Report #1161

DIGHEM^{V} SURVEY
FOR
SULTAN MINERALS INC.
SALMO PROPERTY
BRITISH COLUMBIA

NTS 82F/3

Dighem, A division of CGG Canada Ltd.
Mississauga, Ontario
March 18, 1994

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A1161MAR.94R

Province of British Columbia

Ministry of Energy, Mines and Petroleum Resources

ASSESSMENT REPORT TITLE PAGE AND SUMMARY

TYPE OF REPORT/SURVEY(S)	TOTAL COST
Airborne Geophysics	$ 45,000

AUTHOR(S) Paul A. Smith SIGNATURE(S)

DATE STATEMENT OF EXPLORATION AND DEVELOPMENT FILED 25 March 1994 YEAR OF WORK 93-94

PROPERTY NAME(S) Jersey Mine

COMMODITIES PRESENT Au, Ag, W, Pb, Zn

B.C. MINERAL INVENTORY NUMBER(S), IF KNOWN

MINING DIVISION Nelson NTS 82 F 3E

LATITUDE 40° 06' N LONGITUDE 117° 13' W

NAMES and NUMBERS of all mineral tenures in good standing (when work was done) that form the property [Examples: TAX 1-4, FIRE 2 (12 units); PHOENIX (Lot 1706); Mineral Lease M 123; Mining or Certified Mining Lease ML 12 (claims involved)]:

Jersey 1-4, Leroy 1-8, Bluejay 1-6 (94 units); King Alfred (L3368), King Soloman (L3369), Jersey (L9070), Gold Standard (L9071), Standard Fr. (L9072), Emaral (L9073), Emerald Fr. Morning (L9075), Sunshine (L9076), Dodger (L12083), Pickwick (L12087), Royal Canadian (L12115), Last Chance (L12116), Mark Tapley (L12117), Comet (L14761), Contract (L14762), (See reverse for balance of list)

OWNER(S)

(1) JOHN LLYOD ADDIE (2) ROBERT J. BOURDON

MAILING ADDRESS

603 - 3rd Street 907 W. Richards Street

Nelson, B.C. V1L 2P9 Nelson, B.C. V1L 5T3

OPERATOR(S) (that is, Company paying for the work)

(1) Sultan Minerals Inc. (2)

MAILING ADDRESS

1000 - 1177 West Hastings

Vancouver, B.C. V6E 2K3

SUMMARY GEOLOGY (lithology, age, structure, alteration, mineralization, size, and attitude):

The property is underlain by a sequence of pelites and carbonates of the Cambrian Laib Formation located near the south end of the Kootenay Arc. Gold mineralization is associated with pyrrhotite, pyrite and arsenopyrite rich skarn horizons in the vicinity of three stocks of Cretaceous, biotite granite.

REFERENCES TO PREVIOUS WORK

(over)

SUMMARY

This report describes the logistics and results of a DIGHEM^V airborne geophysical survey carried out for Sultan Minerals Inc. over a property located south of Salmo, British Columbia. Total coverage of the survey block amounted to 510 km. The survey was flown from December 17, 1993 to January 16, 1994.

The purpose of the survey was to detect zones of conductive mineralization, to locate resistivity highs which might reflect zones of siliceous alteration, 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 and a four-channel VLF receiver. The information from these sensors was processed to produce maps which display the magnetic and conductive properties of the survey area. A real time differential GPS 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 Salmo property contains numerous anomalous features, many of which are considered to be of moderate to high priority 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.

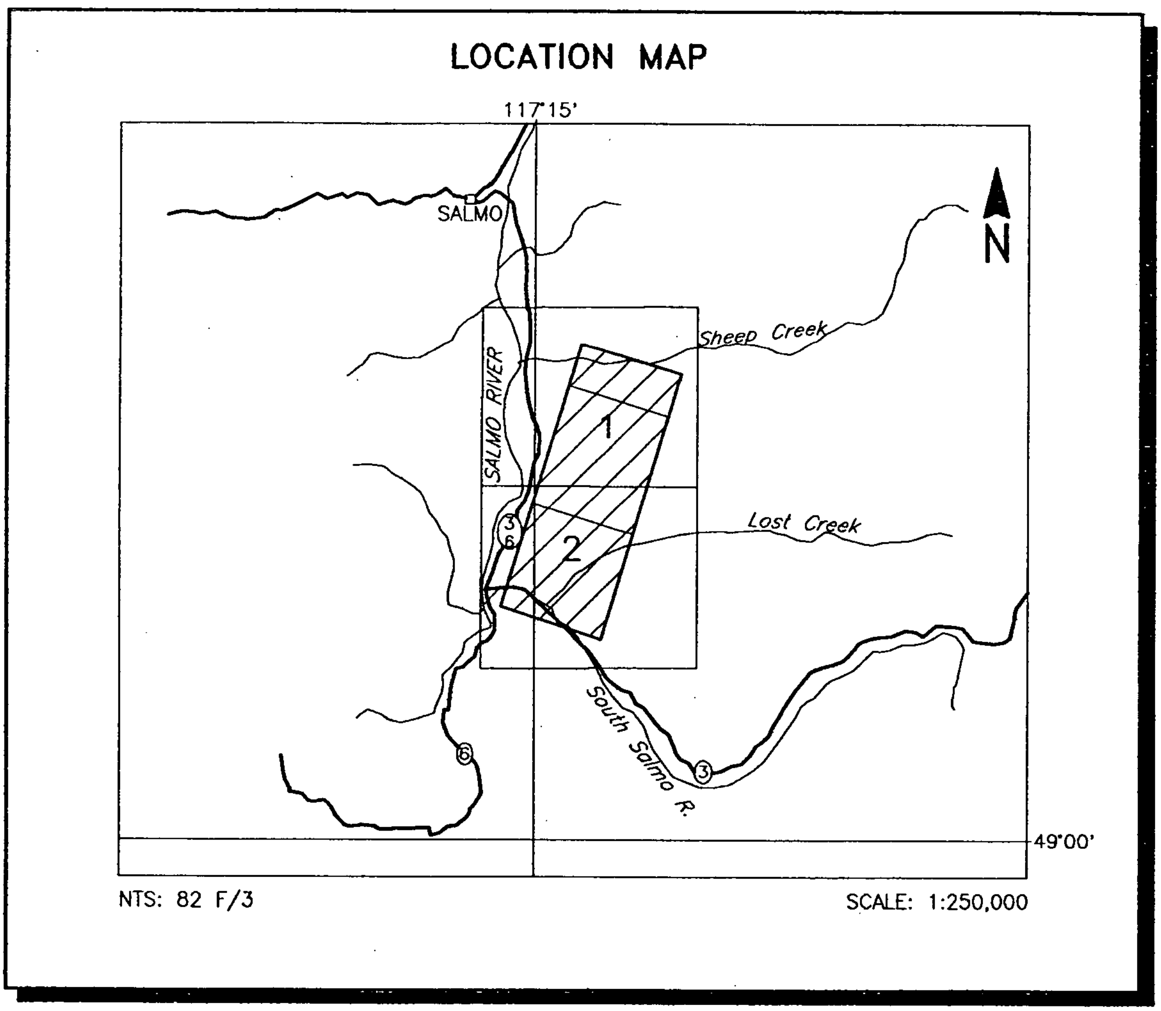
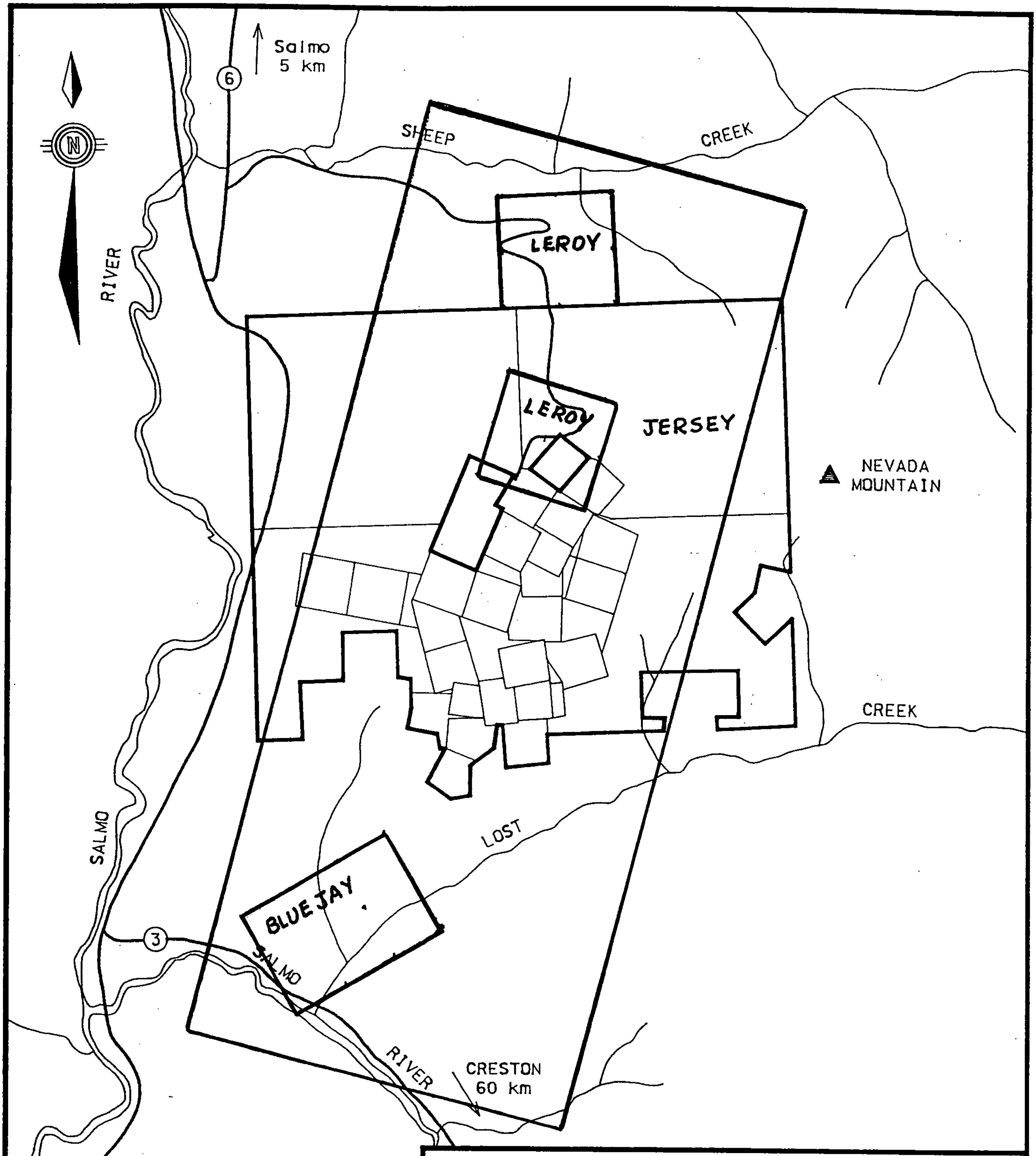


FIGURE 1

SULTAN MINERALS INC.

SALMO PROPERTY, B.C. - 1161



SULTAN MINERALS INC.

JERSEY PROPERTY
NELSON MINING DIVISION, B.C.

CLAIM MAP

BY: A.T./p.s.
DATE: NOVEMBER, 1993

FIGURE: 1A

CONTENTS

LIST OF MAPS

INTRODUCTION

A DIGHEM^{V} electromagnetic/resistivity/magnetic/VLF survey was flown for Sultan Minerals Inc., from December 17, 1993 to January 16, 1994, over a survey block located near Salmo, British Columbia. The survey area can be located on NTS map sheet 82F/3 (see Figure 1).

Survey coverage consisted of approximately 510 line-km, including tie lines. Flight lines were flown in an azimuthal direction of 107°/287° with a line separation of 100 metres. The line spacing was reduced to 50 m over the central area, between lines 10150 and 30010.

The survey employed the DIGHEM^{V} electromagnetic system. Ancillary equipment consisted of a magnetometer, barometric and radar altimeters, video camera, analog and digital recorders, a VLF receiver and a GPS (real time differential) navigation system. Details on the survey equipment are given in Section 2.

The instrumentation was installed in an Aerospatiale AS350B-2 turbine helicopter (Registration C-FCFM) which was provided by Northern Air Support, Ltd. The helicopter flew at an average airspeed of 75 km/h with an EM bird height of approximately 30 m.

Section 2 also provides details on the data channels, their respective sensitivities, and the navigation/flight path recovery procedure. Noise levels of less than 2 ppm are generally maintained for wind speeds up to 35 km/h. Higher winds may cause the system to be grounded because excessive bird swinging produces difficulties in flying the helicopter. The swinging results from the 5 m^2 of area which is presented by the bird to broadside gusts.

A major powerline in the southern portion of the property 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. The effects of this powerline are evident on the EM and resistivity data. Even with excellent powerline filters, the very strong field has affected the EM data over a distance of more than 200 m from the powerline. There may be valid bedrock conductors within 200 m of the powerline, which were not detected by the survey.

Due to the numerous cultural features in the survey area, any interpreted conductors which occur in close proximity to cultural sources, should be confirmed as bedrock conductors prior to drilling.

SURVEY EQUIPMENT

This section provides a brief description of the geophysical instruments used to acquire the survey data:

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

Coil orientations/frequencies:	coaxial / 900 Hz coplanar / 900 Hz coaxial / 5,000 Hz coplanar / 7,200 Hz coplanar / 56,000 Hz
Channels recorded:	5 inphase channels 5 quadrature channels 2 monitor channels
Sensitivity:	0.06 ppm at 900 Hz 0.12 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.

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:	Scintrex MEP-710
Type:	Digital recording Cesium vapour
Sensitivity:	0.01 nT
Sample rate:	1.0 per second

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

VLF System

Manufacturer:	Herz Industries Ltd.	
Type:	Totem-2A	
Sensitivity:	0.1%	
Stations:	Seattle, Washington;	NLK, 24.8 kHz
	Cutler, Maine;	NAA, 24.0 kHz

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

Radar Altimeter

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

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

Analog Recorder

Manufacturer:	RMS Instruments
Type:	GR33 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.

Table 2-1. The Analog Profiles

Channel Name	Parameter	Scale units/mm	Designation on digital profile
1X9I	coaxial inphase (900 Hz)	2.5 ppm	CXI (900 Hz)
1X9Q	coaxial quad (900 Hz)	2.5 ppm	CXQ (900 Hz)
3P9I	coplanar inphase (900 Hz)	2.5 ppm	CPI (900 Hz)
3P9Q	coplanar quad (900 Hz)	2.5 ppm	CPQ (900 Hz)
2P7I	coplanar inphase (7200 Hz)	5 ppm	CPI (7200 Hz)
2P7Q	coplanar quad (7200 Hz)	5 ppm	CPQ (7200 Hz)
4X7I	coaxial inphase (5000 Hz)	5 ppm	CXI (5000 Hz)
4X7Q	coaxial quad (5000 Hz)	5 ppm	CXQ (5000 Hz)
5P5I	coplanar inphase(56000 Hz)	10 ppm	CPI (56 kHz)
5P5Q	coplanar quad (56000 Hz)	10 ppm	CPQ (56 kHz)
ALTR	altimeter	3 m	ALT
CMGC	magnetics, coarse	20 nT	MAG
CMGF	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%	
4XSP	coaxial sferics monitor		CXS
CXPL	coaxial powerline monitor		
CPPL	coplanar powerline monitor		CPP

Table 2-2. The Digital Profiles

Channel Name (Freq)	Observed parameters	Scale units/mm
MAG	magnetics	10 nT
ALT	bird height	6 m
CXI (900 Hz)	vertical coaxial coil-pair inphase	2 ppm
CXQ (900 Hz)	vertical coaxial coil-pair quadrature	2 ppm
CPI (900 Hz)	horizontal coplanar coil-pair inphase	2 ppm
CPQ (900 Hz)	horizontal coplanar coil-pair quadrature	2 ppm
CXI (5000 Hz)	vertical coaxial coil-pair inphase	4 ppm
CXQ (5000 Hz)	vertical coaxial coil-pair quadrature	4 ppm
CPI (7200 Hz)	horizontal coplanar coil-pair inphase	4 ppm
CPQ (7200 Hz)	horizontal coplanar coil-pair quadrature	4 ppm
CPI (56 kHz)	horizontal coplanar coil-pair inphase	20 ppm
CPQ (56 kHz)	horizontal coplanar coil-pair quadrature	20 ppm
CXS	coaxial sferics monitor	
CXP	coaxial powerline monitor	
	Computed Parameters	
DFI (900 Hz)	difference function inphase from CXI and CPI	2 ppm
DFQ (900 Hz)	difference function quadrature from CXQ and CPQ	2 ppm
RES (900 Hz)	log resistivity	.06 decade
RES (7200 Hz)	log resistivity	.06 decade
RES (56 kHz)	log resistivity	.06 decade
DP (900 Hz)	apparent depth	6 m
DP (7200 Hz)	apparent depth	6 m
DP (56 kHz)	apparent depth	6 m
CDT	conductance	1 grade

Barometric Altimeter

Manufacturer:	Atmospheric Instrumentation Research, Inc.
Model:	Intellisensor AIR-DB-2B
Type:	Microprocessor controlled digital pressure transducer
Accuracy:	Pressure 0.01 millibars (0.001 inches Hg)
	Altitude 0.1 m (0.3 ft)

The AIR-DB-2B offers four modes of operation. The digital outputs in the serial "Altimeter Setting Mode" consist of barometric pressure in millibars and altitude in metres above mean sea level. The system is calibrated to a known reference point at the beginning and end of each flight. The maximum sample rate is 10 per second.

Digital Data Acquisition System

Manufacturer:	Scintrex/Picodas
Model:	PDAS-1000
Type:	Microprocessor based; E.L. display
Recorder:	Internal 40 megabyte cassette drive; RMS GR-33

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.

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: V2.41
Type:	80386 based P.C.

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

PRODUCTS AND PROCESSING TECHNIQUES

The following products are available from the survey data. Those which are not part of the survey contract may be acquired later. Refer to Table 3-1 for a summary of the maps which accompany this report, some of which may be sent under separate cover. Most parameters can be displayed as contours, profiles, or in colour.

Base Maps

Base maps of the survey area have been produced from published topographic maps. These provide a relatively accurate, distortion-free base which facilitates correlation of the navigation data to the UTM grid. Photomosaics are useful for visual reference and for subsequent flight path recovery, but usually contain scale distortions. Orthophotos are ideal, but their cost and the time required to produce them, usually precludes their use as base maps.

Electromagnetic Anomalies

Anomalous electromagnetic responses are selected and analysed by computer to provide a preliminary electromagnetic anomaly map. This preliminary map is used, by the geophysicist, in conjunction with the computer-generated digital profiles, to produce

Table 3-1 Survey Products

Preliminary Maps @ 1:10,000 (2 map sheets)

- Coaxial EM profiles
- Total field magnetics

Final Transparencies (+ 3 prints x 2 map sheets @ 1:10,000)

- DIGHEM EM anomalies with interpretation
- Resistivity contours (7200 Hz)
- Resistivity contours (56,000 Hz)
- Total field magnetic contours (5 nT interval)
- Calculated vertical magnetic gradient contours
- Filtered total field VLF contours

Colour Plots (2 sheets x 2 copies @ 1:10,000)

- All contoured parameters listed above
- Shadowed magnetic maps

Other Products

- Multi-parameter stacked profiles
- Analog chart records
- Flight path video cassettes
- Digital profile archive (CD-ROM)
- Digital grid archive in Geosoft format (3½" floppy)
- Survey Report (3 copies)
- VISION Imaging software

Optional Parameters

- Enhanced magnetic maps
- Magnetite maps
- Sengpiel or differential sections
- Upward or downward continuations
- Map profiles of EM or magnetic data

Note: Final transparencies consist of geophysical parameters combined with EM, flight lines and the topographic base. Clear overlays of the geophysical parameters are also supplied.

the final interpreted EM anomaly map. This map includes bedrock surficial and cultural conductors. A map containing only bedrock conductors can be generated, if desired.

Resistivity

The apparent resistivity in ohm-m may be generated from the inphase and quadrature EM components for any of the frequencies, using a pseudo-layer halfspace model. A resistivity map portrays all the EM information for that frequency over the entire survey area. This contrasts with the electromagnetic anomaly map which provides information only over interpreted conductors. The large dynamic range makes the resistivity parameter an excellent mapping tool.

EM Magnetite

The apparent percent magnetite by weight is computed wherever magnetite produces a negative inphase EM response.

Total Field Magnetics

The aeromagnetic data are corrected for diurnal variation using the magnetic base station data. The regional IGRF can be removed from the data, if requested.

Enhanced Magnetics

The total field magnetic data are subjected to a processing algorithm. This algorithm enhances the response of magnetic bodies in the upper 500 m and attenuates the response of deeper bodies. The resulting enhanced magnetic map provides better definition and resolution of near-surface magnetic units. It also identifies weak magnetic features which may not be evident on the total field magnetic map. However, regional magnetic variations, and magnetic lows caused by remanence, are better defined on the total field magnetic map. The technique is described in more detail in Section 5.

Magnetic Derivatives

The total field magnetic data may be subjected to a variety of filtering techniques to yield maps of the following:

first vertical derivative (vertical gradient)

second vertical derivative

magnetic susceptibility with reduction to the pole

upward/downward continuations

All of these filtering techniques improve the recognition of near-surface magnetic bodies, with the exception of upward continuation. Any of these parameters can be produced on request. Dighem's proprietary enhanced magnetic technique is designed to provide a general "all-purpose" map, combining the more useful features of the above parameters.

VLF

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

Multi-channel Stacked Profiles

Distance-based profiles of the digitally recorded geophysical data are generated and plotted by computer. These profiles also contain the calculated parameters which are used in the interpretation process. These are produced as worksheets prior to interpretation, and can also be presented in the final corrected form after interpretation. The profiles display electromagnetic anomalies with their respective interpretive symbols. The differences between the worksheets and the final corrected form occur only with respect to the EM anomaly identifier.

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.

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.

Monochromatic shadow maps are generated by employing an artificial sun to cast shadows on a surface defined by the geophysical grid. There are many variations in the shadowing technique. These techniques may be applied to total field or enhanced magnetic data, magnetic derivatives, VLF, resistivity, etc. Of the various magnetic products, the shadow of the enhanced magnetic parameter is particularly suited for defining geological structures with crisper images and improved resolution.

Conductivity-depth Sections

The apparent resistivities for all frequencies can be displayed simultaneously as coloured conductivity-depth sections. Usually, only the coplanar data are displayed as the quality tends to be higher than that of the coaxial data.

Conductivity-depth sections can be generated in two formats:

(1) Sengpiel resistivity sections, where the apparent resistivity for each frequency is plotted at the depth of the centroid of the inphase current flow*; and,

(2) Differential resistivity sections, where the differential resistivity is plotted at the differential depth**.

Both the Sengpiel and differential methods are derived from the pseudo-layer halfspace model. Both yield a coloured conductivity-depth section which attempts to portray a smoothed approximation of the true resistivity distribution with depth. The Sengpiel method is most useful in conductive layered situations, but may be unreliable in areas of

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

** The Differential Resistivity Method for Multi-frequency Airborne EM Sounding: Huang, H. and Fraser, D.C., presented at Intern. Airb. EM Workshop, Tucson, Ariz., 1993.

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. The differential technique was developed by Dighem to overcome problems in the Sengpiel technique. The differential resistivity section is more sensitive than the Sengpiel section to changes in the earth's resistivity and it reaches deeper.

SURVEY RESULTS

GENERAL DISCUSSION

The survey results are presented on two separate map sheets for each parameter at a scale of 1:10,000. Table 4-1 summarizes the EM responses in the survey area, with respect to conductance grade and interpretation.

The anomalies shown on the electromagnetic anomaly 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 on the electromagnetic anomaly map 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 considered to be of importance. Contoured resistivity maps, based on the 7200 Hz and 56,000 Hz coplanar data are included with this report. The 56,000 Hz resistivity maps replace the EM magnetite maps originally requested as products.

TABLE 4-1

EM ANOMALY STATISTICS

SALMO PROPERTY

CONDUCTOR GRADE	CONDUCTANCE RANGE SIEMENS (MHOS)	NUMBER OF RESPONSES
7	>100	24
6	50 - 100	35
5	20 - 50	176
4	10 - 20	212
3	5 - 10	176
2	1 - 5	233
1	<1	64
*	INDETERMINATE	314
TOTAL		1234

CONDUCTOR MODEL	MOST LIKELY SOURCE	NUMBER OF RESPONSES
D	DISCRETE BEDROCK CONDUCTOR	550
B	DISCRETE BEDROCK CONDUCTOR	572
S	CONDUCTIVE COVER	67
H	ROCK UNIT OR THICK COVER	24
E	EDGE OF WIDE CONDUCTOR	6
L	CULTURE	15
TOTAL		1234

(SEE EM MAP LEGEND FOR EXPLANATIONS)

Excellent resolution and discrimination of conductors was accomplished by using a fast sampling rate of 0.1 sec and by employing a common frequency (900 Hz) on 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.

Magnetics

A Scintrex MEP 710 Cesium Vapour magnetometer was operated at the survey base to record diurnal variations of the earth's magnetic field. The clock of the base station was synchronized with that of the airborne system to permit subsequent removal of diurnal drift.

The background magnetic level has been adjusted to match the International Geomagnetic Reference Field (IGRF) for the survey area. The IGRF gradient across the survey block is left intact. This procedure ensures that the magnetic contours will match contours from any adjacent surveys which have been processed in a similar manner.

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

The total field magnetic data have been subjected to a processing algorithm to produce calculated vertical magnetic gradient maps. This procedure enhances near-surface magnetic units and suppresses regional gradients. It also provides better definition and resolution of magnetic units and displays weak magnetic features which may not be clearly evident on the total field maps. Maps of the second vertical magnetic derivative can also be prepared from existing survey data, if requested. Maps of the apparent magnetic susceptibility were also produced, but were not included as final products as they contained only one anomalous feature.

There is strong evidence on the magnetic maps which suggests that the survey area has been subjected to deformation and/or alteration. These structural complexities are evident on the contour maps as variations in magnetic intensity, irregular patterns, and as offsets or changes in strike direction.

Magnetic relief in the Salmo project area is moderate, ranging from a low of less than 56,300 nT to a high of more than 57,420 nT in the west-central portion of the property. Magnetic amplitudes show a general increase towards the east. Most major magnetic trends in the area exhibit an azimuthal strike of approximately 30°, although there are several linear features which strike about 345° and 95°. The major powerline/pipeline which crosses the southern portion of the property does not appear to have adversely affected the magnetic contour patterns.

In the west-central portion of the property, there is a well-defined, oblate-shaped magnetic high, with an east/west axis of more than 1 km. A small protuberance at the southern contact of this interesting structure contains a multi-conductor source. The large magnetic anomaly is likely due to a magnetite-rich (gabbroic?) intrusive, skarn or carbonatite. Any EM anomalies near the peripheral contact of this probable heat source are considered to be of interest.

Although approximately 30% of the interpreted bedrock conductors yield magnetic correlation, there is no consistent relationship between conductance and magnetic amplitudes, except near the eastern edge of the property where the rock units appear to be both magnetic and conductive (Zones D and G). Therefore, the conductors on the property are likely due to different causative sources. The eastern portion of the area is reportedly underlain by argillites.

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

The magnetic results, in conjunction with the other geophysical parameters, should provide valuable information which can be used to effectively map the geology and structure in the survey area. Rotating coloured or shaded images of the magnetic data clearly define linears and contacts which may not be evident on the plotted maps.

VLF

VLF results were obtained from the transmitting stations at Seattle, Washington (NLK - 24.8 kHz) and Cutler, Maine (NAA - 24.0 kHz). The VLF maps show the contoured results of the filtered total field from Seattle.

The VLF method is quite sensitive to the angle of coupling between the conductor and the propagated EM field. Consequently, conductors which strike towards the VLF station will usually yield a stronger response than conductors which are nearly orthogonal to it. The general north-northeast strike in the survey area provides moderately good coupling with the VLF field from Seattle, but poor coupling with Cutler.

The VLF parameter does not normally provide the same degree of resolution available from the EM data. Closely-spaced conductors, conductors of short strike length or conductors which are poorly coupled to the VLF field, may escape detection with this method, particularly in areas of moderate to severe topography. Erratic signals from the VLF transmitters can also give rise to strong, isolated anomalies which should be viewed with caution. Regardless of these limitations, however, the VLF results have provided some additional information, particularly within the more resistive portions of the survey area. The VLF method could probably be used as a follow-up tool in most areas, although its effectiveness will be limited in areas of moderate to high conductivity. The filtered total field VLF contours are presented on the base maps with a contour interval of one percent.

Resistivity

Resistivity maps, which display the conductive properties of the survey area, were produced from the 7200 Hz and 56,000 Hz coplanar data. The maximum resistivity values, which are calculated for each frequency, are 8000 and 20,000 ohm-m, respectively. This cutoff eliminates the meaningless higher resistivities which would result from very small EM amplitudes.

In the western half of the property, the resistivity patterns show very little agreement with the magnetic trends. This suggests that many of the resistivity lows could be related to surficial features, rather than bedrock sources. However, most of the resistivity lows are well-defined and contain definite bedrock conductors rather than surficial conductivity.

There are several resistivity lows in the area. These have been outlined as Zones A through G on the EM anomaly map. Some of these, such as Zones D and G, are quite extensive and reflect "formational" conductors which may be of minor interest as direct exploration targets. However, attention may be focused on areas where these zones appear to be faulted or folded or where anomaly characteristics differ along strike. Most of the anomalies in these two zones are quite conductive, and are likely due to pyrrhotite and/or graphite, although the possibility of associated economic mineralization cannot be disregarded.

