Report #1216

DIGHEM^{V} SURVEY
FOR
GOLD CITY MINING CORPORATION
WELBAR GOLD PROJECT
BRITISH COLUMBIA

NTS 93A/14, 93H/3,4

Dighem, A division of CGG Canada Ltd.
Mississauga, Ontario

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Geophysicist

November 10, 1995

A1216NOV.95R

Gold City Mining Corporation

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COPY

Province of British Columbia
Mineral Resources Division
865 Hornby Street
Vancouver, B.C. V6Z 2C5

Via Fax: 604.660.2653
(five pages)

August 8, 1996

Dear Sirs:

RE: DIGHEM AIRBORNE SURVEY (1,539 Kilometres), WELBAR GOLD PROJECT, NTS93A/14, 93H3,4

On November 20, 1995 a Statement of Work was filed (M.R.#21) for the subject $136,229 geophysical program of which the airborne component was completed August 9, 1995. The supporting report was filed on February 23, 1996. Since November 20, 1995 the following mineral claims have had assessment applied under this airborne program:

Statement of Work Event #	Date	Claim Name	Tenure Number	Units	Work Applied ($)	Statement of Work Total Work ($)
3079555	95/11/20	Tom 1	333044	20	2000	
3079555	95/11/20	Duck 1	333042	8	800	
3079555	95/11/20	Hard 1	333045	18	1800	
3079555	95/11/20	Coop 1	333041	20	2000	
3079555	95/11/20	Wil 1	333043	6	600	
3079555	95/11/20	Sugar 1	333040	15	1500	
3079555	95/11/20	Whip 1	333038	6	600	
3079555	95/11/20	Whip 2	333039	3	300	$9,600
3085500	96/04/26	Ace 1	335651	1	200	
3085500	96/04/26	Ace 2	335652	1	200	
3085500	96/04/26	Ace 3	335653	1	200	
3085500	96/04/26	Ace 4	335654	1	200	
3085500	96/04/26	Ace 5	335655	1	200	
3085500	96/04/26	Ace 6	335656	1	200	
3085500	96/04/26	Ace 7	335657	1	200	
3085500	96/04/26	Ace 8	335658	1	200	
3085500	96/04/26	Ace 9	335659	1	200	
3085500	96/04/26	Queen 1	335615	20	4000	
3085500	96/04/26	Queen 2	335616	1	200	
3085500	96/04/26	Queen 3	335617	1	200	
3085500	96/04/26	Queen 4	335618	1	200	
3085500	96/04/26	Queen 5	335619	1	200	
3085500	96/04/26	Queen 6	335620	1	200	
3085500	96/04/26	Queen 7	335621	1	200	
3085500	96/04/26	Queen 8	335622	1	200	
3085500	96/04/26	Queen 9	335623	1	200	continued

.../page 2

3085500	96/04/26	Queen 10	335624	1	200	continued
3085500	96/04/26	Queen 11	335625	1	200	
3085500	96/04/26	King 1	335626	1	200	
3085500	96/04/26	King 2	335627	1	200	
3085500	96/04/26	King 3	335637	1	200	
3085500	96/04/26	King 4	335638	1	200	
3085500	96/04/26	King 5	335639	1	200	
3085500	96/04/26	King 6	335640	1	200	
3085500	96/04/26	King 7	335641	1	200	
3085500	96/04/26	King 8	335642	1	200	
3085500	96/04/26	King 9	335643	1	200	
3085500	96/04/26	King 10	335644	1	200	
3085500	96/04/26	King 11	335645	1	200	
3085500	96/04/26	King 12	336040	1	200	
3085500	96/04/26	King 13	336041	1	200	
3085500	96/04/26	King 14	336042	1	200	
3085500	96/04/26	King 15	336043	1	200	
3085500	96/04/26	King 16	336044	1	200	
3085500	96/04/26	King 17	336045	1	200	
3085500	96/04/26	Jack 1	335660	1	200	
3085500	96/04/26	Jack 2	335661	1	200	
3085500	96/04/26	Jack 3	335662	1	200	
3085500	96/04/26	Jack 4	335663	1	200	
3085500	96/04/26	Jack 5	335664	1	200	
3085500	96/04/26	Jack 6	335665	1	200	
3085500	96/04/26	Jack 7	335666	1	200	
3085500	96/04/26	Jack 8	335667	1	200	
3085500	96/04/26	Jack 9	335668	1	200	$13,000
3085499	96/04/26	Wolf 1	309433	1	400	
3085499	96/04/26	Wolf 2	309437	1	400	
3085499	96/04/26	Wolf 3	309438	1	400	
3085499	96/04/26	Wolf 4	309439	1	400	
3085499	96/04/26	Starbuck	302136	16	6400	$8,000
3088980	96/06/27	Grouse 1	337192	1	200	
3088980	96/06/27	Grouse 2	337193	1	200	
3088980	96/06/27	Grouse 3	337194	1	200	
3088980	96/06/27	Grouse 4	337195	1	200	
3088980	96/06/27	Grouse 5	337196	1	200	
3088980	96/06/27	Grouse 6	337197	1	200	
3088980	96/06/27	Grouse 7	337198	1	200	
3088980	96/06/27	Grouse 8	337199	1	200	
3088980	96/06/27	Grouse 9	337200	1	200	
3088980	96/06/27	Grouse 10	337201	1	200	$2,000
3089128	96/07/02	Coulter 1	337601	20	4000	
3089128	96/07/02	Coulter 2	337602	20	4000	
3089128	96/07/02	Coulter 3	337603	20	4000	
3089128	96/07/02	Coulter 4	337604	20	4000	
3089128	96/07/02	Coulter 5	337605	1	200	
3089128	96/07/02	Coulter 6	337606	1	200	
3089128	96/07/02	Coulter 7	337607	1	200	
3089128	96/07/02	Coulter 8	337608	1	200	$16,800

.../page 3

3090253	96/07/18	Dan	205505	20	8000	
3090253	96/07/18	Luke	205221	20	8000	
3090253	96/07/18	Downey 1	338589	18	3600	
3090253	96/07/18	Downey 2	338590	12	2400	
3090253	96/07/18	Downey 3	338591	1	200	
3090253	96/07/18	Downey 4	338592	1	200	**$22,400**

The total expenditures applied to mineral claim assessment is $71,800 as indicated by the sum of the filings listed herein. Therefore the balance remaining as unapplied is $64,429 ($136,229 - $71,800). Please credit Gold City Mining Corporation's PAC account with the surplus $64,429.

I will be providing Messrs. Gilbert McArthur and Allan Wilcox with the information requested in their letter of July 23, 1996 (copy attached), within the next two weeks.

Yours truly,

Gold City Mining Corporation

John A. Chapman
President & C.E.O.

Attach.

cc. Gilbert McArthur/Allan Wilcox (fax:604.952.0381)

SUMMARY

This report describes the logistics and results of a DIGHEM^V airborne geophysical survey carried out for Gold City Mining Corporation, over a property located near Wells, British Columbia. Total coverage of the survey block amounted to 1539 km. The survey was flown from August 3 to August 9, 1995.

The purpose of the survey was to detect zones of conductive mineralization and to provide information that could be used to map the geology and structure of the survey area. This was accomplished by using a DIGHEM^V multi-coil, multi-frequency electromagnetic system, supplemented by a high sensitivity Cesium magnetometer, a 256-channel spectrometer and a four-channel VLF receiver. The information from these sensors was processed to produce maps which display the magnetic and conductive properties of the survey area. A GPS electronic navigation system, utilizing a UHF link, ensured accurate positioning of the geophysical data with respect to the base maps. Visual flight path recovery techniques were used to confirm the location of the helicopter where visible topographic features could be identified on the ground.

The survey property contains several anomalous features, many of which are considered to be of moderate to high priority as exploration targets. Most of the inferred bedrock conductors appear to warrant further investigation using appropriate surface exploration techniques. Areas of interest may be assigned priorities on the basis of supporting geophysical, geochemical and/or geological information. After initial

investigations have been carried out, it may be necessary to re-evaluate the remaining anomalies based on information acquired from the follow-up program.

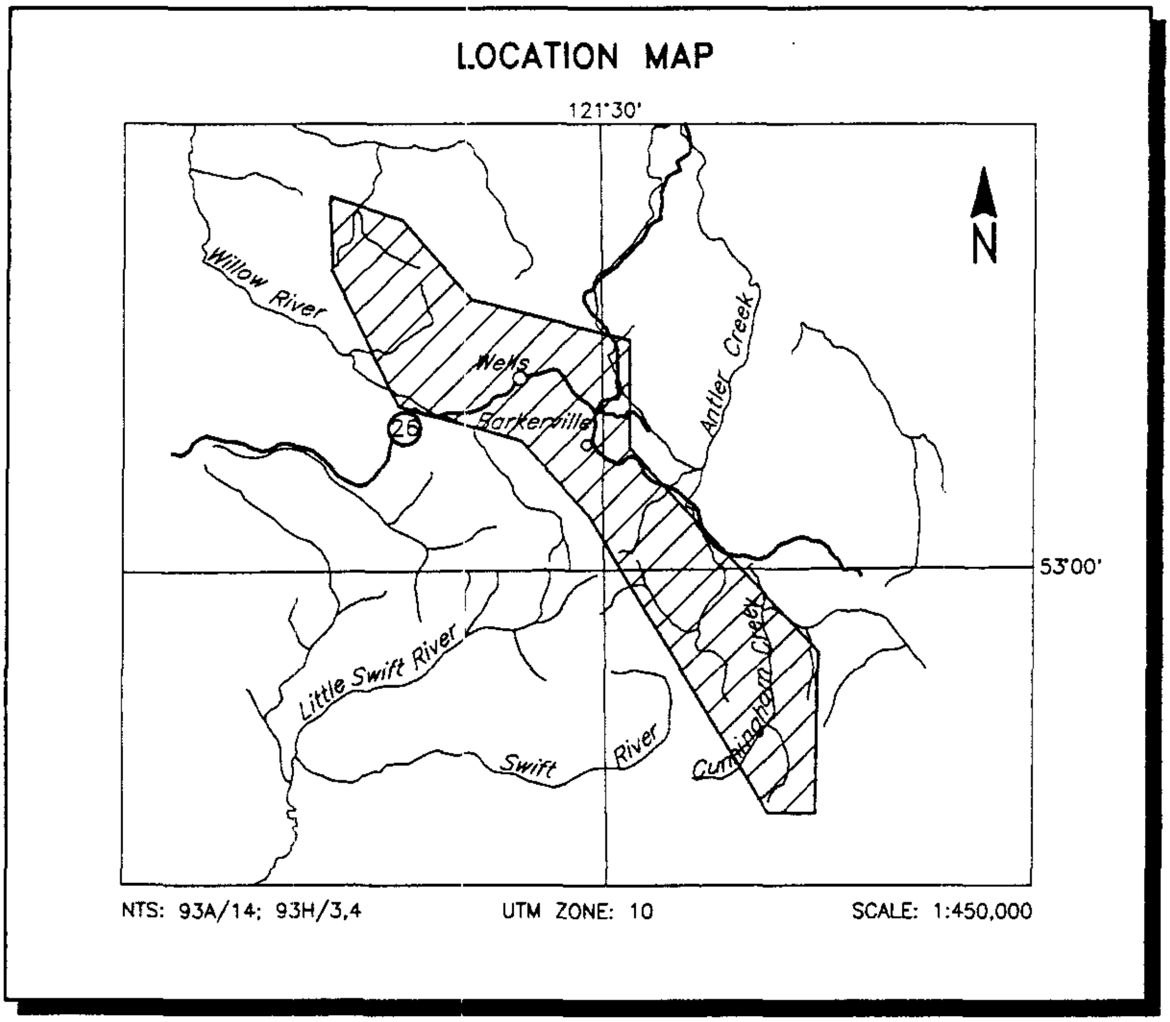

FIGURE 1
GOLD CITY MINING CORPORATION
WELBAR GOLD PROJECT, B.C.
SURVEY #1216

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INTRODUCTION

A DIGHEM^V electromagnetic/resistivity/magnetic/radiometric/VLF survey was flown for Gold City Mining Corporation from August 3 to August 9, 1995, over a survey block located near Wells, British Columbia. The survey area can be located on NTS map sheets 93A/14 and 93H/3,4 (see Figure 1).

Survey coverage consisted of approximately 1539 line-km, including tie lines. Flight lines were flown in an azimuthal direction of 105°/285° with a line separation of 200 metres.

The survey employed the DIGHEM^V electromagnetic system. Ancillary equipment consisted of a magnetometer, 256-channel spectrometer, radar altimeter, video camera, analog and digital recorders, a VLF receiver and an electronic navigation system. The instrumentation was installed in an Aerospatiale AS350B1 turbine helicopter (Registration C-FUAM) which was provided by Questral Helicopters Ltd. The helicopter flew at an average airspeed of 104 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.

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

SURVEY EQUIPMENT

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

Electromagnetic System

Model:	DIGHEM^{V}
Type:	Towed bird, symmetric dipole configuration operated at a nominal survey altitude of 30 metres. Coil separation is 8 metres for 900 Hz, 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:	GSM-19T
Type:	Digital recording proton precession
Sensitivity:	0.20 nT
Sample rate:	3 seconds

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

Spectrometer

Manufacturer:	Exploranium
Model:	GR-820
Type:	256 Multichannel, Potassium stabilized
Accuracy:	1 count/sec.
Update:	1 integrated sample/sec.

The GR-820 Airborne Spectrometer employs four downward looking crystals (1024 cu. in.) and one upward looking crystal (256 cu. in.). The downward crystal records the radiometric spectrum from 410 KeV to 3 MeV over 256 discrete energy windows, as well as a cosmic ray channel which detects photons with energy levels above 3.0 MeV. From these 256 channels, the standard Total Count, Potassium, Uranium and Thorium channels are extracted. The upward crystal is used to measure and correct for Radon.

The shock-protected Sodium Iodide (Thallium) crystal package is unheated, and is automatically stabilized with respect to the Potassium peak. The GR-820 provides raw or Compton stripped data which has been automatically corrected for gain, base level, ADC offset and dead time.

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

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)
3P4I	coplanar inphase (900 Hz)	2.5 ppm	CPI (900 Hz)
3P4Q	coplanar quad (900 Hz)	2.5 ppm	CPQ (900 Hz)
2P7I	coplanar inphase (7200 Hz)	5 ppm	CPI (7200 Hz)
2P7Q	coplanar quad (7200 Hz)	5 ppm	CPQ (7200 Hz)
4X7I	coaxial inphase (5500 Hz)	5 ppm	CXI (5500 Hz)
4X7Q	coaxial quad (5500 Hz)	5 ppm	CXQ (5500 Hz)
5P5I	coplanar inphase(56000 Hz)	10 ppm	CPI (56 kHz)
5P5Q	coplanar quad (56000 Hz)	10 ppm	CPQ (56 kHz)
ALTR	altimeter	3 m	ALT
MAGC	magnetics, coarse	20 nT	MAG
MAGF	magnetics, fine	2.0 nT	
VF1T	VLF-total: primary stn.	2%	
VF1Q	VLF-quad: primary stn.	2%	
VF2T	VLF-total: secondary stn.	2%	
VF2Q	VLF-quad: secondary stn.	2%	
CXSP	coaxial spherics monitor		
CPSP	coplanar spherics monitor		CPS
CXPL	coaxial powerline monitor		CXP
CPPL	coplanar powerline monitor		CPP
4XSP	coaxial spherics monitor		4XS
TC	radiometrics-Total Count	200 cps	TC
K	radiometrics-Potassium count	20 cps	K
TH	radiometrics-Thorium count	2 cps	TH
U	radiometrics-Uranium count	2 cps	U

Table 2-2. The Digital Profiles

Channel Name (Freq)	Observed parameters	Scale units/mm
MAG	magnetics	5 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
4XS	coaxial spherics monitor	
CXP	coaxial powerline monitor	
CPS	coplanar spherics monitor	
CPP	coplanar powerline monitor	
TC	radiometrics-Total Count	20 cps
K	radiometrics-Potassium count	5 cps
TH	radiometrics-Thorium count	2 cps
U	radiometrics-Uranium count	2 cps
VLF2T	VLF - total secondary station	2%/mm
VLF2Q	VLF - quad secondary station	2%/mm
	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

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.

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

Electromagnetic Anomalies

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

Table 3-1 Survey Products

1. Preliminary Colour Products @ 1:50,000 (2 copies)

   Total field magnetics (4 copies)
   Coaxial 5500 Hz EM profiles
   Calculated vertical gradient
   Resistivity (900 Hz)
   Resistivity (7200 Hz)
   Resistivity (56,000 Hz)
   Radiometrics Potassium contours
   Radiometrics Uranium contours
   Radiometrics Thorium contours
   Radiometrics - Total Count contours
   Radiometric ternary map

2. Preliminary Colour Products @ 1:20,000 (3 copies, sheets 1 and 2)

   Radiometrics - Potassium contours
   Resistivity (7200 Hz)
   Total field magnetics

3. Final Transparent Maps (+3 prints) @ 1:20,000

   Dighem EM anomalies
   Total field magnetic contours
   Calculated vertical magnetic gradient contours
   Resistivity (900 Hz) contours
   Resistivity (7200 Hz) contours
   Filtered total field VLF contours
   Radiometrics - Total Count contours
   Radiometrics - Potassium contours
   Radiometrics - Uranium contours
   Radiometrics - Thorium contours

4. Colour Maps (2 sets) @ 1:20,000

   Total field magnetics
   Calculated vertical magnetic gradient
   Resistivity (900 Hz)
   Resistivity (7200 Hz)
   Filtered total field VLF

Shadowed magnetic maps at a scale of 1:50,000
Radiometric ternary map at a scale of 1:50,000
Radiometrics - Total Count contours
Radiometrics - Potassium contours
Radiometrics - Uranium contours
Radiometrics - Thorium contours

5. Additional Products

Digital XYZ archive in Geosoft format (CD-ROM)
Digital grid archives in Geosoft format (CD-ROM)
Survey report (3 copies)
Multi-channel stacked profiles
Analog chart records
Flight path video cassettes
VISION software package

Note: Other products can be produced from existing survey data, if requested. The topographic base maps used on the final transparent map, as well as the digital planimetry used on the colour maps, are projected in NAD27. The superimposed UTM grid displays NAD83 coordinates.

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.

Radiometrics

The radiometric data for four regions of interest were extracted from the 256 recorded channels in order to produce contour maps, ratios and ternary plots. The processing of the radiometric results involved several steps, which are summarized in the following paragraphs.

All processing was based on the standard sampling rate of one second. Spikes were removed from the radar altimeter data which was then converted to effective height using standard temperature and pressure values.

The spectrometer, an Exploranium GR-820, uses the notion of "live time" to express the relative period of time the instrument was able to register new pulses per sample interval. This is the opposite of the traditional "dead time", which is an expression of the relative period of time the system was unable to register new pulses per sample interval. The GR-820 measures the live time electronically and outputs the value in milliseconds. The live time correction is applied to the total count, potassium, uranium, thorium, upward uranium and cosmic channels.

Aircraft background and cosmic stripping corrections were applied and the radon component was removed from the TC, K, U and Th channels. Compton stripping was then performed to remove spectral overlap, using the appropriate formulae. Attenuation corrections were then applied to yield corrected values in counts per second. These values were used to prepare all maps except the ternary plots. In order to obtain ternary grids, it was necessary to convert the counts per second to %K, eU and eTh in ppm (equivalent element concentrations).

The radiometric ratios may be calculated using four criteria which tend to minimize scatter or meaningless ratios in low amplitude areas.

* Any data points where K was less than 5 ppm were neglected.
* The element with the lowest corrected count rate was uranium.

* The element concentrations of adjacent points on either side of the data point were summed, until they exceeded a threshold of 50 counts for U and Th and 100 counts for K.
* Final ratios were calculated using the accumulated sums.

Radioelement Ternary Maps

The radioelement ternary maps[1] were produced using different colours to represent the three radioelements. Cyan represents thorium, yellow represents uranium, and magenta represents potassium. The relative concentrations of the three radioelements are represented by the mixing of the three colours. For example, equal concentrations of potassium and uranium would yield a red, grading through orange, towards yellow as the relative concentration of uranium increases.

The exposure rate was determined using the following formula:

$$E=1.505*eK+0.653*eU+0.287*eTh$$

[1] The radioelement ternary methodology, and description of the technique are modifications of; A MODIFIED TERNARY RADIOELEMENT MAPPING TECHNIQUE AND ITS APPLICATION TO THE SOUTH COAST OF NEWFOUNDLAND, Geological Survey of Canada, Paper 87-14, J. Broome, J.M. Carson, J.A. Grant and K.L. Ford

where: E is the exposure rate in μRoentgens/hr
K is the concentration of potassium (%)
eU is the equivalent concentration of uranium (ppm)
eTh is the equivalent concentration of thorium (ppm).

This was used to normalize each radioelement concentration. Each of the normalized radioelement concentrations and the exposure rate were then non-linearly quantized using histogram equalization. The radioelement concentrations were quantized into 49 levels, and the exposure rate into five levels. The three quantized radioelement concentrations were normalized once more by the sum of their components and assigned cyan, magenta and yellow values according to their relative amounts. The final colour intensities were then modulated by the quantized exposure rate, with five representing high intensity and one being low intensity.

The triangular icon which appears on the ternary radioelement maps shows the concentration of each radioelement on a scale of 1% to 100%. This scale is not linear, and relative concentrations of between 28% and 38% for each radioelement occupy approximately 90% of the range. This also accounts for approximately 90% of the data in the survey area. This facilitates the recognition of colours which would otherwise fall within a very small range on a linear scale diagram.

VLF

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

Multi-channel Stacked Profiles

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

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,

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

(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 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.

*** 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.

SURVEY RESULTS

GENERAL DISCUSSION

The survey results are presented on 4 separate map sheets for each parameter at a scale of 1:20,000. Table 4-1 summarizes the EM responses in the survey area, with respect to conductance grade and interpretation.

The anomalies shown on the electromagnetic anomaly maps are based on a near-vertical, half plane model. This model best reflects "discrete" bedrock conductors. Wide bedrock conductors or flat-lying conductive units, whether from surficial or bedrock sources, may give rise to very broad anomalous responses on the EM profiles. These may not appear on the electromagnetic anomaly map if they have a regional character rather than a locally anomalous character. These broad conductors, which more closely approximate a half space model, will be maximum coupled to the horizontal (coplanar) coil-pair and should be more evident on the resistivity parameter. Resistivity maps, therefore, may be more valuable than the electromagnetic anomaly maps, in areas where broad or flat-lying conductors are considered to be of importance. Contoured resistivity maps, based on the 900 Hz and 7200 Hz coplanar data are included with this report.

TABLE 4-1

EM ANOMALY STATISTICS

WELBAR GOLD PROJECT

CONDUCTOR GRADE	CONDUCTANCE RANGE SIEMENS (MHOS)	NUMBER OF RESPONSES
7	>100	2
6	50 - 100	16
5	20 - 50	150
4	10 - 20	346
3	5 - 10	380
2	1 - 5	396
1	<1	117
*	INDETERMINATE	558
TOTAL		1965

CONDUCTOR MODEL	MOST LIKELY SOURCE	NUMBER OF RESPONSES
D	DISCRETE BEDROCK CONDUCTOR	545
B	DISCRETE BEDROCK CONDUCTOR	1026
S	CONDUCTIVE COVER	255
H	ROCK UNIT OR THICK COVER	20
L	CULTURE	119
TOTAL		1965

(SEE EM MAP LEGEND FOR EXPLANATIONS)

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

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

Magnetics

A GEM Systems GSM-19T 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 area. The IGRF gradient across the survey block is left intact.

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

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

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 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 Annapolis between lines 10010 and 10740 and from Seattle between lines 10751 and 11400.

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.

Resistivity

Resistivity maps, which display the conductive properties of the survey area, were produced from the 900 Hz and 7200 Hz Hz coplanar data. The maximum resistivity values, which are calculated for each frequency, are 1,000 and 8,000 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.

Electromagnetics

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

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

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

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

CONDUCTORS IN THE SURVEY AREA

The electromagnetic anomaly maps show the anomaly locations with the interpreted conductor type, conductance and depth being indicated by symbols. Direct magnetic correlation is also shown if it exists. 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.

Six large conductive zones have been defined from the 7200 Hz resistivity data. All of these zones display resistivity of less than 100 ohm-m with many areas within the zones reaching a low of less than 5 ohm-m. Zone D displays the lowest resistivity with values of less than 1 ohm-m. Much of the conductivity within each zone appears to be related to a source at depth since, for the most part the 900 Hz resistivities are lower than the 7200 Hz resistivities. Each zone is characterized by multiple, closely spaced, strong possible bedrock anomalies. Many of the responses are typical of that due to a thin dyke-like source. These responses were given the interpretive symbol "D" or "D?". The generally strong, coplanar responses, especially on the lower frequency EM channels, within these zones may indicate that the conductive units are wide or flat-lying and are at depth. These six large resistivity lows could be mapping deep weathering within a specific rock unit. The radio of the inphase of the coplanar to coaxial response is as high as 4 to 1 within these zones. Many of the interpreted bedrock anomalies outside the zones have a weaker, less defined response with most of the conductivity resulting from a stronger quadrature than inphase response.

The magnetic relief is generally very low within each of these zones, with the exception of Zone G and the southern portion of Zone F. The boundaries of the magneticly active areas correlate well with the edges of these conductive zones.

All of the radiometric data (potassium, thorium and uranium counts) reveal higher values in the southern region of the survey block. The ternary map also reveals this with the southern portion of the survey block, displaying the darker, strong colours as opposed to the lighter, almost white colours in the northern area. The ternary map seems to indicate that the ratio of potassium to thorium and uranium is higher in the northern portion of the survey block, as seen by the brighter red colour. This may indicate possible potasisum enrichment in these areas.

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

Zone A is slightly more conductive on the 900 Hz resistivity map than on the 7200 Hz resistivity map. The anomalies within this zone have strong inphase responses on the coplanar EM channels. There are several interpreted bedrock conductors east of this zone, but in most cases, the response is greater on the quadrature channels, except for a north-south trending feature extending from line 10010 at fiducial 960 to line 10050 at fiducial 2090, as seen on both resistivity maps. The radiometric data displays low counts for Zone A as seen on the ternary map.

To the south of Zone A is another large conductive unit referred to as Zone B. This zone also has broad, coplanar responses except for an area on the eastern edge of the survey boundary between lines 10100 to 10130. In this region, the EM response becomes sharper and more defined. This area also reveals higher radiometric counts, as seen on the potassium, thorium and ternary map. There is also a slight increase in uranium counts.

Zone C is similar in characteristics, revealing strong coplanar inphase responses, low radiometric counts and low magnetic relief. A possible bedrock conductor extends off of the northern end of this zone as defined from anomalies 10230A to 10190A. This conductor becomes less defined as the distance from Zone C increases. A strong, single line magnetic high located on line 10180 at fiducial 6954 may be of interest. The negative inphase response indicates the presence of magnetite and, as a result, the resistivities and conductances will be understated. There is an increase in the potassium counts in the region near this conductor.

Zone D contains the lowest resistivity with the survey area reaching a low of less than 1 ohm-m. The magnetic relief over this zone is less than 25 nT.

Zone F is quite extensive, extending from line 10280 at the north to line 10790 at the south end. This zone is generally more conductive on sheet 1 than sheet 2. There are several cultural anomalies on the southern edge of sheet 1 near the town of Wells. Zone F has relatively low radiometric counts as seen on the ternary map, but is flanked by a possible potassium enriched zones towards the northern end of Zone F. The magnetic relief is generally low except on sheet 2 where the magnetics become more active.

