REPORT NO. 706

DIGHEM^{II} SURVEY

OF THE

FINNMARK AREA, NORWAY

FOR

A/S SYDVARANGER

BY

DIGHEM LIMITED

Toronto, Ontario
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Vice-President

SUMMARY AND RECOMMENDATIONS

A DIGHEM^{II} airborne electromagnetic/resistivity/ magnetic/VLF-EM survey totalling 2,047 line-km was flown in July, 1982 for A/S Sydvaranger in the Finnmark area of Norway.

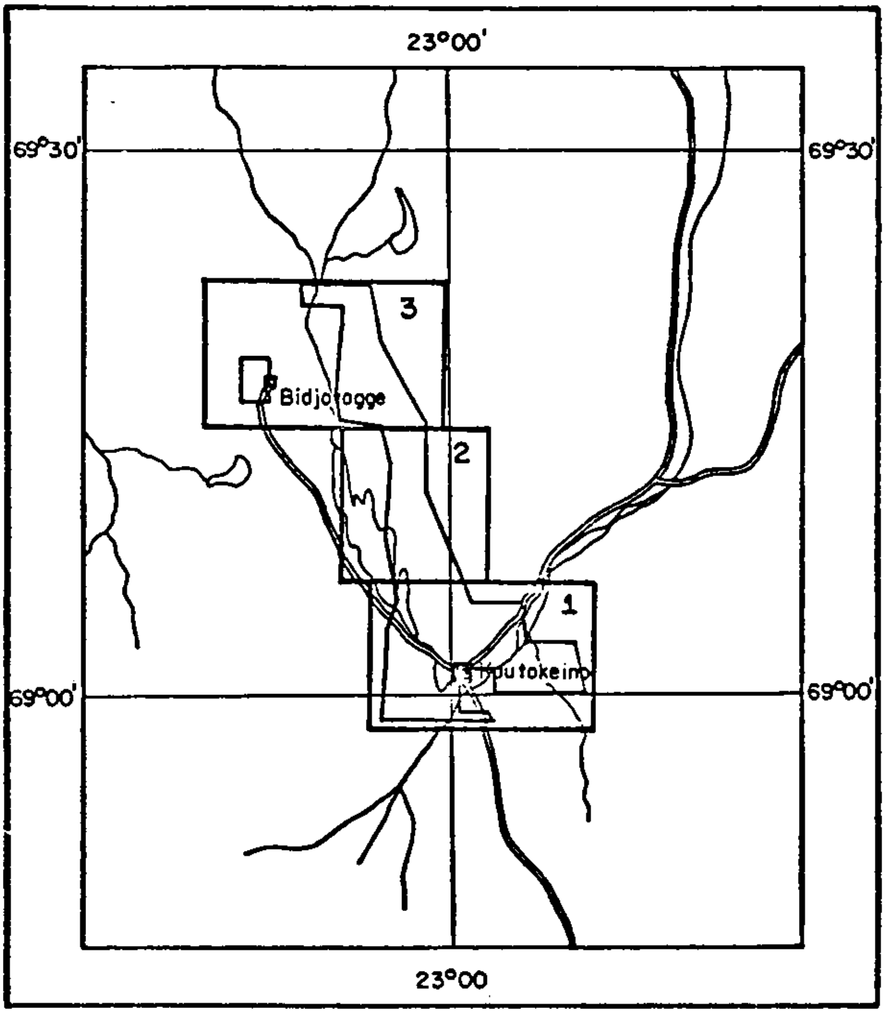
The geologic environment in the survey area varied from resistive to highly conductive. A number of narrow conductive zones were detected which are believed to primarily reflect greenstone belts. In addition, many conductors of short-to-intermediate strike length were detected which appear to constitute the most attractive targets in the survey area.

All the geophysical parameters, including EM, resistivity, magnetics, and VLF-EM, provided valuable information relating to the geology of the survey area. A very good correlation between the individual geophysical data sets will greatly simplify the evaluation of the structural features.

Numerous conductors detected in the survey area appear to warrant further investigation using appropriate ground follow-up techniques. Areas of interest should be assigned priorities for follow-up work based on supporting geologic and geochemical information and on the results of an all-parameter analysis of geophysical data.

It is recommended to pay special attention to isolated conductors, short strike-length conductors, those portions of long formational conductors which are distinguished by unusually high conductance metres, and to those conductors which show coincident anomalies in other geophysical parameters.

LOCATION MAP



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INTRODUCTION

A DIGHEM^{II} survey totalling 1,985 line-km was flown with a 200 m line-spacing for A/S Sydvaranger, between July 6 and July 25, 1982, in the Finnmark area of Norway. In addition, four tie lines were flown totalling 62 line-km.

The Lama LN-OTB turbine helicopter flew at an average airspeed of 106 km/h with an EM bird height of approximately 33 m. Ancillary equipment consisted of a Sonotek PMH-5010 magnetometer with its bird at an average height of 48 m, a Sperry radio altimeter, a Geocam sequence camera, a Barringer 8-channel hot pen analog recorder, a Sonotek SDS-1200 digital data acquisition system and a DigiData 1140 9-track 800-bpi magnetic tape recorder. A HERZ Totem 1A VLF-electromagnetometer was employed during the survey, with the sensor towed at an average height of 53 m. The VLF-EM receiver was tuned to FUO Bordeaux, France, which operates at 15.1 kHz, and on lines 1510 to 1650 to GBR Rugby, U.K., which operates at 16.0 kHz. The analog equipment recorded four channels of EM data at approximately 900 Hz, one ambient EM noise channel (for the coaxial receiver), two multiplexed VLF-EM outputs on one channel, and one channel each of magnetics and radio altitude. The digital equipment recorded the EM data with a sensitivity of 0.20 ppm/bit, the magnetic field to one gamma/bit, and the VLF-EM field to 0.10 percent/bit.

Appendix A provides details on the data channels, their respective sensitivities, and the 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. The DIGHEM system nevertheless can be flown under wind conditions that seriously degrade other AEM systems.

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SECTION I: SURVEY RESULTS

The survey consisted of two grids flown in an east-west direction. The main grid extended in a north-northwest direction from the town of Kautokeino and covered 1,957 line-km of flying, i.e., 1,900 line-km of the survey grid flying and 57 line-km of magnetic tie-lines. The smaller grid extended over the Bidjovagge mine and covered 90 line-km of flying, consisting of 85 line-km of survey grid flying and 5 line-km of magnetic tie-line.

The survey results are presented on three separate map sheets. The EM responses are summarized in Table I-1. They are arranged with respect to their conductance grade and interpretation.

The resistivity map indicates that the country rocks in the survey area are relatively resistive. Typical resistivity values are in excess of 750 ohm-m. A number of narrow low resistivity zones occur abundantly throughout the area. Their preferred strike direction is close to north-northwest, with a north-south to north-northeast direction being observed mainly in the south part of the main grid (sheet 1). Based on the available geologic and geophysical

706 SH1 KAUTOKEINO

CONDUCTOR GRADE	CONDUCTANCE RANGE	RESPONSES
6	> 99 MHOS	124
5	50-99 MHOS	133
4	20-49 MHOS	227
3	10-19 MHOS	117
2	5- 9 MHOS	102
1	< 5 MHOS	312
X	INDETERMINATE	37
TOTAL		1052

CONDUCTOR MODEL	MOST LIKELY SOURCE	RESPONSES
D	DISCRETE BEDROCK	406
T	DISCRETE BEDROCK	149
P	DISCRETE BEDROCK	2
B	DISCRETE BEDROCK	136
G	ROCK OR COVER	11
H	ROCK OR COVER	0
S	COVER	268
R	CULTURE	2
C	CULTURE	1
L	CULTURE	74
?	QUESTIONABLE	1
(BLANK)		2
TOTAL		1052

(SEE EM MAP LEGEND FOR EXPLANATIONS)

Table I-1

706 SH2 KAUTOKEINO

CONDUCTOR GRADE	CONDUCTANCE RANGE	RESPONSES
6	> 99 MHOS	99
5	50-99 MHOS	133
4	20-49 MHOS	136
3	10-19 MHOS	51
2	5- 9 MHOS	48
1	< 5 MHOS	85
X	INDETERMINATE	11
TOTAL		563

CONDUCTOR MODEL	MOST LIKELY SOURCE	RESPONSES
D	DISCRETE BEDROCK	216
T	DISCRETE BEDROCK	117
P	DISCRETE BEDROCK	2
B	DISCRETE BEDROCK	117
G	ROCK OR COVER	22
H	ROCK OR COVER	1
S	COVER	81
R	CULTURE	0
C	CULTURE	2
L	CULTURE	3
?	QUESTIONABLE	1
(BLANK)		1
TOTAL		563

(SEE EM MAP LEGEND FOR EXPLANATIONS)

Table I-1

706 SH3 KAUTOKEINO

CONDUCTOR GRADE	CONDUCTANCE RANGE	RESPONSES
6	> 99 MHOS	207
5	50-99 MHOS	124
4	20-49 MHOS	107
3	10-19 MHOS	47
2	5- 9 MHOS	38
1	< 5 MHOS	29
X	INDETERMINATE	11
TOTAL		563

CONDUCTOR MODEL	MOST LIKELY SOURCE	RESPONSES
D	DISCRETE BEDROCK	239
T	DISCRETE BEDROCK	119
P	DISCRETE BEDROCK	3
B	DISCRETE BEDROCK	127
G	ROCK OR COVER	17
H	ROCK OR COVER	0
S	COVER	37
R	CULTURE	1
C	CULTURE	1
L	CULTURE	13
?	QUESTIONABLE	4
(BLANK)		2
TOTAL		563

(SEE EM MAP LEGEND FOR EXPLANATIONS)

Table I-1

information, it is inferred that these conductive zones reflect primarily greenstones which contain localized pockets of predominantly copper mineralization which, in turn, are associated with extensive graphitic shale units. There are both geologic and geophysical indications suggesting that the greenstone belts may be anticlinal.

It should be noted that in many cases the resistivity map describes the lateral distribution of conductive material better than the EM map. The latter, describing discrete conductors is, however, superior in portraying the geometry of the conductors, e.g., thin vs thick conductors, multiple thin conductors, dipping conductors, etc.

In several instances, the resistivity contours were slightly distorted due to the presence of cultural sources, for example, along the power line following Highway 93 to Kautokeino and further northwest along Highway 92.

The total magnetic field in the survey area is very active, showing a relief of several thousand nT. In general, north-northwest and north-south to north-northeast trends are evident on the magnetic map correlating with similar conductive trends mentioned earlier. The latter correspond with narrow magnetic lows which, in general, are believed to reflect non-magnetic diabase which is confined to the outer flanks of the, presumably, anticlinal greenstone rocks.

Both magnetic maps suggest that numerous structural features are present in the survey area, such as contacts, faults, or intrusive bodies. In many instances, the resistivity and VLF-EM maps provide further information relating to these structural features. It is of interest to note the association of conductors with these features. In fact, the geophysical data suggest that such conductors may constitute the most attractive targets in the survey area. They are, for example, indicated by anomalies 560N, 1200F, 2170C-2190A, 2170I-2180I.

The survey area contains a large number of zones with high concentrations of magnetite which occur in the form of narrow bands generally coincident with magnetic highs. The high content of magnetite can be distinguished on the EM traces by negative inflections on both inphase channels (numbers 22 and 24 of the digital profiles). The apparent percent magnetite by weight is also indicated on the digital profiles by channel 50. Values in excess of 8 percent were not unusual. The highest value (15 percent) was recorded on line 10, just west of anomaly F. Such high concentrations of magnetite suggest that the corresponding magnetic features most likely reflect iron formations.

The filtered total VLF-EM field map (see the paragraph on VLF-EM in Section II) shows a relatively high degree of activity. Numerous north-northwesterly striking features occur throughout the survey area. They coincide with the narrow conductive/low magnetic zones described earlier. The presence of numerous north-northeasterly striking VLF-EM features should be noticed, particularly because these features in many instances appear to be better defined (i.e., they are sharper and have higher amplitudes) than the north-northwesterly features. It is proposed that the relative strength and definition of these two groups of VLF-EM features may be misleading. The apparent strength of the north-northeast features is probably overestimated due to the VLF transmitter azimuth (approximately N135°W), while the strength of the north-northwesterly features may be underestimated.

As is the usual case, the geologic features in the survey area can be best delineated and evaluated using an all-parameter geophysical analysis. In the present case, such an analysis should be simplified because a good correlation exists between different geophysical parameters.

CONDUCTORS IN THE SURVEY AREA

The EM map shows the anomaly locations with the interpreted conductor shape, dip, conductance and depth being indicated by symbols. Direct magnetic correlation is also shown if it exists. The strike direction and length of the conductors are indicated when anomalies can be correlated from line to line. When studying the map sheets for follow-up planning, consult the anomaly listings appended to this report to ensure that none of the conductors is overlooked.

Sheet 1

Sheet 1 covers the south part of the main survey grid. The geophysical parameters indicate the presence of several extensive units which are characterized by a varying degree of activity. Preferred trends can be recognized within individual rock units. The southwest part of the sheet (west of the town of Kautokeino) displays high resistivities. It contains a large semi-oval magnetic feature which is known to extend further south. This portion of the sheet appears to terminate along a trend extending from the east end of lines 10 to 90 in a northwest direction. This boundary is clearly portrayed on the resistivity, as well as on both magnetic maps.

The far-eastern and northwestern portions of the sheet contain a number of predominantly northwestern conductive and corresponding magnetic trends.

A dome-like structure in the eastern part of the sheet (along the south half of tie-line 6040) is suggested from resistivity and magnetic data.

The central and north-central parts of the sheet are distinguished from the rest of the area by discordant strike directions, predominantly toward northeast.

Group 1

These grade 1 to 6 anomalies reflect a series of north-northwesterly striking bedrock conductors which may be confined to the eastern flank of a greenstone/greenschist rock unit. Most of the conductors are thin dike-like bodies, generally of west dip. Note that the southern conductors terminate south of line 340. The northernmost conductor, 380xA-420U, however, appears to constitute an extension of the group 1 conductors, even though a change of strike for this conductor is apparent.

Anomaly 5170E-420S

A non-magnetic bedrock conductor of western dip is indicated by these grade 1 to 4 anomalies. Both the EM and the resistivity parameters suggest that the conductor is of poor quality between 300Y and 360A'. The conductor appears to be confined to the western edge of the greenstone/greenschist rock unit mentioned above. Note also the presence of poorly defined anomalies of possibly bedrock origin paralleling the main conductor from the east (e.g., 5180I-5240H).

Anomalies 5220F-5260G,
5260H-5270P,
5280L, 290X,
310Z, 310A'

Most of these grade 1 to 3 anomalies are poorly defined. They may reflect weak bedrock conductors confined to the northern and eastern flanks of a well defined magnetic high. Anomaly 5240F is the best among these anomalies and appears to reflect a bedrock conductor of appreciable thickness.

Anomaly 4000-420R

A magnetic bedrock conductor is indicated by these grade 1 to 3 anomalies.

Group 2

These grade 1 to 6 anomalies reflect a series of thin bedrock conductors of a north-northeasterly strike direction and, generally, east dip. Most of the conductors correlate with magnetic activity or occur close to the crests of magnetic highs. Conductors of this group are distinguished from the majority of conductors on sheet 1 by their generally north-northeasterly strike direction which corresponds with magnetic and VLF-EM patterns in this part of the survey area. The magnetics suggest that these conductors may be confined to the western edge of a dome-like structure whose eastern boundary could be located along anomalies 5220F-5260G and further northwest towards 310A'.