Electromagnetics

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

It should be noted that the picking of anomaly types in this category was based partially on line-to-line correlation. Some of the flat-dipping or wider sources lacked the typically marked inflections on the difference channels yet displayed strong amplitudes.

The second class of anomalies comprises weaker, 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 poorly-conductive rock units, zones of deep weathering or faults and shears.

The third anomaly classification consists of "L" or "L?" responses which are attributed to cultural sources such as pipelines, powerlines or buildings. Powerline sources are easily identified by their erratic signatures and coincident responses on the powerline monitors. Pipelines are more difficult to recognize.

The effects of conductive overburden are evident over two or three 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.

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 the west-central area, where magnetite causes the inphase components to become negative, the apparent conductance and depth of EM anomalies may be unreliable.

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

A complete assessment and evaluation of the survey data should be carried out by one or more qualified professionals who have access to, and can provide a meaningful compilation of, all available geophysical, geological and geochemical data.

CONDUCTORS IN THE SURVEY AREA

The electromagnetic anomaly 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. The strike direction and length of the conductors are indicated when anomalies can be reasonably correlated from line to line, but no attempt has been made to join anomalies in Zones D and G. When studying the map sheets, consult the anomaly listings appended to this report.

In areas where several conductors or conductive trends appear to be related to a common geological unit, these have been outlined as "zones" on the EM anomaly maps. The zone outlines usually approximate the limits of conductive units defined by the low frequency (900 Hz) resistivity contours, but may also be related to distinct rock units which have been inferred from the magnetic data. Not all "zones" are equally conductive. Zones A, D and G, for example, approximate the 50 ohm-m contour while Zone B, which may be of greater exploration interest, is outlined by the 600 ohm-m contour, and is much less conductive.

Most of the anomalous responses in the area are moderate to strong. In the east, the highly conductive background of less than 50 ohm-m tends to make the "discrete" anomalies appear wider than they are, making estimates of dip uncertain. The depth profiles suggest that the main conductive layer occurs at an average depth of between 10 m and 25 m in Zones D and G. A general correlation with topographic contours suggests that the conductive zones may be overlain by a resistive layer in the vicinity of Iron Mountain and the area south of the powerline.

A few of the indicated bedrock conductors within the property appear to be related to creeks or streams, possibly indicating the presence of mineralized shear structures. A weak north-northeast trend continues through and beyond Zone F, for example. Narrow, east-dipping conductors occur along strike.

The effects of magnetite are evident on survey lines 20580 to 20730 over the strong circular magnetic anomaly west of tie line 19010. The negative inphase responses associated with this magnetite-rich unit have given rise to slightly higher resistivities, as expected. There are no conductors within the core of this magnetic plug, but several narrow, magnetic conductors are associated with the southern edge. Conductor 20740A-20750C indicates a narrow, east-dipping source near the southwestern contact. The three north-striking conductors, 20740B-20760B, 20740C-30010B and 20730B-30010C, all suggest narrow, magnetic sources. The conductors associated with the peripheral contact of this interesting magnetic unit are all considered to be high priority targets which should be investigated.

The geological dips inferred from the EM data over most of the Salmo property are generally towards the east. However, there are at least four areas where possible west dips are indicated. These areas, which may reflect overturned strata, occur in the vicinity of anomalies 20070A, 20230B, 20641B and 20720C.

There are two "mine" symbols shown on the topographic base maps. One of these occurs in the vicinity of line 20340 near fiducial 5023 on sheet 1. The other is located near fiducial 1376 on line 20691, on sheet 2. The former is coincident with an isolated 50 nT magnetic high which may be due to culture, but is more likely due to a valid change in rock type. It is important to note that there is no EM anomaly or resistivity low associated with this "mine". However, the magnetic contours suggest that this feature is located on a linear fault or contact, which strikes approximately 340°, through anomalies 20460C and 20310E. The mine symbol is located about 250 m west of the western boundary of Zone D. Any structural breaks within the survey block are considered to be of importance, as they may have influenced mineral deposition. The second "mine" is located in a more conductive environment (500 ohm-m) but does not give rise to a discrete EM anomaly or a magnetic anomaly.

The absence of geophysical responses over both mine areas suggests that it is highly unlikely that the existing data could be relied upon to directly locate zones of similar mineralization on the Salmo property, unless weak magnetic anomalies were coincident with other occurrences. However, both mineralized zones are located approximately 250 m west of the western edge of a highly conductive and magnetic rock unit so it might be possible to use this factor to indirectly locate other areas of possible interest along strike. Although the "mine" areas did not yield significant geophysical signatures, there are many other anomalous responses on the property which should be investigated.

SHEET 1

Zone A

Zone A occurs as a resistivity low (<50 ohm-m) in the northwest corner of the property, which is open to the north and west. Roads and metallic objects in a local dump may have contributed to the anomalous EM responses, but most are believed to be due to valid, narrow, west-dipping bedrock conductors. Two separate sources are indicated on line 10060, near Sheep Creek. Both are non-magnetic.

Zone B

Zone B is a well-defined, elongate resistivity low, which contains at least two separate conductive trends. Most anomalies in this zone indicate narrow, southeast-dipping sources, although the western dips at 20230B and 20240B suggest the presence of a synclinal structure. The eastern limb may be overturned towards the north.

Some of the anomalies in this zone are quite weak and poorly-defined. This is not considered to be a negative factor, in view of the lack of an EM response over known mineralization. The segmented conductors extend in a south-southwesterly direction from 10150A to 20330A and B, a distance of more than 1.6 km. Approximately 50% of the anomalies in this zone yield weak magnetic correlation of 40 nT or less.

Most of the conductors within and near the periphery of Zone B should be checked. Some of the weaker, shorter anomalies in the vicinity should also be investigated. These would include the west-dipping 20070A-20090A, the isolated, east-dipping response at 20310C, and the conductors to the north such as 10010D-10020A, 10030A-10040A, 10090B-10100C and 10090C.

Zone C

Zone C, in the northeastern corner of the sheet, is the beginning of the main conductive unit which dominates the eastern 30% of the property. This unit, which is roughly outlined by the 100 ohm-m contour, extends all the way to the southwestern corner of the property, and includes Zones D, E and G.

Zone C contains several conductors, most of which strike towards the north and dip towards the east. Most sources are thin, except for anomaly 10050J, where a thicker conductor is indicated. Interpreted conductor strikes differ slightly from magnetic patterns, with only about 20% of the anomalies yielding magnetic correlation. Some of the stronger magnetic conductors, such as 10080G and 10090F, probably reflect magnetic sulphides. The strongest conductance occurs at 10040H and 10080J. Work should be carried out to determine the causative source of these conductive and magnetic responses.

Zone D

A complex, highly deformed magnetic unit which contains multiple conductors, occupies the eastern end of lines 20150 to 20600. This zone is associated with the crest of Iron Mountain, although the depth channels suggest the conductive source is probably covered by 5-25 m of resistive material.

No attempt has been made to correlate anomalous responses between lines because of the vast number of anomalies, their close proximity, the complexity of the host, and the marked variations in characteristics along strike. The multi-parameter stacked profiles should be used to determine the characteristics of each anomaly to be investigated.

Zone D contains some of the highest amplitude, strongest conductors on the property. Most sources are thin, with dips ranging from near vertical to moderately flat dips to the east. Strikes vary, but are generally about 20°, ±15°. More than half of the anomalous responses yield direct magnetic correlation, sometimes greater than 400 nT.

Several "thick" sources are indicated on the EM map. These may reflect thicker concentrations of sulphide material, but could also be due to two or more closely-spaced, overlapping thin conductors, separated by less than 30 m. A very detailed ground survey would be required to resolve such ambiguities.

Apart from the thicker and highly conductive sources, there may be other significant responses in Zone D which warrant further investigation. These would include the anomalies which appear to be associated with folded or faulted structures. Conductors located near the inferred north and south limits of Zone D are also deemed to be interesting targets. The latter conductors are evident in the southern map sheet, sheet 2. Anomalies 20550F, 20580C, 20590A and 20841D, for example, all appear to be located on or near possible faulted contacts inferred from the magnetic data. The weak magnetic association may increase the significance of these responses.

In addition to the various conductors and zones described in the foregoing paragraphs, there are several moderately weak conductors which form a discontinuous trend, from 10050E through 20160D, 20191G, 20270D, 20330C, and 20500A, continuing south on sheet 2 into Zone F. Anomalous responses which make up this discontinuous trend vary greatly in characteristics, from weakly conductive, east-dipping narrow conductors (20330D) to poorly-defined, weak or broad zones of possible surficial origin (20210D, 20500A).

This weakly conductive trend is non-magnetic over the entire extent of sheet 1, except for the small segment between 20260A and 20300D. Both the magnetic and resistivity contours exhibit persistent, linear characteristics, which suggest that this trend may be related to a specific horizon or lithological unit.

It is recommended that additional work be carried out at various locations along this trend in order to determine the causative sources. Initial work may be focused in the vicinity of 20290D and E, near the center of the strongest resistivity low (between lines 20250 and 20360). The interpreted "surficial" sections along this trend are also considered to be potential targets. It may be necessary to revise target priorities after reviewing the results of initial follow-up work.

SHEET 2

The results on sheet 2 are very similar to those observed on sheet 1 to the north. As previously mentioned, the conductors at the southern contact of the large, circular magnetic anomaly, in the northwestern corner of the sheet, are considered to be high priority targets. These include the weaker responses such as 20750A, 20750C and 20770B, in addition to the stronger responses centered around 20760C. Some of the non-magnetic or isolated responses, such as 20630A, are also considered to be attractive targets which should not be disregarded.

Zone E

Zone E may be an offset continuation of Zone D to the north, although the correlation between the conductive zone and the magnetic units is quite different. The main conductor in Zone E, from 20620D to 30020F, is non-magnetic, while conductors near the eastern and western edges of this zone generally yield magnetic correlation. Note, for example, the moderate magnetic high which extends from 20660C to 30030E.

The conductors which extend south from 20760G to 30110E and F are considered to be of interest because of their location. These conductors are almost directly on strike with an imaginary line joining the three "mine" areas marked on the base maps. The significance of these four conductors may be enhanced by their association with weak, moderately small magnetic anomalies near 20760G, 30070F, 30100H, and possibly 30140C to the southwest.

Zone F

Zone F is a complex feature which comprises four distinct conductive zones, two of which correlate with similarly shaped magnetic anomalies. The two north lobes, which are highly conductive and magnetic, may be a continuation of the weak, central trend observed on sheet 1 to the north. Both lobes contain thin, strong, magnetic conductors which dip to the east. These conductors may be segments of a common conductor source which has been offset 275 m by a dextral fault in the vicinity of 20770E and 30010E. Other northwest offsets are indicated in the vicinity of 30070D, 30080C and 30110B. A gas pipeline intersects Zone F at 30070C.

The two southern lobes of Zone F are less conductive and relatively non-magnetic. The resistivity low which encompasses anomalies 30090B and 30100E suggests an abrupt change in strike of the conductive unit in this area. The north-northeast trend, common to most conductors previously indicated, becomes evident once again in the southern lobe of Zone F. Conductors in this area are narrow, east-dipping, and generally non-magnetic.

Two attractive, east-dipping thin sources are indicated to the west of Zone F, from 30030A-30050B and 30080A-30100A. A third conductor, which extends in a south-southeasterly direction from 30090F to 30150E, has been attributed to a pipeline, even though the anomalies yield responses typical of a thin bedrock source. The northwesterly continuation of this pipeline is observed through 30070B, 30060A, 30040A and 30020A-20760A. The initial misinterpretation of the anomalies comprising this linear trend is probably due to the shallow angle of intersection with the survey line. Anomaly symbols along this man-made conductor should be "L", rather than "D" or "B".

Zone G

Zone G is similar to Zone D on sheet 1, in that it is both strongly magnetic, with several complex "core" highs, and highly conductive, containing multiple conductor sources. As with Zone D, no attempt has been made to connect anomalies from line to line. Numerous strong conductors are clearly defined, approximately 30% of which yield magnetic correlation.

Initial work should probably be restricted to anomalous features which appear to be related to zones of structural deformation. Several conductive/magnetic targets can be readily identified in this area. Anomalies 30140D, 30140J, 30170F, 30230J, 30270I, 30300E, 30310Q and 30340F are a few of the more obvious targets that are likely due to magnetic sulphides.

A conductive zone on the south shore of the South Salmo River is probably a continuation of the unit which underlies Zone G. However, this area is relatively non-magnetic, except in the vicinity of fiducial 1455 on line 30340. This magnetic anomaly is located on a major road, and could be due to culture.

A somewhat stronger, isolated magnetic anomaly is evident just to the north of anomaly 30290C. This interesting response should also be investigated, even if there is no coincident EM response.

Conductors 30160A-30210A and 30220A-30260A are two more conductors on the western portion of the property, which may be of interest. The northern segment, 30160A-30200A, may be more attractive because of its weak magnetic correlation. In addition to these, there are several other isolated conductors or magnetic anomalies which are also considered to be potential targets. These would include 20630A, 30230A and possibly 30240D.

It should be noted that although the northern limits of Zone G are fairly well-defined by the magnetic and resistivity patterns, the actual contact may differ from that shown on the EM map because of interference from the major powerline and pipeline. This cultural source has seriously affected the EM integrity over a distance of approximately 400 m. To reiterate, it is quite possible that any conductors that exist within a distance of 200 m to 250 m of the powerline may have escaped detection in this area. If geological or geochemical results suggest that the powerline crosses a favourable exploration area, it will be necessary to employ a ground follow-up method that has excelent noise rejection capabilities, in order to properly cover such areas.

BACKGROUND INFORMATION

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

ELECTROMAGNETICS

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

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

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

Geometric interpretation

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

Discrete conductor analysis

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

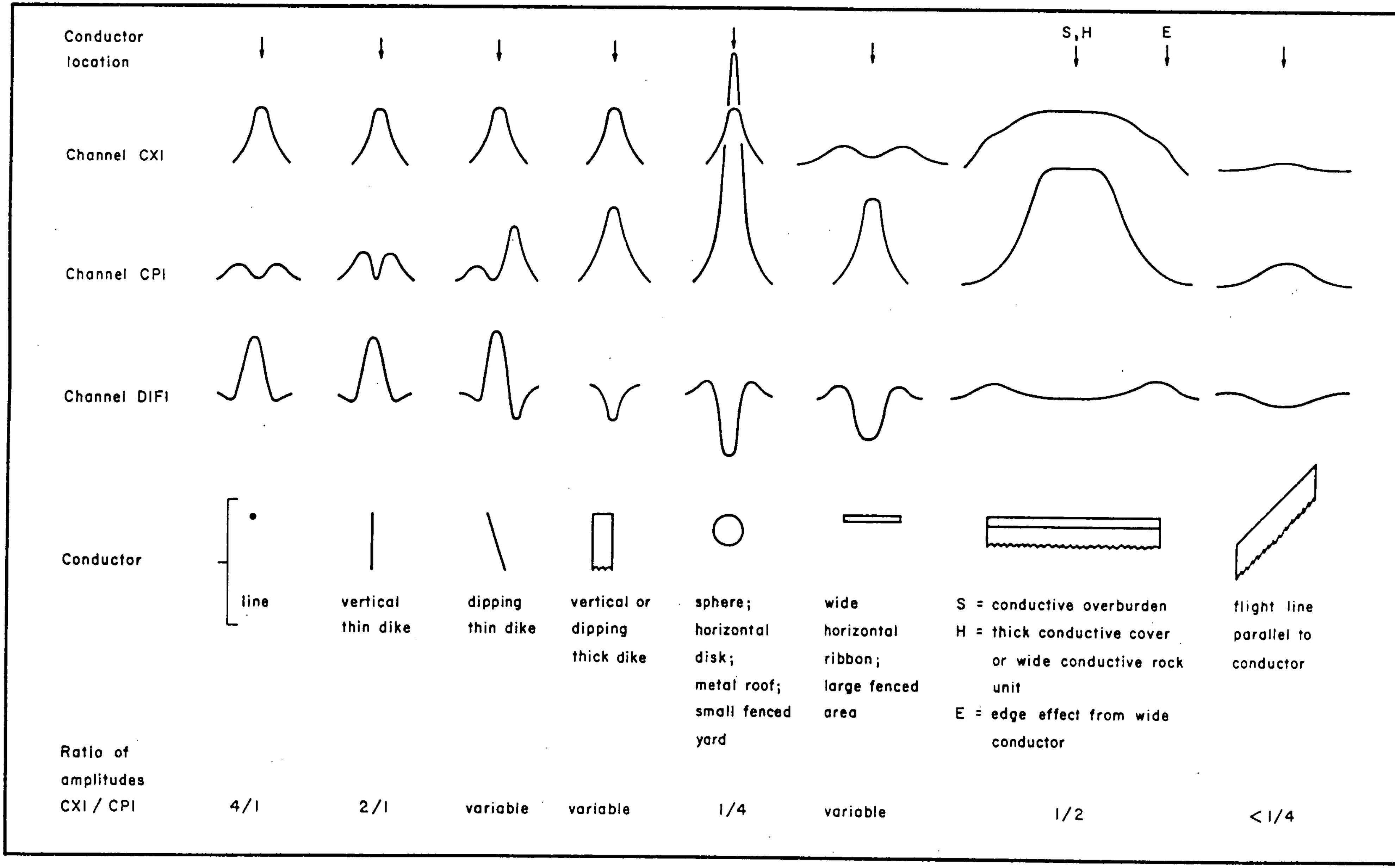

Fig. 5-1 Typical DIGHEM anomaly shapes

Table 5-1. EM Anomaly Grades

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

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

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

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

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

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

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

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

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

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

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

A further interpretation is presented on the EM map by means of the line-to-line correlation of anomalies, which is based on a comparison of anomaly shapes on adjacent lines. This provides conductor axes which may define the geological structure over portions of the survey area. The absence of conductor axes in an area implies that anomalies could not be correlated from line to line with reasonable confidence.

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

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

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

Questionable Anomalies

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

The thickness parameter

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

Resistivity mapping

Areas of widespread conductivity are commonly encountered during surveys. In such areas, anomalies can be generated by decreases of only 5 m in survey altitude as well as by increases in conductivity. The typical flight record in conductive areas is characterized by inphase and quadrature channels which are continuously active. Local EM peaks reflect either increases in conductivity of the earth or decreases in survey altitude. For such conductive areas, apparent resistivity profiles and contour maps are necessary for the correct interpretation of the airborne data. The advantage of the resistivity parameter is that anomalies caused by altitude changes are virtually eliminated, so the resistivity data reflect only those anomalies caused by conductivity changes. The resistivity analysis also helps the interpreter to differentiate between conductive trends in the bedrock and those patterns typical of conductive overburden. For example, discrete conductors will generally appear as narrow lows on the contour map and broad conductors (e.g., overburden) will appear as wide lows.

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

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

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

simply the sensor-source distance minus the measured altitude or flying height. Consequently, errors in the measured altitude will affect the apparent depth parameter but not the apparent resistivity parameter.

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

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

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

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

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

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.

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

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

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

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

Reduction of geologic noise

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

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

EM magnetite mapping

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

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

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.

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

Recognition of culture

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

1. Channels CXP and CPP monitor 60 Hz radiation. An anomaly on these channels shows that the conductor is radiating power. Such an indication is normally a guarantee that the conductor is cultural. However, care must be taken to ensure that the conductor is not a geologic body which strikes across a power line, carrying leakage currents.

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

[4] See Figure 5-1 presented earlier.

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.[5] Anomalies of this type are virtually certain to be cultural if they occur in an area of culture.

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

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

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

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

The existence of a magnetic correlation with an EM anomaly is indicated directly on the EM map. In some geological environments, an EM anomaly with magnetic correlation has a greater likelihood of being produced by sulfides than one that is non-magnetic. However, sulfide 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).

The magnetometer data are digitally recorded in the aircraft to an accuracy of 0.01 nT for cesium magnetometers. The digital tape is processed by computer to yield a total field magnetic contour map. When warranted, the magnetic data may also be treated mathematically to enhance the magnetic response of the near-surface geology, and an enhanced magnetic contour map is then produced. The response of the enhancement operator in the frequency domain is illustrated in Figure 5-2. This figure shows that the passband components of the airborne data are amplified 20 times by the enhancement operator. This means, for example, that a 100 nT anomaly on the enhanced map reflects a 5 nT anomaly for the passband components of the airborne data.

The enhanced map, which bears a resemblance to a downward continuation map, is produced by the digital bandpass filtering of the total field data. The enhancement is equivalent to continuing the field downward to a level (above the source) which is 1/20th of the actual sensor-source distance.

Because the enhanced magnetic map bears a resemblance to a ground magnetic map, it simplifies the recognition of trends in the rock strata and the interpretation of geological structure. It defines the near-surface local geology while de-emphasizing deep-seated regional features. It primarily has application when the magnetic rock units are steeply dipping and the earth's field dips in excess of 60 degrees.

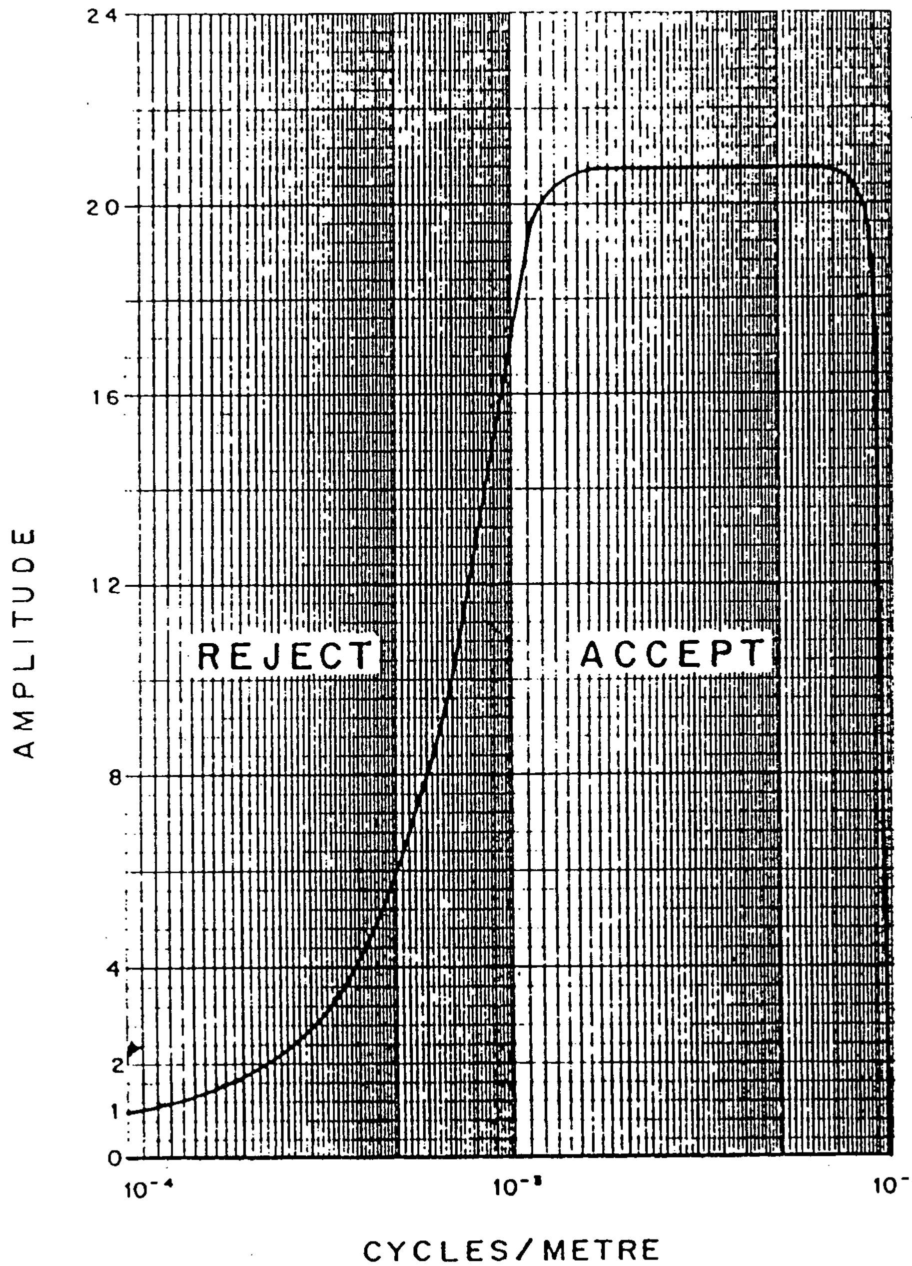

Fig. 5-2 Frequency response of magnetic enhancement operator.

Any of a number of filter operators may be applied to the magnetic data, to yield vertical derivatives, continuations, magnetic susceptibility, etc. These may be displayed in contour, colour or shadow.

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.

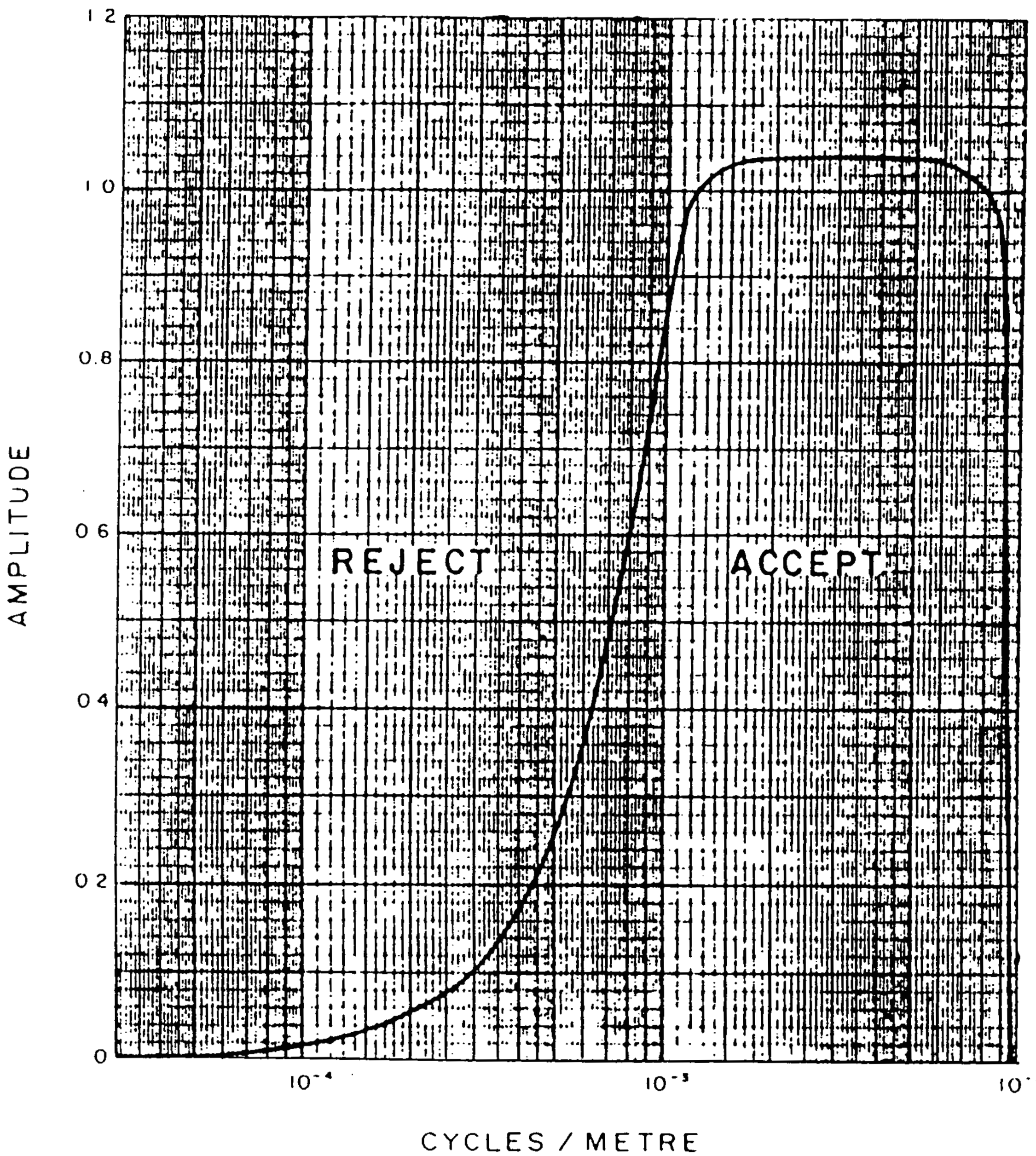

Fig. 5-3 Frequency response of VLF operator.

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 response of the VLF total field filter operator in the frequency domain (Figure 5-3) is basically similar to that used to produce the enhanced magnetic map (Figure 5-2). The two filters are identical along the abscissa but different along the ordinant. 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 over the Salmo property.

There are numerous conductors in the survey block which are typical of massive sulphide responses, in addition to several other weaker anomalies which are also considered to be of interest. The various maps included with this report display the magnetic and conductive properties of the Salmo property. 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.

Most anomalies in the area are moderately strong and well-defined. A few of the weaker responses may be attributed to patches of conductive overburden, fault zones, deep weathering, or poorly conductive (Pb Zn) sulphides. Some appear to be associated with magnetite-rich rock units, particularly in the east and west-central areas. Others coincide with VLF anomalies, or magnetic gradients which may reflect faults or shears. Such structural breaks are considered to be of particular interest as they may have influenced mineral deposition within the survey area.

There are two or more resistivity highs on the property which are also considered to be of interest. Some of these could reflect zones of siliceous alteration which could host auriferous mineralization. The large, magnetite-rich plug in the west-central area also yields resistivities which are higher than background. The lack of EM anomalies over both mine workings suggests that these mineralized zones may be hosted by relatively resistive rocks.