The conductivity of Zone G seems to be related to a deep source, as the 900 Hz resistivity map displays lower resistivities than the 7200 Hz resistivity map. There is slightly more magnetic relief in this zone than is present in the others. There are many strong, closely-spaced anomalies, with some displaying responses due to dyke-like sources. Many of the anomalies show a much stronger coplanar response than a coaxial response. There is no direct correlation with the radiometric data.

There are several mine sites and gold showing within the survey boundary, as identified on the claim map supplied by Gold City Mining Corporation****. The Mosquito Creek Mine is located near line 10360 at fiducial 2284 on the periphery of Zone F. The slight magnetic high at this location is probably the result of the visible culture in the area. The mine is located along a potassium U-shaped high extending from line 10330, fiducial 532, southeasterly to line 10360, fiducial 2286, and northeasterly to line 10320, fiducial 6164. This area is quite resistive, with resistivities between 400 and 600 ohm-m, as revealed on the 900 Hz resistivity map.

The BC shaft is situated along a northwest trending magnetic high near line 10490, fiducial 4894. This area is quite conductive, with resistivities near 40 ohm-m. This northwest trend is also evident on the ternary map.

The Canusa shaft is located just south of the BC shaft near line 10510, fiducial 6190. It is located on the periphery of the northwest trending magnetic and radiometric high, but is located within a 250 to 300 ohm-m resistive zone.

**** Welbar Gold Project Claims Map produced by Fox Geological Consultants Limited, June 19, 1995.

Just to the west of the southern portion of Zone G, there are many gold showings represented on the claim map. This area corresponds to a magnetic low or "flat zone" that extends up the middle of the survey block. This area is quite resistive, with resistivities calculated up to 8000 ohm-m.

All of these known showings could be used to compile a geophysical signature for areas of potential mineralization within similar geological environments.

BACKGROUND INFORMATION

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

ELECTROMAGNETICS

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

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

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

Geometric interpretation

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

Discrete conductor analysis

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

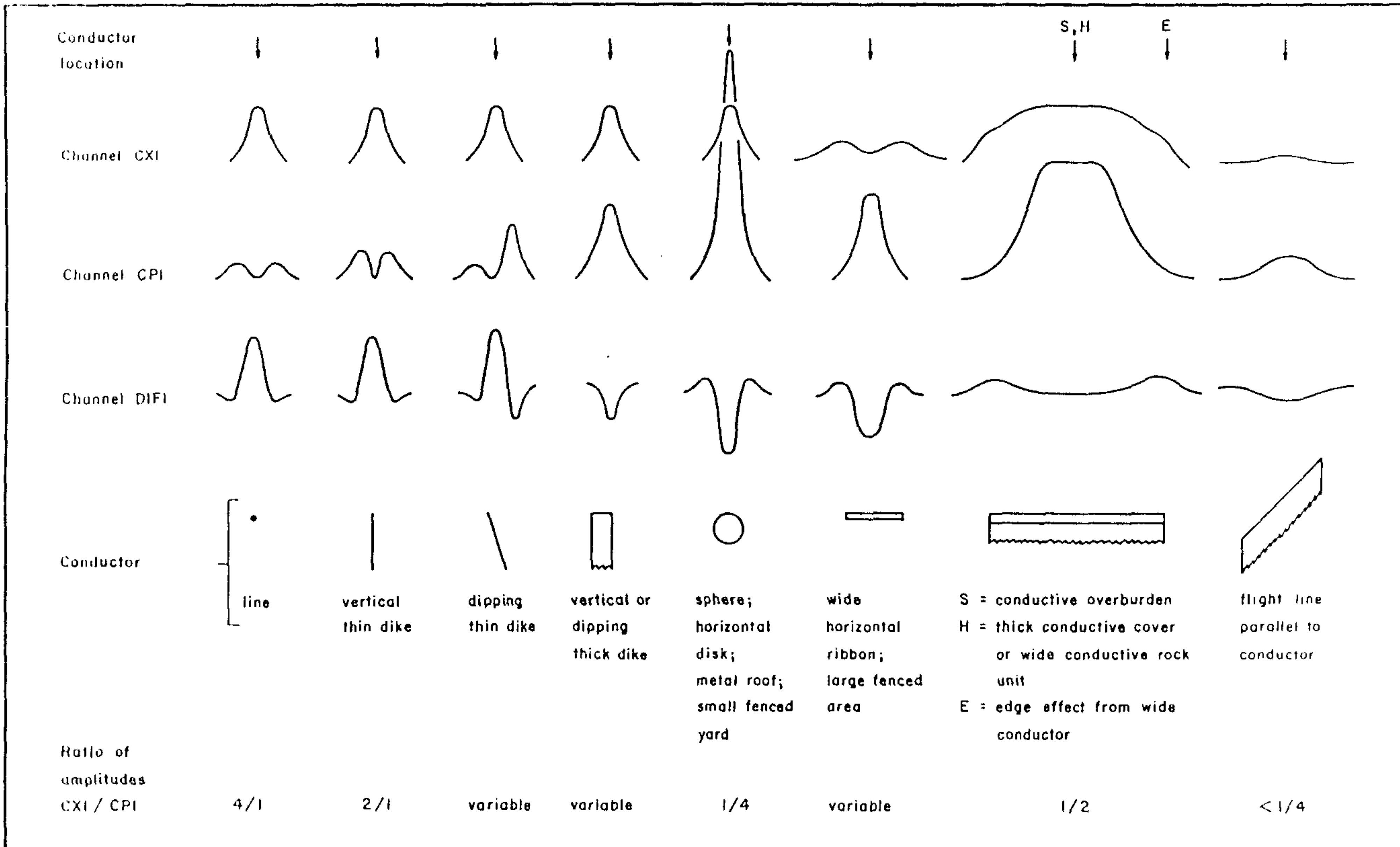

Fig. 5-1 Typical DIGHEM anomaly shapes

Table 5-1. EM Anomaly Grades

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Questionable Anomalies

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

The thickness parameter

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

Resistivity mapping

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

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

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

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

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

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

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

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

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

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

Interpretation in conductive environments

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

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

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

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

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

Reduction of geologic noise

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

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

EM magnetite mapping

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

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

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

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

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

Recognition of culture

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

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

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

[4] See Figure 5-1 presented earlier.

m-shaped coplanar anomaly with a CXI/CPI amplitude ratio of 4 is virtually a guarantee that the source is a cultural line.

3. A flight which crosses a sphere or horizontal disk yields center-peaked coaxial and coplanar anomalies with a CXI/CPI amplitude ratio (i.e., coaxial/coplanar) of 1/4. In the absence of geologic bodies of this geometry, the most likely conductor is a metal roof or small fenced yard.[5] Anomalies of this type are virtually certain to be cultural if they occur in an area of culture.

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

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

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

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.

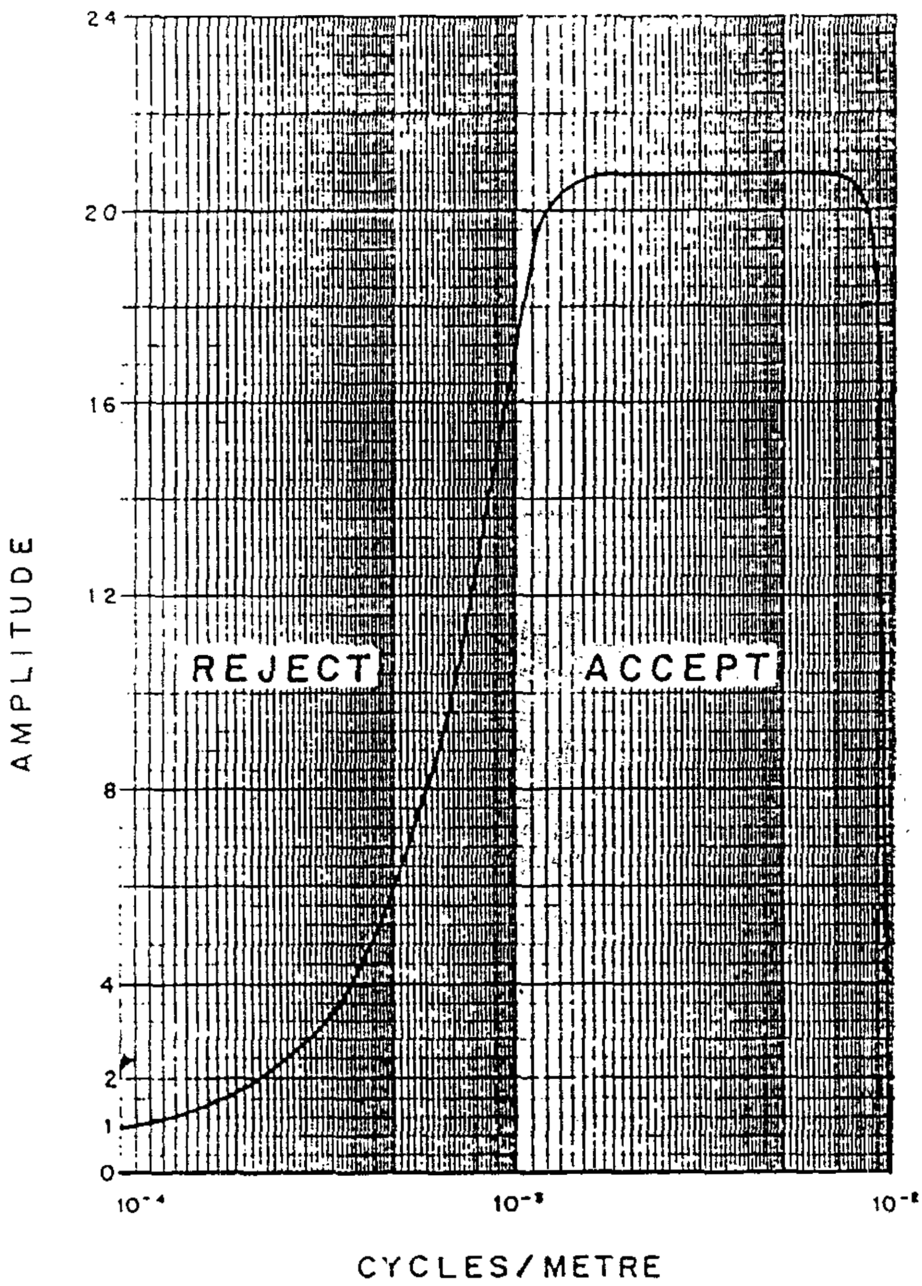

Fig. 5-2 Frequency response of magnetic enhancement operator.

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.

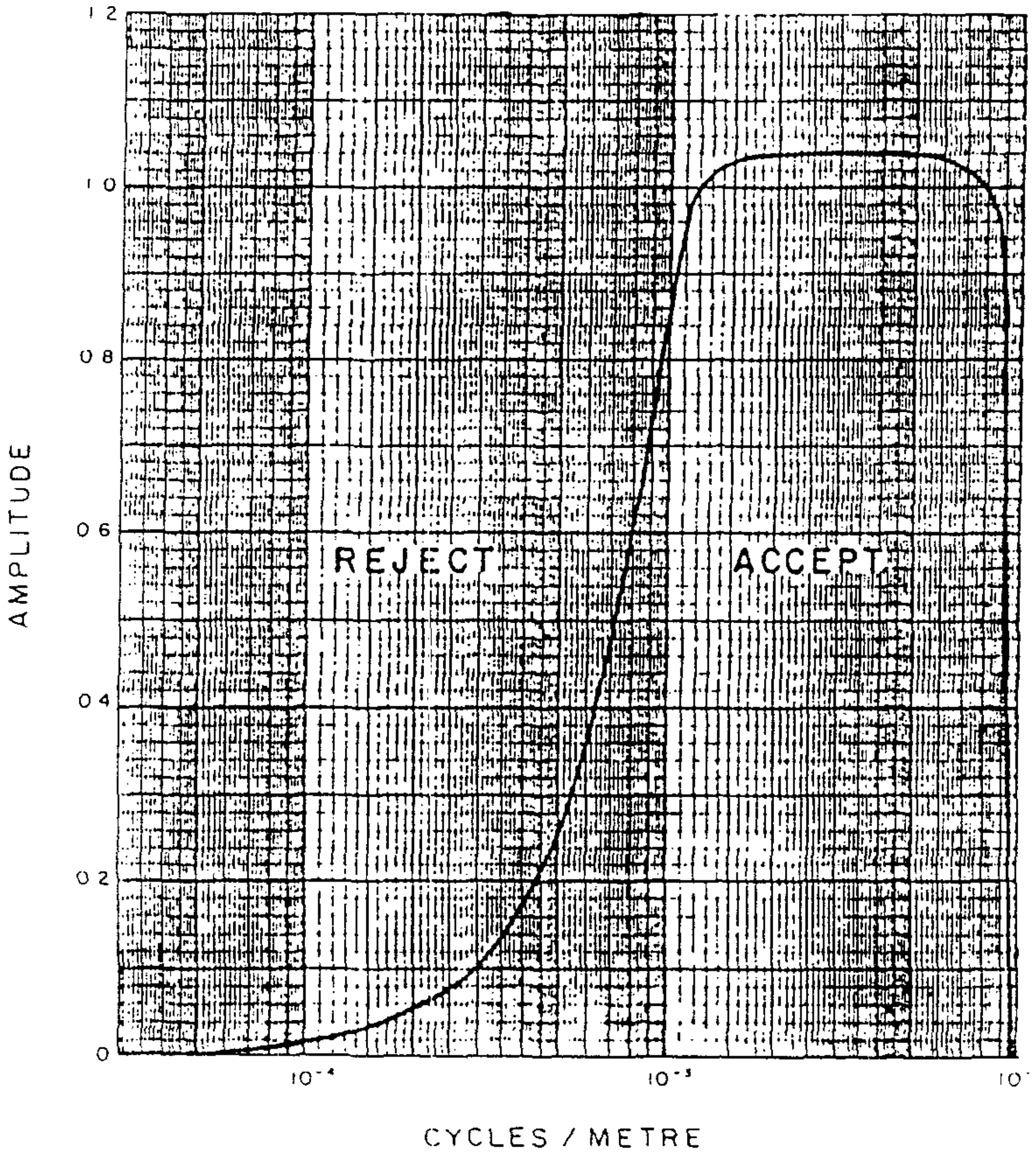

Fig. 5-3 Frequency response of VLF operator.

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 a few thin, dyke-like, conductive trends and several broad conductive units which may warrant additional work. The radiometric data was successful in locating several possible areas of potassium enrichment and the magnetic data located several trends, both of which can be used to map structural breaks and changes in lithology 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

Douglas Garrie
Geophysicist

DG/sdp

A1216NOV.95R

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 Gold City Mining Corporation, near Wells, British Columbia.

Chris Nind	Manager, Helicopter Geophysics
Greg Paleolog	Manager, Field Operations
Doug McConnell	Manager, Computer Production
Marc Caron	Senior Geophysical Operator
Lawrence Beck	Second Operator/Field Dataman
Terry Thompson	Pilot (Questral Helicopters Ltd.)
Gordon Smith	Data Processing Supervisor
Dak Darbha	Computer Processor
Douglas Garrie	Interpretation Geophysicist
Lyn Vanderstarren	Drafting Supervisor
Mike Armstrong	Draftsperson (CAD)
Susan Pothiah	Word Processing Operator
Albina Tonello	Secretary/Expeditor

The survey consisted of 1539 km of coverage, flown from August 3 to August 9, 1995.

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

DIGHEM

Douglas Garrie

Douglas Garrie
Geophysicist

DG/sdp

A1216NOV.95R

APPENDIX B

STATEMENT OF COST

Date: November 10, 1995

IN ACCOUNT WITH DIGHEM

To: Dighem flying of Agreement dated April 25, 1995, pertaining to an Airborne Geophysical Survey in the Wells area, British Columbia.

Survey Charges

1200 km of flying @ $85.00/km
plus mobilization costs of
$5,000.00 $107,000.00

Allocation of Costs

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

DIGHEM

Douglas Garrie
Geophysicist

DG/sdp

A1216NOV.95R

APPENDIX C

EM ANOMALY LIST

1216 - WELBAR GOLD PROJECT

ANOMALY/ FID/INTERP		COAXIAL 900 HZ REAL PPM	COAXIAL 900 HZ QUAD PPM	COPLANAR 900 HZ REAL PPM	COPLANAR 900 HZ QUAD PPM	COPLANAR 7200 HZ REAL PPM	COPLANAR 7200 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 10010		(FLIGHT		1)										
A	1056B?	3	6	2	12	26	40	2.5	0	1	23	609	0	0
B	1053B?	4	6	10	9	14	49	7.6	22	1	37	378	0	0
C	1041B?	1	2	1	2	2	4	-	-	-	-	-	-	0
D	1016B	1	2	1	2	2	4	-	-	-	-	-	-	0
E	979B?	2	6	2	13	26	46	1.5	3	1	44	248	4	0
F	959B?	2	6	15	16	40	32	5.2	8	2	76	34	46	0
G	955B	1	2	1	2	2	4	-	-	-	-	-	-	0
H	929S?	0	5	0	9	13	48	0.5	0	1	45	787	0	6
I	916S	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10020		(FLIGHT		1)										
A	1157S?	1	2	1	2	2	4	-	-	-	-	-	-	0
B	1180B?	1	3	8	7	16	10	4.9	0	2	63	56	26	0
C	1184B?	1	2	1	2	2	4	-	-	-	-	-	-	0
D	1234D	6	6	12	10	18	13	9.8	12	2	77	35	46	0
E	1245B?	3	2	8	2	7	7	22.9	34	2	139	31	103	0
F	1266S	1	5	1	8	15	50	0.5	0	1	43	684	0	4
G	1311S	1	7	1	14	22	77	0.7	0	1	30	416	0	0
LINE 10030		(FLIGHT		1)										
A	1582B	8	14	29	30	61	26	8.0	0	2	42	23	19	14
B	1574B?	1	0	1	2	2	1	-	-	-	-	-	-	0
C	1566B?	2	2	5	6	13	15	5.9	37	1	73	64	38	0
D	1551B	4	7	8	21	28	49	3.5	1	1	43	82	10	0
E	1547B	1	2	1	2	2	4	-	-	-	-	-	-	0
F	1512B	1	2	1	2	2	4	-	-	-	-	-	-	0
G	1503B	12	7	4	24	41	7	6.5	0	2	41	35	14	0
H	1498B	6	8	4	23	52	19	3.2	0	3	55	14	33	0
I	1493B	9	7	27	25	52	19	12.2	4	2	74	50	41	0
J	1474B?	1	2	1	2	2	4	-	-	-	-	-	-	0
K	1466B?	1	7	2	13	19	16	0.6	0	1	37	546	0	0
L	1431S?	1	3	2	6	13	16	1.5	0	1	46	248	0	0
LINE 10040		(FLIGHT		1)										
A	1708B?	3	4	8	11	29	5	5.4	13	6	64	5	48	0
B	1738B?	7	7	16	6	25	6	16.0	12	2	55	24	30	0
C	1748D?	5	5	14	11	24	12	11.0	9	3	74	20	47	0
D	1760D	3	3	10	3	5	17	14.2	13	1	50	124	8	0
E	1772B	1	5	3	12	32	71	1.3	1	1	19	338	0	0
F	1778B	1	2	0	2	2	4	-	-	-	-	-	-	6
G	1781B	1	8	4	26	55	105	1.1	0	1	17	219	0	0

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

ANOMALY/	FID/INTERP	COAXIAL 900 HZ REAL PPM	COAXIAL 900 HZ QUAD PPM	COPLANAR 900 HZ REAL PPM	COPLANAR 900 HZ QUAD PPM	COPLANAR 7200 HZ REAL PPM	COPLANAR 7200 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 10040	(FLIGHT 1)													
H	1791B	0	2	1	2	2	4	-	-	-	-	-	-	0
I	1814D?	2	3	1	7	23	31	1.9	14	1	75	131	32	9
J	1822D	1	2	1	2	2	4	-	-	-	-	-	-	0
K	1854S	0	7	2	14	22	65	0.5	0	1	34	545	0	0
L	1894S	2	4	2	6	15	15	2.0	13	1	58	208	14	8
LINE 10050	(FLIGHT 1)													
A	2194S?	11	8	5	21	3	14	6.1	0	4	56	11	35	0
B	2154B?	2	4	5	12	5	22	2.3	8	2	62	39	34	0
C	2147B?	6	9	18	21	42	17	6.7	5	2	49	30	23	0
D	2135D?	1	2	4	7	18	15	2.5	14	1	86	205	34	0
E	2121S?	0	5	5	12	28	30	1.1	0	1	35	208	0	0
F	2097B?	5	8	19	39	16	53	4.4	0	1	54	104	17	0
G	2092B?	13	17	34	55	114	53	7.6	0	2	28	36	5	0
H	2085D?	3	8	28	37	71	2	6.1	4	2	85	43	52	0
I	2061S	0	5	1	10	19	22	0.5	0	1	43	403	0	0
J	2022S	1	4	2	10	6	33	1.2	0	1	44	220	0	0
LINE 10060	(FLIGHT 1)													
A	2660B?	6	4	10	8	19	9	12.3	5	2	63	43	31	0
B	2670B?	2	4	12	11	21	8	6.2	16	3	87	22	60	0
C	2692D?	1	2	1	2	2	4	-	-	-	-	-	-	0
D	2703B?	1	2	1	2	2	4	-	-	-	-	-	-	0
E	2724D?	1	2	1	2	2	2	-	-	-	-	-	-	0
F	2734D	7	8	24	8	33	28	17.9	25	2	81	43	50	0
G	2739D	3	8	18	19	33	28	5.5	1	2	45	35	18	0
H	2754S	0	4	5	16	20	81	1.1	6	1	48	199	10	0
I	2772B?	3	6	4	13	27	43	2.8	24	1	65	553	9	0
J	2783B?	1	2	1	2	2	4	-	-	-	-	-	-	0
K	2845S	0	2	1	2	2	4	-	-	-	-	-	-	0
L	2873S	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10070	(FLIGHT 1)													
A	3178B?	1	2	1	2	2	4	-	-	-	-	-	-	0
B	3169B?	4	4	17	19	35	6	7.7	13	2	55	27	30	0
C	3164B?	3	4	16	19	35	6	7.4	7	1	75	76	38	0
D	3156B	1	2	1	2	2	4	-	-	-	-	-	-	0
E	3141B	1	2	1	2	2	4	-	-	-	-	-	-	0
F	3116B?	1	2	1	2	2	1	-	-	-	-	-	-	0
G	3073B?	4	3	9	10	12	40	7.8	17	1	54	73	20	0
H	3062B?	7	13	4	20	51	63	3.2	0	1	40	63	10	0

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

ANOMALY/ FID/INTERP	COAXIAL 900 HZ REAL PPM	COAXIAL 900 HZ QUAD PPM	COPLANAR 900 HZ REAL PPM	COPLANAR 900 HZ QUAD PPM	COPLANAR 7200 HZ REAL PPM	COPLANAR 7200 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 10070	(FLIGHT		1)										
I 3039B	1	3	6	9	22	20	3.0	15	1	52	72	19	0
J 3035B	1	2	1	2	2	4	-	-	-	-	-	-	0
K 2997S	2	3	4	6	16	16	3.1	21	1	72	152	28	0
LINE 10080	(FLIGHT		1)										
A 3229D?	3	4	1	6	15	14	2.4	4	1	88	115	43	0
B 3262H	1	2	1	2	2	4	-	-	-	-	-	-	0
C 3298B	1	2	1	2	2	4	-	-	-	-	-	-	0
D 3301B	1	2	1	2	2	4	-	-	-	-	-	-	0
E 3338B	2	7	4	14	22	23	2.0	7	1	36	145	3	0
F 3347B?	3	8	13	23	39	54	4.0	0	2	42	25	18	0
G 3361B?	3	5	13	14	31	17	6.6	9	2	56	38	27	0
H 3376D?	1	2	0	2	2	4	-	-	-	-	-	-	0
I 3391B?	5	3	8	7	10	1	11.7	17	2	83	42	49	0
J 3404S	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10091	(FLIGHT		1)										
A 3933B	1	2	1	2	2	4	-	-	-	-	-	-	0
B 3919B	1	2	1	2	2	4	-	-	-	-	-	-	0
C 3893B	4	1	13	1	11	6	1.0	0	1	56	45	39	0
D 3861B	5	8	7	6	5	13	5.1	16	2	54	28	29	0
E 3844B?	6	8	7	13	31	23	5.4	14	2	63	44	33	0
F 3823B?	3	8	10	20	47	31	3.6	1	1	54	65	22	0
G 3814B?	1	2	1	2	2	4	-	-	-	-	-	-	0
H 3796B?	5	4	13	12	17	5	9.9	22	2	76	25	49	0
LINE 10100	(FLIGHT		1)										
A 4089B?	1	2	1	2	2	4	-	-	-	-	-	-	0
B 4121B?	5	3	16	8	18	7	16.8	5	4	68	11	45	0
C 4165B?	6	6	15	14	27	10	10.0	0	2	48	34	19	0
D 4180B	4	4	15	11	22	5	11.7	13	3	56	22	31	0
E 4190D?	6	8	15	23	43	18	5.8	2	2	55	52	24	0
F 4201D?	1	2	1	2	2	4	-	-	-	-	-	-	0
G 4234H	2	11	29	28	58	24	6.0	5	3	50	21	27	0
H 4240H	4	8	15	11	60	31	7.5	16	4	54	11	34	0
I 4283B	14	17	57	26	57	33	20.2	0	3	28	12	10	0
J 4286B	12	11	12	26	57	34	7.1	0	3	24	16	4	0
K 4294B	5	3	13	4	3	23	21.3	32	2	37	36	12	0
L 4298D?	8	14	21	6	91	62	10.8	0	1	19	124	0	0
LINE 10110	(FLIGHT		1)										
A 4630B?	10	4	11	14	33	16	14.0	23	5	76	7	57	0