Anomalies 430Q, 430R, 440xD, 460xC

These grade 1 and 2 anomalies and x-type responses may reflect weak bedrock conductors which occur along the north boundary of the possible dome mentioned above.

Group 3

A group of generally north-northeast striking conductors is indicated by these grade 1 to 6 anomalies. It is proposed that these conductors are confined to a separate rock unit which may be bordered by a fault(?) of a northeast strike just south of Highway 93. Note that the VLF-EM, and partly the enhanced magnetics, suggest the presence of an anomalous zone, possibly structure related, such as a fault. It should be noted that the low resistivity zone extending in a northeast direction from 440xD correlates with a lake. It probably reflects conductive lake-bottom sediments.

The most striking feature of this group is the discordant strike direction of conductors 481L-501L, 501K-521M, and 540M-580M. Note that these conductors were detected by previous Slingram surveys, and that the first two conductors yield conductances ranging from 106 mho to 172 mho on lines 491 to 511.

In the south part of the group, just north of the town of Kautokeino, the EM responses are partly affected by a power line running along Highway 93. Anomaly 320N, which occurs near a road junction, can be used to illustrate the difficulty in assigning the proper interpretation symbol to some anomalies in this part of the area. The EM responses at 320N are typical of a horizontal ribbon model (Figure II-1). It should be remembered, however, that the same type of response is obtained over some cultural features, e.g., a fenced area. Similar interpretation difficulties exist along the southeast boundary of the group, e.g., at 410K to 440Q.

By far, the best anomaly of the group is 560N. This single-line grade 6 anomaly reflects a confined conductor at a moderate depth. The conductor appears to be a compact sphere-like body (interpretation symbol C). It is, however, conceivable that the EM response may have occurred due to a conductor which lies to the side of the flight line. The anomaly is a very attractive target which should be investigated on the ground.

Group 4

These grade 2 to 6 anomalies reflect a set of approximately north-south trending bedrock conductors which have produced well defined low resistivity zones. Particularly outstanding is the 250 - 500 m wide zone in the east-central part of the group (anomalies 440J-550Q, 501H-620L) which displays resistivities consistently lower than 1 ohm-m. Conductors of this group should be investigated on the ground. It is, however, likely that they are formational conductors of small exploration interest.

Exceptions may be anomalies 310O-320M, 460L-471H, and possibly 351L-360O. Anomalies 310O-320M and 351L-360O appear to be very attractive targets. However, 351L-360O correlates with an airport runway and is, thus, suspect to be culture related. On the other hand, because lines 370 to 400, which crossed the runway, did not show the presence of any conductors at the corresponding locations, the anomalies should be investigated on the ground with great care.

Also, it should be pointed out that anomalies 160H-190N, 210G-230I, and possibly 140M, may constitute a southwesterly extension of the group 4 conductors.

A number of weak anomalies in the south part of sheet 1 reflect, or may reflect, poorly defined bedrock conductors. They are: 10E, 30F, 50G, 70E, 70F, 110E, 120C, 130D, 160D-170G. Many of these conductors appear to be masked by the presence of magnetite, such as 70F, 110E, 120C, 130D, and 160D-170G. These conductors can be recognized as coincident anomalies on the difference channels number 33 and 34. Further north 250D-290F, 300C-330C, 330D, 340D, and 351B should be considered in the ground follow-up program as low priority targets.

The remaining conductors on sheet 1 occupy its south-central and northwestern part. They have, generally, north-northwest to north-south strike direction and long strike length. A number of greenstone outcrops in the northwest corner of the sheet suggests that many of these conductors, particularly those in the northwest corner, may be more attractive than it would appear from their long strike length. Consequently, while the long strike anomalies may reflect formational conductors of low exploration interest, short and intermediate long anomalies should be investigated on the ground, for example, 140H, 140I, 140J, 270G-310F, 320E-360F, 390C-420D, 420K-481E, 440C-511A, 6030J-501C, 521C-540D, 550E-590G, 630M-680N, 6030D-650I, and 6030A-700G. Note that anomaly 440C-511A reflects a thin dike-like bedrock conductor whose south part displays a westerly dip, whereas its north part appears to be dipping east. This conductor, which is almost entirely comprised of grade 6 anomalies, appears to terminate between lines 511 and 521.

One of the most interesting features in the western part of sheet 1 is a prominent narrow feature of a northeastern strike which may constitute the eastern part of a fold. It is well portrayed on all the geophysical maps. It is associated with anomaly 600C-680E and its possible extension to 720G. These grade 4 to 6 anomalies reflect an attractive bedrock conductor which occurs on the flank of a strong magnetic high of relatively limited strike length.

Sheet 2

Sheet 2 comprises the central part of the main grid. It contains a large number of long north-northwesterly striking conductors which appear to constitute a continuation of similar conductors intercepted in the west part of sheet 1.

The geophysical data indicate a number of structural features to be present in the area of sheet 2. Probably the most noticeable of these features is the oval-shaped high resistivity zone extending across the east ends of lines 1070 to 1120. It appears to correlate with an argillite rock unit and is distinguished by a well developed magnetic high. The absence of VLF-EM anomalies over this unit suggests that no zones of weakness, such as faults, occur across it. Its boundaries, however, appear to be clearly indicated by the VLF-EM contours.

The magnetic, and partly the resistivity, data suggest the presence of a structural(?) feature running parallel to the east part of lines 1170 to 1190. This feature, which may reflect an intrusive body, is distinguished by a low magnetic field and high resistivity.

A large sandstone unit in the northeast part of the sheet 2 grid is highly resistive. Its west boundary correlates with a narrow magnetic trend which is also portrayed by the VLF-EM.

Finally, a northeast striking feature, which extends from the west end of lines 820 and 830 towards fiducial 1362, line 870, should be noticed. It is characterized by low magnetic intensity and coincident poorly defined zone of

500-700 ohm-m resistivities. The feature constitutes the south boundary of an oval-shape unit which extends north along the west ends of lines 840 to 1030. It is apparent on all the geophysical maps.

Anomaly 600B-820C

These grade 1 to 6 anomalies reflect a bedrock conductor whose north portion is confined to the west edge of a gabbro/dolerite unit which appears to be characterized by low magnetic field. While portions of this conductor are quite thick, the conductor, in general, appears to be thin and east dipping.

Group 5

This grouping consists of grade 1 to 6 anomalies which reflect generally non-magnetic bedrock conductors. The eastern conductors, which include 570D-700E of sheet 1, are believed to be formational conductors of low exploration potential. The short strike length conductors associated with this main zone may, however, be of interest. They include 590D, 700F, 730xA'-740xA, 770I, 920E, 960E-970xA', 980J-1000G, 1010xA-1020xA, 1060E-1090D, 1160A-1190A, 1320C.

It is not quite clear whether or not the western conductors of this grouping constitute an extension of anomaly 600B-820C. Note that a possible fault(?) of a northeast strike may have separated this last conductor from those in the west part of group 5.

The long-strike conductors extending from the central part of line 710 (anomalies 710J to 710M) in a north-northwest direction are continuations of similar ones from sheet 1. They are believed to be formational conductors and similar comments to those of group 5 apply here. Only those of short strike length are usually of direct interest in an exploration program. They include 810J-820H and their possible extension to 800E and to 840xA, 990xA-1000H, and 1030J-6030I.

The most interesting portion of this conductive trend is its north end, north of line 1050. An unusual "wrap-around" can be seen on the EM and resistivity maps which appears to occur in association with the argillite unit mentioned earlier. The geophysical data in this part of the survey area is complex. The resistivity patterns suggest a possible merging of several conductive trends between lines 1040 and 1130, i.e., the long-strike trend from the south, the oval-shaped "wrap-around" feature, and a northwesterly trend along anomaly 1150F-1280C. The curved conductors associated with the argillite unit are cetainly one of the most peculiar features encountered. They constitute an interesting target which should be investigated on the ground.

A separate group of anomalies, 940L, 1000L-1010M, 1010L-1040H, 1020L-1040I, 1040J-1050P, occurs southeast of the argillite unit. The geophysical data suggest that these conductors form a distinct group which may be separated from the conductors to the north by a fault. Note that these grade 1 to 5 anomalies reflect a set of attractive non-magnetic bedrock conductors which should be investigated on the ground.

Anomalies 1070F, 1090F, 1120C, 1150F-1280C, 1190H-1200E, 1200C-1240B, 1240D

These grade 1 to 6 anomalies reflect a set of generally thin bedrock conductors most of which may be related to a unique conductive horizon. Individual isolated and short strike-length conductors, e.g., 1090F, 1120C, 1190H-1200E, 1200C-1240B, and 1240D, should be given preference in the follow-up program.

Anomaly 1200F

An attractive bedrock conductor is indicated by this single-line grade 4 anomaly. The EM responses suggest that the conductor occurs parallel to, or at low angle with, the flight line. Note the magnetic patterns at this location which support this interpretation. There are certain similarities between the EM responses over this conductor and those obtained over conductor 560N of sheet 1. Both are attractive targets and should be given priority in the exploration program.

Anomalies 1240F-1270I, 1260G-1270H, 1270G,1310E, 1350G-1360D, 1360C-1380B, 1370B,1380C	A series of non-magnetic bedrock conductors is indicated by these grade 1 to 4 anomalies. These conductors appear to occur along two northwesterly trends which are best portrayed by the enhanced magnetics. Other anomalies, which were classified as overburden, or possible overburden responses (e.g., 1230G, 1230I, 1290G, 1330E, 1340C), may in fact constitute weak expressions of the two bedrock conductive trends. Note that conductor 1200F falls on the southern of the two trends. The conductive horizon containing these anomalies appears to be interrupted, or terminated, in the vicinity of line 1390.
Groups 6 and 7	The geophysical data suggest that the grade 1 to 6 anomalies of these groupings reflect generally non-magnetic bedrock conductors which are related to possibly two separate conductive horizons. The

long-strike conductors of these groupings are probably formational conductors which do not have much exploration potential. Exceptions are those of short strike length, such as 1250J-1290L, 1280D, 1450J, 1470xB-1490G, 1490H, 1540xB-1580xB of group 6, and 1420C-1450D, 1470G-1480D, 1480B, 1570G, 1660D, and 1670xA-1720D of group 7. They should be investigated on the ground. Note also that in spite of the change in character of the different geophysical parameters, the southernmost conductor of group 7 (i.e., 1310D-1470B) may be a continuation of 1150F-1280C discussed earlier.

Sheet 3

Sheet 3 covers the northern part of the main survey grid. It also contains the second, smaller grid which extended over the Bidjovagge mine.

The geophysical maps indicate the presence of several major geologic features in the area of sheet 3. The sedimentary rocks in the eastern part of the sheet display high resistivities and generally low magnetic activity. However, two narrow magnetic trends of a northwest direction appear to be related to the western contact of the sediments.

The geophysical data indicate that the northwest part of the main grid contains a large structural feature which appears to be an anticline, possibly plunging to the south. A number of well defined attractive anomalies are associated with this feature.

The resistivity and VLF-EM maps suggest that a northeasterly striking fault may extend from about 1740B towards fiducial 947, line 1840, separating the group 7 conductors from other conductors further northwest.

It is to be noted that other northeasterly VLF-EM trends occur on sheet 3, e.g., northeast of 1700A, north-northeast from 1860C, northeasterly from 1980B, etc. These trends may be structure related. Note that, while the resistivity data shows partly correlating features, there is general lack of corresponding magnetic trends.

Anomaly 1540A-1560B

A thin bedrock conductor of a west dip is indicated by these grade 3 and 4 anomalies. The conductor, which occurs on the flank of an enhanced magnetic high, may extend beyond the survey boundary.

Group 8

The grade 1 to 6 anomalies of this grouping reflect a set of bedrock conductors which are confined to the flanks of magnetic activity. The anomalies of group 8 create a complex set of conductors along two main trends which may intersect between lines 1650 and 1680. It is surmised that conductors 1540D-1650B and 1700A-1710A (with possible extension to 1730xA and 1740xA) are parts of a single conductor which was separated along a northeastern trend between 1660A and 1680A. The most attractive among the group 8 conductors are those which appear to be satellitic, e.g., 1560D and 1570C, and those which happen to occur at the intersection of conductive trends, e.g., 1670A. They should be investigated on the ground. Note also that group 8 is open to the south.

Anomalies 1540E-1790D,
1630D,
1690D-1720B,
1690E-1700F,
1771G,
1800E-2130G,
1810B-2130H

The EM, resistivity, and magnetic data suggest that these grade 1 to 6 anomalies reflect generally non-magnetic bedrock conductors which are all confined to a common conductive (graphitic shale) horizon. This horizon appears to be interrupted between 1790D and 1800E by a northeasterly striking feature, mentioned earlier. It is interesting to note the change of character of the VLF-EM response along this feature. The horizon is relatively poorly defined south of 1790D. However, north of this line, the VLF-EM shows a strong response further branching to the northeast in the vicinity of 1980B. The most interesting anomalies are 1630D, 1690D-1720B, 1690E-1700F, 1771G, and those in the vicinity of 1980B, because of their short strike length, satellitic nature, or their occurrence near the common point of merging conductive trends.

Anomalies 1750B-1771I, 1771H-1820I, 1860C-1900F, 1920D-1940F, 1970F-1980xA'	These grade 1 to 6 anomaies reflect generally non-magnetic bedrock conductors of comparatively short strike length. They are confined to a zone bordered on both eastern and western sides by long and narrow conductive horizons. Most of these conductors fall along north-south trends which appear discordant with northwesterly strike prevailing in this part of the area. Note that they are well portrayed by the VLF-EM contours.
Group 9, Anomalies 2080D-2110D, 2090E	The grade 1 to 6 anomalies of group 9 reflect a set of northwesterly striking bedrock conductors which may constitute

an extension of the group 7 conductors. The two groups are separated along a northeasterly trend indicated by the resistivity and VLF-EM data (see notes above). At the north end, conductors of this group appear to merge with the conductive horizon associated with anomalies 1800E-2130G and 1810B-2130H. It is possible that these two conductive trends reflect features related to similar rock types. Note that anomaly 2080D-2110D is most likely a northwestern extension of 1920F-2040C of group 9.

Group 9 contains several conductors which may prove to be quite attractive targets. They have a relatively short strike length, generally high conductance, and appear to be satellitic to the main conductors of long strike length. They include: 1790H-1800I with possible extension to 1781J, 1820M-1840E, 1830E-1840C, and

1900G-1911H. Note that conductors in the northeast part of the group, which occur on lines 1900 to 1930, are rather complex. They should be investigated on the ground in order to sort them out and to evaluate their exploration potential.

It is noted that conductor 2090E, which appears to be satellitic to conductor 2080D-2110D, may be related to the same horizon as 1970F-1980xA'. Alternatively, both of these conductors may be related to the group 9 conductive horizon.

Anomalies 2010E, 2010F-2090J, 2040E

These grade 2 to 6 anomalies reflect non-magnetic bedrock conductors which may be associated with an anticlinal structure, the west arm of which may continue further northwest towardsd 2090G and beyond. It should be noted, however, that 2020D-2090J may alternatively constitute a northerly extension of the eastern conductors of group 9.

Anomalies 2080E-2120D, 2090G, 2120C, 2140B-2240xB, 2140C-2260C, 2140D-2150G, 2160F-2180H, 2240F

A set of generally non-magnetic bedrock conductors is indicated by these grade 1 to 6 anomalies. The conductors occurring south of line 2190 probably relate to the group of conductors discussed immediately above. Consequently, they may be associated with the assumed anticline. However, the conductors north of line 2180 may relate to the long conductive trend associated with anomalies 1800E-2130G and 1810B-2130H.

