AIRBORNE GEOPHYSICAL REPORT

ON THE

BAEZ PROPERTY

CARIBOO MINING DIVISION
NTS 93C/9E, 16E
52°44' N Latitude, 124°13'W Longitude

by

Geoffrey N. Goodall, B.Sc., P. Geo.
Fox Geological Consultants Ltd.
1409 - 409 Granville Street
Vancouver, B.C. V6C 1T8

Work Paid For By
Phelps Dodge Corporation of Canada, Limited
Suite 912 - 120 Adelaide Street West
Toronto, Ontario M5H 1T1

February 1[illegible], 1995

TABLE OF CONTENTS

List of Figures

Appendices

SUMMARY

This report summarizes an airborne geophysical survey conducted over the Baez 1 to 34 mineral claims located in the Cariboo Mining Division of central British Columbia. A total of 1171 kilometres of survey was flown over the property from September 4 to September 8, 1994 by Dighem of Mississauga, Ontario.

The airborne survey successfully delineated areas of high magnetic, resistivity and electromagnetic response.

Discrete ovoid to linear magnetic anomalies were outlined in the northwest, northeast and southwest areas of the survey. Resistivity anomalies were partially coincident with the northern magnetic signatures. Numerous north-trending VLF-EM signatures were noted throughout the survey area. Moderate to intense northwest-trending VLF-EM signatures were noted in the northwest portion of the survey.

The geophysical anomalies outlined by the airborne survey may represent areas of epithermal style alteration within an area underlain by prospective host rocks. It is recommended that these anomalous areas be examined by geological mapping surveys. Ground geophysical and geochemical surveys may be warranted based on the geological mapping.

INTRODUCTION

This report details an airborne geophysical survey conducted over the Baez property located in the Cariboo Mining Division of central British Columbia. The survey was flown in two separate blocks over the northern and southern portion of the Baez property from September 4 to 8, 1994. The data from this survey was merged with data from a previous survey flown over the central claim block area.

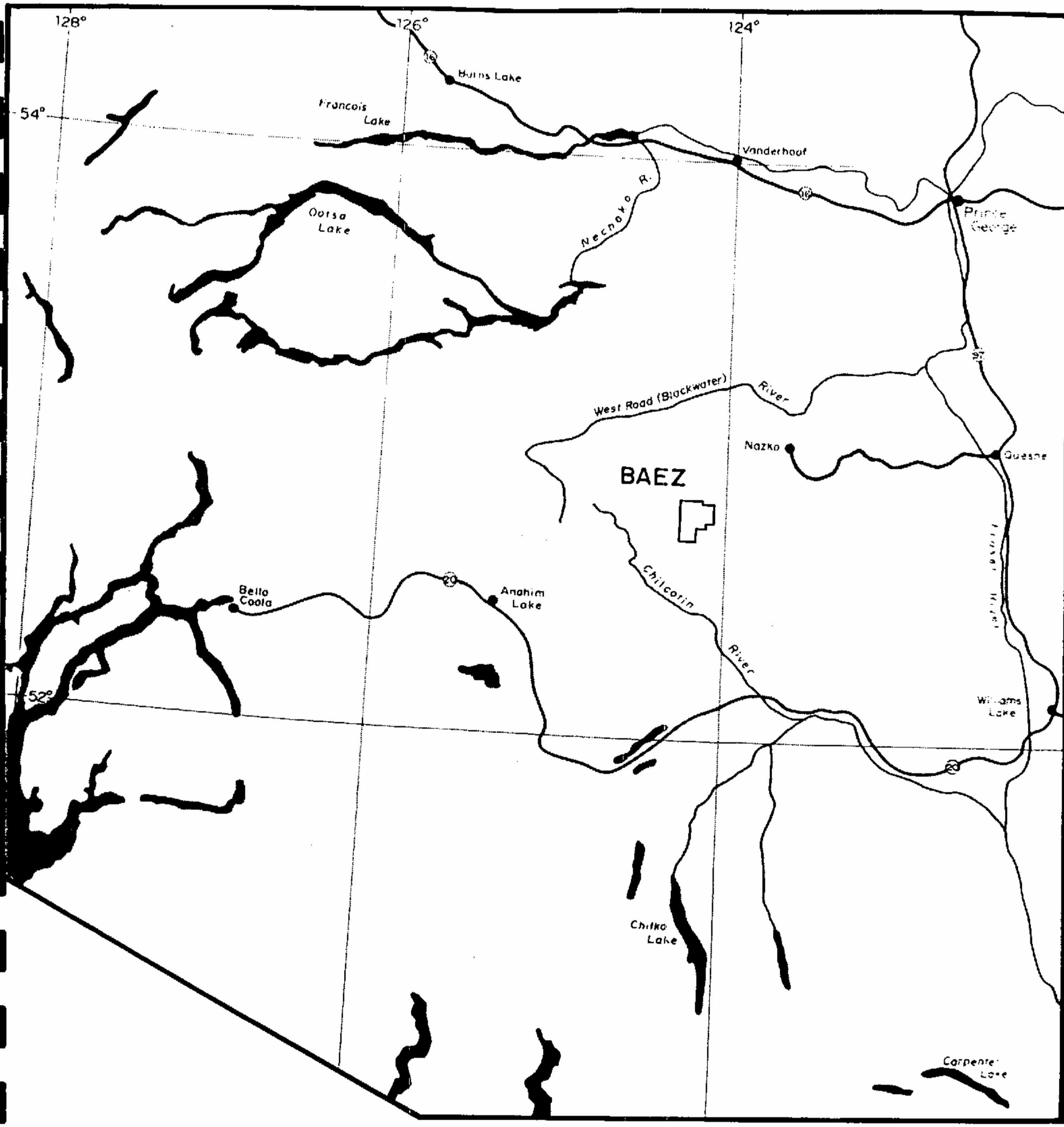
LOCATION AND ACCESS

The Baez claims cover 15,500 hectares (155 km^2) in the Interior Plateau region of central British Columbia. The area is located 125 kilometres west of Quesnel, B.C. and 50 kilometres southwest of the locality of Nazko, B.C. The property is centred at 52° 44'N latitude, 124° 13'W longitude on NTS mapsheets 93C/9E and 16E (Figure 1). The claims cover several broad marshy drainages which flow north into the Baezaeko River, south into the Clusko River and east into the Clisbako River. Broad ridges with 50 to 100 metres relief form watershed divides between drainages. Vegetation varies from grassy meadows in the lowlands to spruce and pine on the uplands. Logging is active on the south and eastern margin of the claims.

The south half of the property is accessed via paved highway from Williams Lake, B.C. to Redstone, then by the Clusko-Thunder Mountain Forest Service Road 80 kilometres north to the property. The northern portion of the property is accessed by paved highway from Quesnel, B.C. to Nazko then by the Michelle Canyon (3900 and 4200) Forest Service Roads 70 kilometres west to the property. Several northwest and northeast seismic lines cross the property and provide access for all-terrain vehicles to remote areas of the claim block (Figure 2).

CLAIM INFORMATION

The Baez property consists of 34 mineral claims totalling 621 units located in the Cariboo Mining Division of central British Columbia (Figure 3). All claims are owned 100% by Phelps Dodge Corporation of Canada, Limited. Claim data pertinent to this report is provided below. Expenditures for the 1994 airborne geophysical survey have been apportioned to the Baez 1 through 15 and the Baez 25 through 33 mineral claims. Expiry dates shown assume current work is accepted for assessment credits.



Scale 1:2,000,000
0 50 100 km

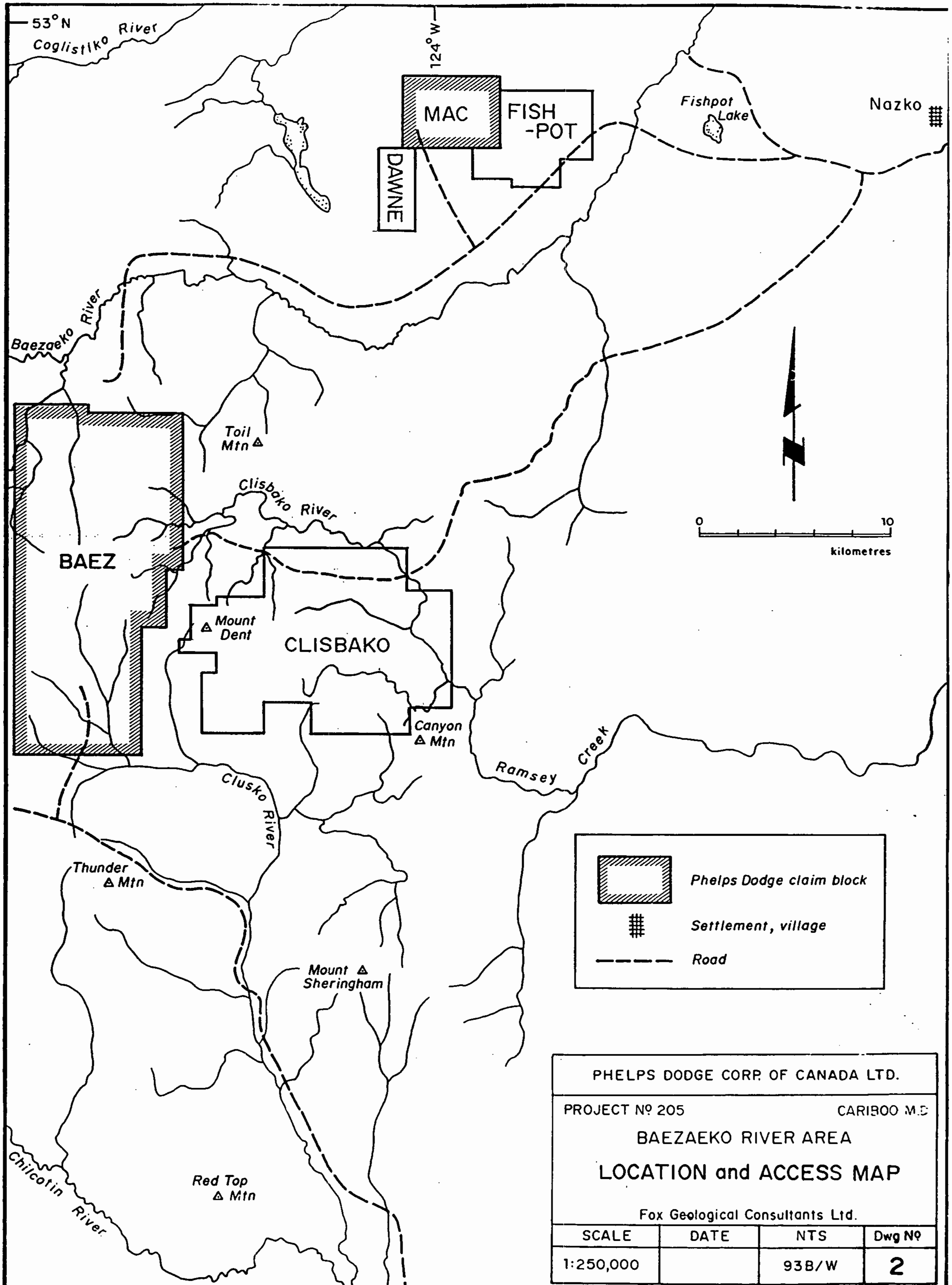
PHELPS DODGE CORP. OF CANADA LTD.

PROJECT Nº 205 **OMINECA M.D.**

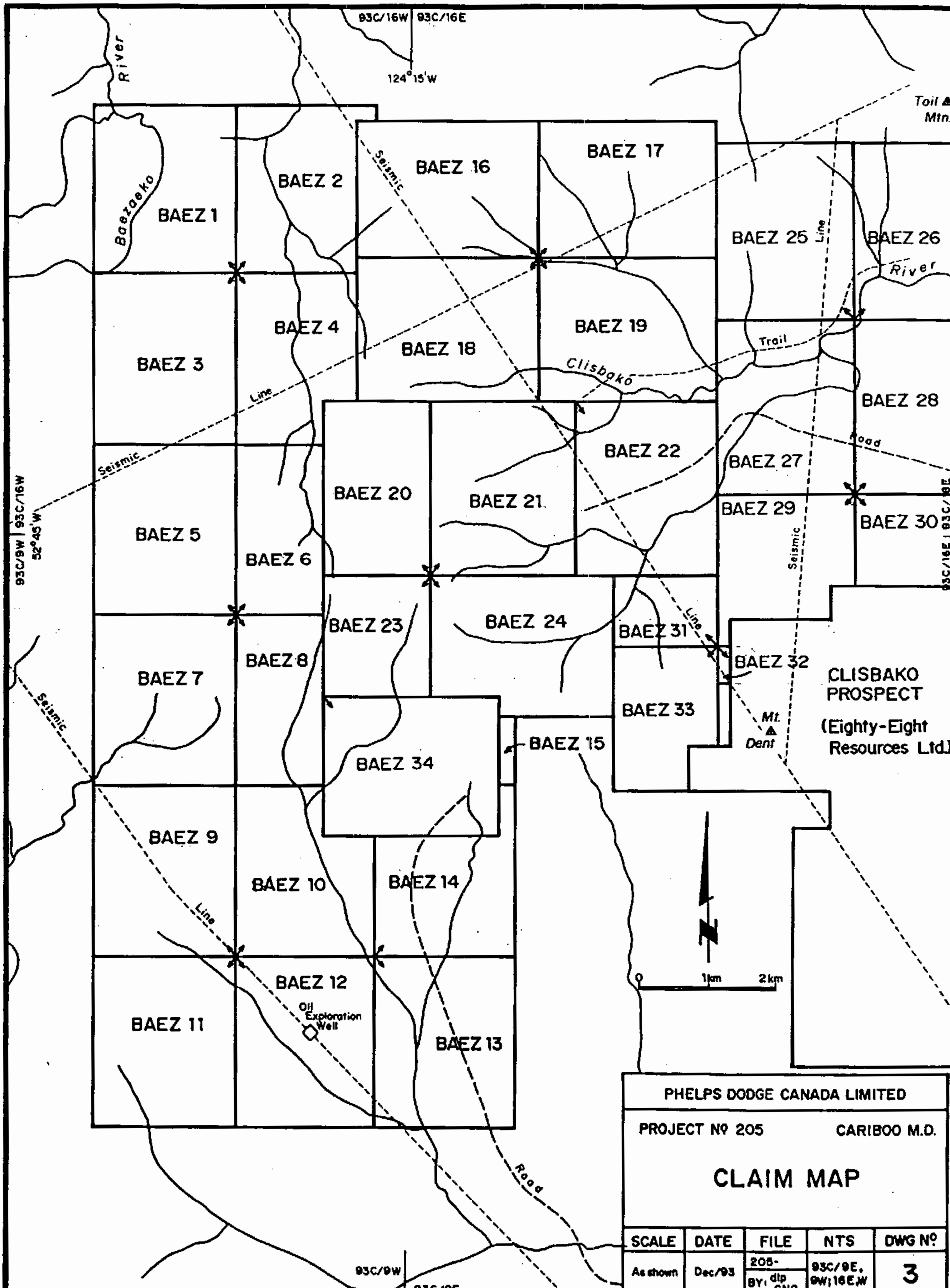
BAEZ PROPERTY

LOCATION MAP

SCALE	DATE	NTS	FIG Nº
1:2,000,000	Feb. 1995	93E/10	1



53° N
Coglistiko River
124° W
MAC
FISH -POT
DAWNE
Fishpot Lake
Nazko
Baezaeko River
Toil Mtn
Clisbako River
BAEZ
Mount Dent
CLISBAKO
Canyon Mtn
Ramsey Creek
Clusko River
Thunder Mtn
Mount Sheringham
Red Top Mtn
Chilcotin River
0
10
kilometres
Phelps Dodge claim block
Settlement, village
Road
PHELPS DODGE CORP. OF CANADA LTD.
PROJECT Nº 205
CARIBOO M.D.
BAEZAEKO RIVER AREA
LOCATION and ACCESS MAP
Fox Geological Consultants Ltd.
SCALE
DATE
NTS
Dwg Nº
1:250,000
93B/W
2



PHELPS DODGE CANADA LIMITED				
PROJECT Nº 205			CARIBOO M.D.	
CLAIM MAP				
SCALE	DATE	FILE	NTS	DWG Nº
As shown	Dec/93	205- BY: dlp GNG	93C/9E, 9W; 16E,W	3

Claim Name	Units	Tenure #	Expiry Date
Baez 1	20	314989	November 29, 1997
Baez 2	20	314990	November 29, 1997
Baez 3	20	314991	November 29, 1997
Baez 4	20	314992	November 29, 1997
Baez 5	20	314993	November 29, 1997
Baez 6	20	314994	November 29, 1997
Baez 7	20	314995	November 29, 1997
Baez 8	20	314996	November 29, 1997
Baez 9	20	214997	November 30, 1997
Baez 10	20	314998	November 30, 1997
Baez 11	20	314999	November 30, 1997
Baez 12	20	315000	November 30, 1997
Baez 13	20	315001	November 30, 1997
Baez 14	20	315002	November 30, 1997
Baez 15	12	315003	November 30, 1997
Baez 25	20	328595	July 12, 1998
Baez 26	20	328596	July 13, 1998
Baez 27	20	328597	July 12, 1998
Baez 28	20	328598	July 12, 1998
Baez 29	20	328599	July 12, 1998
Baez 30	20	328600	July 12, 1998
Baez 31	6	328590	July 12, 1998
Baez 32	12	328591	July 13, 1998
Baez 33	4	328592	July 13, 1998

PERMITS AND RECLAMATION

All work conducted on the Baez claims in 1994 was performed under B.C. Ministry of Energy, Mines and Petroleum Resources Annual Work Approval Number PRG-1994-1101250-6325. Reclamation was conducted in accordance with the Guidelines for Mineral Exploration: Reclamation.

HISTORY

In the Clisbako-Mount Dent area, the first recorded exploration was conducted in 1985 by Rio Algom on the O'Boy claims. Property exploration focussed on a local area culminating in a drill program conducted in 1987. Eighty-Eight Resources Ltd. staked the Clisbako claims in 1989 and optioned the property to Minnova Inc. in 1991. Over their two-year option period, Minnova spent more than one million dollars conducting geological and geophysical surveys, trenching and diamond drilling. The B.C.G.S. is presently mapping in the north portion of the Nechako Plateau as part of their on-going Interior Plateau initiative.

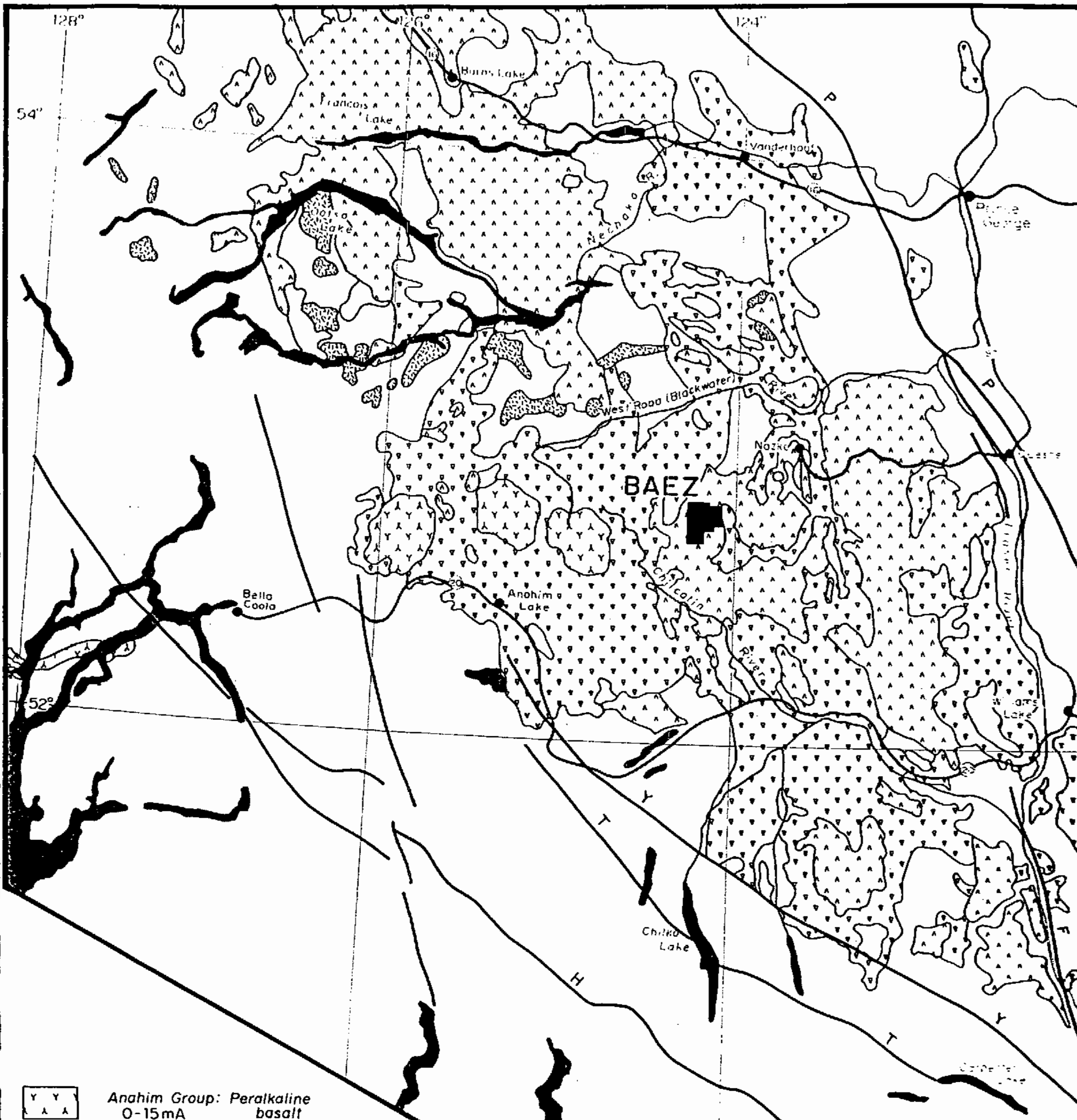
Phelps Dodge Corporation of Canada, Limited commenced exploration work in the region by staking the Baez claims in 1992. Between June and October, 1993, 134 man days were spent prospecting, establishing grids, soil geochemical sampling and preliminary geological mapping. A large flagged grid was established to follow-up anomalous soil geochemical results. Prospecting and preliminary geological mapping was conducted along ridge lines on the west, central and southern portions of the claims.

REGIONAL GEOLOGY

Figure 4 outlines the regional geology of the Interior Plateau. The oldest rocks exposed in the region are Pennsylvanian to Permian age Cache Creek Group sedimentary rocks. These are overlain by Upper Triassic to Lower Jurassic Takla Group andesite and basalt flows, tuffs and breccia and associated clastic rocks. Argillite and conglomerate sedimentary rock and andesite flows and breccia of the Middle Jurassic Hazelton Group occur predominantly in the northern portion of the Chilcotin Plateau. This sequence is unconformably overlain by Upper Cretaceous, Paleocene, Eocene and possibly Oligocene rocks of the Ootsa Lake Group. This group is comprised of rhyolitic to dacitic tuff, flows and breccias with minor amounts of andesite, basalt, conglomerate and tuffaceous shale. A sequence of Eocene to Miocene andesite, dacite and rhyolite volcanic rocks of the Endako Group and Pliocene to Pleistocene Chilcotin group vesicular andesite and basalt flows, breccias and cinder cones conformably overlie the Ootsa Lake Group. Pleistocene to recent till, gravel and sand infill drainage basins and locally form eskers and moraines up to 100 metres thick.

PROPERTY GEOLOGY

The Baez claims are underlain predominantly by a sequence of subaerial basaltic rocks of the Chilcotin Group and rhyolitic tuffs, flows and breccias of the Ootsa Lake Group. Outcrop is less than 5% of the property and is limited to ridge crests and small outcroppings in creek beds and road cuts. Four discernable units have been recognized



Y Y Y	*Anahim Group: Peralkaline basalt* 0-15mA
▼ ▼ ▼	*Chilcotin Group: Backarc alkaline/tholeiite basalt* 2-10mA
(stippled)	*Nanika, Quanchus Intrusives: Quartz monzonite, granite* 60mA
^ ^ ^	*Ootsa Group: Calc-alkaline felsic volcanics* 35-70mA
(blank)	*Pre-Tertiary rocks and Coast Intrusions*

Fault — H - *Harrison*, T - *Tchaikazan*, Y - *Yalakom*, F - *Fraser*, P - *Pinchi*

Scale 1: 2,000,000

0 50 100 km

PHELPS DODGE CORP. OF CANADA LTD.

PROJECT Nº 205 OMINECA M.D.

BAEZ PROPERTY

REGIONAL GEOLOGY

Fox Geological Consultants Ltd

SCALE	DATE	NTS	FIG Nº
1:2,000,000	Feb. 1995	93E/10	4

from the preliminary geological mapping conducted on the claims. These are, in a younging sequence, dacite, rhyodacite, rhyolite and basalt.

Ootsa Lake Group

Dacite, the lowermost unit seen on the property, outcrops along the lower portions of the north-south ridge in the west central portion of the claims. The unit is fine to medium grained and consists of augite, hornblende and plagioclase phenocrysts set in a light grey matrix.

Rhyodacite outcrops along ridge crests and east- facing dip slopes on the central and easterly portions of the property. Here the rhyodacite member lies stratigraphically above the dacite unit. The rhyodacite unit is very fine to fine grained, mauve to grey, with minor augite and plagioclase phenocrysts. The unit varies from massive flow laminated rocks to beds of tuff and breccia.

Rhyolitic flow rocks outcrop in deeply incised creek beds draining the north, central and western area of the claims. These outcrops generally form rusty weathered cliff faces up to 25 metres high. Bedding planes, flow banding and brecciation are noted locally. Quartz and biotite phenocysts form 10% of the rock and are set in a very fine to fine grained tan to grey matrix. The latter is commonly pilotaxitic with variolitic cavities. The breccias are composed entirely of rhyolite fragments and are probably flow related.

The rhyolite unit is often intensely argillically altered with tan brown coloured kaolinite predominant in the matrix. Float samples of moderately argillic altered rhyolite with banded quartz-chalcedony stockwork veins were noted in the central claim area. Drusy quartz crystals form in open vein cavities. Rare fine grained pyrite and arsenopyrite were noted.

Chilcotin Group

Vesicular basalt outcrops sporadically along ridge crests and forms abundant float throughout all drainages and low lying areas. The dark green, maroon and brick red coloured unit is fine to medium grained with 5% to 15% vesicles. Hornblende, augite and plagioclase phenocrysts are common.

1994 WORK PROGRAM

An airborne geophysical survey was conducted over the Baez property from September 4 to 8, 1994. A total of 1,171 line-kilometres was flown in two separate blocks. The northern block covers the northern most area of the property. A total of 494 line-kilometres of survey was flown over this area. Coverage over the south portion of the claim block amounted to 677 line-kilometres. Figure 5 depicts the airborne survey areas relative to the Baez property boundary and the previous survey. The surveys were flown consecutively by Dighem of Mississauga, Ontario. Survey lines were flown in an east-west direction with a line spacing of approximately 200 metres. An Aerospatiale AS350B helicopter equipped with a Sercel real time differential GPS navigation system was used to perform the survey. Accommodations were provided at Fishpot Lake Resort. Details of the geophysical equipment used, handling of data and interpretation of results are provided in Appendix I.

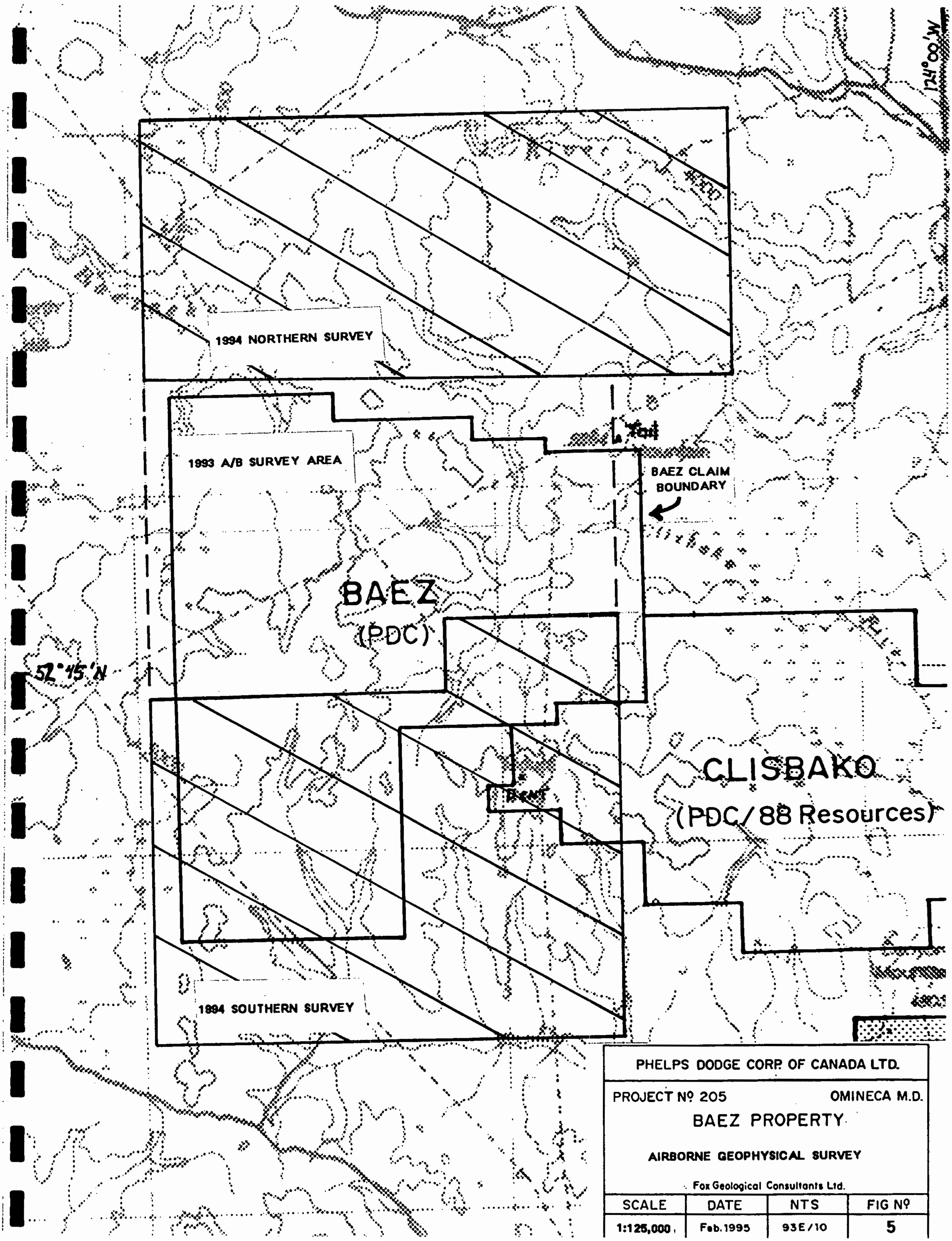
RESULTS

The airborne geophysical survey was effective in outlining areas of high magnetic and resistivity response and electromagnetic anomalies. Locations given in the following summary are in Universal Trans Mercator co-ordinates in Zone 10. Details of the results are presented in the Dighem report included in Appendix I.

Weak to moderate resistivity high anomalies were highlighted in the northwest, north-central and southwest portion of the survey area. In the northwest area, centred at 414400E, 5856000N, a 500-metre wide, ovoid shape feature was defined by the 400 ohm-m contour of apparent resistivity at 56,000 Hz. A similar ovoid feature was defined in the northwest survey area centred at 419000mE, 5856600mN and was defined by a 400 ohm-m contour of apparent resistivity at 56,000 Hz. In the southwest, a resistivity feature is defined by the 500 ohm-m contour of apparent resistivity at 56,000 Hz. This resistivity high measures some 1,300 metres north-south by 800 metres east-west, centred at 5838100mN, 412000mE. Apparent resistivities reach a high of 2,500 Hz in the centre of the anomaly.

Numerous VLF-EM features were highlighted by the airborne survey. Most features trend north-south and locally trend northwest. An anomalous VLF-EM anomaly occurs in the north-central survey area. This anomaly extends north from 5854000mN some 4,000 metres and is centred at 416300mE.

Magnetic anomalous features were noted in the north, northeast and southwest portions of the survey. In the north a narrow magnetic high feature outlined by the 57,500 nanotesla contour, extends from 585000mN to 5857000mN centred at 414300mE. In the southwest area, a 1,000-metre wide north-south magnetic high, centred at 417800mE, occurs between 5835000mN and 583700mN. A small magnetic high anomaly occurs in the northeast area at 42250mE, 585000mN and is outlined by the 58000 nanotesla contour.



PHELPS DODGE CORP. OF CANADA LTD.

PROJECT Nº 205 OMINECA M.D.

BAEZ PROPERTY

AIRBORNE GEOPHYSICAL SURVEY

Fox Geological Consultants Ltd.

SCALE	DATE	NTS	FIG Nº
1:125,000	Feb.1995	93E/10	5

CONCLUSIONS

The airborne geophysical survey conducted on the Baez property in 1994 was effective in outlining areas of high magnetic response, high resistivity and electromagnetic signatures. Partially coincident magnetic and resistivity anomalies occur in the northern survey block. The areas of high magnetic response are likely due to Chilcotin Group vesicular basalts which occur along valley floors and locally on ridge tops. Zones of high resistivity may be due to lithology or alteration. Electromagnetic anomalies are likely due to fault zones.

RECOMMENDATIONS

It is recommended to conduct a geological mapping program over the area of the airborne geophysical survey in order to confirm the rock lithology and alteration , if any.

EXPENDITURES

Expenditures for the airborne survey flown over the north and south portions of the Baez property in 1994 are provided below. Included in the expenditures are the costs incurred to merge the previous survey data with the present data.

