HELICOPTER ELECTROMAGNETIC
AND MAGNETIC SURVEY
WEIR MOUNTAIN, ATLIN AREA, B. C.
MATTAGAMI LAKE EXPLORATION LIMITED
JUNE, 1980

104 N / 10 W, 11E
59° 39' N
132° 59' W

part 2 of 5

September, 1980.
Mississauga, Ontario.

AERODAT LIMITED.
D.B. Sutherland, B.A.,M.A., P.Eng.

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LIST OF MAPS

(Scale 1:15,840)

1. INTRODUCTION

A combined helicopter electromagnetic and magnetic survey, totalling 297 line miles, was carried out for Mattagami Lake Exploration Limited on Weir Mountain to the northeast of Atlin British Columbia. The survey was flown on June 10th, 12th and 13th, 1980.

The survey was flown at a nominal spacing of 1/8 mile with a bird height of 120 feet, using an Astar 350 helicopter CF-GRGC operated by Maple Leaf Helicopters Ltd. of Kelowna, B.C. Survey airspeed averaged about 70 mph.

The electromagnetic system used was an Aerodat dual frequency unit, consisting of vertical, coaxial coils mounted approximately 7.0 metres apart in a "bird" towed 100 feet below the helicopter. Separate transmitting and receiving coils were used for each frequency. Operating frequency of the system was 900 Hz and 4200 Hz. Additional equipment included a Barringer Research AM-104 proton magnetometer, a Hoffman radar altimeter, a Geocam 35 mm flight path camera, a Barringer 8-channel hot pen recorder. In addition to analogue recording, data was also recorded on magnetic tape using an Aerodat-Perle data acquisition system.

Specifications of the instruments are given in Appendix I, and Appendix II provides details on the analogue recorder channels.

2. DATA PRESENTATION

2.1 Electromagnetics

Airborne Electromagnetic Survey Interpretation Map shows interpreted axes of conductive responses on the lower frequency. The responses are indicated as circles with a number outside the circle giving the inphase amplitude in parts per million (ppm) of the primary field strength, and a number within the circle giving the apparent conductance range on a ten division scale shown on the map legend. The apparent conductance is determined by applying the inphase and quadrature anomaly amplitudes to a phasor diagram for the vertical half-plane model. The relationship of apparent conductance to true conductance, which in the case of narrow, slab-like bodies is the product of the electrical conductivity and average thickness, depends upon how closely the body approximates the sheet-like form, and upon how nearly at right angles its strike direction is to the flight line of the aircraft.

Conductance in mhos is the reciprocal of resistance in ohms and is a geologic parameter because it is characteristic of the conductor alone. It is generally independent of frequency and flying height (or depth of burial) and relatively independent of conductor strike length and dip.

The inphase amplitude is a function of both flying height and dip, and is more strongly affected by conductor size than is conductance. Although the conductances presented are apparent only, they are most useful for comparative evaluation of conductors.

Most overburdens have apparent conductances which fall into the lowest range on the scale ($<$ 2 mhos), whereas conductive clays may have apparent conductances in the next range (2-4 mhos). The higher ranges in the scale ($>$ 4 mhos) indicate that a significant fraction of the electrical conduction is electronic rather than electrolytic in nature. Materials which conduct electronically are limited to the metallic sulphides and to graphite. Thus, the higher apparent conductance categories are generally limited to graphite and to sulphide-bearing rocks. A strong conductance ($>$ 15 mhos) indicates well-connected mineralization extending throughout a fairly large region, and this often suggests either graphite zones or massive sulphides. Poor to moderate conductances (4-15 mhos) may originate from massive sulphides, if they are not well interconnected or if they are of a poorly conducting variety such as galena.

Also determined from the phasor curves but not shown in the Airborne Electromagnetic Survey are the apparent depths to the conductors. Although the phasor curves are often able to distinguish between conditions of comparatively thick and thin overburden, the depth estimates are not generally reliable. Some of the more common reasons for this are:

(i) the conductivity of the body may change with depth

(ii) the conductor plunges

(iii) the dip is substantially less than vertical

(iv) interference from conductive overburden or host rock has distorted the anomalies

(v) the body has too short a strike length to give a good half-plane response.

Any of the conditions enumerated above may effect the anomaly amplitudes. Some will cause roughly proportionate changes in both phases, so that the depth estimates tend to be more seriously affected than the conductance estimates. Appendix III provides a listing of responses together with amplitude (in ppm), apparent conductances, apparent depths to the conductor and sensor height.

Airborne Electromagnetic Survey Profile Maps show continuous record of inphase and quadrature EM responses along the flight lines in addition to the information shown on the Electromagnetic Survey Map. These profiles are transcribed and plotted from magnetic tape recorded in flight, after assigning a suitable base-level value. Profiles are presented for both the 900 and 4200 frequencies separately.

In each case the heavier line represents inphase, and the thinner line is out-of-phase.

2.2 Magnetics

The Total Field Magnetic Map shows contours of the total magnetic field, uncorrected for regional variation. Whether an EM anomaly with a magnetic correlation is more likely to be caused by a sulphide deposit than one without depends on the type of mineralization. An apparent coincidence between an EM and a magnetic anomaly may be caused by a conductor which is also magnetic, or by a conductor which lies in close proximity to a magnetic body. The majority of conductors which are also magnetic are sulphides containing pyrrhotite and/or magnetite. Conductive and magnetic bodies in close association can be, and often are, graphite and magnetite. It is often very difficult to distinguish between these cases. If the conductor is also magnetic, it will usually produce and EM anomaly whose general pattern resembles that of the magnetics. Depending on the magnetic permeability of the conducting body, the amplitude of the inphase EM response may be suppressed or even reversed in sign.

3. GENERAL OBSERVATIONS

3.1 General Observations

A total of 508 responses have been recorded in the small area, an unusually high number. Of these 261 are in the 0 category of conductivity (that is from 0 to 2 mhos) and could normally be eliminated as overburden. However, interesting mineralization is known to occur in the area that consists chiefly of sphalerite in veins and stringers. No response is obtained over these zones with conventional ground units but high frequency equipment such as VLF and EM-31 has given worthwhile data. Laboratory tests have shown the zinc-rich material to have a resistivity of about 200 ohm feet and calculations show that it should respond to the helicopter system, particularly on the 4175 Hz quadrature trace.

For ease of discussion the area will be divided into the Alpine and Valley Regions as indicated by the E-W trending line across the south part of the area. Note that the Alpine region covers nearly 90% of the area and the Valley region about 10%. Each region will be discussed separately below.

3.2 Alpine Region

The Alpine Region is underlain chiefly by crystalline Alaskite in the form of an intrusion. Slopes are steep, and outcrop is abundant over most of the area. Poorly conductive zones, such as outlined above should be recognizable from the resistant bedrocks. However, there are a few lakes and alluvial filled valleys that may give rise to overburden type responses.

Where possible, the individual anomalies have been grouped into zones for ease of discussion. However, because of the abundance of isolated response many have not been included as first priority targets or discussed in the text. These should be reevaluated when the tests of the stronger zones has been completed.

In general, the anomalies are numbered consecutively for the first line on which they appear.

1. - moderate isolated conductor - second priority.
2. - a definite zone correlating with lake - possibly lake bottom - second priority.
3. - Doublet with strong hi-freq. quadrature - first priority.
4. - NW trending zone high conductance on level 2 - first priority.
5. - long NE zone - second priority.
6. - weak zone - third priority.
7. - Shows 15 mhos on line 9 - first priority.
8. - Three unusal responses - third priority.

9. - Isolated response fair amplitude - third priority.

10. - Conductances of 8 & 9 mhos on line 9 - first priority.

11. - Large group of multiples - strong values on 12 south - needs traversing - 2nd priority.

12. - Modest triplet - third priority.

13. - Strong isolated response - first priority.

14. - Group of strong anomalies with NE trend - first priority.

15. - Broad moderate response suggest NW zone. North end near known mineralization - first priority.

16. - Short moderate zone - second priority.

17. - Correlates closely with ground Zone E - first priority.

18. - Modest zone but note association with zones 21 & 23 - third priority.

19 & 20 Modest zones - third priority.

21. - Modest zone correlates with broad magnetic low - third priority.

22. - Four anomalies in an area of broad responses - third priority

23. - Moderate zone on the flank of a magnetic anomaly, may follow contact - first priority.

24. - Moderate zone with category 3 anomaly on east - second priority.

25 & 26 Two similar zones that both display higher conductivity on line 272 - second priority.

27 & 28 Individual responses with high conductivity. Zone 28 is strongest - first priority.

29. - NW zone with two conductivity indications - first priority.

30. - Modest NE trend with associated broad conductivity - third priority.

31. - Short zone with a category 2 response - second priority.

32. - Short zone with conductivity of 3 mhos - second priority.

33. - Well developed zone that correlates with lake - conductance of 10 on line 34 - second priority.

34. - Irregular zone that may be related to gentle magnetic high - second priority.

35 & 36 Two short zones with improved conductivities of 3 mhos and 5 mhos respectively - second priority.

37. - A short zone with a conductance of 5 mhos - first priority.

38 & 39 Two moderate zones of possible interest - second priority.

40. - A well-formed zone with a conductance of 5 mhos - first priority.

41. - A weaker zone. third priority.

42. - A linear zone with two category 2 conductivities - first priority.

43. - Weak zone, on strike with zone 36 - third priority.

44. - Modest zone, remote from known mineralization - third priority.

3.3 Valley Region

The Valley Region is known to be underlain chiefly by sediments of the Cache Creek group. Broad, strong responses, (up to 2 miles) are evident on most of the lines in the region. Superimposed on these broad responses are a series of higher amplitude, sharper responses: the strongest of which have been indicated and lettered as Zones A to H inclusive. These suggest a series of en echelon zones probably due to graphite or pyrite within the sedimentary formations. The conductance of Zones A to H is between 10 to 30 mhos but at present they are not regarded as exploration targets. No attempt has been made to correlate the large number of adjacent response on each line that suggest a complex system of parallel or sub-parallel structures. Such a task would appear to be beyond the scope of the airborne data and spacing.

If the Valley Region becomes of economic interest a re-evaluation of the airborne results may be possible but the area would appear to require detailed ground surveying to separate the multitude of conductors.

4. SUMMARY AND RECOMMENDATIONS

A total of 508 conductive intercepts were found in the survey. For ease of discussion the area has been divided into the Alpine and the Valley Regions.

Alpine Region

Most of this area is underlain by crystalline Alaskite and is conductively inert except for lakes and areas of valley fill. Ground surveys have shown that poorly conductive anomalies (below the range of standard ground electromagnetic methods) are of economic importance. Tests show these zones to fall in the lower conductivity range of the helicopter system.

Forty-four conductive zones have been interpreted from the data and two of these (zones 15 & 17) agree closely with known ground anomalies and mineralization.

In all, 14 zones have been awarded a first priority rating. Zones 3, 4, 7, 10, 13, 14, 15, 17, 23, 27, 28, 29, 37 & 40. The remaining zones and individual responses should be reassessed on the basis of these results.

Valley Region

The strong responses in the Valley Region are believed to be due to graphite or perhaps sulphides in the Cache Creek formations. No follow-up is suggested at present. Should the area become of economic interest detailed ground geophysics will be required to sort out the indicated multitude of parallel and sub-parallel bands.