It is worth noticing that the resistivity, VLF-EM, and enhanced magnetic data, all indicate a break of otherwise smooth and continuous patterns between 2130G, 2130H and 2190D, 2190E. This break, which is characterized by complex patterns, may be indicative of merging of the two conductive features in question. Again, the short strike length conductors, such as 2140D-2150G or 2160F-2180H, could be more attractive than the long ones.

Anomalies 2080A-2120A, 2090B

An attractive non-magnetic bedrock conductor, which may extend to 2070A, is indicated by these grade 5 and 6 anomalies. Although it appears to correlate with a narrow band of carbonate rocks, it should be investigated on the ground because it is confined to only a part of that band. Note also that a similar carbonate rock band located about 100 to 130 m east did not give rise to any EM response. Conductor 2090B may constitute a satellitic conductor to the main one.

Anomaly 2160C

This single-line non-magnetic anomaly reflects a bedrock conductor which is most likely related to the conductive trend immediately east of its location.

Anomalies 2150H-2200E, 2170I-2180I, 2210D-2220E, 2220D-2230E, 2260D-2270F

A series of short conductors is indicated by these grade 1 to 6 anomalies. An exception may be conductor 2260D-2270F which could extend further north beyond the survey boundary. The resistivity map suggests that 2150H-2200E, 2170I-2180I, and 2210D-2220E may be confined to a common conductive horizon. On the other hand, the magnetic maps suggest that 2150H-2200E may constitute a separate target. Both magnetic maps also indicate that 2220D-2230E and 2260D-2270F may be mutually related.

Anomalies 2130B-2180A, 2130C, 2150B-2180E, 2170C-2190A, 2190B-2200A, 2230A-2270A

These grade 1 to 6 anomalies reflect non-magnetic bedrock conductors which are confined to a probably south plunging anticline whose general outline can be readily recognized on both magnetic maps. Based on the geophysical data and available geologic information it would appear that conductors 2170C-2190A, 2190B-2200A, and 2230A-2270A are confined to the central part of the anticline, while conductors 2130B-2180A, 2130C (which are both open to the south), and 2150B-2180E occur on its outer flanks.

The inner conductors appear to be related to tuffite/albite units, e.g., 2190B-2200A and 2230A-2270A which occur on a common strike, or to a basalt/tuffite contact, e.g., 2170C-2190A. This last anomaly is the most attractive target of the entire survey. Note, for example, the EM traces at 2180B. Practically all the response is due to the inphase component resulting in a near-perfect conductor analysis. The area has been investigated in the past using geochemical analysis and Turam EM technique. Also, several drill holes were drilled to test the conductor.

Several points should be made with regard to comparing the results of the present survey with other data:

(1) A thin, highly conductive bed of graphite exists some 60 to 80 m north of conductor 2170C-2190A.

(2) The location of this bed roughly coincides with a strong Turam anomaly.

(3) The recovered flight path was checked and found to be accurate within the expected limits.

(4) The Dighem bird flew parallel, or at low angle, to the graphitic horizon.

(5) The geologic dip of the horizon is expected to be to the south at the nose of the anticline (i.e., the anticline is assumed to be plunging south). The drill hole 1-76 was drilled at correct dip, but possibly collared too far to the north to test the conductor properly.

Based on these observations, it is proposed that conductor 2170C-2190A be investigated on the ground. It should be kept in mind that the DIGHEM system may be sensing a better conducting part of the target down the dip which may contain mineralization. Consequently, the drill hole collar should be considered to be moved further south. A word of caution: great care must be exercized in locating the EM data on geologic maps eliminating, thus, possible plotting errors.

Conductor 2150B-2180E is equally attractive. Also, in this case the EM response is dominated by the inphase component resulting in very high conductance values. The conductor, which is associated with an albite/argillite contact, was detected during the 1976 Turam survey and drilled.

Among the remaining conductors, 2140A to 2160A, 2200A, 2230A, and 2260A should be given priority due to their very attractive EM responses resulting in high conductance values.

<u>Bidjovagge Grid</u>

A small survey grid measuring approximately 3.6 x 5 km was flown over the Bidjovagge open pit mine. The area has a long history of exploration activity including geologic mapping, geochemistry, various geophysical techniques, drilling, as well as mining activity.

The central part of the survey block contains an anticlinal greenstone belt of a north-south strike. Copper mineralization occurs in the form of pockets in association with narrow graphitic shale units which are confined to the outer flanks of the greenstone belt. Non-magnetic diabase occurs from the outside of the graphitic shales, whereas magnetic diabase occurs on their inner side. Four ore bodies are known to occur in the central part of the grid. They all gave rise to well developed EM responses on the present survey. However, other anomalies of equal or comparable quality, which are known to reflect the graphitic horizon, occur within the survey block. Consequently, it is very difficult to distinguish clearly between responses due to copper mineralization and those due to graphite.

One of the problems encountered during the interpretation of the data obtained from this survey grid was the apparent lack of correspondence between the topographic maps and the flight path film. The discrepancies between the locations of the geophysical features and their presumed positions relative to man-made objects suggests that caution must be exercised during the ground follow-up work.

The geophysical data indicates the presence of several trends within the survey block, having strikes relatively close to north-south. The central greenstone belt is distinguished by narrow conductive zones characterized by resistivities lower than 1 ohm-m and by a very pronounced VLF-EM anomaly which is confined between the two conductive trends in the south part of the grid. It is proposed that this unexpected feature may be the result of current channeling. All the geophysical data indicate that the central greenstone belt is interrupted by two northeasterly striking trends. One occurs between lines 3090 and 3100. The other better defined one occurs between lines 3131 and 3151.

The second trend extends from the central part of the grid, where it appears to merge with the greenstone associated trend, in a north-northwesterly direction. Similar to the central feature, this trend is again characterized by very low resistivities, pronounced magnetics, and VLF-EM activity.

The last major feature occurs in the northeast part of the grid. It is again distinguished by low resistivities and high VLF-EM responses. However, its overall definition is less pronounced, suggesting that it may be related to a different stratigraphic section.

The presence of high concentration of magnetite at numerous locations in the survey area should be noted. The presence of magnetite is manifested by negative responses on both inphase channels. Usually, the difference channels provide indications of bedrock responses being masked by the associated magnetite. However, in some instances, the separation of the two effects may be difficult.

Anomalies 3011C-3090B, 3011E-3090C, 3100D-3131D, 3100E-3131E

These grade 2 to 6 anomalies reflect bedrock conductors which are confined to the flanks of magnetic activity. Although the eastern conductors, 3011E-3090C and

3100E-3131E, display very similar characteristics to the two western conductors, 3011C-3090B and 3100D-3131D, there are some indications that the former conductors, which are associated with the ore bearing horizon, are, in general, distinguished by their location near the magnetic troughts. The significance of this, if any, cannot be assessed based on the available information.

Three ore bodies occur along these conductors. They correlate with EM anomalies 3070D-3080H, 3110D, and 3131D. These anomalies may have higher inphase/quadrature ratio than other anomalies occurring along the same strike. They do not differ sufficiently, however, to be readily recognized by eye.

Several grade 1 and 2 anomalies (3141D, 3141E, 3151C, 3151D) occur further north on strike with 3100D-

3131D and 3100E-3131E. The EM responses indicate the presence of magnetite at these locations which resulted in negative anomalies on the inphase channels. Anomaly 3141D stands the best chance of reflecting a bedrock conductor. If so, 3141D would most likely constitute an extension of 3100D-3131D.

Anomalies 3151B-3200C, 3161C-3190E

These grade 3 to 6 anomalies reflect a pair of bedrock conductors which may constitute continuation of similar conductors further south. The western conductor is again confined to the flank of prominent magnetic activity, while the eastern one is located closer to a magnetic trough. It should be noticed that anomaly 3180F reflects the northernmost ore body.

Anomaly 3121A

The EM responses at this single-line, grade 2 anomaly are those typically observed over a line-like target (refer to the text in Part II and to Figure II-1). However, inspection of the flight path film did not reveal the presence of any cultural feature at this location. The area should be checked for culture, such as abandoned wire, and if no cultural source is found, the anomaly should be followed up.

Anomaly 3121C-3131B

These grade 3 and 4 anomalies reflect a non-magnetic bedrock conductor. It is proposed that it may belong to a conductive horizon further north-northwest. The two conductors may have been separated by a northeasterly feature discussed earlier.

Anomalies 3151A-3262B, 3200A-3262A

A pair of bedrock conductors is indicated by these grade 2 to 6 anomalies. The conductors, which are open to the north, are confined to the flanks of prominent magnetic feature. Note that the western conductor has a dip predominantly to the west and the eastern conductor to the east, indicating that the feature may be an anticline. It is also interesting to note that the southern part of the eastern conductor, 3151A-3190B, is magnetic and generally thick.

Anomalies 3141F-3262G, 3240M-3262H, 3262I	These grade 1 to 6 anomlaies reflect a series of bedrock conductors which are probably confined to a single conductive horizon, or to a single structural feature. (By analogy with other features in the area, this could be an anticline.) The western conductors occur intermittently along a common strike direction. Their intermittent nature is also shown by the resistivity and VLF-EM maps.

SECTION II: BACKGROUND INFORMATION

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. This qualitative interpretation of anomalies is indicated on the map by means of interpretive symbols (see EM map legend). Figure II-1 shows typical DIGHEM anomaly shapes and the interpretive symbols for a variety of conductors. These classic curve shapes 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 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 six

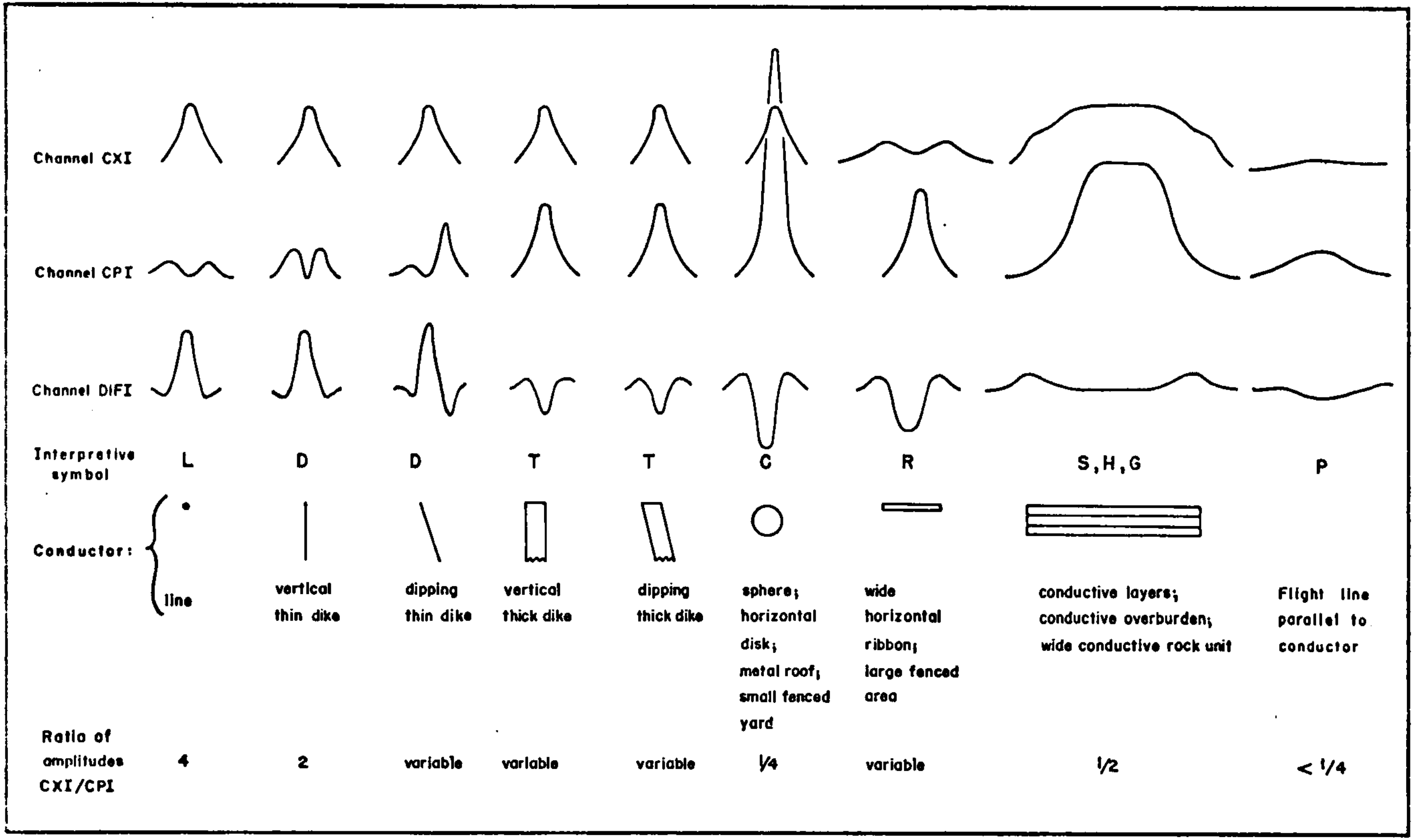

Figure II - 1 Typical DIGHEM anomaly shapes grades of conductance, as shown in Table II-1. The conductance in mhos is the reciprocal of resistance in ohms.

Table II-1. EM Anomaly Grades

Anomaly Grade	Mho Range
6	> 99
5	50 - 99
4	20 - 49
3	10 - 19
2	5 - 9
1	< 5

The conductance value is a geological parameter because it is a characteristic of the conductor alone; it generally is independent of frequency, and of flying height or depth of burial apart from the averaging over a greater portion of the conductor as height increases.[1] 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 are not plotted on the EM maps. However, patchy conductive overburden in otherwise resistive areas

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[1] This statement is an approximation. DIGHEM, with its short coil separation, tends to yield larger and more accurate conductance values than airborne systems having a larger coil separation.

can yield discrete anomalies with a conductance grade (cf. Table II-1) of 1, or even of 2 for conducting clays which have resistivities as low as 50 ohm-m. In areas where ground resistivities can be 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 or G on the map (see EM legend).

For bedrock conductors, the higher anomaly grades indicate increasingly higher conductances. Examples: DIGHEM's New Insco copper discovery (Noranda, Canada) yielded a grade 4 anomaly, as did the neighbouring copper-zinc Magusi River ore body; Mattabi (copper-zinc, Sturgeon Lake, Canada) and Whistle (nickel, Sudbury, Canada) gave grade 5; and DIGHEM's Montcalm nickel-copper discovery (Timmins, Canada) yielded a grade 6 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 5 and 6) are characteristic of massive sulfides or graphite. Moderate conductors (grades 3 and 4) typically reflect sulfides of a less massive character or graphite, while weak bedrock conductors (grades 1 and 2) can signify poorly connected graphite or heavily disseminated sulfides. Grade 1 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 1 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 and 2). 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 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 (see below). 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.

X-type electromagnetic responses

DIGHEM maps contain x-type EM responses in addition to EM anomalies. An x-type response is below the noise threshold of 3 ppm, and reflects 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) 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. Thin conductors are indicated on the EM map by the interpretive symbol "D", and thick conductors by "T". 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 profile (see table in Appendix A) and the resistivity contour map present the apparent resistivity using the so-called pseudo-layer (or buried) half space model defined in Fraser (1978)[2]. This model consists of a resistive layer overlying a conductive half space. The depth channel (see Appendix A) gives 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

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

conductive half space (the source) and the sensor-source distance. The flying height is not an input variable, and the output resistivity and sensor-source distance are independent of the flying height. The apparent depth, discussed above, is simply the sensor-source distance minus the measured altitude or flying height. Consequently, errors in the measured altitude will affect the apparent depth parameter but not the apparent resistivity parameter.