Dighem contract survey - 1171 line-km. @ $72/km		84,312.00	
• differential resistivity sections	537 km @ $2.25/km	1,342.50	
• merge survey data		5,130.00	
• mobilization		7,500.00	98,284.50

Contract labour - F. Jagodits, P. Eng. - contract prep., supervision	5,501.50
- G. Goodall, B.Sc., P. Geo.-supervision, report writing	3,658.00
Maps, Copies	1,176.00
Supplies and Services - drafting	980.00
Total Expenditures	**$109,600.00**

Prepared by:

FOX GEOLOGICAL CONSULTANTS LTD.

PROVINCE OF G. N. GOODALL BRITISH COLUMBIA

Geoffrey Goodall, B.Sc., P.Geo.
February 17, 1995

Distribution:
Phelps Dodge Canada - Central Files, Toronto (1)
Phelps Dodge Canada - Project Files, Vancouver (1)
B.C.M.E.M.P.R.. - Victoria (2)

CERTIFICATE

I, Geoffrey N. Goodall, of the City of North Vancouver, British Columbia, do hereby certify that:

1. I am Professional Geoscientist registered in the Association of Professional Engineers and Geoscientists of the Province of British Columbia.

2. I graduated from the University of British Columbia in 1984 with a Bachelor of Science degree in geology.

3. I have been practising my profession as a geologist since 1984.

4. I am a Fellow of the Geological Association of Canada.

PROFESSIONAL PROVINCE OF G. N. GOODALL BRITISH COLUMBIA GEOSCIENTIST

Geoffrey N. Goodall, B.Sc., P. Geo.
Vancouver, B.C.
February 1995

APPENDIX I

Dighem Survey Report

Report #1190 - Baez

DIGHEM^{V} SURVEY FOR PHELPS DODGE CORPORATION OF CANADA, LIMITED BAEZ NORTH AND BAEZ SOUTH BLOCKS, BRITISH COLUMBIA

NTS C/9,16

Dighem, A division of CGG Canada Ltd.
Mississauga, Ontario
December 12, 1994

Ruth A. Pritchard
Geophysicist

A1190DEC.94R

SUMMARY

This report describes the logistics and results of a DIGHEM^{V} airborne geophysical survey carried out for Phelps Dodge Corporation of Canada, Limited, over two properties in the Baez North and Baez South blocks, British Columbia. Total coverage of the survey blocks amounted to 494 km in the Baez North block and 677 km in the Baez South block. The survey was flown from September 4 to September 8, 1994. The data from both blocks were merged with data from the 1993 Mount Dent DIGHEM^{V} survey and with data from a 1991 DIGHEM^{V} survey in the Clisbako River area.

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

The survey properties contain many anomalous features which may be considered as exploration targets. Most of the inferred bedrock conductors appear to warrant further

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

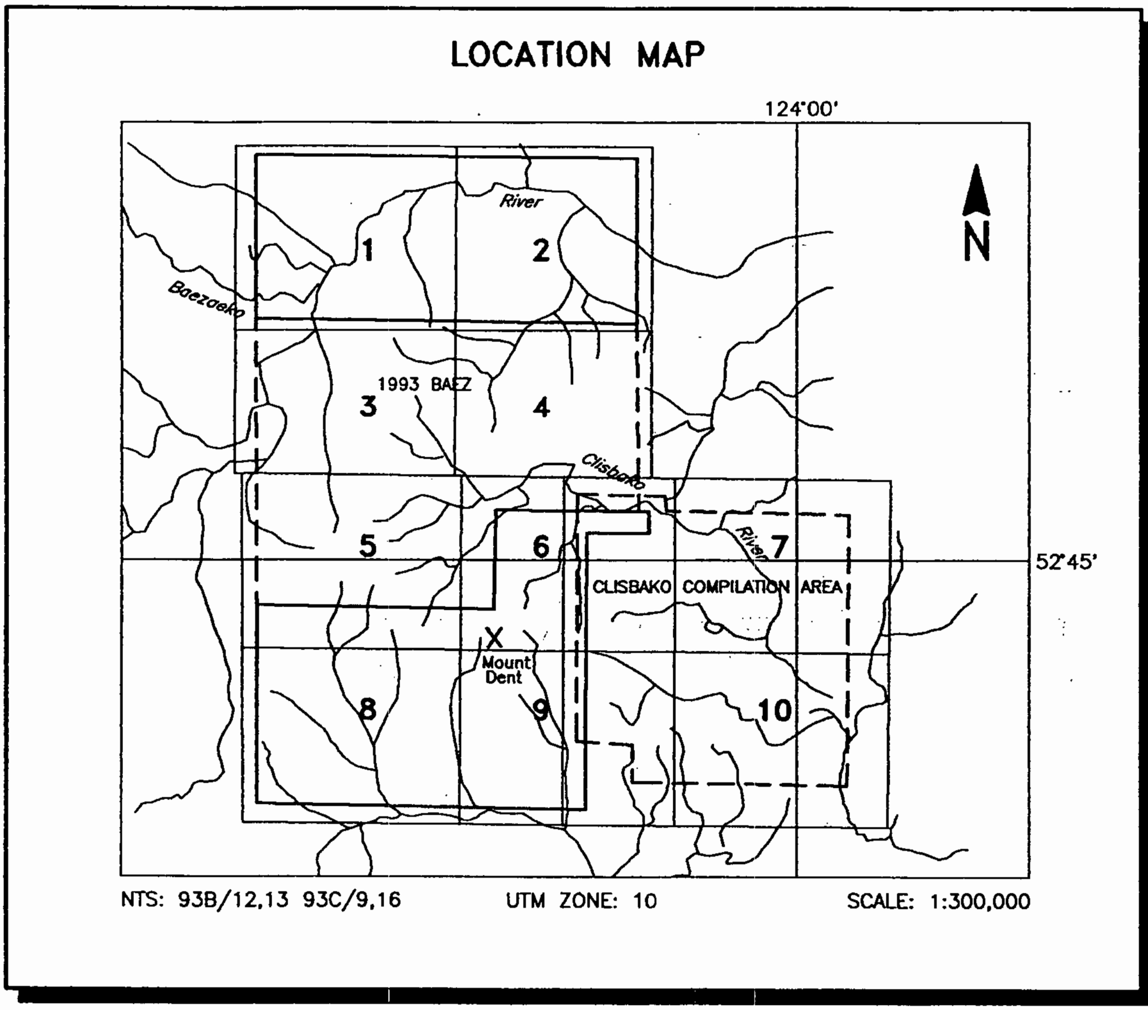


FIGURE 1

PHELPS DODGE CORPORATION OF CANADA, LIMITED

BAEZ NORTH AND BAEZ SOUTH BLOCKS,

BRITISH COLUMBIA - 1190

CONTENTS

INTRODUCTION

A DIGHEM^V electromagnetic/resistivity/magnetic/VLF survey was flown for Phelps Dodge Corporation of Canada, Limited from September 4 to September 8, 1994, over two survey blocks located in the Baez North and Baez South areas, British Columbia. The survey areas can be located on NTS map sheet 93C/9,16 (see Figure 1).

Survey coverage consisted of approximately 1171 line-km, including tie lines (494 km over Baez North and 677 over Baez South). Flight lines were flown in an azimuthal direction of 90°/270° with a line separation of 200 metres for both blocks.

The survey employed the DIGHEM^V electromagnetic system. Ancillary equipment consisted of a magnetometer, radar altimeter, video camera, analog and digital recorders, a VLF receiver and an electronic navigation system. The instrumentation was installed in an Aerospatiale AS350BA turbine helicopter (Registration C-FNIX) which was provided by Questral Helicopters Ltd. The helicopter flew at an average airspeed of 125 km/h with an EM bird height of approximately 30 m.

Section 2 provides details on the survey equipment, 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.

In some portions of the survey area, the steep topography forced the pilot to exceed normal terrain clearance for reasons of safety. It is possible that some weak conductors may have escaped detection in areas where the bird height exceeded 120 m. In difficult areas where near-vertical climbs were necessary, the forward speed of the helicopter was reduced to a level which permitted excessive bird swinging. This problem, combined with the severe stresses to which the bird was subjected, gave rise to aerodynamic noise levels which are slightly higher than normal. Where warranted, reflights were carried out to minimize these adverse effects.

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, 5500 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 / 5,500 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
0.10 ppm at 5,500 Hz
0.10 ppm at 7,200 Hz
0.30 ppm at 56,000 Hz

Sample rate: 10 per second

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

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

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

VLF System

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

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

Radar Altimeter

Manufacturer:	Honeywell/Sperry
Type:	AA 220
Sensitivity:	0.3 m

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

Analog Recorder

Manufacturer:	RMS Instruments
Type:	DGR33 dot-matrix graphics recorder
Resolution:	4x4 dots/mm
Speed:	1.5 mm/sec

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

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 (5500 Hz)	5 ppm	CXI (5500 Hz)
4X7Q	coaxial quad (5500 Hz)	5 ppm	CXQ (5500 Hz)
5P5I	coplanar inphase(56000 Hz)	10 ppm	CPI (56 kHz)
5P5Q	coplanar quad (56000 Hz)	10 ppm	CPQ (56 kHz)
ALTR	altimeter	3 m	ALT
MAGC	magnetics, coarse	20 nT	MAG
MAGF	magnetics, fine	2.0 nT	
VF1T	VLF-total: primary stn.	2%	VT1
VF1Q	VLF-quad: primary stn.	2%	VQ1
VF2T	VLF-total: secondary stn.	2%	
VF2Q	VLF-quad: secondary stn.	2%	
CXSP	coaxial spherics monitor		
CPSP	coplanar spherics monitor		CPS
CXPL	coaxial powerline monitor		
CPPL	coplanar powerline monitor		CPP
4XSP	coaxial spherics monitor		4XS
TC	Radiometrics-total count	200 cps	TC
K	Radiometrics-potassium count	20 cps	K
TH	Radiometrics-thorium count	20 cps	TH
U	Radiometrics-uranium count	20 cps	U

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	(5500 Hz)	vertical coaxial coil-pair inphase	4 ppm
CXQ	(5500 Hz)	vertical coaxial coil-pair quadrature	4 ppm
CPI	(7200 Hz)	horizontal coplanar coil-pair inphase	4 ppm
CPQ	(7200 Hz)	horizontal coplanar coil-pair quadrature	4 ppm
CPI	(56 kHz)	horizontal coplanar coil-pair inphase	10 ppm
CPQ	(56 kHz)	horizontal coplanar coil-pair quadrature	10 ppm
CPS		coplanar spherics monitor	
CPP		coplanar powerline monitor	
4XS		coaxial spherics monitor	
TC		total count	50 cps
K		potassium count	5 cps
TH		thorium count	1 cps
U		uranium count	1 cps
VT1		VLF-total: primary station	2%
VQ1		VLF-quad: primary station	2%
		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
CVG		calculated vertical gradient magnetics	0.5 nT/m

Digital Data Acquisition System

Manufacturer:	RMS Instruments
Model:	DGR 33
Recorder:	RMS TCR-12, 6400 bpi, tape cartridge recorder

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

Spectrometer

Manufacturer:	Scintrex
Model:	GAD-4
Type:	4-channel differential
Sample Rate:	1 per second

The spectrometer is combined with a sensor pack containing 8.39 l (512 cubic inches) of downward looking crystal. The GAD-4 measures gamma radiation at four calibrated windows for total count, potassium, uranium and thorium. The instrument automatically produces Compton-stripped values for K, U and Th, and these are normalized to counts per second.

The system is calibrated at the beginning and end of each survey flight and a test line is flown over a large body of water, or at height, to determine if there are any differences in background. This procedure allows corrections to be applied to each survey flight to eliminate any differences between flights which might result from changes in temperature or humidity.

The radiometric data are usually presented as colour/contour maps in counts per second. These measurements can be converted to elemental concentrations in parts per million.

Tracking Camera

Type: Panasonic Video

Model: AG 2400/WVCD132

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

Navigation System (RT-DGPS)

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

The Global Positioning System (GPS) is a line of sight, satellite navigation system which utilizes time-coded signals from at least four of the twenty-four NAVSTAR satellites. In the differential mode, two GPS receivers are used. The base station unit is used as a reference which transmits real-time corrections to the mobile unit in the aircraft, via a UHF radio datalink. The on-board system calculates the flight path of the helicopter while providing real-time guidance. The raw XYZ data are recorded for both receivers, thereby permitting post-survey processing for accuracies of approximately 5 metres.

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

Field Workstation

Manufacturer:	Dighem
Model:	FWS: V2.65
Type:	80486 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 areas 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

1. Preliminary Products @ 1:20,000

   "Redball" EM anomalies with 900 Hz coaxial profiles
   Total field magnetic contours

2. Final Transparent Maps (+5 prints) @ 1:10,000 and 1:20,000

   Dighem EM anomalies
   Total field magnetic contours
   Calculated vertical magnetic gradient contours
   Resistivity (900 Hz) contours
   Resistivity (7200 Hz) contours
   Resistivity (56,000 Hz) contours
   Filtered total field VLF contours
   Apparent magnetic susceptibility contours
   VLF profiles (total field and quadrature)

3. Additional Products

   Digital XYZ archive (CD-ROM)
   Digital grid archives (I-POWER format)
   Survey report (5 copies)
   Multi-channel stacked profiles
   Analog chart records
   Flight path video cassettes

Note: Other products can be produced from existing survey data, if requested.

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 can 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. This calculation is more meaningful in resistive areas.

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 are also be presented in the final corrected form after interpretation. The profiles display electromagnetic anomalies with their respective interpretive symbols.

Contour, Colour and Shadow Map Displays

The geophysical data are interpolated onto a regular grid using a modified Akima spline technique. The resulting grid is suitable for generating contour maps of excellent quality. The grid cell size is usually 25% of the line interval.

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

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. 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. Conductivity-depth sections are most useful in conductive layered situations, but may be unreliable in

---

* 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.

areas of moderate to high resistivity where signal amplitudes are weak. In areas where inphase responses have been suppressed by the effects of magnetite, the computed resistivities shown on the sections may be unreliable. The differential resistivity technique was developed by Dighem. It 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 ten separate map sheets for each parameter at a scale of 1:10,000 and four map sheets at 1:20,000. Tables 4-1 and 4-2 summarize the EM responses in the survey areas, 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 900 Hz, 7200 Hz and 56,000 Hz coplanar data are included with this report.

TABLE 4-1

EM ANOMALY STATISTICS

BAEZ NORTH

CONDUCTOR GRADE	CONDUCTANCE RANGE SIEMENS (MHOS)	NUMBER OF RESPONSES
7	>100	1
6	50 - 100	0
5	20 - 50	9
4	10 - 20	10
3	5 - 10	22
2	1 - 5	227
1	<1	289
*	INDETERMINATE	204
TOTAL		762

CONDUCTOR MODEL	MOST LIKELY SOURCE	NUMBER OF RESPONSES
D	DISCRETE BEDROCK CONDUCTOR	18
B	DISCRETE BEDROCK CONDUCTOR	200
S	CONDUCTIVE COVER	472
H	ROCK UNIT OR THICK COVER	72
TOTAL		762

(SEE EM MAP LEGEND FOR EXPLANATIONS)

TABLE 4-2

EM ANOMALY STATISTICS

BAEZ SOUTH

CONDUCTOR GRADE	CONDUCTANCE RANGE SIEMENS (MHOS)	NUMBER OF RESPONSES
7	>100	0
6	50 - 100	2
5	20 - 50	11
4	10 - 20	20
3	5 - 10	89
2	1 - 5	612
1	<1	399
*	INDETERMINATE	258
TOTAL		1391

CONDUCTOR MODEL	MOST LIKELY SOURCE	NUMBER OF RESPONSES
D	DISCRETE BEDROCK CONDUCTOR	154
B	DISCRETE BEDROCK CONDUCTOR	467
S	CONDUCTIVE COVER	510
H	ROCK UNIT OR THICK COVER	255
E	EDGE OF WIDE CONDUCTOR	5
TOTAL		1391

(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 areas), 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 MP-3 proton precession 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 areas. The IGRF gradient across the survey blocks is left intact. The magnetic base level of the data was adjusted to match that of the older surveys to facilitate the merge of the three datasets.

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 areas.

The total field magnetic data have been subjected to a processing algorithm to produce first vertical magnetic derivative 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.

There is ample evidence on the magnetic maps which suggests that the survey areas have 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.

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

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

VLF

VLF results were obtained from the transmitting stations at Cutler, Maine (NAA - 24.0 kHz), Seattle, Washington (NLK - 24.8 kHz) and Annapolis, Maryland (NSS - 21.4 kHz). The VLF maps show the contoured results of the filtered total field from Seattle for all lines in both blocks.

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 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. Erratic signals from the VLF transmitters can also give rise to strong, isolated anomalies which should be viewed with caution. The filtered total field VLF contours are presented on the base maps with a contour interval of one percent. The VLF profile maps were plotted with a vertical scale of 2%/mm for both the total field and quadrature.

Resistivity

Resistivity maps, which display the conductive properties of the survey area, were produced from the 900 Hz, 7200 Hz and 56,000 Hz coplanar data. The maximum resistivity values, which are calculated for each frequency, are 1,000, 8,000 and 20,000 ohm-m respectively. These cutoffs eliminate the meaningless higher resistivities which would result from very small EM amplitudes. The minimum resistivity value is 0.000017 times the frequency. This minimum resistivity cutoff eliminates errors due to the lack of an absolute phase control for the EM data. In general, the resistivity patterns show limited agreement with the magnetic trends. Most of the resistivity anomalies reflect broad conductive units. There are some areas where contour patterns appear to be strongly influenced by conductive surficial material.

Electromagnetics

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

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

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

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. In areas where magnetite causes the inphase components to become negative, the apparent conductance and depth of EM anomalies may be unreliable.

It is difficult to assess the relative merits of EM anomalies on the basis of conductance. It is recommended that an attempt be made to compile a suite of geophysical "signatures" over areas of interest. Anomaly characteristics are clearly defined on the computer-processed geophysical data profiles which are supplied as one of the survey products.

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.

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 correlated from line to line. 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 resistivity contours, but may also be related to distinct rock units which may be inferred from the magnetic data.

BAEZ NORTH

Most magnetic trends within this block display strike directions between north-northwest and north-northeast. Many trends display complex magnetic contour patterns which suggests they may have undergone deformation or alteration. The most complex magnetic features are situated in the western third of the area. Many possible linear structural features can be inferred from the magnetic data within this portion of the block. The highest magnetic values are located within a thin, highly magnetic feature between fiducial 3260 on line 10200 and fiducial 7490 on line 10300.

Magnetic units in the central and eastern portion of the block tend to be more continuous, although several isolated magnetic features are evident centered at fiducial 5466 on line 10250, fiducial 5485 on line 10250 and fiducial 6321 on line 10270.

Resistivity patterns display little correlation with magnetic trends, as they generally otuline broad conductive units which do not seem to be associated with distinct magnetic features. Resistivity contour patterns show good correlation from frequency to frequency. Generally, the 56,000 Hz resistivity map displays the lowest conductivities, suggesting surficial sources. There are other areas where the three resistivity maps display very similar values. This suggests a conductive unit resembling a half-space. Many times these conductors appears to be at depth, below a moderately thin resistive layer. Zones A, B, and C are indicative of this type of broad conductor, although all zones contain several possible bedrock responses which reflect thinner bedrock sources. Zone C contains several anomalies that are situated at the western edge of the zone, and are possible edge effects. If a potential target in the survey area is auriferous mineralization associated with siliceous alteration, resistivity highs on the 56,000 Hz map with conductivity at depth may warrant further investigation. An elongate resistive feature on the 56,000 Hz resistivity map, centered at fiducial 4792 on line 10230, exhibits higher resistivities than both the 900 Hz and 7200 Hz map. It is coincident with a north/south trending magnetic unit. This zone, and others like it, may be of interest. The resistivity highs are clearly defined on the colour maps.

A circular resistivity high is centered at fiducial 7524 on line 10300. It is coincident with a circular magnetic feature. The resistivities may therefore have been calculated higher because of the suppression of the inphase component due to magnetite.

Zones D and E both display the highest conductivity on the 900 Hz resistivity map, suggesting the source of much of the conductivity is at depth. Both contain interpreted bedrock conductors, some of which are moderately well-defined.

Zone E is the smallest zone, the limits of which are defined by the 150 ohm-metre contour on the 900 Hz resistivity map. It contains several anomalies indicative of moderately strong bedrock sources. It is generally associated with a thin magnetic trend. A possible structural feature can be inferred from the magnetic data striking northeast/southwest north of this zone.

Zone D is approximately defined by the 100 ohm-metre contour on the 900 Hz map. It is indicative of a broad anomalous feature at depth. It shows a general association with a non-magnetic unit.

Many other bedrock anomalies have been interpreted from the survey data. Most are indicative of moderately weak sources, but several appear to display well-defined anomaly shapes.

BAEZ SOUTH

The magnetic data in this block are generally quite complex, especially in the southern portion of the block. Most magnetic features trend approximately north-

northeast/south-southwest. The steepest magnetic gradients can be seen in the southern region of the block. Several highly magnetic features display very sharp contacts with non-magnetic material at their eastern limits.

High magnetic values are also exhibited by several isolated, circular magnetic features centered at fiducial 4688 on line 20310, fiducial 1475 on line 20600, and fiducial 4344 on line 20391.

The resistivity patterns display moderately good agreement with the magnetic trends. Magnetic highs display a general agreement with resistivity highs and lows are associated with resistivity lows. Several possible structural features, inferred from the magnetic data, are also evident on the resistivity maps as breaks in the contour patterns. One such possible break extends southeast from the west end of line 20170. It is coincident with a resistivity contrast between a highly conductive zone to the north, and more resistive material to the south. The magnetic data are quite complex immediately south of this possible structural feature. Several excellent examples of remanent magnetism can be seen on line 20230. These are evident as moderately strong magnetic lows associated with strong negative inphase responses. The magnetic lows suggest that the features are reversely polarized as magnetite normally gives rise to a strong magnetic peak. This remanence is isolated, evident only over lines 20230 and possibly 20240. Several possible bedrock anomalies are associated with these features.

Several resistivity highs are related to highly magnetic features centered at fiducial 2946 on line 20350 and fiducial 1344 on line 20391. The resistivity highs are due to higher calculated resistivities where the inphase component has been suppressed by magnetite.

In at least two cases, resistivity highs are associated with magnetic lows. These magnetic features are centered at fiducial 2972 on line 20350 and fiducial 6021 on line 20070. Two moderately well-defined bedrock conductors are situated flanking the magnetic low centered at fiducial 6021 on line 20070.

One of the largest conductive zones is Zone A. It is situated at the north end of the block over line 20010 through 20170. Resistivities are as low as 40 ohm-metres on all three frequencies within this zone. The limit of this zone is defined by the 100 ohm-metre contour on the 900 Hz resistivity map. The eastern portion of this zone generally reflects a broad source resembling a half-space. The western portion of the zone exhibits anomalies reflecting thinner possible bedrock sources which give rise to inflections on the difference channels.

A possible linear structural feature extends south-southwest from fiducial 6894 on line 20020. Several well-defined conductive trends are associated with the northern end of this break. Conductors 20100C-20140A and 20170B-20210Y trend north/south in the vicinity of this feature. They are indicative of thin, moderately strong bedrock sources.

Both are associated with magnetic lows. Conductor 20170A-20210W also reflects a thin bedrock source, but it is coincident with a thin magnetic high situated west of this break. Conductors 20170B-20210Y and 20170A-20210W are possibly truncated by the structural feature which extends southeast from the west end of line 20170. Both the magnetic and the electromagnetic data are complex in the vicinity of this break.

A highly magnetic trend is situated over lines 20240 through 20530, immediately west of the previously mentioned south-southwest trending linear. A string of possible bedrock conductors is associated with this zone; most display direct magnetic correlation. They give rise to a thin resistivity low.

A second large conductive zone is situated in the central region of the block. The limit of Zone B is approximately defined by the 125 ohm-metre contour on the 900 Hz resistivity map. This zone contains many poorly-defined, closely-spaced bedrock anomalies. This zone is well-defined by all three frequencies, and portions of this zone is indicative of a buried half-space.

Zones C, D, and E are all smaller, elongate zones which are moderately well-defined by all three frequencies. Zones C and E generally reflect half-spaces, although there are a few anomalies in each which are indicative of thinner bedrock sources and display an associated inflection on the difference channels. Zone D consists of moderately strong bedrock anomalies, some of which display well-defined shapes. There are also several conductive units situated at the western edge of the block. Most of these reflect broad conductive units at depth. At the edge of one of these conductive units, a conductor on the 900 Hz resistivity map is coincident with resistivity highs centered at fiducial 9004 on line 20410, fiducial 938 on line 20400 and fiducial 1019 on line 20390 on the 56,000 Hz resistivity map.

Other less extensive resistivity lows on the 900 Hz map, centered at fiducial 5584 on line 20500 and fiducial 2340 on line 20580 are also associated with resistivity highs on the 56,000 Hz resistivity map.

Many other bedrock anomalies which are indicative of thin bedrock sources have been interpreted from the survey data. Some display well-defined anomaly shapes. Dips are usually indeterminable due to the proximity of most of the anomalies to each other, and the general high conductivity in the area. Magnetic correlation varies throughout the block. Some conductive trends seem to be associated with contacts, whereas others display direct magnetic correlation. It is beyond the scope of this report to discuss all the interpreted anomalies. Conductors should be prioritized on the basis of their location, geology or other favourable characteristics.

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.

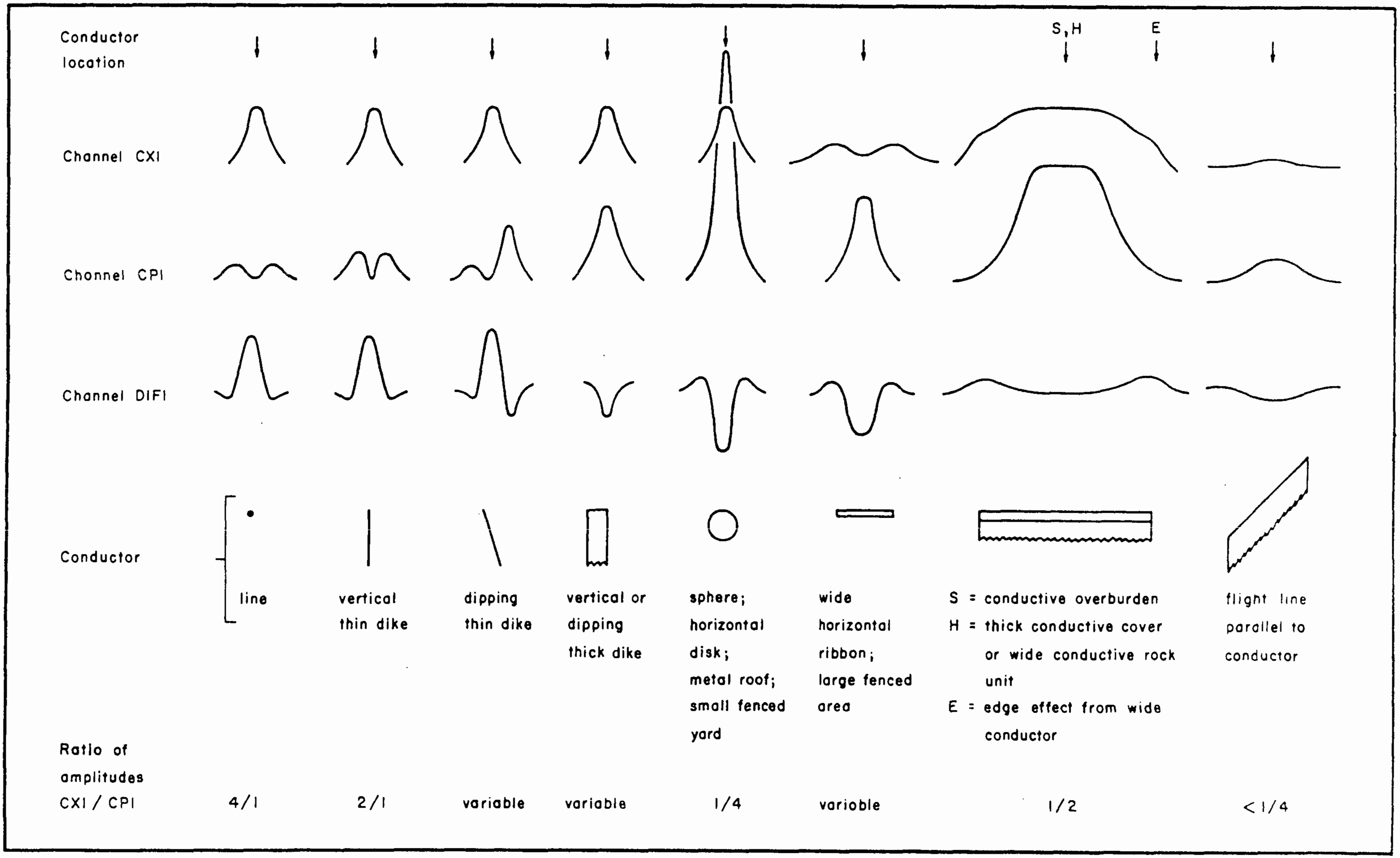


Fig. 5-1 Typical DIGHEM anomaly shapes

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

---

[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.

---

[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.

---

[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.

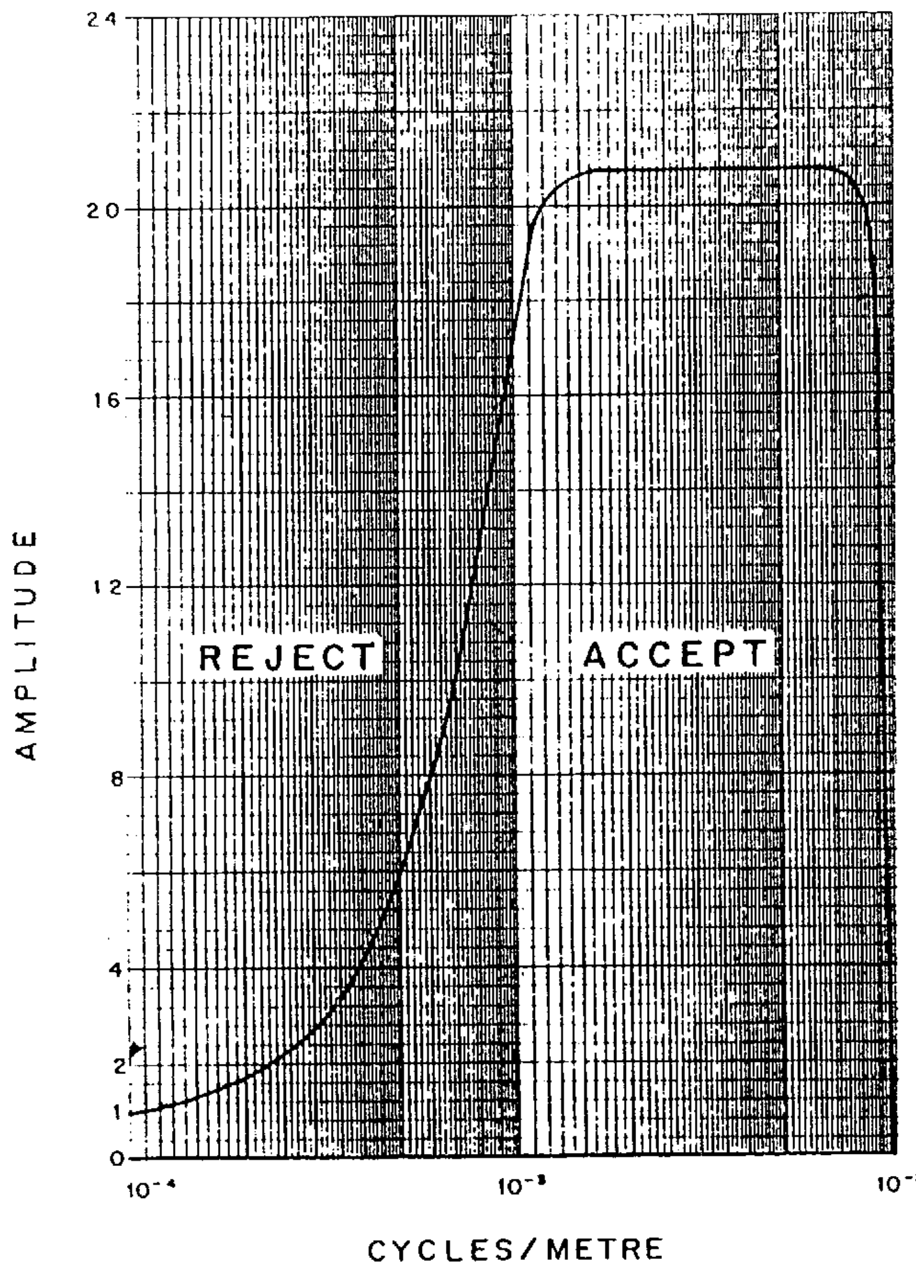


Fig. 5-2 Frequency response of magnetic enhancement operator.

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.