The interpreted bedrock conductors defined by the survey should be subjected to further investigation, using appropriate surface exploration techniques. Anomalies which are currently considered to be of moderately low priority may require upgrading if follow-up results are favourable.

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

Paul A. Smith
Geophysicist

PAS/sdp

A1161MAR.94R

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 for Sultan Minerals Inc., near Salmo, Brtish Columbia.

Steve Kilty	Vice President, Operations
Greg Paleolog	Survey Operations Supervisor
Dave Miles	Senior Geophysical Operator
Kathy Miles	Data Processor (Field)
Del Rokosh	Pilot (Northern Air Support, Ltd.)
Gordon Smith	Data Processing Supervisor
Paul A. Smith	Interpretation Supervisor
Lyn Vanderstarren	Drafting Supervisor
Steve Mast	Draftsperson (CAD)
Susan Pothiah	Word Processing Operator
Albina Tonello	Secretary/Expeditor

The survey consisted of 510 km of coverage, flown from December 17, 1993 to January 16, 1994.

All personnel are employees of Dighem, except for the pilot who is an employee of Northern Air Support, Ltd.

DIGHEM

Paul A. Smith
Geophysicist

PAS/sdp

A1161MAR.94R

APPENDIX B

STATEMENT OF COST

Date: March 18, 1994

IN ACCOUNT WITH DIGHEM

To: Dighem flying of Agreement dated October 14, 1993, pertaining to an Airborne Geophysical Survey in the Salmo area, British Columbia.

Survey Charges

510 km of flying @ $80.00/km
plus mobilization costs of
$1,250.00 — $42,050.00

Allocation of Costs

- Data Acquisition	(60%)
- Data Processing	(20%)
- Interpretation, Report and Maps	(20%)

DIGHEM

Paul A. Smith
Geophysicist

PAS/sdp

A1161MAR.94R

DIGHEM
I-POWER
A division of CGG Canada Ltd.

228 Matheson Blvd. E., Mississauga, Ontario, Canada L4Z 1X1
Tel. (905) 890-0313 Fax (905) 890-0347 I-POWER (905) 890-6333

Job 1161-4

Invoice #940216
February 23, 1994

Sultan Minerals Inc.
#1000 - 1177 West Hastings Street
Vancouver, British Columbia
V6E 2K3

Attention: Art Troup

IN ACCOUNT WITH DIGHEM

Re: Dighem Airborne Geophysical Survey in the Salmo area, British Columbia, as per Agreement dated December 7, 1993.

Final invoice, pursuant to paragraph A2.4, upon delivery of the final products.

Survey Charges

510 line-km at $80.00 per line-km plus mobilization charges of $1,250.00	$ 42,050.00
Less, Dighem net charges previously invoiced pursuant to paragraphs A2.1, A2.2 and A2.3	($ 38,840.00)
Dighem net	$ 3,210.00
GST at 7% (Registration No. R135511210)	$ 224.70
Please pay this amount	$ 3,434.70

DIGHEM

Paul A. Smith
Geophysicist

FINAL INVOICE
SUL/SER
SE

TERMS: Payment is due upon receipt. Accounts not paid within 30 days of date of invoice are subject to an interest charge of 1.2% per month from the date of invoice.

PAYMENT: Payable to **DIGHEM**. Thank you.

JC29402.16

APPENDIX C

EM ANOMALY LIST

ANOMALY/ FID/INTERP	COAXIAL 1190 HZ REAL PPM	COAXIAL 1190 HZ QUAD PPM	COPLANAR 895 HZ REAL PPM	COPLANAR 895 HZ QUAD PPM	COPLANAR 7233 HZ REAL PPM	COPLANAR 7233 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 10010 (FLIGHT 3)													
A 5079D	17	13	33	25	50	9	10.4	12	3	75	17	50	90
B 5097D	7	14	2	8	21	24	2.6	13	1	104	908	4	40
C 5132D	4	10	0	13	50	23	1.7	13	1	55	741	0	130
D 5171D	20	19	24	31	21	23	8.0	7	1	62	198	17	6
E 5180B	20	18	21	22	36	29	9.2	19	2	49	25	26	0
F 5187B	12	15	24	3	8	24	5.3	17	2	49	23	26	30
G 5194B	1	2	1	2	2	4	-	-	-	-	-	-	0
H 5205D	7	7	4	3	11	7	5.7	19	1	72	178	25	0
I 5216B	21	13	50	37	89	14	14.3	27	3	60	22	37	0
LINE 10020 (FLIGHT 3)													
A 5364D	1	2	0	2	2	4	-	-	-	-	-	-	0
B 5287D	11	17	6	13	41	35	3.7	2	1	74	237	24	0
C 5282B	20	9	18	9	21	13	21.7	7	1	62	100	23	0
D 5278B	20	5	21	12	23	10	55.9	3	2	43	27	16	0
E 5274B	23	5	16	11	24	10	68.2	9	3	46	21	22	0
F 5269B	28	23	28	9	24	17	10.5	0	3	53	13	32	0
G 5248B	49	53	85	93	229	94	9.6	11	4	47	10	30	0
LINE 10030 (FLIGHT 3)													
A 5454B?	1	2	0	2	2	4	-	-	-	-	-	-	0
B 5489B	1	2	1	2	2	4	-	-	-	-	-	-	0
C 5496D	18	17	6	10	27	13	7.6	7	1	71	333	18	0
D 5502D	27	16	40	31	19	23	16.1	15	2	61	53	30	14
E 5509B	52	35	85	43	169	52	17.4	11	5	41	7	25	20
F 5516D	25	14	58	37	105	13	16.7	9	3	60	17	36	14
G 5529D	1	2	1	2	2	4	-	-	-	-	-	-	0
H 5534D	18	6	14	19	53	28	33.4	25	2	65	40	36	0
LINE 10040 (FLIGHT 3)													
A 5654B?	1	2	1	2	2	4	-	-	-	-	-	-	0
B 5618D	1	2	1	2	2	4	-	-	-	-	-	-	0
C 5613D	22	12	10	16	25	18	16.3	7	1	49	121	10	7
D 5606D	25	18	38	36	88	34	12.3	8	2	43	29	18	0
E 5603B	25	14	38	36	88	34	17.0	7	4	40	12	21	0
F 5600D	1	0	1	2	2	4	-	-	-	-	-	-	16
G 5595B	68	40	87	61	156	51	22.5	0	4	34	8	18	40
H 5591D	26	5	88	61	157	41	85.9	17	3	63	13	41	0
I 5585B	1	2	1	2	2	4	-	-	-	-	-	-	0
J 5567B	44	29	75	52	149	86	16.9	0	5	37	7	21	19
LINE 10050 (FLIGHT 3)													
A 5726B	11	2	11	5	16	11	61.7	21	3	90	23	61	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 1190 HZ		COPLANAR 895 HZ		COPLANAR 7233 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 10050 (FLIGHT 3)													
B 5729B	1	2	1	2	2	4	-	-	-	-	-	-	30
C 5746S?	1	2	0	2	2	4	-	-	-	-	-	-	0
D 5764S	3	5	1	5	16	21	0.9	0	1	30	190	6	0
E 5799D	1	2	0	2	2	4	-	-	-	-	-	-	0
F 5808D	1	2	1	2	2	4	-	-	-	-	-	-	13
G 5813D	19	14	11	14	8	28	10.9	21	1	69	120	30	12
H 5820B	7	6	23	19	26	15	6.2	36	2	59	32	33	0
I 5823D	11	3	6	4	65	39	26.6	23	3	44	14	23	0
J 5828B	22	29	16	30	66	55	6.0	7	3	48	21	26	0
K 5840B	1	2	1	2	2	4	-	-	-	-	-	-	0
L 5847B?	1	2	1	2	2	4	-	-	-	-	-	-	0
M 5853B	18	15	21	16	40	24	9.5	18	2	67	42	37	0
LINE 10060 (FLIGHT 3)													
A 6005D	13	9	14	23	28	13	9.6	11	4	53	10	33	0
B 6002D	16	9	11	22	24	7	15.2	22	3	108	16	82	30
C 5990D	1	2	0	2	2	4	-	-	-	-	-	-	0
D 5983S?	1	2	1	2	2	4	-	-	-	-	-	-	50
E 5928D	1	2	1	2	2	4	-	-	-	-	-	-	0
F 5923B	1	2	1	2	2	4	-	-	-	-	-	-	0
G 5918B	19	16	13	21	59	46	9.2	11	1	56	102	19	0
H 5913B	1	2	1	2	2	4	-	-	-	-	-	-	0
I 5909B	1	2	1	2	2	4	-	-	-	-	-	-	0
J 5895B?	1	2	1	2	2	4	-	-	-	-	-	-	13
K 5880D	12	9	16	11	25	11	9.3	20	2	72	52	38	0
L 5874D	11	15	40	53	145	100	4.7	9	2	63	37	34	60
LINE 10070 (FLIGHT 3)													
A 6040D	1	2	1	2	2	4	-	-	-	-	-	-	50
B 6062H	1	2	0	2	2	4	-	-	-	-	-	-	80
C 6122D	1	2	1	2	2	4	-	-	-	-	-	-	0
D 6127D	7	7	17	28	20	18	5.5	23	1	75	160	29	0
E 6132D	22	34	16	42	126	106	4.8	9	1	39	84	10	60
F 6148B	8	17	20	10	90	93	2.8	13	1	40	65	12	20
G 6152D	17	17	23	28	67	16	7.3	20	2	46	31	22	0
H 6157D	11	10	23	28	67	47	7.3	29	2	56	40	29	0
I 6160B	11	19	18	11	19	47	3.7	19	2	65	35	38	50
J 6169B?	1	5	12	7	20	31	0.9	18	1	77	104	38	15
K 6181D	54	26	51	33	89	46	27.5	23	2	64	38	38	30
L 6187B?	1	4	50	37	101	48	1.0	24	4	70	12	49	0
M 6192B	31	17	84	46	133	48	18.1	17	5	48	7	32	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 1190 HZ		COPLANAR 895 HZ		COPLANAR 7233 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 10080		(FLIGHT	3)											
A	6445D	8	6	10	4	13	3	9.4	38	2	119	53	81	0
B	6363B?	1	2	1	2	2	4	-	-	-	-	-	-	0
C	6354D	11	19	6	5	12	55	3.6	2	1	39	102	5	0
D	6346D	8	16	4	7	12	77	2.7	17	1	47	94	15	0
E	6340B?	1	2	1	2	2	4	-	-	-	-	-	-	0
F	6334D	11	12	13	17	14	25	5.6	13	2	59	48	28	5
G	6322D	18	8	20	17	41	16	20.1	13	2	61	48	29	60
H	6316E	78	54	141	101	251	87	19.1	0	4	48	12	29	0
I	6313B	28	54	143	101	251	87	4.4	0	6	28	4	16	0
J	6311B	28	7	143	101	251	87	52.3	25	10	36	1	27	0
LINE 10090		(FLIGHT	3)											
A	6507D	12	8	9	9	3	5	10.3	17	2	92	36	59	15
B	6535B?	1	2	1	2	2	4	-	-	-	-	-	-	0
C	6552D	1	2	0	2	2	4	-	-	-	-	-	-	50
D	6594B	1	2	1	2	2	4	-	-	-	-	-	-	0
E	6599B	1	6	2	2	3	7	0.6	7	1	51	111	16	0
F	6607D	2	14	0	25	71	156	0.6	8	1	39	180	7	200
G	6615B?	1	2	1	2	2	4	-	-	-	-	-	-	0
H	6620D	28	15	41	44	103	30	18.7	20	1	33	51	8	0
I	6624D	31	37	44	54	142	50	7.5	8	2	39	22	18	0
J	6629B?	1	2	1	2	2	4	-	-	-	-	-	-	0
K	6640D	21	14	18	20	52	35	13.5	19	2	48	43	21	0
L	6649D	24	20	60	79	195	84	9.9	17	3	46	21	25	0
LINE 10100		(FLIGHT	3)											
A	6790B	2	4	29	13	39	23	1.9	52	3	112	18	85	0
B	6787D	13	12	14	13	39	23	7.3	15	2	96	31	65	60
C	6757B?	1	2	0	2	2	4	-	-	-	-	-	-	0
D	6698B?	1	2	1	2	2	4	-	-	-	-	-	-	0
E	6686D	4	8	5	12	25	34	2.3	15	1	73	103	32	0
F	6680D	12	7	8	8	18	33	13.6	11	2	69	56	34	0
G	6670B?	1	2	1	2	2	4	-	-	-	-	-	-	0
H	6665D	5	6	1	5	18	13	4.1	19	2	101	58	63	0
LINE 10110		(FLIGHT	4)											
A	4389D	18	5	29	15	26	26	43.7	42	3	96	23	69	0
B	4386D	1	2	1	2	2	4	-	-	-	-	-	-	17
C	4361H	1	2	0	2	2	4	-	-	-	-	-	-	0
D	4283D	14	11	12	15	34	12	8.7	9	2	52	54	21	0
E	4275S?	1	2	1	2	2	4	-	-	-	-	-	-	15

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	COAXIAL 1190 HZ		COPLANAR 895 HZ		COPLANAR 7233 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 10110	(FLIGHT	4)											
F 4264B	1	2	1	2	2	2	-	-	-	-	-	-	0
G 4260B	9	7	11	14	25	8	7.6	4	2	46	31	18	20
H 4242D	12	6	7	4	13	8	15.3	12	2	86	47	51	12
I 4232B	9	10	8	9	25	15	5.0	0	2	68	28	38	0
LINE 10120	(FLIGHT	4)											
A 4036D	13	6	37	9	61	9	16.9	31	3	100	17	74	0
B 4129B	13	13	13	17	42	15	7.0	8	1	53	75	18	0
C 4131B	13	13	13	17	42	15	7.1	12	2	54	42	25	11
D 4140B	1	2	1	2	2	4	-	-	-	-	-	-	0
E 4148B	13	18	20	33	86	24	4.6	0	1	43	93	6	0
F 4154D	22	18	32	43	85	24	10.4	1	2	28	29	5	0
G 4159D	20	28	31	44	85	52	5.4	0	2	38	36	12	50
H 4186D	14	13	6	10	27	13	7.6	21	1	75	102	36	0
LINE 10130	(FLIGHT	4)											
A 3981D	13	10	34	10	22	16	9.7	19	3	100	14	74	17
B 3893D	14	9	12	15	23	9	11.8	0	2	49	58	15	0
C 3888B	1	2	1	2	2	4	-	-	-	-	-	-	0
D 3852B	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10140	(FLIGHT	4)											
A 3643D	9	5	30	6	6	10	11.7	38	3	113	18	86	0
B 3741B	4	19	25	32	63	25	1.1	0	1	54	66	22	0
C 3750D	1	2	1	2	2	4	-	-	-	-	-	-	0
D 3753D	17	28	28	47	129	111	4.4	12	2	49	31	25	15
E 3756B	18	30	28	47	129	111	4.4	11	2	43	25	21	0
F 3784B	7	11	11	15	44	13	3.7	4	2	56	46	24	0
G 3807D	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10150	(FLIGHT	4)											
A 3534D	1	2	1	2	2	4	-	-	-	-	-	-	0
B 3483B	17	9	13	15	10	1	16.1	15	1	68	90	29	0
C 3479B	17	16	16	24	62	26	7.9	0	2	43	38	14	0
LINE 19010	(FLIGHT	7)											
A 706B?	2	5	2	1	4	15	1.8	33	1	204	1029	0	0

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LINE 20010		(FLIGHT		2)										
A	139B?	0	1	0	1	1	4	-	-	-	-	-	-	20
B	170D	1	2	1	2	2	4	-	-	-	-	-	-	0
C	214B	17	14	7	21	10	11	9.2	19	1	61	66	29	0
D	219B	1	2	1	2	2	4	-	-	-	-	-	-	0
E	224B	1	2	1	2	2	4	-	-	-	-	-	-	0
F	251B?	1	2	1	2	2	4	-	-	-	-	-	-	13
LINE 20020		(FLIGHT		2)										
A	452B?	1	2	1	2	2	4	-	-	-	-	-	-	0
B	402B	13	10	16	18	25	5	9.0	15	2	60	44	29	0
C	397D	11	11	16	17	25	24	5.9	9	2	74	53	40	0
LINE 20031		(FLIGHT		6)										
A	7337H	3	7	3	10	29	15	1.9	17	1	62	243	15	0
B	7300S?	1	5	0	4	12	32	0.4	0	1	30	672	0	0
C	7282D	1	2	1	2	2	4	-	-	-	-	-	-	0
D	7280B	26	11	16	16	33	15	25.0	30	2	59	34	34	0
E	7273D	16	19	16	18	26	6	5.8	12	1	63	62	31	0
LINE 20040		(FLIGHT		4)										
A	641D	1	2	1	2	2	4	-	-	-	-	-	-	30
B	637B	6	15	9	24	72	48	2.3	0	1	41	103	6	0
C	601S	0	4	1	5	12	35	0.3	0	1	19	706	0	0
D	585B	1	2	1	2	2	4	-	-	-	-	-	-	0
E	580D	4	19	15	29	89	55	1.0	0	1	52	60	21	0
F	578B	13	18	15	29	89	55	4.6	2	1	50	71	16	0
LINE 20051		(FLIGHT		6)										
A	7048D	7	25	12	35	110	66	1.6	0	1	70	232	24	30
B	7052B	13	25	12	35	110	66	3.3	1	1	35	86	4	0
C	7083H	1	2	1	2	2	4	-	-	-	-	-	-	0
D	7099B	1	2	1	2	2	4	-	-	-	-	-	-	0
E	7105B	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20060		(FLIGHT		4)										
A	1053D	7	16	11	29	89	47	2.3	10	1	69	195	25	20
B	1050D	12	21	11	29	89	47	3.7	0	1	35	108	1	0
C	1017S	0	2	1	2	2	4	-	-	-	-	-	-	0
D	997B	12	12	14	17	42	10	6.6	0	2	49	47	18	0
E	991B	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20070		(FLIGHT		4)										
A	1215D	1	2	0	0	0	4	-	-	-	-	-	-	15

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LINE 20070 (FLIGHT 4)													
B 1258B	6	10	8	18	48	24	3.4	1	1	70	223	19	8
C 1261D	8	14	8	18	48	24	3.1	0	1	49	137	9	0
D 1306B	10	10	17	19	45	12	6.6	24	1	73	63	39	0
LINE 20080 (FLIGHT 4)													
A 1505B?	1	2	0	1	2	4	-	-	-	-	-	-	15
B 1479D	9	18	11	24	59	45	3.0	3	1	47	305	2	4
C 1473D	10	15	11	24	59	17	4.0	5	1	48	130	10	0
D 1439H	0	3	1	3	14	17	0.9	0	1	37	355	9	0
E 1418D	6	8	6	11	11	3	3.9	19	1	65	165	21	0
LINE 20090 (FLIGHT 4)													
A 1679B?	1	2	0	1	1	4	-	-	-	-	-	-	0
B 1716D	8	15	7	18	51	35	3.2	4	1	68	242	18	6
C 1721B	1	2	1	2	2	4	-	-	-	-	-	-	0
D 1750H	1	5	1	4	16	21	0.8	0	1	31	393	2	0
E 1769B?	4	5	2	5	17	14	4.1	14	1	82	134	34	0
LINE 20100 (FLIGHT 4)													
A 1956D	9	17	10	23	63	49	3.2	10	1	66	240	19	15
B 1949B	1	2	1	2	2	4	-	-	-	-	-	-	0
C 1914H	0	5	1	4	19	27	0.8	0	1	23	357	0	0
D 1893B?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20110 (FLIGHT 4)													
A 2105D	1	2	0	2	2	4	-	-	-	-	-	-	0
B 2137D	11	18	10	22	57	46	3.9	2	1	52	200	9	0
C 2141D	8	11	11	22	57	46	4.3	5	2	56	55	23	0
D 2174B	1	5	1	4	16	29	0.4	0	1	101	657	8	0
E 2196B	5	6	2	5	15	24	3.9	31	1	91	226	39	0
F 2240B	1	2	1	1	2	4	-	-	-	-	-	-	30
LINE 20120 (FLIGHT 4)													
A 2392D	16	28	14	33	84	82	3.8	7	1	41	175	5	12
B 2389D	16	23	19	33	84	82	4.8	9	1	52	56	23	0
C 2386B	1	2	1	2	2	4	-	-	-	-	-	-	0
D 2351B	1	6	0	6	21	34	0.7	7	1	95	642	9	0
E 2328D	1	2	1	2	2	4	-	-	-	-	-	-	0
F 2301S?	3	6	1	2	11	13	0.8	0	1	67	261	37	0
LINE 20130 (FLIGHT 4)													
A 2540D	1	2	0	1	1	4	-	-	-	-	-	-	0

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ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 20130 (FLIGHT 4)													
B 2583D	13	18	13	26	67	45	4.7	2	1	46	291	0	14
C 2586D	1	2	1	2	2	4	-	-	-	-	-	-	0
D 2588B	1	2	1	2	2	4	-	-	-	-	-	-	0
E 2619B	1	2	1	2	2	4	-	-	-	-	-	-	0
F 2639B	1	2	1	2	2	4	-	-	-	-	-	-	0
G 2657D	1	2	1	1	2	4	-	-	-	-	-	-	0
H 2673D	1	3	1	4	15	23	0.8	17	1	106	163	56	0
I 2686B	1	2	1	2	2	4	-	-	-	-	-	-	0
J 2688D	11	7	18	16	39	17	11.4	0	3	46	22	18	0
K 2691B?	3	3	15	9	12	7	4.0	46	1	101	172	50	0
LINE 20140 (FLIGHT 4)													
A 2861D	13	21	13	24	73	52	3.8	14	1	50	230	10	12
B 2856D	19	18	22	24	73	40	8.1	10	2	63	41	34	0
C 2851B	1	2	1	2	2	4	-	-	-	-	-	-	10
D 2814D	2	8	1	7	23	42	1.0	0	1	83	816	0	0
E 2790D	12	17	3	6	14	18	4.5	6	1	89	175	39	0
F 2753D	13	14	16	18	48	35	6.5	3	2	54	36	25	0
G 2740B	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20150 (FLIGHT 4)													
A 3088D	12	17	11	21	59	39	4.5	17	1	61	290	15	0
B 3093D	9	12	16	21	59	39	4.3	12	2	64	55	31	0
C 3096B	1	2	1	2	2	4	-	-	-	-	-	-	12
D 3128B	2	5	1	6	22	27	1.3	7	1	82	523	3	0
E 3151D	17	24	12	27	58	46	5.1	7	1	69	112	30	0
F 3155B	1	2	1	2	2	4	-	-	-	-	-	-	20
G 3176B	1	2	1	2	2	4	-	-	-	-	-	-	0
H 3203B	13	10	2	18	52	11	9.6	14	2	71	33	41	0
I 3208B	18	10	21	19	52	24	15.0	0	3	45	18	21	90
LINE 20160 (FLIGHT 4)													
A 4620D	10	14	7	14	41	33	4.0	8	1	81	287	27	0
B 4627B?	4	8	9	14	41	7	2.3	10	1	65	68	30	0
C 4631B?	1	2	1	2	2	4	-	-	-	-	-	-	12
D 4662B?	2	4	1	4	18	26	1.3	8	1	109	464	18	0
E 4684D	7	9	6	13	37	23	4.3	3	1	63	109	22	0
F 4696D	3	3	2	5	15	16	3.6	43	1	66	64	31	0
G 4706B?	1	2	1	2	2	4	-	-	-	-	-	-	0
H 4727D	35	17	74	57	86	41	23.2	10	3	46	15	26	0
I 4732D	47	26	74	57	86	42	21.0	0	5	28	5	14	80

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LINE 20160	(FLIGHT		4)										
J 4743D	5	8	8	3	8	27	3.1	10	1	69	90	29	0
LINE 20170	(FLIGHT		4)										
A 4896D	8	16	4	12	33	47	2.7	18	1	82	430	23	12
B 4892B	8	0	10	14	33	47	999.0	60	1	65	139	25	0
C 4884B?	7	16	10	20	57	34	2.3	9	1	61	72	28	9
D 4882D	1	2	1	2	2	4	-	-	-	-	-	-	10
E 4847S?	3	9	1	9	21	85	1.3	5	1	50	478	0	0
F 4821D	1	2	1	2	2	4	-	-	-	-	-	-	0
G 4816D	22	20	18	13	34	32	8.5	0	2	50	50	18	0
H 4808D	21	11	23	17	44	13	17.7	2	3	49	19	25	0
I 4796D	34	15	64	35	101	28	24.3	8	3	50	14	29	7
J 4792D	6	14	64	35	101	28	2.3	1	7	41	3	27	60
K 4785D	10	11	49	27	44	15	5.4	12	5	53	7	35	50
L 4782D	33	13	50	27	44	15	28.0	0	7	40	4	25	0
M 4770B	14	15	8	16	41	28	6.1	5	1	55	68	21	0
LINE 20180	(FLIGHT		5)										
A 575D	9	16	0	15	40	30	3.1	22	1	85	556	17	0
B 586B?	1	2	1	1	2	4	-	-	-	-	-	-	0
C 626S?	2	6	1	6	17	48	1.2	8	1	68	651	0	0
LINE 20181	(FLIGHT		5)										
A 758D	23	22	29	35	89	33	8.5	0	2	39	35	13	0
B 764D	9	9	13	35	88	19	6.0	9	3	45	17	22	14
C 777D	18	14	31	28	87	53	10.3	11	4	44	10	25	0
D 788D	49	27	61	50	55	10	21.3	14	4	36	9	21	0
E 793D	24	33	84	68	168	10	5.8	7	7	32	3	19	0
F 797D	29	11	85	62	167	51	28.2	8	9	30	2	18	0
G 804B	28	13	64	5	18	17	23.1	0	6	30	5	14	0
H 812D	10	15	4	9	23	32	3.7	9	1	64	71	29	6
LINE 20191	(FLIGHT		6)										
A 6848D	12	23	5	11	40	43	3.5	23	1	74	665	11	17
B 6844D	5	6	5	11	13	43	3.4	42	1	58	161	20	0
C 6831D	20	21	36	34	68	45	7.2	21	2	63	42	35	0
D 6829B	20	21	36	34	68	45	7.2	23	3	67	14	47	0
E 6824B?	1	2	1	2	2	4	-	-	-	-	-	-	20
F 6777S	3	5	1	5	15	29	2.2	31	1	86	796	0	4
G 6773B?	1	6	1	6	19	29	0.5	0	1	105	780	6	0
H 6747D	56	33	43	18	40	52	21.2	0	2	46	24	22	0

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LINE 20191	(FLIGHT 6)													
I	6741D	1	2	1	2	2	4	-	-	-	-	-	-	0
J	6733D	24	26	50	40	123	67	7.5	5	6	43	5	28	0
K	6725B	217	165	284	244	632	272	23.8	10	6	31	3	20	260
L	6711D	60	34	25	16	61	72	22.5	13	10	37	1	27	0
M	6702D	23	0	63	35	123	46	49.0	25	6	41	4	27	0
N	6698B	41	25	12	30	22	28	18.3	2	6	41	4	26	0
O	6688D	14	19	14	16	40	17	5.0	13	1	73	62	39	40
LINE 20200	(FLIGHT 5)													
A	1278D	6	14	3	6	19	24	2.0	19	1	78	182	34	0
B	1287D	8	16	5	10	29	32	2.7	13	1	64	446	10	20
C	1301B?	1	2	1	2	2	4	-	-	-	-	-	-	0
D	1305B	8	8	21	15	44	19	5.9	18	3	89	16	63	20
E	1341B?	1	2	0	2	2	4	-	-	-	-	-	-	0
F	1383B	1	2	1	2	2	1	-	-	-	-	-	-	0
G	1387D	29	17	60	43	109	30	17.0	8	3	42	17	21	0
H	1393B	7	13	63	43	111	32	3.1	12	5	30	6	15	50
I	1399D	10	10	36	30	77	29	6.1	23	4	50	9	32	0
J	1421D	13	7	18	16	42	14	15.6	27	6	36	4	22	0
K	1426D	17	9	18	16	42	14	17.0	23	6	35	4	21	0
L	1453B	1	2	1	2	2	4	-	-	-	-	-	-	0
M	1467B	28	10	53	41	88	24	32.2	12	7	37	4	24	80
N	1471D	27	20	53	41	88	24	12.3	0	7	31	3	17	0
O	1475B?	1	2	1	2	2	4	-	-	-	-	-	-	0
P	1482D	10	12	13	14	31	19	4.9	5	2	61	38	31	0
LINE 20210	(FLIGHT 5)													
A	1663D	10	18	0	6	19	10	3.1	11	1	76	395	20	30
B	1657B?	1	2	1	2	2	4	-	-	-	-	-	-	0
C	1648B?	8	9	11	15	46	22	4.6	18	1	59	98	21	15
D	1605S?	1	4	1	6	16	33	1.0	3	1	59	679	0	0
E	1578D	61	49	101	89	236	91	14.2	0	4	33	9	17	50
F	1576B	52	50	101	89	235	91	11.1	0	5	32	6	17	0
G	1566D	8	5	18	12	37	13	10.2	2	5	47	6	28	0
H	1559B	1	2	1	2	2	4	-	-	-	-	-	-	0
I	1554D	46	30	23	54	48	54	16.6	5	6	35	5	22	0
J	1545B	21	19	54	24	34	2	9.1	2	8	32	2	20	0
K	1541B?	1	2	1	2	2	2	-	-	-	-	-	-	0
L	1531B	4	2	0	1	67	6	1.0	0	1	59	76	38	0
LINE 20220	(FLIGHT 5)													
A	1813D	6	12	3	8	26	27	2.4	24	1	89	710	11	0

