14	19	43	105	75	4.0	12	2	42	25	19	0
O 4699D	9	14	19	12	24	40	4.0	13	2	50	44	22	50
P 4693D	9	17	12	7	9	31	3.4	8	1	46	128	10	0
Q 4660B	4	20	37	49	115	42	1.2	0	3	50	17	28	0
R 4657B	4	20	37	19	38	42	1.2	0	3	43	14	22	0
S 4647B	28	27	22	47	16	41	10.0	0	3	32	20	11	0
T 4634D	0	2	27	27	65	23	0.6	8	1	58	271	13	0
U 4624D	0	4	1	6	3	52	0.4	2	1	47	703	0	30
V 4618D	0	5	0	7	3	52	0.4	2	1	52	753	0	16
W 4497M	0	1	0	4	0	8	0.4	4	1	109	985	9	1110
X 4414B?	3	3	2	3	4	1	3.9	66	1	128	274	69	0
Y 4322B?	0	3	0	10	8	18	0.4	6	1	68	801	2	0
Z 4304B?	0	2	0	2	2	4	-	-	-	-	-	-	0
AA 4284B?	0	2	0	2	2	4	-	-	-	-	-	-	0
AB 4277B?	0	2	0	2	2	4	-	-	-	-	-	-	0
AC 4206B?	2	3	0	5	7	6	1.9	43	1	83	931	0	0
AD 4179D?	1	4	0	7	4	3	1.2	17	1	57	847	0	0
AE 3943B?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20240 (FLIGHT 17)													
A 9263B	1	2	1	2	2	4	-	-	-	-	-	-	0
B 9248B?	4	7	4	14	22	53	2.7	34	1	64	97	29	0
C 9216B	3	21	9	32	51	108	0.9	0	1	33	84	4	0
D 9151B?	1	2	1	2	2	4	-	-	-	-	-	-	0
E 9140B?	1	3	5	12	4	47	0.9	0	1	42	173	0	0
F 9115D	14	13	30	30	66	35	8.8	5	2	40	51	10	0
G 9097D	3	2	16	25	19	51	6.5	55	1	59	66	25	0
H 9092D	1	2	1	2	2	4	-	-	-	-	-	-	0
I 9084D	1	2	1	2	2	4	-	-	-	-	-	-	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 1093 HZ REAL PPM	COAXIAL 1093 HZ QUAD PPM	COPLANAR 894 HZ REAL PPM	COPLANAR 894 HZ QUAD PPM	COPLANAR 7215 HZ REAL PPM	COPLANAR 7215 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 20240 (FLIGHT 17)													
J 9042D	1	4	0	5	10	28	1.4	34	1	50	774	0	0
K 9026D?	2	2	1	3	8	14	3.5	69	1	60	792	0	0
L 8998D	0	8	6	18	50	54	0.4	0	1	32	191	0	0
M 8977D	8	9	15	29	66	38	5.5	16	1	60	141	18	0
N 8971D	8	21	12	29	66	38	2.5	5	1	47	55	19	0
O 8942B	1	2	1	2	2	4	-	-	-	-	-	-	0
P 8872D	19	18	23	21	27	13	8.8	0	2	59	31	31	0
Q 8860D	8	5	4	3	20	7	11.4	49	3	96	15	72	0
R 8842D?	7	7	11	3	37	14	6.0	37	1	114	112	68	30
S 8835D	1	3	2	6	6	26	1.4	44	1	146	520	44	0
T 8822B?	2	2	0	0	2	5	5.0	73	1	200	1028	0	0
U 8769B?	2	2	1	2	4	15	3.0	67	1	113	890	11	0
V 8746M	0	5	0	5	8	21	0.4	1	1	108	999	6	800
W 8697B	3	4	8	8	20	11	3.6	13	1	60	81	21	0
X 8593B?	0	3	0	3	6	23	0.4	0	1	78	864	0	0
Y 8569D	0	2	1	2	2	4	-	-	-	-	-	-	0
Z 8396B?	1	3	1	3	3	19	1.1	27	1	70	728	0	0
LINE 20250 (FLIGHT 18)													
A 1426D	2	9	14	20	45	43	1.1	0	1	47	95	11	0
B 1439D	9	8	10	13	9	7	6.9	15	2	42	35	15	0
C 1452B	4	9	20	9	21	25	2.0	15	3	45	18	24	0
D 1462D	1	2	1	2	2	4	-	-	-	-	-	-	0
E 1473D	4	12	15	45	88	138	1.6	19	1	39	75	12	0
F 1484D	1	7	0	37	69	131	0.4	0	1	70	181	25	0
G 1505D	1	2	1	2	2	4	-	-	-	-	-	-	0
H 1529B	5	4	7	13	31	9	6.2	38	2	40	30	15	0
I 1540B	3	4	1	10	8	26	4.5	45	2	38	27	15	0
J 1548B	3	8	6	24	55	30	1.9	10	2	35	33	10	0
K 1564D	4	7	8	6	17	39	2.4	18	1	33	153	0	0
L 1594S?	2	13	7	27	72	84	0.8	0	1	16	167	0	0
M 1615B?	0	2	0	2	2	4	-	-	-	-	-	-	0
N 1706D	21	45	32	90	182	216	3.8	2	1	24	69	0	0
O 1774B	4	7	11	12	10	18	2.9	24	1	61	81	26	0
P 1790D	15	13	19	17	37	32	9.0	10	2	56	51	25	0
Q 1828H	10	19	6	5	13	30	3.4	3	3	48	14	28	0
R 1924D	1	2	2	3	8	4	1.4	41	1	92	837	0	0
S 1955D	2	3	1	4	10	11	2.7	20	1	58	843	0	110
T 2001D	1	2	1	2	2	4	-	-	-	-	-	-	0
U 2010B	9	10	16	6	16	9	6.1	0	2	36	30	9	0
V 2016B	1	2	1	2	2	4	-	-	-	-	-	-	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 20250 (FLIGHT 18)													
W 2049B?	1	1	0	2	6	2	1.5	41	1	73	937	0	0
X 2261D	1	2	0	2	2	4	-	-	-	-	-	-	0
Y 2343D	3	4	1	4	10	16	3.2	37	1	71	587	1	0
Z 2354D	2	3	3	8	20	15	2.5	36	1	37	277	0	0
LINE 20260 (FLIGHT 18)													
A 3630B?	3	2	2	7	8	23	6.4	49	1	31	214	0	0
B 3602D	5	6	7	11	25	16	3.6	11	1	31	56	1	0
C 3581D	3	4	1	10	24	37	3.5	44	1	53	114	16	0
D 3558B?	2	2	1	5	7	20	3.3	67	1	65	87	28	0
E 3530D	3	5	4	3	4	26	3.2	50	1	74	184	31	0
F 3520B	3	5	7	8	17	9	2.2	15	2	57	51	25	0
G 3474B?	0	1	1	2	2	4	-	-	-	-	-	-	0
H 3465B	0	3	1	4	7	22	0.4	0	1	31	509	0	0
I 3339B	4	10	9	16	23	24	2.1	3	1	35	77	4	0
J 3333D	1	2	1	2	1	4	-	-	-	-	-	-	0
K 3306B?	1	0	1	2	2	4	-	-	-	-	-	-	0
L 3280D	9	12	12	24	39	49	4.7	16	1	65	92	28	18
M 3274D	9	16	15	19	26	13	3.6	10	2	43	47	16	0
N 3227B	11	23	36	45	110	55	3.3	12	3	52	18	31	0
O 3222B	11	23	41	8	24	37	3.4	4	3	41	13	22	0
P 3217B	19	25	43	41	89	67	6.1	11	4	40	10	23	0
Q 3192B?	0	2	1	2	2	4	-	-	-	-	-	-	0
R 3125B?	2	2	5	5	11	7	3.2	34	1	62	131	17	0
S 3110B?	1	2	1	1	7	6	1.2	24	1	110	521	19	290
T 3098B	6	7	13	14	21	17	4.0	24	2	76	37	46	0
U 3092B	5	4	13	14	21	16	6.7	47	2	88	43	55	0
V 3020D	0	3	1	5	11	13	0.4	0	1	57	632	0	0
W 2829B?	0	2	1	2	2	4	-	-	-	-	-	-	0
X 2812B	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20270 (FLIGHT 18)													
A 3866D	1	2	1	2	2	4	-	-	-	-	-	-	0
B 3886B	4	5	5	8	12	35	4.0	43	1	66	70	33	0
C 3903B	4	6	5	13	30	33	3.4	28	1	46	63	15	0
D 3959B	5	9	7	14	22	48	3.0	12	1	45	66	13	0
E 3975B?	2	3	5	8	13	15	2.4	43	2	54	42	25	0
F 3985B?	1	2	1	2	2	4	-	-	-	-	-	-	0
G 4024B	6	14	4	6	15	30	2.2	6	1	48	90	15	0
H 4098D	5	9	6	9	18	26	2.6	13	1	52	144	12	0
I 4185D	2	13	10	21	21	41	0.6	0	1	46	89	12	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 20270 (FLIGHT 18)													
J 4191B	1	2	1	2	2	4	-	-	-	-	-	-	0
K 4199D	3	4	9	6	12	50	2.8	34	1	52	100	16	0
L 4205D	3	12	6	6	12	50	1.1	5	1	47	150	11	0
M 4240B?	1	4	2	5	4	9	1.4	30	1	89	132	44	0
N 4282D	14	25	47	24	33	80	4.2	17	2	53	29	29	0
O 4290B	2	6	49	24	17	80	1.3	16	5	55	7	38	0
P 4299B	8	1	14	11	23	23	49.0	49	3	56	18	33	0
Q 4306D	1	2	1	2	2	4	-	-	-	-	-	-	0
R 4313D	1	2	1	2	2	4	-	-	-	-	-	-	0
S 4329B	4	7	7	6	14	30	2.3	37	3	88	22	62	0
T 4356D	8	11	16	19	46	36	4.4	13	3	52	19	29	0
U 4364D	1	2	1	2	2	4	-	-	-	-	-	-	0
V 4558B	7	5	10	11	26	10	10.4	22	2	69	30	39	0
W 4566B	1	2	1	2	2	4	-	-	-	-	-	-	0
X 4645B?	1	1	0	2	4	11	1.9	68	1	125	520	33	0
Y 4735B?	1	2	1	2	2	4	-	-	-	-	-	-	0
Z 4828D	2	6	5	11	17	15	1.1	0	1	47	358	0	0
AA 4836D	1	2	1	2	2	4	-	-	-	-	-	-	0
AB 4926B?	2	4	2	7	16	12	2.0	29	1	65	256	15	0
LINE 20280 (FLIGHT 18)													
A 5960D	1	2	1	2	2	4	-	-	-	-	-	-	0