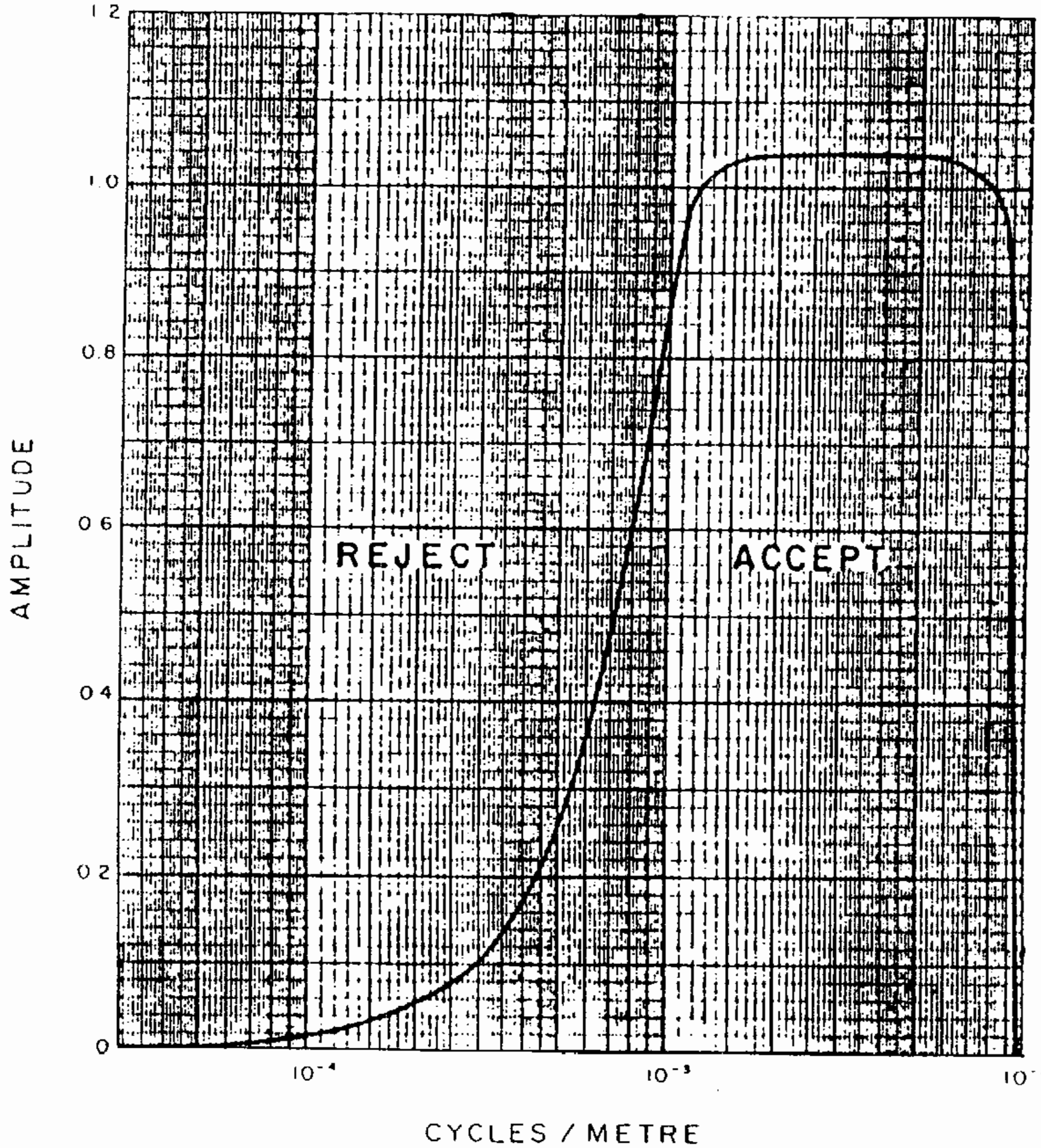


Fig. 5-3 Frequency response of VLF operator.

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.

The survey was successful in locating many anomalies which possibly reflect sulphides and several broad conductive zones which may warrant additional work. The various maps included with this report display the magnetic and conductive properties of the survey area. 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.

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

Ruth A. Pritchard
Geophysicist

RAP/sdp

A1190DEC.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 Phelps Dodge Corporation of Canada, Limited in the Baez North and Baez South blocks, British Columbia.

Steve Kilty	Vice President, Operations
Greg Paleolog	Survey Operations Supervisor
Phil Miles	Senior Geophysical Operator
Jordan Cronkwright	Second Operator/Field Dataman
Terry Thompson	Pilot (Questral Helicopters Ltd.)
Gordon Smith	Data Processing Supervisor
Mark Stephens	Computer Processor
Ruth Pritchard	Interpretation Geophysicist
Lyn Vanderstarren	Drafting Supervisor
Mike Armstrong	Draftsperson (CAD)
Susan Pothiah	Word Processing Operator
Albina Tonello	Secretary/Expeditor

The survey consisted of 1171 km of coverage, flown from September 4 to September 8, 1994.

All personnel are employees of Dighem, except for the pilot who is an employee of Questral Helicopters Ltd.

DIGHEM

R. Pritchard

Ruth A. Pritchard
Geophysicist

RAP/sdp

A1190DEC.94R

APPENDIX B

STATEMENT OF COST

Date: December 12, 1994

IN ACCOUNT WITH DIGHEM

To: Dighem flying of Agreement dated August 29, 1994, pertaining to an Airborne Geophysical Survey in the Baez North and Baez South blocks, British Columbia.

Survey Charges

Baez North 462 km of flying @ $72.00/km	$33,264.00
Baez South 613 km of flying @ $72.00/km	$44,136.00
	$77,400.00

Allocation of Costs

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

DIGHEM

Ruth A. Pritchard
Geophysicist

RAP/sdp

A1190DEC.94R

APPENDIX C

EM ANOMALY LIST

1190-A BAEZ NORTH

		COAXIAL 1078 HZ		COPLANAR 877 HZ		COPLANAR 7281 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/	FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10010	(FLIGHT 1)													
A	1426S	0	2	1	2	2	4	-	-	-	-	-	-	0
B	1412S	0	7	1	12	34	31	0.4	4	1	24	538	0	0
C	1372S	1	6	5	10	30	33	0.6	0	1	22	232	0	0
D	1345S	1	9	1	23	30	69	0.5	4	1	0	326	0	0
E	1340S?	3	8	4	24	22	65	1.7	19	1	13	317	0	0
F	1326S?	0	2	0	2	2	4	-	-	-	-	-	-	220
G	1317S	0	2	0	2	2	4	-	-	-	-	-	-	0
H	1302S	0	4	0	8	16	47	0.4	0	1	22	626	0	50
I	1261S	0	3	0	5	3	25	0.4	6	1	50	715	0	0
J	1233S?	0	2	0	2	2	4	-	-	-	-	-	-	0
K	1225S	0	7	0	11	40	33	0.4	0	1	14	516	0	0
L	1186S?	0	11	0	19	49	54	0.4	6	1	14	407	0	0
M	1166S?	0	13	2	23	36	82	0.4	5	1	10	380	0	0
N	1129S?	1	2	1	2	2	4	-	-	-	-	-	-	0
O	1120S	0	2	0	2	2	4	-	-	-	-	-	-	0
P	1075S?	4	11	7	21	33	49	1.9	3	1	23	157	0	310
Q	1071S	0	8	7	21	33	52	0.4	0	1	0	331	0	0
R	1062S?	0	11	3	19	65	58	0.4	0	1	6	375	0	0
S	1055S	0	10	7	8	3	167	0.4	0	1	8	248	0	0
LINE 10020	(FLIGHT 1)													
A	1554S	1	2	1	2	2	4	-	-	-	-	-	-	0
B	1563S	1	9	1	15	44	50	0.4	0	1	9	533	0	0
C	1594S	0	16	5	31	17	109	0.4	1	1	5	368	0	0
D	1609S?	0	9	4	24	40	135	0.4	4	1	10	389	0	0
E	1618S	3	6	8	31	20	41	2.1	25	1	18	173	0	0
F	1634S?	0	5	1	9	22	25	0.4	0	1	21	590	0	330
G	1643S	0	2	0	2	2	4	-	-	-	-	-	-	0
H	1656S	0	6	0	10	17	59	0.4	3	1	23	542	0	0
I	1667S	0	2	0	2	2	4	-	-	-	-	-	-	110
J	1686S	0	3	0	4	9	28	0.4	6	1	49	710	0	0
K	1717S	0	3	6	6	23	10	0.4	0	1	34	169	0	0
L	1743S	0	11	3	15	33	79	0.4	0	1	17	532	0	0
M	1764S	0	5	1	10	13	12	0.4	1	1	21	542	0	0
N	1783H	0	2	1	2	2	4	-	-	-	-	-	-	100
O	1790H	3	4	8	9	15	24	3.4	44	1	68	84	33	0
P	1797S	0	2	1	2	2	4	-	-	-	-	-	-	0
Q	1818S	0	7	1	10	13	54	0.4	0	1	19	552	0	0
R	1828S	0	8	5	7	19	33	0.4	0	1	51	202	10	100
S	1841S?	1	4	5	11	20	55	1.1	25	1	34	295	0	0
T	1849S	0	4	0	5	15	32	0.5	0	1	24	262	4	0

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

1190-A BAEZ NORTH

ANOMALY/ FID/INTERP	COAXIAL 1078 HZ REAL PPM	COAXIAL 1078 HZ QUAD PPM	COPLANAR 877 HZ REAL PPM	COPLANAR 877 HZ QUAD PPM	COPLANAR 7281 HZ REAL PPM	COPLANAR 7281 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 10020	(FLIGHT	1)											
U 1857S	2	15	8	24	73	104	0.8	0	1	18	198	0	0
LINE 10030	(FLIGHT	1)											
A 2421S	3	8	3	16	5	64	1.7	20	1	10	438	0	0
B 2414S	1	2	1	2	2	4	-	-	-	-	-	-	0
C 2379S	1	4	2	7	20	8	1.1	29	1	51	211	11	0
D 2368S	3	10	1	18	39	42	1.5	5	1	28	189	0	0
E 2335S	1	11	2	18	30	91	0.5	0	1	9	455	0	0
F 2324S	4	4	1	4	6	31	4.1	51	1	35	665	0	0
G 2294S	1	2	0	2	2	4	-	-	-	-	-	-	13
H 2278S?	0	2	0	2	2	4	-	-	-	-	-	-	0
I 2218S?	0	12	5	15	23	61	0.4	3	1	18	484	0	0
J 2190S	2	5	2	7	13	33	1.7	31	1	31	665	0	0
K 2180S	1	2	0	2	2	4	-	-	-	-	-	-	0
L 2149H	2	5	7	10	22	20	2.0	27	1	46	117	11	0
M 2117S	1	2	1	2	2	4	-	-	-	-	-	-	0
N 2112S?	5	6	3	16	47	59	4.3	35	1	43	184	5	0
O 2102B?	3	7	3	9	22	25	2.0	27	1	44	194	7	130
P 2088S?	1	2	1	2	2	4	-	-	-	-	-	-	320
Q 2075B?	0	13	0	19	22	111	0.4	11	1	22	444	0	0
R 2058S	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10040	(FLIGHT	1)											
A 2469S	1	2	1	2	2	4	-	-	-	-	-	-	0
B 2491S	1	3	2	5	12	20	1.6	44	1	48	459	1	0
C 2500S	1	2	1	2	2	4	-	-	-	-	-	-	0
D 2525S	0	2	1	2	2	4	-	-	-	-	-	-	0
E 2543S	1	7	1	14	18	84	0.4	1	1	18	532	0	220
F 2563S	0	6	0	11	13	60	0.4	0	1	25	585	0	350
G 2587S	0	2	0	4	9	23	0.4	0	1	29	459	4	0
H 2629S	1	10	4	17	49	52	0.4	0	1	26	179	0	0
I 2645S?	1	7	6	8	20	33	0.5	12	1	56	742	0	0
J 2662S?	0	2	1	2	2	4	-	-	-	-	-	-	180
K 2670S?	0	7	3	11	18	62	0.4	0	1	21	550	0	0
L 2682S?	0	6	3	12	10	34	0.4	0	1	25	602	0	490
M 2702H	2	7	8	12	9	39	1.0	0	1	36	85	2	0
N 2707B?	4	1	7	8	31	29	15.9	69	1	69	79	32	0
O 2742S	0	2	1	2	2	4	-	-	-	-	-	-	0
P 2762B?	2	7	4	9	20	19	1.4	14	1	21	408	0	170
Q 2772S	0	9	3	13	24	78	0.4	0	1	17	512	0	0
R 2782S?	3	16	3	32	55	138	0.9	6	1	33	227	1	80

* 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.

1190-A BAEZ NORTH

ANOMALY/	FID/INTERP	COAXIAL 1078 HZ REAL PPM	COAXIAL 1078 HZ QUAD PPM	COPLANAR 877 HZ REAL PPM	COPLANAR 877 HZ QUAD PPM	COPLANAR 7281 HZ REAL PPM	COPLANAR 7281 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 10050	(FLIGHT 1)													
A	3228S	2	16	2	28	40	125	0.7	2	1	8	390	0	160
B	3210S	1	2	1	2	2	4	-	-	-	-	-	-	0
C	3182B	1	2	1	2	2	4	-	-	-	-	-	-	0
D	3142S	0	2	0	2	2	4	-	-	-	-	-	-	0
E	3121S	1	9	0	15	9	96	0.4	5	1	23	514	0	330
F	3093S?	0	6	0	10	10	32	0.4	3	1	25	550	0	0
G	3083B?	6	9	13	15	38	43	3.7	30	1	22	289	0	0
H	3078B	1	0	1	2	2	4	-	-	-	-	-	-	0
I	3058B?	1	2	1	2	2	4	-	-	-	-	-	-	0
J	3052S	3	9	4	13	41	28	1.3	14	1	11	404	0	0
K	3038B?	0	6	4	11	3	7	0.4	7	1	30	569	0	0
L	3024B?	2	12	6	9	7	45	0.9	4	1	24	514	0	0
M	3020B?	3	12	6	15	7	39	1.4	0	1	42	150	1	0
N	2989S?	3	5	1	6	9	34	2.2	35	1	14	512	0	0
O	2979B?	1	2	1	2	2	4	-	-	-	-	-	-	80
P	2966S?	1	2	1	2	2	4	-	-	-	-	-	-	390
Q	2952S	1	8	4	10	39	37	0.4	0	1	39	230	2	50
R	2937S	4	9	7	15	51	37	2.1	10	1	36	131	1	0
S	2908S	3	7	3	11	18	12	1.6	25	1	52	130	16	90
T	2898S	1	6	3	10	25	44	0.4	1	1	39	267	2	0
U	2877B?	1	10	4	11	24	22	0.4	3	1	22	511	0	240
V	2866B?	0	12	0	17	27	92	0.4	4	1	17	467	0	350
W	2856S?	0	15	4	23	63	78	0.4	4	1	34	229	1	0
LINE 10060	(FLIGHT 1)													
A	3277S	2	5	2	8	13	30	1.7	22	1	25	487	0	0
B	3307S	1	2	1	2	2	4	-	-	-	-	-	-	0
C	3314B?	1	0	1	2	0	4	-	-	-	-	-	-	110
D	3323S?	3	2	1	5	11	22	7.8	69	1	58	375	10	0
E	3328S	1	3	1	5	11	22	1.6	48	1	41	408	0	0
F	3374S	2	11	1	18	47	14	0.6	0	1	10	483	0	180
G	3398B?	6	11	16	36	34	60	2.8	19	1	35	91	6	0
H	3402B?	5	18	15	36	34	61	1.7	6	1	28	98	0	0
I	3408S	0	10	0	15	35	65	0.4	0	1	8	374	0	70
J	3429S	0	6	0	11	22	59	0.4	4	1	17	469	0	0
K	3436S	0	8	2	16	30	78	0.4	3	1	24	548	0	0
L	3455B?	0	2	1	2	2	4	-	-	-	-	-	-	0
M	3463S?	0	2	0	2	2	4	-	-	-	-	-	-	0
N	3472S?	0	8	0	18	7	115	0.4	17	1	30	467	3	130
O	3493B?	0	2	1	2	2	4	-	-	-	-	-	-	0
P	3495S	0	6	3	9	24	46	0.4	0	1	18	588	0	0

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

1190-A BAEZ NORTH

ANOMALY/ FID/INTERP		COAXIAL 1078 HZ REAL PPM	COAXIAL 1078 HZ QUAD PPM	COPLANAR 877 HZ REAL PPM	COPLANAR 877 HZ QUAD PPM	COPLANAR 7281 HZ REAL PPM	COPLANAR 7281 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 10060		(FLIGHT		1)										
Q	3510H	0	4	3	7	15	17	0.4	0	1	34	160	0	0
R	3529B?	2	2	1	4	8	13	3.9	66	1	62	461	5	0
S	3537B?	6	10	2	18	49	54	3.6	25	1	53	198	13	0
T	3541B?	5	10	10	18	49	54	2.5	14	1	35	163	0	0
U	3556B?	6	4	3	7	10	23	9.2	49	1	65	120	26	0
V	3565B	9	10	13	21	52	66	5.8	11	2	48	42	19	0
W	3569B?	7	10	13	21	52	70	3.6	21	1	27	152	0	80
X	3591H	3	3	2	4	12	16	0.8	0	1	43	222	20	0
Y	3608S	4	9	3	13	27	59	2.3	29	1	32	356	0	0
LINE 10070		(FLIGHT		1)										
A	4041S	3	9	5	21	21	64	1.2	14	1	10	422	0	0
B	4030S	0	6	3	9	13	53	0.4	0	1	11	477	0	0
C	4022S	0	6	0	13	20	55	0.4	0	1	17	571	0	0
D	3980B	2	1	4	1	1	2	26.0	98	1	78	177	33	0
E	3934S	1	2	0	2	2	4	-	-	-	-	-	-	120
F	3917S	0	9	0	15	22	45	0.4	8	1	26	512	0	0
G	3907B?	1	2	1	2	2	4	-	-	-	-	-	-	0
H	3898S?	0	7	0	11	14	56	0.4	1	1	18	500	0	290
I	3880S	0	4	4	16	32	65	0.4	0	1	7	440	0	0
J	3874B	1	2	1	2	2	4	-	-	-	-	-	-	0
K	3869B	6	6	11	10	11	27	5.3	35	1	32	117	1	0
L	3862S	1	2	0	2	2	4	-	-	-	-	-	-	0
M	3855S	2	20	5	32	80	116	0.5	0	1	15	183	0	0
N	3843S	1	6	0	10	14	56	0.8	18	1	13	429	0	0
O	3838S?	0	9	0	12	28	55	0.4	1	1	14	455	0	0
P	3826S?	0	2	0	2	2	4	-	-	-	-	-	-	0
Q	3819B?	2	9	0	13	3	4	1.1	15	1	53	740	0	0
R	3809S?	1	13	0	17	36	70	0.4	1	1	22	553	0	0
S	3786B?	1	2	1	2	2	4	-	-	-	-	-	-	0
T	3779S	2	7	3	15	21	52	1.1	18	1	15	490	0	0
U	3763S?	3	9	4	17	14	87	1.7	21	1	9	401	0	0
V	3757S?	1	2	1	2	2	4	-	-	-	-	-	-	0
W	3732S	1	3	1	5	6	2	1.0	0	1	35	241	12	0
X	3704B	8	10	15	18	41	39	4.9	18	1	38	56	9	0
Y	3695B	11	24	11	24	58	71	3.3	7	1	33	51	8	100
Z	3669S?	1	2	1	2	2	4	-	-	-	-	-	-	100
AA	3655S	0	7	3	12	27	47	0.4	8	1	17	431	0	0
LINE 10080		(FLIGHT		1)										
A	4087S	1	2	0	2	2	4	-	-	-	-	-	-	0

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

1190-A BAEZ NORTH

ANOMALY/	FID/INTERP	COAXIAL 1078 HZ REAL PPM	COAXIAL 1078 HZ QUAD PPM	COPLANAR 877 HZ REAL PPM	COPLANAR 877 HZ QUAD PPM	COPLANAR 7281 HZ REAL PPM	COPLANAR 7281 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 10080		(FLIGHT		1)										
B	4098S	1	3	1	5	16	25	0.7	0	1	35	394	11	220
C	4133S	1	4	1	8	21	29	1.2	32	1	45	317	4	0
D	4173S	1	9	1	16	39	79	0.4	2	1	19	493	0	0
E	4187S	0	3	1	5	13	22	0.4	0	1	28	500	0	0
F	4211B	11	19	17	42	100	121	4.1	7	1	35	78	5	260
G	4214B	11	19	17	42	100	121	4.1	13	1	21	133	0	0
H	4228S	5	7	5	13	5	34	3.5	32	1	24	200	0	0
I	4243S	4	12	6	20	19	82	1.8	18	1	6	353	0	0
J	4254S	0	2	0	2	2	4	-	-	-	-	-	-	60
K	4288S	0	10	2	16	42	74	0.4	3	1	18	484	0	0
L	4302S	2	12	1	19	45	85	0.9	8	1	13	451	0	270
M	4320B?	5	5	3	6	13	24	5.6	36	1	69	162	24	0
N	4345B?	4	0	2	5	12	19	211.8	76	1	57	391	9	0
O	4349B?	1	2	1	2	2	4	-	-	-	-	-	-	70
P	4377B	4	2	8	1	14	23	20.4	66	1	58	58	26	0
Q	4387B	9	3	12	5	48	38	27.6	47	1	55	61	24	0
R	4403S	2	5	2	6	21	23	1.5	26	1	35	345	0	0
S	4418S	1	4	1	8	19	38	0.7	17	1	29	504	0	0
T	4430S	1	8	2	13	32	52	0.6	0	1	38	227	0	0
LINE 10090		(FLIGHT		1)										
A	4908S	0	3	0	14	19	35	0.4	0	1	17	525	0	450
B	4896S	0	2	0	2	2	4	-	-	-	-	-	-	50
C	4882S	0	3	2	6	17	36	0.4	1	1	38	574	0	0
D	4816S	1	2	0	2	2	4	-	-	-	-	-	-	0
E	4789S	1	11	0	19	49	111	0.4	5	1	14	416	0	0
F	4775S	0	7	0	9	23	9	0.4	0	1	23	628	0	0
G	4751S	1	2	1	2	2	4	-	-	-	-	-	-	0
H	4740B?	8	13	15	27	3	24	3.5	7	1	27	68	0	0
I	4731S?	3	16	8	25	70	127	1.1	6	1	5	391	0	140
J	4710S	3	7	0	13	30	57	2.2	30	1	7	387	0	50
K	4695S	0	2	0	2	2	4	-	-	-	-	-	-	90
L	4683D	1	12	5	16	39	78	0.4	9	1	30	544	0	0
M	4678B?	5	2	5	16	39	78	11.9	52	1	46	201	5	0
N	4672D	5	12	2	13	30	58	2.1	26	1	38	453	2	0
O	4668B?	3	6	2	13	30	58	2.1	31	1	23	583	0	0
P	4646S	0	2	1	2	2	4	-	-	-	-	-	-	0
Q	4637S	4	18	3	29	55	166	1.4	13	1	12	371	0	0
R	4626S?	3	7	4	7	19	22	1.7	29	1	58	195	18	0
S	4568B	4	3	7	8	14	15	5.5	56	1	55	78	22	0
T	4552B	1	2	1	2	2	4	-	-	-	-	-	-	0

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

1190-A BAEZ NORTH

	COAXIAL 1078 HZ		COPLANAR 877 HZ		COPLANAR 7281 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 10090	(FLIGHT	1)											
U 4542S	4	8	7	13	32	53	2.9	26	1	16	269	0	0
V 4510H	6	5	7	10	11	35	6.8	45	1	50	134	14	0
LINE 10100	(FLIGHT	1)											
A 4968S	0	2	0	2	2	4	-	-	-	-	-	-	0
B 5010S	0	2	1	2	2	4	-	-	-	-	-	-	330
C 5021S	0	2	2	4	9	13	0.6	0	1	36	378	11	0
D 5047S?	0	2	1	2	2	4	-	-	-	-	-	-	60
E 5063S	0	6	2	9	30	43	0.4	0	1	13	545	0	0
F 5094S	5	9	10	20	36	54	2.9	18	1	28	117	0	0
G 5107S?	2	22	4	39	105	161	0.5	0	1	7	323	0	0
H 5131D	0	15	2	21	10	9	0.4	2	1	12	430	0	0
I 5147S?	3	3	2	4	12	20	5.9	58	1	33	394	0	0
J 5173S	0	7	2	8	18	34	0.4	0	1	21	550	0	0
K 5189B?	1	6	3	8	28	18	0.6	11	1	56	177	16	0
L 5223S	0	9	0	26	10	80	0.4	4	1	11	410	0	0
M 5241S	2	16	8	57	11	122	0.7	6	1	0	237	0	0
N 5265B?	6	2	10	6	8	29	33.2	61	1	38	75	8	0
O 5281S	1	5	1	7	17	42	0.6	16	1	26	383	0	0
P 5296H	2	12	5	18	51	37	0.9	6	1	43	141	9	0
LINE 10110	(FLIGHT	1)											
A 5703S	0	2	0	2	2	4	-	-	-	-	-	-	200
B 5692S	0	2	0	2	2	4	-	-	-	-	-	-	0
C 5612S?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 5593S	0	13	0	21	26	86	0.4	0	1	4	380	0	0
E 5573S	0	2	0	2	2	4	-	-	-	-	-	-	0
F 5560S?	0	12	3	18	15	61	0.4	4	1	16	445	0	0
G 5550S?	3	21	4	35	88	128	0.8	0	1	5	306	0	0
H 5538S	0	10	6	13	25	83	0.4	2	1	7	380	0	0
I 5525S	1	12	1	19	45	72	0.4	1	1	13	272	0	0
J 5510S?	1	17	3	25	31	118	0.4	1	1	6	415	0	0
K 5496S?	1	2	1	2	2	4	-	-	-	-	-	-	240
L 5487B?	1	2	1	2	2	4	-	-	-	-	-	-	90
M 5474S?	2	6	3	10	27	48	1.7	25	1	22	358	0	0
N 5440B?	2	9	5	12	38	29	0.8	13	1	55	177	16	0
O 5427S	0	7	0	10	16	56	0.4	3	1	34	639	0	0
P 5408S	2	10	6	19	66	42	1.1	7	1	28	193	0	0
Q 5398S?	0	2	0	2	2	4	-	-	-	-	-	-	0
R 5381S	1	2	1	2	2	4	-	-	-	-	-	-	0
S 5373S	4	20	4	4	71	134	1.0	1	1	4	353	0	0

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

1190-A BAEZ NORTH

ANOMALY/ FID/INTERP	COAXIAL 1078 HZ REAL PPM	QUAD PPM	COPLANAR 877 HZ REAL PPM	QUAD PPM	COPLANAR 7281 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 10110	(FLIGHT		1)										
T 5363B?	1	2	1	2	1	4	-	-	-	-	-	-	0
U 5343S	4	19	9	32	70	137	1.2	1	1	6	305	0	0
V 5323S	5	16	7	28	79	107	1.7	15	1	31	171	1	0
LINE 10120	(FLIGHT		1)										
A 5817S	1	3	1	5	12	25	0.5	11	1	43	451	1	80
B 5851S	6	13	6	23	62	67	2.3	13	1	29	180	0	0
C 5863S	1	7	1	11	33	48	0.7	8	1	14	514	0	0
D 5875S	0	5	0	7	7	45	0.4	1	1	30	626	0	0
E 5887S	3	8	1	15	29	75	1.4	16	1	14	497	0	0
F 5896B?	4	9	4	21	33	113	2.2	15	1	14	288	0	0
G 5902S	1	19	5	31	71	56	0.4	0	1	3	333	0	0
H 5915S	3	10	2	18	44	71	1.1	5	1	22	195	0	80
I 5925S	2	9	4	16	24	35	1.2	10	1	34	140	1	0
J 5953S	1	5	2	7	12	31	0.5	10	1	29	600	0	0
K 5987S?	1	5	4	10	24	40	0.9	11	1	28	241	0	0
L 6004B?	2	9	1	14	30	75	0.8	12	1	22	531	0	0
M 6012B?	1	2	1	2	2	4	-	-	-	-	-	-	0
N 6017S	4	13	9	21	105	57	1.6	10	1	32	142	0	0
O 6035S	4	17	9	31	22	95	1.1	0	1	20	147	0	110
P 6040S	4	4	10	29	31	71	5.1	51	1	20	156	0	0
Q 6057S	1	6	1	7	18	36	0.4	0	1	46	226	4	60
R 6077S	1	10	3	18	48	39	0.5	6	1	40	179	7	0
S 6091H	6	12	10	22	67	43	3.0	20	1	41	90	10	0
LINE 10130	(FLIGHT		1)										
A 6489S	0	2	0	2	2	4	-	-	-	-	-	-	0
B 6456S	1	2	1	2	2	4	-	-	-	-	-	-	0
C 6436S	2	4	1	5	10	32	1.3	36	1	40	558	0	17
D 6417D	1	2	1	2	2	4	-	-	-	-	-	-	40
E 6414B?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 6401S	0	7	0	14	32	66	0.4	1	1	14	466	0	0
G 6394S	0	2	0	2	1	4	-	-	-	-	-	-	0
H 6374S	0	5	0	7	16	47	0.4	0	1	16	520	0	0
I 6361S?	0	17	1	25	63	127	0.4	1	1	4	371	0	0
J 6346S	2	8	7	18	22	88	1.1	15	1	7	416	0	0
K 6334H	1	2	1	2	2	4	-	-	-	-	-	-	0
L 6328B?	3	7	3	16	17	19	2.3	30	1	53	125	17	0
M 6316S	0	5	2	7	16	32	0.4	5	1	47	306	8	90
N 6306S	0	10	3	15	15	94	0.4	4	1	22	520	0	0
O 6297S?	1	2	1	2	2	4	-	-	-	-	-	-	0

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

1190-A BAEZ NORTH

		COAXIAL 1078 HZ		COPLANAR 877 HZ		COPLANAR 7281 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/		REAL	QUAD	REAL	QUAD	REAL	QUAD	COND	DEPTH*	COND	DEPTH	RESIS	DEPTH	
FID/INTERP		PPM	PPM	PPM	PPM	PPM	PPM	SIEMEN	M	SIEMEN	M	OHM-M	M	NT
LINE 10130	(FLIGHT 1)													
P	6288S	0	2	1	2	2	4	-	-	-	-	-	-	70
Q	6254B	1	2	1	2	2	4	-	-	-	-	-	-	0
R	6228S?	0	12	1	19	43	77	0.4	3	1	17	473	0	160
S	6217S	2	11	6	11	64	32	1.0	10	1	30	216	0	0
T	6192S	2	11	2	17	57	83	0.9	10	1	2	325	0	0
U	6182S	5	16	9	28	63	124	1.9	10	1	12	251	0	0
V	6170S	3	5	1	8	20	41	2.7	46	1	38	242	4	0
W	6162S	1	2	1	2	2	4	-	-	-	-	-	-	0
X	6153S	2	3	1	4	16	18	1.0	0	1	36	219	15	0
Y	6127S	6	14	8	25	65	85	2.6	25	1	33	144	4	0
LINE 10140	(FLIGHT 1)													
A	6628S	1	7	0	14	19	75	0.4	0	1	21	550	0	0
B	6658S	1	3	2	5	14	17	0.9	0	1	41	350	16	0
C	6678S	0	6	0	8	13	41	0.4	0	1	23	598	0	0
D	6690S	2	10	3	14	28	87	0.9	12	1	14	447	0	0
E	6706S	1	15	2	28	84	111	0.4	0	1	4	352	0	0
F	6719B?	1	2	0	2	2	4	-	-	-	-	-	-	580
G	6724S	0	8	0	6	15	29	0.4	0	1	11	468	0	0
H	6732S	0	10	0	15	31	91	0.4	0	1	5	392	0	0
I	6739S	0	10	0	18	45	96	0.4	0	1	9	445	0	140
J	6755H	3	7	6	14	26	22	2.1	34	1	43	164	9	0
K	6772H	2	3	3	4	17	22	0.9	0	1	39	201	18	0
L	6791S	1	7	3	8	22	49	0.5	9	1	31	439	0	0
M	6800S	0	5	0	8	10	17	0.4	1	1	30	626	0	120
N	6813S	0	2	1	2	2	4	-	-	-	-	-	-	0
O	6825S	0	15	4	26	60	102	0.4	5	1	11	393	0	0
P	6844S	1	5	2	8	30	16	0.4	0	1	18	523	0	150
Q	6860S	0	8	0	20	19	85	0.4	4	1	11	408	0	0
R	6873S	6	12	14	21	64	59	2.7	12	1	28	96	0	0
S	6892H	2	5	2	8	19	30	1.6	30	1	45	231	6	0
T	6914S	1	6	1	10	24	51	0.6	10	1	19	483	0	0
U	6932S	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10150	(FLIGHT 5)													
A	1172S	0	2	1	2	2	4	-	-	-	-	-	-	0
B	1129S	0	2	1	2	2	4	-	-	-	-	-	-	0
C	1108S	2	12	5	22	53	47	0.5	0	1	32	153	0	0
D	1086S	0	12	3	21	63	50	0.4	0	1	3	467	0	0
E	1065B?	4	5	5	8	40	16	4.0	36	1	26	230	0	0
F	1054S	0	20	0	33	66	173	0.4	3	1	5	352	0	0