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	COAXIAL 1190 HZ		COPLANAR 895 HZ		COPLANAR 7233 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 20220 (FLIGHT 5)													
B 1833B	1	2	1	2	2	3	-	-	-	-	-	-	0
C 1902D	22	10	48	30	71	10	22.3	2	3	55	20	30	0
D 1913D	12	11	6	9	25	19	7.5	14	5	43	7	27	0
E 1929D	17	7	27	10	38	11	21.7	15	7	38	3	24	0
F 1948B	1	2	1	2	2	4	-	-	-	-	-	-	200
G 1954D	14	2	59	11	51	8	49.0	33	7	40	3	26	190
H 1959B	60	7	62	13	60	30	233.3	7	10	35	2	25	0
I 1964B	33	21	87	10	22	30	15.5	0	8	28	3	16	0
J 1969D	5	10	29	16	39	10	2.3	12	2	83	32	53	19
LINE 20230 (FLIGHT 5)													
A 2166B?	1	2	0	1	2	4	-	-	-	-	-	-	0
B 2146D	4	14	9	26	83	47	1.5	6	1	46	205	7	0
C 2073D	42	19	46	26	50	14	26.3	0	4	46	12	24	50
D 2067B	9	3	45	25	50	2	34.0	27	5	58	8	39	0
E 2058D	10	3	39	25	77	27	32.7	2	5	50	6	31	0
F 2049B	16	25	23	16	43	18	4.3	4	6	38	5	24	210
G 2041B	52	24	111	52	135	34	28.2	4	11	26	1	16	0
H 2039B	52	24	111	52	135	34	28.2	5	12	28	1	20	0
I 2035B	50	19	104	44	115	20	36.1	0	8	39	3	26	0
J 2025B	94	21	141	103	281	51	94.2	0	3	57	22	31	30
LINE 20240 (FLIGHT 5)													
A 2406B	1	2	0	0	2	4	-	-	-	-	-	-	0
B 2425D	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20241 (FLIGHT 5)													
A 2559D	37	17	40	10	26	21	25.6	5	4	57	9	37	40
B 2564B	1	2	1	2	2	4	-	-	-	-	-	-	40
C 2574D	12	10	17	11	25	10	9.0	18	6	42	4	28	13
D 2580D	1	2	1	2	2	4	-	-	-	-	-	-	0
E 2588D	11	8	10	9	28	22	10.2	24	5	43	6	27	10
F 2595D	17	11	21	24	73	8	13.2	19	5	37	7	21	0
G 2610B?	1	2	1	2	2	4	-	-	-	-	-	-	0
H 2614D	27	8	104	52	138	37	41.1	13	6	44	4	29	0
I 2620B	83	32	116	53	132	37	41.0	0	14	24	1	15	0
J 2623B	1	2	1	2	2	4	-	-	-	-	-	-	0
K 2630B	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20250 (FLIGHT 5)													
A 2836B?	1	2	1	2	2	4	-	-	-	-	-	-	0

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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 5)												
B	2772H	1	2	1	2	2	4	-	-	-	-	-	-	0
C	2736D	47	23	40	6	20	19	25.0	0	4	56	10	36	0
D	2727D	10	6	17	13	38	20	10.9	17	5	65	6	46	0
E	2718B	36	18	62	23	56	33	22.2	0	6	33	5	18	0
F	2713D	10	7	60	23	56	18	9.2	20	8	36	2	24	230
G	2707D	10	7	32	21	33	2	9.2	15	11	35	1	25	0
H	2702B	39	9	32	27	33	12	69.0	0	12	36	1	26	0
I	2693B	19	9	101	59	166	46	19.9	0	3	39	14	17	0
LINE 20260		(FLIGHT 6)												
A	439H	2	6	7	7	20	19	1.2	26	1	111	64	73	14
LINE 20262		(FLIGHT 6)												
A	635D	100	73	144	122	160	19	19.3	12	6	41	4	28	40
B	641D	54	3	78	51	117	19	536.2	18	6	28	4	16	0
C	650D	20	32	86	46	120	52	4.6	9	8	28	2	18	0
D	657D	1	2	1	2	2	4	-	-	-	-	-	-	400
E	662B	24	36	5	45	29	56	5.4	2	10	29	2	19	0
F	666D	73	30	25	19	22	48	36.3	0	12	26	1	16	0
G	673D	25	18	95	70	174	54	12.0	3	3	43	16	21	0
LINE 20270		(FLIGHT 6)												
A	943B?	3	8	1	8	24	1	1.4	0	1	129	1029	0	0
B	930B?	0	2	1	2	2	4	-	-	-	-	-	-	0
C	901B?	1	2	1	2	2	4	-	-	-	-	-	-	0
D	881D	1	2	1	2	2	4	-	-	-	-	-	-	17
E	842D	23	13	62	21	60	62	15.8	12	5	48	7	31	70
F	839D	17	13	61	21	60	62	10.0	15	5	44	7	28	70
G	831B	14	1	44	31	85	47	49.0	17	5	60	7	41	0
H	820B	63	114	244	156	469	186	6.1	1	9	23	2	15	470
I	817B	1	2	1	2	2	4	-	-	-	-	-	-	0
J	811D	8	28	117	113	296	130	1.7	0	12	28	1	19	0
K	805B	155	65	265	121	371	97	45.9	0	13	25	1	17	0
L	798D	23	16	132	86	221	66	13.2	10	3	53	17	31	0
LINE 20280		(FLIGHT 6)												
A	6456D	3	9	0	1	13	6	1.3	5	1	134	1029	0	0
B	6468H	0	5	2	8	9	23	0.3	0	1	55	476	1	4
C	6471B?	1	2	1	2	2	4	-	-	-	-	-	-	0
D	6508B	5	4	8	5	17	12	7.4	41	1	123	84	78	17
E	6540B?	1	2	1	2	2	4	-	-	-	-	-	-	0

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LINE 20280 (FLIGHT 6)													
F 6545D	1	2	1	2	2	4	-	-	-	-	-	-	0
G 6549D	1	2	1	2	2	4	-	-	-	-	-	-	40
H 6557D	11	5	34	17	55	13	15.3	11	5	47	6	29	0
I 6561B	12	5	35	17	55	13	17.9	11	7	34	4	20	0
J 6565D	20	2	68	24	92	16	49.0	11	7	53	4	38	0
K 6572D	14	12	71	24	94	16	8.2	8	12	37	1	27	240
L 6577B	61	17	141	32	162	20	57.9	0	14	36	1	27	0
M 6580B	65	17	141	32	162	20	64.9	0	20	26	1	20	0
N 6588B	27	34	84	50	145	36	6.7	0	6	42	5	26	0
LINE 20290 (FLIGHT 6)													
A 6311D	1	2	1	2	2	4	-	-	-	-	-	-	7
B 6305D	1	2	1	2	1	4	-	-	-	-	-	-	0
C 6295D	1	2	1	2	2	4	-	-	-	-	-	-	30
D 6248B?	1	2	0	2	2	4	-	-	-	-	-	-	0
E 6243B	5	4	7	5	18	5	1.0	0	1	94	93	71	17
F 6207B	45	24	67	49	131	14	21.9	0	5	36	7	20	30
G 6193D	32	15	158	70	230	52	23.8	20	10	37	1	27	0
H 6181B	546	166	479	447	1245	361	109.2	4	13	19	1	12	0
I 6171D	104	36	55	44	136	83	51.1	1	19	25	1	19	0
J 6160D	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20300 (FLIGHT 6)													
A 5950B?	1	2	1	2	2	4	-	-	-	-	-	-	0
B 5958B?	2	10	1	13	46	44	0.6	0	1	58	576	0	19
C 5994B?	0	2	1	2	2	4	-	-	-	-	-	-	0
D 5998H	2	3	5	6	17	17	1.7	45	1	102	181	52	20
E 6046B	20	8	30	17	11	8	24.0	0	4	37	12	16	0
F 6058B	32	24	72	6	20	37	12.9	0	6	39	5	23	0
G 6061D	37	23	16	6	21	37	16.5	0	8	26	3	13	0
H 6067B	1	2	1	2	2	1	-	-	-	-	-	-	0
I 6080B?	1	2	1	2	2	4	-	-	-	-	-	-	0
J 6091D	15	16	73	48	136	29	6.2	4	3	55	15	33	0
LINE 20310 (FLIGHT 6)													
A 5750D	2	10	1	9	37	7	0.6	5	1	138	1029	0	0
B 5742H	0	8	1	10	44	57	0.3	0	1	49	587	0	30
C 5722D	1	2	0	2	2	4	-	-	-	-	-	-	0
D 5701D	1	6	1	6	16	22	0.4	0	1	172	1029	0	0
E 5678B?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 5657D	47	28	68	48	123	29	19.9	0	4	32	9	14	0

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LINE 20310	(FLIGHT 6)													
G	5652D	2	5	68	26	121	18	1.4	8	6	52	6	35	0
H	5646D	31	8	51	37	102	35	51.3	12	6	34	5	20	0
I	5639D	84	19	11	93	309	122	91.7	2	10	25	2	15	0
J	5635D	60	60	87	123	309	154	11.0	3	9	22	2	13	330
K	5631B	117	96	127	154	369	185	17.7	7	9	26	2	17	0
L	5623D	59	32	178	93	330	113	23.0	9	13	26	1	19	0
M	5618D	35	32	167	93	328	113	10.2	10	5	37	6	23	0
N	5610D	54	33	77	72	182	83	19.8	9	4	37	9	20	210
O	5609B	54	33	77	72	182	83	19.8	6	6	30	5	17	0
LINE 20320	(FLIGHT 6)													
A	5403H	1	5	0	8	26	64	0.6	23	1	74	826	3	0
B	5406D	0	2	0	2	2	4	-	-	-	-	-	-	40
C	5440B?	2	5	1	4	12	9	1.7	19	1	190	1029	0	0
D	5492D	6	20	80	46	119	27	1.6	2	4	54	9	36	0
E	5495B	12	6	80	46	119	28	13.6	21	7	31	4	18	0
F	5498B	12	9	80	45	119	7	8.2	11	6	38	4	23	0
G	5507B	1	1	1	2	1	4	-	-	-	-	-	-	0
H	5516B	18	18	50	25	81	25	7.3	2	8	30	3	18	0
I	5520D	13	6	49	25	79	24	19.0	25	7	48	4	34	0
J	5527B	53	4	71	46	151	33	377.2	8	10	34	1	24	180
LINE 20330	(FLIGHT 6)													
A	5246B?	0	2	0	2	2	4	-	-	-	-	-	-	0
B	5236H	1	4	0	3	14	27	0.5	0	1	32	518	5	40
C	5198D	2	6	2	6	18	12	1.4	15	1	167	1029	0	0
D	5159B	82	48	124	89	239	73	23.7	0	6	28	4	15	6
E	5146B	76	36	106	69	184	49	31.1	0	7	25	3	13	0
F	5140B	151	21	214	237	654	320	220.9	9	7	21	3	11	200
G	5132B	288	162	404	256	720	323	38.1	4	10	25	1	17	260
H	5131B	288	162	404	256	720	323	38.1	0	17	21	1	15	0
I	5125D	22	20	144	40	161	62	9.3	14	18	34	1	28	0
J	5124D	22	20	144	40	161	62	9.3	13	18	28	1	22	0
K	5119D	15	18	110	40	151	61	5.7	12	6	48	5	33	70
L	5114B	4	0	66	29	86	61	49.0	75	3	69	17	45	0
LINE 20340	(FLIGHT 6)													
A	4992D	2	8	2	4	16	17	0.7	0	1	129	901	10	0
B	5038B	15	30	69	56	142	49	3.3	10	5	52	7	35	0
C	5053D	50	16	81	40	124	31	43.3	14	6	43	4	30	0
D	5055D	42	20	81	42	166	44	25.3	4	8	28	3	17	0

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LINE 20340 (FLIGHT 6)													
E 5059D	42	19	43	42	166	44	25.7	11	7	32	3	19	0
F 5066B	1	2	1	2	2	4	-	-	-	-	-	-	190
G 5070B	11	14	94	29	83	35	4.9	4	17	30	1	23	0
H 5074D	11	0	87	14	69	17	49.0	29	19	26	1	20	0
I 5078B	2	18	86	36	69	44	0.6	0	4	61	11	41	0
LINE 20350 (FLIGHT 6)													
A 4743D	12	14	17	14	35	18	5.3	27	1	123	95	79	0
B 4705E	19	40	68	26	50	61	3.6	3	2	85	54	51	0
C 4701B	21	41	75	26	51	61	3.9	0	4	34	8	18	16
D 4697B	3	12	75	15	59	88	1.3	9	4	57	8	39	0
E 4687B	141	43	243	185	521	210	68.3	2	7	25	3	15	0
F 4686B	15	58	243	166	518	505	2.0	0	8	23	2	13	0
G 4681B	147	144	169	191	552	549	15.5	9	5	22	6	11	0
H 4678B	147	121	169	191	615	549	19.0	7	7	24	3	14	410
I 4671B	106	8	250	81	465	125	524.8	7	10	29	2	19	0
J 4667B	106	58	347	129	465	107	28.4	1	24	19	1	14	0
K 4659D	38	9	168	19	184	33	66.9	9	13	39	1	30	0
L 4654D	17	13	62	19	70	40	10.0	15	4	49	8	32	0
M 4650B	3	13	5	17	44	40	0.9	0	4	43	12	23	0
LINE 20360 (FLIGHT 6)													
A 4520D	1	5	2	3	6	15	0.8	0	1	186	1029	0	0
B 4573D	41	10	82	33	75	60	61.2	2	4	29	8	13	18
C 4576D	30	12	82	33	75	23	29.0	9	5	42	5	26	0
D 4589D	37	14	54	29	71	17	32.6	4	5	39	7	22	0
E 4591D	32	8	54	29	71	11	52.8	7	6	33	4	19	0
F 4607B	51	9	130	15	124	17	106.9	0	28	22	1	18	0
G 4612D	19	2	27	15	67	19	135.6	10	6	46	5	30	14
LINE 20370 (FLIGHT 6)													
A 4197B?	1	2	0	2	2	4	-	-	-	-	-	-	0
B 4160B	1	2	1	2	2	4	-	-	-	-	-	-	0
C 4151D	104	67	78	48	99	71	22.7	0	4	33	9	17	13
D 4148D	39	18	78	48	99	14	25.7	11	6	39	4	25	0
E 4136D	131	124	33	179	521	459	15.4	9	3	30	18	13	0
F 4133D	131	124	73	179	521	459	15.4	3	4	28	10	14	80
G 4122B	174	214	307	320	909	514	12.7	2	8	22	2	13	450
H 4120B	172	89	311	345	984	546	35.5	8	7	22	3	12	430
I 4116D	41	89	250	280	792	393	4.5	0	9	30	2	20	0
J 4110D	124	23	249	69	308	34	134.7	0	18	22	1	15	0

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ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 20370 (FLIGHT 6)													
K 4108D	128	21	249	69	308	34	171.0	0	24	25	1	20	0
L 4104B	131	51	215	87	339	90	48.1	0	14	26	1	18	0
LINE 20380 (FLIGHT 6)													
A 4024B	73	74	102	122	302	148	11.8	0	4	32	9	16	20
B 4031D	5	15	7	11	30	31	1.9	0	5	53	6	36	0
C 4034D	17	15	6	18	54	31	8.4	12	4	66	10	45	0
D 4044B	16	11	40	28	71	38	11.0	16	3	46	20	23	160
E 4049B	19	11	40	28	71	29	15.3	0	6	33	4	18	0
F 4056D	22	13	42	28	56	19	14.8	3	7	45	4	31	400
G 4061B	19	12	73	28	90	19	12.6	0	14	21	1	13	0
H 4063B	19	6	73	24	88	5	33.5	0	15	22	1	14	0
LINE 20390 (FLIGHT 6)													
A 3720S?	0	2	0	2	2	4	-	-	-	-	-	-	0
B 3678D	43	38	97	73	68	132	11.4	0	3	44	21	21	0
C 3673B	111	89	144	90	234	134	17.7	3	6	29	4	18	70
D 3669D	48	20	135	65	170	5	30.8	4	6	32	4	18	0
E 3659D	45	42	27	51	133	97	10.9	3	3	35	18	15	310
F 3654B	36	12	189	114	314	97	41.5	13	5	34	6	19	0
G 3650B	83	7	246	133	393	118	356.9	7	10	21	1	12	120
H 3646B	84	7	246	133	393	118	363.2	6	10	22	1	13	0
I 3642D	29	12	25	104	311	92	26.4	11	9	38	2	26	40
J 3633B	49	33	93	61	163	43	17.0	0	9	24	2	14	0
K 3627D	1	2	1	2	2	2	-	-	-	-	-	-	0
LINE 20400 (FLIGHT 6)													
A 3548D	124	74	179	153	416	187	26.7	0	3	50	23	26	0
B 3551B	124	74	179	153	416	186	26.7	2	6	29	4	17	30
C 3554D	56	36	179	153	416	156	18.4	0	6	36	5	21	0
D 3568D	20	7	46	32	81	25	27.1	12	3	50	15	28	240
E 3572B	27	17	90	39	115	12	15.0	3	6	31	5	16	210
F 3578B	9	17	55	33	81	8	3.2	0	10	23	2	13	0
G 3585D	12	2	29	13	43	8	49.0	16	9	33	2	20	0
H 3591B	32	8	48	11	51	10	59.0	2	9	38	2	26	20
LINE 20410 (FLIGHT 6)													
A 3316B?	1	7	1	5	12	12	0.4	0	1	153	1029	0	12
B 3185D	45	11	21	35	87	54	62.0	5	3	38	14	18	0
C 3182D	55	51	94	74	55	54	12.0	1	4	31	10	15	15
D 3180D	7	46	94	74	55	48	0.9	0	6	21	4	8	0

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ANOMALY/ FID/INTERP		COAXIAL 1190 HZ REAL PPM	COAXIAL 1190 HZ QUAD PPM	COPLANAR 895 HZ REAL PPM	COPLANAR 895 HZ QUAD PPM	COPLANAR 7233 HZ REAL PPM	COPLANAR 7233 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 20410	(FLIGHT 6)													
E	3177B	72	46	94	74	159	48	20.4	0	6	25	4	12	0
F	3165D	79	60	104	89	230	77	16.9	0	4	31	11	14	0
G	3162D	1	2	1	2	2	4	-	-	-	-	-	-	180
H	3156D	45	26	67	54	142	56	20.4	5	6	29	4	16	0
I	3152D	17	18	67	54	142	52	7.1	9	8	34	3	22	0
J	3144D	18	9	36	16	54	15	18.8	16	7	32	3	19	0
K	3140B	23	31	114	56	173	34	5.8	0	8	32	2	20	0
L	3136B	57	31	114	56	173	34	23.3	0	9	27	2	16	0
LINE 20420	(FLIGHT 6)													
A	3058D	36	30	56	57	129	117	11.5	0	3	45	14	24	0
B	3059D	1	2	1	2	2	4	-	-	-	-	-	-	8
C	3062B	34	46	63	57	129	117	6.6	0	5	27	6	12	7
D	3071B	1	2	1	2	2	4	-	-	-	-	-	-	170
E	3079D	14	10	16	14	33	9	9.6	8	4	44	10	25	270
F	3084B	2	7	19	9	9	6	1.4	0	7	32	4	17	0
G	3087B	20	7	19	9	9	13	33.0	0	8	32	3	18	0
H	3090B	20	7	32	11	48	4	31.9	0	8	32	3	18	0
LINE 20430	(FLIGHT 6)													
A	2704S?	1	3	0	1	2	12	1.0	42	1	213	1029	0	0
B	2622D	33	10	54	50	131	65	42.4	7	3	65	24	39	40
C	2619B	26	36	54	50	131	65	5.9	0	3	34	12	15	0
D	2614B	26	29	59	67	167	63	7.4	0	4	25	7	10	0
E	2609D	12	9	11	13	42	52	9.3	20	4	56	10	36	0
F	2604D	16	15	26	23	57	52	7.7	14	3	57	14	35	0
G	2597D	9	7	13	14	39	27	7.7	26	3	65	15	42	90
H	2595B	9	6	13	14	39	27	9.4	23	4	52	12	32	0
I	2586D	14	5	60	33	92	17	22.7	14	4	57	9	37	30
J	2581B	50	24	74	42	122	29	26.8	2	7	37	4	24	0
LINE 20440	(FLIGHT 6)													
A	2404S?	0	2	0	0	0	4	-	-	-	-	-	-	14
B	2462B?	1	2	1	1	2	4	-	-	-	-	-	-	0
C	2507D	12	29	50	49	126	48	2.8	0	3	50	15	28	60
D	2509B	12	29	50	49	126	48	2.8	0	4	33	11	14	60
E	2514B	11	17	26	5	14	7	3.7	6	4	41	9	24	0
F	2516D	12	17	26	5	14	7	4.6	0	4	50	8	31	0
G	2520B	1	2	1	2	2	4	-	-	-	-	-	-	130
H	2528B	1	2	1	2	2	4	-	-	-	-	-	-	130
I	2537B	20	5	31	11	36	4	54.2	0	7	45	4	29	0

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LINE 20450	(FLIGHT	6)											
A 2208B?	0	2	0	0	2	4	-	-	-	-	-	-	0
B 2118D	50	48	87	89	229	103	11.1	0	2	46	27	21	140
C 2115D	31	48	87	88	229	103	5.7	0	4	30	8	14	0
D 2112D	31	27	87	34	85	29	10.7	0	4	35	11	17	0
E 2109B	23	27	23	34	85	29	7.0	3	3	43	13	24	0
F 2099B	16	7	10	9	10	4	18.5	12	4	53	11	32	0
G 2086D	8	6	35	32	86	36	8.5	25	3	92	18	65	0
H 2079B	50	37	56	58	152	75	15.1	0	4	36	9	19	0
I 2076B	50	37	56	58	152	75	15.1	13	4	69	9	51	0
LINE 20460	(FLIGHT	6)											
A 2002D	44	39	77	70	186	78	11.5	0	4	35	9	18	130
B 2004B	16	34	77	70	186	54	3.4	0	4	32	8	16	110
C 2007B	1	2	1	2	2	4	-	-	-	-	-	-	0
D 2016B	17	14	25	23	61	28	9.3	9	4	59	12	38	140
E 2033B	12	14	25	16	37	26	5.9	7	4	59	10	39	120
F 2037B	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20470	(FLIGHT	6)											
A 1659S?	0	1	0	1	1	4	-	-	-	-	-	-	0
B 1651S?	0	2	0	1	1	4	-	-	-	-	-	-	0
C 1603D	45	29	57	46	136	67	17.2	0	3	44	15	24	0
D 1597D	7	13	57	45	30	42	2.9	0	4	50	13	29	0
E 1586B	10	6	10	10	25	16	10.5	25	4	70	13	48	100
F 1581D	1	2	1	2	2	4	-	-	-	-	-	-	0
G 1578D	4	1	1	6	13	12	40.6	68	5	90	7	71	0
H 1568B	9	6	24	15	48	26	8.9	32	4	87	9	66	0
I 1563B	17	9	26	16	48	26	16.1	16	5	57	7	39	0
J 1558B	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20480	(FLIGHT	6)											
A 1339S?	1	2	0	1	2	4	-	-	-	-	-	-	0
B 1381S?	0	2	0	1	0	4	-	-	-	-	-	-	0
C 1470D	30	24	64	45	131	51	11.7	0	4	54	13	33	0
D 1474D	21	22	64	45	131	51	7.5	0	5	38	8	20	50
E 1485B	1	2	1	2	2	4	-	-	-	-	-	-	100
F 1498B	4	3	8	6	15	7	5.1	33	4	93	12	69	70
G 1502B	3	3	8	6	15	26	3.6	9	4	56	11	33	0
LINE 20490	(FLIGHT	6)											
A 947B	26	24	34	30	78	54	9.2	14	4	59	10	40	70

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LINE 20490	(FLIGHT 6)													
B	944B	1	2	1	2	2	4	-	-	-	-	-	-	0
C	936B	1	2	1	2	2	4	-	-	-	-	-	-	0
D	930B	17	10	10	7	29	14	13.7	8	4	64	11	43	0
E	925B	16	10	15	7	29	14	13.3	5	3	72	20	45	0
LINE 20491	(FLIGHT 6)													
A	1148S?	0	1	0	2	0	4	-	-	-	-	-	-	0
B	1091D	37	14	53	36	1	42	31.7	6	3	69	21	44	0
C	1089B	1	2	1	2	2	4	-	-	-	-	-	-	60
D	1086B	9	23	57	33	98	28	2.3	0	6	46	4	31	0
E	1084D	9	23	57	33	98	28	2.3	0	4	46	10	27	0
F	1072B	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20500	(FLIGHT 6)													
A	730S?	0	3	0	1	0	8	0.3	0	1	198	1029	0	0
B	818D	20	7	45	22	73	22	31.6	6	3	78	16	52	0
C	823B	13	7	45	22	73	21	15.1	0	4	54	13	31	60
D	831B?	1	2	1	2	2	4	-	-	-	-	-	-	60
E	834B	1	2	1	2	2	4	-	-	-	-	-	-	60
F	841B	5	1	4	2	22	4	31.9	44	6	85	6	66	90
G	845B?	10	6	5	8	22	4	12.0	23	4	77	10	55	90
H	848B	9	7	5	7	7	4	8.2	20	3	79	17	54	0
LINE 20510	(FLIGHT 6)													
A	468S?	0	1	0	1	0	4	-	-	-	-	-	-	10
B	399D	84	45	103	62	183	80	26.5	9	5	61	7	44	0
C	396D	5	1	102	62	183	80	49.0	70	7	58	4	44	80
D	391B	9	20	60	47	126	75	2.7	7	5	47	6	31	0
E	388D	9	20	60	48	126	76	2.7	3	3	41	15	21	0
F	378D	5	3	21	15	39	15	9.2	39	3	82	23	54	7
G	374B	13	8	21	15	39	15	12.0	0	5	45	7	26	0
H	360B	17	8	20	10	27	14	19.2	20	4	79	9	58	60
I	357B	9	6	20	10	28	14	8.7	18	3	78	23	50	0
LINE 20520	(FLIGHT 6)													
A	188S?	0	2	0	1	0	4	-	-	-	-	-	-	0
B	214S?	1	2	0	0	0	4	-	-	-	-	-	-	0
C	273D	18	9	32	18	56	18	16.8	13	3	95	20	67	0
D	277B	1	2	1	2	2	4	-	-	-	-	-	-	50
E	291B	15	7	20	5	21	9	18.4	24	6	79	6	61	0
F	300B	1	2	1	2	2	4	-	-	-	-	-	-	70

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		COAXIAL 1190 HZ		COPLANAR 895 HZ		COPLANAR 7233 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	6)											
A	2019S?	1	2	0	2	0	4	-	-	-	-	-	-	0
B	1952D	19	9	22	15	32	9	18.9	12	3	75	16	51	0
C	1944D	3	4	9	7	15	10	3.0	34	3	58	14	36	0
D	1940D	1	2	1	2	2	4	-	-	-	-	-	-	0
E	1936B	1	2	1	2	2	4	-	-	-	-	-	-	0
F	1925B	15	5	7	9	26	24	28.0	17	2	53	24	27	0
G	1920B	15	11	15	14	34	4	10.5	10	5	56	8	37	0
H	1907B	17	9	23	10	35	11	16.0	21	4	80	9	59	70
LINE 20540		(FLIGHT	6)											
A	1725S?	0	2	0	1	0	4	-	-	-	-	-	-	0
B	1815B	1	2	1	2	2	4	-	-	-	-	-	-	0
C	1819B	9	6	20	17	9	7	9.7	11	3	54	19	29	50
D	1830B	1	2	1	2	2	4	-	-	-	-	-	-	0
E	1835B	14	12	10	17	35	17	7.6	5	5	60	7	41	0
F	1847B	15	6	19	8	25	12	20.4	24	5	76	7	57	70
LINE 20550		(FLIGHT	6)											
A	1472S?	1	2	1	1	0	4	-	-	-	-	-	-	0
B	1407D	16	14	15	18	42	7	8.5	12	2	85	35	53	50
C	1403B	9	4	15	18	42	7	15.6	28	2	54	27	28	50
D	1392D	18	14	29	22	48	20	10.6	0	2	39	26	14	0
E	1387B	1	2	1	2	2	4	-	-	-	-	-	-	0
F	1377B	21	11	31	15	17	11	18.2	20	6	71	6	53	50
G	1373B	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20560		(FLIGHT	6)											
A	1206S?	1	2	1	1	2	4	-	-	-	-	-	-	0
B	1303B	6	17	34	27	60	28	1.7	0	3	41	18	18	0
C	1307D	9	14	22	27	23	12	3.5	0	4	41	8	23	0
D	1320B	9	2	17	6	19	5	35.5	11	4	52	11	30	0
E	1327D	4	10	1	4	14	12	1.9	5	1	79	109	37	0
LINE 20570		(FLIGHT	2)											
A	2599B	2	1	0	0	1	1	12.5	90	1	196	1029	0	0
B	2570D	12	18	7	16	50	46	4.0	2	1	45	172	5	0
C	2561B	17	11	18	18	36	21	11.5	13	2	43	26	19	16
D	2554B	8	6	7	11	20	14	7.1	10	5	49	7	30	0
LINE 20580		(FLIGHT	2)											
A	2446D	11	19	3	19	69	63	3.5	5	1	44	153	6	0