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

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

(a) The resistivity map portrays the absolute value of the earth's resistivity.
(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[3]. 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.

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

Interpretation in conductive environments

Environments having background resistivities below 30 ohm-m cause all airborne EM systems to yield very large responses from the conductive ground. This usually prohibits the recognition of discrete bedrock conductors. The processing of DIGHEM data, however, produces six channels which contribute significantly to the recognition of bedrock conductors. These are the inphase and quadrature difference channels (DIFI and DIFQ), the resistivity and depth channels (RES and DP), the conductivity contrast channel (CC), and the product of the conductivity contrast and depth contrast channels (CCDC); see table in Appendix A.

The EM difference channels (DIFI and DIFQ) eliminate up to 99% of the response of conductive ground, leaving responses from bedrock conductors, cultural features (e.g., telephone lines, fences, etc.) and edge effects. An edge effect arises when the conductivity of the ground suddenly changes, and this is 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 (DIFI and DIFQ) and the resistivity channel (RES). The most favourable situation is where anomalies coincide on all three channels.

Channel DP, which is the apparent depth to the conductive material, also helps determine whether a conductive response arises from surficial material or from a conductive zone in the bedrock. When this channel rides above the zero level on the electrostatic chart paper (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 channel DP is below the zero level, it indicates that a resistive upper layer exists, and this usually implies the existence of a bedrock conductor.

The conductivity contrast channel (CC) highlights local resistivity lows. This channel, and the depth contrast (DC), both yield positive anomalies from conductors at depth. Channel CCDC is the multiple of CC and DC, and it is highly sensitive to conductors at depth. The interpretation of these channels has to be done carefully, however, because they may also respond in a similar fashion to a local thickening in the conductive cover as, for example, over a buried river channel. These contrast channels are derived from the resistivity and depth channels using digital filter techniques. The depth contrast channel DC is normally not plotted, as its information content is inherent in channel CCDC.

Channels REC1, REC2 and CC are the anomaly recognition functions. They are used to trigger the conductance channel CDT which identifies discrete conductors. In highly conducting environments, channel REC2 is deactivated because it is subject to corruption by highly conductive earth signals. Some of the automatically selected anomalies (channel CDT) are discarded by the human interpreter. 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 above that the EM difference channels (i.e., channel DIFI for inphase and DIFQ 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 DIFI. 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 response and magnetic permeability response. 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 channel "FEO" (see Appendix A) which displays apparent weight percent magnetite according to a homogeneous half space model.[4] 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

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

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 steeply dipping narrow magnetite-rich bands which are separated by 60 m.

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 indicated by anomalies in the magnetite channel FEO.

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

Recognition of culture

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

1. Channels CXS and CPS (see Appendix A) measure 50 and 60 Hz radiation. An anomaly on these channels shows that the conductor is radiating cultural 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.[5] When the flight crosses the cultural line at a high angle of intersection, the amplitude ratio of coaxial/coplanar (e.g., CXI/CPI) is 4. Such an EM anomaly can only be caused by a line. The geologic body which yields anomalies most closely resembling a line is the vertically dipping thin dike. Such a body, however, yields an amplitude ratio of 2 rather than 4. Consequently, an m-shaped coplanar anomaly with a CXI/CPI amplitude ratio of 4 is virtually a guarantee that the source is a cultural line.

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[5] See Figure II-1 presented earlier.

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.[4] 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.[4] 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, 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

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[4] It is a characteristic of EM that geometrically identical 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.

to yield an m-shaped coplanar anomaly as in case #2 above. If, instead, a center-peaked coplanar anomaly occurred, there would be concern that a thick geologic conductor coincided with the cultural line.

6. The above description of anomaly shapes is valid when the culture is not conductively coupled to the environment. In this case, the anomalies arise from inductive coupling to the EM transmitter. However, when the environment is quite conductive (e.g., less than 100 ohm-m at 900 Hz), the cultural conductor may be conductively coupled to the environment. In this latter case, the anomaly shapes tend to be governed by current gathering. Current gathering can completely distort the anomaly shapes, thereby complicating the identification of cultural anomalies. In such circumstances, the interpreter can only rely on the radiation channels CXS and CPS, and on the camera film.

MAGNETICS

The existence of a magnetic correlation with an EM anomaly is indicated directly on the EM map. 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 one nT (i.e., one gamma). The digital tape is processed by computer to yield a total field magnetic contour map. When warranted, the magnetic data also may 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 2. This figure shows, for example, that a 100 nT contour interval is equivalent to a 5 nT interval for the passband components of the airborne data. This is because these components are amplified 20 times by the operator of Figure 2.

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.

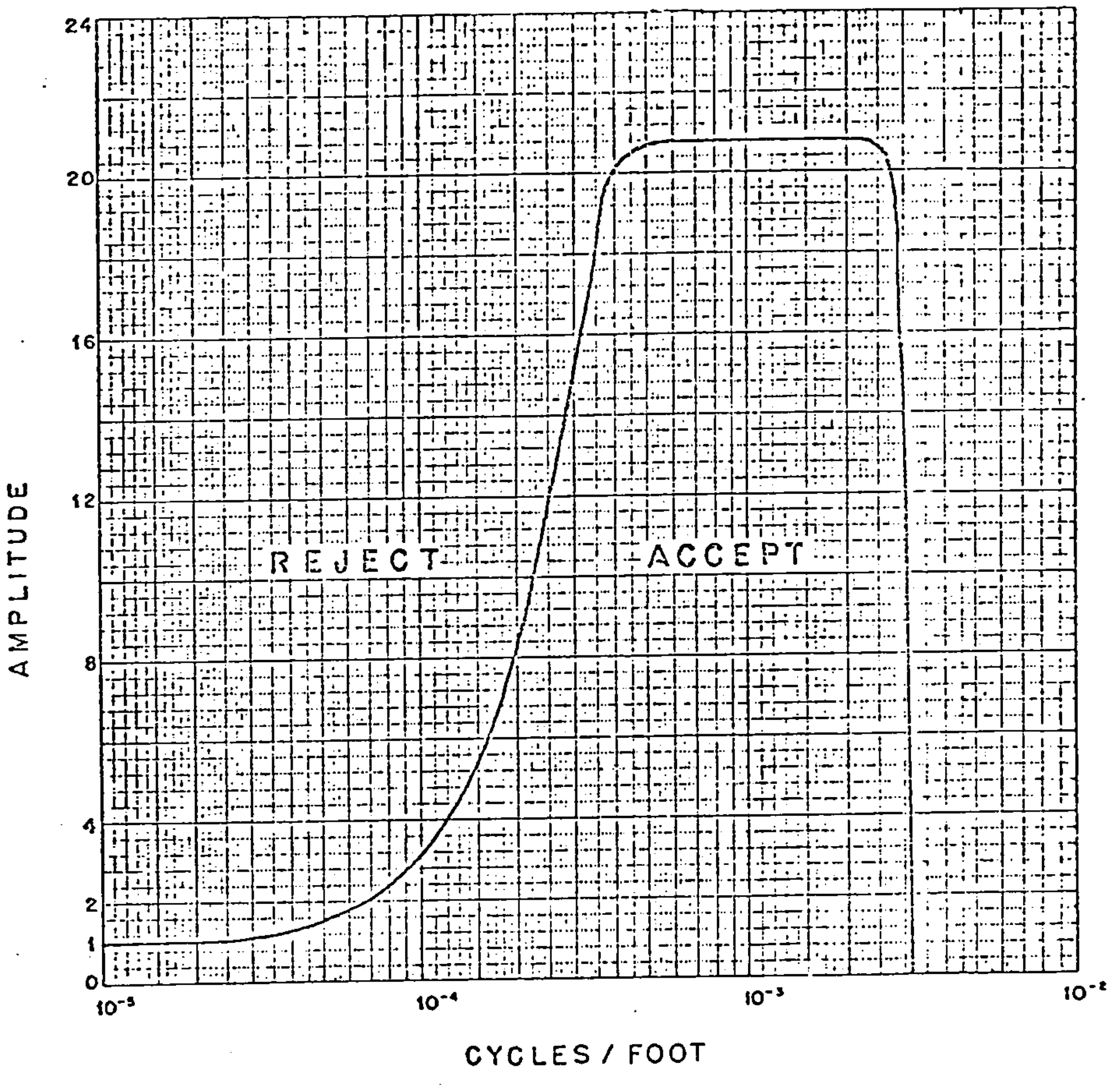

Figure 2 Frequency response of magnetic operator

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.

VLF-EM

VLF-EM 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-EM 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 Herz Industries Ltd Totem 1A VLF-electromagnetometer measures the total field and vertical quadrature components. Both these components are digitally recorded in the aircraft with a sensitivity of 0.1 percent/bit. The total field yields peaks over VLF-EM current concentrations whereas the quadrature component tends to yield crossovers. Both appear as traces on the profile records. The total field data also are filtered digitally and displayed on a contour map, to facilitate the recognition of trends in the rock strata and the interpretation of geologic structure.

The response of the VLF-EM total field filter operator in the frequency domain (Figure 3) is basically similar to that used to produce the enhanced magnetic map (Figure 2). The two filters are identical along the abscissa but different along the ordinant. The VLF-EM 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. The filtered total field VLF-EM contour map is produced with a contour interval of one percent.

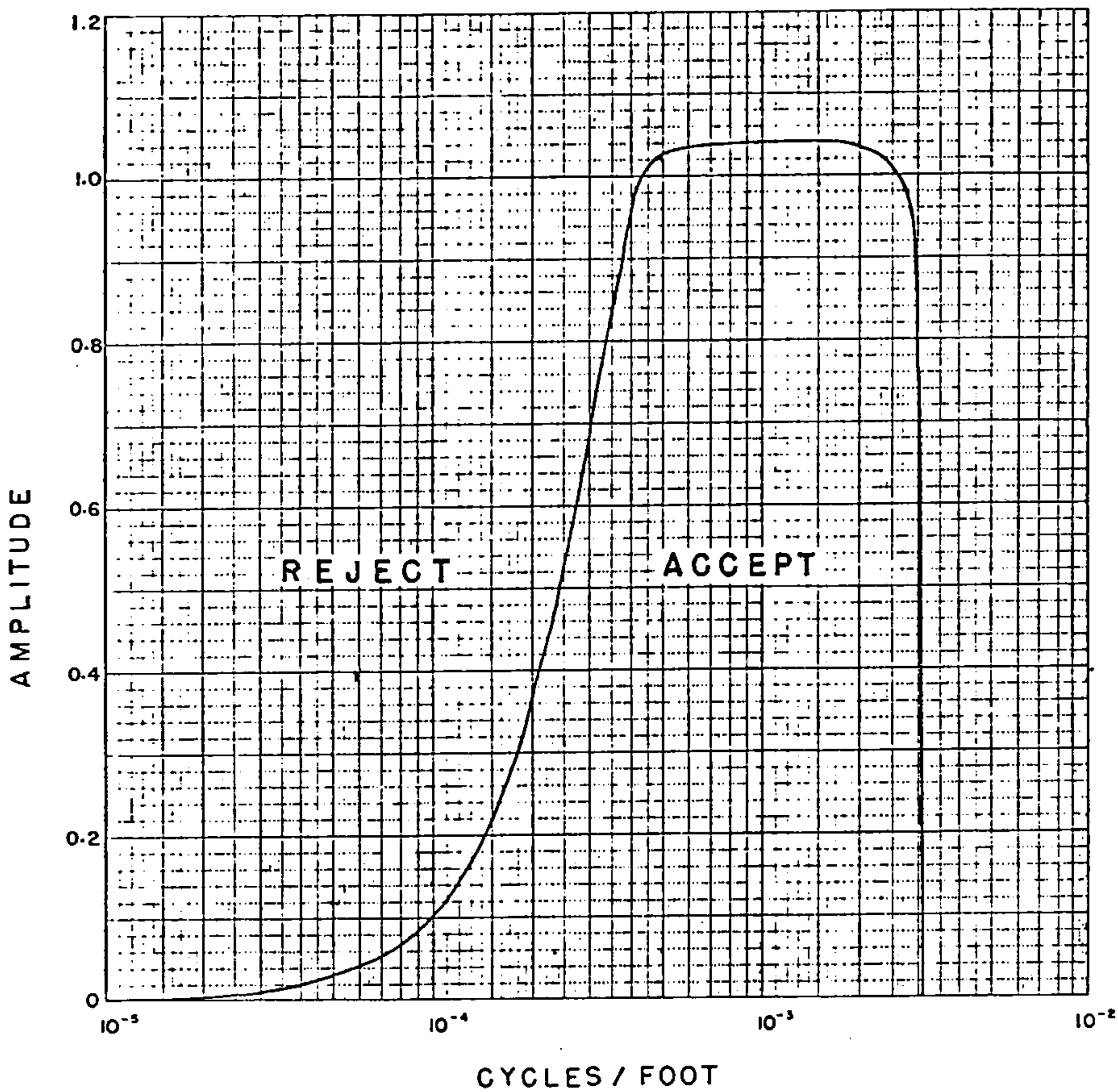

Figure 3 Frequency response of VLF-EM operator

MAPS ACCOMPANYING THIS REPORT

Fifteen sheets accompany this report:

Electromagnetic Anomalies	3 map sheets
Resistivity	3 map sheets
Total Field Magnetics (IGRF Removed)	3 map sheets
Enhanced Magnetics	3 map sheets
Filtered Total VLF-EM Field	3 map sheets

Respectfully submitted,
DIGHEM LIMITED

Z. Dvorak
Vice-President

L ZD-87

A P P E N D I X A

THE FLIGHT RECORD AND PATH RECOVERY

Both analog and digital flight records were produced. The analog profiles were recorded on chart paper in the aircraft during the survey. The digital profiles were generated later by computer and plotted on electrostatic chart paper at a scale of 1:15,000. The digital profiles are listed in Table A-1.

In Table A-1, the log resistivity scale of 0.03 decade/mm means that the resistivity changes by an order of magnitude in 33 mm. The resistivities at 0, 33, 67 and 100 mm up from the bottom of the digital flight record are respectively 1, 10, 100 and 1000 ohm-m.

The fiducial marks on the flight records represent points on the ground which were recovered from camera film. Continuous photographic coverage allowed accurate photo-path recovery locations for the fiducials, which were then plotted on the geophysical maps to provide the track of the aircraft.

The fiducial locations on both the flight records and flight path maps were examined by a computer for unusual helicopter speed changes. Such changes may denote an error in flight path recovery. The resulting flight path locations therefore reflect a more stringent checking than is provided by standard flight path recovery techniques.