Respectfully submitted,

REGISTERED PROFESSIONAL ENGINEER
D. B. SUTHERLAND
PROVINCE OF ONTARIO

September, 1980
Mississauga, Ontario.

D. B. Sutherland, B.A., M.A., P. Eng.

CERTIFICATE

I, Don Benjamin Sutherland, of the City of Toronto, Province of Ontario, do hereby certify that:

1. I am a geophysicist residing at 975 Mount Pleasant Road, Toronto, Ontario.
2. I am a graduate of the University of Toronto, with a B.A. Degree (1952) in Physics and Geology and an M.A. Degree (1953) in Physics.
3. I am a member of the Society of Exploration Geophysicists and the European Association of Exploration Geophysicists.
4. I am a Professional Geophysicist and Consultant registered in the Province of Ontario.
5. I have no direct or indirect interest, nor do I expect to receive any directly or indirectly in the property or securities of Mattagami Lake Exploration Limited.
6. The statements made in this report are based on a study of published geological literature and unpublished private reports.
7. Permission is granted to use in whole or in part for assessment and qualification requirements but not for advertising purposes.

REGISTERED PROFESSIONAL ENGINEER
D. B. SUTHERLAND
PROVINCE OF ONTARIO

Dated at Toronto

This 30th day of July, 1980

Don B. Sutherland, B.A. M.A.,
P. Eng.

APPENDIX I

Instrumentation

Electromagnetic Instrument

Type: Dual frequency inphase-quadrature instrument manufactured by Aerodat Limited, Toronto.

Coils: The transmitting and receiving coils are located in a "bird" towed 100' below the helicopter. The coils are coaxial and are 25 feet apart. The coil axis is in the direction of travel.

Frequency: 900 Hz and 4200 Hz.

Noise Level: 1-2 ppm at 0.1 second time constant.

Magnetometer

Type: Proton precession model AM-104 manufactured by Barringer Research Limited, Toronto.

Cycling time: 1.13 seconds.

Polarizing time: 0.587 seconds.

Sensing head design: 5 inch diameter Toroid.

Horizontal Positioning

Geocam 35 mm flight path camera and intervalometer.

Vertical Positioning

Hoffman Radar Altimeter

Data Recorders

Eight channel Barringer analogue pen recorder.
Aerodat DAC-NAV magnetic tape digital acquisition system.

APPENDIX II

Analogue Tape

The flight tape consists of eight channels of information as follows:

Channel	Time Constant	Scale Units/mm	Noise
1. Radar Altitude	1 sec	10 feet	10 feet
2. EM 900 inphase	0.1 sec	2 ppm	1 ppm
3. EM 900 Quadrature	0.1 sec	2 ppm	1 ppm
4. EM 4200 inphase	0.1 sec	2 ppm	1 ppm
5. EM 4200 quadrature	0.1 sec	2 ppm	1 ppm
6. Magnetometer	1 sec	2.5 gamma	1 gamma
7. 60 Hz Monitor			
8. Magnetometer	1 sec	25 gamma	1 gamma

In addition, three fiducial markers are used between the channels, as follows:

Fiducial	Occurrence
60 hz marker	occurs only over power lines.
Camera fiducials	occurs regularly at 5 second intervals on every line.
Navigator fiducials	occurs discontinuously on every line.

The 60 hz. fiducial identifies anomalies generated by power lines, allowing them to be deleted from the EM map.

The navigator fiducial marks represent points on the ground which were recognized by the aircraft navigator. The beginning of the flight line is flagged by a pair of navigator fiducials. These are followed by a series of unevenly-spaced fiducials moving right-wards along the tape, which is the direction of flight. The end of the line is flagged by a string of three navigator fiducial marks.

The camera fiducial marks indicate points on the strip film.

The flight line numbers and anomaly letters as marked on the maps are taken directly from the flight tapes. The line numbers, followed by an N or S are displayed at the top of the tape above the radar altitude trace. The N or S corresponds to the flight direction of the particular line, which is survey north, or survey south. The anomaly letters, in alphabetic order by line, are found between the radar altitude trace and the upper inphase EM trace.

APPENDIX III

Anomaly Listing

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH FEET	BIRD HEIGHT FEET
1A	4	31.5	17.9				16	0	189
1B	3	24.9	20.8				9	0	168
1C	3	37.6	25.5				13	0	144
1D	4	43.7	17.7				27	0	143
1E	4	20.4	9.6				18	12	159
1F	3	37.4	28.7				11	31	92
1G	3	31.4	25.6				10	16	112
1H	2	17.5	14.3				8	25	131
1J	2	16.0	12.8				8	6	156
1K	4	22.2	10.9				17	0	179
1M	4	29.7	16.1				16	0	154
1N	4	25.5	14.3				15	0	160
1O	3	21.0	15.3				10	7	145
1P	4	23.3	12.6				15	71	88
1Q	3	16.6	9.9				12	29	146
1R	3	23.1	17.2				10	16	130
1S	3	20.2	15.5				9	7	145
1T	2	16.2	13.5				8	1	158
1U	2	9.2	8.8				5	44	139
1V	0	2.9	4.9				1	70	133
1W	1	3.2	3.2				3	123	135
1X	1	2.2	2.3				3	113	179
1Y	3	1.8	0.7				11	312	94
1Z	4	1.6	0.4				17	329	105
1AA	0	1.0	1.9				1	212	68
1AB	0	1.0	1.4				1	264	70
1AC	1	1.0	0.8				3	323	108
2A	2	1.0	0.4				7	334	159
2B	2	1.0	0.5				6	338	146
2C	0	1.5	2.4				1	118	150
2D	0	2.2	3.7				1	94	133
2E	0	4.6	8.4				2	32	135
2F	2	12.0	13.3				5	33	124
2G	3	16.2	11.5				9	0	169
2H	3	14.3	8.1				12	3	183
2J	3	15.5	7.8				15	35	150
2K	4	17.7	6.7				22	25	160
2M	4	18.6	8.8				17	0	188
2N	4	20.8	9.0				20	12	160
2O	4	16.0	7.0				18	0	211

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.

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH FEET	BIRD HEIGHT FEET
2P	4	27.8	11.4				23	21	136
2Q	4	29.9	12.5				23	26	126
2R	3	26.5	16.1				14	0	155
2S	3	22.6	12.9				14	1	158
3A	4	34.9	20.9				15	0	156
3B	3	35.7	23.9				13	0	138
3C	3	23.6	17.1				10	8	139
3D	3	19.7	13.1				11	7	153
3E	3	16.5	10.5				11	14	158
3F	4	21.9	11.3				16	1	163
3G	3	24.6	13.9				15	10	144
3H	3	22.1	14.0				12	2	154
3J	3	26.5	21.4				9	22	114
3K	4	78.7	56.5				16	9	88
3M	3	75.2	60.9				13	0	97
3N	3	58.8	47.6				12	0	108
3O	3	45.3	31.2				14	1	118
3P	3	38.0	32.8				10	18	99
3Q	2	28.5	29.2				7	32	88
3R	1	10.9	13.9				4	43	108
3S	2	18.5	16.9				7	29	118
3T	2	15.2	18.2				5	23	116
3U	1	11.8	15.2				4	33	113
3V	1	3.3	3.0				3	148	119
3W	2	2.3	1.5				5	231	107
3X	0	1.2	1.1				2	271	104
3Y	0	1.0	0.9				2	234	169
4A	0	-1.3	1.4				?	?	123
4B	0	-3.1	2.8				?	?	50
4C	0	-1.8	0.4				?	?	111
4D	0	-1.0	0.3				?	?	95
4E	0	-0.6	0.5				?	?	141
4F	0	1.0	2.0				1	209	63
4G	0	1.0	3.2				0	112	89
4H	0	2.0	5.1				1	83	98
4J	0	4.9	8.6				2	33	135
4K	2	10.5	11.3				4	16	150
4M	3	26.1	15.5				14	8	142
4N	3	31.5	22.1				12	15	119

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.

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH FEET	BIRD HEIGHT FEET
4O	3	30.4	23.4				10	14	118
4P	3	25.3	17.5				11	0	160
4Q	3	20.7	14.4				11	10	145
4R	3	22.9	15.1				12	12	140
4S	2	11.3	9.0				7	16	168
4T	2	12.0	9.8				7	11	167
4U	3	18.4	10.1				14	0	187
4V	3	22.2	12.3				15	0	181
4W	3	32.4	19.4				15	0	163
4X	4	34.2	14.9				23	0	164
5A	5	8.5	1.9				36	0	320
5B	3	22.9	13.5				13	37	120
5C	3	23.7	14.7				13	18	135
5D	4	15.7	7.0				17	0	217
5E	4	14.1	6.0				18	0	256
5F	3	14.1	9.7				9	0	185
5G	2	22.1	20.3				7	3	135
5H	2	22.8	25.3				6	25	100
5J	2	20.7	23.4				6	32	96
5K	2	21.1	18.2				8	13	130
5M	4	13.1	4.1				27	22	188
5N	4	29.4	13.5				20	0	190
5O	4	75.2	43.0				21	0	112
5P	3	36.6	23.7				14	0	146
5Q	3	15.1	10.0				10	15	161
5R	2	10.5	8.8				6	70	114
5S	2	13.1	15.9				4	41	105
5T	1	12.1	15.2				4	35	112
5U	0	2.1	3.4				1	78	158
5V	0	1.1	2.3				0	124	125
5W	0	1.0	2.1				1	152	111
5X	0	1.4	2.1				1	232	55
5Y	0	1.0	2.3				0	185	59
5Z	0	1.4	1.5				2	236	99
5AA	1	1.6	1.4				3	234	114
5AB	1	1.0	0.8				3	308	118
5AC	0	-0.8	1.5				?	?	99
5AD	0	-0.3	2.0				?	?	124
6A	0	-0.4	2.0				?	?	103

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.

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH FEET	BIRD HEIGHT FEET
6B	0	-1.2	2.2				?	?	98
6C	0	-0.3	1.2				?	?	120
6D	0	-0.1	0.6				?	?	79
6E	0	-0.1	0.9				?	?	133
6F	0	1.0	2.5				0	97	135
6G	0	1.2	3.0				0	52	166
6H	0	2.5	4.3				1	55	158
6J	2	9.6	6.7				8	0	250
6K	4	19.2	8.7				18	0	222
6M	4	25.0	10.0				23	0	233
6N	2	11.7	9.0				7	28	156
6O	2	13.9	11.6				7	6	162
6P	3	16.1	9.7				12	0	199
6Q	3	12.6	7.0				12	0	198
7A	1	8.6	14.2				2	0	261
7B	1	12.3	17.2				3	0	192
7C	2	17.9	18.4				6	0	222
7D	2	27.7	25.7				8	0	178
7E	3	30.9	26.8				9	0	146
7F	3	40.3	27.0				14	10	115
7G	4	47.5	25.3				19	3	122
7H	4	46.4	25.9				18	0	140
7J	3	31.6	23.0				11	0	170
7K	3	28.6	19.8				12	0	185
7M	2	16.8	15.6				7	0	236
7N	2	17.1	16.3				6	0	213
7O	0	2.3	12.0				0	0	114
7P	0	1.8	11.5				0	0	121
7Q	0	1.0	12.0				0	24	59
7R	0	1.0	8.1				0	0	118
7S	0	1.0	7.6				0	0	153
7T	0	1.2	8.0				0	0	131
7U	0	1.0	4.8				0	49	105
7V	0	1.0	4.5				0	58	102
7W	0	1.0	3.1				0	140	64
7X	0	1.0	4.6				0	124	33
7Y	0	1.0	3.6				0	136	49
7Z	0	1.0	2.0				1	119	147
8A	0	-0.6	2.2				?	?	92

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.