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ANOMALY/ FID/INTERP		COAXIAL 900 HZ REAL PPM	COAXIAL 900 HZ QUAD PPM	COPLANAR 900 HZ REAL PPM	COPLANAR 900 HZ QUAD PPM	COPLANAR 7200 HZ REAL PPM	COPLANAR 7200 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 10110	(FLIGHT 1)													
B	4613D	7	7	8	6	7	12	9.5	14	2	66	31	38	0
C	4589B?	3	4	2	3	7	8	4.2	21	3	79	20	52	0
D	4578H	10	6	27	12	28	7	24.2	9	6	53	5	37	0
E	4531D?	1	3	0	1	3	3	2.4	37	1	178	1035	0	0
F	4514B	6	3	4	8	18	7	8.3	27	1	65	164	22	0
G	4495D?	1	2	1	2	2	4	-	-	-	-	-	-	0
H	4487B?	7	4	6	8	15	9	10.0	25	4	64	10	45	0
I	4484B?	8	4	6	8	15	9	12.0	13	4	61	10	40	0
J	4476B?	7	7	29	14	31	8	18.0	13	5	56	6	39	0
K	4466B?	6	3	9	7	16	14	13.9	28	3	70	20	45	0
L	4445H	7	11	3	7	22	22	4.2	7	3	43	14	23	0
M	4442H	7	11	25	7	22	22	13.7	12	3	46	13	27	0
N	4421B?	10	8	27	16	19	18	17.1	10	3	59	20	35	0
O	4407B	27	12	32	21	33	24	30.0	4	6	18	4	6	0
P	4397B	21	18	51	32	53	11	19.6	5	4	23	8	8	0
LINE 10120	(FLIGHT 1)													
A	4678B?	14	14	10	28	62	14	6.7	0	6	33	5	19	0
B	4681B?	16	14	10	28	62	14	7.8	3	4	40	8	23	0
C	4703B?	9	2	17	5	23	6	1.0	0	3	50	5	44	0
D	4727B?	10	8	20	17	33	7	12.8	0	5	50	7	31	0
E	4730B?	8	8	20	17	34	5	11.0	1	5	63	8	43	0
F	4785D?	1	2	1	2	2	4	-	-	-	-	-	-	0
G	4791B?	1	2	1	2	2	3	-	-	-	-	-	-	0
H	4809B?	6	8	20	20	38	13	8.1	0	3	56	21	31	0
I	4814B?	6	8	20	19	37	14	8.2	0	3	56	17	33	0
J	4825D?	1	2	1	2	2	4	-	-	-	-	-	-	0
K	4836B?	1	2	1	2	2	4	-	-	-	-	-	-	0
L	4839B?	12	7	16	16	10	9	14.7	0	7	41	3	27	0
M	4858B?	7	5	16	14	17	6	11.4	16	6	58	4	43	0
N	4872B?	5	2	19	21	52	34	11.1	0	5	67	8	46	0
O	4886B	17	20	49	20	34	22	19.2	0	4	22	10	6	0
P	4892B	21	28	30	10	59	2	13.9	3	4	21	8	7	0
Q	4906B	10	10	18	33	81	21	7.0	0	6	25	5	12	0
R	4914B	8	12	16	33	67	33	5.2	0	4	32	8	15	0
S	4929H	10	17	53	48	100	43	10.9	3	5	38	6	23	0
LINE 10130	(FLIGHT 1)													
A	5266B?	13	12	42	34	53	23	14.9	1	3	42	16	21	0
B	5260B?	7	9	23	26	47	23	7.9	6	3	45	16	24	0
C	5243D	10	8	5	14	23	24	7.1	23	2	70	28	44	0

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	COAXIAL 900 HZ		COPLANAR 900 HZ		COPLANAR 7200 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 10130 (FLIGHT 1)													
D 5209B	1	2	1	2	2	4	-	-	-	-	-	-	0
E 5205B	10	11	39	27	19	16	14.4	12	4	55	11	36	0
F 5147B?	11	9	7	13	22	12	7.9	12	2	63	28	36	0
G 5140D?	4	6	7	15	27	19	4.2	0	4	44	10	24	0
H 5125B?	6	4	15	8	14	1	15.5	13	8	66	3	51	0
I 5105B?	11	11	37	30	55	16	14.1	0	3	51	16	29	0
J 5101B?	6	10	37	30	55	15	11.2	0	4	51	9	32	0
K 5090B?	5	6	18	14	27	9	10.8	18	5	56	7	38	0
L 5078B?	7	7	16	13	24	5	11.3	8	5	45	7	28	0
M 5071B?	17	10	28	18	36	13	21.3	2	6	39	5	24	0
N 5060B	12	7	17	22	44	2	11.9	2	4	49	11	29	0
O 5056B	10	9	21	23	49	14	10.8	2	4	41	9	23	0
P 5051B	5	4	21	23	49	18	9.5	10	4	65	9	45	0
Q 5044B?	8	20	2	31	75	55	2.1	0	2	48	28	23	0
R 5040B?	1	2	1	2	2	4	-	-	-	-	-	-	0
S 5027B	8	21	19	59	146	85	3.6	0	2	23	30	1	0
T 5024B	11	12	4	59	146	85	2.9	0	2	22	25	1	0
U 5019B	1	2	1	2	2	4	-	-	-	-	-	-	0
V 5009B?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10140 (FLIGHT 1)													
A 5310B?	15	2	36	35	67	27	21.8	8	2	54	37	27	0
B 5322B?	8	9	14	22	43	21	6.7	0	1	78	133	33	0
C 5330B?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 5361B?	5	3	4	8	15	9	6.5	15	1	61	125	19	0
E 5373B?	2	5	7	10	12	7	3.6	13	2	81	29	52	0
F 5410B?	8	11	30	29	56	18	9.5	0	2	50	40	21	0
G 5412B?	11	11	29	29	55	18	11.0	0	3	53	16	31	0
H 5433B?	5	8	28	5	39	11	21.8	6	5	46	6	29	0
I 5446B?	7	2	17	5	15	2	49.0	17	7	49	3	35	0
J 5457B?	8	7	9	15	5	9	7.0	8	7	63	4	48	4
K 5512B?	12	9	17	7	33	14	18.1	15	3	49	16	28	0
L 5515B?	10	8	18	7	33	14	18.0	15	4	48	11	29	0
M 5523B?	6	3	20	10	17	12	21.5	15	4	67	13	45	0
N 5534B?	0	1	1	2	2	4	-	-	-	-	-	-	0
O 5539B	8	15	20	36	77	58	5.4	0	1	42	66	12	0
P 5552B?	1	2	1	2	2	4	-	-	-	-	-	-	0
Q 5556B	11	17	37	50	90	42	8.0	0	3	25	16	6	0
LINE 10150 (FLIGHT 1)													
A 5946D	7	10	14	20	37	15	6.4	0	1	46	110	8	0

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ANOMALY/ FID/INTERP	COAXIAL 900 HZ REAL PPM	COAXIAL 900 HZ QUAD PPM	COPLANAR 900 HZ REAL PPM	COPLANAR 900 HZ QUAD PPM	COPLANAR 7200 HZ REAL PPM	COPLANAR 7200 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 1)													
B 5931B?	1	2	1	2	2	4	-	-	-	-	-	-	0
C 5893B?	12	4	32	13	29	3	40.6	6	4	69	13	46	0
D 5886B?	1	2	1	2	2	1	-	-	-	-	-	-	0
E 5880B?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 5862B?	8	7	22	7	12	17	20.8	9	1	62	77	26	0
G 5857B?	1	4	25	8	5	19	17.0	19	3	56	14	34	0
H 5850B?	1	2	0	1	2	3	-	-	-	-	-	-	0
I 5839B?	11	11	16	14	36	33	10.1	18	4	61	10	42	0
J 5833B?	5	2	15	12	5	21	15.9	22	5	59	8	41	0
K 5827B?	3	3	6	9	16	10	4.8	28	4	63	12	42	0
L 5815B?	5	4	11	8	17	12	11.3	30	4	61	12	41	4
M 5798B?	16	14	37	52	15	22	10.3	2	5	45	6	30	0
N 5795B?	20	14	37	52	15	20	12.2	0	6	43	5	29	0
O 5760B?	1	3	2	5	13	16	0.9	0	1	60	206	34	0
P 5744D	1	2	1	1	2	4	-	-	-	-	-	-	0
Q 5737D	7	10	8	7	15	7	6.5	20	1	74	66	40	0
R 5724B?	1	2	1	2	2	4	-	-	-	-	-	-	0
S 5697B?	2	3	7	9	20	14	4.4	32	4	97	13	73	0
T 5680B?	1	2	1	2	2	3	-	-	-	-	-	-	0
U 5668B?	6	5	13	10	20	13	11.8	18	3	72	24	46	0
V 5659D	5	6	5	15	34	27	3.5	13	1	65	166	23	0
W 5650B?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10160 (FLIGHT 1)													
A 6086B?	4	4	4	7	14	3	6.1	19	1	95	189	43	0
B 6105B?	1	3	3	7	16	9	1.7	11	1	79	251	27	0
C 6119D?	2	2	1	4	6	8	2.6	28	1	103	953	0	0
D 6139B?	13	7	26	16	9	9	21.8	6	2	71	35	42	0
E 6151D?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 6156B?	7	4	5	10	23	9	7.9	24	5	78	7	59	0
G 6165B?	1	2	1	2	2	4	-	-	-	-	-	-	0
H 6184B	12	14	12	31	55	57	5.7	4	2	46	24	23	0
I 6187B	12	15	26	39	70	57	7.7	2	3	43	21	21	0
J 6214B?	7	8	16	16	38	16	8.8	8	3	59	14	37	0
K 6247B?	3	3	7	9	12	7	5.6	11	3	89	21	60	0
L 6274B	11	6	11	11	27	10	14.3	7	4	84	10	62	0
M 6277D	11	5	11	11	27	9	15.6	3	1	103	72	61	0
N 6316B?	4	8	12	3	41	8	8.7	28	1	61	93	26	0
LINE 10161 (FLIGHT 1)													
A 6407B?	1	2	1	2	2	4	-	-	-	-	-	-	0

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LINE 10161	(FLIGHT	1)											
B 6417B?	3	4	5	4	3	5	5.7	0	1	73	129	25	0
C 6426B?	1	5	16	12	34	20	5.6	0	3	55	21	30	0
D 6443B?	4	5	16	9	20	21	11.1	18	3	59	15	36	0
E 6456B?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 6460B?	1	1	1	2	2	4	-	-	-	-	-	-	0
G 6480B?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10170	(FLIGHT	1)											
A 6881B?	1	2	1	2	2	4	-	-	-	-	-	-	0
B 6858D?	3	6	4	7	14	13	3.9	13	1	49	164	8	0
C 6838B?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 6823B?	4	5	16	13	34	19	9.3	7	4	80	10	58	0
E 6810B?	12	9	32	38	40	8	11.3	1	2	37	22	15	0
F 6774B?	1	5	14	11	27	7	5.8	6	3	59	15	36	0
G 6665B?	8	8	6	9	22	10	7.2	10	1	73	73	36	0
H 6633B	10	15	29	33	11	13	8.6	0	1	34	265	0	0
I 6620B	39	18	83	51	119	18	34.5	0	7	23	3	11	0
J 6609B	2	11	37	5	117	16	17.0	14	5	37	7	21	0
K 6605B	2	21	85	57	119	34	11.9	0	5	29	5	15	0
L 6583B?	2	3	3	5	14	17	0.9	0	1	59	118	38	0
M 6562D?	1	2	1	1	2	2	-	-	-	-	-	-	0
N 6550D?	5	6	10	9	16	7	7.6	13	2	105	53	67	0
LINE 10180	(FLIGHT	1)											
A 6954B?	0	2	0	2	2	4	-	-	-	-	-	-	350
B 6974S?	1	2	0	2	2	4	-	-	-	-	-	-	0
C 6999D	7	6	6	13	23	11	6.3	18	1	73	114	33	0
D 7026B?	11	14	20	39	52	37	6.3	0	4	40	11	22	0
E 7028B?	13	14	20	39	52	14	7.1	0	4	43	12	24	0
F 7040B?	4	3	5	6	13	10	8.5	28	1	74	61	39	0
G 7072D	7	9	19	14	34	20	10.5	17	3	74	17	51	0
H 7100B?	1	2	1	2	2	4	-	-	-	-	-	-	0
I 7146B	2	3	12	10	18	16	7.3	28	3	80	23	53	0
J 7188D?	1	2	1	2	2	1	-	-	-	-	-	-	0
K 7206B?	2	3	5	7	16	16	3.7	15	1	68	97	27	0
L 7236B?	1	4	4	7	15	10	2.1	0	1	58	108	17	0
LINE 10190	(FLIGHT	2)											
A 529B?	1	3	4	5	11	14	2.9	7	1	137	248	64	0
B 479B?	10	11	34	34	70	26	11.3	2	2	61	47	30	0
C 476B?	1	2	1	2	2	4	-	-	-	-	-	-	0

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		COAXIAL 900 HZ		COPLANAR 900 HZ		COPLANAR 7200 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 10190		(FLIGHT	2)											
D	466B?	2	4	11	6	13	13	7.7	34	5	75	6	57	0
E	461B?	1	2	1	2	2	4	-	-	-	-	-	-	10
F	448D	16	13	16	21	16	3	10.9	4	4	39	12	20	0
G	443B?	4	6	11	13	16	15	5.9	19	3	48	12	29	0
H	439D	4	3	10	12	27	15	8.1	26	3	53	15	32	0
I	430B?	7	11	27	25	45	32	8.6	11	3	53	20	31	0
J	415B?	5	11	15	26	43	15	4.2	4	2	53	28	28	0
K	396D	14	12	19	28	26	31	9.9	9	4	55	10	36	0
L	374B	4	6	10	5	23	23	8.2	38	4	115	10	93	0
M	353D	5	13	28	20	37	36	8.1	16	3	55	14	35	0
N	347D	15	16	28	24	37	4	11.8	9	2	54	34	28	0
O	327B	5	8	5	16	44	35	3.6	13	2	65	51	35	0
P	312B	29	19	67	17	75	5	42.9	1	4	44	10	25	0
Q	306B	1	6	67	17	75	3	37.9	18	6	47	5	32	0
R	292B?	8	8	13	15	18	10	9.2	28	7	62	3	49	0
S	284B	1	2	1	2	2	4	-	-	-	-	-	-	12
T	277B?	3	2	6	12	16	18	4.2	28	2	57	23	33	0
U	264D	4	7	13	22	50	38	4.7	25	2	64	30	39	0
V	260D	7	4	13	22	46	38	8.2	29	2	82	28	56	0
W	255B	7	10	18	19	11	9	7.7	19	3	78	19	54	0
X	244B?	1	2	1	2	2	4	-	-	-	-	-	-	0
Y	239B?	3	2	2	1	8	4	10.3	52	1	161	85	113	0
Z	234B	6	6	9	14	29	14	6.7	23	1	123	78	81	0
AA	224B	5	7	12	12	24	16	7.5	25	1	65	57	34	0
AB	213B	7	17	32	44	102	56	6.1	4	2	49	26	26	0
AC	186D?	2	2	1	5	11	9	2.2	11	1	101	117	53	0
LINE 10200		(FLIGHT	2)											
A	578B?	1	2	0	2	2	4	-	-	-	-	-	-	0
B	627B?	8	9	30	32	56	16	9.4	9	2	50	23	27	0
C	642B?	20	27	56	54	123	48	12.0	2	4	43	10	26	0
D	644B?	2	27	55	54	123	48	6.2	0	4	43	11	25	0
E	658B?	8	14	6	21	47	45	3.6	2	2	44	30	20	0
F	662B?	8	11	11	21	47	25	5.4	7	2	48	25	24	0
G	668B?	2	7	7	15	40	35	2.4	7	2	66	24	41	0
H	680B?	1	2	1	2	2	4	-	-	-	-	-	-	0
I	689B?	9	7	22	13	23	13	16.6	17	2	84	35	53	0
J	718D	14	9	24	15	26	7	18.4	0	3	54	16	31	0
K	736B?	5	5	14	8	14	17	12.5	10	5	78	9	57	7
L	773B	20	7	96	85	173	51	22.6	6	3	41	14	22	0
M	782B?	22	21	78	53	104	41	19.9	8	5	35	6	21	0

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ANOMALY/ FID/INTERP	COAXIAL 900 HZ REAL PPM	COAXIAL 900 HZ QUAD PPM	COPLANAR 900 HZ REAL PPM	COPLANAR 900 HZ QUAD PPM	COPLANAR 7200 HZ REAL PPM	COPLANAR 7200 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	2)											
N 787B	7	19	10	17	18	30	3.6	4	6	40	5	26	0
O 802B?	1	2	1	2	2	4	-	-	-	-	-	-	0
P 812B?	1	2	1	1	1	4	-	-	-	-	-	-	0
Q 829D?	8	6	11	11	23	14	9.6	13	2	67	43	36	0
LINE 10210	(FLIGHT	2)											
A 1291B?	2	5	1	8	20	32	1.6	5	1	47	575	0	0
B 1241B?	5	9	2	20	47	29	2.2	0	1	72	126	31	0
C 1236B?	6	1	6	20	47	29	5.5	14	2	60	34	32	0
D 1225H	1	2	1	2	2	4	-	-	-	-	-	-	0
E 1182B	18	8	28	24	115	66	20.6	19	4	45	10	28	0
F 1179D	17	16	28	24	17	66	13.2	11	3	40	14	21	0
G 1172B	8	13	7	10	13	40	5.3	24	3	55	19	34	0
H 1158B?	1	2	1	2	2	4	-	-	-	-	-	-	0
I 1133B?	3	4	11	11	23	10	6.9	22	3	67	22	41	0
J 1122D	7	10	10	12	27	12	6.8	13	3	76	16	52	0
K 1106D	25	17	69	40	74	30	26.0	5	5	44	7	28	0
L 1091B	4	6	53	14	56	6	35.0	19	11	63	1	53	0
M 1038D?	12	4	13	4	10	11	39.5	23	5	88	8	67	0
N 1032B?	3	4	14	7	18	13	10.7	16	3	81	20	54	0
O 999D?	4	5	6	10	21	12	4.5	10	1	58	90	21	0
P 979B?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10220	(FLIGHT	2)											
A 1348D	1	2	1	2	2	4	-	-	-	-	-	-	0
B 1392B?	4	7	13	23	55	29	4.1	0	1	42	531	0	0
C 1438D?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 1452D	15	16	34	28	61	28	13.2	1	3	41	18	20	0
E 1459B?	4	6	5	20	26	16	2.6	2	3	54	21	31	0
F 1506B?	1	2	1	2	2	4	-	-	-	-	-	-	0
G 1518D	4	6	18	7	13	19	12.3	17	2	62	31	35	0
H 1521B	2	6	12	7	13	18	6.4	27	3	70	13	49	0
I 1530B	4	3	38	19	46	19	21.4	27	6	63	5	47	0
J 1544B	13	4	45	15	42	12	54.3	26	9	67	2	55	0
K 1550B	12	6	1	16	45	11	7.5	28	9	73	2	60	0
L 1572B?	10	4	17	11	16	12	22.2	8	4	65	13	43	0
M 1584B?	2	2	12	8	17	6	10.3	22	2	72	31	43	0
N 1619B?	1	2	1	2	2	4	-	-	-	-	-	-	0
O 1624B?	3	5	13	14	28	15	6.6	14	2	68	38	38	0
LINE 10230	(FLIGHT	2)											
A 2114B	4	3	10	13	23	17	7.2	10	1	64	308	12	0

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	COAXIAL 900 HZ		COPLANAR 900 HZ		COPLANAR 7200 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 10230 (FLIGHT 2)													
B 2109B	4	4	10	12	21	17	6.2	19	2	76	56	42	0
C 2066B	0	2	0	2	2	4	-	-	-	-	-	-	0
D 1994B?	3	4	6	8	5	17	4.7	19	1	65	74	29	0
E 1981B?	4	6	18	15	29	26	8.4	14	3	55	19	32	0
F 1971B?	5	6	21	19	38	20	9.3	6	3	47	18	24	0
G 1961B	6	8	24	26	50	20	7.9	5	2	52	33	25	0
H 1923B?	2	3	15	9	15	5	11.3	25	2	78	27	50	0
I 1915D	9	7	15	13	28	10	12.2	15	2	74	36	44	0
J 1899D	5	6	13	14	35	23	7.4	18	1	89	87	49	0
K 1889B	6	8	26	16	36	31	12.8	19	4	69	11	49	0
L 1853B?	1	2	1	2	2	4	-	-	-	-	-	-	0
M 1834B	1	2	0	2	2	4	-	-	-	-	-	-	0
N 1807B?	4	3	12	11	24	15	9.9	27	3	72	19	48	0
LINE 10240 (FLIGHT 2)													
A 2182B?	2	6	16	19	39	27	5.1	10	1	70	212	23	0
B 2192B?	1	2	1	2	2	4	-	-	-	-	-	-	0
C 2282B	0	2	1	2	2	4	-	-	-	-	-	-	0
D 2338B?	2	2	13	14	27	11	7.7	21	3	54	20	30	0
E 2348B?	2	3	16	7	21	8	12.3	22	3	57	19	33	0
F 2362B?	1	2	1	2	2	4	-	-	-	-	-	-	0
G 2412B?	1	2	1	2	2	4	-	-	-	-	-	-	0
H 2430B?	1	2	1	2	2	4	-	-	-	-	-	-	0
I 2495B	4	4	16	15	27	18	9.4	19	4	68	12	47	0
J 2508B?	3	2	7	5	10	5	1.0	0	1	52	111	30	0
K 2522B?	2	4	5	5	12	2	4.9	36	1	82	77	46	0
LINE 10250 (FLIGHT 2)													
A 2916B	5	8	9	14	33	10	5.0	2	1	68	196	21	0
B 2907B	1	2	1	2	2	4	-	-	-	-	-	-	0
C 2770D	8	13	12	31	74	50	4.1	4	2	52	27	28	0
D 2762D	7	2	13	12	23	11	19.2	34	3	59	21	36	0
E 2758D	7	4	13	31	65	29	6.2	19	2	73	36	45	0
F 2750D	5	9	21	31	65	34	5.7	4	1	93	74	54	0
G 2716B?	4	3	10	2	16	21	0.8	0	1	56	152	34	0
H 2648B?	3	2	1	5	10	14	0.7	0	1	34	296	8	0
I 2638B?	0	2	0	2	2	4	-	-	-	-	-	-	0
J 2592B	1	2	1	2	2	4	-	-	-	-	-	-	0
K 2582B	1	1	1	2	2	1	-	-	-	-	-	-	0
L 2575B?	7	6	13	10	11	19	11.9	26	1	69	74	34	0
LINE 10260 (FLIGHT 2)													
A 3011B	12	12	2	12	28	14	6.0	6	2	50	34	24	0

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	COAXIAL 900 HZ		COPLANAR 900 HZ		COPLANAR 7200 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 10260 (FLIGHT 2)													
B 3016B	9	10	36	22	28	7	15.4	8	4	61	12	40	4
C 3173B	6	3	1	10	16	10	5.5	24	3	68	18	44	0
D 3181B	6	8	3	13	6	16	3.5	0	1	56	67	21	0
E 3201B?	2	2	7	8	16	14	5.7	39	2	100	54	64	0
F 3204B?	1	2	1	2	2	4	-	-	-	-	-	-	0
G 3214B?	1	2	1	2	2	4	-	-	-	-	-	-	0
H 3219B?	1	1	1	2	2	4	-	-	-	-	-	-	0
I 3276B?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10270 (FLIGHT 2)													
A 3885B	5	9	14	19	43	28	4.9	5	1	70	123	29	0
B 3871B?	2	3	7	3	16	10	6.6	34	2	79	42	47	0
C 3868B	3	3	2	4	9	10	3.6	27	2	84	50	50	0
D 3863B?	4	4	11	10	20	4	8.9	18	2	75	33	45	0
E 3725D	1	2	1	2	2	4	-	-	-	-	-	-	0
F 3699B	6	6	28	6	6	8	25.5	7	2	56	34	28	0
G 3690D	8	10	17	19	37	11	7.6	8	4	46	9	28	0
H 3677B	9	13	45	29	67	27	14.1	11	5	54	5	39	0
I 3666B	4	2	8	4	9	4	1.0	0	1	64	48	47	0
J 3655B	3	10	14	20	34	83	4.0	11	2	61	25	37	0
K 3584B?	1	2	1	2	2	4	-	-	-	-	-	-	0
L 3542S?	0	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10280 (FLIGHT 2)													
A 3933B?	4	5	12	10	19	14	7.4	12	1	83	140	37	0
B 3944B?	1	1	1	0	2	4	-	-	-	-	-	-	0
C 3954B?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 3959B?	3	7	12	20	43	13	4.3	11	1	91	107	49	0
E 4109B?	4	6	14	13	34	15	7.5	2	1	84	67	45	0
F 4124B	1	2	1	2	2	4	-	-	-	-	-	-	0
G 4143B	4	3	13	9	17	23	11.6	14	4	67	10	46	0
H 4163B?	7	3	22	9	13	5	31.7	16	6	70	5	52	0
I 4168B?	1	2	1	2	2	4	-	-	-	-	-	-	0
J 4205B?	1	2	4	5	13	5	3.9	22	1	81	216	29	0
K 4219B?	1	3	3	6	13	10	2.2	17	1	71	228	23	0
L 4245S?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10290 (FLIGHT 2)													
A 4726D	7	12	13	19	53	38	5.6	8	2	64	34	36	0
B 4709D?	2	3	3	6	16	17	3.4	24	1	95	141	48	0
C 4635B?	1	1	0	1	1	4	-	-	-	-	-	-	0

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ANOMALY/ FID/INTERP	COAXIAL 900 HZ REAL PPM	COAXIAL 900 HZ QUAD PPM	COPLANAR 900 HZ REAL PPM	COPLANAR 900 HZ QUAD PPM	COPLANAR 7200 HZ REAL PPM	COPLANAR 7200 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 10290	(FLIGHT	2)											
D 4627B?	1	2	0	2	2	4	-	-	-	-	-	-	0
E 4608S?	0	2	0	2	2	4	-	-	-	-	-	-	13
F 4576D	4	6	4	6	4	5	5.1	23	1	71	276	22	0
G 4567B?	1	2	1	2	2	4	-	-	-	-	-	-	0
H 4541B?	1	2	1	2	2	4	-	-	-	-	-	-	0
I 4532B?	1	2	1	2	2	1	-	-	-	-	-	-	0
J 4512D	9	6	23	8	23	3	24.5	12	5	58	6	40	0
K 4493B	7	13	18	22	42	17	6.1	0	5	40	7	23	0
L 4489D	2	9	9	4	9	20	5.1	9	3	50	20	26	0
M 4482D?	1	2	1	2	2	2	-	-	-	-	-	-	0
N 4473D?	3	3	3	3	4	0	7.1	41	2	125	63	84	0
O 4453B?	4	4	1	6	15	23	4.3	33	1	80	681	4	0
P 4447B?	2	1	3	6	15	23	4.1	45	1	55	485	4	0
Q 4392S	0	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10300	(FLIGHT	2)											
A 4759B?	4	6	7	10	25	25	4.4	9	2	67	49	35	0
B 4778B?	2	3	6	8	16	9	4.0	19	1	68	67	33	0
C 4801B	0	2	1	1	1	9	0.5	0	1	157	1035	0	110
D 4851B?	0	2	0	1	2	4	-	-	-	-	-	-	0
E 4875B	0	2	1	2	2	4	-	-	-	-	-	-	0
F 4904S?	1	2	1	2	2	4	-	-	-	-	-	-	0
G 4970B?	10	11	20	8	52	34	13.4	17	4	49	9	31	0
H 4988B	6	7	28	21	51	16	12.4	8	5	46	7	30	0
I 4995B	3	4	29	21	47	16	11.8	7	6	54	6	37	0
J 5001B	10	8	30	16	29	15	17.4	12	3	69	14	46	0
K 5015B?	0	1	1	5	9	7	0.9	3	1	89	159	41	0
L 5026B?	1	2	1	2	2	4	-	-	-	-	-	-	0
M 5077B	0	2	1	2	2	4	-	-	-	-	-	-	0
N 5083B	1	2	0	1	2	4	-	-	-	-	-	-	0
O 5145S	3	19	5	14	24	46	1.4	0	1	13	205	0	0
LINE 10310	(FLIGHT	2)											
A 5750B	6	4	13	11	22	15	11.8	15	3	66	14	43	0
B 5738B	2	5	11	8	16	10	6.6	27	3	93	24	65	0
C 5702B	1	2	0	1	1	8	0.5	0	1	191	1035	0	0
D 5650B?	0	0	1	2	0	4	-	-	-	-	-	-	0
E 5593S?	1	2	1	2	2	4	-	-	-	-	-	-	11
F 5513B	2	2	6	5	12	7	7.2	23	2	88	28	57	0
G 5492B?	7	10	29	6	54	18	19.9	13	4	47	10	28	0
H 5487B	1	2	1	0	2	4	-	-	-	-	-	-	0