B 5928B?	1	2	1	2	2	4	-	-	-	-	-	-	0
C 5915B?	1	4	5	13	33	37	0.5	13	1	41	231	6	0
D 5904B	3	9	6	13	32	45	1.4	13	1	38	127	5	0
E 5872B?	4	3	0	3	8	19	6.6	62	1	60	156	21	0
F 5855B	6	17	19	36	80	80	2.2	7	2	40	45	14	0
G 5844D	4	6	17	28	35	28	3.5	30	1	44	150	7	0
H 5831D	1	2	1	2	2	4	-	-	-	-	-	-	0
I 5822B?	1	3	1	9	17	47	0.6	6	1	31	478	0	0
J 5786D	1	11	0	14	13	112	0.4	6	1	22	499	0	0
K 5765D	3	5	3	14	26	81	2.2	45	1	27	326	0	0
L 5746D	0	9	2	14	24	75	0.4	1	1	28	478	0	0
M 5728D	1	8	0	4	3	28	0.4	9	1	55	738	0	0
N 5691D	2	7	7	7	14	5	1.3	0	1	36	226	0	0
O 5670D	2	7	4	11	21	37	1.0	1	1	36	221	0	0
P 5621B?	1	1	1	2	2	4	-	-	-	-	-	-	0
Q 5586D	15	12	8	13	32	25	10.0	12	4	57	9	37	0
R 5562B	1	2	1	2	2	4	-	-	-	-	-	-	0
S 5557B	9	7	4	6	13	15	8.1	21	3	69	21	43	0
T 5463D	0	2	4	10	24	15	0.4	0	1	72	765	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 20280	(FLIGHT 18)												
U 5454D	1	2	1	2	2	4	-	-	-	-	-	-	0
V 5389B?	5	3	7	2	9	0	10.7	25	1	82	86	39	0
W 5312D	1	2	1	2	2	4	-	-	-	-	-	-	0
X 5260D	1	2	0	2	2	4	-	-	-	-	-	-	0
Y 5161D	7	14	8	21	51	51	2.9	0	1	29	167	0	0
Z 5144D	1	1	1	2	2	4	-	-	-	-	-	-	0
AA 5079B?	1	3	1	6	14	22	1.1	10	1	39	321	0	0
AB 5062B?	2	4	3	4	10	16	0.6	0	1	57	289	30	0
LINE 20290	(FLIGHT 18)												
A 6196B?	1	2	1	2	2	4	-	-	-	-	-	-	0
B 6216B?	1	2	1	2	2	4	-	-	-	-	-	-	0
C 6358B?	0	15	3	25	31	141	0.4	11	1	25	422	0	0
D 6439B?	1	2	1	2	2	4	-	-	-	-	-	-	0
E 6451D	1	2	1	2	2	4	-	-	-	-	-	-	0
F 6460D	1	2	1	2	2	4	-	-	-	-	-	-	0
G 6478D	1	2	1	2	2	4	-	-	-	-	-	-	0
H 6486D	7	16	10	23	67	120	2.6	11	1	25	137	0	0
I 6500D	5	14	10	18	46	98	1.7	6	1	30	117	0	0
J 6506D	2	12	10	18	46	98	0.6	0	1	48	102	14	0
K 6572D	6	1	22	10	25	118	67.8	67	2	61	31	35	0
L 6580D	1	2	1	2	2	4	-	-	-	-	-	-	20
M 6610B	1	2	1	2	2	4	-	-	-	-	-	-	0
N 6617B	8	4	15	8	24	14	14.3	36	6	58	5	42	0
O 6631B?	1	2	1	2	2	4	-	-	-	-	-	-	0
P 6640B	5	21	29	48	120	144	1.3	0	3	36	15	17	0
Q 6655B	19	46	80	62	155	139	3.5	2	6	36	5	23	0
R 6668D	32	19	67	8	21	94	18.4	21	3	50	16	30	0
S 6694M	1	2	1	2	2	4	-	-	-	-	-	-	550
T 6697D	7	4	4	7	14	44	14.2	52	1	138	173	83	0
U 6706D	1	2	1	2	2	4	-	-	-	-	-	-	0
V 6715B?	1	2	1	2	2	4	-	-	-	-	-	-	150
W 6766B	1	2	0	2	2	4	-	-	-	-	-	-	0
X 6796D	1	3	3	5	10	12	1.4	24	1	102	136	54	130
Y 6810D	3	5	6	9	20	26	2.6	25	1	94	83	53	0
Z 6817D	6	7	9	13	27	26	4.1	33	2	88	49	55	0
AA 6825D	1	2	1	2	2	4	-	-	-	-	-	-	0
AB 6842B	6	5	7	10	20	12	6.8	16	3	68	24	40	0
AC 7133D	2	13	11	29	63	102	0.8	5	1	40	347	1	0
AD 7174B?	1	1	2	3	14	21	2.5	89	1	77	366	25	0
LINE 20300	(FLIGHT 18)												
A 8244S?	0	2	1	2	1	4	-	-	-	-	-	-	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.

		COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 20300		(FLIGHT 18)												
B	8180B?	5	9	4	14	25	45	2.7	12	1	43	139	5	0
C	8159D?	1	5	3	5	24	38	0.8	14	1	52	209	10	0
D	8153D	2	5	3	9	24	38	1.6	31	1	41	377	0	0
E	8072B	1	2	1	2	2	4	-	-	-	-	-	-	0
F	8065B	1	3	5	6	9	12	1.3	8	1	50	123	9	13
G	8025D?	3	3	1	2	3	4	3.3	57	1	86	339	33	11
H	7957D?	1	2	1	2	2	4	-	-	-	-	-	-	0
I	7947D	6	4	10	3	12	6	10.4	41	3	89	20	63	0
J	7931D	16	22	31	50	108	121	5.7	12	2	40	22	19	0
K	7914D	15	23	30	51	126	131	4.8	16	3	61	14	40	0
L	7901D	3	30	77	47	81	61	0.5	0	7	31	3	19	0
M	7888B	54	12	57	31	43	42	89.2	13	6	35	4	23	0
N	7832B?	4	5	4	8	17	28	4.5	37	1	82	109	40	400
O	7795D	4	10	2	14	20	57	2.3	30	1	62	227	21	0
P	7781D	1	2	1	2	2	4	-	-	-	-	-	-	0
Q	7776D	5	8	2	13	14	61	2.8	23	1	103	109	59	0
R	7772D	5	4	3	6	14	31	6.1	40	1	73	94	34	0
S	7761D	7	3	6	3	6	5	16.8	39	1	91	64	53	0
T	7746D	5	5	3	6	12	13	5.0	24	2	73	44	40	0
U	7735B	1	2	1	2	2	4	-	-	-	-	-	-	0
V	7479B	3	6	3	10	28	28	1.7	0	1	28	317	0	0
W	7467D?	2	0	1	0	2	16	78.0	95	1	84	181	34	0
X	7452D?	2	3	0	2	2	5	2.1	54	1	69	331	19	0
Y	7439B?	2	2	1	1	9	3	5.1	77	1	62	396	13	0
Z	7426B	1	2	1	2	2	4	-	-	-	-	-	-	0
AA	7370B?	3	5	1	7	6	38	2.3	40	1	64	551	5	0
LINE 20310		(FLIGHT 18)												
A	9363B?	1	0	1	1	4	3	53.7	134	1	90	522	13	0
B	9549B?	1	2	1	2	2	4	-	-	-	-	-	-	0
C	9598B?	1	2	0	2	3	11	1.1	25	1	88	299	32	0
LINE 20311		(FLIGHT 26)												
A	6628B?	1	9	1	15	6	47	0.6	13	1	32	410	0	0
B	6669B?	0	2	1	2	2	4	-	-	-	-	-	-	0
C	6694D	1	8	2	15	30	78	0.4	6	1	56	212	17	0
D	6739S	0	4	0	16	35	56	0.4	1	1	35	196	1	0
E	6760D	1	10	12	18	43	41	0.4	0	1	47	111	13	50
F	6766D	1	4	11	24	60	42	0.6	9	1	48	66	18	0
G	6773D	1	2	1	2	2	4	-	-	-	-	-	-	0
H	6783D	1	13	7	3	11	17	0.4	0	1	59	101	24	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 20311 (FLIGHT 26)													
I 6791B?	1	9	5	3	11	17	0.4	1	1	89	115	48	0
J 6876D	4	2	5	3	15	34	9.7	62	3	157	16	127	0
K 6965B	68	257	190	451	1002	1147	3.8	1	5	23	6	12	0
L 6975B	55	153	176	388	850	971	4.5	0	6	26	4	15	0
M 6993B	123	108	228	157	379	160	18.1	0	10	16	1	8	0
N 7011D	28	16	67	32	93	54	18.4	15	10	25	2	15	0
O 7021B	29	14	80	51	115	64	23.9	24	6	32	4	19	7
P 7054B	0	2	1	2	2	4	-	-	-	-	-	-	1460
Q 7067D	0	2	1	2	2	4	-	-	-	-	-	-	0
R 7091B?	2	11	12	19	40	76	0.9	12	1	55	163	18	720
S 7103D	1	2	1	2	2	4	-	-	-	-	-	-	630
T 7146D	1	5	3	9	21	46	0.9	29	1	151	76	106	0
U 7154D	2	7	2	9	21	49	1.3	30	1	88	184	43	0
V 7174D	0	3	2	5	10	2	0.4	0	1	184	114	129	240
W 7186D?	1	2	1	0	4	3	2.7	66	1	197	738	0	0
X 7197B?	1	2	1	2	2	4	-	-	-	-	-	-	0
Y 7213D	0	2	1	2	2	4	-	-	-	-	-	-	0
Z 7218D	0	17	1	10	28	132	0.4	9	1	46	650	0	0
LINE 20320 (FLIGHT 19)													
A 1260S	1	2	1	2	2	4	-	-	-	-	-	-	0
B 1466D	0	8	3	4	19	22	0.4	0	1	56	223	12	0
C 1478D	4	10	10	16	36	27	1.7	0	1	46	90	11	0
D 1490D	4	4	7	9	11	30	5.6	44	1	49	84	16	270
E 1500D	1	4	6	9	11	29	1.0	19	1	42	127	5	0
F 1506D?	1	3	1	8	23	19	1.0	11	1	34	138	0	0
G 1663B	83	110	218	159	380	77	10.0	3	7	32	3	21	0
H 1692B	1	2	1	2	2	4	-	-	-	-	-	-	0
I 1709B	8	7	13	10	24	16	6.7	17	2	75	30	46	0
J 1823B	6	8	6	11	23	22	3.8	16	1	61	92	24	0
K 1874D	0	7	1	6	4	16	0.4	12	1	88	248	41	0
L 1883D	0	2	1	2	2	4	-	-	-	-	-	-	0
M 1910B	0	2	1	2	2	4	-	-	-	-	-	-	0
N 1920B	0	6	3	14	24	79	0.4	0	1	79	202	32	0