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

1190-A BAEZ NORTH

ANOMALY/ FID/INTERP	COAXIAL 1078 HZ REAL PPM	COAXIAL 1078 HZ QUAD PPM	COPLANAR 877 HZ REAL PPM	COPLANAR 877 HZ QUAD PPM	COPLANAR 7281 HZ REAL PPM	COPLANAR 7281 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 10150	(FLIGHT		5)										
G 1024H	1	2	1	2	2	4	-	-	-	-	-	-	0
H 1006H	3	3	2	6	20	16	3.9	53	1	62	179	21	140
I 980S	1	2	1	2	2	4	-	-	-	-	-	-	30
J 960D	0	2	0	2	2	4	-	-	-	-	-	-	0
K 953B?	0	2	0	2	2	4	-	-	-	-	-	-	14
L 935S?	1	2	1	2	2	4	-	-	-	-	-	-	0
M 896S	0	3	0	18	43	51	0.4	6	1	6	335	0	0
N 879B?	2	9	6	22	18	26	0.8	8	1	30	250	0	0
O 838S	1	1	1	1	2	3	-	-	-	-	-	-	0
P 824S	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10160	(FLIGHT		5)										
A 1271S	0	4	0	6	5	33	0.4	0	1	40	710	0	0
B 1296S	0	4	2	8	19	31	0.4	0	1	40	306	1	400
C 1312S	0	6	2	11	18	58	0.4	0	1	15	526	0	0
D 1334S	2	4	2	4	11	29	0.3	0	1	30	275	7	0
E 1342B?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 1357B?	3	5	5	11	33	27	2.3	41	1	39	399	1	0
G 1361B?	1	1	1	2	2	4	-	-	-	-	-	-	0
H 1365S	6	6	3	15	23	82	5.7	49	1	26	525	0	0
I 1378D	0	6	1	21	7	62	0.4	0	1	15	488	0	0
J 1381B?	0	8	1	21	7	62	0.4	3	1	14	439	0	0
K 1405S	0	9	1	3	18	47	0.4	0	1	20	181	1	0
L 1434D	0	5	2	6	19	22	0.4	0	1	56	271	12	0
M 1447H	7	2	2	5	32	13	24.1	54	1	65	117	27	120
N 1454B?	1	2	1	2	2	4	-	-	-	-	-	-	80
O 1474S	8	15	7	28	78	89	3.1	17	1	35	117	4	0
P 1476S?	8	15	6	28	78	89	3.1	16	1	29	167	0	0
Q 1489S	0	6	0	10	11	65	0.4	3	1	25	555	0	0
R 1506S	0	2	0	2	2	4	-	-	-	-	-	-	0
S 1515B?	1	10	5	18	39	32	0.4	0	1	38	155	4	0
T 1520B?	2	1	6	18	10	23	16.5	106	1	41	185	7	180
U 1549B?	4	10	6	4	59	24	1.9	12	1	23	211	0	0
V 1558H	4	5	6	20	27	43	3.4	39	1	52	109	16	0
W 1571S	1	8	2	15	21	82	0.5	15	1	23	484	0	0
X 1592B?	1	6	1	11	24	44	0.8	18	1	40	290	2	0
Y 1595B?	0	2	0	2	2	4	-	-	-	-	-	-	100
Z 1600B?	5	2	2	3	11	26	20.9	67	1	54	233	12	0
AA 1613S	1	10	1	18	29	111	0.4	5	1	12	407	0	0
LINE 10170	(FLIGHT		5)										
A 2004S	0	2	0	2	2	4	-	-	-	-	-	-	0

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

1190-A BAEZ NORTH

ANOMALY/ FID/INTERP	COAXIAL 1078 HZ REAL PPM	COAXIAL 1078 HZ QUAD PPM	COPLANAR 877 HZ REAL PPM	COPLANAR 877 HZ QUAD PPM	COPLANAR 7281 HZ REAL PPM	COPLANAR 7281 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 10170	(FLIGHT		5)										
B 1973S	0	12	0	23	35	109	0.4	3	1	11	418	0	0
C 1950S	0	2	1	2	2	4	-	-	-	-	-	-	0
D 1932S?	2	19	4	30	14	106	0.6	0	1	7	375	0	120
E 1916S	0	2	0	2	2	4	-	-	-	-	-	-	0
F 1908S	0	6	0	12	13	47	0.4	0	1	18	538	0	0
G 1877S	0	6	0	9	24	37	0.4	0	1	22	596	0	0
H 1853B?	0	2	3	2	11	16	0.4	0	1	43	461	0	0
I 1841H	1	2	1	2	2	4	-	-	-	-	-	-	100
J 1836B?	2	5	1	8	25	25	1.4	26	1	59	134	21	0
K 1816B?	3	4	3	5	17	16	2.6	39	1	49	152	11	0
L 1807B?	2	9	3	14	37	79	1.0	12	1	16	451	0	0
M 1784S	0	2	3	4	16	19	0.9	0	1	42	235	19	0
N 1762S	0	9	1	13	7	31	0.4	3	1	42	195	7	330
O 1733S	0	22	0	39	115	211	0.4	7	1	0	258	0	0
P 1724B?	0	2	1	2	0	4	-	-	-	-	-	-	0
Q 1718B?	1	2	1	2	2	4	-	-	-	-	-	-	120
R 1700S?	0	2	0	2	2	4	-	-	-	-	-	-	0
S 1688S	2	9	4	13	32	58	0.8	13	1	35	333	0	0
T 1667S	1	3	2	8	12	23	0.8	27	1	32	339	0	0
LINE 10180	(FLIGHT		5)										
A 2151S	0	5	2	8	8	25	0.4	0	1	26	612	0	0
B 2169S	0	5	1	8	23	12	0.4	0	1	20	398	0	0
C 2179S	0	4	2	7	12	24	0.4	0	1	31	253	0	0
D 2187S	0	3	2	5	19	16	1.0	0	1	32	145	13	0
E 2197B	1	1	1	1	2	4	-	-	-	-	-	-	0
F 2206S	2	13	1	21	22	71	0.7	1	1	14	288	0	0
G 2222S	2	3	2	4	13	23	0.6	0	1	41	180	20	0
H 2229S	0	6	2	10	26	42	0.4	4	1	32	561	0	0
I 2241S	0	4	0	7	9	43	0.4	0	1	33	678	0	0
J 2252S	0	2	1	2	2	4	-	-	-	-	-	-	0
K 2262S	0	5	0	7	10	25	0.4	0	1	27	660	0	0
L 2291B?	2	4	4	8	18	3	2.2	45	1	40	378	1	330
M 2293B?	2	5	3	8	18	30	2.0	40	1	44	271	6	0
N 2297B?	1	2	1	2	2	4	-	-	-	-	-	-	0
O 2307B?	1	2	1	2	2	4	-	-	-	-	-	-	0
P 2311H	0	4	1	6	16	26	0.4	2	1	57	213	16	70
Q 2323H	1	3	4	4	10	22	0.4	0	1	42	241	19	0
R 2334S	0	7	1	13	19	61	0.4	3	1	23	538	0	0
S 2367D	2	9	6	17	52	11	0.7	4	1	32	399	0	0
T 2383S	0	5	2	5	17	32	0.4	0	1	36	251	0	0

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

1190-A BAEZ NORTH

ANOMALY/	FID/INTERP	COAXIAL 1078 HZ REAL PPM	COAXIAL 1078 HZ QUAD PPM	COPLANAR 877 HZ REAL PPM	COPLANAR 877 HZ QUAD PPM	COPLANAR 7281 HZ REAL PPM	COPLANAR 7281 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 10180		(FLIGHT		5)										
U	2392B?	1	2	1	2	2	4	-	-	-	-	-	-	0
V	2397S	3	20	6	35	90	49	0.7	0	1	5	351	0	0
W	2411B	1	0	1	2	2	4	-	-	-	-	-	-	30
X	2436B?	1	2	1	2	2	4	-	-	-	-	-	-	0
Y	2443B?	3	5	7	6	22	23	2.7	39	1	43	152	8	0
Z	2454S	3	9	2	12	35	62	1.5	25	1	17	443	0	0
AA	2456B?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10190		(FLIGHT		5)										
A	2959S?	0	2	1	2	2	4	-	-	-	-	-	-	480
B	2939S	0	5	1	10	24	46	0.4	0	1	16	409	0	0
C	2931S?	1	7	1	12	26	41	0.5	10	1	13	440	0	380
D	2909B?	3	9	11	14	37	33	1.9	30	1	44	114	14	0
E	2906B?	1	2	1	2	2	4	-	-	-	-	-	-	0
F	2901B?	0	2	1	2	2	4	-	-	-	-	-	-	310
G	2889H	1	5	3	8	31	21	1.1	23	1	41	147	6	0
H	2865S	0	4	0	9	23	29	0.4	0	1	21	553	0	0
I	2853S?	0	5	3	7	25	23	0.4	0	1	44	343	2	0
J	2842S	0	5	0	7	19	31	0.4	0	1	24	709	0	0
K	2821B?	0	2	1	2	1	4	-	-	-	-	-	-	0
L	2819B?	0	2	1	2	2	4	-	-	-	-	-	-	0
M	2815B?	4	8	6	17	14	17	2.0	25	1	49	177	12	0
N	2799S	0	6	1	6	13	36	0.4	11	1	50	470	8	50
O	2782B?	1	2	1	2	2	4	-	-	-	-	-	-	0
P	2776D	0	9	0	13	6	20	0.4	2	1	19	504	0	170
Q	2770B?	1	6	1	13	24	13	0.4	0	1	24	578	0	0
R	2761B?	1	2	1	2	2	4	-	-	-	-	-	-	0
S	2752B?	1	1	1	2	2	4	-	-	-	-	-	-	0
T	2739B?	1	2	1	2	2	4	-	-	-	-	-	-	0
U	2725S	1	4	2	3	12	20	0.6	0	1	38	164	17	0
V	2712S	1	7	1	12	33	19	0.5	7	1	26	279	0	0
W	2702S	4	20	3	35	82	185	1.2	5	1	14	200	0	40
X	2684B?	1	7	6	11	18	45	0.5	11	1	27	408	0	0
Y	2675S	0	4	5	8	15	48	0.4	9	1	29	533	0	0
Z	2666S	1	2	1	2	2	4	-	-	-	-	-	-	0
AA	2656B?	3	7	2	8	22	27	2.1	33	1	47	172	11	0
AB	2645S?	1	6	4	9	28	36	0.6	13	1	28	379	0	0
AC	2626S	0	9	0	15	15	88	0.4	6	1	17	440	0	60
LINE 10200		(FLIGHT		5)										
A	3220S	0	6	3	10	4	23	0.4	0	1	30	353	0	0

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

1190-A   BAEZ NORTH

ANOMALY/ FID/INTERP		COAXIAL 1078 HZ REAL PPM	COAXIAL 1078 HZ QUAD PPM	COPLANAR 877 HZ REAL PPM	COPLANAR 877 HZ QUAD PPM	COPLANAR 7281 HZ REAL PPM	COPLANAR 7281 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 10200		(FLIGHT		5)										
B	3242S	0	11	1	19	44	76	0.4	0	1	14	330	0	0
C	3257S	3	4	3	7	16	44	2.4	46	1	22	304	0	0
D	3271B?	4	15	4	23	60	12	1.6	7	1	19	190	0	0
E	3292B?	4	7	1	11	14	30	2.8	38	1	39	221	4	0
F	3297B?	0	2	1	2	2	4	-	-	-	-	-	-	17
G	3312S	0	5	0	8	14	28	0.4	0	1	22	608	0	0
H	3324S	0	2	1	2	2	4	-	-	-	-	-	-	0
I	3342S	0	3	0	5	10	4	0.4	1	1	50	737	0	0
J	3367H	2	4	3	6	13	17	1.7	42	1	57	196	16	0
K	3385B?	3	1	2	7	18	29	21.6	88	1	66	491	9	50
L	3394S	1	3	2	5	11	34	0.6	25	1	43	556	2	0
M	3403B?	0	5	0	6	12	45	0.4	0	1	29	630	0	0
N	3424S	0	5	1	7	19	35	0.4	0	1	35	502	0	0
O	3437H	0	7	3	14	44	38	0.4	0	1	31	268	0	0
P	3447H	2	2	3	8	10	31	2.8	50	1	45	182	4	0
Q	3470S	0	12	5	20	58	64	0.4	0	1	30	214	0	0
R	3475B?	3	7	5	12	26	44	1.8	26	1	27	301	0	0
S	3485B?	1	2	1	2	2	4	-	-	-	-	-	-	0
T	3488S?	0	6	7	8	30	39	0.4	0	1	35	181	1	180
U	3503B?	1	6	2	10	21	56	0.4	2	1	25	431	0	0
V	3513D	1	2	1	2	2	4	-	-	-	-	-	-	0
W	3516B?	1	8	6	13	39	54	0.4	6	1	43	230	7	0
X	3521B?	4	9	4	13	21	52	2.1	22	1	41	272	3	0
LINE 10210		(FLIGHT		5)										
A	3950S	0	4	1	8	16	30	0.4	3	1	35	635	0	70
B	3930S	0	8	2	15	34	56	0.4	0	1	18	529	0	0
C	3916S	2	11	3	18	32	74	0.6	3	1	7	413	0	110
D	3905H	1	3	2	5	15	9	1.7	50	1	48	138	12	0
E	3888S?	3	19	5	26	77	97	0.8	0	1	25	218	0	0
F	3884B?	0	19	5	25	77	97	0.4	0	1	37	216	0	0
G	3876S?	5	16	10	33	15	24	1.8	8	1	33	156	1	0
H	3869S?	5	20	9	34	14	150	1.3	1	1	11	226	0	0
I	3860H	1	2	1	2	2	0	-	-	-	-	-	-	0
J	3850H	1	2	1	2	2	4	-	-	-	-	-	-	0
K	3844B?	0	2	1	2	2	4	-	-	-	-	-	-	0
L	3841B?	2	7	3	14	35	58	1.6	19	1	27	391	0	0
M	3832S	0	7	1	10	25	44	0.4	0	1	21	564	0	0
N	3803S	0	4	1	7	21	36	0.4	0	1	36	654	0	230
O	3794S	0	2	1	2	2	4	-	-	-	-	-	-	0
P	3781B?	0	11	3	18	21	58	0.4	1	1	37	287	1	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.

1190-A BAEZ NORTH

	COAXIAL 1078 HZ		COPLANAR 877 HZ		COPLANAR 7281 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 10210 (FLIGHT 5)													
Q 3774B?	0	7	5	8	32	9	0.4	0	1	57	163	17	0
R 3750S	0	6	3	9	19	38	0.4	3	1	39	458	0	20
S 3729S	0	5	2	8	4	2	0.4	3	1	57	228	16	0
T 3707S?	0	6	1	7	4	28	0.4	0	1	43	484	0	0
U 3703S	0	4	1	5	15	28	0.5	0	1	33	280	10	210
V 3684S	0	4	2	6	16	29	0.4	0	1	51	237	10	0
W 3657S?	4	16	7	27	76	72	1.3	10	1	33	147	3	0
X 3635S	5	19	6	33	76	115	1.5	0	1	20	122	0	0
Y 3619S?	2	14	6	24	72	89	0.7	3	1	35	151	3	0
Z 3610S	1	11	5	19	62	67	0.4	1	1	36	124	5	0
AA 3603S	0	7	6	12	11	39	0.4	2	1	44	183	9	0
LINE 10220 (FLIGHT 5)													
A 4009S	0	4	1	7	11	21	0.4	3	1	43	700	0	0
B 4040S	1	2	1	2	2	4	-	-	-	-	-	-	0
C 4054H	1	0	1	2	2	4	-	-	-	-	-	-	0
D 4063H	1	2	1	2	2	4	-	-	-	-	-	-	0
E 4072S?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 4075S	4	17	7	31	42	26	1.3	1	1	22	176	0	0
G 4091B?	5	9	7	20	24	39	2.8	28	1	60	128	22	0
H 4094B?	4	12	5	20	24	39	1.8	7	1	31	172	0	0
I 4100B	1	1	1	2	2	4	-	-	-	-	-	-	130
J 4106S	4	5	2	11	31	31	4.2	33	1	28	141	0	0
K 4124S	0	11	3	19	48	80	0.4	0	1	10	441	0	0
L 4125B?	1	2	1	2	2	4	-	-	-	-	-	-	100
M 4131B?	5	3	1	2	14	3	9.1	53	1	37	658	0	0
N 4151B?	1	2	1	2	2	4	-	-	-	-	-	-	0
O 4162S	1	5	0	7	17	31	0.9	21	1	40	712	0	90
P 4183B	3	7	4	11	4	16	1.9	26	1	52	301	9	180
Q 4190H	2	6	5	13	19	21	1.8	29	1	48	136	13	0
R 4215S?	3	7	1	8	22	40	1.7	29	1	47	483	2	0
S 4252S?	0	7	2	9	14	34	0.4	0	1	44	347	3	0
T 4297H	7	9	10	17	45	25	4.4	26	1	43	74	13	0
U 4306S?	5	17	6	32	51	131	1.5	6	1	25	200	0	0
V 4308S	5	17	6	32	51	131	1.5	9	1	1	309	0	0
W 4314H	1	2	1	2	2	4	-	-	-	-	-	-	0
X 4330S?	4	7	1	8	23	36	2.9	33	1	38	198	3	0
Y 4338B?	5	13	6	26	80	84	2.2	19	1	37	146	5	0
Z 4341B?	5	14	6	26	80	84	2.1	15	1	39	140	6	0
AA 4352S	3	5	2	1	18	39	0.5	0	1	39	237	17	0
AB 4364S	1	2	1	2	2	4	-	-	-	-	-	-	0

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

1190-A BAEZ NORTH

ANOMALY/ FID/INTERP	COAXIAL 1078 HZ REAL PPM	QUAD PPM	COPLANAR 877 HZ REAL PPM	QUAD PPM	COPLANAR 7281 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 10230	(FLIGHT	5)											
A 4862S	3	6	0	7	12	28	2.8	45	1	46	696	0	0
B 4851S	4	4	2	5	15	23	4.4	37	1	32	635	0	460
C 4841S	4	20	5	37	63	168	1.2	5	1	5	338	0	14
D 4820H	4	3	3	5	13	13	9.0	59	1	60	100	24	0
E 4805B?	7	14	7	23	25	69	2.6	15	1	34	104	4	0
F 4799B?	1	2	1	2	2	4	-	-	-	-	-	-	0
G 4787B?	1	2	1	2	2	4	-	-	-	-	-	-	0
H 4780H	6	4	2	7	6	20	7.6	44	1	57	130	19	200
I 4759S	2	19	2	33	83	111	0.5	0	1	9	385	0	0
J 4729S	2	4	0	5	14	22	1.9	47	1	45	698	0	0
K 4720S	1	2	0	2	2	4	-	-	-	-	-	-	0
L 4712S	0	6	0	8	8	24	0.4	4	1	42	690	0	90
M 4696S?	0	2	1	2	2	4	-	-	-	-	-	-	0
N 4676B	3	4	1	4	15	23	4.0	53	1	72	487	12	0
O 4633S	3	2	2	26	21	28	7.6	87	1	13	372	0	0
P 4626B	5	8	3	22	12	86	3.1	34	1	39	374	2	0
Q 4583B?	5	21	18	40	113	58	1.5	8	1	25	201	0	0
R 4578H	10	5	18	7	5	55	16.2	46	1	36	61	10	0
S 4540B?	2	9	2	11	8	43	0.9	0	1	21	231	0	0
T 4523B?	1	2	1	2	2	4	-	-	-	-	-	-	0
U 4521B?	3	13	5	19	13	49	1.1	12	1	27	322	0	0
LINE 10240	(FLIGHT	5)											
A 4936S	0	2	1	2	2	4	-	-	-	-	-	-	800
B 4949S	1	11	1	23	34	79	0.4	0	1	7	436	0	0
C 4979S?	6	23	9	34	73	149	1.7	9	1	3	303	0	280
D 4989H	7	9	9	14	44	47	4.9	32	1	47	158	11	0
E 5003B?	7	5	1	6	13	11	9.6	40	1	60	247	15	0
F 5017S	5	7	5	14	44	58	3.3	20	1	21	170	0	0
G 5036S	1	8	1	14	32	63	0.4	1	1	17	509	0	100
H 5060S	0	4	0	7	15	24	0.4	3	1	45	709	0	0
I 5081S	0	2	0	2	2	4	-	-	-	-	-	-	230
J 5097H	6	12	11	14	4	6	2.8	22	1	49	94	17	40
K 5100B?	6	12	11	14	4	6	2.8	21	1	53	114	18	0
L 5115S	1	2	1	2	2	4	-	-	-	-	-	-	0
M 5121S?	1	5	2	6	18	27	0.5	7	1	50	479	3	0
N 5137S	0	3	3	3	16	15	1.0	0	1	53	267	27	0
O 5152S	0	3	3	10	54	150	0.4	3	1	13	441	0	0
P 5167D	0	14	3	18	32	91	0.4	0	1	14	477	0	0
Q 5179S	0	7	2	11	33	36	0.4	3	1	38	289	2	0
R 5209H	5	14	13	30	57	50	1.9	13	1	39	74	11	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.

1190-A BAEZ NORTH

	COAXIAL 1078 HZ		COPLANAR 877 HZ		COPLANAR 7281 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 10240	(FLIGHT		5)										
S 5215B?	2	3	3	19	53	47	1.8	46	1	50	134	14	0
T 5225H	2	4	3	7	18	16	1.4	33	1	46	119	12	0
U 5243D	1	7	2	8	25	31	0.4	1	1	35	299	0	0
V 5255B?	1	2	1	2	2	4	-	-	-	-	-	-	0
W 5269S	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10250	(FLIGHT		5)										
A 5680S?	0	10	1	18	45	69	0.4	0	1	16	513	0	0
B 5676S?	7	10	1	18	45	69	3.8	17	1	27	686	0	0
C 5657S	3	8	5	13	32	58	1.8	27	1	26	493	0	0
D 5654B?	1	2	1	0	2	4	-	-	-	-	-	-	0
E 5648B?	1	2	1	2	2	1	-	-	-	-	-	-	0
F 5635S	1	2	1	2	2	4	-	-	-	-	-	-	0
G 5617S?	1	7	3	9	25	44	0.5	0	1	28	125	0	0
H 5609S?	5	18	7	27	78	95	1.6	3	1	35	133	2	0
I 5606S?	2	18	7	27	78	95	0.6	3	1	43	325	5	0
J 5583H	5	6	7	13	8	33	3.9	31	1	43	174	5	0
K 5577S	4	8	7	16	15	67	2.2	26	1	27	224	0	0
L 5565S	1	6	1	12	23	58	0.8	17	1	17	494	0	0
M 5544S?	0	2	0	2	2	4	-	-	-	-	-	-	0
N 5496H	3	12	10	22	58	11	1.4	12	1	51	99	18	40
O 5478B?	3	4	1	9	26	17	3.4	44	1	39	550	0	0
P 5452S?	4	17	2	15	44	56	1.3	5	1	10	441	0	0
Q 5439S	2	5	0	9	29	44	1.9	40	1	18	466	0	30
R 5426S?	0	17	0	26	47	141	0.4	5	1	13	409	0	0
S 5423S?	1	2	1	2	2	4	-	-	-	-	-	-	18
T 5402S	2	9	3	8	27	40	0.7	0	1	13	247	0	0
U 5392S	0	7	3	11	35	49	0.4	0	1	28	171	0	0
V 5379B?	2	11	2	18	53	72	0.9	8	1	40	161	6	0
W 5372B?	5	6	1	12	21	54	4.3	43	1	51	187	13	0
X 5361H	6	10	9	26	69	83	3.8	34	1	45	86	15	0
Y 5351H	1	0	1	2	2	4	-	-	-	-	-	-	0
Z 5343S?	3	14	4	20	62	69	1.2	0	1	18	186	0	0
AA 5328S	0	4	2	5	19	16	0.4	0	1	35	307	0	230
LINE 10260	(FLIGHT		5)										
A 5734S	0	5	0	6	15	24	0.4	0	1	25	700	0	490
B 5752B?	5	11	5	19	56	73	2.2	18	1	16	503	0	130
C 5767S	7	22	5	37	80	145	2.0	8	1	3	343	0	0
D 5786S?	1	9	3	14	42	53	0.5	0	1	28	126	0	110
E 5798S?	2	18	6	26	72	93	0.5	0	1	21	182	0	0

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

1190-A BAEZ NORTH

ANOMALY/ FID/INTERP	COAXIAL 1078 HZ REAL PPM	COAXIAL 1078 HZ QUAD PPM	COPLANAR 877 HZ REAL PPM	COPLANAR 877 HZ QUAD PPM	COPLANAR 7281 HZ REAL PPM	COPLANAR 7281 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 10260	(FLIGHT 5)												
F 5811H	5	14	9	27	49	27	2.0	11	1	29	90	1	0
G 5831S?	3	7	2	10	25	34	2.1	29	1	31	340	0	0
H 5848S	6	12	3	22	42	54	2.6	13	1	16	256	0	60
I 5860S	9	11	2	21	45	100	5.0	26	1	4	383	0	40
J 5875S	5	5	2	10	9	27	5.0	51	1	27	513	0	0
K 5918S	0	3	0	5	11	29	0.4	0	1	36	316	13	0
L 5925S?	1	1	1	2	2	4	-	-	-	-	-	-	70
M 5933H	1	2	1	2	2	4	-	-	-	-	-	-	0
N 5953S?	3	5	1	7	23	15	2.3	38	1	32	503	0	0
O 5973S	3	4	1	7	16	17	2.6	53	1	44	547	0	0
P 5997S	0	4	2	6	16	24	0.4	0	1	37	484	0	0
Q 6010S	0	4	1	5	16	26	0.7	0	1	43	248	21	60
R 6027H	1	2	1	2	2	4	-	-	-	-	-	-	0
S 6047B?	1	2	1	2	2	4	-	-	-	-	-	-	0
T 6057H	4	18	9	32	89	92	1.1	9	1	39	91	11	0
U 6076S	4	30	4	55	152	175	0.8	0	1	19	108	0	0
V 6085S?	5	5	4	10	15	59	6.0	39	1	32	181	0	0
W 6093S?	4	9	3	14	38	42	2.1	27	1	34	251	1	170
X 6106S?	0	8	0	13	31	64	0.4	3	1	22	520	0	0
LINE 10270	(FLIGHT 5)												
A 6506S	0	2	1	2	2	4	-	-	-	-	-	-	650
B 6475H	6	4	9	16	22	56	7.8	44	1	44	119	9	0
C 6470B?	4	19	8	35	64	131	1.2	3	1	1	333	0	0
D 6466B?	5	10	11	35	64	131	2.9	24	1	20	139	0	140
E 6449S?	7	22	20	41	111	103	2.1	7	1	23	97	0	0
F 6432S	1	2	1	2	2	4	-	-	-	-	-	-	0
G 6390S?	0	2	1	2	2	4	-	-	-	-	-	-	0
H 6386B?	0	2	1	2	2	4	-	-	-	-	-	-	0
I 6353S	0	2	1	2	2	4	-	-	-	-	-	-	0
J 6316S	0	2	1	2	2	4	-	-	-	-	-	-	0
K 6291B	1	2	1	2	2	4	-	-	-	-	-	-	0
L 6235S	1	14	4	28	60	80	0.4	3	1	26	237	0	0
M 6226B?	1	2	1	2	2	4	-	-	-	-	-	-	0
N 6213D	3	12	5	18	45	14	1.3	16	1	50	168	14	0
O 6201B?	4	16	11	25	53	109	1.4	18	1	28	200	1	0
P 6189H	1	1	1	2	2	4	-	-	-	-	-	-	0
Q 6185B?	7	29	9	53	124	151	1.5	1	1	46	55	18	0
R 6181B?	9	29	9	53	124	151	2.0	1	1	31	56	6	0
S 6171H	1	2	1	2	2	4	-	-	-	-	-	-	0
T 6162S?	6	26	9	57	134	254	1.6	2	1	19	113	0	50

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

1190-A BAEZ NORTH

	COAXIAL 1078 HZ		COPLANAR 877 HZ		COPLANAR 7281 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 10270	(FLIGHT		5)										
U 6157S?	1	2	1	2	2	4	-	-	-	-	-	-	30
LINE 10280	(FLIGHT		5)										
A 6626S	0	4	4	7	16	26	0.4	0	1	25	290	0	0
B 6654S?	1	26	7	46	107	187	0.4	3	1	0	283	0	0
C 6666B?	3	8	5	12	40	51	1.6	18	1	21	229	0	0
D 6671B?	4	12	11	27	40	88	1.7	9	1	21	111	0	0
E 6674B?	4	16	11	27	40	88	1.4	13	1	25	139	0	0
F 6679B?	7	13	6	34	78	80	2.9	19	1	27	153	0	0
G 6710S?	0	4	4	8	19	26	0.4	0	1	44	256	5	0
H 6730S	0	6	4	10	7	16	0.4	1	1	32	324	0	0
I 6761S	0	2	0	2	2	4	-	-	-	-	-	-	0
J 6770S	0	4	2	6	14	23	0.4	0	1	38	422	0	0
K 6788B?	0	2	1	2	2	4	-	-	-	-	-	-	0
L 6792B?	0	7	1	12	28	42	0.4	7	1	51	227	13	0
M 6802H	0	4	2	7	17	18	0.4	3	1	36	280	1	0
N 6823S	0	4	2	6	14	20	0.4	0	1	35	424	0	0
O 6844H	0	5	2	8	24	23	0.4	0	1	40	238	1	0
P 6876S	0	5	2	10	4	18	0.4	0	1	33	446	0	0
Q 6897B?	0	2	1	2	2	4	-	-	-	-	-	-	0
R 6901H	0	5	6	10	30	10	0.4	0	1	40	128	7	0
S 6923H	6	6	5	13	28	35	5.4	44	1	45	65	16	0
T 6937H	3	16	9	29	73	76	1.1	0	1	26	57	0	0
U 6953B?	8	2	6	0	23	40	31.2	52	1	36	99	5	0
LINE 10290	(FLIGHT		5)										
A 7339S	2	5	4	7	6	22	1.9	25	1	35	191	0	0
B 7320S	2	9	3	15	43	57	0.8	0	1	19	179	0	0
C 7306B?	4	14	4	21	36	31	1.7	5	1	25	196	0	0
D 7302B?	1	2	1	2	2	4	-	-	-	-	-	-	0
E 7292B?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 7275S	3	5	3	8	21	26	2.6	40	1	50	336	7	0
G 7259S	0	7	2	12	4	8	0.4	1	1	33	477	0	0
H 7251S	1	2	1	2	2	4	-	-	-	-	-	-	0
I 7220S?	1	2	1	2	2	4	-	-	-	-	-	-	0
J 7192S	3	9	6	13	40	36	1.3	17	1	50	135	15	0
K 7178S	2	6	2	17	23	39	1.2	28	1	32	368	0	0
L 7174D	0	2	1	2	2	4	-	-	-	-	-	-	120
M 7155S	0	4	2	5	15	13	1.0	0	1	42	263	19	0
N 7137B?	4	27	3	46	92	243	0.8	1	1	5	309	0	50
O 7126B?	6	12	3	22	49	88	2.5	21	1	38	310	1	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.