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ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 20580	(FLIGHT	2)											
B 2453B	1	2	1	2	2	4	-	-	-	-	-	-	0
C 2459D	8	29	31	41	97	43	1.6	0	2	28	23	6	20
D 2460B	6	29	31	41	97	43	1.3	0	2	30	22	8	0
E 2464B	1	2	1	2	2	4	-	-	-	-	-	-	0
F 2468D	19	7	34	28	74	28	24.2	20	4	71	11	50	120
G 2483B	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20590	(FLIGHT	2)											
A 2061B	9	18	4	16	29	27	2.8	8	1	44	179	6	0
B 2055B	4	4	3	15	29	27	5.7	42	1	39	176	1	0
C 2045B	9	15	13	19	51	34	3.4	0	2	26	42	0	40
D 2035B	19	9	7	14	10	11	17.8	0	3	59	21	33	90
LINE 20600	(FLIGHT	2)											
A 1875B?	1	2	0	2	2	4	-	-	-	-	-	-	14
B 1908B?	1	2	1	2	2	4	-	-	-	-	-	-	0
C 1942B	7	19	3	19	67	68	2.0	0	1	34	190	0	0
D 1949B	5	17	4	20	63	69	1.4	0	1	30	123	0	0
E 1963B	10	8	16	12	21	12	8.1	5	3	57	22	31	90
F 1967B	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20610	(FLIGHT	2)											
A 1652S?	1	2	1	2	2	4	-	-	-	-	-	-	0
B 1632B	3	2	6	2	11	5	7.5	56	2	193	52	148	0
C 1596B	1	2	1	2	2	4	-	-	-	-	-	-	0
D 1588B	1	2	1	2	2	4	-	-	-	-	-	-	0
E 1577B	12	8	11	9	21	9	11.4	2	2	68	51	33	0
LINE 20620	(FLIGHT	2)											
A 1406B?	1	2	0	1	2	4	-	-	-	-	-	-	0
B 1436D	1	2	1	2	2	4	-	-	-	-	-	-	30
C 1439D	3	4	9	7	19	14	3.6	47	2	136	29	102	0
D 1467B	1	2	1	2	2	3	-	-	-	-	-	-	0
E 1475D	5	10	2	8	3	18	2.5	10	1	44	240	1	0
F 1481B	4	6	4	13	18	12	2.5	11	1	32	142	0	0
G 1492B	10	9	9	10	12	6	6.9	2	2	62	51	28	70
LINE 20630	(FLIGHT	2)											
A 1200B	1	2	13	4	20	16	1.3	32	6	112	6	92	0
B 1143D	11	17	6	10	32	46	4.1	9	1	62	118	23	0
C 1134D	6	12	5	9	26	22	2.5	15	1	52	220	10	0

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ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 20630	(FLIGHT		2)										
D 1110B	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20641	(FLIGHT		2)										
A 794D	6	8	4	4	12	17	4.0	20	1	121	354	44	0
B 853D	17	20	14	22	55	38	6.3	11	1	57	65	25	8
C 861B	4	7	0	9	21	11	2.1	10	1	49	351	0	0
D 878B	1	2	1	2	2	4	-	-	-	-	-	-	30
LINE 20650	(FLIGHT		2)										
A 4178D	15	20	7	11	21	13	5.2	10	1	117	131	68	0
B 4233B	1	2	1	2	2	4	-	-	-	-	-	-	20
C 4247B?	1	13	3	16	61	56	0.4	0	1	30	221	0	0
LINE 20660	(FLIGHT		2)										
A 3942D	14	14	8	9	21	20	6.6	13	1	89	122	45	0
B 3888D	11	14	9	18	31	9	4.6	13	1	64	85	28	0
C 3882D	9	18	9	17	31	31	3.1	5	1	43	251	1	200
LINE 20670	(FLIGHT		2)										
A 3691D	14	12	9	7	17	12	8.3	15	1	125	173	70	0
B 3742D	10	13	9	19	36	9	4.6	12	1	71	77	34	0
C 3748D	9	11	9	18	36	15	4.5	6	1	49	180	6	110
D 3777B?	1	2	0	2	2	4	-	-	-	-	-	-	6
LINE 20680	(FLIGHT		2)										
A 3476D	19	6	14	3	14	10	32.5	12	3	127	19	96	0
B 3426D	14	20	11	23	64	55	4.8	8	1	53	93	18	0
C 3419D	10	13	11	15	1	20	4.4	15	1	50	231	8	0
D 3410S?	2	10	1	10	4	62	0.9	7	1	46	621	0	90
LINE 20691	(FLIGHT		7)										
A 1422D	37	8	21	7	27	16	66.8	11	5	104	7	83	60
B 1359D	11	14	8	12	5	38	4.8	9	1	60	94	23	0
C 1351D	7	12	9	13	37	20	3.3	27	1	67	202	24	0
LINE 20701	(FLIGHT		7)										
A 1150B?	1	2	1	2	2	4	-	-	-	-	-	-	0
B 1158D	7	4	11	0	1	13	11.3	41	2	152	31	116	80
C 1193B	3	3	9	8	28	26	4.6	62	1	144	80	100	40
D 1216D	7	8	5	10	26	20	4.7	26	1	81	82	43	0
E 1225D	6	4	5	5	15	16	7.3	37	1	68	256	19	0

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	COAXIAL 1190 HZ		COPLANAR 895 HZ		COPLANAR 7233 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 20701	(FLIGHT	7)											
F 1232S?	0	2	1	2	2	4	-	-	-	-	-	-	70
LINE 20710	(FLIGHT	2)											
A 2533B?	1	2	0	1	2	4	-	-	-	-	-	-	0
B 2626B	1	2	1	2	2	4	-	-	-	-	-	-	0
C 2633B	1	2	1	2	2	4	-	-	-	-	-	-	80
D 2636B	1	2	1	2	2	4	-	-	-	-	-	-	0
E 2661B?	1	2	1	2	2	4	-	-	-	-	-	-	40
F 2679D	10	9	8	13	34	30	7.0	11	1	64	65	28	0
G 2685D	7	9	2	12	31	2	4.2	11	1	61	271	11	0
LINE 20720	(FLIGHT	2)											
A 2368D	10	2	9	2	4	11	41.7	35	1	139	104	89	50
B 2339H	1	2	1	2	2	4	-	-	-	-	-	-	0
C 2321D	22	24	18	30	88	80	7.3	11	2	53	45	25	0
D 2309D	8	5	6	9	29	10	10.7	42	1	39	308	0	0
LINE 20730	(FLIGHT	2)											
A 2046B?	0	2	0	2	2	4	-	-	-	-	-	-	60
B 2100B	0	6	0	12	43	75	0.3	0	1	28	740	0	220
C 2123B?	1	2	1	2	1	4	-	-	-	-	-	-	0
D 2130D	14	7	16	10	36	18	16.3	36	2	101	33	70	0
E 2161H	3	3	3	4	15	24	3.0	51	1	139	341	60	0
F 2178D	12	12	10	19	53	35	6.5	7	2	57	52	25	0
G 2185D	6	10	7	19	56	48	3.1	13	1	33	231	0	0
H 2192B?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20740	(FLIGHT	2)											
A 1942D	1	2	1	2	2	4	-	-	-	-	-	-	40
B 1924E	5	41	9	78	309	13	0.8	0	1	34	718	0	170
C 1920D	5	41	11	94	391	366	0.8	0	1	0	241	0	0
D 1918B	5	49	11	94	391	366	0.6	0	1	0	164	0	250
E 1916B	5	49	11	94	394	366	0.6	0	1	0	357	0	250
F 1888D	21	10	26	15	52	28	19.8	20	3	82	18	57	17
G 1860B?	1	6	0	5	14	22	0.8	9	1	125	1029	0	0
H 1845D	20	19	17	19	26	99	8.1	9	2	53	39	26	0
I 1840D	5	19	17	20	26	41	1.5	1	1	39	125	6	70
J 1835B	1	2	1	2	2	4	-	-	-	-	-	-	80
LINE 20750	(FLIGHT	2)											
A 1592B?	0	2	0	2	0	4	-	-	-	-	-	-	90

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ANOMALY/ FID/INTERP		COAXIAL 1190 HZ REAL PPM	QUAD PPM	COPLANAR 895 HZ REAL PPM	QUAD PPM	COPLANAR 7233 HZ REAL PPM	QUAD PPM	VERTICAL DIKE COND SIEMEN	DEPTH* M	HORIZONTAL SHEET COND SIEMEN	DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	DEPTH M	MAG CORR NT
LINE 20750	(FLIGHT 2)													
B	1604B?	1	2	0	2	2	4	-	-	-	-	-	-	13
C	1621D	6	12	4	10	26	14	2.4	20	1	70	832	0	50
D	1635D	4	27	8	55	212	201	0.8	0	1	0	403	0	320
E	1637B	5	29	9	55	212	201	1.0	0	1	0	199	0	310
F	1641D	4	21	9	55	206	137	1.1	0	1	0	484	0	240
G	1660D	1	2	1	2	2	3	-	-	-	-	-	-	0
H	1672D	38	12	61	18	78	17	42.1	13	12	61	1	51	50
I	1700B?	1	2	0	2	2	4	-	-	-	-	-	-	0
J	1714D	13	12	16	30	49	67	7.9	10	2	54	41	25	0
K	1720D	1	2	1	2	2	4	-	-	-	-	-	-	70
L	1725B?	1	2	1	2	2	4	-	-	-	-	-	-	50
LINE 20760	(FLIGHT 2)													
A	1516B	1	2	1	2	2	4	-	-	-	-	-	-	0
B	1478D	8	11	11	77	297	233	4.1	21	1	0	422	0	410
C	1476B	1	2	1	2	2	4	-	-	-	-	-	-	0
D	1471D	8	40	14	91	343	215	1.3	0	1	3	365	0	290
E	1438D	13	5	21	6	27	2	23.7	31	5	121	9	98	15
F	1411D	5	9	8	16	48	34	2.3	9	1	67	710	0	0
G	1407B	1	2	1	2	2	4	-	-	-	-	-	-	70
H	1393D	24	25	27	59	175	147	7.8	11	2	49	26	25	7
I	1389D	12	22	27	59	174	152	3.4	9	1	28	60	2	0
J	1386D	5	22	17	33	107	152	1.3	0	1	33	128	2	40
K	1378B	12	29	8	32	82	65	2.7	6	1	25	112	0	60
LINE 20770	(FLIGHT 2)													
A	1085D	4	7	1	2	4	6	2.6	16	1	78	249	26	0
B	1121D	5	7	4	7	13	21	3.5	40	1	71	334	23	70
C	1155B	3	24	7	65	267	199	0.6	0	1	0	406	0	570
D	1158B	4	26	7	65	267	199	0.9	0	1	0	392	0	0
E	1181B?	1	2	0	1	2	4	-	-	-	-	-	-	50
F	1197B?	1	1	1	1	2	0	-	-	-	-	-	-	4
G	1226D	8	11	26	32	52	36	4.1	14	1	73	283	21	40
H	1231B	10	11	29	37	60	30	5.3	13	2	43	26	19	0
I	1233D	10	11	29	37	60	30	5.3	13	2	44	50	15	0
J	1242D	14	10	15	11	38	28	9.4	16	2	54	46	24	0
K	1244B	1	2	1	2	2	4	-	-	-	-	-	-	0
L	1251B	10	20	9	30	90	36	2.9	0	1	25	136	0	50

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ANOMALY/ FID/INTERP		COAXIAL 1190 HZ REAL PPM	COAXIAL 1190 HZ QUAD PPM	COPLANAR 895 HZ REAL PPM	COPLANAR 895 HZ QUAD PPM	COPLANAR 7233 HZ REAL PPM	COPLANAR 7233 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 30010	(FLIGHT 2)													
A	3268D	1	2	1	2	2	4	-	-	-	-	-	-	0
B	3233B	0	2	0	2	2	4	-	-	-	-	-	-	580
C	3230B	0	9	0	14	45	95	0.3	0	1	44	755	0	0
D	3215D	5	6	4	3	14	7	3.9	15	1	86	433	12	50
E	3204B	1	2	1	2	2	0	-	-	-	-	-	-	0
F	3175D	20	23	50	45	106	26	6.6	14	3	69	14	48	0
G	3172D	21	22	50	45	105	26	7.3	2	2	41	43	14	0
H	3161D	9	8	4	13	48	69	6.3	26	1	49	148	11	0
I	3156D	8	12	3	13	48	72	3.8	22	1	38	138	5	0
J	3147D	15	26	13	34	93	56	3.9	7	1	33	106	3	80
K	3142B	1	2	1	2	2	4	-	-	-	-	-	-	0
L	3117S	0	2	0	3	9	16	0.5	0	1	24	899	0	0
LINE 30020	(FLIGHT 2)													
A	3322B	1	2	1	1	2	4	-	-	-	-	-	-	0
B	3337S?	1	2	0	2	2	4	-	-	-	-	-	-	60
C	3380D	20	12	18	11	29	28	14.3	15	1	75	156	30	80
D	3422D	8	10	10	24	64	18	3.9	15	1	57	293	9	0
E	3426D	11	16	10	24	63	18	4.0	7	1	43	155	5	0
F	3434B	4	6	0	5	14	39	3.0	34	1	49	269	6	0
G	3444B	11	15	14	31	76	39	4.8	5	1	34	73	3	70
H	3448B	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 30030	(FLIGHT 2)													
A	3599D	0	2	1	2	2	4	-	-	-	-	-	-	18
B	3590D	35	17	36	22	61	38	23.5	5	2	59	37	30	40
C	3547B	6	5	2	11	31	52	5.3	37	1	59	815	0	0
D	3531B	1	2	1	2	2	4	-	-	-	-	-	-	0
E	3523D	9	14	8	20	60	33	3.6	0	1	24	234	0	0
LINE 30040	(FLIGHT 2)													
A	3707D	3	4	0	3	9	11	2.9	39	1	131	1029	0	0
B	3725S?	0	2	0	1	2	4	-	-	-	-	-	-	0
C	3734D	2	11	3	10	40	30	0.6	0	1	62	728	0	5
D	3738D	5	11	28	22	44	55	1.9	9	1	57	247	12	0
E	3742D	69	32	77	54	140	59	30.3	5	3	47	14	27	80
F	3788B	1	2	1	2	2	4	-	-	-	-	-	-	0
G	3803D	7	16	8	19	52	38	2.3	0	1	37	126	2	0
H	3808D	1	2	1	2	2	4	-	-	-	-	-	-	0
I	3826L	4	5	0	17	4	1	3.0	0	1	2	755	0	0
LINE 30050	(FLIGHT 2)													
A	4005S?	1	2	0	1	2	4	-	-	-	-	-	-	0

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LINE 30050	(FLIGHT	2)											
B 3983D	1	8	0	7	24	19	0.5	0	1	105	963	0	0
C 3974D	58	20	72	42	110	37	42.9	3	3	48	17	26	80
D 3921D	6	18	2	13	24	36	1.8	16	1	44	348	6	0
E 3916B?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 3906B	4	4	6	12	34	7	3.9	38	1	43	134	7	0
G 3897B	8	10	6	7	37	22	4.4	17	1	46	166	6	30
H 3882L	3	5	3	18	2	10	2.7	0	1	39	980	0	0
LINE 30060	(FLIGHT	2)											
A 4156S	0	3	1	5	18	21	0.9	0	1	37	355	10	0
B 4175D	42	19	59	37	68	40	26.2	14	2	58	33	32	70
C 4178B	42	18	60	37	68	40	28.6	22	7	73	3	59	0
D 4225B?	1	2	1	2	2	4	-	-	-	-	-	-	30
E 4247B	6	9	14	15	47	8	3.3	8	2	53	45	22	50
LINE 30070	(FLIGHT	2)											
A 4412S	0	5	3	7	32	33	0.3	0	1	50	237	9	0
B 4405D	2	6	3	3	16	34	1.4	12	1	43	481	0	0
C 4401B?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 4396D	22	20	27	34	81	42	9.3	27	2	70	37	43	0
E 4351S?	0	2	1	2	2	4	-	-	-	-	-	-	0
F 4344D	4	14	4	11	32	18	1.4	11	1	50	397	7	0
G 4331S?	1	3	1	4	19	23	1.4	29	1	164	1029	0	0
H 4321B	3	8	4	6	24	18	1.4	0	1	97	473	14	0
LINE 30080	(FLIGHT	3)											
A 303D	1	2	0	2	2	4	-	-	-	-	-	-	0
B 334B?	1	2	1	2	2	4	-	-	-	-	-	-	0
C 340S?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 346D	8	11	5	10	12	30	4.2	15	1	64	209	18	60
E 356B?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 395D	0	10	1	9	24	66	0.3	1	1	74	848	0	40
G 415B?	1	8	3	22	18	14	0.7	0	1	82	243	27	0
H 420L	4	8	14	20	11	5	2.0	0	2	165	16	155	0
I 428S?	0	2	1	2	2	4	-	-	-	-	-	-	5
LINE 30090	(FLIGHT	3)											
A 618D	5	6	6	6	17	3	3.7	19	1	165	598	39	0
B 605H	1	2	1	2	2	1	-	-	-	-	-	-	0
C 594D	12	19	14	28	50	71	4.2	10	2	54	47	25	0
D 591D	12	12	15	28	50	71	6.6	20	1	41	66	12	0

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LINE 30090		(FLIGHT		3)										
E	586D	7	12	6	5	13	56	3.1	17	1	65	131	25	0
F	577B?	2	3	0	6	14	18	3.6	58	1	139	461	45	0
G	538D	16	26	58	77	189	6	4.4	11	2	57	37	30	0
H	534B	25	32	58	76	190	31	6.2	8	3	36	19	16	0
I	512L	2	6	7	17	7	9	1.1	0	3	156	9	145	0
J	484B	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 30100		(FLIGHT		3)										
A	721D	5	8	0	3	14	14	3.0	44	1	173	1029	0	0
B	726B?	2	4	1	3	14	14	2.2	55	1	129	707	31	0
C	735H	1	2	1	2	2	4	-	-	-	-	-	-	0
D	743D	6	15	6	32	56	55	2.1	9	1	58	60	26	0
E	746D	16	23	32	32	56	55	4.6	0	2	40	32	14	0
F	748B	1	2	1	2	2	4	-	-	-	-	-	-	18
G	761D	1	4	1	2	7	7	1.1	25	1	205	1029	0	0
H	789B	1	2	1	2	2	4	-	-	-	-	-	-	0
I	792D	18	17	31	30	75	23	7.8	10	3	55	22	31	0
J	800B?	0	3	1	28	7	5	0.3	0	1	146	1029	0	0
K	815H	5	6	4	6	26	22	3.7	17	1	66	230	16	11
LINE 30110		(FLIGHT		3)										
A	990S?	0	2	0	2	2	4	-	-	-	-	-	-	17
B	981B?	1	2	1	2	2	4	-	-	-	-	-	-	0
C	974D	1	2	1	2	2	4	-	-	-	-	-	-	14
D	956D	1	5	0	3	12	13	0.4	5	1	212	1029	0	0
E	920B?	1	2	1	2	2	4	-	-	-	-	-	-	0
F	916D	6	7	15	23	41	12	3.8	30	1	81	104	41	30
G	909L	3	1	13	9	4	2	8.6	39	19	90	1	84	0
H	903S?	0	2	2	10	6	17	0.3	0	1	128	406	43	9
I	871B	13	14	26	43	119	73	6.2	0	1	39	88	3	0
LINE 30120		(FLIGHT		3)										
A	1129D	3	6	5	4	13	27	1.6	19	1	100	255	44	0
B	1148D	0	2	0	2	2	4	-	-	-	-	-	-	0
C	1176S	0	2	0	2	2	4	-	-	-	-	-	-	40
D	1184L	0	5	5	32	18	6	0.3	0	1	2	451	0	0
E	1194E	1	2	1	2	2	4	-	-	-	-	-	-	0
F	1199B	32	30	36	43	108	62	9.9	16	3	59	21	36	160
G	1217B	1	2	0	2	2	4	-	-	-	-	-	-	0
H	1246D	31	33	47	46	124	54	8.2	8	3	40	17	20	0
I	1254D	8	11	53	37	89	16	4.3	15	4	44	10	25	12

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ANOMALY/ FID/INTERP	COAXIAL 1190 HZ REAL PPM	COAXIAL 1190 HZ QUAD PPM	COPLANAR 895 HZ REAL PPM	COPLANAR 895 HZ QUAD PPM	COPLANAR 7233 HZ REAL PPM	COPLANAR 7233 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 30130	(FLIGHT	3)											
A 1392D	15	12	22	18	39	22	9.9	22	2	85	49	51	0
B 1368S?	1	2	0	2	0	4	-	-	-	-	-	-	0
C 1345S?	0	9	1	21	11	58	0.3	0	1	75	855	0	0
D 1321B	1	2	1	2	2	4	-	-	-	-	-	-	0
E 1315B	29	26	26	32	86	58	10.1	6	3	53	22	29	0
F 1289D	41	18	62	33	91	16	27.1	0	4	42	9	23	0
G 1282D	5	14	61	19	42	29	1.8	0	5	51	7	34	30
H 1278B	5	14	28	19	42	11	1.8	1	3	43	13	23	0
LINE 30140	(FLIGHT	3)											
A 1580D	25	18	31	31	85	44	12.4	10	3	55	21	31	0
B 1584D	1	2	1	2	2	4	-	-	-	-	-	-	0
C 1609D	1	6	0	3	6	12	0.7	15	1	209	1029	0	30
D 1652B	11	7	9	7	9	31	11.8	17	3	73	23	45	200
E 1665D	17	26	10	26	83	49	4.8	10	1	47	102	14	100
F 1671D	23	36	28	42	67	54	5.1	14	2	51	44	25	0
G 1682D	27	21	65	69	171	89	11.1	24	2	41	25	20	0
H 1694D	112	86	145	160	427	232	18.7	8	5	29	5	16	0
I 1703D	2	4	71	76	208	104	1.7	40	6	44	4	30	0
J 1715D	9	5	58	37	105	32	12.2	45	8	38	3	27	90
K 1720D	26	10	58	37	105	32	28.3	29	8	42	2	30	0
L 1726D	4	9	62	41	32	38	2.2	30	5	45	5	31	0
M 1730D	22	9	41	3	99	38	25.4	24	5	50	7	33	0
LINE 30150	(FLIGHT	3)											
A 1924S?	1	2	0	2	2	4	-	-	-	-	-	-	0
B 1890D	24	12	34	17	50	4	19.4	13	3	86	20	59	0
C 1872S?	0	2	0	2	1	4	-	-	-	-	-	-	0
D 1854S?	0	2	1	2	2	4	-	-	-	-	-	-	30
E 1850D	1	2	1	2	2	4	-	-	-	-	-	-	0
F 1810B	9	14	12	7	16	25	3.6	21	3	71	17	48	0
G 1804D	15	17	12	18	51	45	6.1	10	2	48	42	20	0
H 1800D	3	9	12	18	51	43	1.6	12	2	57	40	29	0
I 1792D	24	15	13	6	23	44	15.3	10	3	60	16	37	0
J 1789D	50	9	51	24	63	17	97.1	7	3	65	15	43	0
K 1783D	12	2	49	24	63	26	75.8	17	8	29	3	16	40
L 1780D	38	9	49	20	55	19	59.6	0	10	41	2	29	0
M 1772D	12	8	39	10	34	18	10.0	15	4	64	10	43	0
N 1769B	9	8	15	11	34	18	6.3	18	3	66	15	43	0
LINE 30160	(FLIGHT	3)											
A 2029D	7	17	7	22	51	56	2.1	18	1	53	388	10	0

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ANOMALY/	FID/INTERP	COAXIAL 1190 HZ REAL PPM	COAXIAL 1190 HZ QUAD PPM	COPLANAR 895 HZ REAL PPM	COPLANAR 895 HZ QUAD PPM	COPLANAR 7233 HZ REAL PPM	COPLANAR 7233 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 30160	(FLIGHT 3)													
B	2059D	1	2	1	2	2	4	-	-	-	-	-	-	10
C	2062B?	6	7	12	13	33	15	4.0	16	2	82	33	51	0
D	2070S?	1	2	1	2	2	4	-	-	-	-	-	-	0
E	2085S	0	3	0	4	1	33	0.1	0	1	1	2805	0	0
F	2120B	10	7	1	11	28	16	9.7	36	2	131	48	93	0
G	2131D	20	17	5	26	72	41	9.5	17	3	57	21	34	250
H	2144D	18	21	39	43	100	49	6.1	7	2	53	24	28	0
I	2154B	170	67	83	79	165	130	51.4	5	5	32	6	18	0
J	2168D	115	78	8	44	151	96	22.3	3	8	29	2	19	0
K	2177D	91	56	115	85	242	89	22.9	11	11	28	1	20	0
L	2193D	113	73	134	95	286	103	23.4	10	12	28	1	20	20
M	2198D	54	29	134	95	286	103	23.0	17	12	29	1	21	0
N	2205D	112	67	102	122	370	132	25.7	9	11	27	1	19	0
O	2220D	16	20	12	23	33	50	5.3	11	8	27	2	17	0
P	2235D	44	35	58	41	76	45	13.0	13	4	49	12	31	0
LINE 30170	(FLIGHT 3)													
A	2404D	9	6	2	2	5	8	9.9	6	1	118	188	59	20
B	2375B	1	2	1	2	2	1	-	-	-	-	-	-	0
C	2312D	15	4	5	15	46	18	35.7	29	3	96	21	68	0
D	2310B	6	4	5	15	46	19	7.3	38	4	79	11	57	0
E	2303B	15	10	13	14	42	22	11.4	9	3	54	15	31	0
F	2302B	15	10	13	14	42	22	11.4	6	3	49	14	27	300
G	2293D	17	14	13	15	36	8	8.7	5	3	63	20	38	0
H	2291D	17	15	13	15	36	9	8.6	7	4	66	11	45	0
I	2282B	23	2	24	3	25	1	239.6	0	8	51	3	36	0
J	2278B	1	2	1	2	2	1	-	-	-	-	-	-	0
K	2271B	20	12	17	20	22	25	13.6	0	9	35	2	23	70
L	2265D	20	15	35	20	22	25	10.4	3	4	66	10	45	0
LINE 30180	(FLIGHT 3)													
A	2492D	19	7	3	2	5	9	29.2	19	1	98	157	49	16
B	2539B?	3	2	7	3	11	1	1.0	0	1	103	157	75	11
C	2590B	14	8	14	9	28	20	12.7	34	3	111	20	83	0
D	2599D	18	23	12	22	125	71	5.5	16	3	57	15	36	0
E	2601B	18	14	12	42	124	71	10.2	29	3	53	17	33	30
F	2610B	14	7	14	9	26	14	14.5	17	4	41	10	22	60
G	2612B	14	7	13	9	26	14	17.4	16	4	37	10	18	0
H	2625B	32	28	54	54	155	69	10.6	7	6	52	5	37	0
I	2630D	1	2	1	2	2	4	-	-	-	-	-	-	20
J	2634D	17	1	47	59	162	58	49.0	44	7	48	4	35	0

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ANOMALY/ FID/INTERP		COAXIAL 1190 HZ REAL PPM	COAXIAL 1190 HZ QUAD PPM	COPLANAR 895 HZ REAL PPM	COPLANAR 895 HZ QUAD PPM	COPLANAR 7233 HZ REAL PPM	COPLANAR 7233 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 30180		(FLIGHT	3)											
K	2647B	137	34	160	134	383	147	91.6	12	8	34	3	23	40
L	2662D	62	42	103	69	197	66	17.8	9	11	24	1	15	0
M	2671D	25	54	118	73	201	109	3.9	5	11	31	1	22	0
N	2676B	96	43	110	73	201	76	35.6	17	8	37	2	27	70
O	2682D	72	79	2	38	128	76	10.6	0	5	27	6	14	70
P	2692D	15	13	39	45	126	16	9.0	14	3	61	18	38	0
LINE 30190		(FLIGHT	3)											
A	2870B	1	2	0	0	1	1	-	-	-	-	-	-	0
B	2840D	1	2	1	2	2	4	-	-	-	-	-	-	0
C	2804L	1	12	17	6	4	4	0.4	0	23	86	1	82	0
D	2773B	13	15	2	22	17	42	5.8	6	3	55	14	34	90
E	2764D	15	5	5	7	10	10	27.5	27	4	61	10	41	12
F	2756D	34	5	7	7	14	12	122.2	4	6	53	5	36	0
G	2752B	34	4	16	11	36	16	191.6	0	8	43	3	29	0
H	2745D	30	10	46	34	100	37	36.1	0	10	45	2	33	0
I	2742B	30	13	46	34	100	38	24.0	1	7	31	3	18	0
J	2735D	7	16	38	46	141	74	2.1	0	4	45	9	27	0
K	2729D	52	46	44	62	184	114	12.4	3	2	31	22	11	20
L	2720D	55	51	133	165	433	48	12.0	7	3	36	18	17	0
LINE 30200		(FLIGHT	3)											
A	2962B	8	4	1	2	6	7	10.6	12	1	136	1029	0	0
B	3021S?	1	1	1	2	2	4	-	-	-	-	-	-	0
C	3075D	7	10	4	16	5	8	3.4	2	3	79	23	51	0
D	3078D	8	12	7	17	9	14	3.4	9	3	67	15	44	0
E	3086B	1	2	1	2	2	4	-	-	-	-	-	-	60
F	3089D	15	14	10	16	28	12	8.2	19	3	55	17	33	0
G	3099D	26	41	19	30	87	64	5.2	6	3	53	15	32	0
H	3101D	26	41	19	37	86	64	5.2	5	4	46	10	29	0
I	3102D	30	41	19	37	86	64	6.4	1	4	38	8	22	0
J	3115E	58	20	10	69	220	40	42.7	0	7	27	3	15	0
K	3121B	167	76	123	110	341	124	41.9	0	11	25	1	16	0
L	3134D	76	24	59	50	111	55	54.1	9	9	29	2	19	0
M	3139B	45	16	86	46	156	45	38.9	27	10	42	1	32	0
N	3144D	13	2	79	2	55	39	49.0	37	6	30	4	16	0
O	3150D	90	36	129	118	274	73	41.1	12	4	36	7	22	0
P	3153D	90	36	129	118	276	73	41.1	4	4	28	7	13	0
Q	3166B	18	4	36	23	56	26	53.0	37	4	52	10	34	0
LINE 30210		(FLIGHT	3)											
A	3300S?	0	1	1	2	2	4	-	-	-	-	-	-	0