O 2057B?	1	2	0	2	2	4	-	-	-	-	-	-	0
P 2315D	3	7	6	9	13	12	2.0	17	1	54	253	8	0
Q 2328D?	4	2	7	5	10	16	8.1	67	1	92	85	53	0
R 2355B?	0	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20330 (FLIGHT 19)													
A 3595B?	0	4	1	7	11	35	0.4	0	1	76	926	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 1093 HZ REAL PPM	COAXIAL 1093 HZ QUAD PPM	COPLANAR 894 HZ REAL PPM	COPLANAR 894 HZ QUAD PPM	COPLANAR 7215 HZ REAL PPM	COPLANAR 7215 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 20330 (FLIGHT 19)													
B 3550B?	1	2	0	2	2	4	-	-	-	-	-	-	0
C 3513S?	0	2	0	2	2	4	-	-	-	-	-	-	0
D 3398D	0	4	1	9	7	42	0.4	0	1	37	527	0	0
E 3387B?	0	2	1	2	2	4	-	-	-	-	-	-	0
F 3354D	0	3	4	3	9	14	0.4	0	1	43	89	8	0
G 3348D	0	4	5	9	23	27	0.4	0	1	36	96	0	0
H 3341D	0	11	8	9	23	27	0.4	0	1	31	100	0	0
I 3268D	2	4	1	7	20	33	1.6	24	1	50	728	0	0
J 3213D	1	2	1	2	2	4	-	-	-	-	-	-	0
K 3208D	19	14	35	15	41	13	11.5	0	7	43	4	28	0
L 3173D	5	10	4	13	33	41	2.7	21	1	77	113	37	0
M 3169D	5	10	7	13	33	41	2.7	9	1	56	87	20	0
N 3095D	1	2	1	2	2	4	-	-	-	-	-	-	0
O 3075D	3	5	2	4	7	18	3.3	25	1	116	1028	0	0
P 3049B	1	2	1	2	2	4	-	-	-	-	-	-	0
Q 2919D	0	1	1	2	1	11	0.4	0	1	67	697	0	0
R 2910D	0	4	1	5	11	10	0.4	0	1	71	758	0	0
S 2698B?	0	3	1	3	9	25	0.4	0	1	71	652	0	0
T 2625D	1	2	1	2	2	4	-	-	-	-	-	-	0
U 2613B?	0	2	5	14	5	44	0.4	0	1	60	275	8	0
LINE 20340 (FLIGHT 19)													
A 4034D?	0	1	0	2	5	13	0.4	0	1	69	499	10	0
B 4064B	0	5	2	12	29	66	0.4	0	1	50	140	13	0
C 4083D	0	2	1	2	2	4	-	-	-	-	-	-	6
D 4089D	1	2	1	2	2	4	-	-	-	-	-	-	0
E 4094B	3	9	5	19	42	20	1.8	7	1	39	60	9	140
F 4107D	1	2	1	2	2	4	-	-	-	-	-	-	100
G 4116D	0	3	3	7	18	21	0.4	0	1	68	186	21	0
H 4194B?	0	2	1	5	8	38	0.5	1	1	67	269	19	0
I 4261B	73	85	101	51	134	130	11.0	0	8	21	2	11	0
J 4287D	5	4	17	6	19	2	6.3	37	3	89	18	63	0
K 4303B?	1	3	1	2	2	10	1.2	51	1	97	164	50	0
LINE 20341 (FLIGHT 26)													
A 7806D	1	2	0	2	2	4	-	-	-	-	-	-	950
B 7821D?	0	3	0	3	0	10	0.7	16	1	147	1028	0	0
C 7868D	6	9	8	10	18	30	4.0	26	1	55	358	8	380
D 7895D	1	17	3	16	34	82	0.4	9	1	46	677	0	0
E 7950B?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 8062B?	0	3	0	3	3	28	0.4	3	1	98	942	6	520

.* 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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 20350	(FLIGHT 19)												
A 6160H	1	2	1	2	2	4	-	-	-	-	-	-	0
B 5873D	1	2	1	3	8	9	1.0	18	1	98	933	0	0
C 5831H	0	2	1	2	2	4	-	-	-	-	-	-	20
D 5807B?	0	3	4	6	13	22	0.4	0	1	79	110	36	0
E 5792D	0	4	1	4	8	16	0.4	0	1	89	224	35	0
F 5725B?	1	17	9	38	53	198	0.4	8	1	33	176	4	0
G 5702D	5	58	79	82	193	166	0.7	0	4	40	8	24	0
H 5699D	5	58	10	82	176	166	0.7	0	5	38	7	23	0
I 5694B	30	41	50	64	161	50	7.0	0	6	27	4	13	0
J 5673B?	0	2	0	2	2	4	-	-	-	-	-	-	80
K 5645D	1	2	3	6	9	18	1.1	35	1	158	100	108	0
L 5598D?	0	3	1	5	13	17	0.4	0	1	92	923	0	800
M 5554B	22	30	39	38	84	12	6.2	0	3	36	14	16	0
N 5544D	3	18	40	50	97	49	0.9	0	3	53	23	28	0
O 5539D	13	18	40	50	97	49	5.3	4	3	32	17	12	0
P 5530B	7	8	5	15	22	21	5.4	18	2	65	28	37	0
Q 5511D?	1	3	6	4	9	8	1.9	44	1	165	669	38	0
R 5412B	2	2	1	3	10	15	2.8	36	1	83	1028	0	0
S 5260B?	5	2	0	1	3	5	13.5	45	1	190	1028	0	0
T 5220B?	4	5	2	7	13	47	3.6	44	1	69	831	0	0
LINE 20361	(FLIGHT 20)												
A 1944S	1	2	1	2	2	4	-	-	-	-	-	-	0
B 2158D	0	2	1	2	2	4	-	-	-	-	-	-	0
C 2169D	0	9	8	2	24	11	0.4	0	1	51	97	17	0
D 2174D?	1	2	1	2	2	4	-	-	-	-	-	-	0
E 2180D	3	16	23	51	119	51	0.8	0	1	36	59	9	0
F 2183D	1	2	1	2	2	4	-	-	-	-	-	-	0
G 2194B	0	2	1	2	2	4	-	-	-	-	-	-	4
H 2208B	0	6	4	11	29	27	0.4	0	1	30	215	0	0
I 2250B?	1	2	1	2	2	4	-	-	-	-	-	-	0
J 2268D	2	8	12	13	38	44	1.2	0	1	40	109	5	0
K 2284B	15	17	36	29	70	59	6.3	21	3	54	13	35	0
L 2299D	15	11	29	19	47	24	11.6	28	6	54	4	39	0
M 2306D	15	11	29	21	53	24	11.5	14	5	39	7	23	0
N 2313D	20	29	20	39	30	56	5.5	3	3	46	15	25	0
O 2320D	15	17	14	39	30	25	6.9	5	2	59	41	29	670
P 2411B?	2	3	0	5	17	18	2.6	49	1	81	872	0	0
Q 2523B	6	10	12	13	28	27	3.0	11	3	71	25	44	0
R 2559D	3	5	1	1	4	6	2.6	23	1	96	163	45	0
S 2581B?	1	2	1	2	2	4	-	-	-	-	-	-	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 1093 HZ REAL PPM	COAXIAL 1093 HZ QUAD PPM	COPLANAR 894 HZ REAL PPM	COPLANAR 894 HZ QUAD PPM	COPLANAR 7215 HZ REAL PPM	COPLANAR 7215 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 20361	(FLIGHT 20)												
T 2748D?	0	6	2	9	22	44	0.4	0	1	36	466	0	0
U 2760B?	0	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20370	(FLIGHT 20)												
A 4063D	0	17	7	12	26	53	0.4	0	1	52	86	18	0
B 4056D	0	9	7	12	26	13	0.4	0	1	54	63	21	0
C 4056D	0	1	5	3	9	8	0.4	0	1	97	88	54	0
D 4043D?	0	2	1	2	2	4	-	-	-	-	-	-	0
E 4032B	0	5	1	6	9	37	0.4	1	1	102	215	51	210
F 4000B?	0	4	8	24	15	26	0.4	0	1	71	111	31	0
G 3985D	0	2	1	2	2	4	-	-	-	-	-	-	0
H 3972D	4	21	8	41	90	115	1.1	0	2	44	43	18	0
I 3965B	4	18	12	53	139	153	1.2	0	1	18	77	0	0
J 3932B	6	2	10	5	15	21	0.8	0	1	32	76	14	0
K 3918B?	38	29	134	50	144	39	14.1	0	11	28	1	19	30
L 3906B	3	2	7	5	8	13	5.2	40	2	96	27	65	0
M 3878B?	0	2	1	2	2	4	-	-	-	-	-	-	0
N 3810B?	0	7	0	19	22	122	0.4	4	1	78	851	3	0
O 3794D	2	8	13	14	35	29	1.3	0	1	63	173	17	70
P 3712D	2	13	7	19	53	79	0.5	0	1	53	78	19	0
Q 3698D	1	4	3	19	53	79	0.7	14	1	86	79	48	0
R 3688D	2	2	3	5	13	10	3.3	81	1	102	92	61	0
S 3682D	2	13	3	14	36	93	0.5	0	1	50	196	11	0
T 3669D	2	11	7	18	51	57	0.6	0	1	39	196	2	0
U 3649D	1	10	8	18	51	57	0.4	0	1	45	122	9	0
V 3644D	0	3	1	3	10	5	0.4	0	1	65	609	0	90
W 3521B?	0	1	0	2	1	11	0.5	1	1	184	1028	0	0
X 3473D?	0	1	2	8	21	44	0.4	0	1	39	565	0	4
Y 3246B?	0	2	1	8	21	44	0.4	0	1	57	504	4	0
Z 3237B?	0	3	2	3	6	15	0.4	0	1	54	298	4	0
LINE 20380	(FLIGHT 20)												
A 4579D	1	2	0	2	0	4	-	-	-	-	-	-	0
B 4759B?	1	2	0	2	2	4	-	-	-	-	-	-	0
C 4778D	0	17	2	30	42	189	0.4	13	1	19	402	0	0
D 4796D	4	7	9	15	37	27	2.3	20	1	33	137	0	0
E 4800D	2	5	8	13	32	28	1.5	23	1	38	131	4	0
F 4804D	2	12	7	22	50	71	0.6	0	1	36	161	2	0