1190-A BAEZ NORTH

ANOMALY/ FID/INTERP	COAXIAL 1078 HZ REAL PPM	QUAD PPM	COPLANAR 877 HZ REAL PPM	QUAD PPM	COPLANAR 7281 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 10290	(FLIGHT		5)										
P 7123S	6	13	3	22	49	88	2.4	14	1	8	438	0	0
Q 7084S	1	2	1	2	2	4	-	-	-	-	-	-	0
R 7067D	6	11	8	11	40	22	3.1	33	1	51	151	16	0
S 7061S?	7	10	9	15	55	40	3.6	28	1	35	97	6	0
T 7052S?	6	8	10	11	33	4	3.9	15	1	27	80	0	0
U 7047H	1	1	1	2	1	4	-	-	-	-	-	-	0
V 7042H	5	2	5	4	13	14	1.0	0	1	44	63	28	0
W 7018H	1	8	4	23	44	48	0.6	14	1	35	106	7	0
X 6997S	2	16	1	28	50	87	0.4	0	1	20	122	0	0
LINE 10300	(FLIGHT		5)										
A 7425S	2	5	2	8	16	23	1.8	40	1	34	633	0	170
B 7476S	4	7	2	11	36	65	2.8	30	1	28	197	0	0
C 7485H	3	5	3	9	31	17	2.2	37	1	40	192	5	0
D 7500B?	2	4	2	4	15	7	2.1	44	1	43	394	1	0
E 7519S	0	4	1	7	16	28	0.4	0	1	51	744	0	0
F 7535S	0	3	2	13	9	22	0.4	0	1	32	405	0	0
G 7552S	0	2	1	2	2	4	-	-	-	-	-	-	0
H 7572S	4	8	2	14	4	6	2.5	34	1	34	504	0	0
I 7576S	2	11	3	16	39	6	0.6	9	1	31	493	0	0
J 7590B?	1	2	1	2	2	4	-	-	-	-	-	-	0
K 7601H	0	4	7	9	28	27	0.4	1	1	59	121	23	0
L 7624D	0	14	4	21	23	20	0.4	8	1	32	335	0	0
M 7642S	0	7	4	12	37	42	0.4	2	1	37	297	1	0
N 7673S	0	4	3	6	14	27	0.4	2	1	46	310	6	0
O 7695S	0	5	1	9	11	26	0.4	2	1	38	684	0	0
P 7702B?	0	2	2	1	3	8	0.4	0	1	43	518	0	0
Q 7718B	3	14	9	23	67	61	1.1	6	1	44	108	12	0
R 7728H	3	5	4	8	21	6	3.4	43	1	48	77	17	0
S 7741B?	1	2	1	2	2	4	-	-	-	-	-	-	0
T 7747B?	1	2	1	2	2	4	-	-	-	-	-	-	0
U 7750B?	3	3	6	6	26	25	4.7	56	1	44	120	11	0
V 7753B?	1	2	1	2	2	4	-	-	-	-	-	-	0
W 7767H	1	12	3	20	60	69	0.4	1	1	34	166	2	0
X 7779S	0	8	1	13	39	54	0.4	1	1	33	229	0	0
LINE 10310	(FLIGHT		5)										
A 8132B?	1	0	1	2	2	4	-	-	-	-	-	-	0
B 8125S	0	2	1	2	2	4	-	-	-	-	-	-	160
C 8119H	1	2	1	1	2	4	-	-	-	-	-	-	0
D 8085S?	1	8	1	12	20	56	0.4	10	1	35	585	0	0

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

1190-A BAEZ NORTH

ANOMALY/ FID/INTERP	COAXIAL 1078 HZ REAL PPM	COAXIAL 1078 HZ QUAD PPM	COPLANAR 877 HZ REAL PPM	COPLANAR 877 HZ QUAD PPM	COPLANAR 7281 HZ REAL PPM	COPLANAR 7281 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 10310	(FLIGHT	5)											
E 8044S	0	7	3	5	17	4	1.0	0	1	35	169	16	0
F 8026S?	4	9	3	13	30	12	1.9	21	1	35	284	0	0
G 8019B?	4	2	1	5	14	21	10.2	62	1	46	291	4	0
H 8017B?	4	1	1	5	14	15	28.1	74	1	59	304	13	0
I 7996H	1	8	5	13	20	36	0.4	6	1	51	146	15	0
J 7980S	1	7	2	10	30	29	0.8	15	1	42	250	4	0
K 7965S	0	2	1	2	2	4	-	-	-	-	-	-	0
L 7957S	0	13	2	19	45	102	0.4	5	1	16	470	0	0
M 7925S	0	1	1	2	2	4	-	-	-	-	-	-	0
N 7907S	0	8	2	12	32	57	0.4	4	1	32	610	0	0
O 7881B?	4	14	7	23	70	64	1.5	11	1	42	118	10	0
P 7871H	2	8	6	14	26	23	1.3	20	1	44	82	14	0
Q 7858B?	5	10	12	18	47	29	2.5	23	1	46	77	16	0
R 7839S	3	9	9	18	56	26	1.5	15	1	33	116	2	0
S 7826S	2	8	1	16	38	52	0.8	14	1	19	309	0	0
T 7815S	2	5	4	7	30	33	1.2	30	1	32	253	0	140
LINE 10320	(FLIGHT	5)											
A 8261S	0	5	0	8	21	18	0.4	0	1	31	656	0	350
B 8290S	0	2	0	2	2	4	-	-	-	-	-	-	270
C 8308D	5	10	5	13	40	51	2.8	25	1	33	195	0	100
D 8317B?	3	6	2	4	15	22	2.0	37	1	34	361	0	0
E 8328S	1	8	3	14	47	50	0.4	3	1	26	327	0	0
F 8352S	0	4	0	5	15	24	0.4	1	1	38	684	0	0
G 8367B?	1	2	1	2	2	4	-	-	-	-	-	-	0
H 8377H	0	5	1	9	12	32	0.4	5	1	34	293	0	0
I 8383B?	4	5	1	8	23	30	4.2	49	1	37	337	0	0
J 8390B?	0	6	0	9	20	39	0.4	3	1	31	425	0	0
K 8407B?	1	2	1	2	2	2	-	-	-	-	-	-	30
L 8412B?	1	12	3	16	47	58	0.4	2	1	39	192	4	0
M 8421B?	3	4	1	3	13	7	3.1	49	1	50	300	8	0
N 8432H	1	4	3	5	13	7	1.0	0	1	39	129	20	150
O 8441H	2	4	2	5	15	14	1.0	0	1	43	126	24	0
P 8446B?	1	2	1	2	2	4	-	-	-	-	-	-	0
Q 8452S	3	11	4	20	60	80	1.1	15	1	34	191	3	0
R 8466H	1	2	1	1	2	4	-	-	-	-	-	-	0
S 8516B?	0	8	1	12	33	48	0.4	1	1	29	570	0	0
T 8527S	3	5	1	5	14	35	2.3	38	1	32	401	0	0
U 8539B	4	11	5	17	47	48	1.6	18	1	48	133	14	0
V 8549H	5	2	5	13	3	2	17.1	63	1	42	104	9	0
W 8560B	1	2	1	2	2	4	-	-	-	-	-	-	0

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

1190-A BAEZ NORTH

	COAXIAL 1078 HZ		COPLANAR 877 HZ		COPLANAR 7281 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 10320	(FLIGHT	5)											
X 8564B	5	12	12	23	60	51	2.3	22	1	39	134	7	0
Y 8584S	5	7	8	22	3	66	3.4	35	1	36	152	3	0
Z 8597S?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10330	(FLIGHT	5)											
A 8968S	3	6	6	10	4	7	2.2	20	1	32	162	0	12
B 8963S?	7	4	4	13	23	41	10.1	46	1	32	192	0	90
C 8937S	1	6	2	10	29	50	0.7	16	1	27	576	0	0
D 8923S	1	2	1	2	2	4	-	-	-	-	-	-	0
E 8905S?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 8889S	6	10	0	13	2	53	3.3	30	1	22	537	0	80
G 8874S	1	10	3	13	35	60	0.4	5	1	36	303	1	0
H 8864D	4	9	8	20	10	11	2.2	21	1	51	213	11	0
I 8859B	5	2	8	20	42	20	17.7	66	1	43	117	10	0
J 8845B?	2	6	1	4	16	15	1.0	0	1	41	154	21	0
K 8831H	1	2	1	2	2	4	-	-	-	-	-	-	0
L 8825B?	3	10	6	13	9	20	1.2	13	1	55	120	19	50
M 8807S?	1	2	1	2	2	4	-	-	-	-	-	-	0
N 8794S	2	5	2	6	16	30	1.8	36	1	36	349	0	0
O 8783S	3	4	3	7	23	21	3.8	45	1	42	287	1	0
P 8761S	1	2	1	2	2	4	-	-	-	-	-	-	0
Q 8728H	5	12	4	17	32	1	2.3	21	1	40	102	10	0
R 8713S	3	8	4	14	52	38	1.5	19	1	35	183	2	0
S 8699S?	6	5	8	15	46	31	5.8	46	1	40	153	6	0
T 8679S	1	13	6	24	70	22	0.5	6	1	25	280	0	30
U 8660B?	1	2	1	2	2	4	-	-	-	-	-	-	200
V 8658B?	3	13	3	21	51	90	1.0	16	1	14	380	0	110
LINE 19010	(FLIGHT	5)											
A 9111S	4	3	3	9	8	30	4.8	41	1	41	177	1	0
B 9125S	1	2	1	2	2	4	-	-	-	-	-	-	0
C 9138S	6	3	2	6	13	31	10.2	44	1	33	535	0	0
D 9161B?	1	2	0	2	2	4	-	-	-	-	-	-	0
E 9167B?	5	3	0	4	3	24	12.6	51	1	69	864	0	0
F 9196S	1	3	0	4	5	4	1.3	46	1	42	684	0	0
G 9222S	2	7	2	19	34	64	1.4	21	1	10	441	0	0
LINE 19011	(FLIGHT	8)											
A 8506S	1	2	1	2	2	4	-	-	-	-	-	-	40
B 8498S	1	2	1	2	2	4	-	-	-	-	-	-	0
C 8488B	1	2	1	2	2	4	-	-	-	-	-	-	0

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

1190-A BAEZ NORTH

ANOMALY/ FID/INTERP	COAXIAL 1078 HZ REAL PPM	COAXIAL 1078 HZ QUAD PPM	COPLANAR 877 HZ REAL PPM	COPLANAR 877 HZ QUAD PPM	COPLANAR 7281 HZ REAL PPM	COPLANAR 7281 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 19011 (FLIGHT 8)													
D 8481B	10	11	13	32	80	104	6.3	29	1	37	66	9	0
E 8478B	10	20	13	32	80	104	3.3	7	1	23	101	0	0
F 8416S	0	2	1	2	2	4	-	-	-	-	-	-	0
G 8394S	2	9	4	17	48	55	0.7	0	1	14	235	0	0
H 8347S	0	25	0	50	1	92	0.4	8	1	3	271	0	0

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

1190-B BAEZ SOUTH

	COAXIAL 1078 HZ		COPLANAR 877 HZ		COPLANAR 7281 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 20010	(FLIGHT 8)												
A 6981H	3	3	3	6	15	20	4.1	66	1	50	53	22	0
B 7005H	3	21	3	20	61	79	0.7	2	1	33	59	9	0
C 7037B?	6	15	7	30	83	73	2.2	6	1	32	49	7	0
D 7057S	1	2	1	2	2	4	-	-	-	-	-	-	0
E 7078S	1	7	1	12	22	46	0.4	2	1	44	82	13	40
F 7094S	1	6	3	7	15	12	0.4	0	1	53	58	22	0
G 7112S	1	2	1	2	2	4	-	-	-	-	-	-	20
H 7122S	4	11	5	21	31	75	2.0	25	1	38	72	11	0
LINE 20020	(FLIGHT 8)												
A 6937H	2	9	4	5	13	27	1.2	18	2	47	44	21	0
B 6901H	2	11	4	9	25	61	0.9	4	1	37	56	10	0
C 6884H	3	13	7	23	51	71	1.0	7	2	34	40	10	0
D 6875B?	8	16	15	32	84	41	3.3	10	2	31	48	6	0
E 6860B?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 6855S	3	8	8	24	24	43	1.6	22	1	42	73	13	120
G 6831S	1	7	2	13	3	53	0.7	12	1	30	149	0	80
H 6812S	1	7	2	14	21	55	0.6	10	1	45	72	15	70
LINE 20030	(FLIGHT 8)												
A 6612H	2	3	3	8	23	26	1.7	49	2	51	49	24	40
B 6630H	2	8	3	13	35	32	1.0	17	1	46	59	18	0
C 6650B?	9	15	20	30	69	45	3.9	15	2	26	40	3	60
D 6662H	7	15	12	18	49	65	2.7	17	2	32	30	11	0
E 6689H	6	10	10	20	52	44	3.0	30	1	49	85	18	0
F 6711S?	4	10	6	5	35	44	2.0	17	1	33	151	1	0
G 6723S	1	10	6	19	37	79	0.5	3	1	41	58	14	0
H 6744S	4	8	5	11	20	53	2.4	28	1	49	53	20	140
LINE 20040	(FLIGHT 8)												
A 6570B?	7	12	8	21	66	66	3.3	26	1	46	56	19	0
B 6561B?	9	11	12	20	63	25	4.8	28	2	45	50	18	30
C 6552B?	6	17	5	21	57	55	2.3	10	1	28	63	3	0
D 6547B?	7	22	3	40	121	55	1.9	6	1	26	64	2	0
E 6529B?	3	9	0	45	23	54	1.2	8	1	32	86	3	0
F 6520H	19	37	35	23	11	21	4.1	8	2	27	30	6	0
G 6501H	9	9	16	21	57	72	6.6	28	2	30	38	7	0
H 6486H	10	9	16	14	40	8	7.8	29	1	33	53	7	0
I 6479B?	4	14	13	31	26	72	1.5	0	1	25	165	0	0
J 6466E	4	16	10	25	77	86	1.2	12	1	36	177	5	0
K 6451H	10	8	17	16	29	29	8.8	33	2	44	30	20	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.

1190-B BAEZ SOUTH

ANOMALY/ FID/INTERP	COAXIAL 1078 HZ REAL PPM	COAXIAL 1078 HZ QUAD PPM	COPLANAR 877 HZ REAL PPM	COPLANAR 877 HZ QUAD PPM	COPLANAR 7281 HZ REAL PPM	COPLANAR 7281 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 20040 (FLIGHT 8)													
L 6433H	2	3	3	4	12	30	0.4	0	1	30	125	12	0
LINE 20050 (FLIGHT 8)													
A 6243B?	7	13	8	16	54	23	3.3	18	1	50	77	18	0
B 6252B?	5	9	10	25	74	65	2.9	23	1	53	90	19	0
C 6261B?	7	19	12	5	24	44	2.3	7	1	30	59	4	0
D 6268B?	1	2	1	2	2	4	-	-	-	-	-	-	0
E 6270S?	5	20	3	28	93	200	1.5	4	1	21	65	0	0
F 6290S	19	56	37	125	344	314	2.9	6	1	22	43	2	0
G 6318H	12	3	21	1	16	18	36.1	44	2	34	36	11	0
H 6344S	2	25	11	49	146	141	0.5	0	1	25	131	0	30
I 6353B?	13	19	24	43	90	70	4.8	16	1	27	46	4	0
J 6356B?	5	8	11	43	90	83	3.5	34	2	30	36	8	0
K 6359B?	11	7	11	11	88	14	11.5	37	2	33	30	12	0
LINE 20060 (FLIGHT 8)													
A 6205B	7	22	13	41	116	118	1.9	11	1	43	92	14	180
B 6194B	6	15	9	22	66	73	2.5	18	1	48	99	16	0
C 6182H	6	18	13	9	111	40	2.1	13	1	34	57	9	0
D 6178B	6	20	13	7	88	86	2.0	8	1	35	62	8	0
E 6174B	2	9	10	26	61	86	1.2	12	1	42	82	11	0
F 6170B?	4	6	4	5	13	22	3.4	38	1	42	92	11	20
G 6157S	2	10	8	20	68	41	0.9	11	1	34	105	5	0
H 6145S	0	2	1	2	2	4	-	-	-	-	-	-	0
I 6128H	9	21	26	21	60	49	2.7	5	2	32	35	9	0
J 6118H	7	14	18	29	76	54	2.9	8	1	25	52	0	0
LINE 20070 (FLIGHT 8)													
A 6015B?	7	17	13	27	83	62	2.5	12	1	45	86	14	240
B 6026B?	1	2	1	2	2	4	-	-	-	-	-	-	0
C 6031B?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 6036H	8	2	15	18	92	8	31.8	57	1	30	59	5	0
E 6066S?	0	14	3	20	39	101	0.4	0	1	20	277	0	0
F 6085H	7	18	10	26	64	57	2.6	6	2	31	31	8	0
LINE 20080 (FLIGHT 8)													
A 5970S?	8	23	13	43	123	98	2.2	8	1	38	60	12	0
B 5961H	1	2	1	2	2	4	-	-	-	-	-	-	0
C 5955B?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 5952D	2	13	2	14	40	68	0.8	2	1	35	76	7	0
E 5948B?	8	13	7	15	35	42	3.6	24	1	37	60	11	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.

1190-B BAEZ SOUTH

ANOMALY/	FID/INTERP	COAXIAL 1078 HZ REAL PPM	COAXIAL 1078 HZ QUAD PPM	COPLANAR 877 HZ REAL PPM	COPLANAR 877 HZ QUAD PPM	COPLANAR 7281 HZ REAL PPM	COPLANAR 7281 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 20080	(FLIGHT 8)													
F	5942B?	1	2	1	2	2	4	-	-	-	-	-	-	0
G	5938B?	5	15	17	28	93	87	2.1	14	1	26	131	0	0
H	5934B?	1	2	1	2	2	4	-	-	-	-	-	-	0
I	5932B?	3	10	6	10	25	69	1.3	18	1	16	341	0	0
J	5908S	1	2	1	2	2	4	-	-	-	-	-	-	0
K	5895H	13	34	28	68	161	173	2.8	7	2	24	36	4	0
L	5882H	12	14	23	30	62	49	6.0	33	2	40	34	18	0
LINE 20090	(FLIGHT 8)													
A	5766H	1	2	1	2	2	4	-	-	-	-	-	-	0
B	5775H	9	14	10	23	71	57	3.9	24	1	41	62	13	0
C	5788D	9	13	9	8	24	23	4.2	26	1	46	80	16	0
D	5819H	5	14	7	28	74	30	1.8	11	1	27	81	0	0
E	5834H	10	20	5	41	101	60	3.4	19	2	33	44	10	0
LINE 20100	(FLIGHT 8)													
A	5690S	4	14	9	25	73	60	1.6	0	1	21	78	0	80
B	5688B?	1	2	1	2	2	4	-	-	-	-	-	-	0
C	5672B	8	10	6	15	43	28	4.7	29	1	35	75	7	0
D	5666D	7	10	8	13	37	9	3.6	32	1	37	95	8	0
E	5646H	1	2	1	2	2	4	-	-	-	-	-	-	0
F	5631H	5	16	12	34	89	72	1.8	12	1	32	100	4	0
G	5611H	11	34	26	64	179	145	2.5	8	1	28	83	4	0
H	5600H	12	23	27	53	124	105	3.7	10	2	21	41	0	0
LINE 20110	(FLIGHT 8)													
A	5474D	3	10	2	11	32	33	1.5	22	1	40	99	11	60
B	5491D	4	4	2	3	8	4	5.5	51	1	40	195	5	0
C	5496D	1	2	0	2	2	4	-	-	-	-	-	-	0
D	5507S	6	14	1	37	98	96	2.2	5	1	18	138	0	0
E	5514S	2	13	2	24	70	64	0.8	3	1	18	148	0	0
F	5535H	1	11	7	20	63	75	0.4	3	1	31	181	0	40
G	5546H	14	18	26	75	173	231	5.7	18	2	25	38	3	0
LINE 20120	(FLIGHT 8)													
A	5428B	6	19	12	36	110	68	1.8	3	1	28	106	0	0
B	5417D	4	11	2	12	35	62	1.7	22	1	40	356	3	0
C	5414B?	1	2	1	2	2	4	-	-	-	-	-	-	30
D	5409D	0	2	1	2	2	4	-	-	-	-	-	-	0
E	5402S	6	13	7	49	137	178	2.5	23	1	17	137	0	0
F	5362H	6	13	6	25	59	60	2.9	28	2	37	38	15	0

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

1190-B BAEZ SOUTH

		COAXIAL 1078 HZ		COPLANAR 877 HZ		COPLANAR 7281 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 20130		(FLIGHT		8)										
A	5242H	6	10	9	20	60	35	3.4	30	1	39	88	10	0
B	5257D	8	19	3	15	49	63	2.8	20	1	37	274	3	0
C	5289S	3	9	5	16	44	110	1.8	16	1	22	90	0	15
D	5299H	3	5	5	10	30	51	2.9	43	1	37	58	11	0
LINE 20140		(FLIGHT		8)										
A	5164B?	3	7	3	12	34	36	1.6	28	1	41	288	4	0
B	5151S?	2	11	4	17	6	54	0.6	12	1	33	248	1	0
C	5132S	8	22	14	43	58	9	2.5	12	1	23	69	0	0
D	5118H	1	8	3	16	56	47	0.4	4	1	38	127	7	0
E	5102H	15	55	34	75	35	209	2.3	4	1	23	42	3	0
LINE 20150		(FLIGHT		8)										
A	4977S	3	16	6	30	92	93	1.1	6	1	28	124	0	0
B	4988B?	4	21	8	37	99	178	1.2	0	1	25	178	0	0
C	4993B?	2	22	8	37	99	178	0.6	0	1	5	332	0	14
D	5006S	4	5	5	10	35	69	4.1	36	1	14	232	0	0
E	5020S?	10	29	17	60	115	137	2.3	4	1	26	83	0	0
F	5022S	10	29	18	60	115	137	2.3	2	1	22	65	0	30
G	5034H	2	7	1	12	27	59	1.4	31	1	37	240	4	16
H	5050H	14	4	28	8	18	75	39.5	46	1	25	46	3	0
LINE 20160		(FLIGHT		8)										
A	4928B?	6	30	13	50	161	172	1.3	0	1	14	120	0	0
B	4926B?	6	30	13	50	161	172	1.3	0	1	16	233	0	0
C	4915D	1	15	3	24	19	102	0.4	0	1	9	343	0	0
D	4912B?	1	18	4	22	43	136	0.4	3	1	11	299	0	0
E	4888H	3	12	6	21	63	41	1.3	16	1	42	119	11	40
F	4859S	10	27	22	49	108	311	2.7	11	1	20	61	0	0
LINE 20170		(FLIGHT		8)										
A	4734B	11	38	14	58	151	168	2.2	1	1	19	110	0	70
B	4739D	3	14	12	58	150	49	1.2	11	1	9	343	0	0
C	4748S	3	9	6	16	52	108	1.5	8	1	15	205	0	0
D	4800S	7	10	12	15	41	27	3.9	25	1	20	68	0	0
LINE 20180		(FLIGHT		8)										
A	4673B	9	32	8	47	131	64	2.0	0	1	15	151	0	130
B	4668D	4	6	3	47	130	19	3.4	42	1	22	215	0	0
C	4662S	2	25	2	43	90	237	0.5	0	1	5	335	0	30
D	4652S	1	2	1	2	2	4	-	-	-	-	-	-	0

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

1190-B BAEZ SOUTH

ANOMALY/ FID/INTERP	COAXIAL 1078 HZ REAL PPM	COAXIAL 1078 HZ QUAD PPM	COPLANAR 877 HZ REAL PPM	COPLANAR 877 HZ QUAD PPM	COPLANAR 7281 HZ REAL PPM	COPLANAR 7281 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 20180	(FLIGHT	8)											
E 4598S?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20190	(FLIGHT	8)											
A 4465S	0	6	3	7	14	37	0.4	7	1	35	346	1	0
B 4473D	1	12	3	8	31	90	0.5	0	1	12	458	0	0
C 4481D	4	12	7	9	47	53	1.5	13	1	10	384	0	0
D 4486S	1	15	3	32	85	135	0.4	0	1	13	261	0	0
E 4510B?	2	14	4	6	60	103	0.7	0	1	22	267	0	0
F 4517S?	2	21	4	32	85	139	0.5	0	1	17	172	0	0
G 4520S?	1	2	1	2	2	4	-	-	-	-	-	-	0
H 4526B?	4	15	4	25	74	85	1.6	0	1	48	167	9	0
I 4530S	3	15	5	25	74	85	0.8	0	1	26	129	0	30
J 4541S	0	14	2	24	33	174	0.4	3	1	14	315	0	0
K 4551S?	4	13	7	23	70	61	1.5	14	1	29	146	0	0
LINE 20200	(FLIGHT	8)											
A 4438S	2	12	5	24	70	15	0.9	5	1	35	213	0	20
B 4430D	3	8	6	7	29	29	1.4	23	1	36	331	1	280
C 4421D	2	48	7	70	163	341	0.5	2	1	0	235	0	0
D 4408S	0	9	2	12	33	64	0.4	4	1	33	385	0	0
E 4394B?	2	7	1	4	12	23	1.1	19	1	50	440	5	0
F 4390B?	1	11	2	25	53	44	0.4	0	1	25	334	0	0
G 4387S?	3	5	4	1	70	111	2.7	45	1	23	233	0	0
H 4384S?	3	12	4	1	70	111	1.0	0	1	19	123	4	60
I 4366S	0	10	3	20	62	74	0.4	3	1	33	152	2	18
J 4354S	0	8	1	13	28	100	0.4	0	1	11	344	0	0
K 4340S?	5	29	8	50	150	194	1.1	0	1	20	152	0	0
LINE 20210	(FLIGHT	8)											
A 3961D	5	15	9	24	64	68	2.1	15	1	34	93	5	0
B 3972B?	1	2	1	2	2	4	-	-	-	-	-	-	0
C 3986B	3	5	6	5	23	21	2.4	40	1	33	233	0	0
D 3992B?	0	8	0	11	14	60	0.4	12	1	27	492	0	100
E 4011S?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 4015S	1	15	3	24	52	123	0.4	5	1	10	381	0	100
G 4025S	1	8	3	12	32	38	0.4	0	1	28	368	0	0
H 4054S	3	20	12	16	36	70	0.7	5	1	3	289	0	0
I 4063B	11	10	12	16	52	5	7.9	31	1	29	78	2	0
J 4069B?	6	17	19	29	90	159	2.2	15	1	21	91	0	0
K 4073B?	12	8	19	77	207	55	11.8	40	1	23	72	0	0
L 4089H	2	4	3	4	20	29	0.8	0	1	40	153	20	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.

1190-B BAEZ SOUTH

ANOMALY/	FID/INTERP	COAXIAL 1078 HZ REAL PPM	COAXIAL 1078 HZ QUAD PPM	COPLANAR 877 HZ REAL PPM	COPLANAR 877 HZ QUAD PPM	COPLANAR 7281 HZ REAL PPM	COPLANAR 7281 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 20210	(FLIGHT 8)													
M	4097B?	1	2	1	1	2	3	-	-	-	-	-	-	110
N	4104H	1	8	3	11	28	45	0.5	5	1	43	154	8	0
O	4110B	3	7	2	4	9	22	2.0	27	1	43	155	8	0
P	4118S	3	10	3	18	51	16	1.5	2	1	32	112	0	0
Q	4137H	7	13	7	28	72	95	3.1	32	1	45	82	17	0
R	4148B	6	13	10	25	52	132	2.6	17	1	41	118	9	0
S	4150B?	6	16	9	25	52	132	2.1	12	1	21	186	0	90
T	4170S?	1	27	4	21	52	111	0.4	5	1	9	323	0	0
U	4206S	0	5	0	6	8	24	0.4	5	1	28	566	0	0
V	4215S	1	2	1	2	2	4	-	-	-	-	-	-	0
W	4222D	1	2	1	2	2	4	-	-	-	-	-	-	110
X	4230S?	5	10	1	19	37	88	2.3	14	1	31	340	0	0
Y	4233B?	2	10	2	19	37	90	1.0	4	1	18	300	0	0
Z	4245B?	1	2	1	2	2	4	-	-	-	-	-	-	40
AA	4249B?	1	2	0	2	2	4	-	-	-	-	-	-	0
AB	4256B?	0	1	0	2	2	4	-	-	-	-	-	-	0
AC	4268S?	1	5	5	30	24	52	0.5	10	1	22	241	0	0
AD	4283S	1	13	3	47	64	95	0.4	4	1	17	182	0	0
AE	4299S	0	9	2	14	33	90	0.4	0	1	12	439	0	40
AF	4306S?	2	5	1	26	85	98	2.0	38	1	41	295	1	0
AG	4311S	1	16	6	31	96	106	0.4	0	1	20	199	0	0
LINE 20220	(FLIGHT 8)													
A	3429S	3	20	9	42	99	130	0.9	1	1	32	109	3	330
B	3416S	5	6	8	17	25	19	4.1	32	1	27	87	0	490
C	3386S	1	4	2	6	14	37	0.9	21	1	30	353	0	0
D	3368B?	1	2	1	2	2	4	-	-	-	-	-	-	20
E	3361S	1	15	2	25	52	128	0.4	1	1	14	425	0	140
F	3344S	1	5	1	5	12	26	0.6	12	1	47	376	4	0
G	3320S	1	22	3	36	21	193	0.4	8	1	16	367	0	0
H	3312S	3	8	6	13	36	42	1.4	20	1	14	271	0	0
I	3301B	7	12	15	9	19	46	3.7	28	1	24	83	0	0
J	3298B	6	5	13	9	11	6	8.0	47	1	28	58	4	16
K	3295B	9	23	13	3	93	32	2.6	8	1	28	61	3	0
L	3292B?	7	20	6	33	93	69	2.1	11	1	29	76	4	0
M	3288B?	0	2	1	2	2	4	-	-	-	-	-	-	0
N	3283B?	3	7	3	10	27	60	2.0	24	1	32	91	3	0
O	3271B?	3	10	5	15	40	32	1.4	18	1	45	101	14	0
P	3252B?	4	10	3	13	13	9	1.9	20	1	43	128	10	0
Q	3228B?	1	2	0	2	2	4	-	-	-	-	-	-	50
R	3223H	1	2	1	2	2	4	-	-	-	-	-	-	0

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

ANOMALY/ FID/INTERP		COAXIAL 1078 HZ REAL PPM	COAXIAL 1078 HZ QUAD PPM	COPLANAR 877 HZ REAL PPM	COPLANAR 877 HZ QUAD PPM	COPLANAR 7281 HZ REAL PPM	COPLANAR 7281 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 20220		(FLIGHT		8)										
S	3220B?	4	12	6	15	52	60	1.8	14	1	45	106	12	0
T	3211B?	5	16	9	20	51	87	1.9	4	1	49	107	14	0
U	3201S	1	10	2	15	30	87	0.5	7	1	22	501	0	0
V	3184S	0	17	1	29	67	158	0.4	0	1	3	371	0	0
W	3140B?	4	10	6	5	97	24	2.1	20	1	14	237	0	0
X	3138B?	3	9	6	5	97	24	1.6	19	1	13	256	0	0
Y	3135D	3	22	6	27	97	135	0.7	0	1	7	360	0	40
Z	3131B?	0	2	1	2	2	4	-	-	-	-	-	-	0
AA	3126B?	0	2	1	2	2	4	-	-	-	-	-	-	0
AB	3124B?	0	11	4	18	55	76	0.4	2	1	32	608	0	0
AC	3113S	0	4	1	6	14	38	0.4	0	1	39	658	0	40
AD	3098S	0	5	1	7	17	48	0.4	7	1	49	353	9	0
AE	3079S	0	9	2	7	33	43	0.4	0	1	26	296	0	20
AF	3071B?	0	10	1	13	22	77	0.4	7	1	38	262	4	0
AG	3044S	0	7	2	13	40	70	0.4	0	1	28	266	0	13
AH	3026S	1	24	5	44	120	209	0.4	5	1	13	257	0	0
LINE 20230		(FLIGHT		8)										
A	2658S	5	9	9	21	25	17	3.0	32	1	38	85	10	0
B	2690S	2	4	3	6	19	25	1.5	29	1	34	254	0	0
C	2699S	1	11	1	12	16	65	0.4	5	1	22	424	0	0
D	2705B?	1	2	1	2	2	4	-	-	-	-	-	-	0
E	2728B?	7	21	4	15	27	81	2.0	13	1	35	220	3	0
F	2731B?	2	10	4	15	27	81	0.7	13	1	32	177	2	30
G	2740S	2	10	3	16	40	77	0.7	5	1	20	201	0	0
H	2753B?	1	2	1	2	2	4	-	-	-	-	-	-	0
I	2756B?	12	33	21	80	144	161	2.6	7	1	24	48	2	0
J	2773S	3	14	11	25	61	93	1.3	7	1	36	74	8	0
K	2791S	7	9	4	17	50	29	4.6	26	1	40	91	9	0
L	2794B?	6	8	3	17	50	47	4.4	32	1	52	90	19	0
M	2799B?	1	2	1	2	2	4	-	-	-	-	-	-	0
N	2810B?	1	2	1	2	2	4	-	-	-	-	-	-	50
O	2815B?	5	11	5	17	45	84	2.4	21	1	42	132	9	0
P	2830B?	1	2	1	2	2	4	-	-	-	-	-	-	0
Q	2842S	3	13	1	20	43	103	1.4	9	1	14	474	0	0
R	2854B?	1	23	2	39	9	237	0.4	10	1	8	309	0	0
S	2859D	4	7	2	14	9	67	2.9	32	1	14	475	0	0
T	2884B?	1	2	1	2	2	4	-	-	-	-	-	-	0
U	2887B?	5	24	7	21	106	141	1.4	2	1	16	209	0	0
V	2891B?	5	14	7	21	106	141	2.2	22	1	8	330	0	90
W	2895B?	4	11	0	4	42	114	1.7	18	1	18	481	0	0

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

1190-B BAEZ SOUTH

ANOMALY/	FID/INTERP	COAXIAL 1078 HZ REAL PPM	COAXIAL 1078 HZ QUAD PPM	COPLANAR 877 HZ REAL PPM	COPLANAR 877 HZ QUAD PPM	COPLANAR 7281 HZ REAL PPM	COPLANAR 7281 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 20230	(FLIGHT 8)													
X	2897B?	4	9	0	6	42	79	2.2	24	1	29	628	0	0
Y	2908B?	1	2	0	2	2	4	-	-	-	-	-	-	0
Z	2920S	3	3	1	6	18	35	4.6	65	1	58	662	2	12
AA	2934S	3	6	1	9	21	49	2.0	32	1	46	355	4	0
AB	2970S	2	5	2	8	20	47	1.2	19	1	31	317	0	0
AC	2984S	2	11	2	15	56	71	1.0	2	1	17	344	0	0
LINE 20240	(FLIGHT 8)													
A	2603S	5	11	8	28	71	71	2.4	24	1	35	77	8	0
B	2583D	4	9	5	14	51	33	1.8	19	1	42	175	6	20
C	2537B?	2	20	2	33	67	183	0.6	1	1	14	417	0	60
D	2506B?	4	12	1	24	46	95	1.8	10	1	31	259	0	0
E	2503B?	1	5	1	23	46	95	0.4	0	1	24	238	0	0
F	2493S	3	7	7	32	70	147	1.7	33	1	17	232	0	180
G	2479B?	5	27	6	51	44	213	1.1	8	1	16	149	0	0
H	2474H	17	7	34	48	129	18	27.4	38	2	26	41	5	0
I	2448S	4	23	10	52	117	195	1.1	2	1	26	86	1	0
J	2431S	2	6	1	8	30	31	1.5	28	1	52	108	18	0
K	2423S	1	4	1	9	17	41	1.0	21	1	42	105	9	120
L	2410S?	4	16	6	23	60	80	1.2	6	1	39	83	10	0
M	2406B?	1	2	1	2	2	4	-	-	-	-	-	-	0
N	2399B?	1	2	1	2	2	4	-	-	-	-	-	-	30
O	2394S	4	15	10	25	72	76	1.4	4	1	36	76	8	0
P	2383B?	0	8	3	14	31	59	0.4	0	1	41	191	5	0
Q	2371S	4	7	1	11	24	61	2.6	34	1	25	429	0	0
R	2349B?	0	4	2	10	18	55	0.4	1	1	8	408	0	60
S	2345B?	0	10	2	15	28	83	0.4	1	1	9	413	0	160
T	2340B?	1	2	1	2	2	4	-	-	-	-	-	-	0
U	2333B?	4	14	3	22	42	145	1.3	15	1	12	377	0	0
V	2330B?	4	14	3	22	52	145	1.3	10	1	17	371	0	40
W	2317S	3	9	5	15	38	50	1.5	17	1	33	258	0	50
X	2301B?	0	5	0	5	0	4	0.4	0	1	56	759	0	0
Y	2296B?	0	7	0	10	0	46	0.4	7	1	43	680	0	0
Z	2290D	0	7	0	10	12	46	0.4	0	1	43	728	0	0
AA	2281B?	0	4	0	14	10	82	0.4	0	1	61	796	0	0
AB	2274D	0	8	0	9	48	26	0.4	5	1	14	420	0	0
AC	2235S	0	2	1	6	12	31	0.4	4	1	59	475	9	0
AD	2202S	0	6	0	9	16	13	0.4	0	1	33	487	0	0
AE	2187S	0	9	1	15	34	78	0.4	0	1	22	307	0	0
LINE 20250	(FLIGHT 7)													
A	7357H	6	14	13	25	69	52	2.5	15	1	37	52	11	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.