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	COAXIAL 1190 HZ		COPLANAR 895 HZ		COPLANAR 7233 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 30210 (FLIGHT 3)													
B 3275L	0	1	10	17	2	9	0.3	0	3	89	19	60	0
C 3242B	24	19	51	34	102	32	11.0	0	4	48	11	28	0
D 3240B	28	20	44	35	98	37	13.0	0	4	46	9	27	0
E 3236B	28	20	44	35	99	39	13.0	0	5	37	6	20	0
F 3226D	12	7	9	10	27	14	12.3	20	3	62	18	38	130
G 3218D	1	2	1	2	2	4	-	-	-	-	-	-	14
H 3208B?	1	2	1	2	2	4	-	-	-	-	-	-	0
I 3203B	1	2	1	2	2	4	-	-	-	-	-	-	0
J 3194B	16	6	29	17	35	9	28.8	13	4	30	8	13	0
K 3183B	32	12	2	24	31	4	30.4	18	6	45	5	30	0
LINE 30220 (FLIGHT 3)													
A 3400D	11	8	2	4	11	9	1.0	0	1	82	108	58	0
B 3516D	16	32	72	76	212	50	3.5	1	3	51	21	28	0
C 3520B	16	23	72	76	212	50	4.8	16	4	43	8	27	30
D 3530B	92	109	129	115	320	155	10.7	1	5	42	6	28	0
E 3534D	97	108	144	141	394	77	11.6	7	6	33	4	21	0
F 3538B	48	73	202	207	547	307	6.6	15	6	35	4	24	0
G 3549D	11	16	78	68	171	44	4.3	23	4	51	9	34	200
H 3552D	20	19	24	26	71	33	8.1	18	4	54	12	35	0
I 3559D	24	22	44	37	107	80	9.1	24	4	56	11	38	0
J 3565D	60	33	125	63	169	73	22.9	10	6	37	5	23	0
K 3568B	80	33	138	63	169	73	37.2	3	8	28	2	17	0
L 3573B	36	10	79	17	78	29	51.4	14	10	30	2	19	0
M 3583B	67	39	134	85	191	53	22.2	19	6	40	4	28	40
N 3586B	65	36	134	85	191	23	23.4	15	6	35	4	22	40
O 3599D	36	0	118	34	121	30	49.0	30	5	44	6	29	0
P 3605D	51	19	146	46	180	53	35.9	20	10	37	1	27	30
LINE 30230 (FLIGHT 3)													
A 3798D	1	2	1	2	2	4	-	-	-	-	-	-	0
B 3795D	1	2	1	2	2	4	-	-	-	-	-	-	0
C 3742S	0	1	0	2	2	4	-	-	-	-	-	-	0
D 3733L	1	6	10	15	3	8	0.8	0	4	111	14	84	0
E 3718S	0	2	0	4	4	13	0.3	0	1	177	1029	0	0
F 3692D	22	16	31	26	75	24	12.1	0	3	62	22	35	0
G 3689B	22	15	31	26	75	24	12.2	0	4	47	12	26	0
H 3682D	27	15	43	36	97	40	17.0	0	5	45	6	28	0
I 3680B	34	15	43	36	97	40	25.1	3	4	35	8	18	180
J 3672D	34	16	31	32	86	60	24.0	14	4	47	10	29	290
K 3670B	35	12	31	32	86	60	35.6	11	5	39	5	24	0

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ANOMALY/ FID/INTERP		COAXIAL 1190 HZ REAL PPM	COAXIAL 1190 HZ QUAD PPM	COPLANAR 895 HZ REAL PPM	COPLANAR 895 HZ QUAD PPM	COPLANAR 7233 HZ REAL PPM	COPLANAR 7233 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 30230	(FLIGHT 3)													
L	3664D	2	6	28	35	85	40	1.4	10	6	53	4	37	0
M	3659D	48	29	67	51	134	53	18.7	3	6	35	4	22	0
N	3655D	65	20	62	51	134	53	52.8	1	9	36	2	25	0
O	3650B	26	12	63	26	89	30	22.2	11	7	32	3	20	70
P	3643B	37	17	70	80	198	74	24.2	4	6	36	4	22	8
Q	3640D	37	47	70	89	223	117	7.2	0	6	29	4	17	0
R	3637B	37	46	70	89	223	117	7.4	0	4	25	9	9	130
S	3631B	212	106	264	215	539	173	40.1	0	6	18	4	7	0
T	3625D	82	64	244	127	380	117	16.7	5	7	41	3	28	0
LINE 30240	(FLIGHT 3)													
A	3838D	8	4	6	5	14	7	13.2	29	1	98	209	44	0
B	3842D	1	2	1	1	2	4	-	-	-	-	-	-	0
C	3903S?	0	2	1	12	2	20	0.6	0	1	86	949	0	0
D	3919S?	0	2	0	2	1	4	-	-	-	-	-	-	20
E	3959D	25	22	80	68	186	57	9.9	2	4	50	12	30	0
F	3963B	30	39	80	68	186	57	6.7	3	5	38	5	23	0
G	3971B	21	54	97	130	371	252	3.2	2	6	42	4	28	0
H	3976D	64	29	97	132	374	256	31.3	24	4	39	9	24	0
I	3979D	23	13	70	118	340	50	16.5	34	4	40	11	24	380
J	3986B	100	98	138	148	171	274	13.5	11	5	34	6	21	0
K	3989D	100	98	138	148	171	274	13.5	0	7	29	3	18	20
L	3994D	3	7	65	53	154	11	1.9	16	7	35	4	22	0
M	3998B	38	30	43	38	89	64	12.6	8	8	37	2	25	0
N	4006B	37	26	66	51	136	52	14.7	6	7	32	3	19	100
O	4015B	46	15	107	44	137	10	41.7	18	7	43	3	30	0
P	4019B	1	2	1	2	2	4	-	-	-	-	-	-	0
Q	4024D	69	26	114	55	150	38	39.9	10	5	36	5	23	210
R	4035D	66	37	90	39	120	46	23.7	9	5	44	6	29	0
LINE 30250	(FLIGHT 3)													
A	4245D	1	2	1	2	2	4	-	-	-	-	-	-	0
B	4170S?	1	2	0	2	2	4	-	-	-	-	-	-	0
C	4142B	82	8	156	117	150	121	320.5	13	8	56	2	44	0
D	4139B	23	46	156	59	150	121	4.0	11	7	41	3	29	0
E	4131D	50	30	61	47	117	91	19.4	12	4	35	7	21	320
F	4124D	92	46	76	82	218	148	29.9	13	4	37	8	22	300
G	4122D	92	46	76	82	218	148	29.9	13	5	33	6	20	0
H	4117D	73	41	198	120	319	95	24.2	4	12	25	1	16	0
I	4112D	23	17	191	82	258	4	12.0	11	8	54	3	40	0
J	4105B	31	13	29	13	33	6	25.9	0	7	33	3	19	0

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ANOMALY/ FID/INTERP	COAXIAL 1190 HZ REAL PPM	COAXIAL 1190 HZ QUAD PPM	COPLANAR 895 HZ REAL PPM	COPLANAR 895 HZ QUAD PPM	COPLANAR 7233 HZ REAL PPM	COPLANAR 7233 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 30250	(FLIGHT	3)											
K 4102B	1	2	1	2	2	4	-	-	-	-	-	-	0
L 4098B	14	10	66	29	101	22	11.3	0	9	21	2	9	0
M 4083B	5	1	15	8	8	7	34.5	14	10	55	2	43	60
N 4078B	9	6	15	11	28	2	9.0	4	6	53	6	35	120
O 4071D	26	27	70	62	151	52	8.1	0	5	33	6	17	0
LINE 30260	(FLIGHT	3)											
A 4296D	6	3	5	4	10	4	14.8	33	1	126	84	80	0
B 4356L	5	4	0	11	2	13	6.5	17	1	68	993	0	0
C 4377S?	1	2	0	2	2	4	-	-	-	-	-	-	0
D 4422D	44	14	13	25	35	19	44.8	11	5	65	7	47	0
E 4429B	35	36	48	56	151	62	9.3	13	6	44	5	30	0
F 4436D	1	2	1	2	2	4	-	-	-	-	-	-	270
G 4438D	59	47	19	38	99	104	14.7	7	4	42	8	26	270
H 4443D	70	47	86	63	171	29	19.1	1	6	35	5	21	0
I 4448D	17	11	86	55	166	64	11.7	3	7	43	3	28	0
J 4457B	64	46	25	132	379	154	16.8	2	9	34	2	23	0
K 4461B	64	46	74	132	378	154	16.8	8	7	28	3	17	0
L 4463B	57	24	74	131	374	153	33.0	15	7	32	3	21	90
M 4468D	27	16	61	40	105	58	16.1	22	6	37	4	25	0
N 4475D	26	3	100	54	168	68	159.2	33	8	43	2	31	13
O 4478B	30	18	100	55	169	99	16.1	25	10	37	1	28	0
P 4491B	80	35	144	77	233	76	34.6	12	11	32	1	23	290
Q 4495D	106	42	111	60	180	27	43.8	5	8	34	2	23	260
LINE 30270	(FLIGHT	1)											
A 2211S?	0	7	1	4	11	3	0.3	0	1	136	1029	0	0
B 2184D	26	10	45	21	61	12	28.6	10	4	78	11	56	0
C 2180B	1	2	1	2	2	4	-	-	-	-	-	-	0
D 2173B	1	2	1	2	2	4	-	-	-	-	-	-	0
E 2166B	67	34	93	61	161	49	26.4	1	6	34	4	20	70
F 2158B	19	10	34	23	63	15	16.9	5	6	46	5	30	0
G 2153B	54	26	66	37	111	28	26.5	0	8	33	3	20	0
H 2137D	13	7	63	26	44	15	14.0	0	8	49	3	35	0
I 2132B	39	11	67	30	91	11	51.8	0	10	34	2	22	410
J 2128B	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 30280	(FLIGHT	1)											
A 1994B	2	4	3	9	26	37	2.1	45	1	69	325	20	0
B 1998D	54	26	88	47	141	44	26.3	12	5	62	7	45	0
C 2002D	6	3	87	47	143	64	13.0	47	4	41	9	24	0

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		COAXIAL 1190 HZ		COPLANAR 895 HZ		COPLANAR 7233 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 30280	(FLIGHT 1)													
D	2005B	1	3	54	47	143	64	1.5	44	3	43	16	23	0
E	2013D	21	13	84	60	145	72	13.9	22	3	37	17	18	220
F	2017B	9	19	84	60	145	71	2.8	8	6	39	5	25	0
G	2025D	74	54	57	67	176	91	17.4	6	5	42	6	27	0
H	2034D	31	17	76	47	139	31	19.1	3	6	35	5	21	0
I	2041B	137	68	146	95	283	88	35.2	1	9	28	2	18	310
J	2044B	137	68	146	95	283	17	35.3	0	8	32	2	21	0
K	2051D	13	18	32	36	111	73	4.6	19	5	40	5	26	0
L	2055B	12	28	32	37	113	73	2.9	9	5	37	5	24	0
M	2062D	1	2	1	2	2	4	-	-	-	-	-	-	0
N	2071D	46	88	36	129	356	148	5.1	0	11	34	1	25	410
O	2073B	116	88	36	129	356	148	19.1	0	6	28	4	16	420
P	2083D	42	55	59	93	222	108	7.5	6	3	40	19	20	0
LINE 30290	(FLIGHT 1)													
A	183L	14	17	1	17	2	2	5.4	0	1	24	917	0	0
B	206S?	0	2	1	2	2	4	-	-	-	-	-	-	6
C	240S	1	2	1	2	2	4	-	-	-	-	-	-	0
D	248D	48	56	107	106	201	175	8.6	9	4	58	9	41	0
E	252D	49	81	107	106	201	175	6.1	2	3	36	13	19	0
F	263D	15	11	16	19	5	107	9.9	23	3	50	13	30	280
G	268D	6	16	16	24	71	107	2.0	7	4	49	12	30	0
H	273D	13	3	12	24	71	86	42.9	28	5	48	7	31	0
I	280B	22	25	46	34	91	41	6.7	5	6	39	4	25	0
J	286B	23	10	36	22	58	16	22.3	9	9	28	2	16	70
K	292D	17	9	16	11	38	23	16.6	20	9	38	2	26	0
L	304D	7	36	105	71	207	95	1.2	0	9	30	2	20	0
M	307B	67	36	103	89	267	185	25.0	15	8	32	2	22	0
N	317D	51	26	61	38	82	7	24.2	14	8	31	2	20	0
O	321D	132	82	54	37	77	137	26.1	0	7	28	3	17	330
LINE 30300	(FLIGHT 1)													
A	537L	1	5	6	9	0	0	0.4	0	1	0	993	0	7
B	514S?	0	2	0	2	2	4	-	-	-	-	-	-	0
C	454D	2	7	80	51	201	75	1.3	6	4	52	11	32	0
D	448B	54	43	70	72	180	64	14.1	0	5	28	7	13	0
E	445D	54	43	70	72	180	64	14.1	1	5	33	6	18	490
F	439D	29	18	60	42	92	45	15.4	8	4	36	12	18	0
G	433B	35	21	51	41	20	7	17.7	12	6	41	4	27	0
H	428B	1	2	1	2	2	4	-	-	-	-	-	-	0
I	419D	17	7	27	15	46	14	21.4	1	8	33	3	19	0

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ANOMALY/ FID/INTERP		COAXIAL 1190 HZ REAL PPM	COAXIAL 1190 HZ QUAD PPM	COPLANAR 895 HZ REAL PPM	COPLANAR 895 HZ QUAD PPM	COPLANAR 7233 HZ REAL PPM	COPLANAR 7233 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 30300	(FLIGHT 1)													
J	415B?	1	2	1	2	2	4	-	-	-	-	-	-	40
K	408B	1	2	1	2	2	4	-	-	-	-	-	-	0
L	403B	54	5	14	29	43	26	333.2	0	10	30	2	19	0
M	398D	23	14	59	40	108	31	14.9	9	11	28	1	18	140
N	391B	93	47	94	27	112	12	29.8	0	13	24	1	16	140
O	387B	31	22	82	18	89	39	13.8	0	8	32	2	21	0
LINE 30310	(FLIGHT 1)													
A	646S	0	2	1	2	2	4	-	-	-	-	-	-	12
B	682S	0	4	1	6	4	7	0.3	4	1	82	585	14	0
C	691B?	1	0	1	2	2	4	-	-	-	-	-	-	0
D	694B?	7	5	17	4	15	11	7.2	41	4	105	13	80	0
E	726D	5	6	44	6	83	16	3.5	42	2	87	51	54	0
F	734D	58	17	26	25	188	99	54.8	23	4	49	8	33	0
G	739B	41	6	35	25	46	80	123.9	21	5	37	6	23	320
H	744D	21	13	55	41	89	80	13.5	18	4	26	8	11	0
I	750D	30	20	55	23	65	38	13.8	15	5	39	7	23	0
J	760D	23	27	23	47	140	97	6.9	5	4	36	8	20	0
K	768D	68	44	76	68	176	67	19.3	0	6	29	4	16	0
L	770D	65	44	76	68	176	67	17.9	1	6	32	4	19	0
M	785B	206	98	342	295	826	352	42.0	3	13	25	1	17	0
N	790B	184	186	350	306	867	394	16.1	5	12	21	1	14	60
O	796B	80	64	200	152	473	184	15.9	10	12	25	1	18	0
P	804B	131	144	154	233	727	160	13.1	0	17	21	1	15	0
Q	807B	131	144	154	233	727	160	13.1	0	14	22	1	15	600
R	809B	131	145	154	233	730	160	13.0	0	13	21	1	14	0
S	812B	226	17	133	200	597	93	664.5	0	10	36	1	26	0
T	817B	33	16	34	5	43	15	22.1	0	7	46	3	32	0
LINE 30320	(FLIGHT 1)													
A	1026L	1	9	6	11	1	1	0.4	0	1	62	1029	0	0
B	982B	1	2	1	2	2	4	-	-	-	-	-	-	20
C	975H	4	4	2	7	20	19	4.4	36	3	85	15	60	0
D	959S?	3	6	7	10	23	53	2.0	23	1	82	79	43	0
E	942B	1	2	1	2	2	4	-	-	-	-	-	-	0
F	933B	5	6	24	28	83	19	3.4	18	4	42	8	24	0
G	929D	17	10	17	7	34	34	13.9	13	4	40	8	22	0
H	923B	1	2	1	2	2	4	-	-	-	-	-	-	0
I	919D	21	10	21	18	39	20	20.5	12	5	40	7	24	220
J	909D	21	4	19	25	28	15	72.2	16	5	47	6	31	0
K	904B	1	2	1	2	2	4	-	-	-	-	-	-	0

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ANOMALY/	FID/INTERP	COAXIAL 1190 HZ REAL PPM	COAXIAL 1190 HZ QUAD PPM	COPLANAR 895 HZ REAL PPM	COPLANAR 895 HZ QUAD PPM	COPLANAR 7233 HZ REAL PPM	COPLANAR 7233 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 30320	(FLIGHT 1)													
L	886B	1	2	1	2	2	4	-	-	-	-	-	-	0
M	883B	9	10	5	6	98	15	5.3	3	15	29	1	21	0
N	877B	54	12	100	6	117	10	76.7	0	21	23	1	16	140
O	866B	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 30330	(FLIGHT 1)													
A	1217H	7	3	16	16	11	11	17.7	6	4	66	9	44	0
B	1227B?	9	4	20	20	20	15	15.4	48	3	105	19	78	0
C	1235H	5	1	7	2	12	2	50.8	59	6	87	5	70	0
D	1256B?	1	2	1	2	2	4	-	-	-	-	-	-	0
E	1267D	23	31	89	62	175	73	6.1	1	7	38	3	25	0
F	1269D	23	23	46	62	174	73	8.3	23	5	52	6	36	0
G	1276D	23	0	65	27	84	73	49.0	34	6	37	4	24	0
H	1280D	135	122	128	166	468	229	16.4	5	5	34	6	21	0
I	1293B	94	39	134	82	232	32	38.7	0	9	23	2	13	0
J	1303B	13	12	41	27	72	22	7.4	15	10	31	1	21	0
K	1315B	171	59	297	119	429	90	62.3	0	18	21	1	15	0
L	1322B	99	13	271	99	369	63	201.4	5	19	34	1	28	0
M	1326D	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 30340	(FLIGHT 1)													
A	1487L	5	24	7	26	2	3	1.0	0	1	21	133	0	0
B	1472B	16	16	22	19	52	23	7.0	13	7	51	3	37	0
C	1461D	27	18	50	25	68	38	14.0	18	6	54	5	39	0
D	1449H	12	1	9	1	8	7	267.5	6	9	53	2	40	0
E	1427B	21	8	9	5	43	22	24.2	10	5	55	6	38	0
F	1422B	12	15	30	22	61	25	5.3	7	5	46	7	29	300
G	1418B	1	2	1	2	2	4	-	-	-	-	-	-	0
H	1406D	15	10	26	17	47	30	11.6	26	4	68	9	48	0
I	1401D	1	2	1	2	2	4	-	-	-	-	-	-	0
J	1380B	48	7	82	13	92	10	139.6	0	25	23	1	17	0
K	1378B	1	2	1	2	2	4	-	-	-	-	-	-	170
L	1372B	10	10	57	3	52	26	6.0	8	8	42	2	29	0
M	1368B	19	9	18	15	38	26	18.7	8	6	45	4	29	40
LINE 30350	(FLIGHT 1)													
A	1571S?	1	2	1	2	2	4	-	-	-	-	-	-	0
B	1577L	29	17	35	50	3	3	16.9	0	7	69	4	53	11
C	1590B	10	10	23	25	12	3	6.5	5	9	40	2	27	0
D	1594B	11	6	20	6	23	3	13.5	21	9	47	2	35	0
E	1607B	34	28	15	42	123	46	11.5	4	6	38	4	24	0

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LINE 30350 (FLIGHT 1)													
F 1612D	3	6	57	42	123	19	1.8	14	7	47	3	33	0
G 1635B	1	2	1	2	2	4	-	-	-	-	-	-	0
H 1641D	2	9	12	17	40	16	0.8	15	4	71	10	52	290
I 1644B	16	10	12	17	40	16	13.4	31	4	71	9	52	0
J 1653E	15	24	105	73	192	58	4.4	15	4	60	12	41	30
K 1657B	95	39	125	73	195	58	39.4	11	8	42	2	31	0
L 1662D	17	13	36	26	39	24	10.5	31	10	41	1	31	0
M 1669B	10	5	89	53	159	47	14.8	36	15	32	1	25	0
N 1674B	71	35	128	48	146	36	28.1	8	14	28	1	20	0
O 1679B	65	24	96	48	146	41	41.2	20	13	38	1	30	0
P 1684B	1	2	1	2	2	4	-	-	-	-	-	-	0
Q 1686B	97	40	158	57	214	23	40.8	9	16	34	1	27	130
R 1690B	34	15	140	42	173	31	25.5	5	10	40	2	29	0
S 1695D	1	2	1	2	1	4	-	-	-	-	-	-	12
LINE 30360 (FLIGHT 1)													
A 1833B	22	14	31	31	77	34	12.9	21	3	67	22	43	0
B 1828B?	9	14	47	31	77	13	3.9	13	4	71	9	51	0
C 1825B?	9	1	47	103	16	8	49.0	55	8	77	3	63	0
D 1808B?	25	14	46	26	82	34	16.2	19	9	45	2	33	0
E 1806B?	25	14	46	26	82	34	16.2	29	8	52	3	39	0
F 1797B	14	12	9	20	23	27	8.2	22	6	50	4	36	6
G 1774B	1	2	1	2	2	4	-	-	-	-	-	-	0
H 1769B	1	2	1	2	2	4	-	-	-	-	-	-	0
I 1758B	8	4	8	6	18	14	12.5	32	5	73	6	54	0
J 1752B	9	3	3	1	2	7	22.4	29	4	76	12	53	230
K 1743B	37	12	38	21	47	6	42.2	0	8	31	2	18	0
L 1739B	16	5	42	15	51	5	27.0	9	12	26	1	17	0
M 1730B	18	13	70	23	94	24	11.4	5	12	36	1	27	0
N 1727B	18	14	72	24	94	24	9.6	13	12	42	1	33	50
LINE 30370 (FLIGHT 3)													
A 4733B	65	30	95	44	146	42	30.5	11	9	46	2	34	0
B 4725B	34	22	74	45	103	11	15.4	20	7	56	3	43	0
C 4705B	35	17	12	41	74	9	24.2	19	10	44	1	34	0
D 4702B	35	14	79	14	34	14	30.2	20	9	43	2	32	0
E 4692B	39	19	63	52	143	60	23.2	23	7	44	3	32	0
F 4689B	39	27	63	53	165	91	14.7	22	7	43	3	31	0
G 4686B	32	27	63	53	165	91	10.9	26	7	48	3	36	0
H 4675B	23	15	71	37	111	24	12.8	19	9	34	2	24	0
I 4667B	12	12	38	19	57	9	6.7	32	7	55	3	42	0

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	COAXIAL 1190 HZ		COPLANAR 895 HZ		COPLANAR 7233 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 30370 (FLIGHT 3)													
J 4662D	14	7	47	27	81	25	16.6	34	9	50	2	38	19
K 4651B	83	37	125	67	206	49	34.3	2	9	34	2	23	0
L 4637H	1	2	1	2	2	4	-	-	-	-	-	-	0
M 4615B	33	10	62	25	83	12	41.9	0	7	43	3	29	0
N 4612B	43	25	62	25	84	44	19.2	7	11	47	1	37	0
O 4608D	55	26	39	35	97	44	28.2	1	5	42	5	27	0
P 4602B	1	2	1	2	2	2	-	-	-	-	-	-	0
Q 4594B	4	2	4	5	22	25	8.9	52	2	104	51	66	0
R 4587B	1	1	1	1	2	1	-	-	-	-	-	-	0

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GEOLOGICAL BRANCH
ASSESSMENT REPORT

23,384

TECHNICAL SUMMARY

Navigation	Sercel real time differential GPS positioning
Data reduction grid interval	25 metres
Terrain clearance	Helicopter 60 m Electromagnetic sensor 30 m Magnetometer. VLF receiver 40 m
Data sampling interval	0.1 second
Magnetometer / sensitivity	Scintrex cesium / 0.01 nT
VLF receiver / sensitivity	Herz 2A / 1%
Electromagnetic system	DIGHEM[V]

Frequency	Sensitivity	Coil Orientation
900 Hz	0.1 ppm	Vertical coaxial
5500 Hz	0.2 ppm	Vertical coaxial
900 Hz	0.1 ppm	Horizontal coplanar
7200 Hz	0.2 ppm	Horizontal coplanar
56000 Hz	1.0 ppm	Horizontal coplanar

ELECTROMAGNETIC ANOMALIES

Grade	Anomaly	Conductance
7	●	>100 siemens
6	◕	50–100 siemens
5	◒	20–50 siemens
4	⊕	10–20 siemens
3	⊕	5–10 siemens
2	○	1–5 siemens
1	◌	< 1 siemens
–	✳	Questionable anomaly

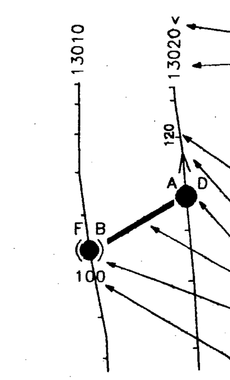
Anomaly identifier — Interpretive symbol — C H

Depth is greater than
· 15 m
: 30 m
⋮ 45 m
⁞ 60 m

Inphase and Quadrature of coaxial coil is greater than
. 5 ppm
.. 10 ppm
... 15 ppm
.... 20 ppm

Interpretive symbol	Conductor ("model")
B	Bedrock conductor
D	Narrow bedrock conductor ("thin dike")
S	Conductive cover ("horizontal thin sheet")
H	Broad conductive rock unit, deep conductive weathering, thick conductive cover ("half space")
E	Edge of broad conductor ("edge of half space")
L	Culture, e.g. power line, metal building or fence

FLIGHT LINES WITH EM ANOMALIES



Flight direction
Flight line number
11020
Reflight Number
Line Number
Area Number
Fiducials identified on profiles
Dip direction
EM anomaly (see EM legend)
Conductor axis (on EM maps only)
Arcs indicate the conductor has a thickness > 10m
Magnetic correlation in nT (gammas)

VLF CONTOURS

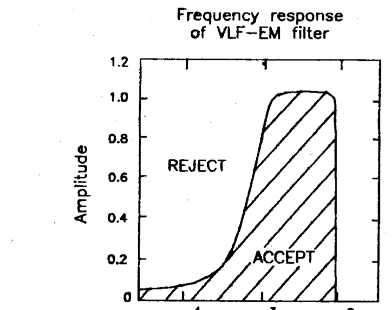
Contours in percent

—— 10 ——
—— 2 ——
– – 1 – –

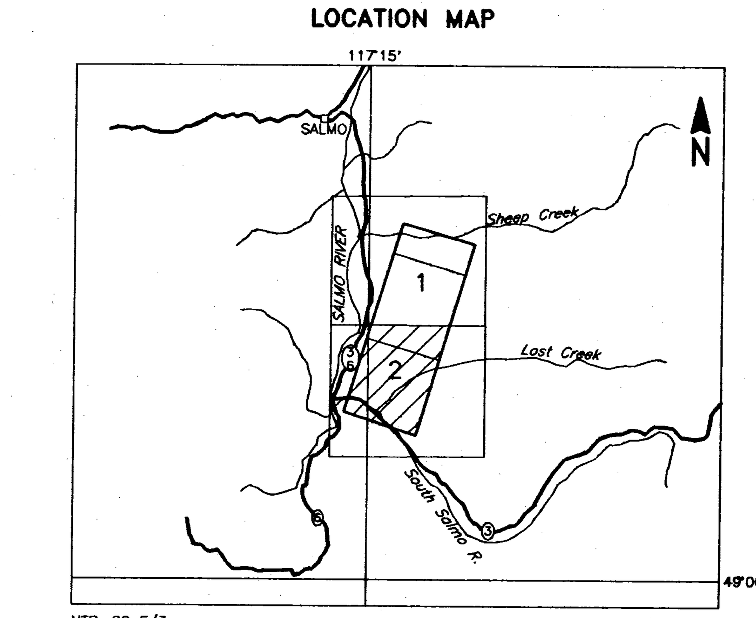
STATION

NLK Seattle (Wash.) – 24.8 kHz

Frequency response of VLF–EM filter



LOCATION MAP



NTS: 82 F/3 SCALE: 1:250,000

SULTAN MINERALS INC.
SALMO PROPERTY, B.C.