G 4813D?	2	5	7	22	50	71	1.6	4	1	52	784	0	0
H 4831B	9	15	10	25	60	43	3.7	0	1	26	108	0	240
I 4846B	8	8	27	10	25	20	6.5	8	2	55	42	24	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 20380 (FLIGHT 20)													
J 4852B	8	8	27	19	48	19	6.3	10	4	51	9	31	17
K 4887D	1	2	0	2	2	4	-	-	-	-	-	-	0
L 4896B?	0	9	5	13	45	80	0.4	0	1	2	554	0	0
M 4903D	2	5	5	14	45	80	1.4	0	1	21	271	0	0
N 4908D	5	4	2	2	8	9	5.9	7	1	13	570	0	0
O 4917D	3	3	1	3	5	22	3.0	54	1	50	447	4	0
P 4941D	5	22	1	1	38	25	1.5	6	1	23	319	0	0
Q 4955D	1	2	1	2	2	4	-	-	-	-	-	-	0
R 4973B?	4	23	3	36	81	175	0.9	0	1	12	185	0	0
S 4997B	4	10	12	16	30	21	2.3	0	2	23	53	0	0
T 5004B	5	11	2	16	33	24	2.4	3	2	54	41	25	20
U 5012D	4	10	10	17	36	50	2.3	15	1	53	72	21	17
V 5030D	1	2	1	2	2	4	-	-	-	-	-	-	0
W 5035D	2	9	4	28	80	101	1.2	0	1	31	170	0	0
X 5043D	0	2	1	2	2	4	-	-	-	-	-	-	0
Y 5052D	4	3	18	7	13	3	7.8	0	3	48	26	17	0
Z 5057D	9	6	18	7	13	3	11.7	0	2	83	28	51	0
AA 5194B	1	5	13	11	14	3	1.0	0	3	53	19	26	0
AB 5213D	2	8	1	19	33	98	1.0	18	1	45	263	7	0
AC 5223D	6	6	6	25	55	95	5.3	47	1	158	101	109	0
AD 5288D	7	18	18	25	54	47	2.1	1	1	62	251	16	100
AE 5369B?	1	2	1	2	2	4	-	-	-	-	-	-	0
AF 5704B?	0	3	0	4	8	4	0.4	0	1	79	769	0	0
LINE 20390 (FLIGHT 20)													
A 6747B?	0	3	3	12	28	41	0.4	0	1	39	527	0	0
B 6718B?	3	11	12	18	42	24	1.4	0	1	48	59	16	0
C 6706D	15	22	34	31	74	35	4.9	0	3	60	20	35	0
D 6501B?	2	3	4	5	21	63	2.1	57	1	88	165	42	0
E 6474D	25	52	118	104	226	100	4.3	0	6	32	5	19	0
F 6400S?	1	2	0	2	2	4	-	-	-	-	-	-	0
G 6328D	8	19	33	20	42	37	2.7	3	2	56	34	29	760
H 6321D	8	12	33	20	42	41	4.4	18	2	57	26	32	0
I 6315D	37	57	39	61	155	123	6.4	0	4	38	10	21	0
J 6310D	55	57	95	68	165	123	11.3	0	5	32	7	17	0
K 6224M	1	0	0	1	2	3	-	-	-	-	-	-	0
L 6219B?	3	2	0	1	6	3	5.2	70	1	183	1028	0	0
M 5854B?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20400 (FLIGHT 20)													
A 7566D	0	4	1	9	6	54	0.4	2	1	76	260	28	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 20400	(FLIGHT 20)												
B 7577D	0	2	1	2	2	4	-	-	-	-	-	-	0
C 7585B?	0	7	3	19	13	114	0.4	5	1	57	243	16	0
D 7621D	1	2	1	2	2	4	-	-	-	-	-	-	0
E 7636D	7	14	35	15	5	18	3.0	19	4	55	11	36	0
F 7646D	3	15	49	97	134	164	1.0	3	4	38	10	21	0
G 7651D	17	15	49	97	134	164	9.4	21	3	39	12	21	0
H 7816B?	0	2	1	2	2	4	-	-	-	-	-	-	0
I 7840B?	0	2	0	2	2	4	-	-	-	-	-	-	170
J 8011D	7	23	20	27	66	119	1.9	18	1	51	140	18	0
K 8016D	7	12	12	26	6	65	3.2	35	1	65	225	24	0
L 8028B	1	2	1	2	2	4	-	-	-	-	-	-	0
M 8039D	27	50	48	54	117	111	4.9	10	2	56	35	31	0
N 8042D	27	50	9	14	32	111	4.9	11	2	51	34	27	0
O 8047D	27	17	9	14	32	111	16.7	25	2	54	48	26	0
P 8107D	1	2	0	2	1	4	-	-	-	-	-	-	0
Q 8172M	0	0	0	1	2	3	-	-	-	-	-	-	140
R 8592D	0	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20410	(FLIGHT 20)												
A 9784B?	1	2	1	2	2	4	-	-	-	-	-	-	0
B 9564D	5	8	10	17	37	62	2.8	24	1	73	76	37	360
C 9346M	1	0	0	1	2	4	-	-	-	-	-	-	0
D 9310D	0	2	0	2	2	4	-	-	-	-	-	-	60
E 9286B?	0	2	1	2	2	4	-	-	-	-	-	-	0
F 9220M	0	2	0	2	0	4	-	-	-	-	-	-	0
G 9175B	5	10	11	11	28	28	2.7	8	2	74	54	39	0
H 9110M	0	3	0	2	5	12	0.4	7	1	145	1028	0	140
I 9095M	0	2	0	3	8	16	0.4	2	1	123	1028	0	0
J 8738B?	0	2	0	2	2	3	-	-	-	-	-	-	0
LINE 20420	(FLIGHT 21)												
A 2202D	1	2	1	2	2	4	-	-	-	-	-	-	0
B 2215D	1	2	1	2	2	4	-	-	-	-	-	-	0
C 2245D	0	2	0	2	2	4	-	-	-	-	-	-	0
D 2271D	3	6	2	10	26	18	1.8	27	1	66	222	21	0
E 2286D	1	2	1	2	2	4	-	-	-	-	-	-	6
F 2310B?	1	2	5	1	5	6	2.3	59	1	120	108	73	20
G 2320B?	1	4	2	6	9	31	1.1	25	1	85	843	0	0
H 2484M	0	1	0	1	0	4	-	-	-	-	-	-	0
I 2513M	0	1	0	2	1	9	0.4	3	1	208	1028	0	160
J 3230D	1	2	1	2	2	4	-	-	-	-	-	-	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 20420	(FLIGHT 21)												
K 3250D?	1	2	1	1	2	4	-	-	-	-	-	-	0
L 3266D?	1	2	0	2	2	4	-	-	-	-	-	-	0
LINE 20431	(FLIGHT 27)												
A 1168B?	0	2	0	2	2	4	-	-	-	-	-	-	0
B 1180D?	0	4	0	3	4	7	0.4	0	1	44	742	0	0
C 1227D	2	5	0	5	22	14	1.6	36	1	35	689	0	0
D 1264D	1	2	1	2	2	4	-	-	-	-	-	-	0
E 1288D	4	8	4	15	35	3	2.8	35	1	64	164	25	0
LINE 20440	(FLIGHT 21)												
A 303B?	1	2	0	2	2	4	-	-	-	-	-	-	0
B 425D?	2	3	1	2	0	18	1.8	50	1	129	961	13	0
C 439D	0	4	0	5	1	31	0.4	15	1	64	760	6	0
D 688D	0	3	0	4	5	25	0.4	0	1	66	814	0	0
E 697B?	0	2	0	1	2	4	-	-	-	-	-	-	0
F 707D	1	2	0	2	2	4	-	-	-	-	-	-	0
G 733B?	1	2	1	1	2	4	-	-	-	-	-	-	0
H 740D	1	2	1	2	2	4	-	-	-	-	-	-	5
I 757B?	1	2	1	2	2	4	-	-	-	-	-	-	0
J 775B?	1	2	0	2	2	4	-	-	-	-	-	-	0
K 1004M	0	2	0	0	0	2	-	-	-	-	-	-	290
L 1011M	0	2	0	1	0	5	0.4	1	1	210	1028	0	450
M 1049M	0	3	0	1	0	3	0.4	5	1	215	1028	0	0
N 1104B?	1	2	0	2	2	4	-	-	-	-	-	-	200
LINE 20441	(FLIGHT 27)												
A 2769B?	0	3	0	2	0	15	0.4	19	1	124	985	25	0
B 2783B?	0	3	0	3	0	13	0.4	15	1	134	1028	0	0
C 3007B?	0	2	0	2	2	2	-	-	-	-	-	-	0
D 3022D	0	4	0	5	13	21	0.4	0	1	70	554	4	0
LINE 20450	(FLIGHT 22)												
A 1847B?	2	6	1	8	0	7	0.9	21	1	52	370	9	0
B 2264D	1	2	1	2	2	4	-	-	-	-	-	-	0
C 2274D	2	5	0	3	4	34	1.6	25	1	32	414	0	0
D 2289D	1	10	5	15	36	51	0.4	0	1	33	227	0	0
E 2295D	2	6	4	6	24	27	1.4	20	1	34	308	0	0
F 2312D	1	4	0	9	17	43	0.6	18	1	97	942	5	0
G 2487M	0	2	0	1	0	4	0.4	0	1	204	1028	0	290
H 2852B?	0	2	1	2	2	4	-	-	-	-	-	-	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 20450	(FLIGHT 22)												
I 2907B?	0	2	1	2	2	4	-	-	-	-	-	-	0
J 2923D	0	2	1	2	2	4	-	-	-	-	-	-	0
K 3188B?	1	2	0	2	5	2	2.0	42	1	111	1028	0	0
LINE 20460	(FLIGHT 22)												
A 3628B?	0	1	1	2	6	13	0.5	0	1	65	332	10	0
B 3564B?	1	2	1	2	2	13	1.8	45	1	75	823	0	0
C 3392B?	1	1	0	3	5	15	3.1	85	1	107	1028	0	0
LINE 20461	(FLIGHT 22)												
A 4204B?	0	2	1	2	2	4	-	-	-	-	-	-	70
B 4194B?	1	2	1	1	2	4	-	-	-	-	-	-	0
C 4184B	0	2	1	2	2	4	-	-	-	-	-	-	0
D 4179B	4	16	11	29	46	113	1.2	0	1	28	166	0	0
LINE 20462	(FLIGHT 27)												
A 1694M	0	0	0	1	0	5	0.8	20	1	186	1028	0	430
B 1729M	0	0	0	1	0	7	1.1	47	1	162	1028	0	180
C 1756M	0	0	0	0	0	2	3.1	96	1	197	1028	0	340
D 1776M	0	0	0	0	0	2	-	-	-	-	-	-	0