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ANOMALY/	FID/INTERP	COAXIAL 900 HZ REAL PPM	COAXIAL 900 HZ QUAD PPM	COPLANAR 900 HZ REAL PPM	COPLANAR 900 HZ QUAD PPM	COPLANAR 7200 HZ REAL PPM	COPLANAR 7200 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 2)													
I	5481B	5	7	5	8	8	10	5.4	20	4	55	10	36	0
J	5455B	2	4	7	5	15	8	5.7	24	2	92	45	58	0
K	5427B?	1	2	1	2	2	2	-	-	-	-	-	-	0
L	5396S?	0	3	1	8	15	30	0.5	0	1	43	601	0	0
M	5378S?	0	2	1	2	2	4	-	-	-	-	-	-	0
N	5335S	4	15	4	14	52	43	2.0	0	1	14	248	0	30
O	5321B?	1	3	1	4	9	24	0.8	12	1	17	332	0	0
P	5294B?	1	7	2	17	18	97	0.7	0	1	21	506	0	0
Q	5291B?	1	6	2	12	16	69	0.9	0	1	18	494	0	0
LINE 10320	(FLIGHT 2)													
A	5786B	7	5	19	14	24	4	14.0	14	4	58	13	37	0
B	5806B	1	2	1	2	2	4	-	-	-	-	-	-	0
C	5924S	1	2	1	2	2	4	-	-	-	-	-	-	0
D	6080B	9	6	14	13	30	19	13.9	4	3	58	16	34	0
E	6091B?	1	2	1	2	2	2	-	-	-	-	-	-	0
F	6101D	24	14	51	29	67	22	27.4	3	5	51	6	35	0
G	6161B?	4	4	16	8	20	36	14.1	8	4	90	13	64	50
H	6164B?	2	5	15	8	24	36	8.0	12	3	91	15	65	8
I	6206S?	1	2	1	2	2	4	-	-	-	-	-	-	15
J	6218S	3	6	8	55	132	214	1.7	0	1	15	158	0	0
K	6237S	0	16	3	29	46	177	0.5	0	1	16	345	0	0
L	6245L	4	3	4	11	17	83	4.3	18	1	82	862	0	0
M	6264L	4	5	3	13	19	73	3.2	15	1	131	891	15	0
N	6270S	0	9	2	20	32	113	0.5	0	1	16	506	0	4
LINE 10330	(FLIGHT 3)													
A	800D	9	9	19	19	38	12	10.4	0	1	50	61	17	0
B	786B	5	5	4	4	39	21	1.0	0	1	54	52	37	0
C	696S	0	2	1	5	12	12	0.5	0	1	71	589	2	0
D	680S	0	3	1	5	8	24	0.5	0	1	107	921	0	0
E	565B?	12	11	45	33	65	20	15.8	5	4	50	12	31	0
F	557B?	13	17	69	9	84	5	37.0	9	6	50	5	35	0
G	555B?	24	15	69	8	85	2	62.7	7	6	53	5	37	0
H	493B?	1	2	1	2	2	4	-	-	-	-	-	-	0
I	463D	2	6	1	7	10	12	1.6	0	1	91	935	0	0
J	443S?	2	12	6	12	25	58	2.1	8	1	16	138	0	0
K	426S?	2	4	5	46	89	209	1.4	0	1	17	178	0	0
L	419L	7	11	4	27	66	167	3.0	0	1	46	230	2	0
M	383S	0	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10340	(FLIGHT 3)													
A	835B?	8	8	22	18	20	4	12.0	17	2	75	29	47	0

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ANOMALY/ FID/INTERP	COAXIAL 900 HZ REAL PPM	COAXIAL 900 HZ QUAD PPM	COPLANAR 900 HZ REAL PPM	COPLANAR 900 HZ QUAD PPM	COPLANAR 7200 HZ REAL PPM	COPLANAR 7200 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 10340	(FLIGHT 3)												
B 849B?	1	2	9	7	16	5	7.5	27	3	76	21	50	6
C 854B?	5	4	10	8	17	10	10.7	18	2	85	57	48	0
D 938S	0	2	0	2	2	4	-	-	-	-	-	-	0
E 949S	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10350	(FLIGHT 3)												
A 1095S?	0	2	1	2	2	4	-	-	-	-	-	-	0
B 1135B	5	20	19	20	90	7	4.5	5	5	53	6	37	0
C 1142B	20	19	11	40	87	21	6.9	1	5	48	7	31	0
D 1156D	5	9	8	11	22	24	5.0	7	2	64	35	35	0
E 1166B	2	2	5	10	24	20	3.3	32	1	64	77	31	0
F 1234D	2	2	1	4	17	15	3.5	18	1	101	1035	0	0
G 1242L	0	5	3	9	21	38	1.0	0	1	22	275	0	0
H 1252S?	1	11	6	22	50	88	1.5	0	1	22	159	0	0
I 1261S	3	7	3	18	42	58	2.1	5	1	15	190	0	0
J 1275L	6	4	6	14	15	40	7.0	5	1	39	668	0	0
K 1293B?	1	2	7	6	14	14	5.6	39	1	79	142	36	0
L 1324L	4	5	6	4	13	119	7.5	29	1	78	908	0	0
M 1329S?	0	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10351	(FLIGHT 3)												
A 1932B?	1	0	10	3	5	7	27.6	42	4	112	11	87	0
B 1912D	1	6	5	16	30	24	1.5	0	2	100	61	62	0
C 1903B?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 1842B?	0	2	1	2	2	4	-	-	-	-	-	-	0
E 1815S?	0	4	1	6	10	23	0.5	0	1	69	803	0	0
F 1803S?	0	4	1	4	6	23	0.5	0	1	134	1035	0	0
G 1674B	13	9	35	22	11	12	19.0	3	4	54	12	33	0
H 1670B	11	5	35	21	11	12	25.5	6	4	59	9	39	0
I 1666B	10	8	29	18	36	12	16.6	14	4	61	9	42	0
J 1584L	1	2	0	1	1	4	-	-	-	-	-	-	0
K 1574L	1	2	0	2	2	4	-	-	-	-	-	-	0
L 1551S	1	2	1	2	2	4	-	-	-	-	-	-	30
M 1537L	5	6	4	11	6	31	4.5	0	1	57	938	0	0
N 1473L	1	2	1	2	2	4	-	-	-	-	-	-	0
O 1455S	0	3	0	4	11	23	0.5	0	1	22	424	0	0
LINE 10360	(FLIGHT 3)												
A 2011B?	1	2	1	2	2	4	-	-	-	-	-	-	0
B 2030B?	2	2	7	7	11	6	8.3	33	1	73	103	33	0
C 2072B?	2	1	2	2	8	12	7.3	58	1	114	681	11	0

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ANOMALY/ FID/INTERP	COAXIAL 900 HZ REAL PPM	COAXIAL 900 HZ QUAD PPM	COPLANAR 900 HZ REAL PPM	COPLANAR 900 HZ QUAD PPM	COPLANAR 7200 HZ REAL PPM	COPLANAR 7200 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 10360 (FLIGHT 3)													
D 2183D?	0	8	0	16	19	49	0.5	0	1	26	729	0	40
E 2244B	6	1	26	4	32	10	1.0	0	1	47	42	31	0
F 2252B	15	10	13	20	47	17	11.8	2	6	43	5	28	0
G 2261B	21	13	45	34	79	16	20.7	0	7	39	4	25	0
H 2273B	3	4	6	8	16	10	5.4	14	1	76	81	37	0
I 2293B?	2	3	8	9	15	6	5.5	19	2	87	53	52	0
J 2339L	0	1	4	6	7	1	2.2	0	1	60	90	13	0
K 2457L	3	5	4	9	18	16	3.6	0	1	158	1035	0	0
L 2473S	1	7	3	15	28	73	0.7	0	1	30	377	0	0
LINE 10370 (FLIGHT 3)													
A 3056B?	3	3	4	8	17	13	4.9	19	1	70	86	32	0
B 3046B	1	1	1	2	2	4	-	-	-	-	-	-	0
C 2979S	2	5	7	11	27	22	3.0	7	1	50	121	12	12
D 2958S?	0	3	1	2	2	11	0.5	0	1	94	833	0	0
E 2953S?	1	2	0	2	2	4	-	-	-	-	-	-	0
F 2833S?	1	2	1	2	2	4	-	-	-	-	-	-	0
G 2809B	14	12	45	28	26	22	19.3	12	4	58	9	40	0
H 2803D	10	7	8	18	35	16	8.0	1	7	42	4	27	0
I 2798D	13	8	8	18	36	16	9.2	7	5	46	6	30	0
J 2790D	6	6	10	19	40	34	5.7	9	6	58	5	42	0
K 2739B?	1	3	7	8	14	5	4.7	31	1	77	82	40	0
L 2700L	4	7	2	13	29	22	2.3	0	1	3	261	0	0
M 2683L	1	2	1	2	2	4	-	-	-	-	-	-	0
N 2667S	1	3	1	7	7	36	0.6	7	1	52	771	0	0
O 2586L	1	2	0	2	2	4	-	-	-	-	-	-	0
P 2580L	5	12	11	23	50	9	3.8	0	1	35	250	0	0
Q 2576L?	2	7	10	23	50	9	2.7	0	1	39	213	0	0
LINE 10380 (FLIGHT 3)													
A 3100D	3	6	5	9	17	7	3.6	0	1	57	495	0	0
B 3117B	8	6	15	11	22	11	14.3	7	3	75	19	50	0
C 3165H	1	2	1	2	2	4	-	-	-	-	-	-	0
D 3200S	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10381 (FLIGHT 3)													
A 3306B	0	2	1	2	2	4	-	-	-	-	-	-	0
B 3378B?	1	2	1	2	2	4	-	-	-	-	-	-	0
C 3385D	14	13	12	16	37	31	9.8	8	3	46	14	26	0
D 3398D	11	7	56	26	70	32	29.3	8	8	42	2	30	0
E 3407B	25	23	67	52	85	44	18.1	0	6	35	4	21	0

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ANOMALY/ FID/INTERP	COAXIAL 900 HZ REAL PPM	COAXIAL 900 HZ QUAD PPM	COPLANAR 900 HZ REAL PPM	COPLANAR 900 HZ QUAD PPM	COPLANAR 7200 HZ REAL PPM	COPLANAR 7200 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 10381 (FLIGHT 3)													
F 3418B?	1	2	1	2	2	4	-	-	-	-	-	-	0
G 3476L	6	17	10	34	108	50	2.9	0	1	37	101	1	0
H 3482S	5	22	3	9	107	61	2.0	0	1	25	108	0	0
I 3502S	1	2	1	2	2	4	-	-	-	-	-	-	0
J 3598S	0	2	0	2	2	4	-	-	-	-	-	-	0
K 3629S	0	7	3	13	17	54	0.7	0	1	21	454	0	0
L 3638L	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10390 (FLIGHT 3)													
A 4226B?	1	2	1	2	2	3	-	-	-	-	-	-	0
B 4171B?	3	8	3	7	27	84	2.4	15	1	63	114	26	0
C 4161D?	3	6	7	11	4	9	3.6	19	1	62	136	23	0
D 4088S	0	2	1	8	25	14	0.5	0	1	66	786	0	0
E 4039S	0	2	0	2	2	4	-	-	-	-	-	-	15
F 4010B	1	2	1	2	2	4	-	-	-	-	-	-	0
G 3997B?	18	14	72	51	108	34	21.1	3	2	56	29	31	0
H 3992B	12	14	72	51	108	35	17.4	3	5	43	7	26	0
I 3977D	15	18	11	41	94	30	5.4	0	7	38	3	26	0
J 3971D	3	4	9	2	8	2	11.3	29	9	37	2	25	0
K 3964B	18	14	4	37	44	16	6.1	3	7	46	3	32	0
L 3959D?	2	10	54	34	26	8	12.8	0	5	42	6	25	0
M 3941B?	1	1	1	2	2	4	-	-	-	-	-	-	0
N 3913L	1	2	1	2	2	4	-	-	-	-	-	-	0
O 3904L	5	11	4	29	28	73	2.3	0	1	43	136	3	0
P 3898S	4	15	16	37	38	89	3.2	0	1	32	55	5	0
Q 3850S	1	3	1	3	3	17	2.0	38	1	101	966	6	0
R 3773D?	1	2	0	2	2	4	-	-	-	-	-	-	0
S 3761L	3	3	3	5	16	36	5.6	17	1	51	860	0	0
LINE 10400 (FLIGHT 3)													
A 4286H	1	2	1	2	2	4	-	-	-	-	-	-	0
B 4301S?	2	3	6	7	18	28	5.1	23	1	71	83	33	0
C 4313S	1	4	2	6	15	21	1.7	6	1	55	325	6	0
LINE 10401 (FLIGHT 3)													
A 4550B	23	24	88	67	155	47	18.2	5	5	43	5	29	0
B 4555D	8	7	15	14	60	44	11.0	21	4	48	8	31	0
C 4561D	3	5	24	15	7	10	12.1	21	4	50	11	31	0
D 4568D?	27	18	47	37	67	24	20.3	13	5	45	6	30	0
E 4572B	16	19	22	50	64	43	6.5	0	5	29	6	14	0
F 4578B?	11	9	29	29	63	23	12.3	9	5	49	7	32	0

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ANOMALY/	FID/INTERP	COAXIAL 900 HZ REAL PPM	COAXIAL 900 HZ QUAD PPM	COPLANAR 900 HZ REAL PPM	COPLANAR 900 HZ QUAD PPM	COPLANAR 7200 HZ REAL PPM	COPLANAR 7200 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 10401	(FLIGHT 3)													
G	4590D	1	2	1	2	2	4	-	-	-	-	-	-	0
H	4601B	10	23	42	54	146	82	6.9	9	4	39	8	24	0
I	4618L	1	2	1	2	2	3	-	-	-	-	-	-	0
J	4645L	18	19	32	98	269	407	6.0	0	3	25	17	5	0
K	4659B	4	9	11	11	33	37	5.0	16	2	58	39	31	0
L	4778D	0	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10410	(FLIGHT 4)													
A	847B	14	6	26	16	47	19	24.9	12	6	68	4	51	0
B	833S?	2	4	3	5	12	18	0.6	0	1	27	377	1	0
C	667B	3	4	12	6	16	9	9.3	20	2	63	31	35	0
D	661B?	3	7	8	11	24	22	4.3	15	2	75	34	45	0
E	642B?	12	9	10	12	7	17	10.8	12	4	55	11	36	0
F	634B?	9	3	26	15	4	1	27.0	15	6	42	4	27	0
G	630D?	9	4	5	15	4	11	8.8	16	4	46	8	28	0
H	621L	10	3	27	15	30	8	30.8	21	6	46	5	31	0
I	610L	11	7	29	31	36	23	12.7	1	4	33	9	16	0
J	606L	9	9	25	29	53	20	9.3	4	4	47	10	28	0
K	591L	11	6	12	12	22	77	15.0	2	4	38	8	20	0
L	580L	1	2	1	2	2	4	-	-	-	-	-	-	0
M	568L	14	17	37	38	71	39	10.8	8	3	52	16	32	0
N	561D?	8	7	26	19	35	16	13.0	8	3	62	15	40	0
O	444S?	2	2	0	5	16	18	1.0	0	1	45	305	19	30
P	425L	4	2	1	3	7	3	8.4	28	1	153	1035	0	0
LINE 10420	(FLIGHT 4)													
A	959H	2	5	6	11	22	26	2.9	5	1	60	109	21	0
B	972D	17	1	70	4	51	12	795.0	7	8	69	3	55	0
C	978B	37	14	103	33	102	7	65.1	0	12	41	1	31	0
D	994B?	1	2	1	2	2	4	-	-	-	-	-	-	0
E	1176B?	3	5	6	4	17	11	1.0	0	1	49	87	29	0
F	1194L	9	8	4	9	26	12	7.6	1	3	43	16	20	0
G	1200L	1	2	1	2	2	4	-	-	-	-	-	-	0
H	1213L	12	8	7	13	15	12	10.7	0	3	43	13	21	0
I	1219L	10	8	13	17	17	4	10.1	9	3	57	16	35	0
J	1224L	1	2	1	2	2	3	-	-	-	-	-	-	0
K	1238S	9	21	9	2	87	43	1.0	0	1	23	90	8	0
L	1254D	8	8	6	9	26	36	6.6	19	1	51	134	14	0
M	1259D	8	4	12	8	26	30	18.8	25	2	67	52	35	0
N	1271D	5	7	7	11	20	16	5.6	18	3	57	22	33	0
O	1277D	10	5	23	13	29	12	22.3	19	3	62	13	41	0

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	COAXIAL 900 HZ		COPLANAR 900 HZ		COPLANAR 7200 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 10420 (FLIGHT 4)													
P 1289B?	4	2	11	6	23	15	17.6	41	3	71	20	47	0
Q 1301B	3	4	10	12	24	20	6.3	23	2	76	58	42	0
R 1413D?	1	2	1	2	2	4	-	-	-	-	-	-	0
S 1430D?	1	2	1	2	2	4	-	-	-	-	-	-	0
T 1435L	4	2	4	2	10	6	16.4	10	1	80	1035	0	0
U 1451S	0	2	0	2	2	4	-	-	-	-	-	-	19
LINE 10431 (FLIGHT 5)													
A 1327B	1	6	2	11	14	28	1.2	0	1	35	253	0	0
B 1319B	2	4	9	5	3	19	7.5	27	1	54	85	19	0
C 1312B	27	5	18	10	35	26	71.1	8	5	55	6	37	0
D 1306B	3	5	39	13	28	22	23.0	20	19	52	1	45	0
E 1086B?	2	8	1	9	20	34	1.3	11	1	56	229	16	6
F 1057B?	4	5	10	13	20	16	6.2	15	3	62	17	39	0
G 1039L	8	15	21	22	85	11	6.9	11	3	49	17	28	0
H 1034L	19	15	21	22	85	38	13.2	6	2	42	26	19	0
I 1022L	1	1	1	2	2	4	-	-	-	-	-	-	13
J 1017L	7	12	4	26	75	113	3.1	0	1	30	75	0	0
K 1001L	6	24	10	49	125	199	2.0	0	1	27	115	0	0
L 953D	47	31	122	75	94	14	31.4	0	4	34	8	18	0
M 948D	9	7	122	75	94	14	27.1	3	8	43	2	31	0
N 939D	20	7	19	44	13	40	11.8	14	6	50	5	35	0
O 932B	11	16	59	46	96	45	13.6	15	3	55	13	36	0
P 923B	10	11	15	9	64	29	11.3	17	3	57	20	34	0
Q 796L	1	1	1	0	2	4	-	-	-	-	-	-	0
R 789L	3	2	3	5	11	4	4.3	2	1	93	1035	0	0
LINE 10440 (FLIGHT 5)													
A 1377B	24	10	59	32	65	14	34.7	0	3	50	24	24	0
B 1387B	12	3	4	4	24	8	37.5	24	30	68	1	64	0
C 1455S	0	2	1	2	2	4	-	-	-	-	-	-	0
D 1586L	1	2	1	2	2	4	-	-	-	-	-	-	0
E 1600L	4	5	1	9	27	21	2.7	19	1	81	112	40	0
F 1612L	5	12	4	9	59	12	3.1	9	1	41	70	12	0
G 1619L	1	2	1	2	2	4	-	-	-	-	-	-	0
H 1627L	2	10	4	3	47	73	1.0	0	1	27	104	10	0
LINE 10441 (FLIGHT 5)													
A 1747D	18	10	68	1	105	35	126.3	1	3	48	17	26	0
B 1751D	23	21	58	8	21	35	34.8	0	5	34	6	18	0
C 1756D	24	16	58	29	73	5	27.8	0	5	31	7	15	0

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	COAXIAL 900 HZ		COPLANAR 900 HZ		COPLANAR 7200 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 10441	(FLIGHT		5)										
D 1769D	3	6	5	16	11	21	2.7	9	1	61	62	29	0
E 1780B	4	7	5	8	19	23	3.5	25	1	67	224	23	0
F 1905L	1	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10450	(FLIGHT		5)										
A 2596B	2	4	2	9	22	25	1.8	0	1	44	420	0	0
B 2581D	11	10	31	24	43	15	14.4	0	2	38	33	10	0
C 2567D	9	3	23	11	19	14	29.5	19	12	80	1	70	0
D 2541B?	1	3	6	7	15	16	3.0	27	1	82	128	39	0
E 2525B?	1	2	1	2	2	2	-	-	-	-	-	-	0
F 2496B?	2	3	7	8	19	18	5.8	13	2	98	37	64	0
G 2465B?	0	2	1	2	2	4	-	-	-	-	-	-	0
H 2363B?	1	4	2	2	15	22	0.7	0	1	55	277	29	5
I 2353L	2	3	3	10	19	9	2.6	23	1	53	412	6	0
J 2323L	7	4	13	26	62	26	6.8	16	1	46	84	14	0
K 2317L	1	2	1	2	2	4	-	-	-	-	-	-	0
L 2312L	3	11	7	24	50	33	2.2	0	2	50	40	23	0
M 2294B?	7	5	2	12	30	15	4.9	2	3	57	14	35	0
N 2244B?	3	4	5	3	13	2	1.0	0	1	45	172	23	10
O 2238B?	1	2	1	2	2	4	-	-	-	-	-	-	0
P 2216B?	3	3	6	5	13	10	6.7	34	2	100	51	64	0
Q 2209B?	0	3	3	1	6	6	1.9	33	1	130	84	85	0
LINE 10460	(FLIGHT		5)										
A 2776B?	1	2	1	2	2	4	-	-	-	-	-	-	0
B 2808B?	1	2	1	2	2	4	-	-	-	-	-	-	7
C 2957B?	4	5	3	7	13	12	4.2	13	1	46	819	0	0
D 2965D?	1	4	1	4	11	19	0.7	13	1	66	757	0	7
E 2995L	1	0	0	2	2	4	-	-	-	-	-	-	0
F 3012L	5	14	4	6	61	120	3.1	15	1	27	207	0	0
G 3039D	5	3	7	11	18	10	8.1	15	1	53	69	19	0
H 3045D	1	1	1	2	2	4	-	-	-	-	-	-	0
LINE 10461	(FLIGHT		5)										
A 3157B	3	4	14	10	17	10	9.7	23	3	95	19	68	0
B 3186D	7	7	23	25	57	39	9.2	0	2	79	42	44	0
C 3190B	10	14	23	25	57	39	8.5	10	2	63	29	37	0
D 3268D?	0	2	1	2	2	4	-	-	-	-	-	-	0
E 3311L	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10470	(FLIGHT		5)										
A 3965D	5	6	8	7	17	13	7.3	25	2	80	58	45	0

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	COAXIAL 900 HZ		COPLANAR 900 HZ		COPLANAR 7200 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10470	(FLIGHT		5)										
B 3914B?	0	2	1	3	5	7	0.5	0	1	135	1035	0	0
C 3810B	2	4	7	11	23	18	3.6	18	1	67	112	28	0
D 3800D?	1	1	1	2	2	3	-	-	-	-	-	-	17
E 3784L	2	3	0	2	3	6	1.8	23	1	115	1035	0	0
F 3749S	4	5	4	4	10	2	1.0	0	1	27	152	8	0
G 3702B?	1	2	1	2	2	3	-	-	-	-	-	-	0
H 3691D?	1	2	1	2	2	4	-	-	-	-	-	-	0
I 3682B?	1	2	1	2	2	4	-	-	-	-	-	-	0
J 3647B	1	2	1	2	2	4	-	-	-	-	-	-	0
K 3637B	1	2	1	2	2	4	-	-	-	-	-	-	0
L 3611D	8	10	15	27	50	39	5.7	3	1	42	156	5	0
M 3495L	0	1	1	2	2	1	-	-	-	-	-	-	0
N 3476D	3	4	11	7	8	11	8.8	27	1	93	130	48	0
O 3417S	0	2	0	2	2	4	-	-	-	-	-	-	13
LINE 10480	(FLIGHT		5)										
A 4107D	7	5	20	15	29	11	13.5	13	3	79	16	54	0
B 4127B?	1	2	1	2	2	4	-	-	-	-	-	-	0
C 4170B?	1	1	1	2	2	4	-	-	-	-	-	-	0
D 4230B?	1	1	3	11	23	12	1.6	18	1	65	225	20	0
E 4243D?	0	2	1	7	20	23	0.5	0	1	97	1014	0	0
F 4261L	1	2	1	2	2	4	-	-	-	-	-	-	0
G 4280L	1	2	1	2	2	4	-	-	-	-	-	-	0
H 4288L	2	3	6	6	6	5	5.6	16	1	76	143	30	0
I 4305S	2	7	5	13	32	13	2.1	0	1	51	116	13	0
J 4348B	2	9	17	21	49	24	4.4	0	2	50	36	22	0
K 4360D	4	4	8	8	14	6	7.8	26	2	70	46	39	0
L 4368D	1	2	1	2	2	4	-	-	-	-	-	-	0
M 4389B	6	9	9	19	49	15	4.7	4	3	58	14	36	0
N 4394D	9	9	9	19	11	14	6.8	4	3	71	22	45	0
O 4412B	17	13	64	47	92	20	19.4	0	3	46	13	26	0
P 4414B	17	14	64	47	92	20	18.5	4	5	48	6	32	0
Q 4419D	8	10	55	24	52	28	21.7	6	2	56	26	31	0
R 4562D	12	10	22	19	33	20	13.9	14	1	69	72	35	0
LINE 10490	(FLIGHT		5)										
A 5243H	3	5	5	9	24	11	3.3	22	1	75	79	38	0
B 5196S	0	2	2	4	10	21	0.4	0	1	43	451	14	50
C 5070L	1	2	1	2	2	4	-	-	-	-	-	-	0
D 5049S	2	10	3	18	48	77	1.3	0	1	37	175	1	0
E 4994D?	1	2	1	2	2	4	-	-	-	-	-	-	0