Table A-1. The Digital Profiles

Channel Name	(Freq)	Observed parameters	Scale units/mm
MAG		magnetics	10 nT
ALT		bird height	3 m
CXI	900 Hz	vertical coaxial coil-pair inphase	1 ppm
CXQ	900 Hz	vertical coaxial coil-pair quadrature	1 ppm
CXS	900 Hz	ambient noise monitor (coaxial receiver)	1 ppm
CPI	900 Hz	horizontal coplanar coil-pair inphase	1 ppm
CPQ	900 Hz	horizontal coplanar coil-pair quadrature	1 ppm
CPS	900 Hz	ambient noise monitor (coplanar receiver)	1 ppm
VLFT		VLF-EM total field	1 %
VLFQ		VLF-EM vertical quadrature	1 %
		Computed Parameters	
DIFI	900 Hz	difference function inphase from CXI and CPI	1 ppm
DIFQ	900 Hz	difference function quadrature from CXQ and CPQ	1 ppm
REC1		first anomaly recognition function	1 ppm
REC2		second anomaly recognition function	1 ppm
CDT		conductance	1 grade
RES		log resistivity	.03 decade
DP		apparent depth	3 m
CC		conductivity contrast	arbitrary
CCDC		conductivity contrast * depth contrast	arbitrary
FEO%		apparent weight percent magnetite	0.25%

APPENDIX B

EM ANOMALY LIST

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ANOMALY/ FID/INTERP	COAXIAL COIL REAL PPM	COAXIAL COIL QUAD PPM	COPLANAR COIL REAL PPM	COPLANAR COIL QUAD PPM	VERTICAL DIKE COND MHOS	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND MHOS	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M
LINE 10 (FLIGHT 6)										
E 169 B?	0	11	0	15	2	12	1	31	877	0
H 195 S	0	20	3	39	1	0	1	5	496	0
I 249 D	50	26	68	50	28	3	3	60	17	38
J 251 D	25	38	57	54	11	7	1	42	117	9
K 261 L	6	6	4	12	5	24	1	48	1035	0
L 265 L?	0	11	0	15	1	0	1	44	1035	0
M 280 S	0	21	2	48	1	0	1	7	570	0
LINE 20 (FLIGHT 6)										
D 512 S	1	9	2	18	1	0	1	11	656	0
G 474 S	13	5	1	8	14	24	1	24	1035	0
H 470 S?	0	3	0	4	6	55	1	56	1035	0
I 441 S	20	10	6	11	16	24	1	25	321	0
J 400 S	1	5	0	5	1	9	1	63	1035	0
M 374 L?	3	10	0	3	2	8	1	75	1035	0
N 369 L	4	3	7	5	13	33	1	70	479	6
O 365 B	5	14	11	9	6	13	1	94	78	51
R 358 S?	18	12	0	25	7	20	1	28	855	0
S 341 S?	0	16	0	29	1	0	1	12	673	0
LINE 30 (FLIGHT 6)										
A 623 S	2	7	0	13	1	2	1	16	750	0
C 655 S	0	11	0	17	3	9	1	17	819	0
D 681 S	34	11	3	10	32	23	1	17	764	0
F 689 B	3	15	9	28	2	4	1	22	[illegible]	0
H 730 S?	0	6	0	2	2	24	1	99	1035	0
I 742 B	8	15	6	19	3	0	1	37	219	0
J 745 S?	0	6	4	3	4	38	1	69	1035	0
K 751 T	47	18	41	13	52	18	1	72	113	33
L 756 L	36	49	0	28	13	11	1	17	660	0
N 766 S	3	12	6	20	2	0	1	32	201	0
LINE 40 (FLIGHT 6)										
A 970 S	0	4	0	9	3	34	1	34	947	0
C 939 S	0	4	0	9	6	23	1	33	1035	0
F 907 S	25	12	2	17	14	22	1	14	699	0
G 897 S	3	17	6	24	2	0	1	18	249	0
H 851 D	47	16	26	12	49	13	2	78	39	46
I 848 B	10	10	15	15	10	23	1	59	145	20
J 840 D	11	16	11	20	5	1	1	46	335	0
K 836 B	7	25	10	21	3	3	1	17	740	0

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

	COAXIAL COIL		COPLANAR COIL		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH	
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND MHOS	DEPTH* M	COND MHOS	DEPTH M	RESIS OHM-M	DEPTH M

LINE 40 (FLIGHT 6)										
L 831 S	1	8	0	7	1	0	1	35	1035	0
M 828 D	62	27	52	23	45	14	2	67	44	36
O 822 B?	0	10	0	8	3	20	1	40	1035	0
Q 812 S?	4	10	4	22	2	0	1	25	275	0

LINE 50 (FLIGHT 6)										
B 1109 S	1	7	2	12	1	2	1	28	1006	0
F 1137 L?	2	26	1	47	1	2	1	2	395	0
G 1142 B?	3	8	3	10	2	16	1	23	437	0
H 1180 T	89	17	157	49	122	4	18	47	1	38
I 1183 B	5	9	5	17	3	10	1	71	150	28
J 1192 L?	17	29	0	17	5	9	1	24	846	0
K 1196 D	33	42	27	43	9	9	1	31	147	0
L 1200 S	0	10	0	13	1	3	1	16	699	0
M 1204 D	16	21	12	15	9	21	1	35	943	0
N 1207 B	4	14	0	15	10	23	1	21	775	0
O 1210 S?	0	25	0	5	1	1	1	35	956	0

LINE 60 (FLIGHT 6)										
A 1420 S	0	6	0	7	2	20	1	46	1035	0
B 1368 S	0	6	3	12	1	0	1	35	1035	0
D 1330 S?	2	3	0	9	2	25	1	33	965	0
E 1291 D	3	1	3	2	25	61	1	106	580	19
F 1282 L	0	1	0	0	3	66	1	127	1035	0
G 1278 D	24	27	18	29	9	9	1	46	170	8
H 1272 T	66	70	192	196	18	4	4	32	8	17
I 1265 D	91	54	77	36	37	9	3	53	21	29
J 1258 S?	0	5	0	0	1	8	1	44	1035	0

LINE 70 (FLIGHT 6)										
B 1496 S	0	8	0	10	1	6	1	32	895	0
C 1503 S	0	6	0	8	1	9	1	31	950	0
D 1537 S	0	8	2	15	1	0	1	23	995	0
E 1539 B?	0	6	2	15	2	14	1	22	867	0
F 1552 S?	0	2	0	8	6	52	1	71	1035	0
J 1608 D	8	6	6	2	14	46	1	71	1035	0
K 1614 L	1	0	3	14	4	21	1	32	1035	0
M 1622 B	11	19	5	11	4	15	1	47	1035	0
O 1634 S	0	11	0	20	1	0	1	14	677	0
P 1639 S	0	6	0	11	1	1	1	15	755	0

LINE 80 (FLIGHT 6)										
A 1770 S	0	8	0	24	1	0	1	14	742	0

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ANOMALY/ FID/INTERP	COAXIAL COIL REAL PPM	COAXIAL COIL QUAD PPM	COPLANAR COIL REAL PPM	COPLANAR COIL QUAD PPM	VERTICAL DIKE COND MHOS	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND MHOS	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M
LINE 80 (FLIGHT 6)										
C 1767 S	0	10	0	23	1	1	1	16	652	0
D 1735 S	0	8	0	18	1	4	1	10	607	0
E 1708 S?	0	8	0	9	1	1	1	64	1035	0
F 1693 B	4	2	8	3	18	26	1	85	429	15
LINE 100 (FLIGHT 6)										
B 2134 S	0	12	0	5	1	Q	1	20	850	0
E 2076 S	0	9	0	7	1	6	1	40	1032	0
F 2070 S?	4	13	1	16	2	9	1	24	792	0
LINE 110 (FLIGHT 6)										
A 2236 S?	0	5	0	13	8	42	1	37	903	0
B 2253 S	1	13	0	25	1	2	1	20	685	0
C 2259 S	0	9	0	18	2	16	1	25	759	0
E 2288 S?	0	10	0	1	8	35	1	21	788	0
F 2292 S	0	13	3	27	1	4	1	10	491	0
G 2298 S	0	14	0	11	1	9	1	30	834	0
H 2304 S	0	7	0	16	9	35	1	32	846	0
I 2312 S	0	9	0	7	3	27	1	29	855	0
J 2324 S	1	7	0	10	1	4	1	25	832	0
M 2341 S	0	28	0	53	1	0	1	2	394	0
N 2343 S?	1	17	0	14	6	20	1	12	626	0
LINE 120 (FLIGHT 6)										
C 2464 S?	0	6	0	0	2	41	1	36	962	0
D 2458 S?	0	9	7	18	1	12	1	38	232	4
E 2453 S	0	26	0	47	1	0	1	1	450	0
G 2438 S	0	4	0	0	2	45	1	27	819	0
H 2418 S	1	9	0	17	1	4	1	20	718	0
I 2406 D	31	24	25	28	15	20	1	18	648	0
K 2397 T	195	110	252	182	43	2	7	34	3	22
L 2395 B	60	74	225	169	22	5	5	54	7	38
LINE 130 (FLIGHT 6)										
A 2572 S	0	6	0	10	1	18	1	50	1035	0
B 2595 S	0	9	0	16	1	8	1	22	666	0
D 2615 S?	0	2	0	0	6	59	1	79	1035	0
E 2620 S	0	9	0	22	10	31	1	12	532	0
F 2629 S	0	8	0	11	1	1	1	11	678	0
G 2638 S	0	17	0	25	1	8	1	12	538	0
H 2641 S	2	21	0	39	1	4	1	3	421	0

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ANOMALY/ FID/INTERP	COAXIAL COIL REAL PPM	COAXIAL COIL QUAD PPM	COPLANAR COIL REAL PPM	COPLANAR COIL QUAD PPM	VERTICAL DIKE COND MHOS	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND MHOS	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M
LINE 130 (FLIGHT 6)										
J 2662 B?	1	1	3	3	4	69	1	45	398	2
K 2669 D	75	87	255	244	20	2	6	32	4	20
L 2670 T	95	94	255	244	22	0	7	34	3	22
M 2671 D	136	84	180	113	38	0	7	29	3	18
LINE 140 (FLIGHT 6)										
B 2807 S	0	13	0	16	1	4	1	21	777	0
D 2779 S	0	5	0	12	3	23	1	18	743	0
E 2775 S	0	4	0	11	5	34	1	11	634	0
F 2771 S	2	11	0	12	1	1	1	14	660	0
G 2766 S	0	6	0	3	1	6	1	36	969	0
H 2734 D	72	92	80	101	13	4	1	39	53	14
I 2729 D	15	9	97	46	34	20	1	32	519	0
J 2728 D	119	33	149	43	107	12	7	50	3	37
K 2724 D	124	65	151	117	37	4	7	37	3	25
L 2721 D	52	25	93	41	42	13	5	56	6	40
M 2716 B	19	9	15	3	33	13	4	81	12	57
LINE 150 (FLIGHT 6)										
A 2897 S	0	7	0	11	1	10	1	27	775	0
B 2900 S	0	6	0	11	1	12	1	25	768	0
C 2917 S	0	4	0	6	7	54	1	72	1035	0
E 2932 S	0	9	0	15	2	24	1	35	830	0
H 2937 S	0	10	0	18	1	4	1	14	614	0
J 2972 S	0	3	0	2	2	43	1	90	1035	0
K 2975 D	0	14	0	7	4	20	1	73	1035	0
L 2981 T	247	158	405	313	42	1	9	30	2	21
M 2989 D	65	34	69	49	31	0	4	45	9	28
LINE 160 (FLIGHT 7)										
A 250 S	0	6	0	7	2	24	1	35	975	0
B 207 S	0	2	0	7	6	56	1	35	887	0
C 204 S	0	6	0	8	3	36	1	24	722	0
D 199 B	0	6	0	11	8	36	1	22	752	0
E 164 D	0	16	1	12	7	23	1	44	1035	0
F 158 D	50	41	65	50	20	6	2	64	37	34
G 150 T	50	23	83	38	42	16	4	62	9	45
H 140 B	7	5	15	2	24	25	2	66	39	33
LINE 170 (FLIGHT 7)										
A 328 S	0	14	0	23	1	10	1	28	790	0

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ANOMALY/ FID/INTERP		COAXIAL COIL REAL PPM	COAXIAL COIL QUAD PPM	COPLANAR COIL REAL PPM	COPLANAR COIL QUAD PPM	VERTICAL DIKE COND MHOS	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND MHOS	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M
LINE 170	(FLIGHT 7)										
E 345	S	0	9	0	20	1	9	1	18	649	0
G 375	B	5	7	0	12	5	35	1	26	757	0
H 401	S?	0	8	0	8	2	21	1	34	895	0
I 406	S	4	13	0	23	2	11	1	17	683	0
J 410	D	109	106	98	93	20	8	2	46	26	23
K 415	B	23	24	40	44	12	17	1	52	103	19
L 424	B?	16	4	21	3	85	1	3	64	19	37
LINE 180	(FLIGHT 7)										
B 580	S	0	4	0	5	3	45	1	51	1035	0
C 576	S	0	12	0	19	1	6	1	19	637	0
D 569	S?	0	12	0	23	1	11	1	18	625	0
G 505	S	0	5	0	5	1	2	1	22	806	0
H 502	S	0	17	0	19	1	1	1	7	590	0
I 497	B	6	16	8	16	6	24	1	18	673	0
J 491	D	55	97	83	108	10	7	1	32	161	3
K 483	D	37	20	39	38	21	18	3	73	23	47
N 473	B	42	23	73	51	28	0	6	50	5	34
O 468	L	10	0	0	1	49	14	6	69	5	48
LINE 190	(FLIGHT 7)										
C 667	S	0	13	0	25	1	8	1	13	569	0
D 700	S	0	10	0	14	1	11	1	14	573	0
E 704	S	0	12	0	22	1	14	1	18	586	0
G 728	S	0	8	0	12	4	31	1	23	721	0
H 731	S	0	20	0	32	1	2	1	10	519	0
I 740	D	27	38	17	52	9	16	1	39	419	3
J 743	D	22	15	41	36	17	22	1	48	189	11
K 744	D	29	16	41	36	21	22	2	79	25	52
M 753	L	12	5	23	14	24	4	4	78	10	55
N 756	B?	20	4	32	12	68	2	7	75	4	57
LINE 200	(FLIGHT 8)										
B 2227	S	0	10	0	23	1	1	1	12	631	0
C 2230	S	0	17	0	26	1	6	1	12	611	0
E 2302	D	17	10	42	28	21	18	3	82	19	58
F 2307	D	25	8	25	24	25	14	2	76	27	48
G 2317	L?	15	5	22	16	24	0	2	57	52	21
LINE 210	(FLIGHT 8)										
B 2111	S	0	9	0	9	1	1	1	31	1035	0