E 1866M	0	5	0	1	0	4	0.4	15	1	224	1028	0	0
F 1912B?	0	2	0	3	8	3	0.4	0	1	99	645	12	90
LINE 20470	(FLIGHT 22)												
A 4923D?	0	5	0	8	8	44	0.4	9	1	65	724	5	0
B 4966B?	1	2	0	6	1	39	1.3	50	1	193	1028	0	0
C 5163B?	0	2	0	2	2	4	-	-	-	-	-	-	0
D 5197D?	0	2	0	2	2	4	-	-	-	-	-	-	0
E 5272D	9	14	11	26	25	30	3.9	7	2	67	45	35	0
F 5278D	9	13	11	26	25	30	4.3	3	2	47	31	20	0
G 5296D	1	2	1	2	2	4	-	-	-	-	-	-	0
H 5473M	0	2	0	2	0	6	0.4	4	1	214	1028	0	150
I 5494M	0	0	0	0	0	3	0.8	20	1	204	1028	0	170
J 5530M	0	2	0	1	0	2	0.4	3	1	212	1028	0	350
K 5992D	2	5	9	10	29	41	1.3	15	2	96	52	60	0
L 6004D	1	2	1	2	2	4	-	-	-	-	-	-	0
M 6012D?	0	5	4	10	15	22	0.4	1	1	94	113	52	0
N 6064B?	0	4	0	4	9	20	0.4	5	1	110	985	11	0
LINE 20480	(FLIGHT 22)												
A 7365B?	1	4	1	4	2	14	1.0	33	1	54	643	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 20480 (FLIGHT 22)													
B 7355B?	1	4	1	5	1	14	0.7	14	1	57	550	0	0
C 7080S?	0	3	1	7	13	34	0.4	0	1	39	458	0	0
D 7051B?	0	2	1	2	2	4	-	-	-	-	-	-	0
E 7041D	1	2	1	2	2	4	-	-	-	-	-	-	230
F 6958D	0	2	1	2	2	4	-	-	-	-	-	-	0
G 6951D?	1	4	4	7	27	18	1.0	14	1	68	196	21	0
H 6933D	2	3	2	5	11	6	2.1	26	1	90	617	0	0
I 6601D	10	10	40	46	109	53	6.6	12	3	31	22	9	0
J 6594B	9	25	40	53	119	66	2.4	0	3	40	16	20	16
K 6562B	2	4	2	5	7	13	1.9	36	2	87	57	52	130
L 6512D	1	2	0	2	2	4	-	-	-	-	-	-	50
M 6417B?	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 20490 (FLIGHT 22)													
A 8152D	1	1	0	3	0	34	0.1	0	1	19	115	4	0
B 8160D	0	1	0	2	1	6	0.1	0	1	19	77	5	0
C 8162D	0	1	0	2	1	6	0.5	7	1	14	197	0	0
D 8186D	1	1	0	1	1	1	3.1	85	3	50	14	29	0
E 8206D	1	2	1	2	2	4	-	-	-	-	-	-	20
F 8228B	0	1	0	1	2	9	0.4	0	5	44	7	27	0
LINE 20491 (FLIGHT 27)													
A 4849B	14	23	49	55	13	5	4.5	25	3	49	12	31	0
B 4815D	24	57	35	61	167	134	3.8	1	2	36	24	16	0
C 4811D	25	27	12	71	160	13	8.2	15	2	40	22	20	0
D 4629B?	0	0	0	0	1	2	1.1	27	1	136	1028	0	0
E 4618B?	1	1	0	1	2	6	1.4	38	1	139	1028	0	100
F 4345D	4	10	10	14	36	10	1.9	16	1	74	82	38	0
G 4338B	0	2	1	2	2	4	-	-	-	-	-	-	50
H 4328B	3	3	7	18	17	43	3.2	59	2	45	47	19	0
I 4321B	5	5	4	17	25	72	4.6	40	2	43	43	17	0
J 4305B	0	25	12	63	134	224	0.4	4	1	29	52	6	0
K 4273B	13	59	41	37	57	28	1.8	5	2	33	24	15	120
L 4265B	4	28	21	7	7	26	0.8	1	2	37	28	16	120
M 4236B?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20492 (FLIGHT 27)													
A 7076S?	1	2	0	2	2	4	-	-	-	-	-	-	0
LINE 20495 (FLIGHT 22)													
A 8712D	1	8	4	13	11	7	0.6	0	1	56	130	18	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 1093 HZ REAL PPM	COAXIAL 1093 HZ QUAD PPM	COPLANAR 894 HZ REAL PPM	COPLANAR 894 HZ QUAD PPM	COPLANAR 7215 HZ REAL PPM	COPLANAR 7215 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 20500 (FLIGHT 23)													
A 2081B?	0	3	1	4	13	18	0.4	0	1	118	888	9	0
B 2115B?	1	1	0	2	2	14	1.7	61	1	200	1028	0	0
C 2164B?	1	4	0	6	5	6	0.6	18	1	92	897	8	0
D 2232S?	0	2	0	2	2	4	-	-	-	-	-	-	0
E 2280D	1	8	1	10	13	57	0.6	8	1	54	662	0	0
F 2284B?	1	2	1	2	2	4	-	-	-	-	-	-	0
G 2419D	4	16	0	3	24	10	1.4	18	1	40	623	0	0
H 2432D	1	5	0	6	24	9	0.6	20	1	52	723	0	0
I 2469D	42	52	87	114	272	131	8.4	4	3	29	16	11	0
J 2490B?	2	7	4	16	41	80	1.1	20	1	64	729	0	0
K 2708D	0	2	1	2	2	4	-	-	-	-	-	-	340
L 2825B	6	16	19	24	39	19	2.3	9	1	49	65	18	0
M 2833D	16	12	19	24	39	47	10.7	18	2	41	25	18	50
N 2836D	15	12	19	23	45	51	10.6	16	2	40	35	15	50
O 2854B	8	15	1	47	60	90	3.4	12	3	43	20	22	0
P 2863D	13	20	8	25	68	94	4.7	22	2	40	28	19	0
Q 2869D	8	20	8	15	29	94	2.6	12	3	42	20	22	0
R 2878D	6	1	15	11	27	72	37.9	58	3	33	14	15	270
S 2885D	27	11	18	16	150	15	29.1	9	3	26	15	7	0
T 2892D	27	11	59	65	150	73	29.1	21	2	50	48	22	0
U 2906D	3	5	6	10	20	37	2.5	27	1	60	114	21	0
V 2915D	0	3	5	7	22	34	0.4	0	1	72	99	34	0
W 2920D	0	4	5	7	16	34	0.4	0	1	76	157	33	0
X 2945B	2	6	3	11	5	44	1.4	26	1	48	252	8	230
Y 3034D	1	5	1	6	11	38	0.4	0	1	64	604	0	0
Z 3041D	0	4	1	5	11	29	0.4	0	1	69	605	5	0
AA 3047D	0	3	0	5	11	29	0.4	1	1	95	729	11	0
LINE 20510 (FLIGHT 23)													
A 4464D?	0	5	1	7	9	37	0.4	0	1	46	566	0	0
B 4320B?	2	4	0	6	3	36	1.6	51	1	66	784	2	0
C 4138D	0	2	1	2	2	4	-	-	-	-	-	-	0
D 3980B?	2	2	1	1	9	8	3.8	80	1	88	736	10	90
E 3929D	1	4	3	7	11	36	0.7	20	1	103	182	54	0
F 3911D	7	9	11	8	17	13	4.7	14	2	74	33	44	20
G 3904D	7	7	20	13	39	16	5.9	23	2	83	50	49	0
H 3742D	2	6	4	16	44	59	1.2	21	1	65	361	16	20
I 3736D	5	12	4	16	44	59	2.0	20	1	34	586	0	0
J 3733D	5	12	3	8	19	59	2.0	21	1	54	427	10	0
K 3715B	2	10	1	11	11	77	0.9	9	1	60	789	0	0
L 3676S?	1	5	0	12	7	94	0.4	17	1	64	756	6	140

.* 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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 20510	(FLIGHT 23)												
M 3633D?	0	8	1	12	17	68	0.4	1	1	56	770	0	0
N 3608D?	1	5	1	5	6	35	1.0	27	1	100	225	49	0
O 3584B?	3	7	5	12	29	52	1.6	20	1	56	227	13	0
P 3548D	1	2	1	2	2	4	-	-	-	-	-	-	80
Q 3539D	7	19	18	36	37	54	2.1	5	1	46	54	18	0
R 3534D	7	19	18	36	93	82	2.4	9	2	42	49	15	160
S 3493S	1	4	2	13	12	61	1.0	34	1	24	417	0	0
T 3475B?	1	5	1	2	2	57	0.7	25	1	32	502	0	0
LINE 20520	(FLIGHT 23)												
A 4816B?	1	3	1	4	4	19	0.7	13	1	107	926	3	0
B 4906D	1	2	0	3	1	20	1.5	57	1	47	734	0	0
C 4963D	1	3	2	3	14	11	1.5	32	1	47	527	0	0
D 4978B?	0	5	1	6	14	14	0.4	4	1	85	880	4	0
E 5019B?	0	1	1	1	5	5	0.4	0	1	196	1028	0	0
F 5062D?	0	3	0	4	5	21	0.4	0	1	103	890	6	0
G 5106B?	1	3	1	8	5	41	0.9	33	1	102	274	47	0
H 5120B?	1	1	1	2	3	14	4.6	98	1	110	293	52	5
I 5155D	16	25	33	40	14	85	4.8	7	1	49	66	18	0
J 5161D	6	25	33	40	14	85	1.4	0	3	57	21	35	0
K 5165D	21	25	42	57	109	75	7.0	13	3	49	18	28	0
L 5168D	21	23	42	57	109	75	7.6	15	2	46	41	20	0
M 5253B	5	8	9	14	8	16	3.7	26	1	64	88	28	410
N 5266B?	2	6	6	5	23	16	1.3	29	1	70	709	5	270
O 5275B?	1	4	0	6	11	38	1.0	44	1	95	897	11	130
P 5327D	3	8	5	13	22	9	1.8	21	1	80	91	42	30
Q 5333D	1	2	1	2	2	4	-	-	-	-	-	-	0
R 5342D	1	2	1	2	2	4	-	-	-	-	-	-	0
S 5354D	1	3	2	8	3	49	1.9	57	1	85	150	40	0