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH FEET	BIRD HEIGHT FEET
8B	0	-0.5	1.2				?	?	164
8C	0	-0.8	1.1				?	?	76
8D	0	-0.1	1.5				?	?	129
8E	0	1.0	4.5				0	60	99
8F	0	1.0	4.8				0	62	91
8G	0	1.0	-0.8				0	0	151
8H	3	33.5	28.2				10	27	96
8J	3	42.1	33.0				11	0	117
8K	4	53.4	29.1				20	0	140
8M	4	31.9	11.3				30	0	182
8N	5	34.3	11.2				33	0	182
8O	4	31.9	11.8				28	0	182
8P	5	27.3	7.5				39	0	194
8Q	4	13.6	5.3				20	13	189
8R	3	11.7	6.3				12	23	179
8S	3	7.3	3.6				11	60	181
8T	2	13.5	11.0				7	41	130
8U	3	14.7	9.1				11	5	175
8V	3	19.6	10.8				14	11	157
8W	3	21.3	13.7				12	43	114
9B	3	18.3	10.1				14	0	205
9C	3	20.7	12.3				13	0	189
9D	3	45.3	30.5				14	0	129
9E	3	44.1	28.6				15	3	119
9F	3	28.5	21.7				10	21	114
9G	3	39.4	26.8				13	0	131
9H	3	19.4	10.6				14	7	162
9J	4	22.8	7.8				28	0	229
9K	5	34.4	11.0				35	0	162
9M	4	42.5	17.6				26	0	161
9N	4	39.6	18.7				22	0	157
9O	4	43.7	20.2				23	0	156
9P	4	45.1	22.4				21	0	151
9Q	4	42.9	22.8				19	0	150
9R	4	48.2	22.7				23	0	144
9S	4	43.6	21.9				21	0	146
9T	4	21.6	11.1				16	0	172
9U	4	4.4	1.6				15	148	152
9V	3	2.6	1.2				8	204	141
9W	3	2.8	1.3				9	204	136

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.

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH FEET	BIRD HEIGHT FEET
9X	0	1.2	2.4				1	145	106
9Y	0	1.6	2.5				1	101	161
10A	0	-0.8	2.9				?	?	84
10B	0	-0.4	3.8				?	?	111
10C	0	1.6	2.8				1	85	165
10D	3	16.5	9.8				12	30	145
10E	3	27.6	18.7				12	0	156
10F	4	46.7	29.0				16	0	141
10G	4	55.4	27.7				22	0	167
10H	4	110.3	56.6				26	2	92
10J	4	59.9	24.7				29	0	126
10K	4	26.9	10.2				25	0	195
10M	4	27.6	13.8				18	0	159
11A	2	10.6	7.7				8	0	317
11B	4	37.6	20.2				18	3	132
11C	3	33.6	22.9				13	68	64
11D	3	35.8	23.5				14	26	105
11E	4	58.0	25.1				27	0	123
11F	3	30.5	21.4				12	3	132
11G	3	48.1	35.3				13	0	134
11H	2	29.4	30.6				7	0	120
11J	2	25.3	25.3				7	0	131
11K	0	2.1	6.6				0	10	147
11M	0	1.8	11.3				0	51	53
11N	0	1.8	10.8				0	58	49
11O	0	-0.7	2.6				?	?	121
11P	0	1.0	3.6				0	107	80
11Q	0	1.0	3.0				0	105	102
11R	0	1.0	2.3				0	82	164
12A	0	1.0	1.0				2	319	76
12B	0	1.0	1.3				1	216	123
13A	3	29.6	21.6				11	0	160
13B	4	36.7	22.0				15	0	164
13C	4	21.0	10.8				16	0	170
13D	4	26.5	11.4				21	14	144
13E	5	74.7	26.1				39	20	94
13F	5	72.3	27.0				35	19	95

ESTIMATED DEPTH MA BE U RELIABLE BECAUSE THE TRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS.

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH FEET	BIRD HEIGHT FEET
13G	3	34.3	21.4				14	0	135
13H	3	27.7	21.1				10	3	133
13J	1	8.2	14.2				2	12	129
13K	0	5.2	9.8				2	0	170
13M	0	1.4	3.4				0	69	143
13N	0	1.9	2.8				1	98	158
13O	0	2.4	3.6				1	48	184
13P	0	-0.0	2.2				?	?	123
13Q	0	1.0	3.7				0	55	127
13R	0	1.1	3.2				0	95	111
14A	0	1.0	4.8				0	29	125
14B	0	-0.5	3.3				?	?	152
14C	0	-0.0	3.3				?	?	157
14D	0	1.0	3.8				0	98	82
14E	0	-0.1	3.7				?	?	71
14F	0	1.0	3.2				0	76	126
14G	0	1.3	1.5				2	157	178
14H	0	1.6	1.8				2	148	165
14J	1	4.4	5.8				2	84	119
14K	1	7.4	10.3				3	34	130
14M	3	33.7	31.4				8	22	96
14N	3	44.9	33.8				12	12	104
14P	4	51.7	21.5				28	64	62
15A	4	36.4	18.7				19	0	142
15B	4	30.0	13.4				21	0	151
15C	5	25.6	7.2				38	2	166
15D	5	27.4	6.0				53	0	176
15E	4	25.5	9.1				27	20	144
15F	4	32.2	13.7				23	35	113
15G	5	41.0	12.4				39	16	126
15H	5	40.8	12.2				40	0	144
15J	3	14.5	9.5				10	28	151
15K	3	13.8	9.8				9	36	142
15M	2	7.1	6.8				5	29	171
15N	1	5.0	5.7				3	89	121
15O	0	1.5	4.3				0	56	131
15P	0	1.7	3.4				1	54	171
15Q	0	1.6	2.7				1	153	103
15R	0	1.0	2.5				0	141	91

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.

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH FEET	BIRD HEIGHT FEET
15S	0	1.3	3.4				0	97	111
16A	0	1.0	3.2				0	75	124
16B	0	1.0	5.3				0	53	92
16C	0	1.0	3.2				0	111	88
16D	0	1.3	4.0				0	80	105
16E	0	1.3	1.5				1	200	129
16F	1	2.5	2.3				3	159	136
16G	3	10.2	6.1				10	64	142
16H	3	16.3	11.1				10	4	166
16J	4	53.9	31.1				18	50	67
16K	4	46.1	20.1				25	27	103
17A	2	13.9	17.3				4	0	165
17B	0	3.1	5.9				1	29	157
17C	0	1.0	3.9				0	78	101
17D	0	2.0	3.0				1	66	183
17E	0	1.0	3.3				0	135	60
17F	0	1.7	4.6				0	100	86
18A	0	1.1	4.0				0	40	139
18B	0	1.1	4.4				0	37	130
18C	0	1.0	3.7				0	66	117
18D	0	1.5	2.3				1	100	176
18E	0	1.0	4.3				0	57	109
18F	0	1.9	2.5				1	110	160
18G	0	3.0	6.0				1	34	149
18H	0	5.3	9.4				2	5	156
18J	0	5.0	10.2				1	54	97
18K	2	16.7	16.6				6	56	91
19A	3	39.5	30.1				12	0	132
19B	3	42.2	34.4				11	2	113
19C	2	33.9	45.8				5	16	83
19D	2	35.6	53.6				5	13	79
19E	1	13.2	23.3				3	10	108
19F	0	3.0	10.8				0	29	98
19G	0	2.2	8.2				0	0	146
20A	0	1.5	4.5				0	57	124
20B	0	1.7	4.6				0	70	114

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.

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH FEET	BIRD HEIGHT FEET
20C	0	1.5	3.9				1	81	120
20D	0	-0.4	3.2				?	?	55
20E	0	1.0	3.2				0	60	141
20F	0	1.0	2.9				0	125	90
20G	0	1.3	2.4				1	162	95
20H	0	2.0	2.4				2	167	115
20J	0	1.0	2.1				1	82	179
20K	0	2.4	3.5				2	116	122
20M	0	2.5	3.8				1	97	131
21A	0	1.1	2.2				1	116	142
21B	0	1.7	2.4				1	113	156
21C	0	1.7	2.9				1	136	110
21D	0	1.7	2.6				1	164	99
21E	0	1.2	3.0				0	94	126
22A	0	1.0	3.9				0	43	133
22B	0	1.0	4.8				0	41	112
22C	0	-0.1	5.7				?	?	84
22E	0	-0.2	3.6				?	?	119
22F	0	-0.1	2.4				?	?	148
22G	0	2.1	3.2				1	127	115
23A	0	-0.3	1.2				?	?	97
23B	0	1.0	1.8				1	204	83
24A	0	1.0	5.7				0	47	90
24B	0	2.1	5.8				1	36	135
24C	0	2.9	8.0				1	64	88
24E	0	2.2	3.6				1	115	114
24F	1	2.9	2.6				3	204	76
24G	0	1.9	2.5				1	174	95
24G	3	2.9	1.4				8	194	139
25A	0	1.0	2.4				0	108	135
25B	0	1.0	3.5				0	55	132
25C	0	1.5	3.0				1	54	179
26A	0	1.2	2.5				1	121	126
26B	1	3.1	3.5				2	106	141
26C	3	6.3	3.5				9	131	117

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.

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH FEET	BIRD HEIGHT FEET
26D	2	7.0	4.5				8	98	133
27A	0	2.0	3.6				1	94	133
28A	0	1.7	4.1				1	116	85
28B	0	1.0	2.9				0	29	184
28C	0	1.3	3.2				0	78	139
28D	0	1.4	3.0				1	15	213
28E	3	2.8	1.2				10	165	180
28F	0	1.0	1.9				1	122	156
29A	0	1.2	2.2				1	121	143
29B	0	1.7	2.4				1	155	117
29C	4	2.5	0.7				16	240	131
29D	0	1.3	2.8				1	113	120
29E	0	1.9	2.5				2	105	166
29F	0	1.0	2.5				0	105	127
29G	0	1.0	2.2				0	138	115
30A	0	1.2	1.6				1	250	61
30B	0	-0.2	-0.9				?	?	103
30C	0	-1.2	-1.3				?	?	106
30D	0	-0.4	0.2				?	?	178
30E	0	1.0	-0.6				0	0	162
30F	2	2.7	1.5				7	136	194
30G	0	1.1	1.4				1	183	154
31A	0	1.0	2.4				0	135	105
31B	0	1.0	2.8				0	140	78
31C	0	1.0	3.9				0	55	123
31D	0	1.0	3.0				0	89	122
31E	0	1.7	3.7				1	42	170
31F	0	1.2	5.0				0	35	125
31G	0	1.0	4.9				0	102	50
31H	0	1.7	5.2				0	66	107
31J	0	1.0	1.6				1	167	137
32A	0	1.5	1.8				2	177	135
32B	2	1.0	0.5				5	319	157
32C	2	1.0	0.5				5	350	121
32D	0	-0.1	0.9				?	?	190

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.