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ANOMALY/ FID/INTERP	COAXIAL 900 HZ REAL PPM	COAXIAL 900 HZ QUAD PPM	COPLANAR 900 HZ REAL PPM	COPLANAR 900 HZ QUAD PPM	COPLANAR 7200 HZ REAL PPM	COPLANAR 7200 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 10490 (FLIGHT 5)													
F 4984D	1	2	1	2	2	4	-	-	-	-	-	-	0
G 4970D	1	2	1	2	2	4	-	-	-	-	-	-	0
H 4961D	7	12	32	15	44	33	13.1	13	2	47	33	22	0
I 4933D	4	9	13	22	9	48	4.4	15	1	74	65	41	0
J 4916B	9	10	25	25	54	26	9.8	11	3	62	16	40	0
K 4901B	9	13	58	56	56	4	11.8	0	3	43	18	22	0
L 4898B	15	4	64	56	57	21	22.0	3	5	40	6	24	0
M 4883B	16	18	22	39	87	38	7.7	1	3	42	19	21	0
N 4874D	0	2	1	2	2	4	-	-	-	-	-	-	0
O 4753S	0	1	1	2	2	4	-	-	-	-	-	-	0
P 4727D	5	6	17	13	28	22	9.2	27	1	64	247	19	0
Q 4712L?	0	1	0	5	14	21	1.0	22	1	122	1035	0	0
R 4696B?	0	2	0	2	2	4	-	-	-	-	-	-	40
LINE 10501 (FLIGHT 5)													
A 5383S	1	2	1	2	2	4	-	-	-	-	-	-	0
B 5462L	0	2	0	2	5	8	0.5	0	1	191	1035	0	0
C 5494L	3	2	1	1	12	0	6.0	41	1	173	1035	0	0
D 5502L	1	2	1	2	2	4	-	-	-	-	-	-	0
E 5508L	2	7	4	7	9	5	2.6	0	1	62	724	0	0
F 5529S	2	7	3	16	4	3	1.6	0	1	32	241	0	0
G 5597B	4	11	7	22	48	37	2.8	3	2	70	41	40	13
H 5602B	7	8	7	22	47	10	4.3	6	2	55	28	30	0
I 5614B?	1	2	1	2	2	4	-	-	-	-	-	-	0
J 5619B	13	19	8	52	104	6	3.8	0	2	38	28	15	0
K 5653B	6	8	26	15	35	27	12.8	5	3	45	14	24	0
L 5662D	13	7	24	3	36	29	41.8	2	4	51	11	31	0
M 5669D?	6	7	20	5	26	29	16.7	36	2	113	49	77	0
N 5679D?	1	1	1	2	2	4	-	-	-	-	-	-	0
O 5691D	1	2	1	2	2	4	-	-	-	-	-	-	0
P 5696D	2	4	2	8	18	17	1.5	10	1	59	160	18	0
Q 5708D	3	4	4	5	17	26	4.6	22	1	49	183	7	0
R 5712D	1	2	1	2	2	4	-	-	-	-	-	-	0
S 5889S	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10510 (FLIGHT 5)													
A 6477B	1	2	1	2	2	4	-	-	-	-	-	-	0
B 6407S	0	3	0	5	11	21	1.1	24	1	67	819	0	0
C 6376L	1	2	1	2	2	4	-	-	-	-	-	-	0
D 6372L	1	2	1	2	2	4	-	-	-	-	-	-	0
E 6338L	1	2	1	2	2	4	-	-	-	-	-	-	0

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		COAXIAL 900 HZ		COPLANAR 900 HZ		COPLANAR 7200 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 10510		(FLIGHT	5)											
F	6302B?	0	2	0	2	2	4	-	-	-	-	-	-	0
G	6280B	7	12	40	7	8	43	22.4	18	2	65	56	33	6
H	6271B	23	26	91	70	125	43	17.4	3	4	33	8	18	0
I	6249B	1	2	1	2	2	4	-	-	-	-	-	-	0
J	6213B	15	12	10	38	79	25	6.3	0	3	45	19	23	0
K	6210B	18	16	8	38	79	25	6.2	4	3	58	14	38	0
L	6201D	1	2	1	2	2	4	-	-	-	-	-	-	0
M	6195B?	2	3	2	6	4	35	2.3	38	1	79	275	31	0
N	6180D	3	4	4	8	18	5	3.9	28	1	58	385	10	0
O	6093S	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10520		(FLIGHT	6)											
A	897L	1	4	4	5	19	19	2.6	25	1	61	241	17	50
B	871L?	1	3	2	5	9	28	1.6	18	1	37	567	0	0
C	848L	0	5	6	6	18	40	2.1	23	1	67	185	25	0
D	830L	0	3	3	11	10	21	2.2	12	1	89	966	0	10
E	819L	0	2	1	2	2	4	-	-	-	-	-	-	0
F	808L	0	3	0	9	9	25	0.5	4	1	57	765	0	0
G	796L	1	4	4	8	13	37	1.8	6	1	44	792	0	0
H	769L?	3	5	4	2	18	35	0.6	0	1	44	154	21	0
I	694B	17	21	10	11	84	28	8.7	4	3	43	21	21	0
J	672D	5	4	11	12	24	13	8.3	26	1	85	69	49	0
K	660B	9	7	2	3	15	9	9.7	29	5	68	6	51	6
L	636D	17	7	38	20	41	16	30.6	11	4	43	10	26	0
M	629D	6	8	17	19	20	26	6.9	16	3	59	21	36	0
N	602D	2	10	3	27	72	93	1.0	0	1	50	124	15	0
O	597D	1	2	1	2	2	4	-	-	-	-	-	-	0
P	595B	2	5	7	18	43	16	2.7	12	1	31	161	0	0
Q	589D	4	12	8	19	50	47	2.9	0	1	17	408	0	30
R	574B?	3	6	3	12	31	44	2.3	16	1	64	223	20	0
S	570B?	2	4	2	12	31	44	1.6	3	1	48	365	2	0
T	549B?	1	2	1	2	2	4	-	-	-	-	-	-	0
U	484S?	0	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10530		(FLIGHT	6)											
A	1020L	2	6	4	11	31	52	1.9	0	1	51	163	9	0
B	1029L	2	15	5	32	62	172	0.9	0	1	28	198	0	0
C	1055L	0	6	3	13	19	58	0.5	0	1	34	442	0	0
D	1067L	0	3	4	8	12	34	2.4	10	1	63	290	11	0
E	1069L	0	4	4	8	12	34	1.1	0	1	43	338	0	0
F	1108S	1	7	5	16	27	86	1.2	0	1	29	544	0	0

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		COAXIAL 900 HZ		COPLANAR 900 HZ		COPLANAR 7200 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 10530	(FLIGHT 6)													
G	1135L?	2	3	6	8	14	4	3.9	14	1	93	79	51	0
H	1194B?	5	10	12	3	39	24	8.1	15	1	67	88	29	0
I	1200B?	3	11	15	28	66	38	3.6	2	2	49	51	20	0
J	1212D	2	5	6	11	27	13	3.0	9	1	85	181	36	0
K	1238B?	1	6	14	13	26	12	4.7	4	3	55	20	31	18
L	1242D?	4	6	14	13	26	12	6.7	6	2	65	42	34	0
M	1251D?	1	2	1	2	2	4	-	-	-	-	-	-	0
N	1257B	7	10	29	28	61	37	9.0	0	5	46	7	29	0
O	1265B	1	2	1	2	2	4	-	-	-	-	-	-	0
P	1279B?	1	2	1	2	2	4	-	-	-	-	-	-	30
Q	1282B?	0	2	1	2	2	4	-	-	-	-	-	-	0
R	1292D	1	5	2	6	19	27	1.3	9	1	96	358	34	0
S	1297B?	1	3	6	7	19	8	3.2	22	1	75	90	36	0
T	1370S	0	4	1	8	11	23	0.5	0	1	64	721	0	0
LINE 10540	(FLIGHT 7)													
A	835S	0	2	0	2	2	4	-	-	-	-	-	-	0
B	819L	1	2	1	2	2	1	-	-	-	-	-	-	0
C	809L	1	12	9	17	52	131	2.1	0	2	57	51	27	0
D	799L	2	10	11	21	36	105	2.7	7	1	62	83	28	0
E	795L	3	10	8	21	36	105	2.5	0	1	100	1029	0	0
F	774L	0	9	5	11	22	87	1.1	0	1	32	390	0	0
G	763L	13	16	9	20	10	17	6.3	4	1	75	895	0	0
H	756L	1	6	4	18	10	58	1.3	0	1	53	282	9	0
I	753L	1	2	1	2	2	4	-	-	-	-	-	-	0
J	746L	0	5	3	14	18	45	0.5	0	1	40	328	0	0
K	733L	0	8	3	15	24	74	0.5	0	1	31	419	0	0
L	727L	1	2	0	2	2	4	-	-	-	-	-	-	0
M	705L	2	10	7	19	27	105	1.7	1	1	26	479	0	0
N	682L	4	5	18	13	28	13	9.8	10	3	69	16	45	0
O	671L	2	3	4	6	16	15	4.2	22	1	80	83	41	0
P	601B	4	12	20	5	12	21	8.9	12	2	54	35	27	0
Q	593B	8	10	14	16	16	23	7.3	18	2	69	31	42	0
R	579D	8	12	23	22	42	22	8.3	8	1	48	75	17	0
S	533D	5	9	8	14	22	21	4.4	13	1	69	62	36	0
T	502B	1	3	12	11	22	13	5.6	32	3	70	14	48	0
U	494B	9	12	55	36	77	25	15.3	15	5	63	7	46	0
V	490B	10	1	49	34	73	5	27.9	19	4	74	12	53	0
W	479D?	1	2	1	2	2	4	-	-	-	-	-	-	0
X	470D?	1	2	1	1	1	2	-	-	-	-	-	-	0
Y	453B?	2	3	5	2	21	21	6.3	44	1	84	169	37	0

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ANOMALY/	FID/INTERP	COAXIAL 900 HZ REAL PPM	COAXIAL 900 HZ QUAD PPM	COPLANAR 900 HZ REAL PPM	COPLANAR 900 HZ QUAD PPM	COPLANAR 7200 HZ REAL PPM	COPLANAR 7200 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 10540	(FLIGHT 7)													
Z	450B?	1	4	3	8	21	21	1.6	4	1	88	199	37	0
AA	437S	0	2	0	2	2	4	-	-	-	-	-	-	0
AB	421S	0	2	0	2	2	4	-	-	-	-	-	-	0
AC	397S	0	2	0	2	2	4	-	-	-	-	-	-	0
AD	380S?	0	2	0	7	20	24	0.5	0	1	61	834	0	0
LINE 10550	(FLIGHT 6)													
A	1832D	3	7	18	17	38	36	6.2	16	1	60	58	29	0
B	1820B	8	12	23	39	79	65	6.1	17	1	42	50	17	5
C	1812B	12	16	28	46	88	9	7.2	10	2	45	32	22	9
D	1802B?	1	2	1	2	2	4	-	-	-	-	-	-	0
E	1796B?	4	6	14	11	40	21	7.9	33	2	69	40	41	0
F	1787D	6	8	15	20	40	24	6.5	0	2	45	52	14	0
G	1775B	3	6	5	8	23	18	3.5	24	1	62	83	28	0
H	1768B	1	2	1	2	2	4	-	-	-	-	-	-	0
I	1744B	4	2	12	8	10	9	14.8	18	7	66	4	50	0
J	1721D	7	11	8	17	43	49	4.5	15	2	54	25	31	0
K	1716B	3	2	10	17	43	49	5.5	31	2	73	24	48	0
L	1709D	10	12	39	37	77	16	11.1	16	3	61	17	39	0
M	1705D	14	12	39	37	77	16	13.4	10	3	63	14	42	0
N	1681B?	2	5	5	13	41	22	2.6	18	1	40	261	3	0
O	1644S	0	2	0	2	2	4	-	-	-	-	-	-	0
P	1610S	0	2	0	2	2	4	-	-	-	-	-	-	0
Q	1509B?	1	2	1	2	2	4	-	-	-	-	-	-	0
R	1504D?	4	3	17	9	18	9	15.5	32	2	115	46	80	0
LINE 10551	(FLIGHT 7)													
A	908L	15	9	17	9	16	8	22.3	0	6	86	6	67	0
B	930L	18	7	13	13	8	15	23.7	8	3	186	8	176	0
C	935L	0	2	1	2	2	4	-	-	-	-	-	-	0
D	940L	0	2	5	1	1	12	5.8	46	1	201	1035	0	0
E	953L	0	9	8	4	7	18	8.6	9	3	139	25	105	0
F	956L	0	11	8	13	7	18	9.7	0	1	28	722	0	0
G	967L	1	3	1	2	5	11	5.7	54	1	209	1035	0	0
H	1005S	0	2	1	2	2	4	-	-	-	-	-	-	0
I	1012B?	4	1	19	8	28	18	39.6	21	13	129	1	124	0
J	1021H?	13	21	45	44	131	29	10.1	3	3	46	13	26	0
K	1032B?	2	5	2	8	15	31	2.0	10	1	96	84	55	0
L	1111D	3	6	15	13	3	12	6.7	0	2	77	56	41	0
M	1118B?	2	3	15	15	24	7	7.5	26	3	72	20	48	0
N	1128B?	1	2	16	13	23	10	8.1	27	3	72	18	48	0

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	COAXIAL 900 HZ		COPLANAR 900 HZ		COPLANAR 7200 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 10551 (FLIGHT 7)													
O 1138B?	0	2	10	13	27	25	3.4	15	2	84	25	55	0
LINE 10560 (FLIGHT 7)													
A 1270B	3	6	11	12	21	8	4.8	17	2	83	36	53	0
B 1280B	1	2	1	2	2	4	-	-	-	-	-	-	0
C 1284D?	5	8	15	24	26	20	5.3	7	4	71	13	49	0
D 1295B	26	29	109	77	155	15	20.0	0	6	34	4	20	0
E 1297B	35	29	109	77	155	15	23.5	0	5	27	6	13	0
F 1330B?	1	2	1	2	2	4	-	-	-	-	-	-	0
G 1344D	8	5	17	9	19	7	19.9	22	3	67	16	44	0
H 1360B?	1	1	1	2	2	4	-	-	-	-	-	-	0
I 1380B	20	17	43	35	41	16	16.3	2	5	50	8	33	0
J 1390B?	1	2	1	2	2	4	-	-	-	-	-	-	0
K 1404B?	0	3	2	0	0	5	5.6	57	1	144	92	97	0
L 1414B?	0	2	1	1	0	4	-	-	-	-	-	-	0
M 1556B?	1	3	13	10	21	10	7.1	28	3	93	25	65	0
N 1564D?	3	2	6	2	8	2	12.6	44	1	161	82	112	0
LINE 10570 (FLIGHT 7)													
A 1922B	14	28	87	25	42	44	22.0	9	3	50	15	30	0
B 1914B	120	73	436	263	308	116	48.4	0	13	21	1	13	0
C 1872D?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 1855B	24	20	53	47	78	17	16.6	7	6	34	4	21	0
E 1851B	15	10	53	47	78	54	16.7	8	6	35	5	22	0
F 1843B	5	5	74	65	141	60	14.6	11	5	38	5	24	0
G 1839D	3	13	73	63	129	57	11.4	0	4	49	11	29	0
H 1828D	4	4	15	16	31	9	8.5	16	3	86	18	61	0
I 1813B	17	14	90	50	118	25	26.5	12	5	51	6	36	0
J 1809B	26	13	90	50	118	19	33.7	0	5	46	6	30	0
K 1718S	0	2	1	2	2	4	-	-	-	-	-	-	0
L 1620B	37	18	185	43	176	22	87.4	0	20	34	1	28	0
LINE 10580 (FLIGHT 7)													
A 1965D	8	12	9	45	79	69	3.4	0	5	50	7	32	0
B 1970D	2	14	29	49	101	69	4.1	0	3	42	16	22	0
C 1974D	8	8	29	49	101	33	7.2	0	2	57	31	31	20
D 1983B	48	29	110	97	164	53	24.7	0	4	21	9	5	0
E 2002B?	2	4	9	10	20	12	4.2	15	1	75	111	34	0
F 2008D?	1	3	9	3	5	8	8.1	39	2	70	47	38	0
G 2026B?	1	2	1	2	2	4	-	-	-	-	-	-	0
H 2031D	7	6	10	9	18	8	10.6	16	2	61	32	33	0

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ANOMALY/	FID/INTERP	COAXIAL 900 HZ REAL PPM	COAXIAL 900 HZ QUAD PPM	COPLANAR 900 HZ REAL PPM	COPLANAR 900 HZ QUAD PPM	COPLANAR 7200 HZ REAL PPM	COPLANAR 7200 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 10580	(FLIGHT 7)													
I	2044D	8	13	12	22	27	30	5.1	3	3	57	22	33	0
J	2068D?	0	0	1	1	2	0	-	-	-	-	-	-	0
K	2146B	0	3	4	5	4	16	3.0	34	1	127	1035	0	0
L	2240B	17	11	30	11	74	21	26.6	10	6	54	5	38	7
M	2248S?	11	6	22	19	42	20	16.4	12	4	68	12	47	0
LINE 10591	(FLIGHT 7)													
A	2792B	100	48	265	128	341	64	57.6	0	14	18	1	11	0
B	2778B	25	30	32	71	168	86	8.0	0	3	33	19	13	0
C	2751B	5	10	2	11	29	34	2.7	10	1	59	99	24	0
D	2733D?	1	2	1	2	2	4	-	-	-	-	-	-	0
E	2717D	5	10	9	13	33	48	4.7	21	2	58	46	30	0
F	2711D	7	10	25	17	26	11	11.4	20	2	54	29	29	0
G	2706D	5	6	25	17	26	10	11.8	21	3	59	14	38	0
H	2698D	1	2	1	2	2	4	-	-	-	-	-	-	0
I	2692D	5	5	21	8	20	36	17.0	22	3	46	15	25	0
J	2676B	17	17	59	47	59	14	16.0	3	5	44	7	28	0
K	2654B?	1	2	0	2	2	4	-	-	-	-	-	-	0
L	2559B?	0	1	0	2	2	4	-	-	-	-	-	-	0
M	2551B?	1	2	0	2	2	4	-	-	-	-	-	-	0
N	2523S	0	2	0	2	2	4	-	-	-	-	-	-	0
O	2495B	13	10	51	33	47	19	19.1	0	6	31	5	16	0
LINE 10600	(FLIGHT 7)													
A	2836B	83	71	341	131	314	69	51.1	0	15	20	1	12	0
B	2842B	29	72	344	131	351	69	34.6	0	19	12	1	6	0
C	2853B?	5	7	2	49	107	22	1.5	0	2	63	51	32	0
D	2865B	6	6	24	18	32	3	11.7	16	3	59	19	36	0
E	2881D	3	5	3	9	19	14	2.7	7	1	71	74	35	0
F	2896D	6	11	20	31	67	45	5.7	11	2	63	35	36	0
G	2922D	8	9	24	26	54	14	9.1	12	4	56	9	37	0
H	2929B	15	14	89	35	127	20	32.9	0	6	32	4	19	0
I	2932B	12	15	89	34	128	20	29.4	0	4	28	10	9	0
J	2963B	1	2	0	2	2	4	-	-	-	-	-	-	0
K	2990B?	0	2	0	2	2	4	-	-	-	-	-	-	0
L	3018B?	0	2	1	2	2	4	-	-	-	-	-	-	0
M	3076B?	0	2	3	3	12	7	1.0	0	1	72	275	43	0
N	3134B	11	6	26	16	36	7	20.0	0	4	61	12	38	0
LINE 10610	(FLIGHT 7)													
A	3516B	38	14	139	38	149	11	80.7	0	10	31	1	20	0

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		COAXIAL 900 HZ		COPLANAR 900 HZ		COPLANAR 7200 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 10610	(FLIGHT 7)													
B	3513B	20	21	255	67	150	8	71.0	0	13	40	1	31	6
C	3507B	103	54	310	145	364	91	57.9	0	14	25	1	17	6
D	3499B	1	2	1	2	2	4	-	-	-	-	-	-	0
E	3494B	27	19	67	24	46	39	33.5	3	4	40	10	22	0
F	3415D	9	13	12	16	36	46	6.3	27	3	58	17	38	0
G	3401D	5	3	15	14	30	42	12.7	31	4	57	11	38	0
H	3395B	9	25	74	60	124	10	11.2	0	5	43	7	27	0
I	3391B	28	25	74	60	124	34	18.2	0	4	21	9	3	0
J	3372B?	0	2	1	2	2	4	-	-	-	-	-	-	0
K	3187D	5	5	8	9	18	11	7.7	25	2	89	44	56	0
LINE 10620	(FLIGHT 7)													
A	3631D	11	11	45	47	103	63	12.3	0	7	33	3	19	5
B	3634D	11	11	45	47	103	63	12.3	0	4	36	11	18	0
C	3641D	28	19	89	59	117	35	25.1	0	5	26	6	11	4
D	3671D	5	8	7	11	22	13	4.8	5	1	81	70	43	6
E	3685D	1	2	1	2	2	4	-	-	-	-	-	-	14
F	3706D	8	7	4	5	22	21	8.6	26	3	73	17	49	0
G	3716D	11	9	16	28	62	45	8.0	8	3	63	20	39	0
H	3727D	8	11	6	8	25	60	6.2	0	3	28	15	8	0
I	3737D	11	9	2	24	52	17	4.9	13	2	48	35	23	0
J	3747D	1	2	1	2	2	4	-	-	-	-	-	-	9
K	3887S	0	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10630	(FLIGHT 7)													
A	4289B?	8	0	42	19	39	16	49.0	20	4	52	8	35	20
B	4282D	2	13	7	7	26	24	2.5	7	4	53	9	35	0
C	4277D	14	13	35	32	60	30	13.1	7	3	57	16	35	0
D	4264B?	5	4	6	9	14	10	8.3	20	3	72	20	47	0
E	4234B?	1	0	1	2	2	4	-	-	-	-	-	-	0
F	4214B	10	11	37	29	61	21	13.7	6	4	45	11	26	0
G	4206B	15	4	44	36	90	22	24.3	14	2	46	22	24	0
H	4200D	1	2	1	2	2	4	-	-	-	-	-	-	0
I	4170S?	0	2	1	2	2	4	-	-	-	-	-	-	0
J	4030D	2	5	8	15	21	21	3.5	10	1	58	128	19	0
K	4021B	6	10	16	29	58	42	5.3	10	2	61	33	35	0
L	3994B?	2	1	4	3	5	2	13.5	26	2	136	52	93	10
LINE 10640	(FLIGHT 7)													
A	4343B?	33	19	97	61	107	43	29.9	0	4	21	11	4	0
B	4354D	15	18	29	42	91	48	8.5	0	3	38	20	17	0

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		COAXIAL 900 HZ		COPLANAR 900 HZ		COPLANAR 7200 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 10640		(FLIGHT	7)											
C	4364D	1	2	1	2	2	3	-	-	-	-	-	-	0
D	4378B?	1	1	3	6	14	10	2.7	29	1	68	75	32	0
E	4401D	7	9	21	1	59	7	21.9	20	2	74	48	42	0
F	4408B	9	16	48	44	44	4	10.4	0	3	21	16	0	0
G	4412B	15	15	48	44	44	19	13.4	2	2	49	35	23	0
H	4455B?	1	3	1	7	19	11	0.6	0	1	54	289	8	0
I	4462B?	0	3	2	8	19	13	0.7	0	1	61	267	14	0
J	4537S	0	2	1	2	2	4	-	-	-	-	-	-	0
K	4621B?	0	1	2	2	4	9	3.3	47	1	137	1035	0	0
L	4631B?	1	2	1	2	2	4	-	-	-	-	-	-	0
M	4683B?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10650		(FLIGHT	7)											
A	5062B	44	24	133	56	143	33	46.0	0	10	31	1	21	0
B	5056B?	26	22	17	4	24	39	19.5	0	4	26	11	8	0
C	5047D?	4	2	3	3	5	6	15.1	28	2	70	47	36	0
D	5026B?	3	5	6	11	26	17	3.3	10	2	65	52	33	0
E	4999B	7	12	16	21	61	31	6.2	4	2	53	40	25	0
F	4994D	6	8	6	10	8	8	5.3	5	1	55	87	19	0
G	4989D?	2	4	7	11	23	26	3.6	27	1	78	133	37	0
H	4979B?	2	1	3	5	11	6	5.6	42	1	81	107	39	0
I	4946D	1	4	3	6	20	18	2.2	6	1	56	325	5	0
J	4719D	2	5	5	0	6	14	6.0	46	1	107	730	15	0
LINE 10660		(FLIGHT	7)											
A	5188B	5	5	1	8	17	30	4.2	12	2	53	48	22	5
B	5196B	10	3	23	8	10	13	45.6	7	6	58	5	41	0
C	5210B	6	6	3	7	17	18	5.9	14	2	59	43	29	0
D	5218B?	2	1	10	4	3	14	16.6	36	3	66	22	40	0
E	5244B	6	8	12	21	46	25	5.4	0	2	45	41	17	0
F	5250B	6	8	12	12	31	17	7.2	0	2	46	39	17	0
G	5276B?	1	1	4	6	12	7	3.8	47	1	85	198	37	0
H	5297D	5	13	10	34	81	73	2.8	0	1	14	190	0	0
I	5300B	1	2	1	2	2	4	-	-	-	-	-	-	0
J	5315S	1	1	0	2	2	4	-	-	-	-	-	-	0
K	5410S?	0	2	0	2	2	4	-	-	-	-	-	-	0
L	5498B?	1	2	1	2	2	4	-	-	-	-	-	-	0
M	5520B	10	10	22	29	59	32	8.8	0	2	53	32	27	0
N	5524D	8	12	22	29	59	32	6.9	0	1	63	148	20	0
LINE 10670		(FLIGHT	7)											
A	5909B	1	2	1	2	2	4	-	-	-	-	-	-	0

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ANOMALY/ FID/INTERP	COAXIAL 900 HZ REAL PPM	COAXIAL 900 HZ QUAD PPM	COPLANAR 900 HZ REAL PPM	COPLANAR 900 HZ QUAD PPM	COPLANAR 7200 HZ REAL PPM	COPLANAR 7200 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 10670 (FLIGHT 7)													
B 5904B	11	10	19	30	56	29	8.6	0	3	46	20	23	0
C 5876B	1	2	1	2	2	3	-	-	-	-	-	-	0
D 5867B	4	4	6	9	15	9	5.1	13	2	65	52	33	0
E 5858B?	3	2	16	10	27	7	14.2	0	4	29	11	8	0
F 5853H	6	5	16	13	6	2	10.9	4	5	49	6	31	0
G 5846B?	1	2	1	2	2	4	-	-	-	-	-	-	0
H 5826B	2	6	8	18	38	30	2.7	0	1	48	79	14	0
I 5821B?	1	2	1	2	2	4	-	-	-	-	-	-	0
J 5815D	1	2	1	2	2	4	-	-	-	-	-	-	0
K 5810D?	1	2	3	9	27	23	1.4	11	1	85	152	39	0
L 5736S	0	1	1	2	2	4	-	-	-	-	-	-	0
M 5586S?	1	3	3	6	10	20	1.6	5	1	62	591	0	0
N 5570D	6	7	11	18	37	18	6.0	6	2	111	32	77	0
O 5565D	6	8	11	18	37	18	5.5	0	1	53	187	8	0
LINE 10680 (FLIGHT 7)													
A 5965D	13	16	20	25	43	15	8.3	3	3	57	22	33	0
B 5970D	8	10	17	21	46	26	7.8	0	3	45	16	23	17
C 6009B	9	10	13	9	12	10	9.7	0	2	49	30	22	0
D 6023B	1	2	1	2	2	4	-	-	-	-	-	-	0
E 6031D	7	1	26	5	17	13	85.5	27	3	60	17	37	0
F 6037B	10	6	22	17	56	11	16.0	10	6	43	5	27	0
G 6045B	6	13	46	27	55	29	12.7	11	6	42	4	28	0
H 6055B?	10	10	38	11	20	8	25.8	20	3	56	17	34	0
I 6074D?	1	2	1	0	4	6	1.3	31	1	111	708	13	0
J 6091D	4	7	4	9	27	40	3.7	12	1	40	366	0	0
K 6283B?	1	2	1	2	2	4	-	-	-	-	-	-	7
L 6296D	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10690 (FLIGHT 8)													
A 4185B	2	5	5	16	37	18	2.3	0	1	58	75	23	0
B 4176B	1	2	1	2	2	4	-	-	-	-	-	-	0
C 4156D	16	13	18	27	54	31	10.4	4	2	42	35	17	8
D 4130B	7	10	23	22	2	18	8.8	8	3	50	13	30	0
E 4108D	6	5	11	6	12	7	13.9	13	2	68	27	39	0
F 4098B	2	2	10	7	17	10	8.6	31	2	85	52	50	0
G 4080D	1	2	0	2	2	4	-	-	-	-	-	-	0
H 4075S	2	5	7	11	13	24	3.6	5	1	10	419	0	0
I 4061B?	1	2	1	2	2	1	-	-	-	-	-	-	0
J 3956D	1	2	1	2	2	4	-	-	-	-	-	-	19
K 3821B	7	13	9	3	82	200	6.5	11	1	26	161	0	0