T 5382D	24	42	38	43	45	48	4.9	1	3	33	17	14	100
U 5394D	14	42	27	59	162	123	2.7	2	1	34	47	10	0
V 5404D	1	2	1	2	2	4	-	-	-	-	-	-	7
W 5412D	3	5	14	5	21	101	0.3	0	1	31	83	14	40
X 5424D	5	6	3	7	27	36	3.9	38	1	47	62	18	150
Y 5430D	12	5	42	6	29	63	20.8	42	2	62	36	35	0
Z 5436D	12	4	42	8	29	35	24.0	42	4	61	11	42	0
AA 5443D	13	12	42	8	29	46	7.4	25	1	66	205	23	0
AB 5508D?	3	3	2	5	8	22	4.5	50	1	71	554	5	0
AC 5534B	2	4	3	7	19	23	2.2	28	1	57	229	11	0
AD 5595B?	1	2	1	2	2	4	-	-	-	-	-	-	20
LINE 20530	(FLIGHT 23)												
A 6732B?	2	3	1	5	12	14	2.1	20	1	77	604	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 23)													
B 6645D	1	2	0	2	2	4	-	-	-	-	-	-	0
C 6515D	13	17	22	28	29	58	5.3	16	2	68	47	37	0
D 6507D	7	10	22	28	29	2	4.0	27	2	79	52	47	0
E 6415B	4	6	4	9	5	33	2.8	32	1	67	219	21	1240
F 6335B?	3	5	3	6	10	19	2.3	40	1	67	237	23	0
G 6314D	1	11	2	14	53	95	0.4	10	1	57	741	2	0
H 6272D	5	17	4	15	16	108	1.6	20	1	33	339	3	0
I 6236B	5	11	21	6	18	38	2.2	17	3	64	16	41	0
J 6227B	5	12	28	16	34	3	2.1	9	6	62	4	46	80
K 6196D	10	48	30	111	285	292	1.6	0	1	23	65	0	0
L 6178D	6	8	5	14	5	31	4.3	34	1	53	97	19	0
M 6150B	5	6	30	29	66	77	4.3	19	2	49	31	22	0
N 6136B	19	15	61	21	62	80	11.1	17	4	49	8	32	50
O 6133B	19	15	61	38	75	72	11.1	6	6	37	4	22	60
P 6107B	8	13	12	15	25	34	3.8	11	2	49	34	22	0
LINE 20540 (FLIGHT 23)													
A 7341B?	0	2	1	2	2	4	-	-	-	-	-	-	0
B 7823D	1	2	1	2	2	4	-	-	-	-	-	-	0
C 7952D	1	2	1	2	2	4	-	-	-	-	-	-	0
D 8006B	1	2	1	2	2	4	-	-	-	-	-	-	0
E 8012D	1	2	1	2	2	4	-	-	-	-	-	-	0
F 8182S?	1	2	1	2	2	4	-	-	-	-	-	-	0
G 8266D	1	2	1	2	2	4	-	-	-	-	-	-	0
H 8272D	16	7	33	18	53	21	20.6	18	3	59	15	36	0
I 8309D	1	2	1	2	2	4	-	-	-	-	-	-	0
J 8324D	3	10	15	6	29	47	1.7	19	1	64	75	31	0
K 8341B	14	11	23	23	38	74	10.4	30	2	50	32	25	70
L 8363B	6	9	16	20	52	40	3.9	23	2	47	26	23	0
LINE 20550 (FLIGHT 23)													
A 9825D	1	2	0	2	2	4	-	-	-	-	-	-	0
B 9548D?	1	1	0	1	2	9	1.6	65	1	209	1028	0	0
C 9448D	1	2	1	2	2	4	-	-	-	-	-	-	0
D 9435D	5	5	2	13	8	36	5.0	46	1	67	231	22	0
E 9427D	1	2	1	2	2	4	-	-	-	-	-	-	0
F 9404B?	2	2	1	7	6	26	2.6	68	1	96	595	19	0
G 9360D	6	11	11	19	42	17	2.8	11	2	68	50	36	0
H 9352D	6	10	11	19	42	35	3.2	24	1	88	64	52	0
I 9074S?	1	2	1	2	2	4	-	-	-	-	-	-	0
J 9034B	8	8	16	14	17	17	6.0	37	3	97	24	70	230

.* 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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 20550 (FLIGHT 23)													
K 9026B	8	8	16	14	17	14	5.8	36	3	88	22	62	0
L 8921D	6	13	11	19	23	47	2.5	16	1	57	59	27	18
M 8915D	7	13	12	19	23	47	2.8	2	2	60	35	31	0
N 8886B?	1	2	1	2	2	4	-	-	-	-	-	-	120
O 8840D?	2	2	1	1	4	9	3.3	67	1	105	281	48	0
LINE 20560 (FLIGHT 24)													
A 1733D	1	2	0	2	2	4	-	-	-	-	-	-	0
B 1782B?	0	2	0	1	0	4	-	-	-	-	-	-	0
C 1845D	1	2	1	2	2	4	-	-	-	-	-	-	0
D 1881B	4	8	11	21	49	43	2.2	19	2	66	51	35	0
E 1885D	10	9	12	21	49	43	7.2	24	1	58	64	26	0
F 2113B?	1	1	1	2	2	4	-	-	-	-	-	-	0
G 2124B	7	3	14	9	21	9	17.1	54	3	78	17	54	0
H 2175B?	3	1	3	7	16	12	15.1	69	1	79	134	35	0
I 2232B?	1	4	1	5	11	30	0.8	22	1	60	319	13	0
J 2246D	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20570 (FLIGHT 24)													
A 3109B?	2	7	1	15	36	39	0.9	17	1	41	254	4	0
B 3019B?	1	2	0	2	2	4	-	-	-	-	-	-	0
C 2982D	1	2	1	2	2	4	-	-	-	-	-	-	0
D 2932B	7	15	14	31	31	20	2.9	10	1	51	66	20	0
E 2927B	7	9	14	31	31	38	4.0	23	1	51	63	21	0
F 2721B?	0	2	1	2	2	4	-	-	-	-	-	-	0
G 2705D	3	7	2	10	21	17	1.8	31	1	59	84	26	170
H 2693D	1	2	1	0	2	4	-	-	-	-	-	-	0
I 2681D	4	4	9	20	44	47	4.2	57	1	70	119	33	0
J 2666D	7	13	2	13	43	56	3.1	14	1	40	145	4	0
K 2663D	7	13	2	13	43	56	3.1	15	1	34	195	0	0
L 2652B	7	13	5	22	55	55	3.3	16	1	39	96	8	12
M 2605D	3	6	5	14	33	39	2.1	33	1	60	143	21	0
N 2592D	1	2	1	2	2	4	-	-	-	-	-	-	0
O 2577D	0	2	1	3	9	8	0.4	0	1	79	489	12	0
LINE 20580 (FLIGHT 24)													
A 3618S?	1	6	1	10	17	59	0.8	11	1	26	366	0	0
B 3690S	0	2	1	7	14	39	0.6	13	1	30	345	0	0
C 3761S	0	2	0	2	2	4	-	-	-	-	-	-	0
D 3811B?	0	2	0	2	2	4	-	-	-	-	-	-	0
E 3819B?	1	5	1	10	26	41	1.0	7	1	40	323	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 1093 HZ REAL PPM	COAXIAL 1093 HZ QUAD PPM	COPLANAR 894 HZ REAL PPM	COPLANAR 894 HZ QUAD PPM	COPLANAR 7215 HZ REAL PPM	COPLANAR 7215 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 20580	(FLIGHT 24)												
F 3913D	0	4	0	4	12	10	0.4	0	1	83	260	31	0
G 3954B?	1	2	0	2	2	4	-	-	-	-	-	-	0
H 4014D	1	2	1	2	2	4	-	-	-	-	-	-	0
I 4020D	2	5	11	22	36	44	2.1	36	1	59	77	25	0
J 4026D	6	11	11	22	36	33	3.2	22	1	49	108	14	0
K 4181B?	0	2	0	3	5	16	0.4	0	1	82	370	22	0
L 4193B?	0	1	1	2	2	4	-	-	-	-	-	-	0
M 4241D	9	10	11	21	41	78	5.6	32	1	60	70	28	0
N 4354B?	1	2	0	2	2	4	-	-	-	-	-	-	0
O 4368B?	3	5	2	5	13	27	2.9	29	1	53	145	13	0
P 4379B?	1	1	1	2	10	18	2.6	78	1	64	216	19	0
LINE 20590	(FLIGHT 24)												
A 5668B?	0	2	1	2	2	4	-	-	-	-	-	-	0
B 5346H	1	2	1	2	2	4	-	-	-	-	-	-	0
C 5242D	1	2	1	2	2	4	-	-	-	-	-	-	0
D 5237D	7	10	8	22	63	70	4.3	29	1	37	140	5	0
E 5129B	7	11	10	16	36	47	3.4	18	1	60	87	25	0
F 5121B	5	5	10	16	37	7	5.5	15	1	55	92	16	0
G 4875B	0	2	1	2	2	4	-	-	-	-	-	-	0
H 4802B?	1	2	1	2	2	2	-	-	-	-	-	-	0
I 4783D?	1	2	1	8	3	10	2.5	71	1	88	200	38	0
J 4771B	1	2	1	2	2	4	-	-	-	-	-	-	0
K 4704B	2	6	1	8	23	43	1.3	21	1	40	528	0	0
LINE 20600	(FLIGHT 24)												
A 5824S	2	3	1	6	11	26	1.9	57	1	22	445	0	0
B 5933D?	1	2	0	2	2	4	-	-	-	-	-	-	0
C 5982S?	0	2	1	2	2	4	-	-	-	-	-	-	0
D 6096S?	1	2	1	2	2	4	-	-	-	-	-	-	0
E 6193D	1	2	1	2	2	4	-	-	-	-	-	-	0
F 6214D	1	2	1	2	1	4	-	-	-	-	-	-	0
G 6247D	2	2	0	3	14	36	4.7	67	1	68	585	0	0
H 6259D	1	2	1	2	2	4	-	-	-	-	-	-	0
I 6286D	1	2	1	2	2	4	-	-	-	-	-	-	0
J 6291B?	0	3	1	4	8	36	0.4	4	1	57	465	9	0
K 6310B?	3	2	0	3	12	18	9.4	72	1	62	181	20	0
L 6327D?	2	2	5	8	27	33	5.9	86	1	89	79	52	0
M 6334D	2	7	4	12	37	52	1.3	8	1	48	81	15	0
N 6346B	1	2	1	2	2	4	-	-	-	-	-	-	0