1190-B BAEZ SOUTH

		COAXIAL 1078 HZ		COPLANAR 877 HZ		COPLANAR 7281 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/		REAL	QUAD	REAL	QUAD	REAL	QUAD	COND	DEPTH*	COND	DEPTH	RESIS	DEPTH	
FID/INTERP		PPM	PPM	PPM	PPM	PPM	PPM	SIEMEN	M	SIEMEN	M	OHM-M	M	NT
LINE 20250	(FLIGHT 7)													
B	7376B?	9	23	12	43	137	105	2.5	8	1	33	118	3	0
C	7383B?	1	2	1	2	2	4	-	-	-	-	-	-	0
D	7386S	2	4	2	9	26	39	1.4	32	1	34	276	0	20
E	7399S	2	13	4	23	54	134	0.5	2	1	18	330	0	0
F	7411S	1	3	3	4	46	83	0.9	0	1	28	181	8	0
G	7439S	3	13	2	21	25	36	1.1	9	1	15	456	0	120
H	7446S	5	6	7	11	30	56	4.5	39	1	29	179	0	0
I	7454B?	5	18	5	32	73	99	1.5	2	1	39	139	5	0
J	7467H	16	41	23	98	220	261	3.2	6	1	20	52	0	0
K	7488H	10	40	16	68	185	267	1.8	3	1	25	75	1	0
L	7499B	5	7	6	14	31	9	4.4	29	1	49	86	15	0
M	7508B?	5	7	5	15	43	56	4.2	32	1	53	66	22	0
N	7511B?	5	4	4	12	35	47	7.2	34	1	39	68	7	70
O	7515B?	2	6	1	12	35	47	1.7	32	1	56	65	25	0
P	7528H	5	6	2	12	27	35	4.1	38	1	49	62	19	0
Q	7542B?	1	2	1	2	2	4	-	-	-	-	-	-	0
R	7553S?	0	2	1	2	2	4	-	-	-	-	-	-	0
S	7559B?	0	16	0	32	56	182	0.4	8	1	22	473	0	13
T	7561B?	0	21	1	32	56	182	0.4	9	1	13	368	0	0
U	7562B?	0	20	1	32	56	182	0.4	8	1	13	380	0	0
V	7577S	2	11	5	17	40	50	1.0	17	1	13	381	0	50
W	7587B?	5	3	5	3	15	46	12.8	61	1	41	218	4	20
X	7593H	3	11	4	21	23	24	1.3	14	1	43	155	9	0
Y	7616B?	0	5	0	6	20	35	0.4	0	1	55	767	0	0
Z	7623B?	0	8	0	10	11	48	0.4	1	1	61	776	0	0
AA	7630S?	0	10	1	3	41	81	0.4	0	1	23	600	0	0
AB	7663S	0	3	1	6	12	23	0.4	0	1	71	619	4	0
AC	7698S	0	8	2	13	36	40	0.4	0	1	29	405	0	0
LINE 20260	(FLIGHT 7)													
A	7046H	7	16	12	32	83	65	2.5	18	1	41	60	14	0
B	7033B	8	22	9	35	104	119	2.5	5	1	24	93	0	0
C	7017S?	3	17	7	25	39	141	0.9	8	1	7	335	0	0
D	7002S	3	8	3	7	24	49	1.5	21	1	15	371	0	50
E	6993D	4	26	5	21	50	125	0.8	0	1	22	168	0	0
F	6988B?	1	2	1	2	2	4	-	-	-	-	-	-	40
G	6953S?	2	20	2	30	62	156	0.5	2	1	17	335	0	0
H	6938B?	1	2	1	2	2	4	-	-	-	-	-	-	0
I	6934S	1	18	2	28	44	141	0.4	8	1	20	307	0	0
J	6916B	18	35	23	86	262	299	4.3	13	1	21	56	0	0
K	6913B?	18	21	23	86	262	151	7.0	24	1	28	79	3	50

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

1190-B BAEZ SOUTH

ANOMALY/ FID/INTERP	COAXIAL 1078 HZ REAL PPM	COAXIAL 1078 HZ QUAD PPM	COPLANAR 877 HZ REAL PPM	COPLANAR 877 HZ QUAD PPM	COPLANAR 7281 HZ REAL PPM	COPLANAR 7281 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 20260 (FLIGHT 7)													
L 6905B?	6	20	9	34	56	164	1.7	10	1	33	76	6	0
M 6900B?	1	2	1	2	2	4	-	-	-	-	-	-	0
N 6895B?	7	19	16	26	79	90	2.4	12	1	27	62	3	0
O 6882B?	7	29	9	68	214	246	1.7	3	1	33	64	8	0
P 6876D	4	5	2	17	53	7	3.5	49	1	53	55	25	0
Q 6868B?	3	8	6	10	25	25	1.7	23	2	48	49	21	70
R 6861B?	2	5	5	11	24	11	2.0	38	1	51	66	21	0
S 6850B?	10	13	10	19	7	42	5.0	26	1	46	55	19	0
T 6846B?	5	10	11	18	46	35	2.7	15	1	38	84	6	0
U 6833B	3	8	3	13	31	68	1.7	21	1	46	147	11	0
V 6829B?	0	2	1	2	2	4	-	-	-	-	-	-	80
W 6821S?	0	5	4	14	38	62	0.4	0	1	34	573	0	0
X 6808S	0	7	4	10	29	46	0.4	2	1	32	451	0	60
Y 6794S	0	18	0	28	56	154	0.4	4	1	6	347	0	70
Z 6784S?	1	10	6	18	50	60	0.5	7	1	34	216	1	40
AA 6783S	1	10	4	18	50	60	0.5	5	1	30	212	0	40
AB 6773B?	0	6	2	8	13	14	0.4	5	1	39	670	0	0
AC 6767B?	0	2	0	2	2	4	-	-	-	-	-	-	110
AD 6757D	0	2	0	2	2	4	-	-	-	-	-	-	0
AE 6752B?	3	2	0	6	2	38	11.9	78	1	78	852	0	0
AF 6745B?	2	7	0	9	12	13	1.3	14	1	35	700	0	30
AG 6740B?	0	7	0	13	10	69	0.4	2	1	26	568	0	0
AH 6735B?	0	12	1	17	18	81	0.4	6	1	24	514	0	0
AI 6669S	0	4	1	6	12	29	0.4	0	1	55	742	0	30
LINE 20270 (FLIGHT 7)													
A 6245H	15	13	23	20	55	45	8.9	26	1	40	50	14	0
B 6277S	3	16	8	30	83	148	1.1	6	1	24	119	0	0
C 6287S	3	9	3	17	46	76	1.7	13	1	24	163	0	0
D 6298S	2	22	9	42	112	161	0.5	0	1	26	133	0	0
E 6315B?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 6324S?	3	18	5	30	69	124	0.9	1	1	27	173	0	0
G 6336H	1	2	1	2	2	4	-	-	-	-	-	-	0
H 6351B?	1	2	1	2	2	4	-	-	-	-	-	-	70
I 6355B?	6	37	15	65	170	219	1.2	0	1	25	99	0	0
J 6360D	11	16	6	31	120	86	4.6	24	1	25	69	1	0
K 6364H	11	11	6	30	112	86	6.7	29	2	28	45	5	70
L 6371D	12	24	18	30	82	67	3.6	7	2	31	46	6	0
M 6379B?	3	18	11	28	67	130	1.0	9	1	25	203	0	0
N 6392H	5	15	5	28	82	93	1.7	7	1	39	65	10	0
O 6403B?	1	2	1	2	2	4	-	-	-	-	-	-	40

* 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.

1190-B BAEZ SOUTH

ANOMALY/	FID/INTERP	COAXIAL 1078 HZ REAL PPM	COAXIAL 1078 HZ QUAD PPM	COPLANAR 877 HZ REAL PPM	COPLANAR 877 HZ QUAD PPM	COPLANAR 7281 HZ REAL PPM	COPLANAR 7281 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 20270	(FLIGHT 7)													
P	6414H	3	8	2	11	27	53	1.5	23	1	40	104	9	0
Q	6421H	2	3	3	5	15	24	0.6	0	1	29	104	12	0
R	6447S?	2	23	8	41	121	161	0.5	0	1	21	161	0	40
S	6464B?	1	2	0	2	2	4	-	-	-	-	-	-	0
T	6471S	5	14	5	23	58	75	1.8	12	1	32	157	0	0
U	6479S	1	7	4	13	46	40	0.5	1	1	34	297	0	0
V	6502S	0	8	0	14	26	75	0.4	0	1	25	604	0	0
W	6543S	0	2	1	2	2	4	-	-	-	-	-	-	20
X	6572S	0	5	1	5	12	30	0.4	0	1	32	446	7	0
LINE 20280	(FLIGHT 7)													
A	6207H	1	2	1	2	2	4	-	-	-	-	-	-	0
B	6188S	2	20	8	36	94	119	0.6	0	1	29	82	2	0
C	6169S	9	20	15	37	106	65	2.9	9	1	28	65	2	100
D	6156S?	0	2	0	2	2	4	-	-	-	-	-	-	0
E	6139D	7	18	6	26	53	28	2.3	11	1	32	225	0	280
F	6115S	5	13	7	23	6	20	1.9	16	1	33	142	2	70
G	6110B?	4	13	6	19	6	93	1.5	17	1	32	213	1	0
H	6104S?	1	6	9	30	67	26	0.8	0	1	37	123	0	0
I	6094S?	0	3	2	5	11	25	0.4	0	1	34	323	9	20
J	6081S	1	9	3	14	33	67	0.4	0	1	39	237	2	30
K	6071B?	5	10	9	16	51	40	2.6	17	1	42	80	10	0
L	6066D	6	9	6	24	60	79	4.1	30	1	46	65	17	0
M	6061D	9	11	7	10	26	65	4.7	35	1	43	61	16	30
N	6054B?	6	12	13	29	49	53	2.9	19	1	34	52	8	0
O	6048D	7	3	12	26	40	3	21.7	64	1	55	96	22	0
P	6042B?	0	2	1	2	2	4	-	-	-	-	-	-	440
Q	6027D	11	27	17	48	150	83	2.8	11	1	37	69	10	0
R	6024B?	1	2	1	2	2	4	-	-	-	-	-	-	0
S	6021B?	1	2	1	2	2	4	-	-	-	-	-	-	0
T	6015H	5	9	1	12	42	54	2.8	29	1	40	81	11	0
U	6004B	3	18	7	30	74	65	0.9	0	1	42	52	14	0
V	6002B	8	18	7	31	74	65	2.8	7	1	34	63	6	90
W	5998B?	1	2	1	2	2	4	-	-	-	-	-	-	0
X	5984S	3	10	7	9	23	44	1.2	6	1	39	124	5	0
Y	5969S?	1	2	1	2	2	4	-	-	-	-	-	-	0
Z	5960S?	6	19	12	38	109	25	1.8	13	1	37	89	9	0
AA	5957S?	5	19	12	38	109	90	1.7	8	1	42	135	9	50
AB	5944B?	1	4	4	5	15	28	0.9	24	1	45	223	6	0
AC	5936B?	0	9	3	13	55	50	0.4	4	1	26	462	0	0
AD	5933B?	0	6	3	14	55	51	0.4	3	1	40	689	0	140

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

1190-B BAEZ SOUTH

ANOMALY/	FID/INTERP	COAXIAL 1078 HZ REAL PPM	COAXIAL 1078 HZ QUAD PPM	COPLANAR 877 HZ REAL PPM	COPLANAR 877 HZ QUAD PPM	COPLANAR 7281 HZ REAL PPM	COPLANAR 7281 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 20280	(FLIGHT 7)													
AE	5906S?	0	12	1	17	32	96	0.4	2	1	22	535	0	50
AF	5895S	1	5	2	10	30	36	0.6	8	1	40	380	0	0
AG	5863S	0	7	1	11	26	65	0.4	0	1	33	582	0	0
AH	5848S	0	9	1	12	17	73	0.4	4	1	37	626	0	0
LINE 20290	(FLIGHT 7)													
A	5417H	7	9	9	14	33	17	4.3	13	2	28	36	3	0
B	5421B?	5	8	9	15	41	57	3.6	26	1	38	54	10	0
C	5434H	9	1	3	5	14	3	1.0	0	1	32	57	18	0
D	5456H	8	13	14	23	84	20	3.5	12	1	25	66	0	0
E	5461B?	4	7	12	25	26	101	2.4	30	1	28	123	0	0
F	5478B	4	22	6	24	69	114	1.0	0	1	19	295	0	280
G	5494S	4	6	5	11	13	27	3.6	32	1	28	176	0	0
H	5527B?	1	12	10	18	52	37	0.4	0	1	39	114	5	0
I	5535H	3	4	2	5	12	13	1.0	0	1	29	73	13	0
J	5542H	5	5	1	5	18	20	5.4	33	1	40	77	8	0
K	5549D	3	19	16	35	60	59	1.0	0	1	29	134	0	0
L	5564B?	6	19	22	55	44	105	2.1	2	1	44	118	10	0
M	5570S?	17	44	33	83	240	167	3.3	2	2	24	40	3	220
N	5580B	6	1	0	16	38	15	84.6	53	1	60	73	25	0
O	5584B?	3	10	9	16	38	34	1.4	13	1	50	72	19	0
P	5589D	1	2	1	2	2	4	-	-	-	-	-	-	60
Q	5597B	6	7	5	22	9	26	4.9	34	1	49	116	14	0
R	5616S?	2	29	11	48	137	140	0.5	0	1	24	102	0	0
S	5624B?	6	5	4	7	21	26	7.6	39	1	54	130	16	0
T	5638S?	2	8	1	8	17	33	0.8	12	1	39	292	2	0
U	5647B?	1	2	1	2	2	4	-	-	-	-	-	-	90
V	5666B?	0	2	1	2	2	4	-	-	-	-	-	-	60
W	5678S	0	8	3	15	47	59	0.4	0	1	30	335	0	0
X	5730S	0	3	1	4	8	24	0.3	0	1	23	539	0	0
LINE 20300	(FLIGHT 7)													
A	5382H	9	19	5	41	54	70	3.2	13	2	46	24	23	0
B	5356H	5	7	10	6	32	68	3.4	30	1	31	53	5	0
C	5348D?	3	12	8	23	6	54	1.5	12	1	39	95	9	0
D	5331H	3	9	6	17	9	72	1.5	20	1	33	163	2	0
E	5304B?	1	2	1	2	2	4	-	-	-	-	-	-	0
F	5291B?	0	10	6	11	34	53	0.4	3	1	23	365	0	0
G	5278S	1	9	8	17	51	75	0.4	2	1	36	150	3	0
H	5246D	6	19	7	15	32	70	1.8	9	1	29	111	1	0
I	5237D	3	5	3	13	32	87	2.9	37	1	45	71	15	0

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

1190-B BAEZ SOUTH

ANOMALY/	FID/INTERP	COAXIAL 1078 HZ REAL PPM	COAXIAL 1078 HZ QUAD PPM	COPLANAR 877 HZ REAL PPM	COPLANAR 877 HZ QUAD PPM	COPLANAR 7281 HZ REAL PPM	COPLANAR 7281 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 20300	(FLIGHT 7)													
J	5232B?	8	8	7	9	32	54	6.8	37	1	40	78	11	0
K	5227B	8	10	4	12	28	89	4.6	29	1	33	115	3	0
L	5222D	3	13	6	22	57	95	1.4	2	1	40	130	5	0
M	5204B	12	25	9	27	80	92	3.2	8	1	32	69	6	120
N	5201D	12	14	9	27	80	92	5.6	23	1	37	57	11	0
O	5192D	4	19	6	27	86	139	1.2	6	1	33	82	7	0
P	5188B?	5	3	5	28	40	113	13.0	65	1	39	79	11	0
Q	5185B	4	15	5	28	40	113	1.3	13	1	45	85	16	0
R	5181D	1	2	1	2	2	4	-	-	-	-	-	-	0
S	5171H	3	7	4	8	24	26	2.1	19	1	41	90	9	0
T	5148B	3	16	10	27	84	69	0.8	0	1	35	138	1	70
U	5145B	3	11	10	26	84	70	1.5	6	1	32	109	0	80
V	5134S	2	10	5	17	53	66	1.0	12	1	36	183	3	100
W	5122B?	0	6	2	9	20	20	0.4	0	1	36	326	0	0
X	5111S	1	5	2	6	22	18	0.5	0	1	43	498	0	0
Y	5082S	1	4	3	5	4	21	0.7	9	1	43	328	0	0
Z	5073S	1	9	4	19	30	65	0.5	0	1	31	263	0	0
AA	5027S	0	6	0	8	15	45	0.4	0	1	54	783	0	0
AB	5013S	0	5	1	6	16	37	0.4	0	1	53	517	2	0
LINE 20310	(FLIGHT 7)													
A	4646H	3	5	8	15	49	26	2.9	39	3	46	20	24	0
B	4664H	6	10	13	24	55	37	3.3	19	2	38	31	14	0
C	4678H	7	8	8	12	40	10	4.8	30	1	39	76	9	0
D	4687B?	1	2	1	2	2	4	-	-	-	-	-	-	0
E	4691B?	1	2	1	2	2	4	-	-	-	-	-	-	0
F	4711B?	0	9	4	10	26	54	0.4	0	1	38	245	0	0
G	4720S	0	6	3	10	14	58	0.4	1	1	25	573	0	0
H	4732B?	5	5	4	6	15	27	5.7	40	1	53	180	13	0
I	4748S	1	2	1	2	2	4	-	-	-	-	-	-	0
J	4768H	2	13	7	21	63	61	0.8	2	1	38	132	5	0
K	4780D	2	9	3	13	34	54	1.1	11	1	41	284	2	20
L	4788B?	7	3	5	14	28	3	22.2	45	1	44	100	10	0
M	4792H	3	10	5	14	28	40	1.5	17	1	44	93	13	70
N	4802B?	4	13	7	20	55	59	1.4	2	1	41	74	11	0
O	4814H	3	5	4	7	21	34	2.3	32	1	44	78	12	0
P	4830B?	5	13	10	20	50	68	1.9	12	1	36	127	4	0
Q	4834D	3	17	11	27	76	93	0.8	0	1	32	138	0	0
R	4843B	4	11	4	15	56	60	1.9	10	1	32	452	0	30
S	4855S	1	6	1	9	20	54	0.4	4	1	25	503	0	0
T	4863B?	1	4	1	10	9	13	0.6	12	1	42	708	0	90

* 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.

1190-B BAEZ SOUTH

ANOMALY/ FID/INTERP	COAXIAL 1078 HZ REAL PPM	COAXIAL 1078 HZ QUAD PPM	COPLANAR 877 HZ REAL PPM	COPLANAR 877 HZ QUAD PPM	COPLANAR 7281 HZ REAL PPM	COPLANAR 7281 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 20310 (FLIGHT 7)													
U 4890S	0	5	1	14	4	63	0.4	1	1	33	359	0	0
V 4924S	0	6	1	10	25	49	0.4	0	1	41	684	0	0
W 4947S	0	5	1	10	24	50	0.4	0	1	43	649	0	0
LINE 20320 (FLIGHT 7)													
A 4557H	3	14	9	26	69	87	1.3	6	2	46	45	20	0
B 4529D	3	10	4	14	8	45	1.4	20	1	43	126	12	0
C 4523D	1	2	1	2	2	4	-	-	-	-	-	-	0
D 4515B?	1	2	1	2	2	4	-	-	-	-	-	-	410
E 4507S	3	12	2	8	41	119	1.2	16	1	28	304	0	0
F 4481B?	4	11	3	14	36	74	1.7	12	1	26	276	0	0
G 4463S	0	5	3	8	17	34	0.4	0	1	42	177	7	0
H 4459B?	3	3	2	8	17	34	4.3	55	1	41	266	2	0
I 4446S?	0	17	3	25	56	127	0.4	11	1	18	394	0	60
J 4437B?	1	10	4	16	1	71	0.4	9	1	29	538	0	0
K 4419S	3	11	4	19	53	74	1.0	10	1	32	258	0	0
L 4403S	1	11	4	17	29	104	0.4	10	1	19	422	0	0
M 4390B?	1	2	1	2	2	4	-	-	-	-	-	-	40
N 4383D	8	6	7	12	34	20	8.2	49	1	46	86	17	0
O 4378B	6	7	7	11	9	30	4.0	43	1	48	89	18	110
P 4373B	5	10	7	15	6	66	2.4	27	1	47	104	16	20
Q 4368B	1	2	1	2	2	4	-	-	-	-	-	-	30
R 4361B?	4	8	5	8	21	14	2.7	32	1	57	95	23	0
S 4346B	8	10	11	26	47	53	5.0	20	1	39	61	10	0
T 4338D	3	11	8	9	81	53	1.2	3	1	44	122	9	0
U 4328S	0	10	5	15	61	70	0.4	1	1	30	226	0	0
V 4311D	0	10	3	17	45	75	0.4	4	1	41	686	0	120
W 4291B?	1	2	0	2	2	4	-	-	-	-	-	-	0
X 4282B?	0	2	1	2	2	4	-	-	-	-	-	-	0
Y 4281B?	0	10	3	18	38	94	0.4	11	1	29	514	0	0
Z 4261S	0	28	3	49	103	284	0.4	11	1	7	288	0	0
AA 4251S	0	2	1	2	2	4	-	-	-	-	-	-	0
AB 4233S	0	3	1	5	10	27	0.3	0	1	35	509	9	0
AC 4223S	0	4	1	4	10	26	0.3	0	1	31	668	3	0
AD 4210B?	0	2	0	2	2	4	-	-	-	-	-	-	0
AE 4201S	0	4	2	5	14	26	0.4	6	1	48	501	3	20
AF 4193S	0	6	1	10	13	32	0.4	8	1	50	533	4	0
LINE 20330 (FLIGHT 7)													
A 3864B	4	7	10	11	12	32	2.3	24	2	71	48	39	0
B 3887H	4	9	11	16	51	28	2.1	19	1	35	80	6	0

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

1190-B BAEZ SOUTH

	COAXIAL 1078 HZ		COPLANAR 877 HZ		COPLANAR 7281 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 20330	(FLIGHT		7)										
C 3895H	1	8	4	16	6	61	0.5	3	1	29	242	0	0
D 3914B?	2	9	4	10	31	27	1.2	7	1	38	171	2	13
E 3927S	4	7	3	16	32	38	2.9	28	1	31	221	0	20
F 3945S	0	3	2	7	18	12	0.4	0	1	36	343	0	0
G 3972H	0	4	1	6	7	25	0.4	0	1	43	241	3	80
H 3984H	2	7	3	12	35	47	1.5	19	1	40	143	6	0
I 3995H	2	8	6	16	47	56	1.4	13	1	40	108	7	0
J 4006B?	4	7	5	6	20	35	2.7	35	1	54	129	19	0
K 4019H	6	2	5	9	19	35	16.2	59	1	58	84	24	0
L 4028B?	4	6	7	6	15	47	3.6	37	1	46	89	14	60
M 4035S	4	9	3	15	56	46	2.2	18	1	30	175	0	0
N 4048D	0	2	1	2	2	4	-	-	-	-	-	-	0
O 4071S	0	2	1	2	2	4	-	-	-	-	-	-	16
P 4080S	0	10	2	19	43	106	0.4	3	1	28	257	0	0
Q 4090S	1	19	3	32	78	167	0.4	0	1	7	400	0	20
R 4122S	0	5	1	9	9	44	0.4	0	1	48	689	0	0
S 4135S	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 20340	(FLIGHT		7)										
A 3763H	4	11	8	20	15	70	1.8	21	1	54	86	22	0
B 3732H	5	13	15	28	47	45	2.2	7	1	42	59	13	0
C 3720S	1	2	1	2	2	4	-	-	-	-	-	-	0
D 3707B?	1	5	4	9	22	49	0.9	25	1	21	500	0	0
E 3692B?	3	13	4	19	45	90	1.2	7	1	34	175	0	30
F 3661S	0	6	3	10	14	45	0.4	4	1	32	276	0	0
G 3629B?	2	3	3	2	4	8	1.8	47	1	51	217	11	0
H 3616B?	0	2	1	2	2	4	-	-	-	-	-	-	0
I 3611S	5	17	11	29	61	50	1.5	7	1	33	114	4	0
J 3605D	1	2	0	2	2	4	-	-	-	-	-	-	120
K 3599B?	4	15	9	27	81	105	1.6	9	1	35	89	7	0
L 3596B?	1	2	1	2	2	4	-	-	-	-	-	-	0
M 3580D	7	9	3	12	37	36	4.1	30	1	42	152	7	0
N 3577B	7	5	4	9	15	36	8.8	51	1	58	107	23	0
O 3567B?	1	2	0	2	2	4	-	-	-	-	-	-	90
P 3560H	4	8	4	12	28	46	2.4	30	1	51	67	21	40
Q 3548B?	1	5	4	7	23	22	0.8	12	1	37	126	3	100
R 3540H	1	8	4	14	51	53	0.6	7	1	36	120	5	0
S 3532E	0	11	7	4	3	61	0.4	1	1	31	563	0	0
T 3508S	1	5	3	7	25	28	0.7	15	1	55	296	10	0
U 3499B?	0	10	6	17	41	89	0.4	0	1	39	185	2	0
V 3496D	2	13	3	17	41	89	0.5	5	1	33	356	0	30

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

	COAXIAL 1078 HZ		COPLANAR 877 HZ		COPLANAR 7281 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 20340 (FLIGHT 7)													
W 3493B?	0	2	1	2	2	4	-	-	-	-	-	-	40
X 3490B?	0	3	2	17	57	76	0.4	8	1	29	548	0	0
Y 3484S	2	12	4	21	74	76	0.9	1	1	20	262	0	0
Z 3473S	0	2	1	2	2	4	-	-	-	-	-	-	0
AA 3444S	0	3	2	5	13	24	0.5	0	1	38	397	12	0
AB 3431S	0	4	1	6	10	36	0.4	2	1	59	559	3	0
LINE 20350 (FLIGHT 7)													
A 2943S	0	2	1	2	2	4	-	-	-	-	-	-	0
B 2961H	2	4	8	15	32	63	2.4	47	1	73	90	36	0
C 2987B	5	24	9	37	64	62	1.4	0	1	36	74	8	0
D 2995B?	4	6	7	11	29	53	2.8	39	1	54	103	20	0
E 2998H	4	7	7	11	29	53	2.3	33	1	46	111	14	0
LINE 20351 (FLIGHT 7)													
A 3111H	4	8	9	16	43	48	2.1	22	1	25	212	0	0
B 3128H	1	1	1	2	2	4	-	-	-	-	-	-	0
C 3154D	0	8	2	12	26	63	0.4	1	1	26	481	0	0
D 3161S	1	2	0	2	2	4	-	-	-	-	-	-	0
E 3181B?	2	4	2	8	17	19	1.9	35	1	42	290	1	0
F 3191S	3	8	2	13	29	70	1.5	24	1	28	327	0	0
G 3199B?	4	5	8	8	17	23	3.8	42	1	42	104	10	0
H 3202B?	1	2	1	2	2	4	-	-	-	-	-	-	0
I 3218B?	2	13	5	17	42	84	0.7	1	1	39	159	5	110
J 3222D	5	10	2	17	45	53	2.6	19	1	48	118	13	0
K 3234H	4	9	9	17	45	44	2.3	17	1	45	55	16	0
L 3247H	1	8	3	14	31	84	0.6	11	1	37	193	4	0
M 3253B?	2	4	3	4	40	16	2.4	46	1	44	157	9	0
N 3255B?	5	7	12	20	110	69	3.8	31	1	40	125	7	0
O 3260B?	6	9	12	20	110	69	3.8	36	1	36	107	7	0
P 3263B?	1	2	1	2	2	4	-	-	-	-	-	-	0
Q 3297S?	3	35	4	65	154	338	0.5	0	1	6	286	0	50
R 3307S?	0	16	3	25	66	116	0.4	0	1	13	462	0	90
S 3317S	0	5	0	8	11	51	0.4	0	1	56	772	0	0
T 3347S	3	7	1	12	22	69	2.1	27	1	32	651	0	30
LINE 20360 (FLIGHT 7)													
A 2865H	2	7	5	11	29	42	0.9	14	1	57	119	21	0
B 2833H	7	10	15	23	46	15	3.8	26	2	51	31	26	0
C 2822D	4	7	7	7	19	48	2.5	30	1	45	94	13	0
D 2796S	2	4	2	6	13	17	2.4	50	1	40	285	3	0

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

1190-B BAEZ SOUTH

ANOMALY/ FID/INTERP	COAXIAL 1078 HZ REAL PPM	COAXIAL 1078 HZ QUAD PPM	COPLANAR 877 HZ REAL PPM	COPLANAR 877 HZ QUAD PPM	COPLANAR 7281 HZ REAL PPM	COPLANAR 7281 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 20360	(FLIGHT	7)											
E 2777S	0	2	1	2	2	4	-	-	-	-	-	-	120
F 2768S	2	11	4	17	49	92	1.0	11	1	27	265	0	0
G 2740S	0	2	1	2	2	4	-	-	-	-	-	-	0
H 2722S	0	5	0	9	12	52	0.4	5	1	28	558	0	0
I 2703H	2	5	3	8	21	33	1.2	27	1	45	187	8	0
J 2680D	3	12	5	14	13	53	1.4	18	1	46	138	13	0
K 2672H	6	11	16	19	56	27	3.2	12	2	32	43	7	0
L 2668B	9	12	15	19	53	31	4.5	26	1	42	56	15	0
M 2659S	2	21	6	42	102	196	0.5	0	1	20	137	0	60
N 2647B	5	9	14	36	51	15	3.0	26	1	39	101	8	0
O 2643B	1	18	14	36	51	78	0.4	0	1	37	111	6	0
P 2610E	1	16	6	29	85	101	0.4	0	1	17	242	0	60
Q 2607S	1	2	1	2	2	4	-	-	-	-	-	-	0
R 2597B	1	10	3	14	40	58	0.6	11	1	29	564	0	200
S 2579S	0	6	0	9	15	55	0.4	0	1	47	731	0	0
T 2567H	0	2	0	2	2	4	-	-	-	-	-	-	0
U 2551H	0	5	1	9	18	42	0.4	0	1	43	535	0	0
V 2538S	0	3	1	7	14	39	0.4	0	1	50	748	0	0
W 2530S	0	1	0	5	11	26	0.4	0	1	33	430	6	0
LINE 20370	(FLIGHT	7)											
A 1976B	1	2	1	2	2	4	-	-	-	-	-	-	410
B 1982B?	1	2	1	2	2	4	-	-	-	-	-	-	180
C 1991B	2	9	9	16	28	43	0.8	11	2	70	48	40	0
D 2002B	4	6	9	9	25	25	3.4	34	1	78	76	41	0
E 2013B	12	17	25	35	86	64	4.9	13	2	67	26	40	0
F 2017B	12	17	25	35	86	64	5.1	20	2	55	27	31	0
G 2026H	3	2	3	4	13	5	1.0	0	1	31	128	12	0
H 2042S?	4	11	6	17	59	51	1.7	3	1	30	138	0	0
I 2051B	1	2	1	2	2	4	-	-	-	-	-	-	0
J 2065S	5	4	3	6	19	15	5.6	44	1	40	307	0	0
K 2083S	1	2	1	2	2	4	-	-	-	-	-	-	310
L 2097B?	1	2	1	2	2	4	-	-	-	-	-	-	0
M 2099S	3	4	2	6	14	34	3.8	48	1	32	389	0	0
N 2115S	1	7	1	9	16	39	0.7	15	1	33	626	0	0
O 2131H	8	8	7	15	12	47	6.1	33	1	46	152	10	0
P 2135B	9	2	11	10	20	47	48.0	49	1	55	74	22	60
Q 2138B	8	5	11	10	20	22	10.5	42	1	53	56	23	0
R 2145H	2	8	7	20	35	71	0.9	16	1	45	83	15	40
S 2157H	1	7	2	7	23	36	0.8	1	1	35	124	0	0
T 2162D	9	9	13	25	78	50	6.5	29	1	42	97	10	0

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

1190-B BAEZ SOUTH

		COAXIAL 1078 HZ		COPLANAR 877 HZ		COPLANAR 7281 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 20370	(FLIGHT 7)													
U	2194B?	1	5	5	38	98	170	0.5	14	1	45	344	6	60
V	2199S	3	23	5	41	104	177	0.8	0	1	10	254	0	0
W	2201S?	3	23	5	41	104	177	0.8	0	1	18	259	0	0
X	2211D	1	2	1	2	2	4	-	-	-	-	-	-	190
Y	2231S	0	8	0	13	15	52	0.4	7	1	46	695	0	0
Z	2247S	0	4	0	9	21	41	0.4	0	1	53	772	0	0
AA	2259S	1	5	2	8	22	37	0.5	0	1	26	617	0	20
AB	2267S	0	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20380	(FLIGHT 7)													
A	1854H	12	10	28	46	126	76	8.4	26	3	37	21	16	0
B	1831H	4	8	14	17	50	5	2.3	19	2	57	24	32	0
C	1824H	2	11	9	22	57	28	0.9	4	2	43	31	19	0
D	1820B	5	4	12	19	50	54	5.8	49	2	53	31	28	20
E	1816H	4	9	12	19	51	55	2.1	23	2	45	25	23	0
F	1804H	12	13	20	30	66	69	6.9	31	2	49	29	26	0
G	1789B?	4	13	7	20	66	61	1.4	12	1	29	153	0	0
H	1787B?	1	2	1	2	2	4	-	-	-	-	-	-	0
I	1780B?	2	9	4	15	44	66	0.7	11	1	32	146	3	0
J	1777B?	1	2	1	2	2	4	-	-	-	-	-	-	0
K	1765S	8	18	11	31	134	95	2.8	21	1	31	106	4	0
L	1751S	6	9	6	14	57	55	3.7	30	1	34	203	0	0
M	1736S	4	6	1	9	29	62	3.0	41	1	25	533	0	0
N	1704S	4	8	2	12	27	63	2.2	22	1	20	503	0	0
O	1692D	2	10	2	11	23	59	1.1	14	1	27	535	0	0
P	1684S	2	9	2	14	33	67	0.7	10	1	20	500	0	0
Q	1672S	3	4	3	5	17	27	3.0	51	1	33	419	0	0
R	1654S	1	2	1	2	2	4	-	-	-	-	-	-	0
S	1643B	8	5	5	10	10	9	10.7	47	1	57	128	20	120
T	1631B	2	14	8	17	51	70	0.8	8	1	44	94	14	0
U	1627D	7	5	8	15	51	35	7.6	50	1	46	102	15	0
V	1621B	1	2	1	2	2	4	-	-	-	-	-	-	0
W	1614D	3	9	8	13	29	57	1.6	19	1	21	236	0	0
X	1612D	1	8	1	13	29	57	0.6	11	1	10	389	0	20
Y	1608D	10	26	17	46	151	110	2.5	6	1	31	121	1	15
Z	1606B?	11	26	17	46	151	110	3.1	8	1	35	79	7	0
AA	1573S	7	14	6	17	62	87	2.8	22	1	26	200	0	0
AB	1565S	5	13	5	20	23	30	2.4	21	1	29	242	0	0
AC	1545S	1	2	0	2	2	4	-	-	-	-	-	-	0
AD	1519S	3	9	1	15	54	81	1.7	11	1	14	550	0	30
AE	1480S	4	6	0	7	13	40	2.9	34	1	52	722	0	0