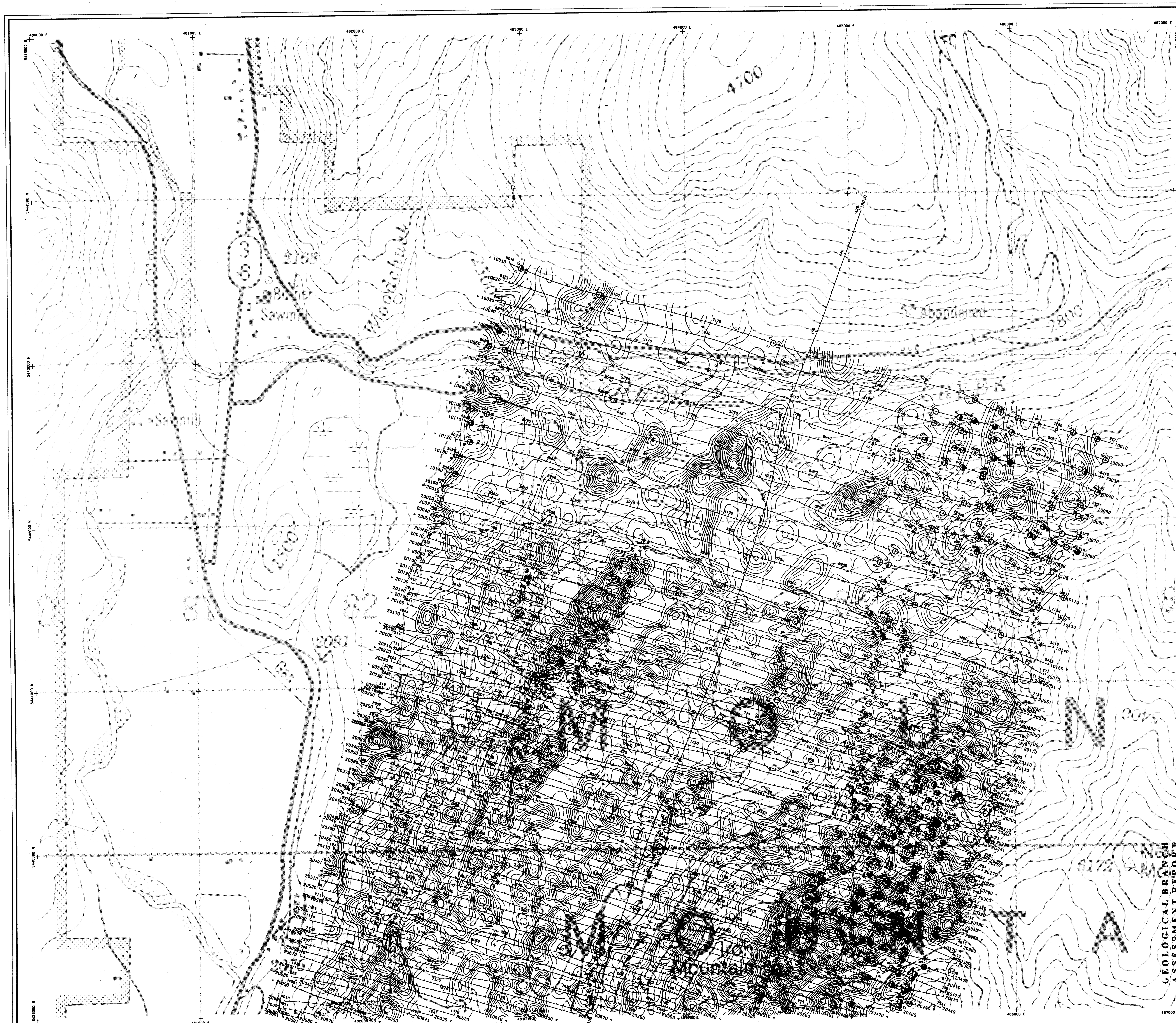
FILTERED VLF

DIGHEM[V] SURVEY	NTS: 82 F/3	GEOPHYSICIST:
DATE: JANUARY 1994	JOB: 1161	SHEET: 2

DIGHEM SURVEYS & PROCESSING INC.

0 0.5 1.0 Km
0 0.5 Mi
Scale 1:10 000

DIGHEM
Quality and Service in Airborne Geophysics



TECHNICAL SUMMARY

Navigation	Sercel real time differential GPS positioning
Data reduction grid interval	25 metres
Terrain clearance	Helicopter 60 m Electromagnetic sensor 30 m Magnetometer. VLF receiver 40 m
Data sampling interval	0.1 second
Magnetometer / sensitivity	Scintrex cesium / 0.01 nT
VLF receiver / sensitivity	Herz 2A / 1%
Electromagnetic system	DIGHEM^V

Frequency	Sensitivity	Coil Orientation
900 Hz	0.1 ppm	Vertical coaxial
5500 Hz	0.2 ppm	Vertical coaxial
900 Hz	0.1 ppm	Horizontal coplanar
7200 Hz	0.2 ppm	Horizontal coplanar
56000 Hz	1.0 ppm	Horizontal coplanar

ELECTROMAGNETIC ANOMALIES

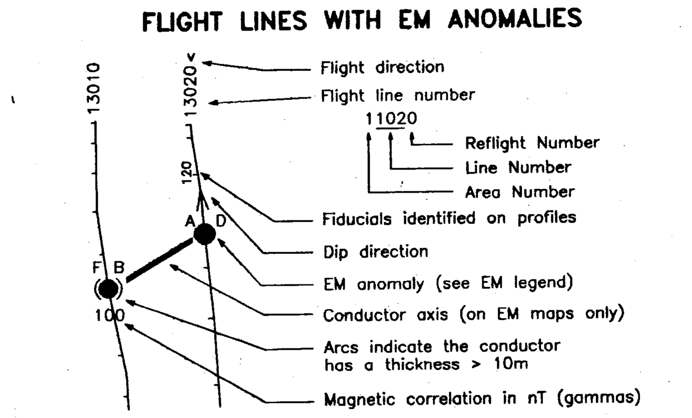
Grade	Anomaly	Conductance
7	●	>100 siemens
6	◕	50–100 siemens
5	◒	20–50 siemens
4	⊕	10–20 siemens
3	⊕	5–10 siemens
2	○	1–5 siemens
1	◌	< 1 siemens
–	✳	Questionable anomaly

Anomaly identifier — C
Interpretive symbol — H
Depth is greater than
· 15 m
: 30 m
⁝ 45 m
⁞ 60 m

Inphase and Quadrature of coaxial coil is greater than
. 5 ppm
.. 10 ppm
... 15 ppm
.... 20 ppm

Interpretive symbol	Conductor ("model")
B	Bedrock conductor
D	Narrow bedrock conductor ("thin dike")
S	Conductive cover ("horizontal thin sheet")
H	Broad conductive rock unit, deep conductive weathering, thick conductive cover ("half space")
E	Edge of broad conductor ("edge of half space")
L	Culture, e.g. power line, metal building or fence

FLIGHT LINES WITH EM ANOMALIES



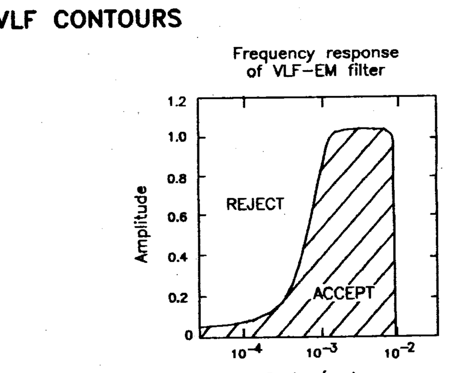
VLF CONTOURS

Contours in percent

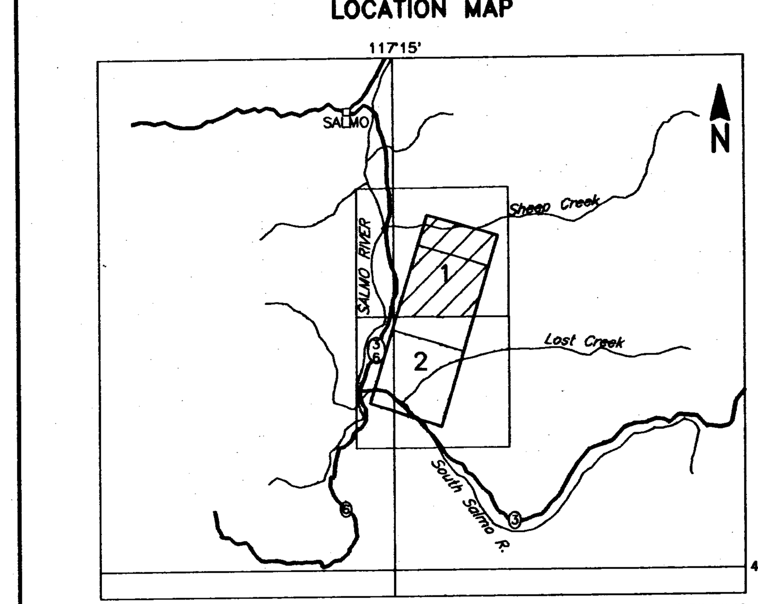
——— 10 ———
——— 2 ———
— — 1 — —

STATION

NLK Seattle (Wash.) – 24.8 kHz



LOCATION MAP



SULTAN MINERALS INC.
SALMO PROPERTY, B.C.

FILTERED VLF

DIGHEM^V SURVEY	NTS: 82 F/3	GEOPHYSICIST:
DATE: JANUARY 1994	JOB: 1161	SHEET: 1

DIGHEM SURVEYS & PROCESSING INC.

0 0.5 1.0 Km
0 0.5 Mi
Scale 1:10 000

DIGHEM
Quality and Service in Airborne Geophysics

TECHNICAL SUMMARY

Navigation . . .	Sercel real time differential GPS positioning
Data reduction grid interval . . .	25 metres
Terrain clearance . . .	Helicopter 60 m Electromagnetic sensor 30 m Magnetometer. VLF receiver 40 m
Data sampling interval . . .	0.1 second
Magnetometer / sensitivity . . .	Scintrex cesium / 0.01 nT
VLF receiver / sensitivity . . .	Herz 2A / 1%
Electromagnetic system . . .	DIGHEM[V]

Frequency	Sensitivity	Coil Orientation
900 Hz	0.1 ppm	Vertical coaxial
5500 Hz	0.2 ppm	Vertical coaxial
900 Hz	0.1 ppm	Horizontal coplanar
7200 Hz	0.2 ppm	Horizontal coplanar
56000 Hz	1.0 ppm	Horizontal coplanar

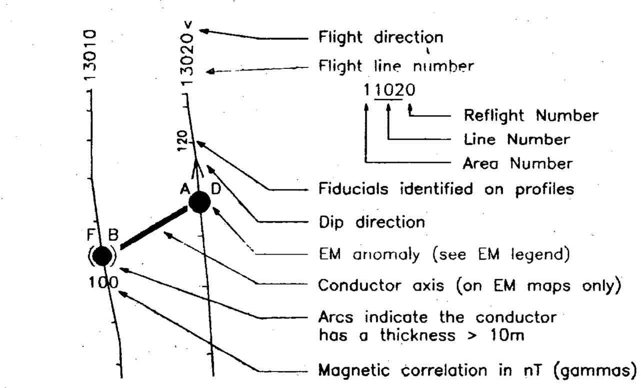
ELECTROMAGNETIC ANOMALIES

Grade	Anomaly	Conductance
7	●	>100 siemens
6	◕	50–100 siemens
5	◒	20–50 siemens
4	◔	10–20 siemens
3	⊕	5–10 siemens
2	○	1–5 siemens
1	◌	< 1 siemens
–	✳	Questionable anomaly

Anomaly identifier — C
Interpretive symbol — H
Depth is greater than
· 15 m
: 30 m
⁝ 45 m
⁞ 60 m
Inphase and Quadrature of coaxial coil is greater than
. 5 ppm
.. 10 ppm
... 15 ppm
.... 20 ppm

Interpretive symbol	Conductor ("model")
B	Bedrock conductor
D	Narrow bedrock conductor ("thin dike")
S	Conductive cover ("horizontal thin sheet")
H	Broad conductive rock unit, deep conductive weathering, thick conductive cover ("half space")
E	Edge of broad conductor ("edge of half space")
L	Culture, e.g. power line, metal building or fence

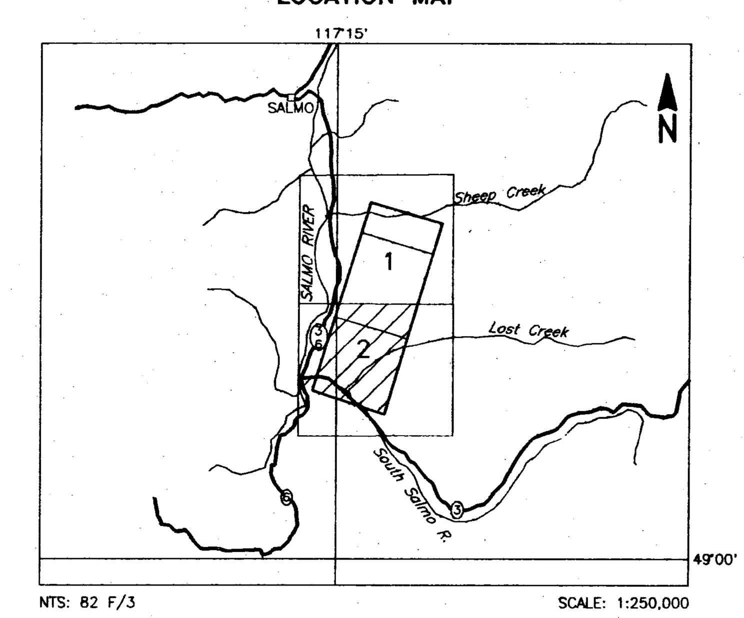
FLIGHT LINES WITH EM ANOMALIES



CALCULATED VERTICAL GRADIENT CONTOURS

———— (heavy)	. . . . 2.5 nT/metre
————	. . . . 0.5 nT/metre
———— (thin)	. . . . 0.1 nT/metre
— — — —	. . . . 0.05 nT/metre

LOCATION MAP



NTS: 82 F/3 SCALE: 1:250,000

23384

SULTAN MINERALS INC.
SALMO PROPERTY, B.C.

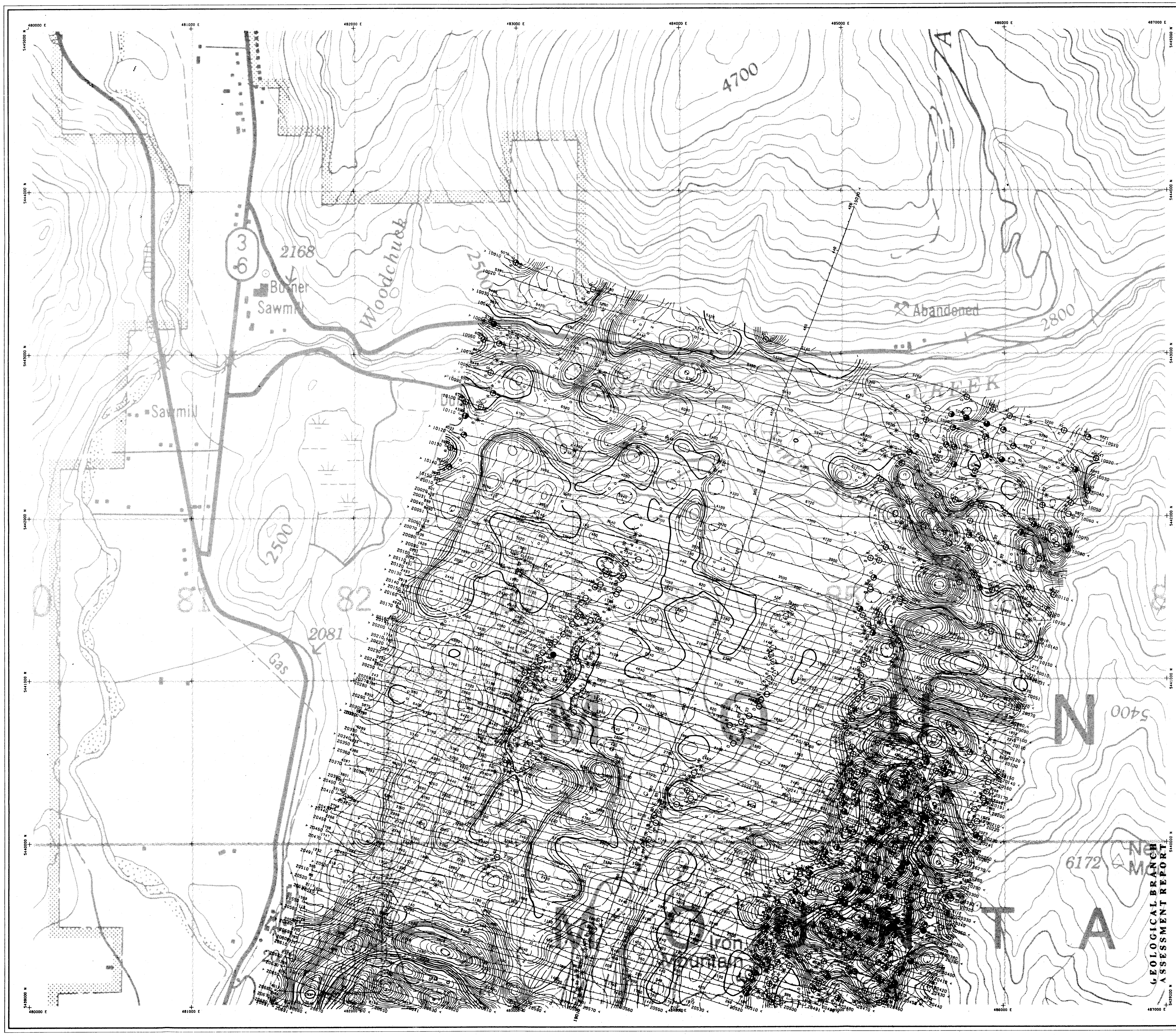
CALCULATED VERTICAL GRADIENT MAGNETICS

DIGHEM[V] SURVEY	NTS: 82 F/3	GEOPHYSICIST:
DATE: JANUARY 1994	JOB: 1161	SHEET: 2

DIGHEM SURVEYS & PROCESSING INC.

0 0.5 1.0 Km
0 0.5 Mi
Scale 1:10 000

DIGHEM
Quality and Service in Airborne Geophysics



23,384

GEOLOGICAL BRANCH ASSESSMENT REPORT

TECHNICAL SUMMARY

Navigation	Sercel real time differential GPS positioning
Data reduction grid interval	25 metres
Terrain clearance	Helicopter 60 m Electromagnetic sensor 30 m Magnetometer. VLF receiver 40 m
Data sampling interval	0.1 second
Magnetometer / sensitivity	Scintrex cesium / 0.01 nT
VLF receiver / sensitivity	Herz 2A / 1%
Electromagnetic system	DIGHEM

Frequency	Sensitivity	Coil Orientation
900 Hz	0.1 ppm	Vertical coaxial
5500 Hz	0.2 ppm	Vertical coaxial
900 Hz	0.1 ppm	Horizontal coplanar
7200 Hz	0.2 ppm	Horizontal coplanar
56000 Hz	1.0 ppm	Horizontal coplanar

ELECTROMAGNETIC ANOMALIES

Grade	Anomaly	Conductance
7	●	>100 siemens
6	◕	50–100 siemens
5	◓	20–50 siemens
4	⊕	10–20 siemens
3	⊕	5–10 siemens
2	○	1–5 siemens
1	◌	< 1 siemens
–	✳	Questionable anomaly

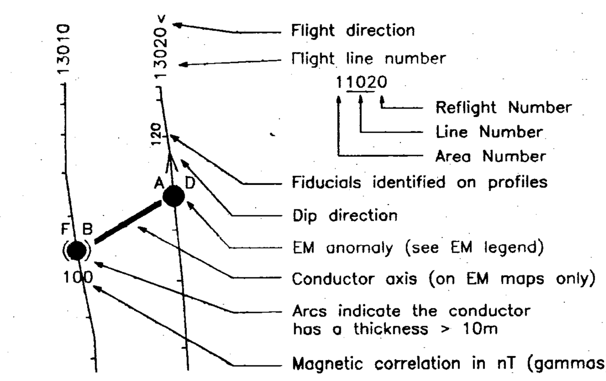
Anomaly identifier — Interpretive symbol

Depth is greater than: · 15 m, : 30 m, ⋮ 45 m, ⁞ 60 m

Inphase and Quadrature of coaxial coil is greater than: . 5 ppm, .. 10 ppm, ... 15 ppm, ... 20 ppm

Interpretive symbol	Conductor ("model")
B	Bedrock conductor
D	Narrow bedrock conductor ("thin dike")
S	Conductive cover ("horizontal thin sheet")
H	Broad conductive rock unit, deep conductive weathering, thick conductive cover ("half space")
E	Edge of broad conductor ("edge of half space")
L	Culture, e.g. power line, metal building or fence

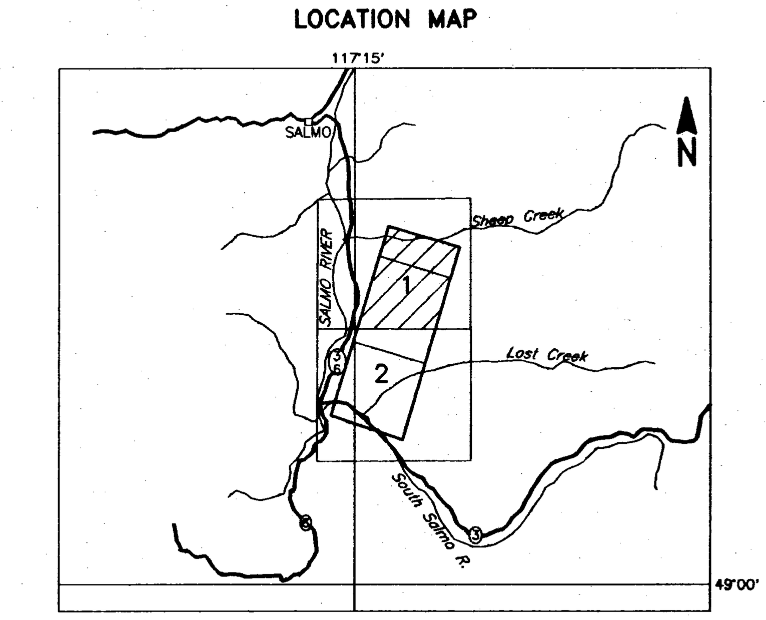
FLIGHT LINES WITH EM ANOMALIES



CALCULATED VERTICAL GRADIENT CONTOURS

——— (thick)	2.5 nT/metre
———	0.5 nT/metre
——— (thin)	0.1 nT/metre
— — —	0.05 nT/metre

LOCATION MAP



NTS: 82 F/3 SCALE: 1:250,000

SULTAN MINERALS INC.
SALMO PROPERTY, B.C.

CALCULATED VERTICAL GRADIENT MAGNETICS

DIGHEM SURVEY	NTS: 82 F/3	GEOPHYSICIST:
DATE: JANUARY 1994	JOB: 1161	SHEET: 1

DIGHEM SURVEYS & PROCESSING INC.

0 0.5 1.0 Km
0 0.5 Mi
Scale 1:10 000

DIGHEM
Quality and Service in Airborne Geophysics

GEOLOGICAL BRANCH
ASSESSMENT REPORT

23,384

TECHNICAL SUMMARY

Navigation . . . . Sercel real time differential GPS positioning
Data reduction grid interval . . . . 25 metres
Terrain clearance . . . . Helicopter 60 m
Electromagnetic sensor 30 m
Magnetometer. VLF receiver 40 m
Data sampling interval . . . . 0.1 second
Magnetometer / sensitivity . . . . . Scintrex cesium / 0.01 nT
VLF receiver / sensitivity . . . . . Herz 2A / 1%
Electromagnetic system . . . . . . DIGHEM[V]

Frequency	Sensitivity	Coil Orientation
900 Hz	0.1 ppm	Vertical coaxial
5500 Hz	0.2 ppm	Vertical coaxial
900 Hz	0.1 ppm	Horizontal coplanar
7200 Hz	0.2 ppm	Horizontal coplanar
56000 Hz	1.0 ppm	Horizontal coplanar

ELECTROMAGNETIC ANOMALIES

Grade	Anomaly	Conductance
7	●	>100 siemens
6	◕	50–100 siemens
5	◑	20–50 siemens
4	⊕	10–20 siemens
3	⊕	5–10 siemens
2	○	1–5 siemens
1	◌	< 1 siemens
–	✳	Questionable anomaly

Anomaly identifier — C | H — Interpretive symbol

Depth is greater than
· 15 m
: 30 m
⋮ 45 m
⋮ 60 m

Inphase and Quadrature of coaxial coil is greater than
. 5 ppm
.. 10 ppm
... 15 ppm
.... 20 ppm

Interpretive symbol	Conductor ("model")
B	Bedrock conductor
D	Narrow bedrock conductor ("thin dike")
S	Conductive cover ("horizontal thin sheet")
H	Broad conductive rock unit, deep conductive weathering, thick conductive cover ("half space")
E	Edge of broad conductor ("edge of half space")
L	Culture, e.g. power line, metal building or fence

FLIGHT LINES WITH EM ANOMALIES

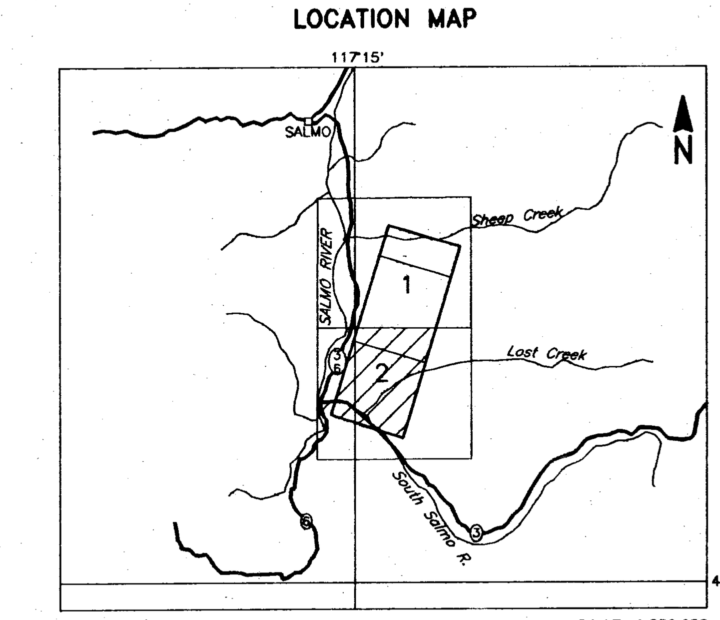
13010
13020 <
Flight direction
Flight line number
11020
Reflight Number
Line Number
Area Number
120
A D
F B
100
Fiducials identified on profiles
Dip direction
EM anomaly (see EM legend)
Conductor axis (on EM maps only)
Arcs indicate the conductor has a thickness > 10m
Magnetic correlation in nT (gammas)

TOTAL FIELD MAGNETIC CONTOURS

. . . . 250 nT
. . . . 50 nT
. . . . 10 nT
. . . . 5 nT
. . . . magnetic low

Magnetic inclination within the survey area: 72 degrees

LOCATION MAP



NTS: 82 F/3 SCALE: 1:250,000

SULTAN MINERALS INC.
SALMO PROPERTY, B.C.

TOTAL FIELD MAGNETICS

DIGHEM[V] SURVEY	NTS: 82 F/3	GEOPHYSICIST:
DATE: JANUARY 1994	JOB: 1161	SHEET: 2

DIGHEM SURVEYS & PROCESSING INC.

0 0.5 1.0 Km
0 0.5 Mi
Scale 1:10 000

DIGHEM
Quality and Service in Airborne Geophysics

GEOLOGICAL BRANCH ASSESSMENT REPORT

23,384

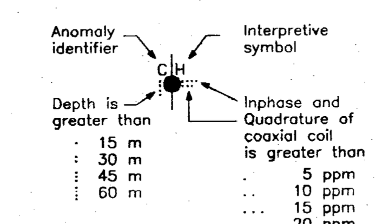
TECHNICAL SUMMARY

Navigation	Sercel real time differential GPS positioning
Data reduction grid interval	25 metres
Terrain clearance	Helicopter 60 m Electromagnetic sensor 30 m Magnetometer, VLF receiver 40 m
Data sampling interval	0.1 second
Magnetometer / sensitivity	Scintrex cesium / 0.01 nT
VLF receiver / sensitivity	Herz 2A / 1%
Electromagnetic system	DIGHEM[V]

Frequency	Sensitivity	Coil Orientation
900 Hz	0.1 ppm	Vertical coaxial
5500 Hz	0.2 ppm	Vertical coaxial
900 Hz	0.1 ppm	Horizontal coplanar
7200 Hz	0.2 ppm	Horizontal coplanar
56000 Hz	1.0 ppm	Horizontal coplanar

ELECTROMAGNETIC ANOMALIES

Grade	Anomaly	Conductance
7	●	>100 siemens
6	◕	50–100 siemens
5	◒	20–50 siemens
4	⊕	10–20 siemens
3	⊕	5–10 siemens
2	○	1–5 siemens
1	◌	< 1 siemens
–	✳	Questionable anomaly



Interpretive symbol	Conductor ("model")
B	Bedrock conductor
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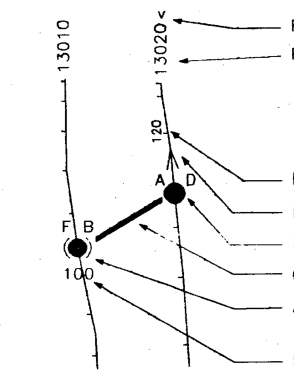
S	Conductive cover ("horizontal thin sheet")
H	Broad conductive rock unit, deep conductive weathering, thick conductive cover ("half space")
E	Edge of broad conductor ("edge of half space")
L	Culture, e.g. power line, metal building or fence

FLIGHT LINES WITH EM ANOMALIES



TOTAL FIELD MAGNETIC CONTOURS

.... 250 nT

.... 50 nT

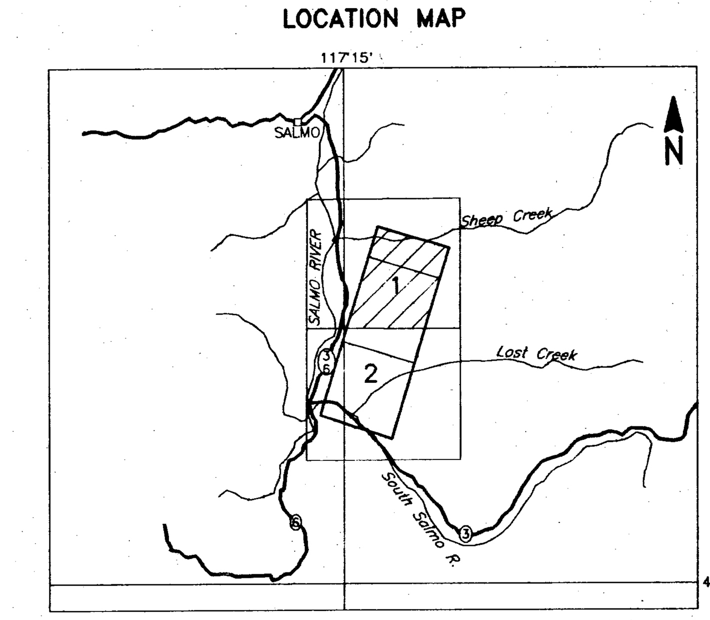
.... 10 nT

.... 5 nT

.... magnetic low

Magnetic inclination within the survey area: 72 degrees

LOCATION MAP



NTS: 82 F/3 SCALE: 1:250,000

SULTAN MINERALS INC.
SALMO PROPERTY, B.C.