O 6354D	1	2	1	2	2	4	-	-	-	-	-	-	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 1093 HZ REAL PPM	COAXIAL 1093 HZ QUAD PPM	COPLANAR 894 HZ REAL PPM	COPLANAR 894 HZ QUAD PPM	COPLANAR 7215 HZ REAL PPM	COPLANAR 7215 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 20600	(FLIGHT 24)												
P 6359B	8	8	2	17	4	50	6.0	32	1	64	232	20	0
Q 6420S?	1	2	0	2	2	4	-	-	-	-	-	-	0
R 6540S	2	3	1	7	6	37	1.9	53	1	46	583	0	0
S 6591B?	1	3	0	4	13	13	1.5	45	1	90	926	1	0
LINE 20601	(FLIGHT 27)												
A 3934D	0	5	2	0	13	15	0.4	0	1	67	187	23	0
LINE 20610	(FLIGHT 24)												
A 7861B?	1	2	0	2	2	4	-	-	-	-	-	-	0
B 7861B?	1	2	0	2	2	4	-	-	-	-	-	-	0
C 7831B?	0	2	1	2	2	4	-	-	-	-	-	-	0
D 7792B?	1	2	1	2	2	4	-	-	-	-	-	-	0
E 7782D	1	2	1	2	2	4	-	-	-	-	-	-	0
F 7744B?	1	2	1	2	2	4	-	-	-	-	-	-	0
G 7683B?	1	2	1	2	2	4	-	-	-	-	-	-	0
H 7654H	1	2	0	2	2	4	-	-	-	-	-	-	0
I 7574B?	1	2	1	1	2	4	-	-	-	-	-	-	0
J 7555D	1	2	1	2	2	4	-	-	-	-	-	-	0
K 7466B?	1	2	1	2	2	4	-	-	-	-	-	-	0
L 7272B?	2	11	1	6	10	57	0.7	13	1	33	584	0	0
M 7256B?	3	11	2	19	30	105	1.1	15	1	33	394	0	0
N 7186B?	2	3	0	3	5	20	2.6	54	1	85	623	9	0
O 7154B?	1	1	0	1	2	4	-	-	-	-	-	-	0
P 7143B?	2	3	1	5	7	19	2.4	59	1	69	349	19	4
Q 7129B?	1	2	1	2	2	4	-	-	-	-	-	-	0
R 7091B?	3	9	3	17	7	84	1.7	24	1	55	221	15	0
S 7082B?	1	4	1	3	1	34	0.6	14	1	72	608	6	0
T 6988B?	1	3	0	8	17	28	1.1	37	1	64	526	6	0
LINE 20620	(FLIGHT 24)												
A 8076B?	3	5	2	11	23	41	2.0	38	1	33	178	1	0
B 8091B?	1	5	1	9	17	36	0.8	22	1	28	273	0	0
LINE 20621	(FLIGHT 24)												
A 8661B?	1	2	0	2	2	4	-	-	-	-	-	-	0
B 8672D	1	2	0	2	2	4	-	-	-	-	-	-	0
C 8691S?	0	2	0	2	2	4	-	-	-	-	-	-	0
D 8816D	1	2	1	2	9	21	0.9	25	1	113	267	55	0
E 8843B?	1	2	0	2	2	4	-	-	-	-	-	-	0
F 8865D	1	3	1	3	5	19	1.3	48	1	111	240	56	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 20621 (FLIGHT 24)													
G 8916B?	3	3	3	9	15	25	5.0	56	1	63	161	21	0
H 9049H	1	2	1	2	2	1	-	-	-	-	-	-	17
LINE 20622 (FLIGHT 27)													
A 6403B?	2	2	0	4	2	18	4.2	76	1	64	789	0	0
B 6430B?	1	3	0	6	6	37	0.6	10	1	43	746	0	0
C 6485S	1	2	1	2	2	4	-	-	-	-	-	-	0
D 6562D	1	2	1	2	2	4	-	-	-	-	-	-	0
E 6613D	2	5	4	10	22	24	1.7	28	1	74	154	30	0
F 6649B?	2	6	0	9	8	58	1.2	28	1	54	747	0	0
G 6691B?	1	2	0	1	1	14	2.3	64	1	125	1028	0	0
H 6728B?	0	2	1	2	2	2	-	-	-	-	-	-	0
LINE 20630 (FLIGHT 25)													
A 1599B?	1	4	2	7	11	36	1.0	28	1	31	220	0	0
B 1625S	2	2	1	6	5	10	2.2	58	1	21	385	0	0
C 1728S?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 1768S	0	4	1	9	17	42	0.4	1	1	26	524	0	0
E 1781S	0	4	1	12	26	62	0.4	1	1	23	391	0	0
F 1812S	0	2	1	2	2	4	-	-	-	-	-	-	0
G 1837S	0	2	1	2	2	4	-	-	-	-	-	-	0
H 1885S	0	2	1	2	2	4	-	-	-	-	-	-	0
I 1923D	9	14	8	25	61	79	3.8	14	1	34	149	0	0
J 1953B?	2	2	0	4	5	22	2.8	69	1	77	738	4	0
K 1996B	7	6	14	14	10	25	7.9	42	2	82	50	49	0
L 2004D	10	10	17	14	33	18	7.1	26	2	61	37	33	0
M 2025B?	0	1	1	0	2	4	-	-	-	-	-	-	0
N 2040B?	1	2	1	2	2	4	-	-	-	-	-	-	0
O 2050D	1	2	0	2	2	4	-	-	-	-	-	-	0
P 2245B?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20640 (FLIGHT 25)													
A 3196H	0	2	1	2	2	4	-	-	-	-	-	-	0
B 3075H	1	3	1	7	17	14	0.6	1	1	40	247	0	0
C 3032B?	0	1	1	1	2	4	-	-	-	-	-	-	0
D 2982S?	1	5	2	15	13	61	0.9	22	1	45	277	5	0
E 2931D	2	11	0	11	15	55	0.9	8	1	45	392	4	0
F 2897D	1	2	0	2	2	11	0.8	12	1	105	331	40	0
G 2872D	3	3	10	12	27	14	5.5	55	1	86	123	42	0
H 2861B	14	14	20	25	20	37	7.4	12	3	45	21	22	0
I 2845B?	0	2	1	2	2	4	-	-	-	-	-	-	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 20640	(FLIGHT 25)												
J 2830B?	0	2	1	6	22	17	0.4	0	1	59	230	13	0
K 2716B?	2	2	0	3	2	4	3.6	84	1	84	876	4	0
L 2677D	2	3	0	2	4	20	3.2	51	1	64	579	0	0
M 2645D	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20650	(FLIGHT 25)												
A 3391S	0	2	1	8	15	1	0.4	5	1	46	233	9	0
B 3428S	1	1	1	2	2	3	-	-	-	-	-	-	0
C 3448S	1	2	0	2	2	4	-	-	-	-	-	-	0
D 3477S?	1	2	1	2	2	4	-	-	-	-	-	-	0
E 3597H	4	4	1	7	12	39	4.5	56	1	37	280	2	0
F 3610B?	1	2	1	2	2	4	-	-	-	-	-	-	0
G 3619D	1	2	1	2	2	4	-	-	-	-	-	-	0
H 3644B?	1	2	1	2	2	4	-	-	-	-	-	-	0
I 3670D	1	2	0	2	2	4	-	-	-	-	-	-	0
J 3696D	2	4	1	7	10	32	1.6	46	1	61	243	18	0
K 3737D	1	2	0	2	1	4	-	-	-	-	-	-	0
L 3760D	2	3	0	6	17	16	2.2	38	1	50	641	0	0
M 3803D	1	2	1	2	2	4	-	-	-	-	-	-	0
N 3878B?	1	3	1	6	11	30	1.7	51	1	75	265	25	0
O 3920S	0	2	0	2	2	4	-	-	-	-	-	-	0
P 4078B?	0	2	0	2	2	4	-	-	-	-	-	-	0
Q 4094B?	0	2	1	3	6	12	0.4	0	1	96	193	46	0
R 4105B?	0	2	1	2	12	20	0.9	26	1	77	275	27	0
S 4113D	0	2	1	5	14	21	0.4	0	1	67	377	16	9
T 4196D	0	5	0	8	20	47	0.4	0	1	52	503	0	70
LINE 20660	(FLIGHT 25)												
A 5008D	1	2	1	2	2	4	-	-	-	-	-	-	0
B 4998D	1	1	0	2	2	4	-	-	-	-	-	-	0
C 4987D	1	2	0	2	2	4	-	-	-	-	-	-	0
D 4964D	2	1	1	2	7	12	8.8	69	1	79	602	0	0
E 4840H	1	4	2	11	26	46	0.8	18	1	32	244	0	0
F 4827B?	2	5	0	8	18	43	1.6	30	1	35	337	0	0
G 4772B?	1	2	1	2	2	4	-	-	-	-	-	-	0
H 4760B?	1	2	1	2	2	4	-	-	-	-	-	-	0
I 4755B?	1	2	1	2	2	4	-	-	-	-	-	-	0
J 4728D	0	2	1	2	2	4	-	-	-	-	-	-	0
K 4724D	1	2	1	2	2	4	-	-	-	-	-	-	0
L 4436D	1	2	0	2	2	4	-	-	-	-	-	-	50
LINE 20670	(FLIGHT 25)												
A 5186D	1	2	1	2	2	4	-	-	-	-	-	-	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 20670 (FLIGHT 25)													
B 5198D	2	6	1	15	21	34	1.3	32	1	38	210	5	0
C 5205D	1	2	0	2	2	4	-	-	-	-	-	-	0
D 5216D	1	2	1	2	2	4	-	-	-	-	-	-	0
E 5279S	0	2	1	2	2	4	-	-	-	-	-	-	0
F 5299S	0	4	1	12	20	78	0.4	8	1	21	370	0	0
G 5361S	1	2	1	2	2	4	-	-	-	-	-	-	0
H 5413S	1	7	2	21	39	103	0.4	4	1	30	285	0	0
I 5450S	2	4	1	8	9	35	1.4	41	1	37	271	3	0
J 5491D	2	4	1	4	12	8	1.4	38	1	40	313	3	0
K 5506B?	1	2	1	2	2	4	-	-	-	-	-	-	0
L 5520B?	1	1	0	0	2	6	2.2	71	1	48	325	3	0
M 5534D	1	2	1	2	2	4	-	-	-	-	-	-	0
N 5540D	3	6	1	12	17	35	1.7	24	1	46	297	4	0
O 5573D	1	2	1	2	2	4	-	-	-	-	-	-	0
P 5577D	1	2	1	2	2	4	-	-	-	-	-	-	0
Q 5670B?	0	2	0	2	2	4	-	-	-	-	-	-	6
R 5707B?	1	3	1	10	13	26	1.6	55	1	40	618	0	0
S 5773B?	1	6	0	11	14	76	0.4	14	1	37	600	0	0
T 5778B?	1	2	0	2	2	4	-	-	-	-	-	-	0