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ANOMALY/ FID/INTERP	COAXIAL COIL REAL PPM	COAXIAL COIL QUAD PPM	COPLANAR COIL REAL PPM	COPLANAR COIL QUAD PPM	VERTICAL DIKE COND MHOS	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND MHOS	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M
LINE 210 (FLIGHT 8)										
C 2081 S	0	13	0	22	1	0	1	8	659	0
D 2063 D	23	15	5	22	11	30	1	22	641	0
E 2052 T	32	13	33	37	22	22	2	62	31	35
F 2040 L	16	8	6	1	26	21	1	80	171	30
G 2036 T	22	7	37	17	40	0	5	56	6	37
LINE 220 (FLIGHT 8)										
A 1902 S	0	6	0	9	1	7	1	64	1035	0
B 1916 S	10	20	1	35	2	0	1	6	590	0
C 1977 B?	0	25	0	38	5	20	1	17	536	0
D 1982 D	39	10	29	10	68	20	1	69	115	29
E 1991 T	14	6	17	19	15	24	1	64	58	30
F 1998 L	13	10	13	12	12	11	1	62	64	25
G 2000 L?	14	10	8	12	10	20	1	65	67	29
H 2004 B	11	0	5	0	99	16	3	99	21	68
LINE 230 (FLIGHT 8)										
B 1816 S	0	20	0	31	4	11	1	11	595	0
D 1781 S	0	5	0	3	1	25	1	32	901	0
E 1741 D	152	38	173	50	123	4	8	55	2	43
F 1730 B	10	23	39	37	8	14	1	21	735	0
G 1728 D	48	23	39	37	26	11	2	52	38	24
H 1718 L	12	5	22	7	37	13	3	68	25	41
I 1709 B	4	2	8	0	39	37	2	83	57	44
LINE 240 (FLIGHT 8)										
B 1575 S	0	2	0	7	1	18	1	65	1035	0
D 1579 S	0	8	0	11	1	0	1	32	1035	0
E 1619 S	0	10	0	14	1	6	1	9	563	0
G 1641 D	39	28	31	27	19	12	1	65	60	31
H 1649 T	39	19	87	50	33	4	5	50	5	34
I 1656 L	5	1	16	7	31	15	2	91	32	58
LINE 250 (FLIGHT 8)										
A 1485 S	0	15	0	27	1	0	1	14	670	0
B 1463 S?	0	9	0	4	1	18	1	54	1035	0
C 1460 S	1	3	2	0	3	61	1	35	1013	0
D 1449 S?	2	3	5	13	3	20	1	24	224	0
F 1424 T	65	25	82	51	42	2	6	51	5	36
G 1416 D	18	18	40	31	14	17	1	20	755	0
H 1413 D	47	29	41	37	22	10	1	49	76	17

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ANOMALY/ FID/INTERP	COAXIAL COIL REAL PPM	COAXIAL COIL QUAD PPM	COPLANAR COIL REAL PPM	COPLANAR COIL QUAD PPM	VERTICAL DIKE COND MHOS	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND MHOS	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M
LINE 250 (FLIGHT 8)										
I 1402 L?	10	7	15	19	10	15	1	72	64	34
LINE 260 (FLIGHT 8)										
B 1271 S	0	9	0	14	1	0	1	31	1020	0
D 1289 S?	0	4	0	3	2	30	1	62	1035	0
E 1299 S	0	10	2	16	1	2	1	6	567	0
F 1306 B	2	6	5	7	2	25	1	18	376	0
G 1310 S	1	8	1	10	1	5	1	8	571	0
H 1322 S	0	2	0	6	2	45	1	57	1035	0
J 1328 D	34	20	43	28	24	15	2	80	39	47
K 1336 D	9	12	33	27	10	14	1	52	82	18
L 1338 D	34	11	28	26	31	17	2	62	37	32
M 1345 L	1	4	2	3	1	0	1	74	438	5
N 1353 L	0	2	3	11	1	0	1	43	342	0
LINE 270 (FLIGHT 8)										
B 1175 S	0	8	0	14	1	9	1	38	1035	0
C 1160 S	0	10	0	8	1	11	1	48	1035	0
D 1151 S	1	4	1	9	1	4	1	14	826	0
E 1142 B?	4	3	2	7	5	28	1	21	523	0
G 1128 D	25	16	38	26	21	6	2	61	33	31
H 1120 D	49	28	49	28	30	5	2	68	28	40
I 1112 D	2	8	14	12	5	21	1	45	1035	0
J 1109 D	22	13	14	13	17	16	1	57	166	16
K 1101 L	0	3	5	4	3	30	1	125	82	77
M 1089 L	3	8	6	13	4	0	1	87	1035	0
LINE 280 (FLIGHT 8)										
A 949 S	0	3	0	2	1	0	1	87	1035	0
C 972 S	0	8	0	4	1	0	1	59	1035	0
E 981 S?	3	8	2	14	1	3	1	10	725	0
F 1002 D	49	21	75	33	44	5	3	60	14	39
G 1008 D	44	22	52	29	33	10	3	71	22	46
H 1016 D	18	16	7	26	7	17	1	32	483	0
I 1019 D	24	22	14	19	11	13	1	41	183	4
LINE 290 (FLIGHT 8)										
B 830 S	0	16	0	32	1	0	1	12	641	0
D 813 S?	0	6	0	1	1	29	1	53	1035	0
E 807 S	2	9	1	11	1	0	1	15	779	0
F 790 P	3	11	12	6	4	7	2	75	59	36

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	COAXIAL COIL		COPLANAR COIL		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH	
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND MHOS	DEPTH* M	COND MHOS	DEPTH M	RESIS OHM-M	DEPTH M
LINE 290 (FLIGHT 8)										
G 781 T	22	5	24	7	76	3	6	81	6	61
H 775 D	54	28	47	41	27	1	2	53	24	27
I 769 B	0	4	0	2	1	1	1	154	1035	0
J 765 D	76	50	42	38	25	3	1	41	67	11
K 762 D	43	20	11	28	20	10	1	43	88	11
L 756 L	2	1	0	3	5	52	1	80	1035	0
M 714 B	11	9	19	19	11	0	1	68	97	25
N 690 D	34	3	32	6	232	8	4	95	9	73
O 686 B	10	4	21	4	45	3	2	94	46	58
P 670 D	24	13	17	9	25	12	1	90	149	40
Q 660 B?	7	13	0	11	3	16	1	46	1035	0
T 642 S?	1	7	0	1	1	10	1	43	1035	0
U 636 S	0	11	0	11	1	0	1	23	825	0
V 629 S	0	5	0	4	1	5	1	42	1035	0
X 578 B?	0	8	0	3	2	20	1	52	1035	0
A' 557 D	10	6	8	6	14	12	1	122	76	75
B' 512 D	1	0	8	5	10	9	3	161	19	126
LINE 300 (FLIGHT 8)										
B 2633 S	0	2	2	0	2	62	1	16	819	0
C 2636 B?	2	4	7	5	6	30	1	24	215	0
D 2640 S	0	9	0	16	1	6	1	9	572	0
E 2656 D	23	9	36	13	41	24	1	60	118	23
F 2661 D	46	25	42	30	27	10	2	62	44	31
G 2669 D	18	13	20	14	17	8	1	57	153	15
H 2672 B	0	2	9	7	5	32	1	47	1035	0
I 2689 D	12	12	20	24	9	11	1	68	137	25
J 2709 D	10	5	6	6	14	12	1	93	177	37
K 2725 D	92	45	96	12	67	6	7	75	3	60
L 2728 D	91	61	58	72	22	4	3	43	21	21
N 2735 S?	0	19	1	5	1	0	1	43	1035	0
O 2738 L?	0	13	2	1	1	14	1	64	1035	0
P 2741 D	84	45	33	19	35	17	2	85	55	50
Q 2750 D	13	18	6	13	6	10	1	52	429	2
S 2786 S?	0	17	4	32	1	2	1	3	461	0
U 2813 S?	0	4	0	8	7	38	1	46	1035	0
Y 2831 D	15	16	4	12	7	15	1	71	267	22
A' 2864 D	9	3	14	4	40	9	2	136	30	98
LINE 310 (FLIGHT 8)										
A 3210 S	0	7	0	9	2	15	1	28	895	0

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ANOMALY/ FID/INTERP	COAXIAL COIL REAL PPM	COAXIAL COIL QUAD PPM	COPLANAR COIL REAL PPM	COPLANAR COIL QUAD PPM	VERTICAL DIKE COND MHOS	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND MHOS	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M
LINE 310 (FLIGHT 8)										
B 3196 S	1	10	0	13	1	4	1	11	573	0
C 3191 S	4	21	5	32	1	0	1	2	451	0
D 3190 B?	4	21	5	32	2	0	1	21	224	0
E 3173 S?	0	6	0	4	1	8	1	40	1035	0
F 3170 B?	7	9	2	0	6	30	1	57	1035	0
G 3166 D	22	17	30	17	19	9	1	84	105	39
H 3164 D	44	12	38	17	60	5	5	85	8	63
K 3154 D	44	28	70	49	25	9	2	71	32	42
L 3152 D	54	43	70	49	22	9	3	77	20	53
N 3128 D	26	25	26	34	11	5	1	57	102	20
O 3118 G	10	1	27	4	161	28	15	101	1	90
P 3097 B	8	8	15	10	11	18	2	93	51	56
Q 3084 B	11	2	0	0	74	51	2	124	46	87
R 3081 D	81	25	101	24	92	3	7	64	3	49
S 3080 D	38	25	101	24	46	6	12	65	1	52
T 3078 D	56	38	28	21	23	4	2	63	27	36
U 3073 B?	2	6	2	5	2	19	1	48	428	0
V 3062 D	16	13	5	7	10	23	1	60	1035	0
W 3053 B	0	16	0	23	2	4	1	32	934	0
X 3009 S	3	13	1	23	1	0	1	0	503	0
Z 2983 B	6	8	4	12	4	19	1	57	639	0
A' 2974 B?	16	18	0	11	10	7	1	18	943	0
B' 2970 S	0	9	0	22	2	10	1	17	687	0
C' 2948 B	4	6	0	5	3	18	1	86	1035	0
D' 2898 D	3	602	22	3	1	0	2	100	44	65
LINE 320 (FLIGHT 8)										
B 3305 S	0	5	0	2	1	28	1	30	901	0
D 3324 S	1	26	0	48	1	9	1	0	380	0
E 3339 D	6	17	4	10	9	24	1	25	821	0
F 3346 D	11	10	37	20	18	22	1	68	124	28
G 3348 D	52	16	56	20	62	9	4	76	9	55
I 3357 D	52	38	78	60	22	6	2	70	25	44
J 3358 D	52	39	78	60	22	9	3	64	18	41
L 3380 D	61	22	94	35	61	0	6	61	5	44
M 3390 G	11	1	26	3	279	29	13	105	1	91
N 3410 R	25	39	62	93	9	8	2	44	27	21
O 3414 L	0	24	0	0	2	0	1	89	1035	0
P 3423 D	5	5	4	13	4	24	1	75	848	0
Q 3428 D	76	7	74	55	81	2	7	73	4	57
R 3430 D	159	80	124	63	49	3	6	58	4	44

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ANOMALY/ FID/INTERP	COAXIAL COIL REAL PPM	COAXIAL COIL QUAD PPM	COPLANAR COIL REAL PPM	COPLANAR COIL QUAD PPM	VERTICAL DIKE COND MHOS	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND MHOS	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M
LINE 320 (FLIGHT 8)										
S 3432 D	99	39	124	38	72	1	5	50	6	34
T 3436 D	19	24	6	8	7	11	1	57	175	15
U 3445 T	183	70	310	171	65	0	10	32	1	22
V 3493 S	0	10	0	18	1	2	1	15	696	0
W 3499 S	0	4	0	1	2	49	1	69	1035	0
Z 3542 B	0	7	0	9	3	17	1	78	1035	0
A' 3559 S	2	2	0	5	2	44	1	131	1035	0
B' 3584 D	14	6	15	10	23	4	2	116	59	75
LINE 330 (FLIGHT 8)										
A 3922 S	0	11	0	14	1	1	1	9	590	0
B 3916 S	0	12	0	16	1	6	1	9	567	0
C 3911 B?	5	17	7	35	2	3	1	14	290	0
D 3905 B	4	1	6	7	13	46	1	30	188	0
E 3895 B?	7	8	0	5	4	28	1	51	1035	0
F 3887 D	62	22	42	12	62	13	2	89	29	60
G 3884 D	33	13	28	11	43	16	2	78	55	41
H 3872 D	126	69	81	66	35	5	4	55	11	37
I 3867 L	0	10	2	0	1	0	1	133	507	41
J 3863 B	8	3	5	9	11	28	1	65	231	17
L 3847 D	117	53	156	93	47	5	5	53	7	37
N 3834 L?	0	1	4	0	13	104	2	196	45	151
O 3806 L	2	2	1	2	3	46	1	96	791	0
P 3789 D	26	3	27	7	147	15	4	92	12	68
Q 3785 T	130	51	157	102	51	4	7	40	3	28
R 3782 D	29	23	10	17	12	17	2	62	43	31
S 3773 T	97	31	205	81	76	0	12	33	1	23
T 3751 S	0	4	0	6	3	33	1	23	836	0
U 3737 R	0	14	5	69	1	0	1	6	543	0
V 3728 S	0	8	0	8	1	20	1	27	754	0
W 3721 S	0	6	0	8	1	4	1	23	792	0
X 3699 S	0	48	0	91	1	15	1	7	337	0
Z 3683 S	0	35	12	50	3	1	1	16	649	0
B' 3669 B	12	15	0	9	5	27	1	71	1035	0
C' 3621 G	7	838	12	2	1	0	3	99	17	70
LINE 340 (FLIGHT 9)										
C 176 S?	0	4	0	7	1	24	1	38	950	0
D 182 B?	4	13	7	27	2	5	1	16	317	0
F 200 D	18	12	21	17	16	16	1	52	84	17
G 208 D	55	18	36	11	64	15	2	97	34	66

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ANOMALY/ FID/INTERP		COAXIAL COIL REAL PPM	COAXIAL COIL QUAD PPM	COPLANAR COIL REAL PPM	COPLANAR COIL QUAD PPM	VERTICAL DIKE COND MHOS	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND MHOS	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M
LINE 340	**(FLIGHT 9)**										
H 211	D	41	18	29	28	26	17	2	63	45	32
J 222	D	45	24	62	47	26	0	4	50	10	31
K 244	D	79	21	94	27	95	0	8	65	3	50
L 255	L?	1	3	7	3	6	56	2	132	61	90
N 293	D	16	1	3	4	49	31	2	96	54	57
O 297	D	57	22	77	49	39	0	5	43	7	26
P 302	B?	6	5	7	4	12	36	1	81	102	37
Q 303	B?	5	8	7	4	6	27	1	79	89	37
R 307	D	81	51	68	52	28	8	3	56	19	33
S 327	S	0	3	0	4	1	12	1	30	978	0
T 350	S	0	6	0	11	1	1	1	15	730	0
U 371	S	0	3	0	8	1	0	1	34	1035	0
V 373	S?	0	3	0	7	2	15	1	85	1035	0
W 398	D	16	8	2	4	17	19	1	102	1035	0
LINE 351	**(FLIGHT 9)**										
A 839	S	0	5	0	8	5	38	1	65	1035	0
B 819	B?	2	8	5	10	2	8	1	17	463	0
C 814	S	0	4	0	7	1	7	1	14	779	0
D 811	S?	0	10	0	6	2	12	1	22	830	0
E 806	D	22	13	27	9	28	25	2	65	53	32
F 803	T	14	7	33	35	14	14	2	43	37	15
G 792	D	24	16	11	11	16	21	1	39	1035	0
H 789	D	27	5	18	7	81	20	2	114	33	82
I 777	D	18	13	25	16	17	15	3	89	26	62
J 769	T	8	5	3	13	6	23	1	49	342	2
K 751	D	35	11	82	24	69	3	5	67	6	48
L 741	G	20	12	48	4	54	15	22	63	1	55
M 739	B	29	12	32	27	25	13	7	66	4	51
N 721	D	49	16	82	34	58	3	5	58	7	40
O 713	L	8	1	1	0	98	40	1	125	1035	0
P 699	B	29	3	11	9	95	19	2	91	37	59
Q 695	D	96	37	63	45	46	0	3	56	14	36
R 694	D	27	37	63	45	13	0	4	58	10	39
S 691	T	138	48	261	111	76	0	14	21	1	12
U 687	D	45	22	47	31	31	0	4	52	9	32
LINE 360	**(FLIGHT 9)**										
D 953	S	0	10	3	14	1	2	1	11	637	0
E 960	S?	0	7	0	2	1	11	1	31	1032	0
F 964	D	26	4	39	12	91	18	3	77	19	53