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

1190-B BAEZ SOUTH

	COAXIAL 1078 HZ		COPLANAR 877 HZ		COPLANAR 7281 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 20390 (FLIGHT 7)													
A 1005H	13	43	29	82	189	219	2.4	1	2	32	24	12	0
B 1014H	10	18	26	38	107	72	3.8	19	3	51	21	29	0
C 1025B	6	23	19	30	88	116	1.7	0	3	56	21	33	0
D 1028B	9	23	14	38	118	116	2.6	3	2	42	29	18	0
E 1039H	7	15	14	28	85	71	2.8	12	3	53	23	30	0
F 1046H	11	10	14	22	79	30	8.3	33	2	50	31	25	0
G 1056H	3	8	9	9	34	53	1.5	24	1	46	137	12	0
H 1066H	3	8	5	12	29	41	2.0	16	1	35	97	3	200
I 1088S?	0	10	5	17	25	99	0.4	6	1	19	466	0	0
J 1094S?	6	7	5	8	29	35	4.4	35	1	22	460	0	0
K 1110S	4	6	3	8	20	48	2.6	38	1	37	335	0	0
L 1135S	4	8	5	14	33	55	2.5	23	1	36	189	0	0
M 1160S	1	5	2	6	12	41	0.7	18	1	32	417	0	110
N 1170D	5	17	4	18	41	63	1.5	9	1	43	145	9	0
O 1177H	6	6	6	11	32	36	5.3	31	1	47	104	12	90
P 1192B	1	2	1	2	2	4	-	-	-	-	-	-	0
Q 1196B	1	2	1	2	2	4	-	-	-	-	-	-	0
R 1199B	10	15	12	24	71	51	4.6	18	1	39	94	8	250
S 1219S	0	4	0	12	18	48	0.4	1	1	38	685	0	13
LINE 20391 (FLIGHT 7)													
A 1303S?	7	11	8	16	68	60	3.8	25	1	35	176	1	0
B 1312S?	6	7	3	11	31	44	4.1	36	1	44	253	5	0
C 1321B?	1	2	1	2	2	4	-	-	-	-	-	-	290
D 1333S	1	4	1	3	10	27	0.3	0	1	29	680	1	120
E 1354S	3	10	2	17	45	34	1.6	21	1	32	469	0	0
F 1388S	1	2	0	2	2	4	-	-	-	-	-	-	0
G 1398S?	6	7	1	8	17	51	4.7	40	1	35	568	0	0
LINE 20400 (FLIGHT 7)													
A 965H	13	34	33	63	154	125	2.8	2	3	34	19	15	50
B 947H	9	10	5	21	51	25	5.8	21	3	45	16	24	0
C 932H	7	10	12	5	54	39	4.0	26	3	52	21	30	0
D 920H	8	10	18	20	67	24	5.1	26	2	46	34	21	0
E 903H	3	12	8	19	58	96	1.3	17	1	36	87	9	0
F 893H	10	24	24	45	137	132	2.9	11	1	30	48	6	0
G 889D	7	23	24	45	137	132	1.9	9	1	37	95	8	0
H 873H	4	6	3	8	22	51	2.8	40	1	43	194	8	0
I 852S	2	7	1	9	29	68	1.5	24	1	13	471	0	100
J 841S	3	6	3	8	28	55	2.2	36	1	26	327	0	0
K 833S	1	9	3	13	20	84	0.4	4	1	17	461	0	0

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

1190-B BAEZ SOUTH

ANOMALY/ FID/INTERP		COAXIAL 1078 HZ REAL PPM	COAXIAL 1078 HZ QUAD PPM	COPLANAR 877 HZ REAL PPM	COPLANAR 877 HZ QUAD PPM	COPLANAR 7281 HZ REAL PPM	COPLANAR 7281 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 20400		(FLIGHT 7)												
L	815S	3	13	5	22	52	95	1.2	11	1	21	290	0	0
M	807S?	1	2	1	2	2	4	-	-	-	-	-	-	0
N	788B?	2	11	2	17	19	108	0.6	8	1	13	424	0	0
O	786B?	0	13	8	17	27	109	0.4	8	1	15	405	0	230
P	771B	6	11	5	25	33	80	2.9	28	1	46	99	15	0
Q	769B	6	12	8	25	33	80	2.5	24	1	43	92	13	0
R	766B	5	15	8	26	33	80	1.9	18	1	45	100	14	0
S	751S	0	5	2	9	23	43	0.4	0	1	28	281	0	0
T	745B?	6	17	9	22	66	37	2.1	10	1	39	126	7	0
U	714B?	1	2	1	2	2	4	-	-	-	-	-	-	0
V	711B	11	35	17	66	196	191	2.4	9	1	28	95	3	70
W	706H	1	2	1	2	2	4	-	-	-	-	-	-	0
X	682S	2	7	3	7	20	41	1.5	22	1	49	335	5	0
Y	657S	2	8	3	13	45	66	0.9	9	1	42	280	2	19
Z	646S	0	4	2	6	16	33	0.4	0	1	61	269	14	0
AA	620S	0	5	1	8	18	41	0.4	0	1	42	340	0	0
LINE 20410		(FLIGHT 6)												
A	8984H	8	21	18	49	120	126	2.4	9	2	36	21	16	30
B	8993B	14	31	27	50	122	87	3.4	9	2	45	26	23	0
C	9018H	14	31	11	38	71	89	3.5	9	3	44	19	24	0
D	9031H	8	9	9	15	64	53	5.3	28	2	43	33	18	0
E	9041B	1	2	1	2	2	4	-	-	-	-	-	-	0
F	9051B?	7	23	15	35	102	150	2.1	4	1	26	64	1	0
G	9056B?	5	20	12	36	97	127	1.6	1	1	34	90	4	0
H	9065B	2	14	5	25	52	140	0.6	6	1	15	434	0	0
I	9072H	6	13	7	25	52	140	2.4	9	1	47	128	10	0
J	9079B?	7	19	11	32	93	133	2.1	14	1	33	140	4	40
K	9090S	3	5	2	8	18	50	2.6	42	1	21	550	0	0
L	9095S	3	5	2	9	20	45	2.4	40	1	35	317	0	0
M	9107S	1	10	3	16	34	89	0.4	0	1	30	247	0	0
N	9116H	7	6	3	9	29	31	7.0	38	1	42	157	6	0
O	9122B?	3	7	5	10	30	21	2.3	27	1	45	145	9	0
P	9141S?	4	14	3	32	52	168	1.7	17	1	9	368	0	0
Q	9161B	1	2	1	2	2	4	-	-	-	-	-	-	0
R	9166B	1	2	1	2	2	4	-	-	-	-	-	-	0
S	9170B	3	5	5	4	15	20	2.6	38	1	56	124	19	0
T	9173H	0	3	4	7	17	20	0.4	0	1	50	144	12	40
U	9192H	7	10	9	14	36	18	3.6	23	1	46	111	12	180
V	9221B?	11	26	17	45	135	121	3.0	11	1	35	77	8	0
W	9227B?	14	47	23	87	257	217	2.5	2	1	24	63	1	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.

1190-B BAEZ SOUTH

		COAXIAL 1078 HZ		COPLANAR 877 HZ		COPLANAR 7281 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 20410	(FLIGHT 6)													
X	9237S	3	9	5	18	58	75	1.6	20	1	38	229	2	0
Y	9250S	3	7	3	12	37	64	1.6	25	1	32	491	0	20
Z	9270S	2	7	4	11	42	46	1.4	21	1	40	279	2	0
AA	9280S?	0	2	1	2	2	4	-	-	-	-	-	-	70
AB	9313S	2	8	1	12	22	66	1.3	20	1	33	566	0	0
LINE 20420	(FLIGHT 6)													
A	8944H	9	18	25	38	89	80	3.0	8	2	43	29	19	0
B	8912B?	15	14	11	54	115	67	8.3	27	2	48	30	25	0
C	8909H	12	14	27	54	115	67	6.1	30	2	43	24	22	0
D	8895H	4	16	18	27	85	69	1.5	2	2	40	38	15	0
E	8877H	9	20	20	35	114	65	2.9	7	1	32	53	6	0
F	8873B	9	20	20	35	113	56	2.9	5	1	39	74	9	0
G	8859B	0	6	0	11	27	70	0.4	1	1	33	294	0	0
H	8856B	0	7	1	11	27	70	0.4	1	1	39	221	3	0
I	8843S	0	11	9	19	56	66	0.4	0	1	29	126	0	0
J	8830S	0	5	1	9	28	43	0.4	1	1	25	571	0	0
K	8817S	0	8	3	10	10	50	0.4	5	1	30	429	0	0
L	8809S	0	7	5	13	18	48	0.4	0	1	39	206	3	0
M	8796S	0	2	1	2	2	4	-	-	-	-	-	-	0
N	8783B	3	31	13	19	65	125	0.6	0	1	25	113	0	30
O	8779B	3	19	11	19	65	76	0.7	0	1	24	163	0	0
P	8766S	0	2	0	2	2	4	-	-	-	-	-	-	0
Q	8762D	1	8	4	20	42	93	0.4	2	1	33	296	0	440
R	8751B	2	20	8	34	97	179	0.6	2	1	31	155	2	60
S	8749B?	1	2	1	2	2	4	-	-	-	-	-	-	0
T	8742B?	0	4	4	3	6	21	0.2	0	1	26	154	7	60
U	8738B	0	4	3	7	29	43	0.4	0	1	26	324	0	0
V	8728S	1	5	9	8	43	45	0.4	0	1	32	124	0	220
W	8711S?	0	8	0	11	4	58	0.4	8	1	35	614	0	30
X	8696H	2	12	12	19	64	49	0.6	1	1	41	92	10	0
Y	8683B	4	14	7	21	70	81	1.4	11	1	36	101	7	0
Z	8676B?	1	20	9	35	109	42	0.4	2	1	20	307	0	0
AA	8661S	0	16	2	24	52	138	0.4	12	1	24	461	0	0
AB	8637S	0	5	2	7	28	37	0.4	0	1	45	264	3	0
AC	8612S	0	14	0	17	21	111	0.4	3	1	27	576	0	0
AD	8596S	0	12	0	21	16	112	0.4	3	1	21	509	0	0
LINE 20430	(FLIGHT 6)													
A	8261E	8	24	32	49	117	103	2.1	11	2	49	34	25	0
B	8265B	16	23	32	48	116	87	5.2	8	3	49	19	27	0

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

1190-B BAEZ SOUTH

ANOMALY/ FID/INTERP	COAXIAL 1078 HZ REAL PPM	COAXIAL 1078 HZ QUAD PPM	COPLANAR 877 HZ REAL PPM	COPLANAR 877 HZ QUAD PPM	COPLANAR 7281 HZ REAL PPM	COPLANAR 7281 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 20430 (FLIGHT 6)													
C 8275H	1	2	1	2	2	4	-	-	-	-	-	-	0
D 8290H	11	9	18	11	53	53	8.7	32	2	36	47	11	0
E 8294D	13	25	22	36	88	80	3.7	8	2	42	44	16	0
F 8304B?	0	2	1	2	2	4	-	-	-	-	-	-	0
G 8307H	0	8	2	11	27	55	0.4	4	1	50	188	13	0
H 8318B?	0	7	4	11	29	52	0.4	0	1	51	148	12	80
I 8322B?	0	2	1	2	2	4	-	-	-	-	-	-	0
J 8334S?	0	4	2	7	20	30	0.4	0	1	38	439	0	0
K 8350S	1	9	4	16	10	38	0.5	2	1	33	220	0	60
L 8355S	1	8	4	15	47	46	0.7	0	1	37	153	1	0
M 8383S?	0	34	10	59	162	229	0.4	5	1	15	152	0	150
N 8395H	0	9	5	15	46	55	0.4	0	1	30	237	0	0
O 8406B?	1	5	7	3	22	11	0.9	24	1	44	288	5	0
P 8415S	1	7	3	13	39	43	0.6	0	1	32	160	0	30
Q 8418B?	1	2	1	2	2	4	-	-	-	-	-	-	0
R 8431B?	11	34	18	60	163	65	2.4	0	1	25	74	0	150
S 8446S	0	4	0	9	15	52	0.4	4	1	33	626	0	0
T 8463D	4	20	6	27	69	131	1.2	9	1	24	197	0	0
U 8473H	8	13	22	29	88	45	3.9	23	1	37	53	11	0
V 8486B?	1	2	1	4	16	30	1.0	30	1	47	642	0	0
W 8491S	0	6	2	9	18	33	0.4	0	1	34	677	0	0
X 8509S	0	9	3	16	53	62	0.4	0	1	30	300	0	0
Y 8530S	0	2	1	2	2	4	-	-	-	-	-	-	0
Z 8553S	0	15	2	24	51	136	0.4	0	1	12	458	0	0
LINE 20440 (FLIGHT 6)													
A 8173S	0	2	1	2	2	4	-	-	-	-	-	-	0
B 8142D	10	11	1	19	47	37	6.3	26	2	79	51	46	0
C 8138B	10	2	3	10	47	25	47.6	48	3	78	22	52	0
D 8133B	7	9	3	11	13	43	4.4	38	2	72	28	46	0
E 8123H	3	12	3	20	56	81	1.1	13	1	42	125	10	0
F 8114H	10	12	16	22	75	62	5.0	21	2	36	46	11	0
G 8110B	13	18	21	25	65	40	5.1	18	2	48	38	22	0
H 8103H	1	2	1	2	2	4	-	-	-	-	-	-	0
I 8096H	2	3	1	6	13	28	1.8	48	1	52	152	15	0
J 8073S	1	2	1	2	2	4	-	-	-	-	-	-	0
K 8065S	3	6	2	10	23	51	2.2	32	1	27	363	0	260
L 8053S	0	7	4	7	20	33	0.4	0	1	42	153	4	0
M 8045S	0	9	2	12	21	56	0.4	2	1	49	152	13	0
N 8025H	7	10	9	17	61	29	4.3	21	1	35	99	4	0
O 8013B?	3	6	5	17	29	90	2.7	35	1	36	205	0	0

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

1190-B BAEZ SOUTH

ANOMALY/	FID/INTERP	COAXIAL 1078 HZ REAL PPM	COAXIAL 1078 HZ QUAD PPM	COPLANAR 877 HZ REAL PPM	COPLANAR 877 HZ QUAD PPM	COPLANAR 7281 HZ REAL PPM	COPLANAR 7281 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 20440	(FLIGHT 6)													
P	8007D	2	15	3	19	29	96	0.6	8	1	14	382	0	150
Q	7987H	1	2	1	2	2	4	-	-	-	-	-	-	0
R	7979H	2	10	1	15	34	72	0.9	15	1	47	167	12	60
S	7969D	0	11	11	23	66	63	0.4	1	1	50	163	13	0
T	7964H	7	14	13	23	66	61	2.7	14	1	44	78	13	0
U	7931D	4	10	12	7	55	56	1.9	20	1	43	130	10	0
V	7922H	12	8	14	47	96	116	10.9	32	2	40	41	15	0
W	7914D	3	11	22	47	96	116	1.4	17	1	47	218	10	0
X	7904B?	2	8	4	10	27	47	0.8	13	1	38	302	1	30
Y	7881S	3	12	3	20	54	90	1.2	11	1	49	192	11	0
Z	7876S?	0	12	2	21	54	107	0.4	0	1	19	435	0	0
AA	7864S	0	9	2	15	38	60	0.4	4	1	39	327	2	0
AB	7850S?	0	2	1	2	2	4	-	-	-	-	-	-	20
AC	7838S	0	14	2	22	50	120	0.4	0	1	19	325	0	0
LINE 20450	(FLIGHT 6)													
A	7396S	1	6	2	9	4	37	0.8	15	1	48	338	5	0
B	7430B	13	22	25	42	102	91	4.1	15	2	50	39	24	0
C	7437B	6	2	6	7	15	32	36.1	60	2	77	29	49	0
D	7446D	6	7	10	17	50	93	4.7	16	1	51	79	16	0
E	7452B	12	13	15	20	65	93	6.5	22	1	37	89	7	0
F	7458D	11	19	13	35	26	70	4.1	18	2	42	48	16	0
G	7497S	4	7	7	17	24	62	2.3	30	1	34	185	2	80
H	7508S	0	4	3	8	13	46	0.4	1	1	49	226	10	0
I	7520S	2	5	2	9	22	38	1.3	29	1	48	197	11	0
J	7533S	1	4	0	6	11	42	0.5	9	1	41	253	4	0
K	7541B	6	14	6	15	52	72	2.3	14	1	39	117	7	140
L	7552B	0	15	8	28	27	120	0.4	12	1	19	403	0	370
M	7573S	4	11	9	18	36	105	1.6	15	1	32	136	1	0
N	7585S	2	18	9	31	73	147	0.5	3	1	17	358	0	0
O	7597S?	9	15	14	29	86	60	3.8	16	1	39	86	9	110
P	7616D	1	2	1	2	2	4	-	-	-	-	-	-	0
Q	7619D	0	9	4	14	13	52	0.4	3	1	43	296	4	70
R	7631D	7	6	3	8	25	57	6.8	40	1	44	157	9	0
S	7638D	1	2	1	2	2	4	-	-	-	-	-	-	0
T	7643H	9	13	13	24	69	44	4.3	25	1	45	54	18	0
U	7650D	5	9	14	8	16	46	2.7	28	1	50	153	14	0
V	7653B?	5	6	11	8	16	46	4.4	47	1	24	514	0	0
W	7662S	4	9	4	12	31	41	2.4	24	1	42	186	6	0
X	7678S	1	7	2	14	44	53	0.7	16	1	43	220	7	30
Y	7690S	1	4	3	7	8	39	0.8	30	1	41	413	3	40

* 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.

1190-B BAEZ SOUTH

ANOMALY/ FID/INTERP	COAXIAL 1078 HZ REAL PPM	COAXIAL 1078 HZ QUAD PPM	COPLANAR 877 HZ REAL PPM	COPLANAR 877 HZ QUAD PPM	COPLANAR 7281 HZ REAL PPM	COPLANAR 7281 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 20450	(FLIGHT	6)											
Z 7705S?	3	13	2	20	59	97	1.2	10	1	50	499	2	0
AA 7708S	3	13	4	20	59	97	1.2	12	1	28	320	0	0
AB 7717S	2	7	4	8	28	40	1.1	19	1	39	213	3	16
LINE 20460	(FLIGHT	6)											
A 7342S	0	2	1	2	2	4	-	-	-	-	-	-	0
B 7299H	6	14	15	26	64	32	2.7	20	1	55	63	25	0
C 7286H	1	0	1	2	2	4	-	-	-	-	-	-	230
D 7283D?	6	4	4	2	6	7	7.6	44	1	57	132	18	0
E 7275D	13	11	20	36	88	51	9.2	32	1	44	159	9	180
F 7271B?	13	11	20	36	88	51	9.2	27	1	33	63	7	0
G 7268H	1	2	1	2	2	4	-	-	-	-	-	-	0
H 7251S?	1	2	1	2	2	4	-	-	-	-	-	-	0
I 7226H	1	2	1	2	2	4	-	-	-	-	-	-	0
J 7204S	3	7	2	12	51	13	2.2	32	1	27	257	0	0
K 7187D	7	10	8	8	38	37	4.2	24	1	43	138	8	0
L 7174S	3	14	6	23	60	83	1.2	16	1	35	222	4	850
M 7154S?	3	24	3	47	102	244	0.8	3	1	0	251	0	0
N 7151S?	1	2	1	2	2	4	-	-	-	-	-	-	0
O 7148S?	1	2	1	2	2	4	-	-	-	-	-	-	0
P 7143S	4	14	9	22	12	82	1.6	7	1	31	138	0	0
Q 7129B?	7	13	10	20	65	75	3.1	20	1	38	127	6	0
R 7106S?	4	9	6	11	9	44	2.0	32	1	27	502	0	50
S 7096D	1	2	0	2	2	4	-	-	-	-	-	-	0
T 7088S?	2	15	9	23	59	79	0.8	5	1	38	137	6	0
U 7081H	8	5	11	21	35	60	12.6	43	1	52	73	20	0
V 7077S?	6	8	8	9	26	61	4.2	36	1	42	145	9	0
W 7066D	7	7	4	8	28	34	5.8	48	1	50	187	15	100
X 7060S	2	11	1	15	43	65	0.6	12	1	28	397	0	0
Y 7044S	1	2	1	2	2	4	-	-	-	-	-	-	0
Z 7038S	3	8	3	12	39	54	1.5	15	1	43	208	5	60
AA 7013S?	3	15	3	24	56	125	1.0	9	1	32	245	0	0
AB 7006S?	2	13	3	30	82	122	0.9	2	1	60	186	18	0
AC 7003S	2	13	3	30	82	122	0.7	1	1	27	181	0	0
LINE 20470	(FLIGHT	6)											
A 6628S	1	2	1	2	2	4	-	-	-	-	-	-	0
B 6673S?	4	5	3	6	10	17	3.4	38	1	61	192	17	0
C 6681B?	4	6	3	9	24	32	3.5	26	1	78	92	38	0
D 6684B?	4	6	5	9	24	32	3.5	34	1	63	116	25	50
E 6696B	6	12	13	22	67	74	3.0	26	1	50	104	17	0

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

1190-B BAEZ SOUTH

ANOMALY/	FID/INTERP	COAXIAL 1078 HZ REAL PPM	COAXIAL 1078 HZ QUAD PPM	COPLANAR 877 HZ REAL PPM	COPLANAR 877 HZ QUAD PPM	COPLANAR 7281 HZ REAL PPM	COPLANAR 7281 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 20470	(FLIGHT 6)													
F	6701B	15	15	18	31	80	74	7.4	20	2	46	47	19	0
G	6705B	9	13	18	31	80	24	4.3	23	2	66	44	37	0
H	6740B	3	9	6	14	40	42	1.4	16	1	54	123	18	0
I	6743B	1	2	1	2	2	4	-	-	-	-	-	-	19
J	6758D	1	2	1	2	2	4	-	-	-	-	-	-	0
K	6767S	2	5	6	7	20	49	2.1	47	1	45	172	11	0
L	6773S?	1	2	1	2	2	4	-	-	-	-	-	-	0
M	6777D	5	9	7	12	36	33	2.7	27	1	41	174	6	80
N	6796S	0	10	4	14	30	80	0.4	5	1	21	438	0	90
O	6810S	2	12	7	18	48	60	0.8	0	1	33	160	0	0
P	6820H	3	14	8	25	76	83	0.9	12	1	51	86	21	0
Q	6833H	7	10	10	16	58	35	3.9	31	1	52	105	19	170
R	6854D	1	9	3	12	34	46	0.4	5	1	26	545	0	100
S	6865S?	0	12	6	18	35	95	0.4	10	1	20	426	0	0
T	6877S	2	7	3	14	38	53	1.2	20	1	45	118	12	0
U	6886H	7	8	12	11	30	36	5.7	27	1	41	85	9	0
V	6887B?	7	8	12	11	30	36	5.7	28	1	43	85	11	0
W	6904S	3	10	3	19	59	37	1.5	14	1	41	201	4	0
X	6917S	0	5	2	6	13	36	0.4	1	1	55	392	10	0
Y	6927S	6	11	4	16	50	62	2.7	24	1	44	201	8	60
Z	6947S	1	13	5	25	84	95	0.4	0	1	30	203	0	0
AA	6958S	4	6	2	9	33	25	3.0	31	1	43	138	7	0
LINE 20480	(FLIGHT 6)													
A	6574S	0	2	0	2	2	4	-	-	-	-	-	-	0
B	6544H	6	7	9	8	43	44	5.2	39	1	57	102	22	0
C	6530H	1	2	1	2	2	4	-	-	-	-	-	-	0
D	6513B	1	2	1	2	2	4	-	-	-	-	-	-	0
E	6507B	9	14	9	23	59	24	4.0	23	1	49	54	21	0
F	6476S	0	2	0	2	2	4	-	-	-	-	-	-	0
G	6458S	1	2	1	2	2	4	-	-	-	-	-	-	0
H	6444S?	1	20	4	30	68	141	0.4	1	1	15	318	0	0
I	6421B?	3	9	4	15	15	63	1.8	15	1	38	201	1	250
J	6399S?	1	2	1	2	2	4	-	-	-	-	-	-	0
K	6373S?	2	19	11	34	76	128	0.5	0	1	33	115	3	0
L	6360B?	7	19	9	27	84	91	2.1	10	1	45	101	13	260
M	6343S	2	7	3	9	22	41	1.4	23	1	41	311	3	20
N	6331S	1	9	2	12	34	66	0.4	0	1	39	182	4	0
O	6326S?	3	5	3	4	13	24	0.5	0	1	31	154	11	0
P	6306S	1	2	1	2	2	4	-	-	-	-	-	-	0
Q	6297B?	2	9	2	12	9	42	0.9	8	1	24	366	0	770

* 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.

1190-B BAEZ SOUTH

ANOMALY/ FID/INTERP	COAXIAL 1078 HZ REAL PPM	COAXIAL 1078 HZ QUAD PPM	COPLANAR 877 HZ REAL PPM	COPLANAR 877 HZ QUAD PPM	COPLANAR 7281 HZ REAL PPM	COPLANAR 7281 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 20480	(FLIGHT	6)											
R 6288B?	1	2	1	2	2	4	-	-	-	-	-	-	0
S 6257S	3	7	3	10	34	45	2.1	17	1	46	177	7	0
T 6240S	4	7	5	18	54	12	2.4	23	1	40	136	5	0
U 6229S	3	13	4	21	68	75	1.0	6	1	41	130	8	80
LINE 20490	(FLIGHT	6)											
A 5673S	4	28	10	51	156	236	0.8	0	1	22	118	0	0
B 5700S	0	2	1	2	2	4	-	-	-	-	-	-	0
C 5710D	9	24	19	36	89	100	2.4	3	1	53	92	19	0
D 5716H	7	9	19	10	29	45	4.8	27	1	51	68	20	0
E 5724H	6	9	5	15	33	49	3.4	31	1	53	67	23	0
F 5739B	1	2	1	2	2	4	-	-	-	-	-	-	0
G 5742B	1	12	7	18	61	48	0.4	0	1	42	75	11	0
H 5750H	10	10	13	18	53	53	6.1	26	2	70	29	43	0
I 5761S?	1	2	1	2	2	4	-	-	-	-	-	-	0
J 5780B?	1	4	3	6	16	7	0.5	1	1	55	242	11	0
K 5792B?	1	2	1	2	2	4	-	-	-	-	-	-	0
L 5803H	1	2	1	2	2	4	-	-	-	-	-	-	0
M 5816S?	2	13	6	23	31	138	0.6	12	1	17	385	0	610
N 5823S?	4	8	5	3	14	24	2.2	26	1	56	175	17	250
O 5839S	0	6	3	9	23	41	0.4	0	1	45	346	3	0
P 5846S	0	4	1	6	14	29	0.4	4	1	30	598	0	0
Q 5858S	1	12	6	19	48	94	0.4	0	1	26	184	0	0
R 5869B	5	9	5	9	27	29	2.8	17	1	59	80	24	18
S 5881B?	6	16	10	23	86	79	2.1	11	1	35	105	5	110
T 5900B?	2	4	2	8	15	45	2.1	47	1	25	539	0	70
U 5913S	1	6	5	11	35	49	0.6	8	1	39	153	5	0
V 5920S	1	2	1	2	2	4	-	-	-	-	-	-	0
W 5929S?	1	2	1	2	2	4	-	-	-	-	-	-	0
X 5936B	1	1	1	2	2	4	-	-	-	-	-	-	0
Y 5939D	9	5	15	30	54	165	15.8	31	1	43	71	11	0
Z 5944B?	4	22	15	31	54	175	1.0	5	1	20	205	0	0
AA 5951D	5	11	5	14	7	105	2.4	15	1	48	201	8	0
AB 5960B?	3	6	3	2	28	22	2.0	30	1	51	366	6	0
AC 5965S	3	7	3	10	25	60	1.9	20	1	23	383	0	0
AD 5975S	0	7	1	8	20	42	0.4	0	1	37	338	0	0
AE 5984S	0	6	3	12	42	55	0.4	0	1	41	195	5	0
AF 5994B?	0	6	3	13	42	50	0.4	0	1	45	191	7	0
AG 6004S	4	14	3	23	40	61	1.7	11	1	36	125	5	0
LINE 20500	(FLIGHT	6)											
A 5618H	3	13	7	5	36	112	1.2	12	1	46	91	15	0

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

1190-B BAEZ SOUTH

ANOMALY/	FID/INTERP	COAXIAL 1078 HZ REAL PPM	COAXIAL 1078 HZ QUAD PPM	COPLANAR 877 HZ REAL PPM	COPLANAR 877 HZ QUAD PPM	COPLANAR 7281 HZ REAL PPM	COPLANAR 7281 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 20500	(FLIGHT 6)													
B	5590D	17	26	39	48	117	78	5.1	15	2	49	31	25	0
C	5576B	7	12	12	21	62	59	3.7	29	1	61	76	28	0
D	5571B	1	2	1	2	2	4	-	-	-	-	-	-	0
E	5562H	1	1	1	2	2	4	-	-	-	-	-	-	0
F	5555D	1	2	1	2	2	4	-	-	-	-	-	-	0
G	5546B	12	11	9	36	52	26	7.7	27	1	51	63	21	0
H	5541B	15	23	28	39	105	42	4.7	19	2	49	30	26	0
I	5532S	1	2	1	2	2	4	-	-	-	-	-	-	0
J	5521S?	1	2	0	2	2	4	-	-	-	-	-	-	0
K	5513S?	5	5	4	5	13	18	5.7	40	1	58	197	15	0
L	5503S	4	9	5	12	36	44	2.1	16	1	42	124	7	0
M	5486S	3	8	6	16	50	69	1.6	21	1	18	257	0	90
N	5471S?	3	16	3	23	61	86	1.2	5	1	13	383	0	0
O	5460S?	0	2	1	2	2	4	-	-	-	-	-	-	0
P	5425S	3	13	8	23	5	80	1.2	9	1	19	279	0	0
Q	5420B	2	9	8	22	30	117	0.8	1	1	49	83	16	0
R	5412B	5	4	7	4	19	7	7.4	48	1	67	99	29	0
S	5398S	3	5	3	9	23	7	2.5	35	1	28	324	0	14
T	5381S?	5	12	5	17	57	69	2.4	21	1	40	172	6	0
U	5376D?	1	2	1	2	2	4	-	-	-	-	-	-	0
V	5369B?	3	12	6	26	75	107	1.3	10	1	7	469	0	0
W	5367B?	3	17	6	26	75	107	0.7	1	1	27	164	0	0
X	5359B	7	8	7	10	20	31	4.8	32	1	52	81	20	0
Y	5354B?	1	2	1	2	2	4	-	-	-	-	-	-	0
Z	5339D	1	12	0	13	32	64	0.4	0	1	17	521	0	0
AA	5337B?	1	4	0	13	32	64	0.8	26	1	33	633	0	0
AB	5329S?	1	2	1	2	2	4	-	-	-	-	-	-	0
AC	5319S?	3	11	1	13	26	68	1.2	14	1	25	419	0	0
AD	5310S	3	7	5	10	28	53	1.6	24	1	40	169	5	0
AE	5298S	5	7	2	12	36	62	4.1	37	1	39	170	5	0
AF	5290S	2	9	2	12	9	52	0.7	11	1	38	210	4	0
LINE 20510	(FLIGHT 6)													
A	4842B	11	13	11	25	64	44	5.7	21	1	45	101	12	0
B	4847B	3	12	11	25	64	44	1.1	9	1	41	108	9	0
C	4861B	6	13	8	2	49	47	2.6	23	1	41	100	11	0
D	4866H	11	20	24	41	107	78	3.5	15	2	40	34	17	0
E	4877H	10	12	16	23	63	62	6.0	31	1	54	55	26	0
F	4887H	4	4	8	9	28	25	5.7	47	1	62	75	28	0
G	4904B	15	21	2	47	116	51	5.4	22	1	43	61	16	0
H	4908B	17	27	2	47	121	55	5.0	12	2	43	31	20	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.