U 5899B?	0	2	1	2	2	4	-	-	-	-	-	-	13
V 5976B?	0	2	1	1	1	6	0.4	0	1	125	469	39	30
LINE 20680 (FLIGHT 25)													
A 6727H	0	3	1	9	5	28	0.4	0	1	34	203	0	0
B 6645D	1	2	0	2	2	4	-	-	-	-	-	-	0
C 6539B?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 6530D	1	5	1	12	16	59	0.7	21	1	54	162	17	0
E 6525D	0	6	1	12	16	59	0.4	8	1	55	189	18	0
F 6518D	1	2	1	2	2	4	-	-	-	-	-	-	0
G 6509B?	2	1	1	1	4	12	6.7	92	1	84	325	32	0
H 6495D	0	6	2	6	21	25	0.4	0	1	53	203	9	0
I 6493D	0	6	2	6	12	25	0.4	0	1	64	171	20	0
J 6483S	0	2	1	5	13	20	0.4	0	1	62	264	15	0
K 6438D	1	2	1	2	2	4	-	-	-	-	-	-	0
L 6431D	1	4	3	7	4	34	0.8	26	1	94	112	51	0
M 6418D?	0	3	0	5	10	32	0.3	0	1	34	332	9	0
N 6363B?	0	2	1	2	2	4	-	-	-	-	-	-	0
O 6358B?	0	2	0	2	2	4	-	-	-	-	-	-	0
P 6354B?	0	1	1	1	5	2	0.5	0	1	129	227	70	0
Q 6318D	0	2	1	2	2	4	-	-	-	-	-	-	0
R 6311B?	1	2	0	3	9	23	0.8	7	1	96	522	14	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 20680 (FLIGHT 25)													
S 6266D	4	5	1	7	18	52	3.2	42	1	77	244	29	0
T 6252B?	1	2	1	2	2	4	-	-	-	-	-	-	0
U 6242D?	1	2	0	7	15	5	1.0	37	1	110	647	21	0
LINE 20690 (FLIGHT 25)													
A 6869B?	1	2	0	2	2	4	-	-	-	-	-	-	0
B 6893D	3	4	2	5	9	27	2.4	47	1	57	273	14	0
C 6913B?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 6924B?	2	5	3	13	16	57	1.4	28	1	37	161	3	0
E 6935D	1	2	1	2	2	4	-	-	-	-	-	-	0
F 6945D	2	2	3	7	9	13	2.3	70	1	36	123	6	0
G 6952D	1	2	1	2	2	4	-	-	-	-	-	-	0
H 7021S	0	2	0	2	2	4	-	-	-	-	-	-	0
I 7069B?	1	2	1	2	2	4	-	-	-	-	-	-	0
J 7128S	0	5	1	14	26	33	0.4	9	1	23	410	0	0
K 7161S	2	12	3	21	26	60	0.7	13	1	27	202	0	0
L 7206B?	0	3	1	6	8	41	0.6	16	1	34	474	0	0
M 7222B?	5	10	3	23	13	70	2.2	24	1	24	267	0	0
N 7243D	1	2	1	2	2	4	-	-	-	-	-	-	0
O 7254D	0	2	0	2	2	4	-	-	-	-	-	-	0
P 7273D	1	2	0	2	2	4	-	-	-	-	-	-	0
Q 7292B?	2	4	0	7	8	54	1.6	44	1	38	690	0	0
R 7353D	1	2	1	2	2	4	-	-	-	-	-	-	8
S 7358D	1	2	1	2	2	4	-	-	-	-	-	-	0
T 7372D	11	18	18	17	44	38	3.9	22	1	39	145	7	0
U 7404B?	1	2	0	2	2	4	-	-	-	-	-	-	0
V 7461S	0	2	0	2	2	4	-	-	-	-	-	-	0
W 7524S	0	2	0	2	2	4	-	-	-	-	-	-	0
X 7554S	0	4	1	8	16	14	0.4	0	1	49	608	0	0
Y 7601B?	2	5	1	11	17	63	1.6	38	1	51	303	10	0
Z 7620B?	1	5	1	12	34	12	0.7	22	1	48	419	6	0
AA 7732S	0	2	1	5	12	19	0.4	0	1	80	256	31	0
LINE 29010 (FLIGHT 25)													
A 8880B?	1	10	1	18	3	18	0.4	5	1	29	587	0	0
B 8789S	3	7	4	19	33	59	2.3	31	1	31	298	0	0
C 8685B?	2	2	1	4	14	16	0.9	0	1	42	432	12	0
D 8680B?	1	0	1	2	2	4	-	-	-	-	-	-	0
E 8640B?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 8609B?	2	2	1	3	10	2	3.1	64	1	116	169	65	0
G 8579D	1	2	1	2	2	4	-	-	-	-	-	-	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 29010 (FLIGHT 25)													
H 8570B?	1	6	2	4	21	22	0.6	14	1	57	412	10	0
I 8316B?	1	2	1	2	2	4	-	-	-	-	-	-	0
J 8174B?	1	2	1	2	2	4	-	-	-	-	-	-	0
K 8075B?	1	1	1	2	2	4	-	-	-	-	-	-	0
LINE 29011 (FLIGHT 28)													
A 7036B	10	32	17	44	143	138	2.3	7	1	32	48	9	0
LINE 29020 (FLIGHT 28)													
A 4721D	0	2	1	2	2	4	-	-	-	-	-	-	0
B 4648B	2	5	4	9	24	28	1.4	18	1	63	209	18	0
C 4629D	1	2	0	1	4	12	1.9	58	1	146	1028	0	40
D 4600M	0	0	0	1	0	2	3.1	100	1	193	1028	0	920
E 4552B?	1	2	1	2	2	4	-	-	-	-	-	-	30
F 4535B?	3	5	0	7	18	30	2.3	37	1	44	726	0	0
G 4472B?	4	2	0	3	6	9	10.4	66	1	110	1028	0	0
H 4411B	4	3	14	24	57	58	5.7	55	2	65	39	36	0
I 4403B	5	5	8	8	19	14	5.4	43	2	79	52	46	0
J 3327B	10	13	12	39	37	10	4.6	19	3	46	15	26	0
LINE 29030 (FLIGHT 28)													
A 1286D	1	2	1	2	2	4	-	-	-	-	-	-	0
B 1298D	5	10	24	11	25	30	2.7	12	3	49	16	27	0
C 1338B?	1	2	1	2	2	1	-	-	-	-	-	-	0
D 1357D	1	2	1	2	2	4	-	-	-	-	-	-	0
E 1385B	4	13	16	64	6	154	1.5	23	2	35	20	17	0
F 1410B?	2	10	4	30	27	173	1.0	20	1	45	54	20	0
G 1434B?	4	9	21	32	27	17	2.2	29	3	51	16	31	0
H 1466B?	1	3	5	4	11	7	1.4	31	3	67	18	42	0
I 1487B?	4	8	25	18	12	2	2.3	8	3	44	14	23	6
J 1524B	18	69	41	95	113	182	2.4	0	3	21	13	6	90
K 1548B	21	50	38	92	58	265	3.6	5	5	32	7	18	0
L 1567B	44	47	136	89	171	76	10.2	6	9	30	2	20	0
M 1616B	8	8	43	27	37	19	5.5	40	6	58	4	43	0
N 1665B?	8	9	19	19	13	6	6.0	16	4	45	9	27	0
LINE 29031 (FLIGHT 28)													
A 2117B	1	6	2	15	16	44	0.6	1	1	25	224	0	0
B 2268B?	1	2	1	2	2	4	-	-	-	-	-	-	0
C 2316B	2	4	1	9	7	62	1.5	49	1	45	298	8	0
D 2358D	3	20	4	19	53	116	0.7	0	1	23	321	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.

	COAXIAL 1093 HZ		COPLANAR 894 HZ		COPLANAR 7215 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 29031	(FLIGHT 28)												
E 2672B?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 29032	(FLIGHT 28)												
A 5143B	1	2	1	2	2	4	-	-	-	-	-	-	0
B 5174B	5	11	22	26	7	62	2.2	23	3	51	16	31	0
C 5184B	7	18	30	50	112	98	2.4	13	3	55	17	34	0
D 5207B	4	5	8	11	11	28	3.5	26	3	43	19	20	0
E 5217B	6	6	21	18	33	25	5.2	31	4	44	11	26	0
F 5241B	64	216	186	364	662	323	4.0	1	4	22	8	10	160
G 5253B	36	59	102	81	167	131	6.1	11	5	34	5	21	90
H 5268B	23	46	39	54	110	53	4.3	6	4	38	8	22	0
I 5287B	86	93	245	170	447	191	12.7	8	9	33	2	23	0
J 5333B	9	10	43	30	69	19	6.2	35	6	65	5	49	0
K 5382B	13	15	45	43	92	10	6.2	18	5	43	7	27	0
L 5402B	29	57	85	140	344	292	4.8	10	4	29	7	15	0
M 5428B	9	8	34	24	59	29	7.5	43	5	60	6	44	0
N 5452B	10	9	47	27	55	28	7.1	27	7	45	4	31	0
O 5470D	5	7	24	12	32	27	3.3	39	1	59	58	29	0
P 5483B?	1	4	3	27	73	119	0.8	33	1	19	402	0	0
Q 5844B?	2	1	2	14	30	26	5.5	103	1	26	456	0	0
R 5864B?	1	1	2	3	6	37	0.1	0	1	22	112	5	0
LINE 29040	(FLIGHT 27)												
A 8776D	7	25	7	43	98	143	1.9	5	1	39	66	11	0
B 8744B	3	4	3	13	29	61	2.8	41	1	49	128	12	0
C 8721D?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 8711D	1	2	1	2	2	4	-	-	-	-	-	-	0
E 8662B	1	2	1	2	2	4	-	-	-	-	-	-	0
F 8638B	1	2	1	2	2	4	-	-	-	-	-	-	0
G 8605B	1	1	0	0	2	4	-	-	-	-	-	-	0
H 8570B?	1	4	1	4	7	5	1.1	15	1	70	146	26	0
I 8558B?	1	2	1	2	2	4	-	-	-	-	-	-	0
J 7728B?	1	2	1	2	2	4	-	-	-	-	-	-	0
K 7717B?	1	10	1	11	13	32	0.4	10	1	21	458	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.