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ANOMALY/ FID/INTERP	COAXIAL COIL REAL PPM	COAXIAL COIL QUAD PPM	COPLANAR COIL REAL PPM	COPLANAR COIL QUAD PPM	VERTICAL DIKE COND MHOS	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND MHOS	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M
LINE 360 (FLIGHT 9)										
G 967 D	9	3	37	2	144	20	2	90	36	57
H 976 D	13	7	9	6	18	19	2	129	51	90
I 979 D	13	1	9	6	75	25	3	124	19	93
K 988 D	24	25	62	35	18	15	1	58	140	21
L 990 D	43	21	62	35	33	13	6	70	5	53
M 996 B?	7	4	2	7	7	27	1	41	684	0
N 1014 D	39	10	124	29	108	2	7	64	4	49
O 1023 G	7	0	18	0	352	35	8	86	3	69
P 1027 L	12	6	14	10	20	23	3	89	14	64
Q 1043 T	71	22	129	52	68	3	8	49	3	36
R 1065 B	8	0	6	4	54	36	1	81	250	27
S 1069 D	22	5	0	1	54	20	2	91	45	55
T 1072 T	62	33	152	87	37	0	8	25	2	14
U 1075 D	28	20	4	11	13	3	3	86	15	60
V 1119 S	0	5	0	10	1	5	1	28	872	0
A' 1164 D	15	15	10	12	10	14	1	45	721	0
LINE 370 (FLIGHT 9)										
A 1487 D	11	0	19	2	508	26	2	95	51	57
B 1470 B	8	3	10	6	22	17	1	112	108	59
C 1459 D	32	18	71	27	38	8	3	80	24	53
D 1457 T	40	18	71	27	45	5	8	62	3	47
E 1452 B?	4	1	0	3	7	40	1	84	1035	0
F 1431 D	78	24	186	44	110	3	9	59	2	46
G 1430 D	70	24	186	44	100	6	29	54	1	48
I 1405 T	125	45	266	89	87	0	11	35	1	25
J 1389 B?	4	3	4	6	6	39	1	50	431	0
K 1382 B	16	2	17	0	514	31	4	88	195	37
L 1379 D	62	50	50	52	18	0	2	48	36	20
M 1374 T	85	46	122	86	34	2	6	43	5	28
N 1284 D	13	9	6	7	12	23	1	89	1035	0
LINE 380 (FLIGHT 9)										
A 1616 S	0	9	0	13	1	7	1	21	743	0
C 1626 D	11	4	13	7	27	21	1	88	63	47
D 1641 D	37	9	31	12	70	9	4	102	13	76
E 1653 T	25	14	39	23	25	9	4	70	13	48
F 1661 B?	12	6	1	11	10	28	1	41	1035	0
G 1684 T	118	16	255	37	318	0	40	22	1	18
H 1688 S	0	8	0	13	5	36	1	37	882	0
I 1709 T	109	37	227	87	79	0	10	34	1	24

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ANOMALY/ FID/INTERP	COAXIAL COIL REAL PPM	COAXIAL COIL QUAD PPM	COPLANAR COIL REAL PPM	COPLANAR COIL QUAD PPM	VERTICAL DIKE COND MHOS	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND MHOS	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M
LINE 380 (FLIGHT 9)										
J 1719 L	5	1	0	1	29	49	1	123	1035	0
K 1732 B	19	2	10	8	56	18	1	62	379	7
L 1735 D	15	9	13	15	13	10	1	67	77	27
M 1737 D	12	8	6	10	10	8	2	92	47	55
O 1827 D	21	19	13	19	10	16	1	69	188	26
LINE 390 (FLIGHT 9)										
A 2154 L	6	4	0	4	6	30	1	26	1035	0
B 2150 D	8	2	14	8	27	24	1	75	165	26
C 2148 D	19	3	14	8	52	20	2	86	58	47
E 2133 T	33	7	34	11	75	0	5	77	6	57
F 2120 D	22	14	34	20	22	20	1	74	71	37
G 2112 S	0	4	0	10	4	29	1	41	1035	0
H 2090 T	126	22	272	51	228	0	27	25	1	19
I 2061 T	91	35	168	68	64	0	8	37	2	25
J 2053 L	4	7	5	4	4	10	1	61	445	2
K 2039 B?	11	0	2	0	155	37	1	62	297	10
L 2035 D	20	7	15	11	29	14	1	62	60	25
N 1947 D	6	3	8	3	25	25	2	143	65	99
Q 1909 D	24	13	22	11	25	4	1	78	118	32
LINE 400 (FLIGHT 9)										
A 2277 S	0	6	0	7	1	0	1	46	1035	0
B 2290 B?	5	1	4	2	26	39	1	66	192	17
C 2295 D	17	4	19	5	73	10	3	95	17	67
D 2302 L?	2	2	2	1	6	50	1	142	1035	0
E 2308 D	49	12	34	12	74	4	3	88	17	62
G 2316 S	0	5	0	3	1	23	1	66	1035	0
H 2320 D	22	9	28	22	23	22	1	73	96	34
I 2328 S	0	6	0	10	3	22	1	35	1032	0
K 2349 D	54	7	95	19	188	0	14	44	1	32
L 2381 D	89	31	136	64	60	4	6	52	4	37
M 2389 L	9	2	6	4	29	34	1	60	1035	0
N 2408 B	4	1	6	2	28	48	1	53	240	6
O 2473 B	3	7	0	6	2	0	1	75	1035	0
P 2495 D	15	17	6	15	7	14	1	55	873	0
LINE 410 (FLIGHT 9)										
A 2811 D	8	6	37	15	23	19	1	80	149	33
B 2808 T	30	6	43	16	70	14	6	78	4	61
C 2796 D	20	6	10	3	49	8	1	132	89	82

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	COAXIAL COIL		COPLANAR COIL		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH	
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND MHOS	DEPTH* M	COND MHOS	DEPTH M	RESIS OHM-M	DEPTH M
LINE 410 (FLIGHT 9)										
E 2782 D	13	5	34	15	31	28	1	85	69	46
F 2780 D	18	5	34	16	39	25	3	71	22	46
G 2774 S?	0	10	0	13	2	16	1	21	759	0
H 2753 T	134	42	278	110	86	0	9	40	2	29
I 2721 T	78	21	144	39	104	0	13	46	1	35
J 2712 L	5	4	1	2	6	38	1	116	188	57
K 2707 G	13	7	24	10	26	5	4	76	9	55
M 2644 S	0	10	0	17	1	9	1	48	1035	0
N 2623 D	16	15	9	8	10	3	1	55	582	0
O 2601 D	16	10	20	17	17	0	2	78	55	39
P 2565 B	6	251	11	1	1	0	7	116	4	93
LINE 420 (FLIGHT 9)										
B 2939 S	0	4	0	10	1	0	1	19	834	0
C 2946 D	13	8	26	11	23	18	1	54	310	6
D 2949 D	24	8	37	13	51	12	5	76	7	56
E 2954 S?	0	4	0	1	1	0	1	100	1035	0
F 2961 D	45	19	18	11	35	8	1	80	88	38
H 2968 S	0	5	0	3	1	18	1	71	1035	0
I 2974 D	18	7	32	17	30	19	3	76	16	53
J 2975 D	15	7	32	17	26	21	1	69	68	32
K 2979 D	17	12	6	13	11	24	1	24	843	0
L 3000 D	36	6	43	11	118	0	5	85	8	64
M 3031 T	68	20	125	41	82	6	8	59	3	46
N 3047 L	19	8	25	15	27	7	4	71	12	48
O 3050 G	4	6	25	14	12	13	4	82	12	58
P 3095 S	0	6	0	6	1	17	1	38	1028	0
Q 3107 S	0	13	0	21	1	8	1	34	817	0
R 3125 D	16	16	12	20	9	16	1	29	947	0
S 3144 D	8	9	1	9	4	17	1	75	1035	0
U 3183 B	2	0	8	0	28	0	2	150	59	100
LINE 430 (FLIGHT 9)										
A 3439 L?	5	6	0	7	3	21	1	27	989	0
B 3437 L	1	7	0	4	2	23	1	48	1035	0
C 3431 D	22	14	23	22	16	12	2	66	53	32
D 3422 B?	6	18	3	5	5	22	1	77	1035	0
E 3417 D	19	17	7	3	12	10	1	78	319	23
F 3403 D	19	7	30	14	35	16	2	82	53	44
G 3399 D	18	11	6	12	12	21	1	26	573	0
H 3376 D	33	7	54	12	109	6	7	79	4	62

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ANOMALY/ FID/INTERP	COAXIAL COIL REAL PPM	COAXIAL COIL QUAD PPM	COPLANAR COIL REAL PPM	COPLANAR COIL QUAD PPM	VERTICAL DIKE COND MHOS	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND MHOS	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M
LINE 430 (FLIGHT 9)										
J 3359 D	4	3	5	8	7	39	1	54	1035	0
K 3348 S?	0	14	0	17	2	0	1	20	937	0
L 3345 T	136	42	264	83	103	0	14	30	1	21
N 3336 B?	7	4	4	4	12	42	1	42	1035	0
O 3331 L?	29	25	50	39	17	13	2	73	24	46
P 3329 L	29	25	49	39	17	11	4	70	10	50
Q 3319 S?	2	9	0	6	2	21	1	43	1035	0
R 3284 B?	2	13	0	7	5	27	1	39	1006	0
LINE 440 (FLIGHT 9)										
B 3551 S	3	6	0	9	2	16	1	21	811	0
C 3555 D	28	5	21	4	129	22	1	80	61	42
D 3558 L	1	6	0	0	4	35	1	86	1035	0
E 3565 D	53	16	53	33	47	10	5	71	5	54
G 3592 D	25	6	32	15	48	17	2	83	58	45
H 3597 T	36	13	18	21	28	21	1	65	69	30
I 3621 D	28	6	41	12	83	14	3	84	14	60
J 3635 T	40	17	88	50	36	14	6	60	4	45
K 3644 D	24	9	37	17	38	26	1	85	72	46
M 3657 T	98	29	180	55	96	0	11	41	1	30
O 3665 B?	8	10	2	7	5	27	1	51	1035	0
P 3669 L	14	8	23	5	31	22	3	95	18	68
Q 3672 B	15	7	23	9	32	17	5	86	6	66
LINE 450 (FLIGHT 28)										
A 105 D	10	0	12	4	107	21	2	94	46	57
B 115 D	31	6	35	10	91	13	7	89	4	71
E 140 D	8	1	13	6	40	26	1	88	97	42
F 145 B	9	4	3	4	16	37	1	51	1035	0
G 167 D	17	2	31	4	179	20	5	103	7	82
H 180 T	82	12	218	23	373	1	76	38	1	35
I 189 B	20	1	15	3	254	22	4	131	14	104
K 203 T	109	16	234	33	307	0	23	34	1	26
M 214 T	70	24	77	39	54	6	7	56	3	42
N 217 D	26	5	55	13	101	11	8	84	3	67
O 221 L	0	6	0	0	1	0	1	201	1035	0
LINE 460 (FLIGHT 28)										
B 470 S	5	10	0	16	2	12	1	19	722	0
C 466 D	36	5	30	7	144	15	3	90	17	64
D 457 D	39	14	60	34	39	15	3	69	19	46

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ANOMALY/ FID/INTERP			COAXIAL COIL REAL PPM	COAXIAL COIL QUAD PPM	COPLANAR COIL REAL PPM	COPLANAR COIL QUAD PPM	VERTICAL DIKE COND MHOS	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND MHOS	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M
LINE 460	(FLIGHT 28)											
E	455	D	44	14	60	34	44	9	7	82	4	65
F	431	D	10	5	7	12	10	30	1	66	209	21
G	426	B?	7	5	0	3	8	42	1	47	1035	0
J	405	T	19	6	36	9	61	27	6	99	5	80
K	393	G	75	14	193	44	159	3	17	44	1	35
L	388	G	41	16	122	47	54	13	18	47	1	39
M	381	T	253	81	398	185	91	0	14	26	1	18
P	367	T	154	42	392	92	153	0	26	28	1	21
Q	359	S?	0	5	0	8	4	28	1	49	966	0
R	356	D	52	26	61	40	31	3	5	53	6	36
S	354	D	49	14	56	20	69	3	6	60	4	44
LINE 471	(FLIGHT 28)											
A	583	D	17	0	22	1	1377	4	10	98	2	81
B	593	D	28	17	49	35	22	17	2	65	37	35
C	594	D	35	19	49	35	25	19	2	70	44	39
D	619	D	9	4	19	11	22	29	2	93	42	59
E	624	D	14	6	5	5	21	32	1	37	605	0
F	646	T	48	7	101	17	192	8	21	61	1	52
G	658	T	182	25	378	54	377	0	160	27	1	26
H	665	D	5	11	0	24	10	22	1	52	184	12
I	672	T	110	22	250	47	198	0	26	38	1	31
K	687	T	39	14	93	32	59	6	8	58	3	44
L	688	B?	0	14	93	32	21	6	1	66	267	17
M	696	D	47	19	52	39	33	3	5	52	7	34
N	699	D	57	7	69	26	117	1	8	52	2	39
O	710	L	0	12	0	0	1	0	1	200	1035	0
LINE 481	(FLIGHT 28)											
A	961	D	24	2	21	7	154	22	3	102	23	73
B	949	D	43	13	38	29	39	15	2	67	29	39
C	939	D	76	54	53	28	27	9	2	86	35	54
D	924	T	11	3	16	8	34	34	2	89	43	54
E	918	B?	15	6	2	7	16	29	1	30	857	0
G	895	D	82	16	128	26	163	1	12	59	1	47
H	883	T	153	23	392	56	345	0	202	28	1	28
I	867	T	135	34	306	77	142	0	20	35	1	27
L	851	B	4	26	2	33	9	14	1	12	621	0
M	843	D	44	14	52	28	46	8	5	54	6	37
N	840	T	49	16	76	31	57	9	10	58	2	45
LINE 491	(FLIGHT 28)											
B	1072	D	23	1	13	3	272	21	3	112	23	81

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	COAXIAL COIL		COPLANAR COIL		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH	
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND MHOS	DEPTH* M	COND MHOS	DEPTH M	RESIS OHM-M	DEPTH M
LINE 491	(FLIGHT	28)								
C 1083 D	35	12	32	26	31	11	2	69	41	36
D 1088 L	9	8	12	5	14	35	1	89	1035	0
E 1093 D	34	14	21	7	40	19	3	123	22	93
F 1106 D	14	3	20	5	78	29	2	99	44	63
G 1107 D	13	3	20	5	75	24	3	94	25	65
H 1113 S	1	5	0	4	1	14	1	52	1035	0
L 1134 D	45	9	72	13	134	17	7	79	3	64
N 1144 T	231	42	399	83	242	5	35	38	1	33
P 1162 T	129	48	283	75	101	0	17	37	1	29
Q 1165 S?	0	3	0	6	3	43	1	51	1035	0
R 1176 T	62	13	93	23	122	7	14	60	1	49
S 1185 D	95	39	135	100	40	4	6	37	5	24
T 1188 T	72	20	110	32	91	8	15	50	1	40
U 1194 B	5	7	19	8	13	19	2	92	53	53
LINE 501	(FLIGHT	28)								
A 1444 D	18	2	7	2	178	27	1	113	148	58
B 1432 D	14	11	8	21	8	13	1	32	432	0
C 1426 D	21	11	11	4	26	23	2	130	43	94
D 1422 D	21	7	6	9	25	30	1	62	369	12
E 1409 D	7	3	22	8	27	24	2	97	56	57
F 1407 D	14	4	22	9	47	26	1	76	82	36
G 1380 D	42	17	68	31	42	16	3	71	18	48
H 1373 D	6	3	5	3	18	53	1	49	1035	0
I 1369 D	92	14	225	31	286	0	25	40	1	33
J 1352 D	100	20	137	36	140	0	7	57	3	43
K 1342 T	121	30	218	74	106	0	14	34	1	25
L 1340 T	158	39	390	85	172	0	29	24	1	18
M 1327 D	15	18	66	24	23	10	2	63	25	36
N 1324 T	75	19	164	34	130	5	19	49	1	40
O 1319 S	1	7	0	6	1	0	1	48	1035	0
P 1309 S	2	8	0	6	1	0	1	30	1006	0
Q 1305 L	13	5	1	10	12	24	1	33	1035	0
LINE 511	(FLIGHT	28)								
A 1552 D	12	1	6	5	50	32	1	97	280	38
D 1563 D	24	12	15	24	15	8	1	55	78	19
E 1574 T	22	2	13	5	121	33	2	104	46	68
F 1586 D	22	12	67	35	30	16	3	75	22	49
G 1587 T	42	16	67	36	40	8	5	56	7	39
H 1594 S?	0	4	0	10	1	1	1	40	1035	0