TOTAL FIELD MAGNETICS

DIGHEM[V] SURVEY	NTS: 82 F/3	GEOPHYSICIST:
DATE: JANUARY 1994	JOB: 1161	SHEET: 1

DIGHEM SURVEYS & PROCESSING INC.

0 0.5 1.0 Km
0 0.5 Mi
Scale 1:10 000

DIGHEM
Quality and Service in Airborne Geophysics

GEOLOGICAL BRANCH
ASSESSMENT REPORT

23,384

TECHNICAL SUMMARY

Navigation	Sercel real time differential GPS positioning
Data reduction grid interval	25 metres
Terrain clearance	Helicopter 60 m Electromagnetic sensor 30 m Magnetometer. VLF receiver 40 m
Data sampling interval	0.1 second
Magnetometer / sensitivity	Scintrex cesium / 0.01 nT
VLF receiver / sensitivity	Herz 2A / 1%
Electromagnetic system	DIGHEM[V]

Frequency	Sensitivity	Coil Orientation
900 Hz	0.1 ppm	Vertical coaxial
5500 Hz	0.2 ppm	Vertical coaxial
900 Hz	0.1 ppm	Horizontal coplanar
7200 Hz	0.2 ppm	Horizontal coplanar
56000 Hz	1.0 ppm	Horizontal coplanar

ELECTROMAGNETIC ANOMALIES

Grade	Anomaly	Conductance
7	●	>100 siemens
6	◕	50–100 siemens
5	◒	20–50 siemens
4	⊕	10–20 siemens
3	⊕	5–10 siemens
2	○	1–5 siemens
1	◌	< 1 siemens
–	✳	Questionable anomaly

Anomaly identifier
Interpretive symbol
C H
Depth is greater than
· 15 m
: 30 m
⋮ 45 m
⋮ 60 m
Inphase and Quadrature of coaxial coil is greater than
. 5 ppm
.. 10 ppm
... 15 ppm
.... 20 ppm

Interpretive symbol	Conductor ("model")
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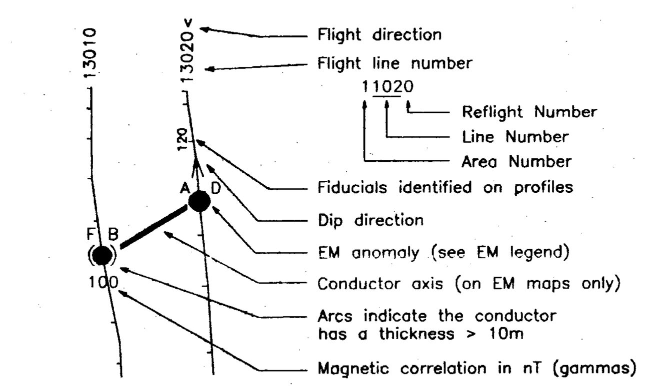
E	Edge of broad conductor ("edge of half space")
L	Culture, e.g. power line, metal building or fence

FLIGHT LINES WITH EM ANOMALIES

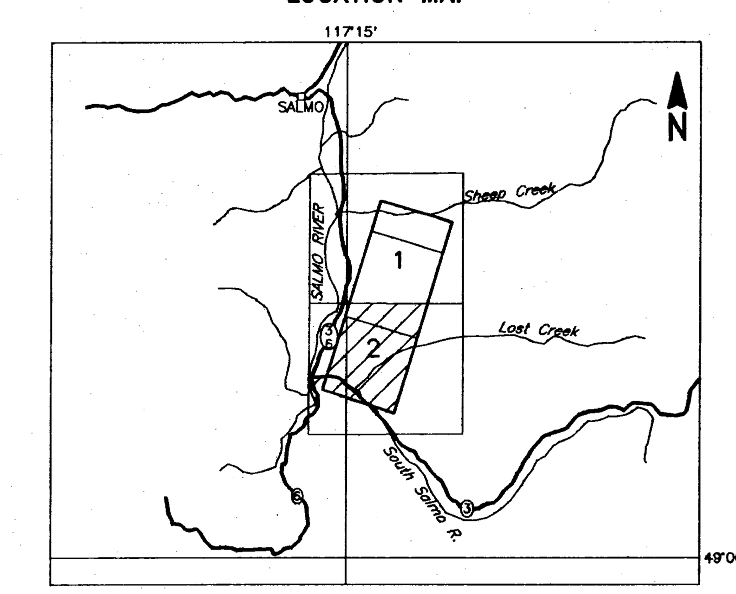


RESISTIVITY CONTOURS

1000
800
600
500
400
300
250
200
150
125
100

Contours in ohm–m at 10 intervals per decade

LOCATION MAP



NTS: 82 F/3 SCALE: 1:250,000

SULTAN MINERALS INC.
SALMO PROPERTY, B.C.

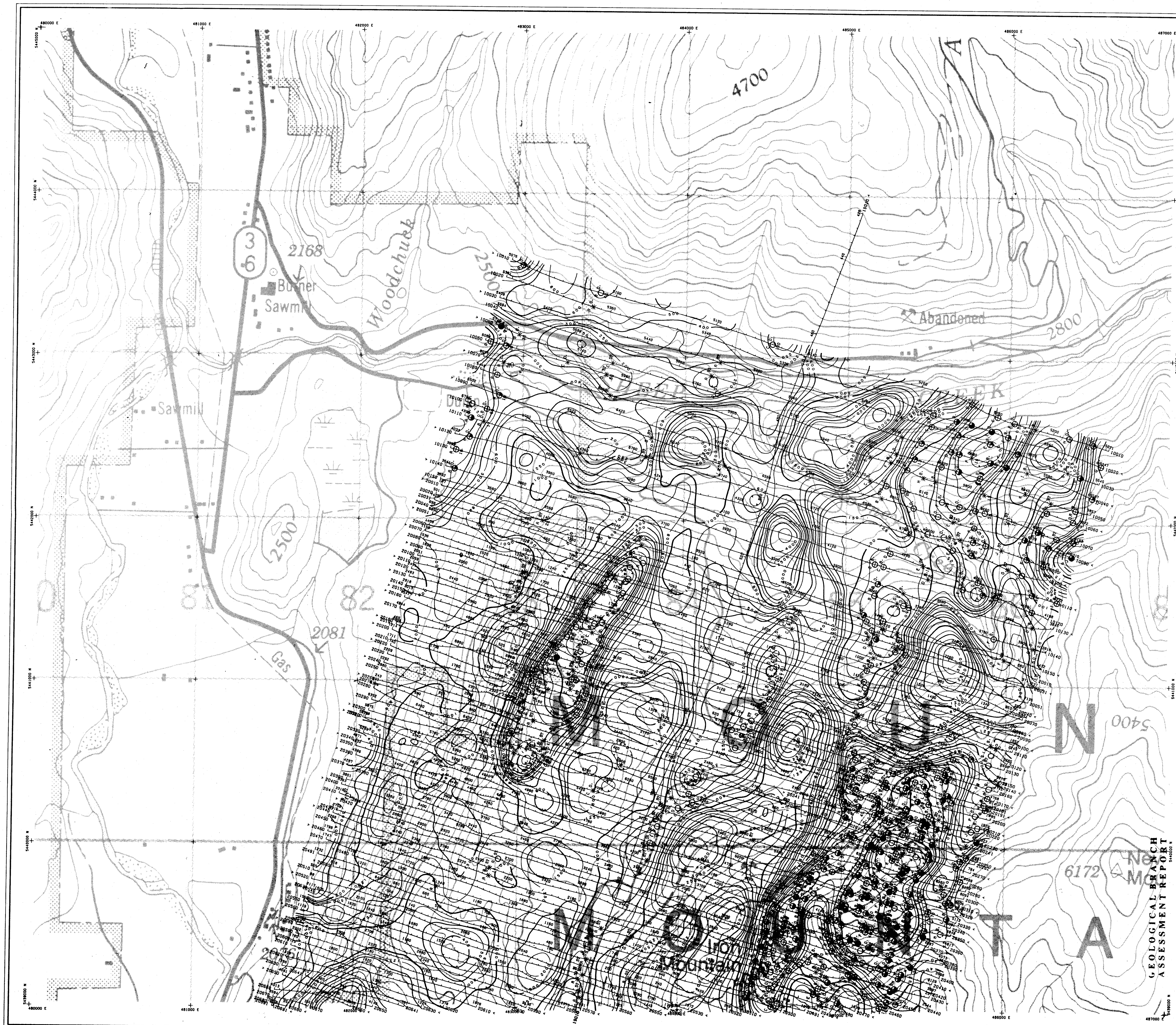
RESISTIVITY
56,000 Hz COPLANAR

DIGHEM[V] SURVEY	NTS: 82 F/3	GEOPHYSICIST:
DATE: JANUARY 1994	JOB: 1161	SHEET: 2

DIGHEM SURVEYS & PROCESSING INC.

0 0.5 1.0 Km
0 0.5 Mi
Scale 1:10 000

DIGHEM
Quality and Service in Airborne Geophysics



23,384

TECHNICAL SUMMARY

Navigation	Sercel real time differential GPS positioning
Data reduction grid interval	25 metres
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Data sampling interval	0.1 second
Magnetometer / sensitivity	Scintrex cesium / 0.01 nT
VLF receiver / sensitivity	Herz 2A / 1%
Electromagnetic system	DIGHEM^{V}

Frequency	Sensitivity	Coil Orientation
900 Hz	0.1 ppm	Vertical coaxial
5500 Hz	0.2 ppm	Vertical coaxial
900 Hz	0.1 ppm	Horizontal coplanar
7200 Hz	0.2 ppm	Horizontal coplanar
56000 Hz	1.0 ppm	Horizontal coplanar

ELECTROMAGNETIC ANOMALIES

Grade	Anomaly	Conductance
7	●	>100 siemens
6	◕	50–100 siemens
5	◒	20–50 siemens
4	⊕	10–20 siemens
3	⊕	5–10 siemens
2	○	1–5 siemens
1	◌	< 1 siemens
–	✳	Questionable anomaly

Anomaly identifier — Interpretive symbol — C H

Depth is greater than
- · 15 m
- : 30 m
- ⁝ 45 m
- ⁞ 60 m

Inphase and Quadrature of coaxial coil is greater than
- . 5 ppm
- .. 10 ppm
- ... 15 ppm
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Interpretive symbol	Conductor ("model")
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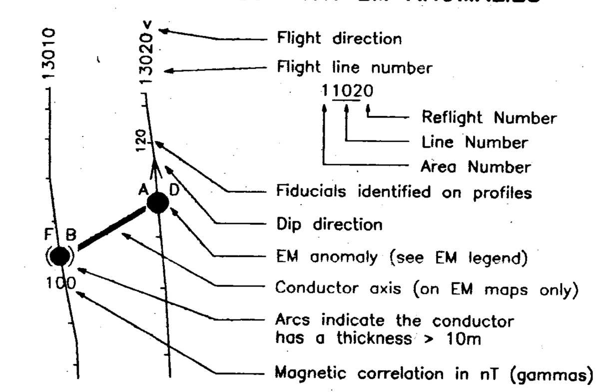
E	Edge of broad conductor ("edge of half space")
L	Culture, e.g. power line, metal building or fence

FLIGHT LINES WITH EM ANOMALIES

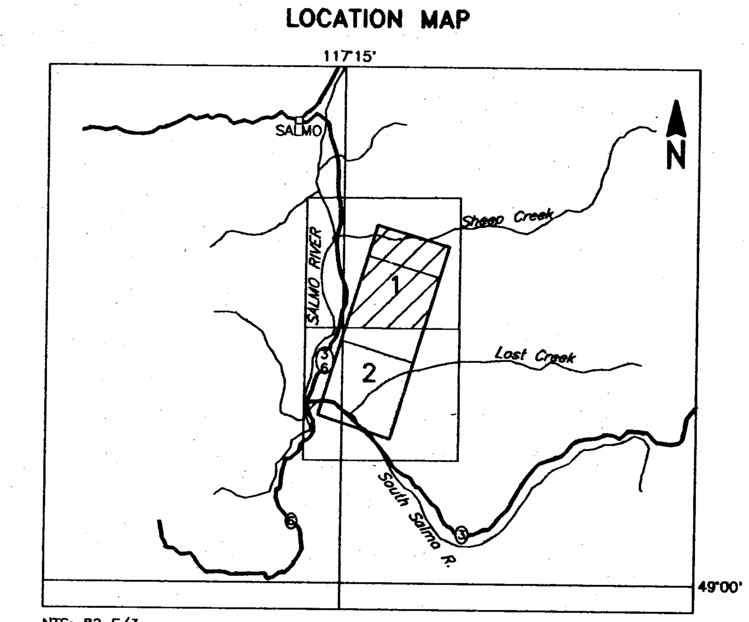


RESISTIVITY CONTOURS

1000
800
600
500
400
300
250
200
150
125
100

Contours in ohm–m at 10 intervals per decade

LOCATION MAP



NTS: 82 F/3

SCALE: 1:250,000

SULTAN MINERALS INC.
SALMO PROPERTY, B.C.

RESISTIVITY
56,000 Hz COPLANAR

DIGHEM^{V} SURVEY	NTS: 82 F/3	GEOPHYSICIST: VAS
DATE: JANUARY 1994	JOB: 1161	SHEET: 1

DIGHEM SURVEYS & PROCESSING INC.

0 0.5 1.0 Km
0 0.5 Mi
Scale 1:10 000

DIGHEM
Quality and Service in Airborne Geophysics

GEOLOGICAL BRANCH
ASSESSMENT REPORT

23,384

TECHNICAL SUMMARY

Navigation	Sercel real time differential GPS positioning
Data reduction grid interval	25 metres
Terrain clearance	Helicopter 60 m Electromagnetic sensor 30 m Magnetometer. VLF receiver 40 m
Data sampling interval	0.1 second
Magnetometer / sensitivity	Scintrex cesium / 0.01 nT
VLF receiver / sensitivity	Herz 2A / 1%
Electromagnetic system	DIGHEM

Frequency	Sensitivity	Coil Orientation
900 Hz	0.1 ppm	Vertical coaxial
5500 Hz	0.2 ppm	Vertical coaxial
900 Hz	0.1 ppm	Horizontal coplanar
7200 Hz	0.2 ppm	Horizontal coplanar
56000 Hz	1.0 ppm	Horizontal coplanar

ELECTROMAGNETIC ANOMALIES

Grade	Anomaly	Conductance
7	●	>100 siemens
6	◕	50–100 siemens
5	◒	20–50 siemens
4	⊕	10–20 siemens
3	⊕	5–10 siemens
2	○	1–5 siemens
1	◌	< 1 siemens
–	✳	Questionable anomaly

Anomaly identifier — C
Interpretive symbol — H
Depth is greater than
· 15 m
: 30 m
⁝ 45 m
⁞ 60 m
Inphase and Quadrature of coaxial coil is greater than
. 5 ppm
.. 10 ppm
... 15 ppm
.... 20 ppm

Interpretive symbol	Conductor ("model")
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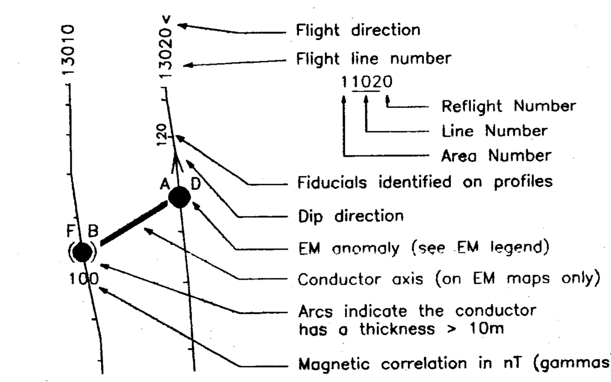
D	Narrow bedrock conductor ("thin dike")
S	Conductive cover ("horizontal thin sheet")
H	Broad conductive rock unit, deep conductive weathering, thick conductive cover ("half space")
E	Edge of broad conductor ("edge of half space")
L	Culture, e.g. power line, metal building or fence

FLIGHT LINES WITH EM ANOMALIES

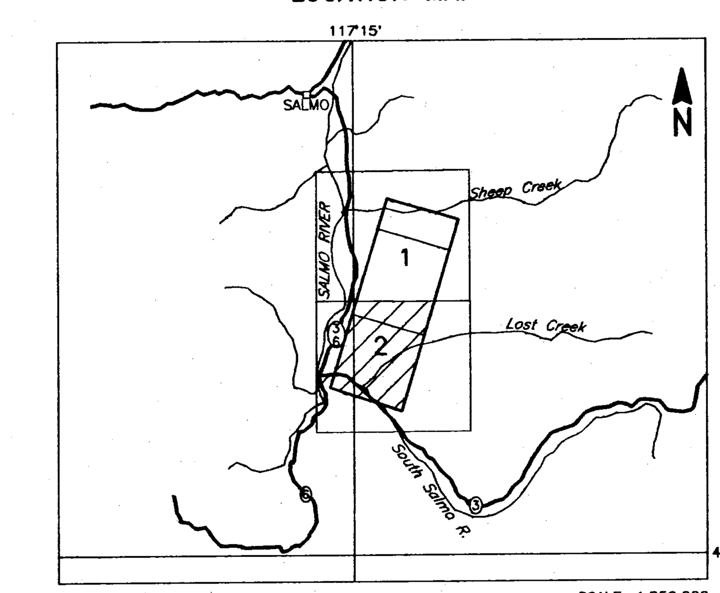


RESISTIVITY CONTOURS

1000
800
600
500
400
300
250
200
150
125
100

Contours in ohm–m at 10 intervals per decade

LOCATION MAP



NTS: 82 F/3 SCALE: 1:250,000

SULTAN MINERALS INC.
SALMO PROPERTY, B.C.

RESISTIVITY
7200 Hz COPLANAR

DIGHEM SURVEY	NTS: 82 F/3	GEOPHYSICIST:
DATE: JANUARY 1994	JOB: 1161	SHEET: 2

DIGHEM SURVEYS & PROCESSING INC.

0 0.5 1.0 Km
0 0.5 Mi
Scale 1:10 000

DIGHEM
Quality and Service in Airborne Geophysics

TECHNICAL SUMMARY

Navigation	Sercel real time differential GPS positioning
Data reduction grid interval	25 metres
Terrain clearance	Helicopter 60 m Electromagnetic sensor 30 m Magnetometer. VLF receiver 40 m
Data sampling interval	0.1 second
Magnetometer / sensitivity	Scintrex cesium / 0.01 nT
VLF receiver / sensitivity	Herz 2A / 1%
Electromagnetic system	DIGHEM^{V}

Frequency	Sensitivity	Coil Orientation
900 Hz	0.1 ppm	Vertical coaxial
5500 Hz	0.2 ppm	Vertical coaxial
900 Hz	0.1 ppm	Horizontal coplanar
7200 Hz	0.2 ppm	Horizontal coplanar
56000 Hz	1.0 ppm	Horizontal coplanar

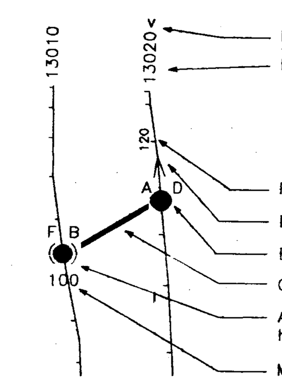
ELECTROMAGNETIC ANOMALIES

Grade	Anomaly	Conductance
7	●	>100 siemens
6	◕	50–100 siemens
5	◒	20–50 siemens
4	⊕	10–20 siemens
3	⊕	5–10 siemens
2	○	1–5 siemens
1	◌	< 1 siemens
–	✳	Questionable anomaly

Anomaly identifier
Interpretive symbol
Depth is greater than
· 15 m
: 30 m
⋮ 45 m
⋮ 60 m
Inphase and Quadrature of coaxial coil is greater than
. 5 ppm
.. 10 ppm
... 15 ppm
.... 20 ppm

Interpretive symbol	Conductor ("model")
B	Bedrock conductor
D	Narrow bedrock conductor ("thin dike")
S	Conductive cover ("horizontal thin sheet")
H	Broad conductive rock unit, deep conductive weathering, thick conductive cover ("half space")
E	Edge of broad conductor ("edge of half space")
L	Culture, e.g. power line, metal building or fence

FLIGHT LINES WITH EM ANOMALIES

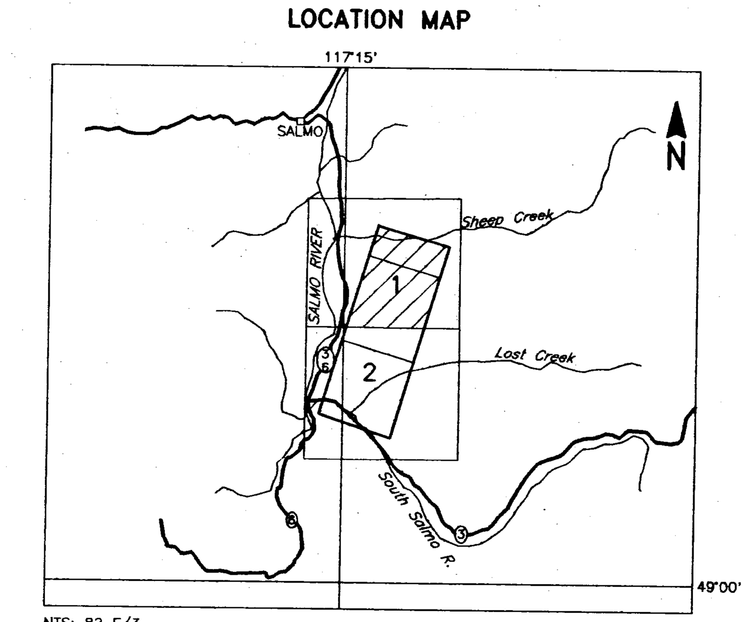


RESISTIVITY CONTOURS

1000
800
600
500
400
300
250
200
150
125
100

Contours in ohm–m at 10 intervals per decade

LOCATION MAP



NTS: 82 F/3
SCALE: 1:250,000

23,384

SULTAN MINERALS INC.
SALMO PROPERTY, B.C.

RESISTIVITY
7200 Hz COPLANAR

DIGHEM^{V} SURVEY	NTS: 82 F/3	GEOPHYSICIST:
DATE: JANUARY 1994	JOB: 1161	SHEET: 1

DIGHEM SURVEYS & PROCESSING INC.

0 0.5 1.0 Km
0 0.5 Mi
Scale 1:10 000

DIGHEM
Quality and Service in Airborne Geophysics

GEOLOGICAL BRANCH
ASSESSMENT REPORT

23,384

TECHNICAL SUMMARY

Navigation . . . . Sercel real time differential GPS positioning
Data reduction grid interval . . . . 25 metres
Terrain clearance . . . . Helicopter 60 m
Electromagnetic sensor 30 m
Magnetometer. VLF receiver 40 m
Data sampling interval . . . . 0.1 second
Magnetometer / sensitivity . . . . . Scintrex cesium / 0.01 nT
VLF receiver / sensitivity . . . . . Herz 2A / 1%
Electromagnetic system . . . . . . DIGHEM[V]

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900 Hz	0.1 ppm	Horizontal coplanar
7200 Hz	0.2 ppm	Horizontal coplanar
56000 Hz	1.0 ppm	Horizontal coplanar

N

ELECTROMAGNETIC ANOMALIES

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4	⊕	10–20 siemens
3	⊕	5–10 siemens
2	○	1–5 siemens
1	◌	< 1 siemens
–	✳	Questionable anomaly

Anomaly identifier
Interpretive symbol
C H
Depth is greater than
· 15 m
: 30 m
⋮ 45 m
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... 15 ppm
.... 20 ppm

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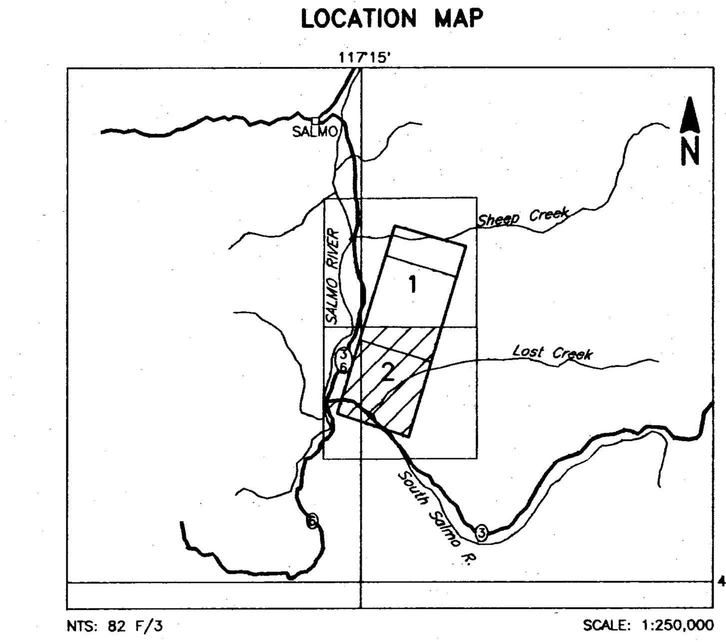
FLIGHT LINES WITH EM ANOMALIES

13010
13020
Flight direction
Flight line number
11020
Reflight Number
Line Number
Area Number
120
Fiducials identified on profiles
A D
Dip direction
F B
EM anomaly (see EM legend)
100
Conductor axis (on EM maps only)
Arcs indicate the conductor has a thickness > 10m
Magnetic correlation in nT (gammas)



SULTAN MINERALS INC.
SALMO PROPERTY, B.C.

ELECTROMAGNETIC ANOMALIES

DIGHEM[V] SURVEY	NTS: 82 F/3	GEOPHYSICIST: TB
DATE: JANUARY 1994	JOB: 1161	SHEET: 2

DIGHEM SURVEYS & PROCESSING INC.

0 0.5 1.0 Km
0 0.5 Mi
Scale 1:10 000

DIGHEM
Quality and Service in Airborne Geophysics

GEOLOGICAL BRANCH
ASSESSMENT REPORT

23,384

TECHNICAL SUMMARY

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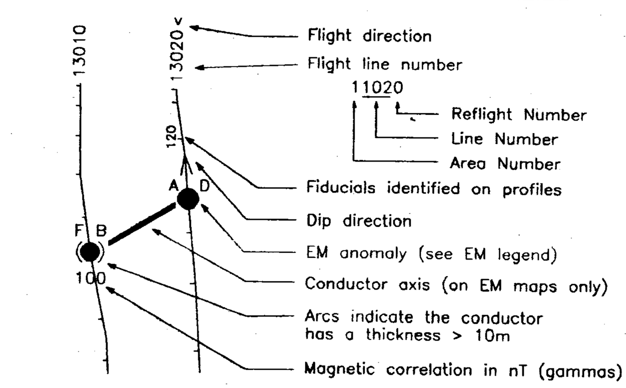
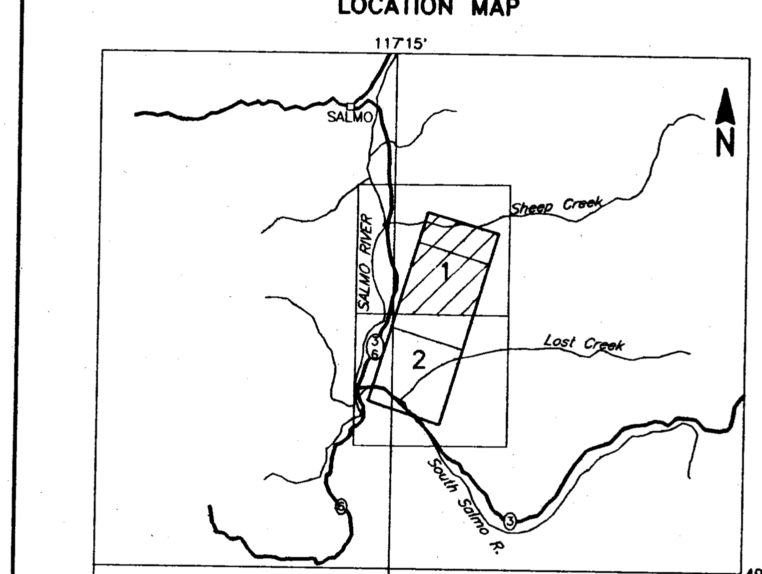
FLIGHT LINES WITH EM ANOMALIES



LOCATION MAP



NTS: 82 F/3
SCALE: 1:250,000

SULTAN MINERALS INC.
SALMO PROPERTY, B.C.

ELECTROMAGNETIC ANOMALIES

DIGHEM^{V} SURVEY	NTS: 82 F/3	GEOPHYSICIST:
DATE: JANUARY 1994	JOB: 1161	SHEET: 1

DIGHEM SURVEYS & PROCESSING INC.

0 0.5 1.0 Km
0 0.5 Mi
Scale 1:10 000

DIGHEM
Quality and Service in Airborne Geophysics