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH FEET	BIRD HEIGHT FEET
32E	0	1.0	1.4				1	176	154
32F	0	1.0	2.1				0	146	113
33A	1	3.7	3.7				3	96	152
33B	0	2.0	2.6				2	153	117
33C	1	3.6	3.1				4	63	203
33D	0	1.0	3.4				0	90	102
33E	1	1.6	1.3				3	190	170
33F	0	1.0	1.7				1	204	93
34A	1	1.0	0.7				3	362	86
34B	3	2.1	0.8				10	260	123
34C	1	1.4	1.3				2	231	127
34D	0	1.0	1.1				1	247	125
34E	0	1.0	1.6				1	202	105
34F	0	2.4	3.6				1	47	186
35A	0	1.0	2.0				1	155	110
35B	0	2.0	2.6				2	152	119
35C	2	4.7	3.6				5	56	195
35D	1	3.7	3.6				3	117	133
35E	0	1.6	3.9				1	25	178
35F	0	1.0	4.8				0	96	58
35G	0	1.0	4.1				0	99	73
36A	0	2.2	3.2				1	137	108
36B	0	2.0	3.1				1	91	155
36C	1	3.2	2.8				4	157	116
36D	0	1.3	2.8				1	108	127
36E	0	1.2	2.4				1	103	149
36F	0	1.0	4.5				0	85	76
36G	0	2.1	4.6				1	80	117
37A	0	1.0	1.2				1	273	83
37B	0	1.7	2.3				2	164	119
37C	1	3.6	3.6				3	94	157
37D	2	4.1	3.1				5	198	68
38A	0	1.5	6.4				0	0	147
38B	0	-0.0	2.3				?	?	120
38C	0	-1.1	3.0				?	?	160

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.

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH FEET	BIRD HEIGHT FEET
38D	0	-0.5	3.6				?	?	162
38E	0	-0.9	1.3				?	?	65
38F	0	1.0	2.8				0	117	101
38G	0	1.2	3.1				0	87	126
38H	0	1.5	2.7				1	156	93
39A	0	1.0	3.6				0	98	88
39B	0	1.7	3.2				1	123	106
39C	0	1.5	2.7				1	130	119
39D	0	-0.6	2.8				?	?	120
39E	0	-0.6	2.8				?	?	77
39F	0	1.1	2.8				0	169	56
39G	1	1.3	1.2				2	249	121
39H	0	2.7	4.5				1	89	124
39J	0	3.1	5.1				1	100	104
39K	1	3.3	3.9				3	150	89
40A	0	2.3	4.0				1	54	166
40B	0	1.6	4.6				0	46	136
40C	0	-0.0	2.6				?	?	213
40D	0	1.4	2.4				1	118	146
40E	0	1.4	2.8				1	138	101
40F	0	1.3	2.4				1	150	111
40G	0	2.1	3.9				1	123	94
41A	0	2.8	3.5				2	27	216
41B	0	1.7	3.8				1	101	107
41C	0	1.0	2.6				0	116	113
41D	0	2.6	4.8				1	85	118
41E	0	1.0	2.0				1	159	107
41F	0	1.4	4.1				0	88	100
42A	0	2.4	3.3				2	83	163
42B	1	3.2	4.0				2	117	116
42C	2	2.7	1.8				5	125	192
42D	0	2.2	-0.6				0	0	120
42E	1	2.1	1.6				4	216	119
42F	1	1.0	0.7				3	309	130
42G	0	1.0	2.6				0	136	94
43A	0	2.1	3.2				1	38	206

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.

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH FEET	BIRD HEIGHT FEET
43B	0	1.0	2.2				0	172	81
43C	0	-0.5	2.0				?	?	116
43D	0	1.0	3.4				0	42	151
43E	0	1.0	2.8				0	89	128
43F	0	-0.2	2.9				?	?	102
44A	0	1.0	3.8				0	56	124
44B	0	2.2	4.4				1	96	110
44C	2	2.3	1.3				6	221	127
44D	0	-0.1	0.9				?	?	149
44E	0	1.1	3.8				0	114	68
101AD	0	-0.8	0.8				?	?	89
121C	0	1.0	2.2				0	98	154
121D	0	1.0	2.7				0	121	101
121E	0	1.1	3.0				0	108	109
121F	0	2.2	3.8				1	50	175
121G	0	3.4	6.4				1	49	133
121H	0	3.2	5.3				1	50	149
121J	1	3.1	3.6				2	137	108
121K	2	3.1	2.2				5	207	92
121M	2	13.0	11.5				6	46	122
121N	3	29.5	20.1				12	9	129
121O	4	63.4	31.8				23	34	80
121P	4	52.7	28.4				20	30	90
121Q	4	47.7	18.6				29	0	133
121R	5	50.4	18.5				32	0	145
121S	4	30.3	13.4				22	29	122
121T	4	34.6	14.3				25	0	158
121U	4	29.0	15.4				17	0	162
121V	3	22.8	14.9				12	0	167
191H	0	-1.4	2.7				?	?	111
191J	0	-1.1	2.0				?	?	86
191K	0	1.0	3.4				0	81	113
191M	0	2.1	4.4				1	57	145
191N	0	1.7	4.1				1	76	125
191O	0	1.0	3.5				0	73	115
191P	0	2.7	6.4				1	62	110
191Q	0	2.6	6.3				1	48	122

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.

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH FEET	BIRD HEIGHT FEET
211F	0	1.0	2.9				0	107	108
211G	2	1.5	1.0				4	285	108
211H	0	1.0	3.0				0	74	136
232C	0	1.3	3.0				0	17	205
232D	0	1.2	2.9				0	106	120
232E	0	1.1	3.3				0	91	114
232F	0	1.1	3.2				0	67	136
232G	0	1.7	3.6				1	120	98
251D	0	1.0	1.9				1	106	169
251E	0	2.0	2.4				2	127	155
251F	0	1.0	4.7				0	66	91
261E	0	1.0	2.8				0	1095	-876
261F	0	1.0	2.3				0	933	-689
271B	3	2.8	1.4				8	154	181
271C	3	2.4	1.0				11	199	166
271D	0	2.3	2.8				2	109	157
272E	1	2.7	2.6				3	153	129
272F	2	3.0	1.7				7	161	157
272G	2	3.3	2.4				5	115	173
371E	0	2.9	4.9				1	78	127
371F	2	4.0	2.4				7	176	109

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.

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH FEET	BIRD HEIGHT FEET
1A	3			50.3	15.6		9	0	192
1B	2			50.9	25.9		5	0	168
1C	2			67.6	28.0		7	0	144
1D	4			59.7	12.7		16	0	143
1E	2			30.8	10.8		7	0	169
1F	2			69.8	36.2		5	15	95
1G	2			60.4	33.9		4	1	112
1H	1			33.9	18.9		4	8	131
1J	1			32.0	17.7		4	0	156
1K	2			32.9	11.8		7	0	179
1M	2			44.8	17.5		6	0	153
1N	2			39.8	16.1		6	0	160
1O	2			38.2	18.8		5	0	145
1P	2			34.6	13.4		6	59	87
1Q	1			26.3	13.9		4	7	146
1R	2			43.4	19.4		5	3	130
1S	2			36.9	17.1		5	0	145
1T	1			30.0	15.6		4	0	158
1U	1			18.3	12.5		2	24	139
1V	0			7.0	16.1		0	0	133
1W	0			5.7	12.5		0	4	135
1X	0			4.0	7.4		0	0	179
1Y	0			-0.1	5.4		?	?	94
1Z	0			-1.3	3.8		?	?	105
1AA	0			1.5	12.0		0	27	68
1AB	0			1.0	10.1		0	23	70
1AC	0			1.0	5.4		0	35	108
2A	0			-1.1	4.7		?	?	159
2B	0			-1.4	5.2		?	?	146
2C	0			1.1	10.4		0	0	151
2D	0			3.5	14.0		0	0	133
2E	0			13.5	21.2		1	0	135
2F	0			27.2	24.0		2	6	124
2G	2			25.1	11.5		4	0	169
2H	2			19.6	8.2		5	0	183
2J	2			19.7	8.8		4	24	150
2K	3			20.0	4.6		10	25	160
2M	2			23.5	6.8		8	0	187
2N	2			26.0	7.7		8	6	160
2O	2			20.1	5.7		8	0	211

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.

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH FEET	BIRD HEIGHT FEET
2P	3			36.6	8.4		12	15	136
2Q	3			39.4	9.0		13	21	126
2R	2			41.9	15.4		7	0	156
2S	2			34.9	14.5		6	0	158
3A	2			55.4	22.6		7	0	156
3B	2			60.9	26.2		6	0	138
3C	2			42.0	22.2		4	0	139
3D	2			33.1	16.4		4	0	153
3E	1			25.5	14.1		3	0	158
3F	2			31.0	12.2		6	0	163
3G	2			36.4	15.4		5	0	143
3H	2			35.0	17.5		4	0	154
3J	1			49.4	30.1		4	1	118
3K	2			140.7	66.2		7	0	88
3M	2			146.1	72.6		7	0	97
3N	2			114.1	58.7		6	0	108
3O	2			74.2	32.8		6	0	118
3P	2			78.1	46.6		4	4	98
3Q	1			64.0	46.6		3	16	88
3R	0			25.0	31.9		1	8	105
3S	1			35.9	25.7		3	10	117
3T	0			35.7	34.6		2	0	117
3U	0			27.6	30.5		1	4	113
3V	0			2.6	8.8		0	20	119
3W	0			-4.4	3.7		?	?	107
3X	0			-3.1	5.8		?	?	104
3Y	0			0.6	3.8		0	0	169
4A	0			3.7	7.1		0	54	122
4B	0			0.9	11.4		0	32	51
4C	0			2.7	2.7		1	163	112
4D	0			2.4	3.7		0	135	94
4E	0			3.1	3.7		1	98	145
4F	0			3.4	10.2		0	74	63
4G	0			5.4	12.8		0	45	89
4H	0			10.6	17.3		1	35	98
4J	0			18.1	20.4		1	0	135
4K	1			25.8	18.3		2	0	149
4M	2			45.6	17.9		6	0	142
4N	2			59.2	27.9		6	0	118

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.