1190-B BAEZ SOUTH

		COAXIAL 1078 HZ		COPLANAR 877 HZ		COPLANAR 7281 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP		REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 20510		(FLIGHT 6)												
I	4925S	0	4	0	8	11	51	0.4	7	1	39	651	0	410
J	4941S	2	11	8	9	22	63	1.1	3	1	39	127	5	0
K	4952B	10	23	8	33	100	212	2.9	6	1	30	80	2	0
L	4965S	0	8	0	14	22	97	0.4	6	1	7	344	0	0
M	4970D	0	2	1	2	2	4	-	-	-	-	-	-	590
N	4973D	2	32	3	25	127	239	0.5	2	1	7	347	0	0
O	4975D	1	27	3	25	127	239	0.4	10	1	9	316	0	0
P	4997S	0	2	1	2	2	4	-	-	-	-	-	-	0
Q	5012S	0	2	1	2	2	4	-	-	-	-	-	-	0
R	5028B	6	12	10	23	70	62	2.4	12	1	51	91	17	0
S	5036D	1	2	1	2	2	4	-	-	-	-	-	-	190
T	5050S	1	7	0	11	25	51	0.5	13	1	23	533	0	0
U	5070S	2	11	8	20	49	72	0.6	6	1	35	176	3	0
V	5081H	1	2	1	2	2	4	-	-	-	-	-	-	0
W	5085S	1	2	1	2	2	4	-	-	-	-	-	-	0
X	5094H	1	2	1	2	2	4	-	-	-	-	-	-	0
Y	5105D	4	5	5	2	14	13	3.0	39	1	33	354	0	0
Z	5115B?	4	8	3	12	39	39	2.5	25	1	30	253	0	0
AA	5124S?	4	2	2	15	37	62	8.5	63	1	43	443	0	0
AB	5128S	0	2	1	2	2	4	-	-	-	-	-	-	70
AC	5143S	2	10	4	15	43	69	0.8	10	1	34	200	1	0
AD	5153S	2	7	2	8	10	56	0.8	17	1	25	474	0	50
AE	5159S	2	6	2	9	21	49	1.6	22	1	29	306	0	0
LINE 20520		(FLIGHT 6)												
A	4768B	7	11	8	10	58	35	3.8	23	1	46	123	12	0
B	4754B	6	15	4	18	61	70	2.2	11	1	34	130	2	0
C	4749H	6	6	6	13	30	28	6.4	37	1	44	99	11	0
D	4742B	8	4	6	13	36	6	15.4	47	1	59	93	24	0
E	4730B	5	9	8	18	40	60	3.0	34	1	55	83	24	0
F	4722B	3	10	9	20	59	78	1.4	19	1	46	124	13	0
G	4701H	14	18	24	9	33	5	5.6	18	2	46	40	21	0
H	4667H	4	12	10	18	49	45	1.9	2	1	40	108	5	0
I	4659H	19	24	32	49	112	89	6.2	3	2	24	38	1	220
J	4644S	4	16	8	46	102	98	1.2	0	1	15	192	0	0
K	4642S?	4	21	9	46	127	162	0.9	0	1	16	166	0	0
L	4589H	4	15	6	22	65	63	1.6	7	1	36	101	6	0
M	4579H	4	9	6	14	42	50	1.9	15	1	35	124	3	0
N	4564S	0	2	0	2	2	4	-	-	-	-	-	-	0
O	4546S	4	12	6	24	75	71	1.5	10	1	29	152	0	0
P	4529H	3	1	4	6	8	13	12.3	76	1	54	113	18	400

* 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.

1190-B BAEZ SOUTH

ANOMALY/	FID/INTERP	COAXIAL 1078 HZ REAL PPM	COAXIAL 1078 HZ QUAD PPM	COPLANAR 877 HZ REAL PPM	COPLANAR 877 HZ QUAD PPM	COPLANAR 7281 HZ REAL PPM	COPLANAR 7281 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 20520	(FLIGHT 6)													
Q	4517B	1	10	5	14	29	74	0.4	8	1	21	456	0	0
R	4508S	2	15	3	23	67	83	0.6	0	1	22	200	0	0
S	4496D	4	15	2	24	66	76	1.5	7	1	19	326	0	0
T	4493D	1	2	1	2	2	4	-	-	-	-	-	-	0
U	4490D	2	5	2	24	20	14	1.3	24	1	30	275	0	0
V	4469S	1	8	3	15	42	57	0.4	0	1	35	206	1	50
W	4459S	2	5	1	9	21	41	1.2	21	1	32	300	0	0
X	4451S	1	4	2	9	21	34	1.0	31	1	45	201	8	0
LINE 20530	(FLIGHT 6)													
A	4082B	3	12	7	18	50	50	1.1	7	1	39	198	3	0
B	4096H	2	9	5	14	49	48	1.0	10	1	34	235	0	0
C	4108B?	1	20	7	31	45	120	0.4	8	1	35	164	5	0
D	4111B?	8	13	11	22	61	90	3.7	23	1	33	99	4	0
E	4121H	3	6	3	10	9	39	2.3	39	1	42	173	8	0
F	4145H	9	28	3	50	147	114	2.2	10	1	41	60	15	0
G	4161S	0	6	2	9	21	47	0.4	0	1	34	503	0	0
H	4189H	10	18	21	40	59	69	3.6	11	2	35	43	10	0
I	4211D	1	7	3	11	23	22	0.5	10	1	27	370	0	0
J	4219S	0	7	0	9	11	53	0.4	7	1	25	520	0	0
K	4226S	0	7	0	12	21	55	0.4	5	1	28	558	0	0
L	4235B?	3	4	1	8	20	37	2.9	42	1	48	636	0	0
M	4237B?	3	7	1	8	20	37	1.8	26	1	30	577	0	40
N	4264H	1	11	7	17	55	48	0.4	0	1	36	129	3	0
O	4272D	4	7	6	8	21	38	3.1	27	1	39	147	3	0
P	4287S	0	5	0	11	23	50	0.4	0	1	28	622	0	70
Q	4308H	0	9	7	29	82	107	0.4	1	1	27	190	0	0
R	4317S	1	2	1	2	2	4	-	-	-	-	-	-	0
S	4325S	1	2	1	2	2	4	-	-	-	-	-	-	800
T	4331H	5	7	6	12	24	38	4.0	43	1	54	132	20	0
U	4341D	4	6	1	15	46	63	3.2	35	1	35	257	0	0
V	4351B?	1	2	1	2	2	4	-	-	-	-	-	-	0
W	4363S	1	5	3	8	28	23	1.0	17	1	31	236	0	0
X	4380S	0	9	5	16	46	66	0.4	0	1	24	262	0	0
Y	4406S	5	8	7	19	53	37	3.1	31	1	34	107	4	0
LINE 20540	(FLIGHT 6)													
A	4030S	0	6	2	9	17	39	0.4	4	1	45	701	0	0
B	4009D	1	2	1	2	2	4	-	-	-	-	-	-	0
C	4006H	1	2	1	2	2	4	-	-	-	-	-	-	0
D	3999D	0	5	6	10	25	45	0.4	0	1	25	538	0	0

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

1190-B BAEZ SOUTH

ANOMALY/ FID/INTERP	COAXIAL 1078 HZ REAL PPM	COAXIAL 1078 HZ QUAD PPM	COPLANAR 877 HZ REAL PPM	COPLANAR 877 HZ QUAD PPM	COPLANAR 7281 HZ REAL PPM	COPLANAR 7281 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 20540	(FLIGHT	6)											
E 3995D	1	2	1	2	2	4	-	-	-	-	-	-	0
F 3979S	6	12	7	21	72	50	2.7	20	1	35	143	3	0
G 3967D	1	2	1	2	2	4	-	-	-	-	-	-	0
H 3964D	6	14	8	22	59	79	2.5	23	1	28	231	0	0
I 3956D	3	4	4	2	10	29	3.0	58	1	26	480	0	0
J 3947D	7	3	5	4	29	46	18.7	62	1	41	195	7	0
K 3944D	7	4	11	9	15	46	11.9	55	1	49	114	16	0
L 3942D	7	5	11	9	15	16	8.7	52	1	49	87	19	15
M 3937H	9	16	14	31	86	86	3.6	23	1	47	66	19	0
N 3918S	0	19	3	33	79	162	0.4	0	1	3	356	0	0
O 3903B?	4	14	10	21	64	54	1.5	14	1	39	148	8	0
P 3894B?	10	23	17	42	121	103	3.0	14	1	31	63	7	0
Q 3889D	6	13	9	4	50	89	2.5	20	1	36	135	5	0
R 3879D	1	4	2	0	60	4	0.6	5	1	17	543	0	0
S 3876D	0	11	4	18	61	65	0.4	0	1	22	267	0	0
T 3863S	0	2	0	2	2	4	-	-	-	-	-	-	0
U 3832S	0	5	2	9	18	48	0.4	2	1	23	545	0	0
V 3823S	2	3	3	3	16	15	1.0	0	1	27	174	8	0
W 3814S	4	16	7	24	79	82	1.2	9	1	32	141	3	0
X 3807D	8	9	11	28	30	127	5.1	22	1	33	110	0	0
Y 3803S	0	15	11	28	30	127	0.4	4	1	4	336	0	0
Z 3793S	0	2	0	2	2	4	-	-	-	-	-	-	0
AA 3774S	4	8	3	12	33	55	2.3	28	1	20	538	0	0
AB 3767S	3	9	6	11	37	38	1.5	16	1	38	174	3	0
AC 3751H	3	11	7	17	47	50	1.4	16	1	39	130	7	0
AD 3742S?	3	9	2	11	37	50	1.5	18	1	32	197	0	0
AE 3737S?	2	9	4	19	30	68	0.8	17	1	30	226	0	0
AF 3722D	1	2	1	2	2	4	-	-	-	-	-	-	90
AG 3714D	1	2	1	2	2	4	-	-	-	-	-	-	0
AH 3698S	0	10	4	19	57	73	0.4	0	1	32	170	0	0
AI 3686B?	4	13	6	27	57	53	1.4	0	1	28	125	0	0
AJ 3681H	4	12	7	17	52	53	1.6	14	1	37	98	7	0
LINE 20550	(FLIGHT	6)											
A 3238S	1	5	1	10	20	25	0.6	19	1	43	653	0	0
B 3256B?	1	2	1	2	2	4	-	-	-	-	-	-	0
C 3259H	2	5	7	11	19	12	1.7	31	1	53	140	15	0
D 3264D	1	2	1	2	2	4	-	-	-	-	-	-	0
E 3272D	3	6	1	2	12	28	2.2	32	1	29	589	0	0
F 3285E	6	8	8	20	67	54	4.1	27	1	34	239	0	0
G 3289S?	6	13	6	20	67	69	2.8	24	1	32	194	1	480

* 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.

1190-B   BAEZ SOUTH

ANOMALY/ FID/INTERP		COAXIAL 1078 HZ REAL PPM	COAXIAL 1078 HZ QUAD PPM	COPLANAR 877 HZ REAL PPM	COPLANAR 877 HZ QUAD PPM	COPLANAR 7281 HZ REAL PPM	COPLANAR 7281 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 20550	(FLIGHT 6)													
H	3300D	2	7	2	15	43	39	1.5	23	1	29	440	0	0
I	3304B	1	2	1	2	2	4	-	-	-	-	-	-	0
J	3310B	7	6	9	12	40	29	6.7	35	1	48	158	10	0
K	3322B?	4	20	5	30	96	102	1.3	9	1	39	133	9	0
L	3324B?	3	12	7	30	96	102	1.1	8	1	40	115	8	80
M	3330H	1	2	1	2	2	4	-	-	-	-	-	-	50
N	3349S	1	5	4	9	29	28	0.6	9	1	33	312	0	0
O	3356H	4	4	5	5	13	12	1.0	0	1	41	99	23	0
P	3365H	9	11	9	18	53	28	5.0	27	1	43	78	13	0
Q	3370B	6	6	10	18	50	18	5.6	47	1	53	115	19	0
R	3380S?	7	22	9	47	127	176	2.2	4	1	8	233	0	0
S	3398S	1	2	1	2	2	4	-	-	-	-	-	-	0
T	3415B?	2	5	3	6	12	32	1.6	36	1	46	374	5	0
U	3426S	0	2	1	4	12	25	0.5	0	1	35	258	13	0
V	3439H	3	18	14	5	95	89	1.0	0	1	20	61	6	0
W	3442B?	9	9	16	10	37	80	7.2	24	1	29	77	0	0
X	3446S?	9	14	15	10	37	84	4.2	29	1	10	392	0	0
Y	3452D	5	6	3	18	26	30	3.8	37	1	6	417	0	0
Z	3457S?	0	5	0	28	2	56	0.4	10	1	18	415	0	0
AA	3487H	2	6	6	13	34	49	1.0	9	1	34	178	0	0
AB	3499H	3	8	6	13	19	28	2.1	28	1	28	214	0	0
AC	3502D	1	1	1	2	2	4	-	-	-	-	-	-	0
AD	3506D	2	7	6	11	24	46	0.9	19	1	16	466	0	0
AE	3520S	0	9	3	12	21	26	0.4	0	1	16	215	0	0
AF	3533B	1	6	2	5	13	23	0.6	0	1	29	166	9	30
AG	3548S	1	6	7	11	26	42	0.6	14	1	35	151	3	0
AH	3565S?	3	13	5	22	71	55	1.1	0	1	24	121	0	80
LINE 20560	(FLIGHT 6)													
A	3181B?	1	2	1	2	2	4	-	-	-	-	-	-	0
B	3168S	1	2	0	4	11	11	1.0	0	1	37	315	13	0
C	3153S	4	11	3	18	55	69	1.9	17	1	21	317	0	0
D	3138B	1	11	3	15	48	63	0.5	3	1	24	374	0	0
E	3130H	7	13	9	25	72	68	3.2	20	1	42	100	10	0
F	3114H	4	3	8	24	82	84	9.1	65	1	35	156	2	0
G	3089S	1	2	0	2	2	4	-	-	-	-	-	-	0
H	3075S	5	8	5	19	49	41	3.0	19	1	21	148	0	0
I	3066H	10	16	11	23	69	70	3.8	15	1	43	63	14	0
J	3061B	1	2	1	2	2	4	-	-	-	-	-	-	0
K	3058B	1	2	1	2	2	4	-	-	-	-	-	-	0
L	3054B	8	35	11	56	151	194	1.7	0	1	13	130	0	0

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

1190-B BAEZ SOUTH

ANOMALY/ FID/INTERP	COAXIAL 1078 HZ REAL PPM	COAXIAL 1078 HZ QUAD PPM	COPLANAR 877 HZ REAL PPM	COPLANAR 877 HZ QUAD PPM	COPLANAR 7281 HZ REAL PPM	COPLANAR 7281 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 20560 (FLIGHT 6)													
M 3038S	2	9	0	14	36	42	0.7	0	1	14	569	0	50
N 3033S?	0	2	1	2	2	4	-	-	-	-	-	-	0
O 3026S	3	6	2	9	28	47	2.2	32	1	28	438	0	0
P 3003H	3	7	4	9	8	25	2.1	21	1	35	276	0	0
Q 2992H	8	15	13	25	72	74	3.3	22	1	39	100	9	100
R 2987H	10	19	11	61	88	163	3.3	10	1	20	80	0	0
S 2982B?	1	2	1	2	2	4	-	-	-	-	-	-	0
T 2975S?	0	2	1	2	2	4	-	-	-	-	-	-	30
U 2946S	3	9	7	14	46	50	1.3	17	1	39	182	4	70
V 2932S	1	2	1	2	2	4	-	-	-	-	-	-	0
W 2921B	2	9	1	9	15	64	0.7	13	1	19	479	0	330
X 2916B	4	5	3	9	0	64	3.9	47	1	27	388	0	0
Y 2903B?	6	6	5	13	35	35	5.5	35	1	29	227	0	0
Z 2887B?	5	2	7	20	53	55	21.4	64	1	36	146	2	90
AA 2881H	5	10	6	22	57	60	2.6	26	1	35	131	4	0
AB 2868B	8	11	5	11	44	37	4.5	22	1	40	160	4	0
AC 2860S	5	5	5	7	33	20	5.4	28	1	33	144	0	0
LINE 20570 (FLIGHT 6)													
A 2487H	1	3	3	6	12	20	0.7	26	1	62	160	23	0
B 2510S	1	10	3	15	30	77	0.4	3	1	19	503	0	0
C 2536D	0	2	1	2	2	4	-	-	-	-	-	-	330
D 2541H	3	10	6	15	29	56	1.6	25	1	36	194	5	0
E 2546B	2	4	3	14	16	56	1.4	34	1	36	204	1	0
F 2552B	4	16	7	27	71	55	1.5	10	1	43	146	9	0
G 2567B?	1	2	1	2	2	4	-	-	-	-	-	-	0
H 2569B?	1	10	6	20	61	78	0.4	2	1	43	176	7	0
I 2573B?	0	2	1	2	2	4	-	-	-	-	-	-	460
J 2580H	0	2	1	2	2	4	-	-	-	-	-	-	0
K 2590S	0	4	2	5	22	25	1.0	0	1	36	271	13	0
L 2603S	1	12	7	19	62	63	0.5	0	1	25	144	0	0
M 2610B	11	9	12	15	36	6	8.5	32	1	49	60	20	0
N 2613B	1	2	1	2	2	4	-	-	-	-	-	-	0
O 2622H	2	12	7	20	65	53	0.8	0	1	40	114	7	0
P 2638B?	0	5	3	21	33	36	0.4	0	1	20	548	0	0
Q 2641D	0	10	0	22	25	79	0.4	1	1	10	424	0	0
R 2644B	0	11	0	18	37	51	0.4	2	1	7	376	0	0
S 2649S	0	10	1	28	22	137	0.4	2	1	11	423	0	240
T 2677S	0	17	6	33	79	131	0.4	0	1	15	213	0	0
U 2688B?	5	31	10	49	144	160	1.0	0	1	45	114	12	0
V 2692B	4	31	1	49	144	160	0.8	0	1	20	86	0	0

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

1190-B BAEZ SOUTH

ANOMALY/	FID/INTERP	COAXIAL 1078 HZ REAL PPM	COAXIAL 1078 HZ QUAD PPM	COPLANAR 877 HZ REAL PPM	COPLANAR 877 HZ QUAD PPM	COPLANAR 7281 HZ REAL PPM	COPLANAR 7281 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 20570	(FLIGHT 6)													
W	2695D	9	12	16	28	144	66	5.1	28	1	30	98	2	0
X	2702B?	0	7	0	11	23	52	0.4	4	1	11	405	0	230
Y	2722S	0	2	0	2	2	4	-	-	-	-	-	-	0
Z	2739S?	3	10	9	18	59	50	1.6	13	1	35	125	3	0
AA	2744B?	3	12	9	15	33	71	1.1	11	1	25	259	0	0
AB	2751B?	6	6	5	10	19	55	5.9	47	1	37	229	3	0
AC	2760B?	8	9	6	15	40	55	5.3	32	1	24	245	0	440
AD	2777H	4	13	7	19	49	54	1.5	9	1	31	154	0	0
AE	2785B?	7	4	4	19	44	15	10.2	43	1	29	175	0	170
AF	2799H	4	7	5	15	27	32	3.2	35	1	42	142	7	0
AG	2815B?	5	10	6	12	48	32	2.8	10	1	28	150	0	0
LINE 20580	(FLIGHT 6)													
A	2430H	1	4	3	6	12	20	0.9	33	1	71	147	32	50
B	2410S	0	3	2	4	14	15	1.0	0	1	35	282	11	0
C	2397S	1	1	2	3	8	15	4.6	88	1	47	517	0	0
D	2377B	1	5	3	10	22	24	1.0	22	1	37	313	0	0
E	2373B	2	4	2	7	22	24	2.0	41	1	35	372	0	0
F	2368B	5	5	6	18	54	7	5.3	39	1	46	170	8	0
G	2363B	1	2	1	2	2	4	-	-	-	-	-	-	0
H	2348B?	5	17	10	29	99	99	1.5	9	1	35	146	4	0
I	2336H	4	3	9	5	11	27	7.9	61	1	60	98	25	0
J	2321S	1	5	2	7	17	45	0.5	12	1	31	573	0	0
K	2303H	9	12	15	22	58	39	4.7	23	2	48	47	21	0
L	2292H	2	8	5	12	33	32	1.3	16	1	52	157	14	0
M	2277D	0	11	4	15	30	42	0.4	0	1	16	254	0	0
N	2273D	0	9	4	15	30	42	0.4	0	1	7	445	0	0
O	2265B?	0	24	2	34	79	148	0.4	3	1	6	362	0	0
P	2247S	0	7	0	13	6	16	0.4	2	1	22	542	0	0
Q	2238S?	0	20	4	36	66	183	0.4	6	1	7	340	0	0
R	2218B?	3	9	13	24	91	92	1.9	7	1	29	87	0	180
S	2215D	6	17	12	15	42	92	2.2	10	1	25	147	0	0
T	2210B?	0	13	0	14	40	66	0.4	0	1	9	429	0	300
U	2189S?	0	7	0	10	18	45	0.4	4	1	21	508	0	440
V	2173B?	7	18	16	28	95	91	2.4	14	1	35	94	6	0
W	2169B?	1	16	16	33	95	91	0.4	0	1	25	103	0	150
X	2161B?	1	2	0	2	2	4	-	-	-	-	-	-	0
Y	2154B	8	28	12	50	135	136	1.9	1	1	37	82	8	0
Z	2152B	9	28	12	50	135	119	2.1	11	1	32	91	6	0
AA	2149B?	2	27	12	50	135	119	0.5	0	1	24	109	0	480
AB	2132H	4	6	8	7	21	35	3.7	37	1	42	118	9	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.

1190-B BAEZ SOUTH

ANOMALY/		COAXIAL 1078 HZ		COPLANAR 877 HZ		COPLANAR 7281 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
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 6)													
AC	2119H	6	8	2	15	49	48	4.3	19	1	25	109	0	0
AD	2100B	1	11	7	21	70	62	0.4	0	1	32	139	0	0
AE	2097D	5	12	7	21	70	62	2.2	6	1	34	113	1	0
LINE 20590	(FLIGHT 6)													
A	1652H	2	6	2	10	23	35	1.6	23	1	55	167	16	0
B	1687S	2	4	0	8	18	35	1.6	42	1	32	554	0	0
C	1699S	0	2	0	2	2	4	-	-	-	-	-	-	0
D	1711S?	0	11	1	16	47	73	0.4	2	1	20	518	0	0
E	1720B	3	6	5	7	30	16	2.1	33	1	29	406	0	0
F	1728H	2	9	7	12	53	34	1.1	11	1	47	139	11	0
G	1742D	3	7	9	16	3	47	1.8	22	1	59	136	20	0
H	1747H	1	2	1	2	2	4	-	-	-	-	-	-	0
I	1766S	0	5	2	6	19	40	0.4	0	1	31	425	0	0
J	1781H	8	16	16	31	88	80	3.2	18	1	50	53	22	0
K	1796S	0	5	1	7	14	27	0.4	7	1	34	515	0	0
L	1808S	0	6	4	10	36	28	0.4	2	1	35	292	0	0
M	1819B	1	12	3	21	41	61	0.4	2	1	14	356	0	0
N	1836S	0	7	0	11	21	49	0.4	3	1	17	474	0	0
O	1843S	0	17	8	31	78	143	0.4	0	1	4	426	0	0
P	1856H	6	18	9	35	110	117	1.8	0	1	23	99	0	0
Q	1862B?	8	20	10	35	10	113	2.4	2	1	27	79	0	0
R	1865S	8	19	9	35	10	113	2.6	12	1	15	199	0	19
S	1874S?	0	2	0	2	2	4	-	-	-	-	-	-	0
T	1882S	0	14	2	23	47	141	0.4	3	1	7	376	0	0
U	1893S	1	7	1	10	21	35	0.7	10	1	15	492	0	0
V	1905H	7	9	19	38	110	80	4.4	24	1	24	66	0	0
W	1908D	1	19	14	37	107	100	0.4	6	1	32	131	4	0
X	1917D	3	8	1	17	44	26	1.9	24	1	46	168	10	0
Y	1925H	1	2	1	2	2	4	-	-	-	-	-	-	0
Z	1930B	11	35	20	59	161	137	2.3	2	1	28	70	3	770
AA	1953H	5	10	8	18	56	45	2.4	30	1	39	114	9	0
AB	1960H	4	12	7	21	68	64	1.9	16	1	39	93	9	40
AC	1986S	1	15	6	29	79	102	0.4	0	1	30	115	0	0
LINE 20600	(FLIGHT 6)													
A	1619B?	4	9	4	11	35	36	2.1	22	1	53	135	17	530
B	1581B?	1	2	1	2	2	4	-	-	-	-	-	-	0
C	1573S	0	8	2	11	24	45	0.4	0	1	25	328	0	0
D	1557S	0	2	1	2	1	4	-	-	-	-	-	-	0
E	1538S	0	2	1	2	2	4	-	-	-	-	-	-	0

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

1190-B BAEZ SOUTH

		COAXIAL 1078 HZ		COPLANAR 877 HZ		COPLANAR 7281 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 20600	(FLIGHT 6)													
F	1525B	4	25	10	41	120	156	1.1	0	1	32	180	0	0
G	1521B	3	25	10	41	120	156	0.8	1	1	29	134	1	260
H	1510S	4	11	8	20	51	83	2.0	18	1	38	158	5	0
I	1502S	1	2	1	2	2	4	-	-	-	-	-	-	0
J	1486H	1	2	1	2	2	4	-	-	-	-	-	-	0
K	1480H	8	14	15	26	34	33	3.7	18	1	53	86	19	0
L	1452S	2	19	3	32	80	146	0.6	0	1	10	351	0	0
M	1436D?	1	2	0	2	2	4	-	-	-	-	-	-	0
N	1425D	4	23	7	39	99	172	1.1	2	1	12	244	0	0
O	1410B?	7	29	16	22	56	151	1.5	1	1	36	95	7	0
P	1407B?	1	2	1	2	2	4	-	-	-	-	-	-	0
Q	1405B	6	28	16	22	56	151	1.3	0	1	21	95	0	0
R	1392S?	0	2	0	2	2	4	-	-	-	-	-	-	230
S	1367B	8	15	8	31	89	14	3.5	21	1	39	82	10	0
T	1363B	7	15	8	31	89	14	2.9	13	1	41	67	12	0
U	1361D	7	5	8	31	91	10	7.6	34	1	46	92	12	0
V	1349H	6	18	7	37	2	42	1.9	7	1	41	59	14	0
W	1342B?	1	2	1	2	2	4	-	-	-	-	-	-	1040
X	1329D	1	2	1	2	2	4	-	-	-	-	-	-	0
Y	1326B	3	8	10	14	34	30	1.9	26	1	42	160	8	0
Z	1321B	6	7	8	14	35	26	4.1	32	1	39	115	6	0
AA	1313B	1	2	1	2	2	4	-	-	-	-	-	-	0
AB	1309B	9	2	9	35	86	109	67.0	44	1	24	89	0	0
AC	1296S	1	2	1	2	2	4	-	-	-	-	-	-	0
AD	1288D	6	10	6	12	28	37	3.2	20	1	33	130	0	0
LINE 20610	(FLIGHT 6)													
A	908H	1	2	1	2	2	4	-	-	-	-	-	-	0
B	927S	1	4	0	7	11	28	0.9	29	1	45	264	6	0
C	951S	0	2	1	2	2	4	-	-	-	-	-	-	370
D	970S?	1	2	0	2	2	4	-	-	-	-	-	-	0
E	975D	1	2	1	2	2	4	-	-	-	-	-	-	0
F	978B	2	12	8	18	60	43	0.8	4	1	40	136	7	0
G	988B	5	7	5	34	97	150	4.0	39	1	62	194	20	0
H	992B	1	22	7	34	97	150	0.4	4	1	24	191	0	40
I	995D	5	12	8	34	97	150	2.3	23	1	35	147	5	0
J	1002S?	4	8	7	10	21	49	2.4	33	1	24	529	0	0
K	1013S	0	6	4	10	20	49	0.4	0	1	39	263	0	0
L	1031H	7	7	10	22	3	40	5.9	30	1	53	91	19	0
M	1038H	7	13	11	23	65	46	2.9	18	1	41	74	11	0
N	1060H	1	8	6	13	43	35	0.4	1	1	48	115	14	0

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

1190-B BAEZ SOUTH

ANOMALY/ FID/INTERP	COAXIAL 1078 HZ REAL PPM	COAXIAL 1078 HZ QUAD PPM	COPLANAR 877 HZ REAL PPM	COPLANAR 877 HZ QUAD PPM	COPLANAR 7281 HZ REAL PPM	COPLANAR 7281 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 20610 (FLIGHT 6)													
O 1068H	5	3	9	5	33	16	9.5	57	1	55	101	21	0
P 1085S	4	13	6	22	76	80	1.5	4	1	19	197	0	0
Q 1093S	4	14	9	35	72	116	1.6	15	1	18	223	0	0
R 1101H	1	1	1	2	2	4	-	-	-	-	-	-	0
S 1115H	8	9	12	38	110	82	5.8	19	1	31	63	2	0
T 1136S	2	9	2	16	27	66	1.0	4	1	10	369	0	0
U 1146B?	1	2	1	2	2	4	-	-	-	-	-	-	0
V 1153H	10	26	23	49	149	112	2.7	12	1	32	76	7	0
W 1160B	7	17	8	26	68	89	2.7	22	1	42	66	15	0
X 1171H	9	17	16	4	13	74	3.5	19	1	35	69	8	0
Y 1175B?	1	2	1	2	2	4	-	-	-	-	-	-	1170
Z 1185D	4	7	4	7	8	4	3.0	38	1	20	437	0	0
AA 1189D	0	10	9	7	11	36	0.4	4	1	14	434	0	110
AB 1205H	12	16	8	28	88	29	5.4	18	1	25	82	0	0
AC 1211D	1	2	1	2	2	4	-	-	-	-	-	-	0
AD 1215D	1	2	1	2	2	4	-	-	-	-	-	-	0
AE 1218D	3	7	3	13	25	41	1.9	24	1	20	361	0	0
AF 1231S?	5	18	9	41	113	138	1.7	5	1	32	86	4	0
LINE 20620 (FLIGHT 6)													
A 891H	5	7	4	14	20	11	4.2	25	1	71	90	32	0
B 862B?	1	2	1	2	2	4	-	-	-	-	-	-	0
C 858B?	2	7	2	16	7	7	1.3	28	1	42	223	7	0
D 844S	3	5	2	8	23	27	2.4	39	1	41	209	4	0
E 827S?	2	11	8	17	53	81	0.9	4	1	31	198	0	0
F 826S	2	11	8	17	53	81	0.9	9	1	44	138	11	0
G 817B?	1	2	1	2	2	4	-	-	-	-	-	-	870
H 811B?	2	13	1	19	31	57	0.8	9	1	19	402	0	0
I 804B?	1	2	1	2	2	4	-	-	-	-	-	-	0
J 783S	1	8	1	16	34	93	0.6	16	1	19	430	0	0
K 777S	11	29	10	49	152	229	2.6	9	1	22	116	0	0
L 767H	9	19	16	36	84	82	3.0	14	1	36	66	9	0
M 745H	4	12	7	21	69	46	1.7	9	1	38	96	7	0
N 740H	2	9	6	21	58	47	0.9	11	1	56	108	21	360
O 721S?	9	25	11	44	95	231	2.6	11	1	12	227	0	0
P 709B?	4	6	4	21	18	38	2.9	37	1	31	228	0	0
Q 704S?	1	14	8	21	39	38	0.4	5	1	11	399	0	0
R 689H	7	11	13	20	50	32	3.8	11	2	35	49	8	0
S 684H	6	11	13	21	60	53	3.0	10	1	31	80	0	0
T 670S	2	4	5	7	18	34	2.0	34	1	28	258	0	0
U 655H	8	16	17	31	101	55	3.1	18	1	43	56	16	0

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

1190-B BAEZ SOUTH

ANOMALY/	FID/INTERP	COAXIAL 1078 HZ REAL PPM	COAXIAL 1078 HZ QUAD PPM	COPLANAR 877 HZ REAL PPM	COPLANAR 877 HZ QUAD PPM	COPLANAR 7281 HZ REAL PPM	COPLANAR 7281 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 20620	(FLIGHT 6)													
V	651B?	1	7	8	14	34	54	0.5	5	1	36	81	7	0
W	635H	9	14	15	33	79	42	3.9	28	1	42	58	16	0
X	627D	7	4	7	1	12	8	11.7	56	1	43	161	9	0
Y	620B?	10	7	7	8	14	62	10.4	45	1	14	454	0	0
Z	617D	10	7	7	8	19	27	10.4	41	1	39	158	6	130
AA	601B?	12	10	10	67	162	260	8.7	31	1	26	66	1	0
AB	574H	7	17	11	33	89	97	2.6	2	1	36	52	8	0
LINE 29010	(FLIGHT 8)													
A	3712S	1	2	1	2	1	4	-	-	-	-	-	-	0
B	3659B	4	5	10	12	11	35	3.7	44	1	35	108	5	0
C	3656D	1	2	1	2	2	4	-	-	-	-	-	-	0
D	3642S?	0	2	0	2	2	4	-	-	-	-	-	-	20
E	3597B	1	2	1	2	2	4	-	-	-	-	-	-	0
F	3592D	12	9	13	20	14	52	9.6	28	3	70	18	47	0
G	3587B	10	3	13	11	14	67	39.7	29	3	55	17	31	0
H	3579B	13	19	24	13	91	51	4.7	13	2	41	33	17	0
I	3534B?	1	2	1	2	2	4	-	-	-	-	-	-	0
J	3531B?	13	18	20	14	65	43	5.0	20	1	32	66	6	0
K	3520H	9	24	11	39	129	163	2.4	13	1	15	157	0	0
LINE 29020	(FLIGHT 8)													
A	7858S	1	2	1	2	2	4	-	-	-	-	-	-	0
B	7898H	9	12	13	13	29	50	4.4	30	1	48	58	21	0
C	7927H	6	16	14	29	84	64	2.3	16	1	51	54	23	110
D	7938H	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 29030	(FLIGHT 8)													
A	7591S	4	3	7	3	11	25	0.4	0	1	21	72	8	0
B	7546S	1	8	2	13	20	74	0.7	16	1	30	193	0	0
C	7535S	2	16	5	29	85	118	0.7	7	1	25	225	0	0
D	7524S	0	9	0	13	6	68	0.4	5	1	34	622	0	0
E	7505S	0	7	1	11	23	69	0.4	0	1	25	639	0	0
F	7458S	0	6	1	10	9	53	0.4	0	1	32	517	0	0
G	7421S	0	2	1	2	2	4	-	-	-	-	-	-	0
H	7374H	2	6	2	1	4	22	0.1	0	1	33	139	14	0
I	7355H	6	12	10	23	138	157	2.7	25	1	34	84	7	0
J	7330H	10	23	17	38	93	73	2.8	0	1	24	51	0	0
K	7310H	10	31	12	57	179	196	2.4	3	1	30	59	5	0
L	7283H	1	2	1	2	2	4	-	-	-	-	-	-	0
M	7275H	5	2	10	28	77	51	14.0	72	2	50	42	24	0

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