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ANOMALY/	FID/INTERP	COAXIAL 900 HZ REAL PPM	COAXIAL 900 HZ QUAD PPM	COPLANAR 900 HZ REAL PPM	COPLANAR 900 HZ QUAD PPM	COPLANAR 7200 HZ REAL PPM	COPLANAR 7200 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 10701	(FLIGHT 8)													
A	4351B	5	10	16	29	49	18	4.4	0	2	38	27	14	0
B	4356D	3	8	12	26	47	24	3.5	0	2	59	37	30	0
C	4363D	13	7	10	12	23	10	14.4	14	2	59	24	34	0
D	4371B	10	9	24	15	28	9	14.6	4	4	57	11	36	0
E	4395D	11	7	27	20	44	24	17.0	8	4	50	11	30	0
F	4409B	5	6	8	5	32	23	1.0	0	1	40	29	27	0
G	4427B	1	2	1	2	2	3	-	-	-	-	-	-	0
H	4433B	3	3	12	11	20	13	9.3	18	2	75	39	44	0
I	4442S?	1	2	0	2	2	4	-	-	-	-	-	-	0
J	4450S?	2	3	3	10	27	28	2.3	3	1	53	100	15	0
K	4461B?	1	2	1	2	2	4	-	-	-	-	-	-	6
L	4594B	1	7	8	15	35	42	2.6	0	1	44	125	5	0
M	4599B?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10710	(FLIGHT 8)													
A	4944B	13	13	17	25	51	25	8.9	0	2	46	26	21	0
B	4905D	8	11	11	10	5	13	7.5	4	2	51	24	27	0
C	4899B	8	10	17	20	41	29	8.0	11	3	60	15	38	0
D	4883D	8	9	23	24	48	15	9.5	0	4	50	11	30	0
E	4877D	8	9	12	29	64	39	5.1	0	4	41	12	21	0
F	4871B?	1	2	1	2	2	4	-	-	-	-	-	-	0
G	4849B?	1	2	1	2	2	4	-	-	-	-	-	-	0
H	4846B	3	4	9	9	18	7	6.5	15	2	67	58	33	0
I	4833D	1	2	1	2	2	4	-	-	-	-	-	-	0
J	4826D?	1	1	4	0	22	0	19.2	73	1	73	128	32	0
K	4815D?	2	1	2	4	7	14	5.3	51	1	67	136	25	0
L	4665B?	11	15	35	38	69	132	9.3	8	2	47	48	20	0
M	4661B?	11	13	35	38	28	100	10.0	11	2	64	27	38	0
N	4657D	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10720	(FLIGHT 8)													
A	5044B	5	4	5	6	15	13	6.7	1	2	69	27	39	0
B	5059B	2	5	8	12	28	18	3.9	0	1	80	70	39	0
C	5068B	3	4	10	5	11	2	9.2	0	2	71	50	35	0
D	5080B	8	7	14	18	39	21	8.2	12	3	62	18	39	0
E	5096B	6	8	16	10	17	2	10.8	7	4	49	8	30	0
F	5109B	1	2	1	2	2	4	-	-	-	-	-	-	0
G	5156B	1	2	2	4	12	7	1.0	0	1	53	249	26	0
H	5189S	0	3	2	6	9	39	0.9	11	1	47	410	3	0
I	5316B	18	10	74	61	135	113	21.2	5	4	40	9	23	0
J	5319B	19	18	74	61	135	59	17.1	0	3	44	17	23	0

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ANOMALY/ FID/INTERP	COAXIAL 900 HZ REAL PPM	COAXIAL 900 HZ QUAD PPM	COPLANAR 900 HZ REAL PPM	COPLANAR 900 HZ QUAD PPM	COPLANAR 7200 HZ REAL PPM	COPLANAR 7200 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 10720	(FLIGHT		8)										
K 5327D	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10730	(FLIGHT		8)										
A 5763B?	2	3	8	11	24	28	5.1	24	2	48	32	22	0
B 5757B?	10	9	24	12	18	24	17.0	20	2	48	28	24	0
C 5750B?	13	9	24	9	49	19	23.5	12	2	50	24	26	10
D 5739B	13	10	12	21	41	16	9.5	15	3	57	17	35	11
E 5728B	11	12	19	28	51	27	8.2	8	5	42	6	27	0
F 5720B	26	29	98	78	143	42	18.0	0	5	24	5	10	0
G 5712B	9	9	19	28	54	14	8.0	5	3	35	19	15	0
H 5699D?	4	17	24	47	90	32	3.7	0	2	39	23	16	0
I 5647B?	1	2	7	8	14	4	6.0	38	1	94	62	58	0
J 5639B?	2	3	2	8	20	22	2.8	23	1	62	191	18	0
K 5465B	30	35	111	74	185	109	20.2	0	5	23	6	9	15
L 5449B?	3	5	4	8	24	26	3.4	21	1	72	147	30	0
M 5403B?	1	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10740	(FLIGHT		8)										
A 5797B?	14	14	30	26	40	18	12.9	0	3	35	15	14	0
B 5800B?	18	14	31	26	40	18	15.6	0	2	39	27	14	0
C 5825B	1	2	1	2	2	4	-	-	-	-	-	-	0
D 5830B	4	5	5	10	23	20	4.7	24	1	66	80	31	0
E 5844D	3	3	10	25	55	62	3.9	6	1	94	90	53	0
F 5852B?	10	17	48	73	143	88	7.6	0	2	34	23	13	0
G 5854B?	9	15	48	73	143	88	7.7	0	2	37	26	15	0
H 5864B	18	22	53	39	83	37	15.0	1	3	39	14	20	0
I 5870B	10	7	33	17	36	22	20.8	10	4	34	11	16	0
J 5873B?	10	18	72	45	103	74	15.6	0	2	36	36	12	0
K 5969B?	0	5	4	5	14	17	1.4	6	1	71	186	25	30
L 6077D	10	6	5	20	3	29	6.5	7	2	58	41	29	0
M 6086B	13	13	39	35	69	27	13.0	0	3	42	14	22	0
N 6099B?	1	1	1	2	2	4	-	-	-	-	-	-	0
LINE 10751	(FLIGHT		9)										
A 1017B	7	10	16	27	53	22	5.9	0	2	41	37	14	0
B 991D	3	16	7	14	62	41	2.2	0	1	34	95	2	0
C 985D	1	2	1	2	2	4	-	-	-	-	-	-	0
D 978D	0	7	7	9	54	32	2.1	4	1	72	102	33	0
E 962D	11	14	58	42	108	46	14.9	0	2	46	39	18	0
F 955D	23	27	28	45	112	75	9.0	0	4	30	9	14	0
G 950D	37	8	20	92	144	38	11.6	0	4	25	7	10	0

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ANOMALY/	FID/INTERP	COAXIAL 900 HZ REAL PPM	COAXIAL 900 HZ QUAD PPM	COPLANAR 900 HZ REAL PPM	COPLANAR 900 HZ QUAD PPM	COPLANAR 7200 HZ REAL PPM	COPLANAR 7200 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 10751	(FLIGHT 9)													
H	945B?	7	12	74	84	121	29	10.6	0	2	67	44	36	0
I	904B?	1	3	6	9	18	11	3.0	3	1	71	109	28	0
J	887B?	1	2	1	1	1	1	-	-	-	-	-	-	0
K	876H	0	2	1	2	2	4	-	-	-	-	-	-	0
L	774B?	20	16	61	45	96	36	19.4	0	3	47	18	25	0
M	772B?	19	5	61	45	96	17	29.1	1	5	46	7	29	0
N	768D	7	6	61	8	17	30	69.7	17	3	50	19	28	0
O	760B	17	10	22	40	30	38	10.5	0	4	39	11	21	0
P	746D	2	4	4	5	19	18	4.0	26	1	98	67	59	0
Q	731B	0	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10760	(FLIGHT 9)													
A	1050B?	1	2	1	2	2	4	-	-	-	-	-	-	0
B	1069D	5	11	2	4	22	29	3.2	11	1	59	126	20	0
C	1077B	1	2	1	2	2	4	-	-	-	-	-	-	0
D	1083B	6	16	27	48	107	78	5.0	0	2	46	34	20	0
E	1086B	6	15	27	48	107	78	5.0	0	2	38	34	14	0
F	1098B?	1	2	1	2	2	4	-	-	-	-	-	-	0
G	1102B	7	9	79	24	53	27	37.7	1	5	28	6	13	0
H	1109D	26	25	8	21	135	16	9.5	0	4	31	12	13	0
I	1135B?	1	1	4	7	14	11	3.2	33	1	81	184	34	0
J	1153D	7	9	13	25	51	30	5.4	1	1	49	64	17	0
K	1183H	1	2	1	6	13	19	0.8	0	1	54	614	0	0
L	1264B	11	8	23	13	17	22	18.0	9	3	84	24	56	0
M	1269D	4	3	23	9	24	14	25.4	17	3	96	17	70	0
N	1275B?	2	5	12	15	33	17	4.8	16	3	68	18	44	0
O	1285B	15	13	49	33	67	22	18.4	0	6	35	4	20	0
P	1287B	15	13	49	33	67	22	18.2	5	5	48	6	32	0
Q	1301D	1	2	1	2	2	4	-	-	-	-	-	-	0
R	1306D	2	6	8	14	37	48	3.0	15	2	66	51	35	0
LINE 10770	(FLIGHT 9)													
A	1686B?	0	8	5	21	59	72	1.1	0	1	39	177	2	0
B	1664B	4	5	14	10	21	10	9.7	25	4	90	11	68	11
C	1650B	26	23	74	73	139	40	16.1	0	4	34	8	19	0
D	1647B	20	23	74	73	139	40	14.1	0	3	36	17	17	0
E	1630D	2	8	4	9	19	15	1.8	0	1	64	698	0	0
F	1596B?	2	5	6	10	19	50	3.2	2	1	58	147	15	0
G	1588B?	1	2	1	2	2	4	-	-	-	-	-	-	0
H	1495B?	1	2	0	1	2	4	-	-	-	-	-	-	0
I	1476D	11	14	27	31	46	36	9.0	5	3	67	21	43	0

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LINE 10770		(FLIGHT		9)										
J	1458B	9	13	38	35	79	42	10.6	2	3	54	15	33	0
K	1454B	11	18	38	35	79	42	9.8	2	4	50	9	32	20
L	1445D	14	9	36	24	46	19	20.2	4	5	52	8	34	0
M	1436D	4	1	20	13	21	24	22.4	14	3	61	14	39	0
N	1428B	2	6	9	11	24	55	3.5	16	2	56	36	29	0
O	1420B	1	2	1	2	2	4	-	-	-	-	-	-	0
P	1410B	1	2	1	2	2	4	-	-	-	-	-	-	0
Q	1400B	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10780		(FLIGHT		9)										
A	1744B	4	15	12	30	71	56	3.1	0	2	42	40	16	0
B	1754D	8	8	12	12	23	14	8.2	0	2	60	48	27	12
C	1772B?	3	3	0	6	9	11	3.4	12	1	54	882	0	0
D	1815D	4	8	1	10	19	34	2.2	0	1	34	641	0	0
E	1849B?	0	2	0	2	2	4	-	-	-	-	-	-	0
F	1905D	12	5	9	8	13	4	19.1	25	4	74	12	52	12
G	1910D	5	6	21	13	27	5	13.0	20	4	63	12	42	0
H	1915D	6	7	26	22	47	17	10.9	15	3	70	16	47	0
I	1920D	27	22	60	54	109	42	17.3	6	4	52	8	35	0
J	1924D	15	18	60	54	109	42	13.4	0	5	39	7	23	0
K	1927D	7	18	54	45	97	35	10.2	0	5	31	7	13	0
L	1932B	6	5	8	23	45	32	4.5	14	3	48	14	28	0
M	1935D	7	8	15	1	9	16	18.2	31	4	52	12	33	0
N	1944D	11	9	61	47	94	30	17.3	6	5	46	6	30	0
O	1949D	11	11	62	47	94	30	16.9	7	5	42	7	26	0
P	1956D	4	7	17	25	48	16	5.7	0	3	55	16	32	0
Q	1962D	7	9	17	25	48	17	6.6	16	3	61	23	38	0
R	1979D	12	22	46	65	138	80	7.6	0	2	28	32	6	0
S	2012S	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10790		(FLIGHT		9)										
A	2347B	4	8	4	13	30	37	2.6	15	1	56	163	18	0
B	2328B	5	11	22	3	64	37	13.4	12	1	30	81	0	0
C	2322B	8	5	30	41	45	23	9.4	1	2	34	29	10	0
D	2316B	2	7	19	32	21	20	4.2	0	1	65	165	21	0
E	2294B?	0	2	0	2	2	4	-	-	-	-	-	-	0
F	2271S?	0	2	0	5	12	6	0.5	0	1	121	1035	0	0
G	2256B?	1	2	1	2	2	4	-	-	-	-	-	-	11
H	2252D	2	10	7	5	36	67	3.1	10	1	20	394	0	0
I	2160S?	1	3	0	6	14	16	1.9	6	1	128	1035	0	0
J	2140B	1	2	1	2	2	4	-	-	-	-	-	-	0

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LINE 10790	(FLIGHT 9)													
K	2137B	7	5	11	19	34	23	7.3	8	2	62	31	35	0
L	2131B	13	11	31	18	42	26	17.1	12	4	61	11	41	0
M	2129B	1	2	1	2	2	4	-	-	-	-	-	-	0
N	2121B?	5	9	26	29	65	45	7.2	7	2	67	29	40	0
O	2114D	12	4	32	17	33	16	31.0	13	4	48	11	29	0
P	2110D	11	9	32	17	33	16	19.5	9	5	39	5	24	0
Q	2103B?	5	2	40	17	36	14	31.3	14	4	52	13	31	0
R	2094B	8	6	18	13	28	7	13.2	25	3	67	17	45	0
S	2083B?	1	2	1	0	2	4	-	-	-	-	-	-	0
T	2066S	0	4	4	7	10	31	1.5	13	1	49	317	5	0
U	2054S	0	4	2	7	21	43	1.0	0	1	20	581	0	0
LINE 10800	(FLIGHT 9)													
A	2521B?	1	5	3	14	24	45	1.0	1	1	48	205	9	50
B	2546B	2	5	1	5	9	16	2.2	0	1	90	946	0	0
C	2614D?	4	6	11	16	30	43	5.3	7	1	52	107	15	0
D	2696B?	0	4	9	10	22	12	2.2	0	1	62	404	0	0
E	2705B?	1	2	1	2	2	4	-	-	-	-	-	-	0
F	2724D	12	12	7	15	33	20	7.4	13	3	76	17	52	0
G	2728D?	4	2	21	8	19	4	26.2	26	5	58	7	40	0
H	2734D	11	9	33	26	53	30	14.8	8	3	46	13	27	10
I	2742D	4	5	7	3	8	16	8.1	33	3	68	23	43	0
J	2756D	10	14	17	30	68	44	6.1	10	3	50	14	30	0
K	2766D	4	9	13	33	48	48	3.5	10	3	47	17	27	0
L	2773D	3	7	11	22	47	39	3.7	4	3	56	16	34	0
M	2782D	5	5	10	0	14	4	13.2	24	4	58	11	38	0
N	2789D	8	14	11	24	60	18	4.8	0	4	48	12	28	0
O	2810S	1	2	0	2	2	4	-	-	-	-	-	-	0
P	2822S	0	4	2	9	13	33	0.5	0	1	40	550	0	0
LINE 10812	(FLIGHT 9)													
A	3598D	2	6	6	9	20	33	2.6	18	1	67	155	26	16
B	3516D?	2	4	0	8	21	17	1.8	0	1	61	597	0	0
C	3507D	1	2	1	2	2	4	-	-	-	-	-	-	50
D	3418D	6	5	15	16	36	16	9.7	27	1	110	94	67	0
E	3411D	1	2	1	2	2	4	-	-	-	-	-	-	80
F	3407D	4	4	11	13	25	15	6.6	25	2	75	27	48	0
G	3392D	5	4	1	10	5	9	7.2	16	2	95	38	62	0
H	3385D	9	12	29	30	64	31	9.5	0	5	58	7	40	0
I	3382B	13	12	29	30	64	31	11.7	1	3	42	13	22	0
J	3380D	1	2	1	2	2	4	-	-	-	-	-	-	0

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LINE 10812	(FLIGHT	9)											
K 3376D	2	2	12	14	31	11	7.0	27	3	75	21	50	0
L 3366D	8	9	7	19	37	18	4.9	6	3	53	16	31	0
M 3362D	7	5	7	12	23	16	7.1	9	4	53	12	32	0
N 3351D	12	17	42	47	101	50	9.6	7	5	57	7	40	0
O 3343B	32	28	87	81	156	61	18.2	5	5	35	6	22	0
P 3337D	14	6	68	63	122	48	18.0	5	3	54	13	34	0
Q 3329D	13	16	64	70	96	57	12.1	0	3	32	14	14	0
R 3320B?	0	9	1	30	47	42	0.5	0	1	44	706	0	0
LINE 10820	(FLIGHT	9)											
A 3683B?	0	2	1	2	2	4	-	-	-	-	-	-	0
B 3713B	1	2	1	2	2	4	-	-	-	-	-	-	90
C 3739B?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 3806B?	1	2	1	2	2	4	-	-	-	-	-	-	0
E 3854S?	0	2	0	2	2	4	-	-	-	-	-	-	0
F 3881D	6	6	7	10	20	32	6.8	25	1	85	179	38	0
G 3891D	13	9	21	22	43	10	12.9	13	3	60	22	36	0
H 3893D	13	9	21	22	43	10	12.8	3	3	69	22	43	0
I 3902D	13	7	21	15	35	16	18.3	9	4	57	10	37	0
J 3910D	7	4	10	9	20	1	13.1	12	4	70	10	49	0
K 3935D	12	17	16	15	26	41	8.4	12	2	64	32	37	16
L 3940D	6	6	16	15	26	9	9.9	15	2	50	31	25	0
M 3959B	3	4	16	13	25	9	9.3	13	1	46	57	15	0
N 3968D	5	11	1	11	3	58	2.6	6	1	46	761	0	0
LINE 10830	(FLIGHT	9)											
A 4399B	2	7	15	24	50	32	4.0	5	1	53	55	23	0
B 4396B	1	2	1	2	2	4	-	-	-	-	-	-	0
C 4367S?	0	2	0	2	2	4	-	-	-	-	-	-	0
D 4344D	0	2	0	2	2	4	-	-	-	-	-	-	0
E 4234B	1	2	1	2	2	4	-	-	-	-	-	-	0
F 4231B	6	9	12	19	42	37	5.3	12	2	77	47	45	0
G 4225B	1	2	1	2	1	4	-	-	-	-	-	-	0
H 4220D	7	12	15	11	29	15	7.7	7	3	58	19	35	0
I 4203D	6	8	15	22	27	27	6.2	5	1	56	60	24	0
J 4194D	5	8	7	11	26	11	4.7	21	2	64	24	40	0
K 4185B	2	2	10	19	23	16	4.0	28	2	53	24	30	0
L 4174B	5	6	19	32	71	54	5.7	19	2	55	25	32	0
M 4150B?	0	2	1	2	2	4	-	-	-	-	-	-	0
N 4138B?	1	2	0	2	2	4	-	-	-	-	-	-	0
O 4087S	0	5	0	9	16	54	0.5	0	1	44	739	0	0

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LINE 10840		(FLIGHT	9)											
A	4565B	0	2	1	2	2	4	-	-	-	-	-	-	0
B	4590B	2	5	8	10	24	21	4.5	12	1	44	506	0	30
C	4593B	2	5	9	12	24	21	4.1	15	1	57	115	19	0
D	4599D?	0	2	1	2	2	4	-	-	-	-	-	-	5
E	4618D	3	8	4	9	22	29	2.4	12	1	54	331	9	0
F	4728B	0	2	2	9	16	22	1.6	7	1	42	344	0	0
G	4731D	0	2	1	2	2	4	-	-	-	-	-	-	0
H	4787B	6	6	17	5	9	10	16.3	13	3	62	14	40	0
I	4796B	5	4	12	9	17	15	10.6	19	3	59	20	35	0
J	4803D	3	5	2	6	17	23	3.4	26	2	64	47	34	0
K	4817D	4	5	11	1	20	36	15.2	29	1	64	100	25	0
L	4827B	1	2	1	2	2	4	-	-	-	-	-	-	0
M	4893S	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10850		(FLIGHT	9)											
A	5202S	0	2	0	2	2	4	-	-	-	-	-	-	0
B	5177B?	1	1	2	5	8	9	0.8	0	1	80	450	46	0
C	5148B?	1	2	1	2	2	4	-	-	-	-	-	-	0
D	5138D	1	2	1	2	2	4	-	-	-	-	-	-	20
E	5126D	8	9	21	20	40	15	10.1	5	3	41	13	21	0
F	5120D	6	8	19	20	40	15	8.4	10	3	46	17	24	0
G	5097B?	3	3	12	15	31	21	7.0	31	2	68	24	44	0
H	5048S	0	2	0	2	2	4	-	-	-	-	-	-	0
I	4980S	0	1	0	2	2	4	-	-	-	-	-	-	5
LINE 10851		(FLIGHT	9)											
A	5398B?	2	6	5	13	30	22	2.2	0	1	57	148	14	70
B	5394B?	1	2	1	2	2	4	-	-	-	-	-	-	0
C	5377B?	4	4	5	5	14	5	6.1	10	1	75	166	27	0
D	5325B?	0	2	0	1	2	4	-	-	-	-	-	-	0
LINE 10860		(FLIGHT	9)											
A	5476S	0	2	0	2	2	4	-	-	-	-	-	-	0
B	5491B	2	6	9	22	47	28	2.6	0	1	49	218	3	0
C	5496B	1	2	1	2	2	4	-	-	-	-	-	-	0
D	5503S?	0	2	1	2	2	3	-	-	-	-	-	-	0
E	5522B?	0	2	0	2	2	4	-	-	-	-	-	-	0
F	5583B?	1	2	1	2	2	4	-	-	-	-	-	-	50
G	5625S	1	3	1	6	6	26	1.6	19	1	93	323	37	0
H	5693B	20	10	25	34	75	25	14.7	0	5	50	6	33	0
I	5699B	9	14	29	25	22	8	9.4	0	5	39	6	23	0

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ANOMALY/	FID/INTERP	COAXIAL 900 HZ REAL PPM	COAXIAL 900 HZ QUAD PPM	COPLANAR 900 HZ REAL PPM	COPLANAR 900 HZ QUAD PPM	COPLANAR 7200 HZ REAL PPM	COPLANAR 7200 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 10860		(FLIGHT	9)											
J	5706D	10	4	19	25	16	17	12.0	1	3	41	13	20	0
K	5713D	2	2	24	21	15	18	10.9	12	5	59	8	40	20
L	5719D	7	8	24	21	15	18	10.3	4	4	55	12	34	0
M	5721D	7	8	9	21	14	15	5.0	5	3	80	15	56	0
N	5734B?	2	4	8	7	9	39	5.5	37	1	122	84	79	0
O	5799S	0	2	1	6	6	28	0.5	0	1	76	700	3	0
LINE 10870		(FLIGHT	9)											
A	6238S?	0	7	4	10	22	25	1.1	0	1	54	239	7	30
B	6218B?	0	2	2	4	14	9	1.0	14	1	100	434	26	0
C	6098D?	0	6	2	7	12	42	0.5	0	1	67	408	13	0
D	6029D	11	4	18	4	12	12	49.7	15	3	60	15	37	0
E	6016D	7	10	14	18	37	31	6.7	2	3	47	14	26	0
F	6007D	4	6	14	19	39	26	5.4	19	4	63	9	44	0
G	5992D	7	4	0	5	11	17	8.9	44	3	104	19	77	0
H	5973B	24	53	84	128	278	224	8.3	0	2	24	21	7	0
I	5968B	29	47	84	22	52	80	19.8	4	4	40	9	24	0
J	5952D?	1	0	0	1	2	4	-	-	-	-	-	-	0
LINE 10880		(FLIGHT	9)											
A	6406S?	0	3	1	4	11	11	1.0	0	1	55	315	24	0
B	6462B?	0	2	1	2	2	4	-	-	-	-	-	-	0
C	6516B?	0	2	1	2	2	4	-	-	-	-	-	-	0
D	6589D	2	5	13	14	3	14	5.3	0	1	86	104	42	0
E	6597B	1	2	1	2	2	4	-	-	-	-	-	-	0
F	6610D	9	6	10	2	5	11	20.4	15	3	47	14	26	0
G	6619D	12	9	39	17	41	18	24.4	3	5	40	7	24	0
H	6623D	28	16	39	17	41	19	29.6	0	6	38	4	23	0
I	6626D?	1	2	1	2	2	4	-	-	-	-	-	-	8
J	6637B	2	4	13	12	15	17	7.4	12	2	68	40	37	30
LINE 10890		(FLIGHT	10)											
A	960S	0	4	0	13	20	55	0.5	0	1	46	758	0	0
B	870D	12	15	11	20	43	17	6.3	9	1	64	70	30	0
C	834B	3	6	11	24	12	65	3.7	24	2	59	23	37	0
D	825B	18	22	29	9	32	33	14.8	22	3	47	12	30	0
E	810B	4	14	44	44	103	72	7.7	8	4	47	10	30	0
F	805D	9	6	42	41	97	63	13.7	10	3	73	17	50	0
G	799D	12	11	9	9	51	23	10.7	12	3	60	15	38	0
LINE 10892		(FLIGHT	10)											
A	1381B?	0	2	1	2	2	4	-	-	-	-	-	-	16

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		COAXIAL 900 HZ		COPLANAR 900 HZ		COPLANAR 7200 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 10892		(FLIGHT	10)											
B	1351B?	1	2	1	2	2	4	-	-	-	-	-	-	0
C	1302B?	1	3	3	5	7	9	2.5	27	1	95	256	40	18
LINE 10900		(FLIGHT	10)											
A	1553S?	0	2	1	2	2	4	-	-	-	-	-	-	0
B	1609S?	0	2	1	1	1	4	-	-	-	-	-	-	0
C	1652B?	5	6	14	5	6	8	12.8	11	1	96	69	56	0
D	1660B?	3	5	8	10	21	13	5.6	5	1	79	84	39	0
E	1683B	7	9	22	17	44	29	9.4	12	3	59	14	38	0
F	1714S?	0	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10910		(FLIGHT	11)											
A	1013B?	0	2	1	2	2	4	-	-	-	-	-	-	0
B	967B	0	2	1	2	2	4	-	-	-	-	-	-	0
C	962B	0	2	1	3	7	13	0.6	4	1	80	528	13	0
D	953B	1	2	5	12	21	19	2.3	23	1	72	138	31	0
E	948B	0	6	5	12	21	19	1.4	3	1	74	528	8	0
F	905B	5	3	12	2	27	12	30.7	40	2	95	37	63	0
G	901B?	3	4	12	2	27	12	14.0	34	2	72	28	45	0
H	892D	12	13	14	18	40	25	8.9	17	2	67	28	41	0
I	880D	6	5	11	12	23	19	8.7	33	2	80	39	51	13
J	873D?	5	2	11	11	22	34	11.7	37	2	109	38	76	0
K	868D	10	10	20	28	57	51	8.4	21	2	75	29	49	0
L	856D	8	9	29	31	66	34	9.4	12	3	70	16	48	0
M	849D	7	7	29	31	66	34	10.1	18	3	65	13	45	0
N	844D	1	2	1	2	2	4	-	-	-	-	-	-	9
O	838D	3	4	30	24	46	11	11.2	23	3	82	19	57	0
P	833D	8	16	15	26	49	23	4.8	7	3	63	20	39	0
Q	829D	23	16	15	26	49	23	12.1	11	3	58	22	35	0
R	813D	2	8	1	8	18	24	1.2	17	1	92	708	16	30
LINE 10920		(FLIGHT	11)											
A	1535B?	1	2	1	2	2	4	-	-	-	-	-	-	0
B	1593B?	2	4	1	4	12	22	1.6	24	1	82	816	3	0
C	1598B?	1	2	1	2	2	4	-	-	-	-	-	-	0
D	1607D?	1	2	1	2	2	4	-	-	-	-	-	-	0
E	1632D?	1	2	1	2	2	4	-	-	-	-	-	-	0
F	1645D?	11	11	54	36	79	6	17.7	0	3	65	17	41	0
G	1649D	5	9	54	34	70	31	15.6	5	5	50	7	33	0
H	1652D	11	12	54	34	70	31	17.1	11	4	61	11	41	0
I	1663D	6	8	6	8	22	18	5.9	11	3	63	22	38	0