LINE AND ANOMALY,	CATEGORY	INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH FEET	BIRD HEIGHT FEET
4O	2			60.0	30.3		5	0	119
4P	2			46.5	21.6		5	0	160
4Q	2			38.2	18.1		5	0	145
4R	2			41.8	18.6		5	0	139
4S	1			21.8	12.0		3	0	168
4T	1			25.6	14.4		3	0	167
4U	2			30.2	12.4		5	0	187
4V	2			36.2	12.5		7	0	181
4W	3			56.0	19.0		8	0	163
4X	3			50.5	13.0		12	0	163
5A	5			12.9	1.1		36	0	320
5B	2			41.7	17.2		6	16	120
5C	2			44.5	18.6		6	0	135
5D	3			24.8	6.3		10	0	217
5E	3			23.4	6.2		9	0	253
5F	1			29.0	14.9		4	0	189
5G	1			52.9	31.4		4	0	135
5H	1			59.7	38.4		4	8	102
5J	1			54.5	37.7		3	15	96
5K	2			48.2	27.4		4	0	130
5M	3			19.1	4.8		9	0	188
5N	3			45.0	12.7		10	0	190
5O	3			127.8	41.1		11	0	111
5P	2			65.6	25.2		7	0	146
5Q	2			26.3	12.9		4	0	161
5R	1			21.1	15.5		2	38	114
5S	0			32.4	29.4		2	16	105
5T	0			31.5	28.1		2	11	112
5U	0			6.6	10.8		0	0	157
5V	0			3.3	9.5		0	15	127
5W	0			2.5	7.7		0	38	112
5X	0			-1.0	9.1		?	?	55
5Y	0			-1.6	9.1		?	?	60
5Z	0			0.2	6.3		0	0	102
5AA	0			-0.2	4.3		?	?	114
5AB	0			-0.5	3.2		?	?	118
5AC	0			0.7	5.8		0	21	102
5AD	0			2.0	7.4		0	16	127
6A	0			3.7	6.3		0	85	102

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.

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH FEET	BIRD HEIGHT FEET
6B	0			2.7	7.9		0	53	98
6C	0			2.8	4.7		0	91	118
6D	0			2.5	3.3		0	170	78
6E	0			4.5	2.9		1	137	131
6F	0			5.8	9.3		0	31	135
6G	0			7.0	9.0		1	9	166
6H	0			10.0	8.9		1	28	156
6J	2			20.2	6.2		7	0	250
6K	3			30.6	5.9		15	0	222
6M	4			37.9	6.0		21	0	233
6N	2			23.4	9.2		5	11	156
6O	2			29.6	11.9		6	0	154
6P	3			28.6	6.4		12	0	199
6Q	3			21.6	4.2		13	0	198
7A	2			12.3	3.7		6	0	261
7B	2			22.2	10.0		4	0	192
7C	3			27.0	8.0		8	0	220
7D	3			46.3	14.3		9	0	178
7E	2			52.2	19.2		7	0	146
7F	3			60.3	18.3		10	9	115
7G	4			62.4	12.1		18	3	124
7H	4			64.5	13.3		17	0	140
7J	3			46.7	11.6		12	0	168
7K	4			39.6	7.7		16	0	185
7M	3			22.6	5.1		11	0	236
7N	2			24.6	7.5		7	0	212
7O	0			4.1	13.6		0	4	115
7P	0			2.7	12.5		0	0	123
7Q	0			0.1	16.8		0	0	59
7R	0			0.5	5.5		0	0	117
7S	0			-0.1	3.9		?	?	153
7T	0			1.1	5.6		0	15	129
7U	0			-1.5	2.8		?	?	105
7V	0			1.1	5.6		0	41	102
7W	0			0.1	6.2		0	0	67
7X	0			-0.5	9.9		?	?	33
7Y	0			0.1	6.3		0	0	49
7Z	0			1.2	2.4		0	105	147
8A	0			2.5	7.0		0	67	92

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.

LINE AND ANOMALY,	CATEGORY	INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH FEET	BIRD HEIGHT FEET
8B	0			1.5	4.0		0	34	164
8C	0			3.7	7.2		0	97	76
8D	0			3.8	6.7		0	53	129
8E	0			5.3	18.2		0	8	99
8F	0			4.7	19.5		0	8	91
8G	0			1.4	6.2		0	0	150
8H	2			73.3	42.6		5	9	96
8J	2			89.3	42.8		6	0	117
8K	3			88.1	29.8		10	0	140
8M	3			46.5	10.7		13	0	182
8N	3			48.5	10.7		14	0	183
8O	3			46.7	13.1		10	0	182
8P	3			37.0	7.8		14	0	194
8Q	2			21.6	7.8		6	0	189
8R	1			21.1	10.5		4	0	179
8S	1			13.3	9.2		2	0	182
8T	1			31.5	20.3		3	5	132
8U	2			28.5	13.6		4	0	175
8V	2			34.9	15.0		5	0	156
8W	2			36.8	19.2		4	23	114
9B	1			22.7	11.8		4	0	205
9C	1			27.9	16.1		3	0	186
9D	2			70.1	36.0		5	0	129
9E	2			65.7	34.4		5	0	119
9F	1			46.4	28.3		4	8	114
9G	2			59.3	33.3		4	0	130
9H	1			24.9	15.6		3	0	160
9J	2			23.2	9.5		5	0	219
9K	2			35.4	11.9		7	0	162
9M	2			49.8	17.9		7	0	161
9N	2			49.1	20.7		6	0	157
9O	2			54.4	21.7		7	0	156
9P	2			59.7	25.3		6	0	150
9Q	2			58.5	25.8		6	0	150
9R	2			60.1	22.6		7	0	144
9S	2			56.0	23.6		6	0	146
9T	1			26.1	17.0		3	0	172
9U	0			-2.1	6.4		?	?	152
9V	0			-1.5	6.2		?	?	141
9W	0			-1.3	6.0		?	?	136

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.

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH FEET	BIRD HEIGHT FEET
9X	0			-0.5	4.8		?	?	106
9Y	0			1.0	4.9		0	0	161
10A	0			0.8	4.1		0	71	85
10B	0			0.8	4.4		0	46	107
10C	0			2.6	3.4		0	78	167
10D	0			17.8	18.9		1	0	145
10E	1			39.5	27.3		3	0	156
10F	2			69.4	34.5		5	0	141
10G	2			69.9	25.9		8	0	167
10H	3			157.3	62.4		9	0	92
10J	2			69.8	28.0		7	0	126
10K	2			24.0	11.3		4	0	199
10M	1			26.9	16.5		3	0	159
11A	0			8.6	6.5		2	0	317
11B	2			44.1	21.3		5	0	131
11C	1			42.0	30.9		3	61	59
11D	1			44.7	30.2		3	16	104
11E	2			66.5	24.8		8	0	123
11F	2			39.9	20.7		4	0	133
11G	2			71.6	36.0		5	0	134
11H	1			52.1	38.3		3	0	120
11J	1			40.5	32.3		2	0	131
11K	0			-2.6	13.5		?	?	147
11M	0			-1.5	31.9		?	?	53
11N	0			-2.0	31.9		?	?	49
11O	0			-1.7	5.2		?	?	121
11P	0			-0.3	9.3		?	?	80
11Q	0			0.5	7.6		0	0	102
11R	0			0.5	3.7		0	0	163
12A	0			2.2	4.7		0	121	75
12B	0			1.8	4.1		0	79	123
13A	1			37.8	24.0		3	0	160
13B	2			41.0	22.3		4	0	162
13C	0			14.7	12.8		2	0	172
13D	1			19.9	13.6		2	14	144
13E	3			80.1	24.5		11	19	94
13F	3			77.7	23.9		10	19	95

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.

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH FEET	BIRD HEIGHT FEET
13G	1			40.1	23.7		4	0	136
13H	1			33.1	23.6		3	0	133
13J	0			9.6	24.5		0	0	127
13K	0			-1.1	17.8		?	?	170
13M	0			-11.3	7.3		?	?	143
13N	0			-10.5	6.7		?	?	158
13O	0			-8.1	8.3		?	?	184
13P	0			-1.6	4.7		?	?	123
13Q	0			0.3	8.7		0	0	127
13R	0			0.6	6.6		0	0	112
14A	0			6.1	14.1		0	2	129
14B	0			3.2	8.7		0	0	154
14C	0			2.6	7.4		0	0	157
14D	0			3.8	10.0		0	60	82
14E	0			3.5	10.4		0	65	71
14F	0			5.7	10.2		0	31	126
14G	0			4.5	6.7		0	11	178
14H	0			5.4	8.4		0	7	166
14J	0			5.5	17.0		0	0	119
14K	0			16.3	28.1		1	0	130
14M	1			68.2	48.9		3	6	96
14N	2			79.0	44.5		5	0	104
14P	2			67.6	29.7		6	52	62
15A	2			46.9	24.0		5	0	142
15B	1			34.7	19.6		4	0	151
15C	2			22.4	10.0		4	7	160
15D	2			23.4	9.6		5	0	176
15E	1			25.6	14.0		4	13	140
15F	1			37.1	20.3		4	23	112
15G	2			43.8	14.7		8	11	126
15H	3			42.0	13.8		8	0	144
15J	0			13.3	14.6		1	4	148
15K	0			12.7	15.2		1	6	142
15M	0			4.0	16.0		0	0	171
15N	0			0.3	14.1		0	0	121
15O	0			-1.6	9.9		?	?	131
15P	0			-1.2	8.2		?	?	171
15Q	0			-1.4	8.3		?	?	103
15R	0			0.2	10.8		0	0	91

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.

LINE AND ANOMALY,	CATEGORY	INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH FEET	BIRD HEIGHT FEET
15S	0			3.3	13.3		0	2	112
16A	0			2.6	8.0		0	22	124
16B	0			4.8	13.6		0	33	92
16C	0			3.7	12.8		0	33	88
16D	0			5.5	14.6		0	20	105
16E	0			3.8	8.7		0	27	129
16F	0			0.9	12.0		0	0	136
16G	0			12.9	11.7		1	25	142
16H	1			25.5	16.4		3	0	166
16J	2			81.2	37.1		6	41	66
16K	2			61.8	22.6		8	18	103
17A	1			30.4	20.6		3	0	156
17B	0			3.4	11.3		0	0	157
17C	0			-0.2	11.5		?	?	101
17D	0			3.4	8.0		0	0	61 4
17E	0			2.1	10.5		0	55	60
17F	0			7.3	17.4		0	34	87
18A	0			6.0	10.7		0	15	139
18B	0			6.1	12.0		0	16	129
18C	0			1.8	7.2		0	25	117
18D	0			1.7	3.8		0	35	176
18E	0			2.7	10.5		0	16	109
18F	0			1.1	6.1		0	0	160
18G	0			8.1	19.6		0	0	149
18H	0			16.4	26.2		1	0	156
18J	0			18.3	33.4		1	11	92
18K	0			33.8	31.4		2	27	91
19A	2			66.2	28.1		7	0	132
19B	2			74.9	37.1		6	0	113
19C	2			89.3	53.2		5	11	87
19D	1			101.9	74.8		4	9	79
19E	1			40.7	37.6		2	4	107
19F	0			13.4	24.2		1	19	97
19G	0			9.6	15.7		1	0	146
20A	0			4.9	14.8		0	0	124
20B	0			4.5	15.1		0	1	114

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.

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHO	CONDUCTOR DEPTH FEET	BIRD HEIGHT FEET
20C	0			3.6	11.2		0	11	120
20D	0			0.7	9.0		0	35	55
20E	0			3.3	7.9		0	18	141
20F	0			3.4	11.3		0	38	90
20G	0			2.6	9.9		0	30	99
20H	0			2.1	10.3		0	2	115
20J	0			3.6	8.7		0	0	180
20K	0			6.7	11.8		0	29	121
20M	0			6.4	10.7		0	28	129
21A	0			-0.9	4.3		?	?	144
21B	0			1.7	8.0		0	0	152
21C	0			1.0	8.5		0	0	107
21D	0			0.5	8.9		0	0	98
21E	0			0.9	9.4		0	0	126
22A	0			1.5	4.8		0	35	137
22B	0			2.6	9.6		0	19	112
22C	0			2.3	12.6		0	21	85
22E	0			3.1	10.7		0	10	120
22F	0			2.6	7.4		0	7	148
22G	0			2.0	6.4		0	44	114
23A	0			0.6	3.4		0	64	102
23B	0			1.2	3.1		0	131	85
24A	0			4.0	12.1		0	38	90
24B	0			8.6	14.0		1	8	135
24C	0			9.3	22.1		0	23	88
24E	0			4.8	6.8		1	76	114
24F	0			2.7	3.6		0	165	76
24G	0			1.9	4.7		0	93	95
24G	0			0.9	2.8		0	72	139
25A	0			1.6	2.5		0	131	135
25B	0			1.6	5.6		0	27	133
25C	0			1.8	3.9		0	30	179
26A	0			3.4	3.6		1	121	126
26B	3			7.7	1.3		12	121	141
26C	0			25.2	-8.3		0	0	116

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.

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH FEET	BIRD HEIGHT FEET
26D	0			27.6	-11.2		0	0	133
27A	0			5.9	8.6		1	39	135
28A	0			4.1	7.5		0	90	83
28B	0			1.6	3.8		0	22	184
28C	0			6.7	5.2		1	83	139
28D	0			7.5	5.4		2	5	213
28E	0			2.0	1.3		1	175	180
28F	0			3.1	5.5		0	40	155
29A	0			3.5	4.9		0	72	142
29B	0			1.7	4.6		0	67	117
29C	0			-1.3	1.0		?	?	131
29D	0			1.0	6.6		0	11	115
29E	0			1.5	4.4		0	19	166
29F	0			0.5	2.7		0	49	127
29G	0			0.4	4.1		0	9	119
30A	0			-1.0	8.0		?	?	61
30B	0			-4.1	8.5		?	?	103
30C	0			-4.1	5.8		?	?	106
30D	0			-0.6	3.8		?	?	179
30E	0			-1.2	2.3		?	?	164
30F	0			-1.4	2.5		?	?	188
30G	0			0.4	5.3		0	0	154
31A	0			2.1	6.4		0	55	105
31B	0			0.7	5.9		0	49	71
31C	0			1.5	5.7		0	34	123
31D	0			0.5	3.2		0	42	121
31E	0			2.1	3.0		0	80	170
31F	0			3.2	7.4		0	38	125
31G	0			1.7	10.7		0	56	50
31H	0			0.8	4.4		0	47	107
31J	0			2.6	2.3		1	153	140
32A	0			-0.0	4.4		?	?	140
32B	0			0.4	2.6		0	14	159
32C	0			-1.6	5.2		?	?	121
32D	0			0.4	4.7		0	0	190

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.

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH FEET	BIRD HEIGHT FEET
32E	0			-3.3	2.8		?	?	154
32F	0			0.7	3.9		0	45	114
33A	0			-0.7	3.2		?	?	151
33B	0			-0.8	5.6		?	?	117
33C	0			-3.3	-0.5		?	?	203
33D	0			0.4	6.3		0	0	102
33E	0			0.4	3.5		0	0	170
33F	0			1.5	5.1		0	75	93
34A	0			2.3	5.1		0	104	86
34B	0			1.0	8.8		0	0	123
34C	0			-0.3	4.3		?	?	124
34D	0			4.4	6.1		0	74	124
34E	0			3.9	3.9		1	139	103
34F	0			2.0	5.2		0	0	179
35A	0			7.3	6.0		1	101	110
35B	0			6.4	5.3		1	100	120
35C	0			1.9	4.6		0	0	195
35D	0			1.8	6.1		0	21	136
35E	0			7.1	5.8		1	34	180
35F	0			8.0	14.1		0	83	58
35G	0			6.5	8.8		1	102	73
36A	0			5.1	8.4		0	62	108
36B	0			4.3	6.9		0	30	154
36C	0			-1.4	7.0		?	?	116
36D	0			1.9	10.4		0	0	127
36E	0			2.6	8.1		0	0	149
36F	0			6.0	6.6		1	124	76
36G	0			5.1	4.3		1	125	111
37A	0			1.1	6.2		0	49	83
37B	0			1.2	4.2		0	59	119
37C	0			4.6	5.1		1	61	158
37D	0			3.6	7.1		0	104	68
38A	0			5.8	8.6		1	26	147
38B	0			1.8	4.7		0	68	120
38C	0			4.3	4.3		1	72	162

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.

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH FEET	BIRD HEIGHT FEET
38D	0			4.0	4.8		1	59	162
38E	0			1.9	4.0		0	145	64
38F	0			5.1	4.9		1	125	99
38G	0			4.1	4.6		1	100	126
38H	0			3.7	4.3		1	137	93
39A	0			2.5	4.2		0	134	82
39B	0			2.5	4.8		0	93	107
39C	0			-0.0	5.5		?	?	120
39D	0			0.2	5.2		0	0	120
39E	0			1.7	5.7		0	83	77
39F	0			2.9	8.4		0	89	58
39G	0			1.7	4.6		0	67	121
39H	0			4.8	10.4		0	22	126
39J	0			4.7	11.9		0	36	100
39K	0			2.9	9.8		0	47	86
40A	0			7.6	6.8		1	35	166
40B	0			6.2	8.5		1	41	136
40C	0			3.7	4.0		1	25	214
40D	0			2.4	3.7		0	84	148
40E	0			2.3	6.4		0	63	102
40F	0			2.9	5.7		0	77	111
40G	0			3.6	10.9		0	42	91
41A	0			1.2	3.7		0	0	216
41B	0			-1.4	6.1		?	?	107
41C	0			-2.0	3.2		?	?	113
41D	0			2.6	7.4		0	44	111
41E	0			0.2	4.0		0	0	107
41F	0			3.3	8.6		0	49	102
42A	0			2.1	4.0		0	54	159
42B	0			4.3	7.3		0	62	116
42C	0			2.5	4.9		0	7	192
42D	0			-1.2	3.2		?	?	120
42E	0			0.1	5.8		0	0	120
42F	0			2.6	3.9		0	99	130
42G	0			5.2	6.0		1	111	94
43A	1			7.1	3.4		3	39	206

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.

LINE AND ANOMALY, CATEGORY		INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH FEET	BIRD HEIGHT FEET
43B	0			2.1	4.4		0	119	81
43C	0			1.7	4.7		0	66	116
43D	0			5.1	8.4		0	20	151
43E	0			4.5	8.0		0	43	127
43F	0			4.3	11.0		0	37	102
44A	0			7.7	8.1		1	63	124
44B	0			6.5	10.8		0	46	110
44C	0			-3.1	5.6		?	?	129
44D	0			0.3	5.6		0	0	149
44E	0			2.6	8.0		0	82	65
101AD	0			0.9	5.8		0	41	92
121C	0			2.1	3.8		0	57	162
121D	0			1.7	5.4		0	67	101
121E	0			2.6	7.2		0	48	109
121F	0			6.7	9.3		1	0	175
121G	0			10.6	19.5		0	0	133
121H	0			8.3	15.4		0	0	149
121J	0			4.2	12.2		0	21	108
121K	0			1.3	4.8		0	70	96
121M	0			18.7	20.6		1	13	122
121N	2			45.1	25.0		4	0	129
121O	2			86.1	35.8		7	29	77
121P	2			73.8	31.9		7	21	90
121Q	3			57.2	19.7		8	0	133
121R	3			57.3	19.2		9	0	145
121S	1			31.3	18.0		4	20	122
121T	2			36.9	15.6		6	0	156
121U	2			33.4	16.6		4	0	162
121V	1			28.7	17.7		3	0	166
191H	0			2.4	5.2		0	78	111
191J	0			3.2	4.5		0	131	87
191K	0			5.0	8.5		0	56	113
191M	0			8.1	9.9		1	27	145
191N	0			6.1	7.7		1	59	126
191O	0			3.9	6.2		0	73	117
191P	0			8.1	17.4		0	14	110
191Q	0			7.0	15.1		0	11	120

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.

LINE AND ANOMALY, CATEGORY	INPHASE PPM 945. HZ	QUADRATURE PPM 945. HZ	INPHASE PPM 4175. HZ	QUADRATURE PPM 4175. HZ	MAGNETICS GAMMAS	CONDUCTOR CTP MHOS	CONDUCTOR DEPTH FEET	BIRD HEIGHT FEET
211F 0			0.6	12.4		0	0	107
211G 0			-0.4	5.7		?	?	108
211H 0			1.8	13.4		0	0	136
232C 0			3.0	5.6		0	0	202
232D 0			1.7	6.4		0	31	120
232E 0			1.5	9.6		0	0	113
232F 0			2.2	8.2		0	3	136
232G 0			2.8	11.2		0	24	98
251D 0			0.8	5.0		0	0	170
251E 0			2.2	5.8		0	18	156
251F 0			2.9	15.6		0	8	91
261E 0			1.8	7.4		0	1014	-875
261F 0			1.6	7.9		0	817	-689
271B 0			1.8	1.1		1	198	177
271C 0			2.5	2.0		1	145	166
271D 0			4.5	6.0		1	44	157
272E 0			2.6	3.8		0	102	129
272F 0			2.3	2.5		1	125	157
272G 0			2.5	3.8		0	57	172
371E 0			5.9	11.3		0	22	127
371F 0			1.9	4.1		0	96	109