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ANOMALY/ FID/INTERP	COAXIAL 900 HZ REAL PPM	COAXIAL 900 HZ QUAD PPM	COPLANAR 900 HZ REAL PPM	COPLANAR 900 HZ QUAD PPM	COPLANAR 7200 HZ REAL PPM	COPLANAR 7200 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 10920 (FLIGHT 11)													
J 1688D	13	7	29	23	47	21	19.0	8	3	57	16	35	0
K 1690B	3	9	29	24	5	20	7.7	3	4	63	13	42	0
L 1701B?	0	1	1	2	2	4	-	-	-	-	-	-	30
LINE 10930 (FLIGHT 11)													
A 2119S	1	2	0	2	2	4	-	-	-	-	-	-	0
B 2040B?	1	3	6	8	12	6	3.8	19	1	81	94	40	0
C 2015B	10	9	35	31	66	19	13.6	8	3	71	14	48	0
D 2011B	3	7	13	31	66	19	3.4	0	4	56	9	37	0
E 2004B	22	18	53	44	90	34	17.1	0	5	39	6	23	0
F 1989D	6	4	11	17	36	0	7.5	25	4	77	13	55	0
G 1981D	4	5	15	17	35	23	7.1	24	3	86	17	62	0
H 1968B	24	18	59	46	106	27	19.1	0	6	41	5	26	0
I 1966B	24	17	59	46	106	27	19.4	0	4	51	9	33	0
J 1928B?	0	2	1	2	6	10	1.7	39	1	111	615	22	20
LINE 10940 (FLIGHT 11)													
A 2347S?	1	2	1	2	2	4	-	-	-	-	-	-	0
B 2458B	21	14	66	42	94	16	24.0	2	6	44	4	29	0
C 2461B	1	2	1	2	2	4	-	-	-	-	-	-	0
D 2481B?	6	4	5	7	19	18	8.6	29	3	82	17	57	0
E 2486B	11	5	24	34	76	32	11.1	10	4	59	13	38	0
F 2488B	18	13	24	34	76	32	11.9	4	3	66	22	41	0
G 2546B?	1	2	1	2	2	4	-	-	-	-	-	-	0
H 2554B?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10950 (FLIGHT 11)													
A 2953S	0	2	0	2	2	4	-	-	-	-	-	-	0
B 2915S	0	17	2	32	81	143	0.6	0	1	2	482	0	0
C 2906S	0	2	1	2	2	4	-	-	-	-	-	-	0
D 2894B	20	16	63	41	92	22	21.5	4	6	49	5	34	0
E 2893B	12	3	63	41	92	22	28.0	0	6	38	5	22	0
F 2884D	6	5	23	14	36	14	15.1	15	4	63	12	42	0
G 2877D	2	2	9	2	23	7	14.6	43	2	87	31	57	0
H 2871D	16	12	24	22	46	27	14.9	9	3	66	22	41	0
I 2831D?	0	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10960 (FLIGHT 11)													
A 3167S?	0	2	1	2	2	4	-	-	-	-	-	-	0
B 3211B?	1	5	2	6	11	9	1.1	0	1	76	701	0	0
C 3224S	0	5	3	11	29	40	0.5	0	1	33	317	0	0

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		COAXIAL 900 HZ		COPLANAR 900 HZ		COPLANAR 7200 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 10960		(FLIGHT 11)												
D	3278S	0	2	0	2	2	4	-	-	-	-	-	-	0
E	3344B	22	13	50	27	68	20	26.9	4	4	54	9	36	0
F	3349B	11	6	50	27	30	5	26.5	0	4	58	10	38	0
G	3356D	4	3	20	14	29	5	13.4	12	3	88	24	59	0
H	3366B	18	15	15	42	35	44	7.4	0	3	41	15	21	0
I	3375B	8	12	13	23	50	31	5.6	0	4	48	11	28	0
J	3377B	7	11	13	24	50	31	5.2	0	4	56	11	36	0
K	3382B	18	9	3	21	23	14	10.0	16	4	90	13	67	0
LINE 10961		(FLIGHT 11)												
A	3488D?	1	2	0	2	2	12	1.1	36	1	156	1035	0	0
LINE 10971		(FLIGHT 11)												
A	4054S	1	2	0	2	2	4	-	-	-	-	-	-	0
B	3937D	12	8	14	6	12	12	21.3	18	3	74	17	50	0
C	3933D	9	13	53	33	73	28	15.3	14	5	64	7	47	0
D	3924D	21	21	67	61	136	67	15.5	5	5	43	7	28	0
E	3917D	11	12	46	51	111	57	10.9	0	3	80	17	56	0
F	3900B	33	27	79	46	103	44	24.9	3	7	43	3	30	0
G	3895D	15	8	40	25	62	34	22.0	0	4	61	9	40	0
H	3816S?	0	3	0	3	2	18	0.5	6	1	104	960	9	0
LINE 10980		(FLIGHT 11)												
A	4212S	0	2	1	2	2	4	-	-	-	-	-	-	0
B	4248S?	0	2	1	2	2	4	-	-	-	-	-	-	15
C	4314S	2	2	0	5	9	10	1.8	24	1	98	1021	0	0
D	4335B	1	2	1	2	2	4	-	-	-	-	-	-	4
E	4340B	5	9	28	29	60	28	7.8	9	2	94	33	63	0
F	4345D	8	3	47	17	15	9	44.0	15	4	61	9	42	0
G	4350B	11	11	47	20	69	27	22.3	1	5	45	7	28	0
H	4352D	9	4	43	20	69	27	30.7	5	4	60	13	38	0
I	4355D	9	4	35	29	63	27	16.8	1	3	117	23	86	4
J	4369D	9	6	0	13	23	16	5.6	13	3	72	14	49	0
K	4430S?	1	1	0	2	2	4	-	-	-	-	-	-	0
LINE 10990		(FLIGHT 11)												
A	4827S	0	2	1	2	2	4	-	-	-	-	-	-	0
B	4746B?	1	2	1	2	2	4	-	-	-	-	-	-	0
C	4718B	15	12	31	31	61	22	13.3	4	4	52	12	32	0
D	4701B	17	19	63	31	81	22	20.7	15	7	55	3	42	8
E	4696B	10	9	63	31	81	47	24.8	7	6	41	4	27	0

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ANOMALY/ FID/INTERP	COAXIAL 900 HZ REAL PPM	COAXIAL 900 HZ QUAD PPM	COPLANAR 900 HZ REAL PPM	COPLANAR 900 HZ QUAD PPM	COPLANAR 7200 HZ REAL PPM	COPLANAR 7200 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 10990	(FLIGHT	11)											
F 4690B	7	13	3	12	106	47	3.4	19	3	88	14	65	0
G 4665S	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 11000	(FLIGHT	11)											
A 5143B?	6	2	15	7	3	3	27.0	9	1	81	165	31	0
B 5155D	11	8	15	9	17	13	15.9	22	5	92	7	73	0
C 5161D	9	8	23	14	24	15	15.2	6	3	61	22	36	0
D 5187D	4	3	16	5	30	23	20.7	33	4	138	13	111	0
E 5198B	21	18	39	17	112	40	22.4	10	5	56	6	40	0
F 5202B	25	25	39	23	119	51	17.0	9	5	44	7	28	0
G 5212B?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 11010	(FLIGHT	11)											
A 5579S?	1	1	1	2	2	4	-	-	-	-	-	-	0
B 5472D	1	2	1	2	2	4	-	-	-	-	-	-	0
C 5461D	1	2	1	2	2	4	-	-	-	-	-	-	0
D 5452D	10	6	37	25	48	12	19.6	10	3	55	15	33	0
E 5445D	10	13	37	24	40	24	13.2	5	3	56	16	34	0
F 5430B	3	2	6	6	9	12	7.3	38	3	96	21	69	0
G 5420D	19	15	18	45	54	11	8.2	0	5	54	7	36	0
H 5414B	14	5	18	45	54	11	8.7	1	4	55	10	35	0
I 5384S	0	2	0	2	2	4	-	-	-	-	-	-	50
LINE 11020	(FLIGHT	11)											
A 5846S	0	2	0	2	2	4	-	-	-	-	-	-	0
B 5858S?	0	2	0	2	2	4	-	-	-	-	-	-	0
C 5868D	9	12	35	10	45	31	19.3	11	2	73	28	46	0
D 5872B	1	2	1	2	2	4	-	-	-	-	-	-	0
E 5876D	11	10	23	17	37	21	13.1	3	3	69	17	45	0
F 5889D	6	5	5	6	14	8	9.5	34	1	107	70	68	0
G 5903D	4	4	11	7	13	9	11.6	37	1	116	65	77	0
H 5921D	5	10	34	7	83	6	18.8	20	4	68	12	47	0
I 5929D	10	15	87	70	3	22	15.7	7	5	46	5	31	0
J 5934D	29	21	88	70	154	57	21.3	5	3	54	13	35	0
LINE 11030	(FLIGHT	11)											
A 6270S?	0	2	1	2	2	4	-	-	-	-	-	-	0
B 6138D	8	15	34	22	43	42	10.5	2	2	43	36	17	0
C 6134D	1	2	1	2	2	4	-	-	-	-	-	-	0
D 6130B	5	3	15	12	8	8	12.6	25	2	86	31	56	0
E 6119D	4	3	7	8	18	13	7.2	35	2	106	43	72	0

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LINE 11030 (FLIGHT 11)													
F 6109D	5	7	8	11	21	15	5.3	20	2	108	49	72	0
G 6097D	28	13	55	20	164	25	43.1	4	7	50	4	36	0
H 6094D	37	13	55	79	165	58	19.3	0	6	41	4	27	0
I 6091D	27	21	8	79	165	58	5.9	0	4	34	12	16	0
LINE 11040 (FLIGHT 11)													
A 6341S	0	2	3	9	14	24	0.5	0	1	80	202	32	0
B 6500D	5	6	17	9	28	6	12.9	10	3	76	20	50	0
C 6520B	1	2	1	2	2	4	-	-	-	-	-	-	0
D 6526B	1	2	1	2	2	4	-	-	-	-	-	-	0
E 6544D	15	8	40	21	52	16	26.2	10	5	64	8	45	0
F 6551D	12	9	34	16	52	18	21.8	20	2	72	25	47	0
G 6582B?	0	1	1	2	2	4	-	-	-	-	-	-	0
LINE 11050 (FLIGHT 12)													
A 1052S?	0	2	0	2	2	4	-	-	-	-	-	-	0
B 957B	10	13	49	36	72	25	14.0	0	5	42	7	26	0
C 955B	10	13	49	36	72	27	14.0	0	4	57	12	36	0
D 942B	1	2	1	2	2	4	-	-	-	-	-	-	0
E 935D	3	4	6	8	17	21	4.9	31	2	88	31	59	30
F 928D	1	2	0	2	2	4	-	-	-	-	-	-	0
G 912D	8	11	13	26	45	20	5.2	9	2	56	46	27	0
H 892B?	0	2	1	1	1	4	-	-	-	-	-	-	0
LINE 11061 (FLIGHT 12)													
A 1345S?	2	4	2	5	10	8	2.0	13	1	119	959	4	0
B 1414S?	0	4	3	6	7	24	0.5	0	1	145	122	92	0
C 1427B	14	11	42	39	82	14	14.8	9	4	58	10	39	0
D 1429B	14	11	42	39	82	14	14.4	15	4	63	10	44	0
E 1447B?	2	0	10	6	12	5	19.9	43	3	84	14	60	30
F 1482B	5	7	18	6	22	15	13.9	31	3	69	20	45	0
G 1488B	8	9	17	9	56	35	11.5	29	2	57	28	33	0
H 1495B	1	2	1	2	2	4	-	-	-	-	-	-	0
I 1530S?	1	2	0	2	2	4	-	-	-	-	-	-	0
LINE 11071 (FLIGHT 12)													
A 1989B?	0	4	4	6	15	16	1.4	21	1	133	142	82	19
B 1884S?	0	9	1	15	15	85	0.6	0	1	41	546	0	0
C 1857B	1	2	1	2	2	4	-	-	-	-	-	-	0
D 1854D	13	12	32	27	54	15	14.0	7	4	60	11	40	0
E 1850D	6	3	21	23	42	11	11.4	15	4	90	10	68	0

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LINE 11071	(FLIGHT	12)											
F 1841D	6	7	10	12	23	21	7.2	30	2	102	36	71	0
G 1838D	11	8	18	15	28	14	13.8	23	3	80	19	55	0
H 1836D	1	2	1	2	2	4	-	-	-	-	-	-	0
I 1829B	1	2	1	2	2	4	-	-	-	-	-	-	0
J 1822D	1	2	1	2	2	4	-	-	-	-	-	-	0
K 1818D	11	9	35	48	107	59	9.7	8	3	66	18	43	0
L 1813D	9	16	36	48	107	59	7.2	10	2	78	38	49	0
LINE 11082	(FLIGHT	12)											
A 2521B?	0	5	4	6	14	14	0.5	0	1	86	192	38	4
B 2631B	12	13	49	38	81	27	14.5	13	4	70	9	51	0
C 2637B	10	8	21	40	83	25	7.5	13	5	62	7	45	0
D 2642B	11	8	21	27	15	7	10.7	18	5	66	7	48	0
E 2667B	9	6	9	9	19	7	11.7	35	3	93	18	68	0
F 2678D	3	4	4	3	5	9	7.3	48	2	129	61	90	0
G 2691B	1	2	1	2	2	4	-	-	-	-	-	-	0
H 2696D	15	11	11	18	41	29	10.8	15	1	86	83	48	0
LINE 11090	(FLIGHT	12)											
A 3194B?	0	2	0	4	12	23	0.6	8	1	90	927	1	0
B 3164S?	1	2	0	2	2	4	-	-	-	-	-	-	30
C 3091S?	0	2	0	2	2	4	-	-	-	-	-	-	0
D 3040B	13	15	18	33	37	32	7.1	4	4	62	10	43	0
E 3030B	9	1	20	14	28	1	27.7	35	2	113	27	83	0
F 3025B	3	6	22	16	37	15	9.3	20	2	79	26	52	0
G 3019B	5	5	22	16	37	14	12.0	27	2	103	29	73	0
H 3008D	19	17	48	43	87	35	15.2	3	3	57	16	35	0
I 3006B?	19	17	48	43	87	35	15.4	1	5	50	8	32	0
LINE 11100	(FLIGHT	12)											
A 3344S	0	2	0	2	2	4	-	-	-	-	-	-	0
B 3371B?	0	3	1	6	16	28	1.5	23	1	78	871	0	0
C 3380B?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 3385B?	0	3	2	2	4	9	2.4	42	1	134	294	65	4
E 3393B?	0	2	1	2	2	4	-	-	-	-	-	-	0
F 3464D?	0	2	0	2	2	4	-	-	-	-	-	-	0
G 3477S?	0	2	0	2	2	4	-	-	-	-	-	-	0
H 3521D	5	5	2	17	15	16	3.2	19	3	119	15	93	0
I 3536D	10	5	8	13	25	18	11.5	31	3	75	18	51	0
J 3544D	10	9	7	12	23	17	8.1	24	4	89	11	68	8
K 3548D	11	8	2	13	30	26	6.4	23	2	67	34	40	0

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LINE 11100	(FLIGHT	12)											
L 3559D	1	2	1	2	2	4	-	-	-	-	-	-	0
M 3564D	6	4	24	12	29	9	21.5	12	3	108	20	79	0
N 3568D	14	2	46	15	45	3	69.5	15	5	75	6	57	0
O 3576D	20	21	99	53	150	37	24.3	0	7	40	3	27	0
P 3579D	29	22	99	53	150	37	28.8	0	7	43	4	30	0
Q 3616D?	1	2	0	2	0	4	-	-	-	-	-	-	80
LINE 11110	(FLIGHT	12)											
A 4209S	0	2	0	2	2	4	-	-	-	-	-	-	0
B 4195B?	0	2	0	4	11	16	0.5	0	1	130	1035	0	0
C 4189B?	0	2	0	4	11	16	0.5	0	1	116	1035	0	0
D 4170B?	1	3	3	7	15	13	1.9	22	1	89	769	3	0
E 4059S?	0	2	0	2	2	4	-	-	-	-	-	-	0
F 4032S	0	5	1	7	8	47	0.5	1	1	80	729	6	0
G 3995D	17	6	40	22	36	21	33.7	12	3	50	13	30	0
H 3990D	4	5	40	18	44	21	21.5	20	2	71	30	43	0
I 3981D	9	5	18	10	16	11	19.2	26	4	89	12	67	0
J 3972D	21	5	41	46	103	46	21.4	11	4	56	10	37	0
K 3967D	4	22	113	74	168	64	15.3	0	6	43	5	29	0
L 3963D	21	22	113	74	168	64	22.3	0	5	39	7	23	110
M 3951D?	0	1	1	2	2	4	-	-	-	-	-	-	0
LINE 11120	(FLIGHT	12)											
A 4334S	0	2	0	2	2	4	-	-	-	-	-	-	0
B 4366B?	0	4	4	6	13	24	1.9	18	1	93	170	45	0
C 4386D?	0	2	1	2	2	4	-	-	-	-	-	-	0
D 4398D?	1	2	1	2	2	4	-	-	-	-	-	-	0
E 4466S	0	2	0	2	2	4	-	-	-	-	-	-	0
F 4520D?	1	2	1	2	2	4	-	-	-	-	-	-	0
G 4530D	6	6	11	1	44	28	15.7	37	2	76	37	47	0
H 4535D	4	6	11	1	37	20	12.2	36	1	97	100	55	0
I 4540B	1	2	1	2	2	3	-	-	-	-	-	-	0
J 4548D	1	2	1	2	2	3	-	-	-	-	-	-	0
K 4566D	5	4	2	2	32	13	8.0	42	5	90	9	69	0
L 4575D	9	10	21	27	61	30	8.3	5	2	64	25	38	0
LINE 11130	(FLIGHT	12)											
A 4917D?	0	2	0	2	2	4	-	-	-	-	-	-	40
B 4864B	0	2	4	8	6	14	2.7	34	1	118	169	67	0
C 4855D	1	2	1	2	2	4	-	-	-	-	-	-	0
D 4754B	0	3	0	5	0	32	0.5	11	1	122	1021	18	0

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LINE 11130 (FLIGHT 12)													
E 4689D	4	10	10	19	39	36	3.5	0	1	72	62	37	0
F 4686B	6	8	10	19	39	36	4.9	13	1	78	88	40	0
G 4677D	3	3	6	6	14	12	6.1	35	1	107	64	69	0
H 4674D	1	3	7	7	12	12	3.5	28	2	104	26	75	0
I 4660B?	2	1	8	14	19	16	4.8	20	3	111	18	83	12
J 4652B	26	37	148	142	318	174	16.1	0	5	25	6	11	15
K 4650B	21	37	148	142	318	174	15.0	0	5	30	7	15	0
LINE 11140 (FLIGHT 12)													
A 5027S?	0	3	0	3	6	13	0.5	0	1	93	1006	0	0
B 5055S?	0	2	1	2	2	4	-	-	-	-	-	-	0
C 5069S?	3	4	3	7	22	21	2.9	27	1	66	834	0	0
D 5187D	12	12	18	18	29	18	10.6	12	1	73	88	36	0
E 5191D	5	5	17	16	23	17	9.3	12	2	69	24	42	0
F 5196D	6	4	14	16	23	9	9.4	21	2	99	49	64	0
G 5217D	4	5	7	5	10	24	7.0	41	1	84	528	18	0
H 5225B	3	2	14	6	15	5	20.3	47	3	99	22	72	0
I 5228D	2	2	14	6	15	5	16.8	45	1	114	94	70	30
J 5252B	25	24	101	61	137	104	23.4	0	5	31	6	17	0
K 5256B	40	7	99	61	137	104	50.6	4	4	41	8	25	0
LINE 11150 (FLIGHT 12)													
A 5468S?	0	2	1	2	2	4	-	-	-	-	-	-	0
B 5464S?	0	5	1	7	19	43	0.8	0	1	36	552	0	0
C 5360D	7	6	24	12	20	14	18.6	28	2	110	54	73	0
D 5355D	10	7	23	17	38	17	15.7	21	2	86	26	58	0
E 5349D	6	6	23	18	39	14	11.7	19	3	125	18	96	0
F 5336D?	0	2	1	2	2	4	-	-	-	-	-	-	70
G 5328B	3	3	17	10	28	15	13.0	34	3	98	14	74	0
H 5319D	5	3	25	4	9	13	52.7	34	2	97	49	63	0
I 5310B	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 11160 (FLIGHT 12)													
A 5695D?	0	5	3	9	21	34	1.5	9	1	54	792	0	0
B 5708S?	0	5	1	13	38	52	0.5	0	1	31	639	0	0
C 5796D	12	4	9	2	27	12	44.8	33	2	88	26	60	0
D 5805D	4	5	18	23	47	34	6.7	21	3	87	18	63	0
E 5816B	1	2	1	2	2	4	-	-	-	-	-	-	0
F 5859B	21	19	59	51	112	51	16.1	16	4	60	8	43	0
LINE 11170 (FLIGHT 12)													
A 6115B?	0	2	1	2	2	4	-	-	-	-	-	-	0

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LINE 11170	(FLIGHT	12)											
B 6084S?	0	8	1	14	24	76	0.5	0	1	26	619	0	0
C 6071D	0	5	3	7	20	26	1.0	4	1	54	781	0	18
D 6063D	0	2	1	2	2	4	-	-	-	-	-	-	0
E 5941D	1	2	1	2	2	4	-	-	-	-	-	-	0
F 5929D	8	8	14	15	30	28	9.3	19	2	73	33	45	0
G 5924D	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 11180	(FLIGHT	12)											
A 6225D	0	10	3	15	25	86	0.5	0	1	30	576	0	0
B 6234B?	1	2	1	2	2	4	-	-	-	-	-	-	0
C 6236B?	0	5	1	10	21	49	0.5	1	1	49	603	0	0
D 6249D	2	9	4	9	21	26	2.3	11	1	47	709	0	0
E 6259B	3	10	5	14	47	51	2.5	4	1	29	318	0	0
F 6315S?	0	2	0	2	0	4	-	-	-	-	-	-	40
G 6324D?	1	2	0	2	2	4	-	-	-	-	-	-	0
H 6369D	7	6	24	16	39	15	14.4	16	2	90	27	61	0
I 6374D	7	5	24	16	39	15	16.1	15	3	76	15	52	0
J 6378D	1	2	1	2	2	4	-	-	-	-	-	-	30
K 6385D	6	4	18	14	9	11	14.1	26	2	102	27	73	0
LINE 11190	(FLIGHT	12)											
A 6625B	0	4	2	10	20	38	0.5	0	1	47	346	4	20
B 6621B	1	2	1	2	2	4	-	-	-	-	-	-	0
C 6618B	1	2	1	2	2	4	-	-	-	-	-	-	0
D 6592B	1	4	3	9	23	30	2.0	20	1	71	252	24	0
E 6516S?	0	2	0	2	2	4	-	-	-	-	-	-	0
F 6481D	6	7	21	18	19	22	10.0	14	2	113	45	77	0
G 6476D	11	11	12	18	32	23	8.0	0	2	61	30	33	0
H 6473D	11	6	12	18	32	23	11.2	6	2	68	29	40	0
I 6465D	3	4	8	13	28	26	4.9	19	2	72	47	41	0
J 6456D	8	3	8	2	10	1	31.5	34	2	132	30	98	5
LINE 11200	(FLIGHT	13)											
A 776B?	0	1	0	2	2	4	-	-	-	-	-	-	0
B 795B?	0	5	3	10	26	26	0.5	0	1	62	303	17	0
C 869S?	0	2	0	2	2	4	-	-	-	-	-	-	0
D 880S?	0	2	0	2	2	4	-	-	-	-	-	-	0
E 938D	1	2	1	2	2	4	-	-	-	-	-	-	11
F 949D	9	7	16	9	17	13	14.9	31	1	79	60	46	0
G 955D	10	9	16	8	18	16	14.4	23	3	101	20	74	0
H 976D	20	11	25	19	30	11	21.3	20	2	81	34	52	0

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LINE 11211	(FLIGHT	13)											
A 1575S?	0	2	0	1	2	4	-	-	-	-	-	-	0
B 1543B	2	6	1	5	14	25	1.9	24	1	68	646	7	40
C 1521D	1	2	0	2	2	4	-	-	-	-	-	-	0
D 1486S?	1	2	1	2	2	4	-	-	-	-	-	-	0
E 1477S?	0	5	1	7	17	19	1.4	15	1	82	680	7	0
F 1458S?	0	8	0	14	15	87	0.5	4	1	41	706	0	0
G 1450S?	0	2	0	2	2	4	-	-	-	-	-	-	0
H 1417S?	0	2	0	0	1	1	-	-	-	-	-	-	0
I 1388B?	2	3	0	6	11	12	3.1	37	1	208	1035	0	30
J 1378B	12	10	37	23	49	19	17.6	19	3	78	20	53	0
K 1374B	3	10	37	23	49	19	10.3	11	4	92	9	71	0
L 1357D	5	10	17	27	56	41	5.2	2	1	51	75	18	5
M 1349B?	2	4	11	14	22	8	4.4	26	1	122	73	81	30
LINE 11220	(FLIGHT	13)											
A 1634D	0	6	2	6	15	47	0.5	0	1	75	207	30	0
B 1642B	0	2	1	2	2	4	-	-	-	-	-	-	0
C 1657D	0	2	1	2	2	4	-	-	-	-	-	-	0
D 1697D	0	3	3	6	12	6	1.3	16	1	149	1035	0	50
E 1712D	0	5	1	5	14	18	1.4	13	1	93	776	5	0
F 1740S?	0	2	0	6	11	29	1.7	16	1	101	1035	0	0
G 1834B	17	15	30	46	28	37	9.8	3	3	49	15	28	0
H 1839D	25	14	39	29	16	28	23.0	15	3	70	18	47	10
I 1846D	1	2	1	2	2	4	-	-	-	-	-	-	0
J 1862D	4	9	7	12	34	20	3.9	20	1	53	131	17	0
K 1865D	1	2	1	2	2	4	-	-	-	-	-	-	16
LINE 11230	(FLIGHT	13)											
A 2035S?	0	2	0	2	2	4	-	-	-	-	-	-	50
B 1963S?	0	3	2	2	1	1	4.1	24	1	185	396	90	0
C 1929B	8	12	23	36	67	47	6.7	10	2	58	35	32	0
D 1927D	8	11	23	36	67	47	6.8	8	2	47	24	24	0
E 1924D	8	12	23	36	67	47	6.6	0	3	78	16	53	0
F 1914D	0	3	4	4	16	17	0.5	0	1	131	74	87	0
LINE 11231	(FLIGHT	13)											
A 2214S?	1	2	1	2	2	4	-	-	-	-	-	-	0
B 2194S?	1	2	1	2	2	4	-	-	-	-	-	-	0
C 2165S?	1	2	0	2	2	4	-	-	-	-	-	-	0
LINE 11240	(FLIGHT	13)											
A 2342D	0	2	1	2	2	4	-	-	-	-	-	-	0

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ANOMALY/ FID/INTERP	COAXIAL 900 HZ REAL PPM	COAXIAL 900 HZ QUAD PPM	COPLANAR 900 HZ REAL PPM	COPLANAR 900 HZ QUAD PPM	COPLANAR 7200 HZ REAL PPM	COPLANAR 7200 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 11240	(FLIGHT	13)											
B 2404B	0	2	0	1	2	2	-	-	-	-	-	-	0
C 2411B?	0	2	1	2	2	4	-	-	-	-	-	-	0
D 2429B?	1	2	1	2	2	4	-	-	-	-	-	-	0
E 2444B?	0	2	1	2	2	4	-	-	-	-	-	-	0
F 2567D	15	16	43	44	96	42	12.1	0	2	43	52	15	0
G 2569D	12	14	43	44	96	42	11.1	0	4	47	12	28	0
H 2574D	10	9	40	16	10	19	23.4	3	2	62	46	31	0
I 2588D	0	5	2	6	14	35	0.9	4	1	68	613	1	0
LINE 11250	(FLIGHT	13)											
A 2801S?	0	2	0	2	2	4	-	-	-	-	-	-	4
B 2763S?	0	3	2	6	19	25	1.1	14	1	129	302	60	0
C 2759S?	0	2	1	2	2	4	-	-	-	-	-	-	0
D 2646D	1	2	1	2	2	4	-	-	-	-	-	-	0
E 2642B	15	24	81	107	199	87	10.0	0	3	26	12	10	0
LINE 11260	(FLIGHT	13)											
A 2890S?	1	1	1	0	2	4	-	-	-	-	-	-	0
B 2900S?	0	4	4	7	21	30	0.9	13	1	83	196	36	0
C 2905S?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 2975S?	0	2	1	2	2	4	-	-	-	-	-	-	0
E 3032S?	0	2	1	2	2	4	-	-	-	-	-	-	0
F 3097D	3	7	6	12	19	37	3.0	15	1	69	150	28	20
G 3108D	9	12	18	27	55	33	7.1	0	2	53	44	24	0
LINE 11270	(FLIGHT	13)											
A 3289B	0	5	0	7	12	16	0.5	0	1	61	850	0	7
B 3172B?	3	6	13	15	4	8	4.9	0	2	62	50	29	0
LINE 11280	(FLIGHT	13)											
A 3455D	0	2	1	2	2	4	-	-	-	-	-	-	0
B 3529B?	3	5	4	16	45	32	2.6	8	1	57	692	0	0
C 3533B?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 3583S?	1	2	0	1	1	4	-	-	-	-	-	-	0
E 3644B?	3	4	5	3	9	12	0.7	0	1	62	298	33	0
LINE 11290	(FLIGHT	13)											
A 3703B?	1	2	0	2	2	4	-	-	-	-	-	-	0
B 3696B?	1	2	0	1	1	4	-	-	-	-	-	-	12
LINE 11291	(FLIGHT	13)											
A 3929B?	0	4	2	7	16	13	1.8	14	1	82	342	27	0

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ANOMALY/ FID/INTERP	COAXIAL 900 HZ REAL PPM	COAXIAL 900 HZ QUAD PPM	COPLANAR 900 HZ REAL PPM	COPLANAR 900 HZ QUAD PPM	COPLANAR 7200 HZ REAL PPM	COPLANAR 7200 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 11291	(FLIGHT		13)										
B 3902D?	1	4	0	7	15	32	0.7	4	1	113	1035	0	0
C 3897D?	1	2	0	2	2	4	-	-	-	-	-	-	0
D 3889D?	1	2	1	2	2	4	-	-	-	-	-	-	0
E 3886B?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 3872B?	0	1	1	2	2	4	-	-	-	-	-	-	6
G 3858B?	2	4	1	3	5	15	2.5	44	1	215	1035	0	0
LINE 11301	(FLIGHT		13)										
A 4319S?	0	5	1	5	12	28	1.2	21	1	69	453	17	0
B 4343S?	0	10	1	11	10	64	0.5	0	1	42	628	0	0
C 4368D	4	10	5	14	41	33	2.5	2	1	29	420	0	0
D 4373D	0	4	5	15	41	33	1.4	0	1	63	162	20	0
E 4473B?	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 11310	(FLIGHT		13)										
A 4744S?	0	2	1	2	2	4	-	-	-	-	-	-	0
B 4740S?	0	4	2	8	19	30	0.8	0	1	96	220	43	0
C 4732S?	0	4	2	3	1	7	0.8	5	1	156	523	47	0
D 4724S?	0	2	1	2	2	4	-	-	-	-	-	-	0
E 4705D	3	9	3	15	32	56	1.8	3	1	32	612	0	0
F 4694D	0	3	2	6	11	13	0.5	2	1	91	562	18	0
G 4657D	0	5	0	6	20	26	0.5	1	1	136	1035	0	0
H 4580S?	1	3	0	0	2	6	0.7	0	1	179	1035	0	0
LINE 11321	(FLIGHT		13)										
A 4961S	0	2	0	3	5	10	0.5	0	1	152	1035	0	0
B 4968S?	0	3	1	4	7	17	3.3	40	1	104	992	5	19
C 4972S?	0	2	0	2	2	4	-	-	-	-	-	-	0
D 5005S?	0	5	1	10	18	25	0.5	2	1	78	586	11	0
E 5039D	0	2	0	2	4	16	4.4	61	1	209	1035	0	0
F 5045D?	0	1	0	2	2	4	-	-	-	-	-	-	0
LINE 11330	(FLIGHT		13)										
A 5320D	0	5	2	4	12	31	0.8	0	1	69	297	19	0
B 5308D	0	8	3	8	17	39	0.5	0	1	58	295	12	0
C 5286D?	0	2	1	2	2	4	-	-	-	-	-	-	0
D 5261B	3	9	13	21	45	21	3.8	0	1	47	60	15	0
E 5251B?	0	2	0	2	2	4	-	-	-	-	-	-	0
F 5175D	1	7	0	3	8	17	2.2	18	1	165	1035	0	0
LINE 11340	(FLIGHT		13)										
A 5363B?	0	3	1	3	4	37	0.5	0	1	58	630	0	0

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	COAXIAL 900 HZ		COPLANAR 900 HZ		COPLANAR 7200 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 11340	(FLIGHT	13)											
B 5366S?	0	2	1	2	2	4	-	-	-	-	-	-	0
C 5400B?	1	3	1	2	3	4	5.3	41	1	84	526	8	0
D 5411B?	1	2	1	2	2	4	-	-	-	-	-	-	0
E 5416B?	5	6	1	9	10	6	3.6	16	1	61	168	19	18
F 5426B?	0	5	4	4	4	35	0.1	0	1	39	220	15	6
G 5473B?	0	2	1	1	2	4	-	-	-	-	-	-	0
H 5483B?	0	2	1	2	2	4	-	-	-	-	-	-	0
LINE 11350	(FLIGHT	13)											
A 5686B?	1	2	2	6	9	17	1.8	24	1	107	169	57	0
B 5682B?	0	6	4	3	11	19	1.7	9	1	79	205	30	0
C 5678B?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 5660D	3	7	2	10	20	30	1.7	7	1	72	529	8	0
E 5641D	0	7	5	7	17	27	1.0	0	1	92	113	48	0
F 5623D	6	9	11	20	43	8	5.2	14	1	50	265	9	0
G 5621B	5	8	11	20	43	8	4.6	17	1	61	80	28	0
H 5614S?	1	2	1	2	2	4	-	-	-	-	-	-	0
I 5547S?	0	7	0	3	1	22	1.3	8	1	159	1035	0	0
LINE 11360	(FLIGHT	13)											
A 5740S?	0	2	1	2	2	4	-	-	-	-	-	-	0
B 5745D?	1	2	1	2	2	4	-	-	-	-	-	-	0
C 5752B	0	3	4	7	25	34	2.3	9	1	86	210	34	0
D 5759B	0	2	1	2	2	4	-	-	-	-	-	-	0
E 5773B?	2	7	5	17	39	61	2.0	0	1	45	459	0	0
F 5777B	1	8	5	17	39	61	1.4	5	1	53	155	16	0
G 5784D	0	7	3	11	26	21	0.9	6	1	59	304	15	0
H 5841S	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 11370	(FLIGHT	13)											
A 6013S?	0	2	1	2	2	4	-	-	-	-	-	-	0
B 6003D	0	2	1	2	2	4	-	-	-	-	-	-	0
C 5978B?	0	6	4	13	32	38	0.8	0	1	62	291	13	4
D 5972B	2	5	7	8	31	14	3.9	15	1	40	293	0	0
E 5965B?	2	5	7	13	27	29	3.2	9	1	42	616	0	0
F 5947B?	0	1	1	7	15	19	1.6	33	1	110	1014	7	0
G 5909B	0	2	0	2	2	4	-	-	-	-	-	-	0
H 5877B	0	2	0	2	0	4	-	-	-	-	-	-	50
LINE 11381	(FLIGHT	14)											
A 1711B?	1	2	0	2	2	4	-	-	-	-	-	-	0

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ANOMALY/ FID/INTERP	COAXIAL 900 HZ REAL PPM	COAXIAL 900 HZ QUAD PPM	COPLANAR 900 HZ REAL PPM	COPLANAR 900 HZ QUAD PPM	COPLANAR 7200 HZ REAL PPM	COPLANAR 7200 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 11381 (FLIGHT 14)													
B 1702S	0	10	4	15	16	23	1.1	0	1	26	390	0	0
C 1671S?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 1663S?	1	2	1	2	2	4	-	-	-	-	-	-	0
E 1649S?	2	5	2	7	17	18	2.1	17	1	41	377	0	0
LINE 11390 (FLIGHT 14)													
A 1771S	0	4	0	7	13	25	0.5	1	1	72	843	0	0
B 1805S	0	3	1	10	18	44	0.5	0	1	33	563	0	0
C 1820S?	0	2	1	2	2	4	-	-	-	-	-	-	0
LINE 11400 (FLIGHT 14)													
A 1950D?	0	2	2	8	13	32	1.9	15	1	198	1035	0	0
LINE 19011 (FLIGHT 14)													
A 1108B?	2	1	8	8	12	10	7.9	45	2	60	39	33	0
B 1048D	7	9	38	43	90	49	9.0	10	2	53	36	27	0
C 1045D?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 1022B?	1	4	5	8	19	19	2.5	16	1	70	190	24	0
E 877S?	2	3	1	0	2	1	5.7	61	1	154	923	30	0
F 836S	0	2	1	6	8	17	0.9	23	1	70	782	2	0
G 716S	0	6	1	11	24	50	0.5	0	1	22	612	0	0
LINE 19013 (FLIGHT 14)													
A 1417B?	1	3	8	11	16	15	3.7	28	1	82	94	43	0
B 1400B?	3	1	8	4	10	1	1.0	0	1	87	80	66	0
C 1393B	5	6	33	22	43	11	13.8	15	3	72	20	48	0
D 1389B	1	2	1	2	2	4	-	-	-	-	-	-	0
E 1367D?	3	3	13	11	24	12	8.6	34	2	102	27	73	0
F 1353B	4	5	6	3	8	4	7.7	37	4	74	11	53	0
G 1348B	1	2	1	2	2	4	-	-	-	-	-	-	0
H 1340D	3	5	12	10	13	10	7.5	20	2	102	61	64	0
I 1313B?	2	1	7	6	12	5	9.5	38	2	89	26	59	0
J 1291B	8	12	37	37	68	33	9.6	13	3	63	14	42	0
K 1289B	8	12	37	37	68	33	9.6	10	4	51	10	33	0
L 1269B	17	11	23	21	49	21	15.5	10	6	49	4	34	0
M 1263B	7	6	32	15	50	23	19.8	13	5	44	5	28	4
N 1256B	9	7	28	15	37	21	19.5	13	6	51	5	35	0
O 1253B	10	6	28	15	37	10	21.3	11	7	51	4	37	0
P 1245B	4	3	12	11	20	9	9.9	28	5	58	6	41	0
Q 1235B	15	17	12	7	18	39	11.0	18	5	46	7	30	0
R 1231B	8	10	10	33	69	39	4.2	7	5	43	6	28	0

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	COAXIAL 900 HZ		COPLANAR 900 HZ		COPLANAR 7200 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 19013	(FLIGHT	14)											
S 1223B?	4	9	38	31	66	35	10.1	11	4	55	10	36	0
T 1204D	4	6	22	23	51	24	7.4	15	1	63	75	29	0
U 1199B?	4	4	24	23	51	16	9.8	24	3	60	22	37	0
V 1189B?	4	7	0	16	4	11	1.6	11	1	91	61	56	0
LINE 19020	(FLIGHT	14)											
A 2065S	0	1	0	2	2	4	-	-	-	-	-	-	0
B 2080S	0	2	1	2	2	4	-	-	-	-	-	-	0
C 2104B?	1	2	0	2	2	4	-	-	-	-	-	-	0
D 2120B?	0	4	1	1	11	12	0.9	13	1	96	985	0	0
LINE 19021	(FLIGHT	14)											
A 2279S?	0	10	0	19	18	91	0.5	7	1	46	700	0	0
B 2449S	0	2	1	2	2	4	-	-	-	-	-	-	0
C 2626S?	0	3	6	9	20	18	2.3	13	1	86	266	32	20
D 2634S?	1	2	0	1	2	4	-	-	-	-	-	-	0
E 2639S?	0	2	1	4	12	18	2.6	45	1	212	1035	0	0
F 2720D	13	21	16	39	101	78	5.1	3	1	44	63	16	90
G 2730D	1	2	1	2	2	4	-	-	-	-	-	-	0
H 2770B	16	18	34	41	57	25	10.4	9	2	56	25	33	0
I 2774B	10	13	34	41	57	25	9.1	12	2	64	24	41	0
J 2786D	1	3	7	14	33	21	2.5	11	2	61	43	31	0
K 2794B	12	8	25	15	30	2	18.5	11	5	65	8	46	0
L 2802D	20	18	29	35	63	29	12.1	5	3	50	15	29	0
M 2821D	2	5	6	14	35	29	2.5	6	1	64	82	28	4
N 2844B	9	15	16	23	55	52	6.0	15	2	55	48	27	0
O 2893B	12	19	34	50	97	42	7.5	4	2	42	28	19	0
P 2910B?	1	2	2	6	14	17	1.4	19	1	61	97	25	0
Q 2925B	4	5	9	10	23	7	6.5	22	2	70	41	40	0
R 2940D	4	6	8	13	30	19	4.7	24	1	87	156	42	0
S 2953D	7	13	18	8	14	16	9.1	19	3	73	19	49	60
T 2972B?	1	2	1	2	2	4	-	-	-	-	-	-	0
U 2989B?	0	2	10	10	19	8	4.7	26	2	87	43	55	0
V 3054L	4	22	12	42	98	140	2.1	0	1	26	191	0	6
W 3055L	4	22	13	42	98	140	2.3	0	1	25	165	0	0
X 3059L	13	26	12	36	46	29	4.3	0	1	42	78	11	0
Y 3062L	36	21	30	35	79	66	19.5	0	4	41	9	22	0
Z 3065L	36	44	30	35	79	15	11.3	0	5	41	5	26	0
AA 3072L	4	1	17	67	152	73	3.2	0	6	53	4	39	0
LINE 19022	(FLIGHT	14)											
A 3102B?	4	7	5	16	6	46	3.0	18	2	78	35	49	0

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LINE 19022	(FLIGHT	14)											
B 3126S	2	5	10	15	31	26	3.6	17	1	69	112	30	0
C 3174S	0	3	1	8	19	8	1.2	6	1	52	792	0	0
D 3256B?	1	2	4	5	10	16	0.6	0	1	62	303	34	0
E 3285B	40	27	145	68	137	11	38.5	3	7	34	3	23	0
F 3287B	31	25	145	68	137	11	35.0	0	6	30	4	17	0
G 3294B	19	27	37	17	37	114	13.8	10	2	40	21	19	0
H 3318B?	3	5	7	10	28	31	4.2	14	2	86	46	52	0
I 3326B?	4	4	6	10	25	15	5.2	21	3	77	13	54	4
J 3337B	10	9	24	19	41	15	12.9	10	4	54	8	35	0
K 3339B	16	20	23	9	24	44	12.8	8	4	52	12	32	0
L 3342B	16	20	23	9	24	44	12.8	14	2	59	26	34	0
M 3405S	0	6	2	13	30	27	0.5	2	1	43	480	0	0
LINE 19030	(FLIGHT	14)											
A 3744B	0	4	2	6	13	14	1.8	26	1	122	378	50	0
B 3705S	0	3	1	5	10	18	0.8	2	1	106	1035	0	0
C 3657B?	0	2	0	2	2	4	-	-	-	-	-	-	0
D 3618B	6	9	14	19	37	30	6.1	14	1	60	132	21	0
E 3606B	4	6	4	7	19	25	4.0	25	1	56	217	14	0
F 3599B	1	5	6	12	32	22	2.4	14	1	64	125	25	13
G 3581D	11	7	26	24	39	9	14.4	3	2	52	52	21	0
H 3565B	19	9	50	43	72	13	19.9	0	4	35	8	18	0
LINE 19031	(FLIGHT	14)											
A 4017L	4	9	5	8	23	76	5.7	20	1	74	214	28	5
B 4013L	0	49	6	14	24	85	0.8	0	1	44	232	5	0
C 4008L	16	47	3	12	11	49	13.0	0	1	27	348	0	0
D 4005L	16	53	9	12	11	23	4.9	0	1	44	142	4	0
E 4000L	0	42	1	6	0	0	0.8	0	1	88	601	10	0
F 3996L	0	5	1	7	9	17	2.8	23	1	63	698	0	0
G 3989L	0	2	1	2	2	4	-	-	-	-	-	-	20
H 3962S	0	2	1	2	2	4	-	-	-	-	-	-	0
I 3927B?	1	5	6	7	17	12	2.2	12	1	82	93	42	0
J 3912B?	0	3	3	5	5	12	0.8	10	1	108	926	6	12
LINE 20190	(FLIGHT	8)											
A 1031D	1	3	2	7	17	11	1.5	0	1	61	123	17	0
B 971S?	3	7	7	22	55	46	2.5	11	1	47	117	14	0
C 964S?	0	3	2	18	48	44	0.5	0	1	55	123	16	0
D 953S?	2	3	5	9	21	22	3.6	34	1	71	80	36	0
E 940S?	1	2	1	2	2	4	-	-	-	-	-	-	0

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		COAXIAL 900 HZ		COPLANAR 900 HZ		COPLANAR 7200 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP		REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 20190		(FLIGHT 8)												
F	920S?	0	2	1	2	2	4	-	-	-	-	-	-	0
G	891B?	2	4	5	11	6	21	2.5	25	1	77	96	40	0
H	869B	33	16	42	48	74	17	20.4	10	9	39	2	28	0
I	866B	26	16	42	23	74	17	26.2	14	9	36	2	25	0
J	861B?	6	22	136	72	67	30	21.2	9	4	44	8	28	0
K	842B	2	6	4	9	25	40	2.3	7	2	70	32	42	0
L	834B	59	55	124	141	302	122	17.9	0	4	19	10	4	0
M	827B	31	23	164	50	154	122	52.9	0	6	26	4	14	0
N	825B	31	23	165	111	240	43	28.3	4	7	34	3	22	0
O	822B	47	23	165	113	240	43	34.6	1	6	32	5	19	0
P	785S?	1	2	1	2	2	4	-	-	-	-	-	-	0
Q	773S?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20200		(FLIGHT 8)												
A	1120B?	1	2	1	2	2	4	-	-	-	-	-	-	0
B	1191D	7	10	23	27	50	22	7.4	10	1	50	58	20	0
C	1212S?	0	3	2	8	20	31	0.7	0	1	43	190	1	0
D	1272B	6	2	20	8	25	12	35.4	15	7	62	4	46	0
E	1281B	6	4	27	19	43	17	15.5	19	7	73	4	57	0
F	1284B	8	7	27	19	43	17	14.6	12	7	54	4	39	0
G	1294B	12	11	50	28	75	32	20.1	6	9	43	2	31	0
H	1301D?	8	7	35	32	45	7	12.5	14	8	43	3	31	0
I	1305B	11	13	41	34	52	13	12.2	8	8	33	2	22	0
J	1311B?	11	10	37	13	50	13	22.7	12	5	39	6	24	0
K	1320B?	25	18	60	48	92	20	19.3	1	4	47	10	29	0
L	1323B?	25	18	60	48	92	20	19.3	0	5	29	7	13	0
M	1332B	27	30	98	68	141	61	19.7	0	5	21	6	7	0
N	1354B?	1	2	0	1	2	4	-	-	-	-	-	-	0
LINE 20210		(FLIGHT 8)												
A	1580B	11	10	47	30	60	15	18.4	7	2	67	30	39	0
B	1577B	11	10	47	30	60	10	17.8	7	4	59	13	39	0
C	1567B	11	12	44	39	77	39	12.6	12	4	52	10	34	0
D	1565B	13	13	43	39	77	30	13.3	10	3	51	17	30	0
E	1561B	5	9	17	30	53	31	4.6	2	1	35	61	7	0
F	1552B	1	2	1	2	2	4	-	-	-	-	-	-	0
G	1544D	2	4	2	7	23	23	2.5	9	1	41	192	0	0
H	1529S?	1	2	1	2	2	4	-	-	-	-	-	-	0
I	1514S?	1	2	1	1	5	5	2.2	57	1	76	320	24	0
J	1493B?	2	1	8	1	8	10	20.5	14	1	93	90	48	0
K	1476B?	1	2	1	2	2	4	-	-	-	-	-	-	0

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	COAXIAL 900 HZ		COPLANAR 900 HZ		COPLANAR 7200 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 20210 (FLIGHT 8)													
L 1463B	36	20	47	51	87	35	20.4	0	8	29	2	17	0
M 1459B?	5	0	47	51	87	32	13.0	5	12	39	1	30	0
N 1451B	42	31	138	59	153	72	37.7	3	9	31	2	21	0
O 1449B	41	31	138	59	153	72	37.4	0	8	22	2	11	0
P 1446B	41	16	115	58	146	31	46.2	0	5	36	5	22	0
Q 1441B	23	28	60	67	141	38	12.1	0	4	28	7	14	0
R 1435D	6	15	53	58	129	70	8.7	0	4	29	10	13	0
S 1426B	18	11	30	21	55	11	21.0	3	3	32	13	14	0
T 1422D	4	5	17	20	55	11	7.5	27	2	66	23	42	0
U 1419D	1	2	1	2	2	4	-	-	-	-	-	-	0
V 1409B?	4	6	7	12	29	24	4.3	7	1	47	80	14	0
LINE 20220 (FLIGHT 8)													
A 1731S?	1	1	1	5	15	9	1.0	0	1	53	192	29	0
B 1746B?	1	2	2	2	9	9	2.3	40	1	91	194	41	0
C 1754B?	1	3	3	5	13	13	2.2	21	1	71	137	28	0
D 1792D?	1	5	2	9	21	19	1.3	4	1	47	289	4	0
E 1819B?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20230 (FLIGHT 8)													
A 1980H	0	1	1	2	2	7	1.4	41	1	50	491	2	0
B 1900B?	1	2	1	1	2	4	-	-	-	-	-	-	0
LINE 20240 (FLIGHT 8)													
A 2097B?	1	2	1	2	2	4	-	-	-	-	-	-	0
B 2118H	1	2	1	2	2	4	-	-	-	-	-	-	0
C 2133H	0	2	1	2	2	4	-	-	-	-	-	-	0
D 2155B?	1	3	2	11	21	29	1.4	13	1	39	564	0	0
LINE 20241 (FLIGHT 8)													
A 3391D?	1	2	1	2	2	4	-	-	-	-	-	-	0
B 3362B	2	5	4	9	21	22	2.3	13	1	65	97	28	0
C 3352D	1	2	1	2	2	4	-	-	-	-	-	-	0
D 3346B	11	7	15	13	24	6	15.6	16	4	56	12	36	0
E 3332B	6	14	37	35	68	28	8.4	0	5	30	5	16	0
F 3328B	12	14	37	35	68	28	11.8	0	5	32	5	17	0
G 3316B?	8	7	1	19	51	11	4.1	0	4	49	9	30	0
LINE 20250 (FLIGHT 8)													
A 2381B?	2	3	8	8	19	5	6.1	26	2	63	39	33	0
B 2375B?	5	4	13	8	3	12	13.0	26	1	64	80	29	0

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ANOMALY/ FID/INTERP	COAXIAL 900 HZ REAL PPM	COAXIAL 900 HZ QUAD PPM	COPLANAR 900 HZ REAL PPM	COPLANAR 900 HZ QUAD PPM	COPLANAR 7200 HZ REAL PPM	COPLANAR 7200 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 20250	(FLIGHT	8)											
C 2371B?	4	2	13	8	15	13	15.9	36	4	88	13	65	0
D 2284B?	0	1	1	1	2	2	-	-	-	-	-	-	0
E 2275H	1	1	1	2	2	4	-	-	-	-	-	-	0
LINE 20260	(FLIGHT	8)											
A 2459B?	18	8	57	25	53	12	37.5	5	4	53	9	35	0
B 2462B?	14	10	57	24	53	11	29.9	8	6	54	4	40	0
C 2476B	3	3	19	6	10	12	22.3	35	6	85	6	67	0
D 2528S	0	4	3	8	13	25	0.6	0	1	41	249	0	0
LINE 20270	(FLIGHT	8)											
A 2645B?	0	2	1	2	2	4	-	-	-	-	-	-	0
B 2594S?	0	9	2	14	39	71	0.6	0	1	22	366	0	0
LINE 20280	(FLIGHT	8)											
A 2806S?	2	14	3	27	67	119	0.9	0	1	12	292	0	0
LINE 20290	(FLIGHT	8)											
A 2888S?	3	6	2	23	36	109	1.8	0	1	77	691	0	0
B 2881S?	4	30	6	59	113	143	1.1	0	1	12	201	0	0
C 2870S?	1	3	0	5	14	17	1.4	21	1	87	873	0	10
LINE 20300	(FLIGHT	8)											
C 3098S	1	2	1	2	2	4	-	-	-	-	-	-	0
D 3127B	5	5	0	12	29	17	3.1	13	1	72	59	39	0
E 3133B	1	2	1	2	2	4	-	-	-	-	-	-	0
F 3142B	50	21	89	56	135	20	38.2	0	11	35	1	26	0
G 3144B	49	20	89	56	135	20	39.4	0	9	34	2	23	0
H 3152B	8	5	17	12	24	16	16.2	21	2	65	24	39	0
I 3160B?	1	2	1	2	2	1	-	-	-	-	-	-	0
J 3163B?	1	2	1	2	2	4	-	-	-	-	-	-	0
K 3182B?	5	4	9	11	21	11	7.5	22	3	68	22	43	0

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