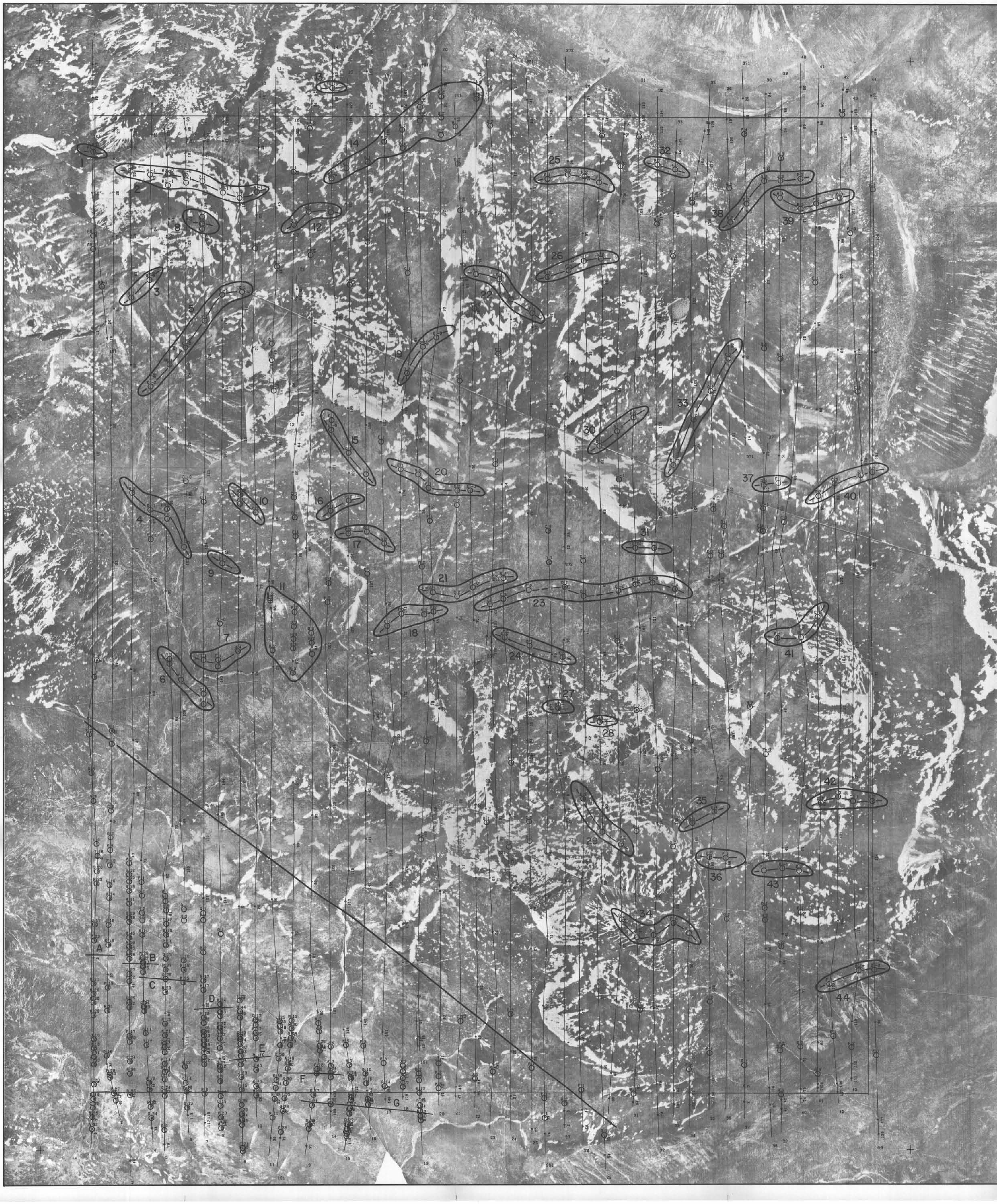
ESTIMATED DEPTH MAY BE UNRELIABLE BECAUSE THE STRONGER PART OF THE CONDUCTOR MAY BE DEEPER OR TO ONE SIDE OF THE FLIGHT LINE, OR BECAUSE OF A SHALLOW DIP OR OVERBURDEN EFFECTS.

STATEMENT OF COSTS

Helicopter-borne Electromagnetic and Magnetic Survey	
Contractor Fees	$ 20,000.00
Preparation Costs	
5 mandays	483.20
Miscellaneous Charges (Postage, Telephone, etc.)	96.36
	$ 20,579.56

Breakdown of Mandays:

J. Biczok: 1 day @ $ 72.92/day = $ 72.92
W. Mercer: 4 days@ $102.57/day = $ 410.28



EM RESPONSE

Conductivity thickness in mhos

Symbol	Range
⑨	> 500
⑧	250 – 500
⑦	125 – 250
⑥	60 – 125
⑤	30 – 60
④	15 – 30
③	8 – 15
②	4 – 8
①	2 – 4
○	< 2
25	Inphase response

EM ANOMALY SYMBOLS

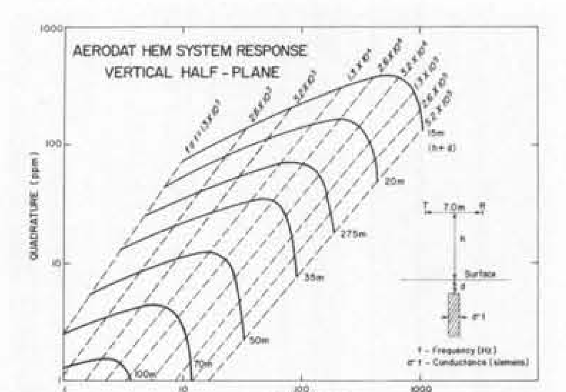
EM Anomaly A, in-phase amplitude 7 p.p.m. Conductivity thickness range 2 (see code)

5 — Interpreted conductor axis "5"

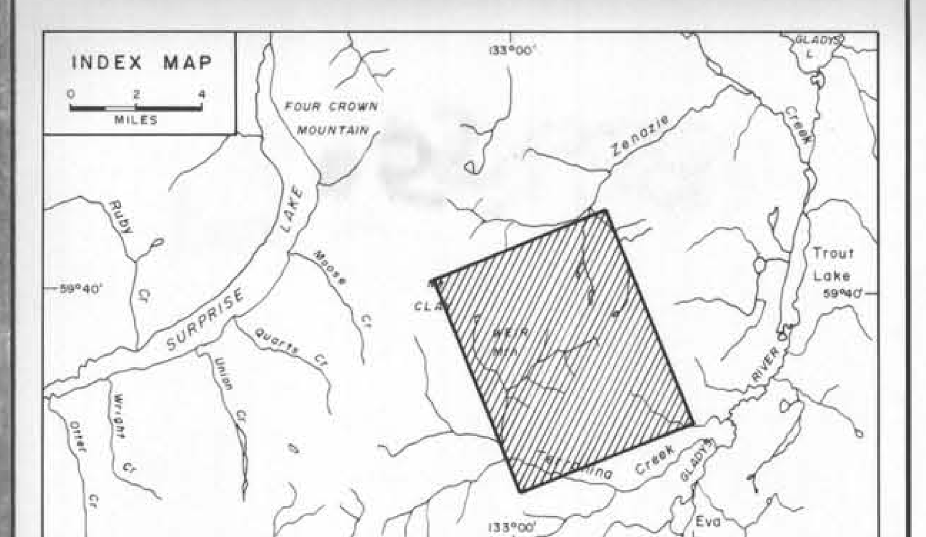
Horizontal control .... based on photo laydown

Average bird height .... 120 feet

Line spacing .... 660 feet



part 2 of 5



MATTAGAMI LAKE EXPLORATION LIMITED

INTERPRETATION MAP
AIRBORNE ELECTROMAGNETIC SURVEY

WEIR MOUNTAIN AREA

BRITISH COLUMBIA

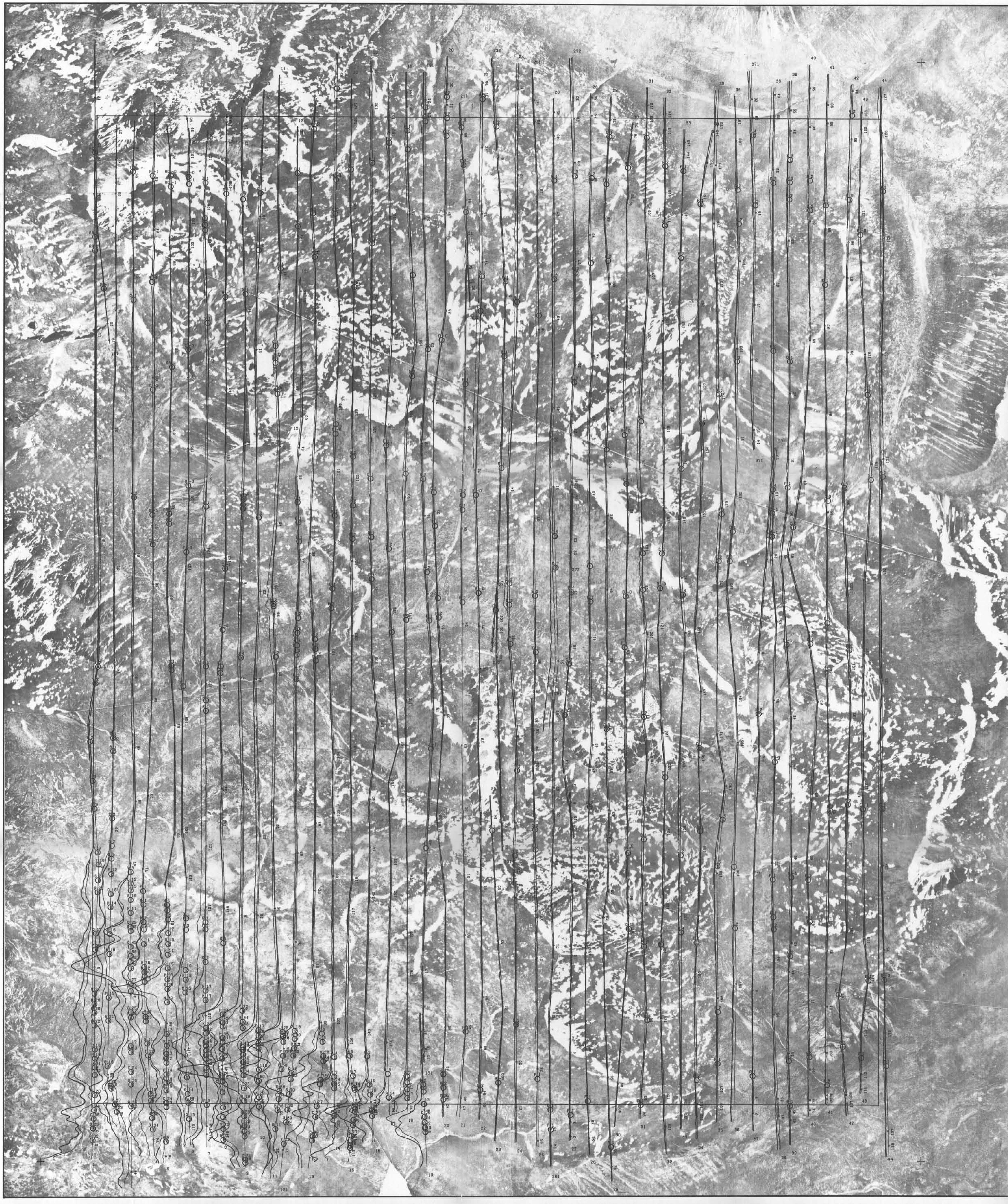
SCALE 1/15,840

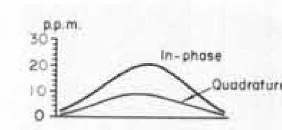
2640 — 0 — 2640 Feet

1000 — 0 — 1000 Metres

AERODAT

DATE :	June 1980
N.T.S. No. :	104N
MAP No. :	1





MINERAL RESOURCES BRANCH
ASSESSMENT REPORT
NO. 8638

part 2 of 58638

MATTAGAMI LAKE EXPLORATION LIMITED

900 Hz
ELECTROMAGNETIC SURVEY PROFILES

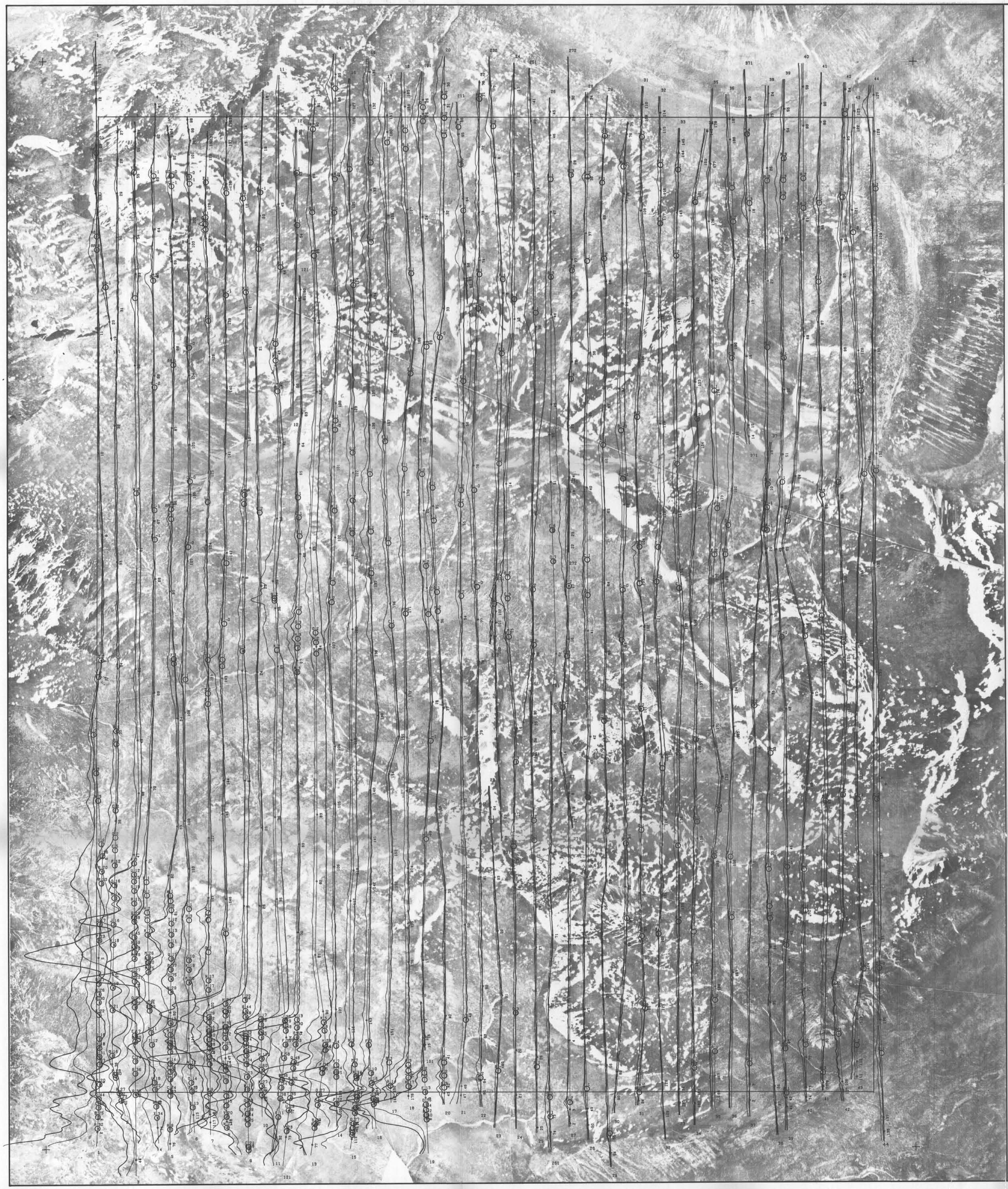
WEIR MOUNTAIN AREA
BRITISH COLUMBIA

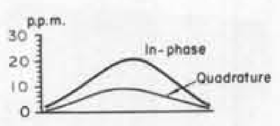
SCALE 1/15,840

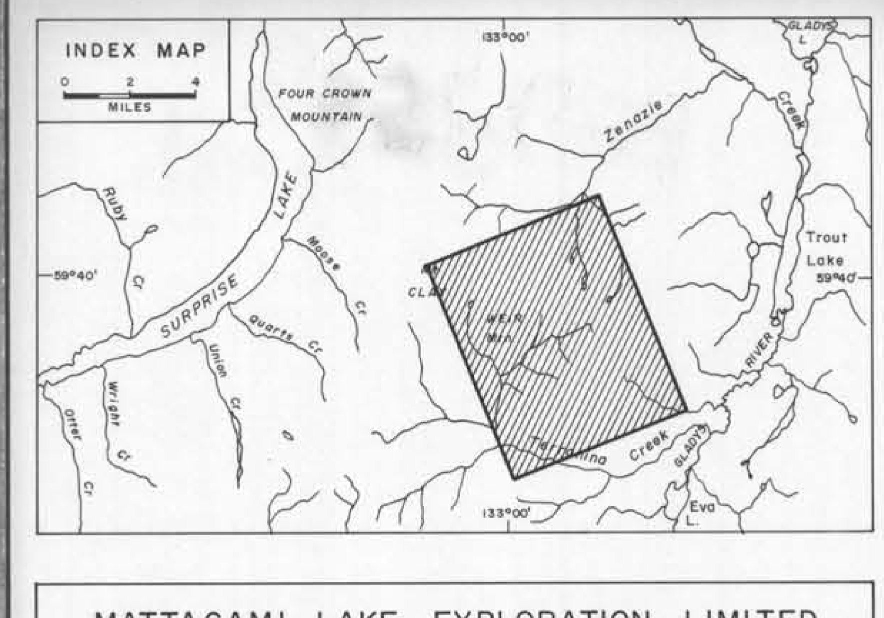
2640 0 2640 Feet
1000 0 1000 Metres

AERODAT

DATE :	June 1980
N.T.S. No. :	104N
MAP No. :	2







MATTAGAMI LAKE EXPLORATION LIMITED

4200 Hz

ELECTROMAGNETIC SURVEY PROFILES

WEIR MOUNTAIN AREA

BRITISH COLUMBIA

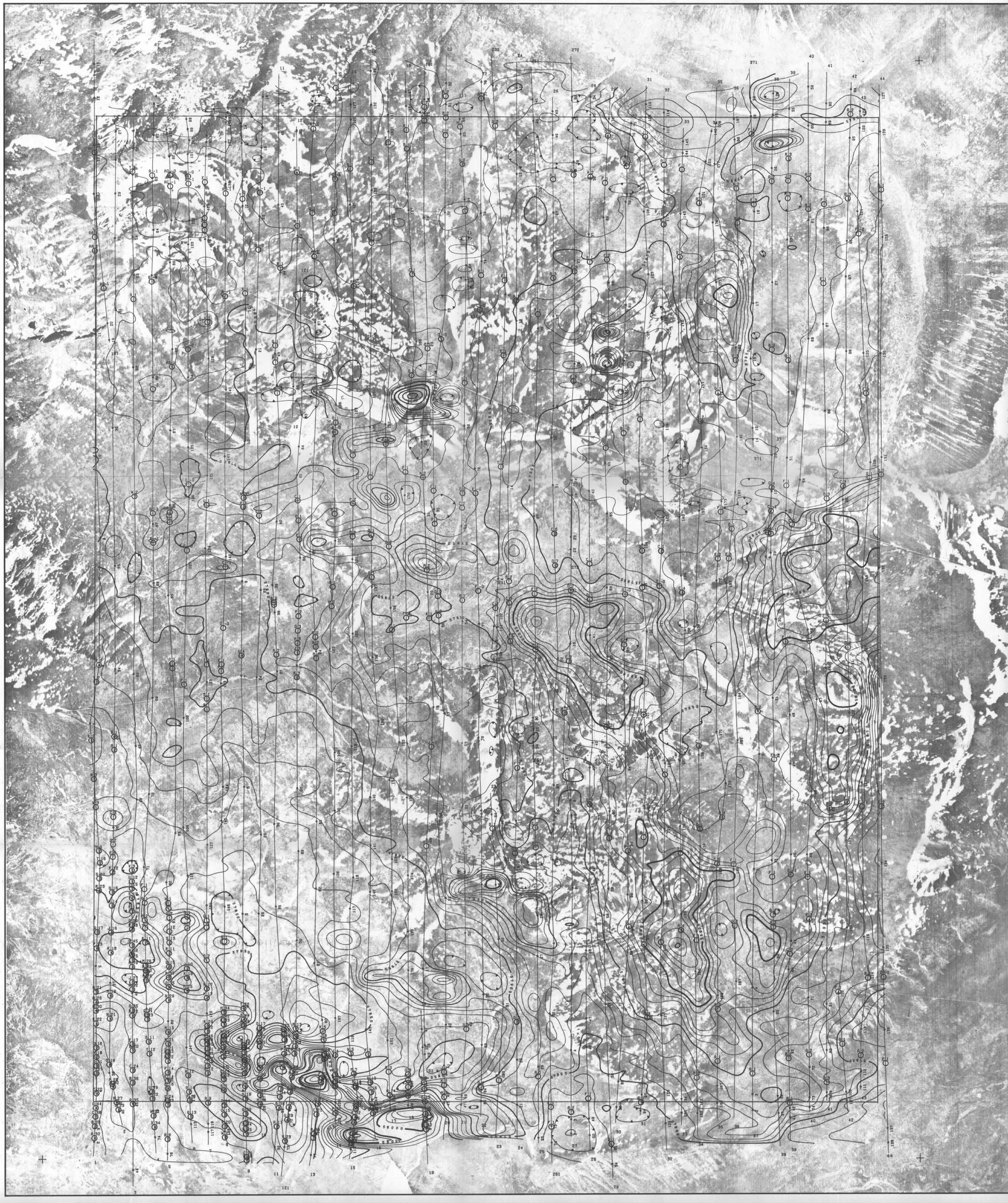
SCALE 1/15,840

2640 0 2640 Feet

1000 0 1000 Metres

AERODAT

DATE :	June 1980
N.T.S. No. :	104N
MAP No. :	3



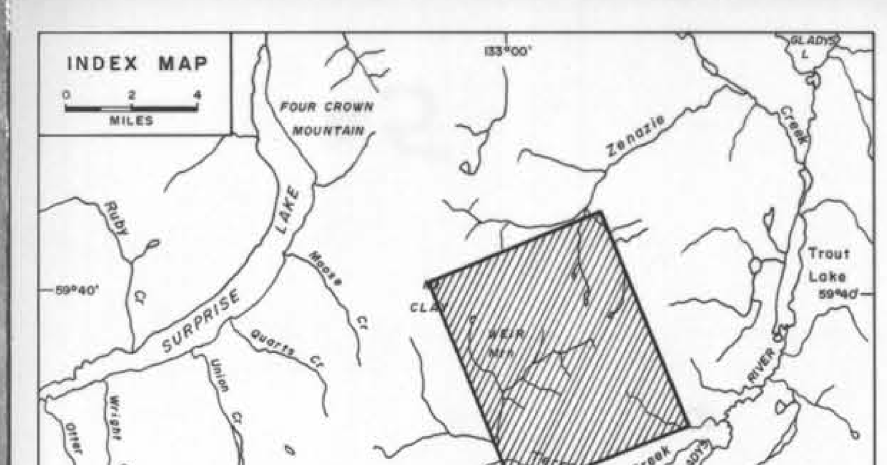
LEGEND

500 gammas
50 gammas
10 gammas

Part 2 of 8638

MINERAL RESOURCES BRANCH
ASSESSMENT REPORT
NO. 8638

INDEX MAP



MATTAGAMI LAKE EXPLORATION LIMITED

TOTAL FIELD MAGNETIC MAP

WEIR MOUNTAIN AREA
BRITISH COLUMBIA

SCALE 1/15,840

2640 0 2640 Feet
1000 0 1000 Metres

AERODAT

DATE :	June 1980
N.T.S. No. :	104N
MAP No. :	4