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ANOMALY/ FID/INTERP	COAXIAL COIL REAL PPM	COAXIAL COIL QUAD PPM	COPLANAR COIL REAL PPM	COPLANAR COIL QUAD PPM	VERTICAL DIKE COND MHOS	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND MHOS	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M
LINE 511 (FLIGHT 28)										
J 1618 D	30	6	35	7	113	13	6	93	6	73
K 1624 D	65	9	112	24	188	2	11	61	1	48
L 1628 T	145	42	336	116	105	0	18	26	1	18
N 1645 D	39	31	21	32	14	4	1	31	242	0
O 1649 S?	0	6	0	2	2	19	1	35	1035	0
P 1652 T	84	17	113	39	108	0	9	51	2	38
R 1668 D	39	16	75	27	49	15	6	70	4	55
S 1670 T	51	17	78	20	77	6	11	62	1	49
T 1675 D	41	22	39	35	23	0	2	53	27	26
U 1693 L	5	4	1	6	4	17	1	75	1035	0
LINE 521 (FLIGHT 28)										
A 1919 L	3	0	0	0	26	63	1	166	1035	0
B 1909 D	23	17	31	34	13	6	1	43	421	0
C 1907 D	24	17	31	34	14	6	2	50	46	19
D 1897 T	12	0	7	1	509	41	1	123	68	79
E 1883 D	47	12	63	31	56	7	6	62	5	45
H 1857 D	71	23	168	24	134	3	29	50	1	44
I 1852 D	94	14	194	30	268	7	19	56	1	47
J 1848 D	190	32	380	72	259	0	43	27	1	23
K 1831 S	0	5	0	18	7	34	1	29	839	0
L 1829 B	0	20	0	17	3	11	1	30	869	0
M 1823 D	51	29	56	28	32	5	1	49	120	13
O 1805 D	47	18	85	35	51	9	16	65	1	54
P 1803 T	81	18	126	35	118	7	12	56	1	45
Q 1797 T	52	55	103	97	17	0	4	34	9	17
R 1780 S	0	6	0	6	1	9	1	44	1035	0
T 1772 L	0	1	0	14	1	4	1	208	1035	0
U 1770 L	0	1	0	15	1	0	1	205	1035	0
LINE 530 (FLIGHT 14)										
C 351 L	0	2	0	0	1	32	1	93	1035	0
D 332 D	21	5	21	10	47	15	1	76	645	2
E 329 D	21	5	21	10	48	20	1	59	112	20
F 316 T	36	4	40	8	204	23	5	90	6	72
G 299 D	31	18	66	41	26	15	1	52	168	13
H 296 T	45	15	78	42	44	9	5	58	6	41
K 258 T	184	43	310	80	157	6	19	40	1	33
L 253 D	169	37	270	60	175	10	9	54	2	43
M 249 D	185	53	400	132	118	6	16	40	1	32
P 216 S	0	16	0	27	1	0	1	17	701	0

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ANOMALY/ FID/INTERP	COAXIAL COIL REAL PPM	COAXIAL COIL QUAD PPM	COPLANAR COIL REAL PPM	COPLANAR COIL QUAD PPM	VERTICAL DIKE COND MHOS	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND MHOS	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M
LINE 530 (FLIGHT 14)										
Q 189 D	72	49	108	68	29	17	3	61	13	41
R 187 T	143	49	108	84	54	15	5	60	6	44
S 180 D	110	91	141	112	25	10	2	48	27	25
T 178 D	107	91	141	112	25	3	2	39	23	17
U 159 S	0	14	0	15	4	15	1	18	745	0
V 155 S	0	13	0	7	1	0	1	27	914	0
LINE 540 (FLIGHT 14)										
B 538 D	18	6	11	7	31	30	1	81	1035	0
C 544 D	18	6	21	10	36	18	1	106	74	62
D 546 D	17	7	21	13	27	23	1	58	118	20
E 554 T	40	9	36	12	76	13	5	81	8	60
F 567 T	22	7	38	19	40	9	4	67	9	47
G 573 S	0	5	0	7	1	0	1	105	1035	0
H 591 D	28	4	18	3	151	17	2	102	60	61
I 594 D	112	17	156	38	188	4	12	54	1	43
J 597 D	142	38	276	100	103	0	12	36	1	27
M 624 B?	6	7	22	24	8	15	1	50	71	16
N 627 S	0	3	0	16	3	28	1	20	722	0
O 636 D	46	27	85	49	31	17	3	65	19	42
P 637 D	80	24	85	49	57	13	5	71	7	53
Q 642 D	56	28	75	49	32	7	2	64	37	33
R 643 D	65	38	75	49	30	0	3	49	15	28
T 659 S	0	6	0	6	1	10	1	41	1035	0
U 673 L	6	5	0	9	7	29	1	92	1035	0
LINE 550 (FLIGHT 14)										
B 945 T	43	7	54	9	171	16	10	82	2	67
C 936 D	4	7	10	7	5	28	1	49	689	0
E 924 L?	8	16	0	10	5	16	1	47	1035	0
F 921 T	63	16	55	33	57	14	3	67	13	47
H 905 D	0	8	36	33	7	16	1	71	112	31
I 902 D	37	18	50	39	26	7	3	56	19	33
J 900 D	22	17	50	39	17	4	2	78	36	46
N 876 S	0	8	0	12	1	5	1	45	1035	0
O 867 D	62	28	134	52	53	8	8	54	2	41
P 860 D	145	36	186	50	131	8	7	60	4	46
Q 856 D	185	70	404	179	79	3	11	34	1	25
S 824 S	0	5	0	4	4	35	1	76	1035	0
T 816 T	279	156	416	378	42	0	7	21	3	12
W 802 B?	9	10	0	1	8	40	1	45	1035	0

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	COAXIAL COIL		COPLANAR COIL		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH	
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND MHOS	DEPTH* M	COND MHOS	DEPTH M	RESIS OHM-M	DEPTH M
LINE 550 (FLIGHT 14)										
X 796 T	77	30	85	54	44	12	5	59	6	42
Y 790 D	35	33	65	58	16	15	1	28	247	0
Z 788 D	35	36	65	64	14	9	3	57	21	33
A 766 S	0	9	0	12	1	0	1	20	857	0
C 743 L	0	12	0	6	6	20	1	220	1035	0
G 724 S	0	5	0	9	1	20	1	30	869	0
LINE 560 (FLIGHT 14)										
A 1048 S	0	8	0	14	1	0	1	19	929	0
C 1066 S?	0	4	0	1	1	16	1	55	1035	0
D 1069 D	22	7	20	4	56	25	3	104	19	76
E 1075 D	8	2	7	3	46	42	1	56	946	0
F 1084 D	68	29	68	33	45	2	3	60	18	38
G 1085 T	57	29	68	26	41	6	8	66	3	52
H 1097 D	39	12	88	35	58	6	5	60	6	42
I 1099 D	22	12	70	35	30	12	3	59	23	33
J 1106 S	4	4	0	12	3	10	1	35	1035	0
L 1123 T	76	19	99	39	83	0	9	51	2	38
M 1128 D	81	14	141	28	183	0	13	52	1	41
N 1145 C	18	5	86	13	128	10	22	66	1	59
P 1158 T	253	124	406	245	58	2	7	34	3	23
R 1170 D	51	45	84	51	22	1	2	51	41	21
S 1171 D	68	45	88	56	28	8	3	50	14	30
T 1175 D	86	32	75	53	44	16	3	60	16	39
U 1179 B?	7	19	4	16	2	9	1	27	839	0
LINE 570 (FLIGHT 14)										
B 1469 B?	12	4	0	1	32	51	1	61	1035	0
C 1461 D	0	1	24	16	11	42	1	36	956	0
D 1458 D	47	12	49	25	57	19	3	66	22	41
E 1446 T	75	38	138	97	34	0	6	39	4	25
F 1444 T	47	38	138	97	25	0	6	61	5	45
G 1428 D	33	11	25	19	34	16	1	69	240	22
H 1426 D	43	7	25	19	67	15	2	77	35	45
I 1422 D	32	5	29	15	69	12	2	72	29	43
J 1412 S	5	9	0	16	2	0	1	26	1035	0
K 1388 T	134	34	248	69	128	3	14	44	1	34
L 1380 T	303	84	414	182	111	3	9	39	2	28
M 1372 D	25	29	21	30	9	9	2	65	43	34
O 1345 S	0	9	0	16	1	3	1	32	943	0
P 1337 B?	0	20	13	25	2	3	1	63	92	27

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ANOMALY/ FID/INTERP	COAXIAL COIL REAL PPM	COAXIAL COIL QUAD PPM	COPLANAR COIL REAL PPM	COPLANAR COIL QUAD PPM	VERTICAL DIKE COND MHOS	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND MHOS	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M
LINE 570 (FLIGHT 14)										
Q 1324 B	85	44	194	84	51	0	5	32	5	18
R 1322 D	66	33	194	58	66	4	4	46	10	30
S 1320 T	73	42	137	76	37	4	8	37	2	26
T 1316 T	83	14	59	17	149	11	9	61	2	48
U 1312 B?	0	20	0	26	3	17	1	36	834	0
V 1264 L	0	11	0	19	1	0	1	144	1035	0
LINE 580 (FLIGHT 14)										
A 1584 D	40	19	24	25	25	17	1	54	78	22
B 1592 T	94	89	114	176	16	5	3	34	14	16
C 1604 D	64	21	67	27	62	13	3	77	23	52
D 1605 D	86	9	67	27	160	15	4	66	8	48
E 1607 T	127	50	125	105	43	11	4	45	9	29
F 1614 S	0	11	0	19	1	0	1	32	992	0
I 1632 T	156	34	228	65	143	0	16	41	1	32
K 1637 D	192	42	293	89	149	0	12	34	1	25
L 1642 G	8	8	13	13	9	17	2	93	32	63
M 1664 D	24	32	26	49	9	4	1	10	567	0
N 1675 D	132	46	267	129	69	5	8	36	2	25
O 1678 D	33	37	123	84	20	8	9	38	2	28
P 1680 T	209	27	370	50	408	2	25	32	1	26
Q 1681 B	99	13	361	50	357	3	14	44	1	35
R 1687 D	13	6	21	8	32	21	2	96	50	59
LINE 590 (FLIGHT 14)										
A 1990 S?	2	18	0	43	1	3	1	5	446	0
B 1977 T	42	6	50	14	126	14	7	77	3	61
C 1965 D	85	33	71	43	46	8	3	58	15	37
D 1963 D	38	11	71	43	41	15	1	66	70	31
G 1952 D	38	21	37	28	24	10	3	66	22	41
H 1935 D	30	11	64	23	50	7	3	93	16	67
I 1933 D	60	9	64	23	115	5	6	63	5	46
J 1931 D	36	9	50	23	56	11	4	70	9	50
K 1919 S	0	5	0	10	1	1	1	52	1035	0
L 1897 T	174	58	389	117	113	0	16	35	1	26
N 1888 D	175	30	397	71	265	0	23	37	1	30
P 1835 D	45	17	90	37	51	9	5	51	7	34
Q 1828 D	52	13	91	20	111	4	18	41	1	32
R 1825 B	36	8	60	17	91	3	8	52	2	38
S 1816 D	33	25	42	47	15	10	1	51	148	14
LINE 600 (FLIGHT 14)										
B 2057 D	50	1	58	26	153	13	5	63	8	44

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	COAXIAL COIL		COPLANAR COIL		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH	
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND MHOS	DEPTH* M	COND MHOS	DEPTH M	RESIS OHM-M	DEPTH M

LINE 600 (FLIGHT 14)										
C 2059 T	120	9	309	14	1218	0	154	28	1	28
D 2067 T	71	14	130	31	137	2	19	48	1	40
E 2075 G	18	5	23	7	58	2	5	85	7	64
H 2094 T	32	5	48	17	88	0	7	61	3	45
I 2096 D	17	5	48	17	50	0	6	78	5	59
K 2120 D	25	3	35	8	129	22	3	115	16	87
L 2125 D	112	14	222	32	322	0	30	36	1	30
O 2164 T	99	25	254	95	92	0	11	31	1	21
P 2167 D	34	16	19	39	16	13	7	43	3	30
Q 2169 D	71	37	124	79	35	2	13	45	1	35
R 2171 T	128	37	200	79	88	0	13	33	1	24
S 2178 D	21	22	24	33	10	9	1	52	65	20

LINE 610 (FLIGHT 14)										
C 2469 D	69	13	170	22	236	7	26	50	1	44
D 2467 D	133	13	170	8	745	3	28	58	1	52
F 2457 T	151	39	173	57	113	5	15	50	1	40
H 2445 T	41	8	51	19	83	3	6	66	5	49
I 2437 T	291	175	417	321	45	3	8	31	2	21
K 2418 D	25	12	77	39	34	11	1	74	107	33
L 2416 D	84	23	94	43	72	3	6	56	5	40
M 2414 D	48	23	94	43	42	4	5	63	6	45
O 2405 S	0	3	0	2	6	56	1	75	1035	0
R 2375 T	271	44	418	108	228	0	27	33	1	27
S 2368 D	35	12	122	28	88	3	8	64	2	49
T 2366 D	26	10	122	28	83	12	8	78	3	63
W 2323 S	0	5	0	3	1	0	1	52	1035	0
X 2310 D	66	14	174	54	103	9	8	46	2	34
Y 2307 D	23	21	36	39	12	13	5	52	7	35
Z 2304 D	70	32	116	43	54	0	13	37	1	27
A' 2300 D	143	26	92	32	147	1	16	53	1	43
B' 2293 D	53	45	78	82	17	6	2	42	47	15
F' 2242 L	0	0	3	7	2	26	1	148	154	86

LINE 620 (FLIGHT 14)										
A 2532 S	0	7	0	26	1	3	1	11	667	0
B 2535 D	63	6	96	26	185	12	10	64	2	51
C 2538 T	59	9	70	25	114	4	6	61	4	46
D 2546 T	97	20	117	37	120	4	13	54	1	44
E 2553 T	88	38	108	72	41	7	6	51	5	36
G 2559 B	7	27	11	33	3	3	1	36	274	0

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ANOMALY/ FID/INTERP	COAXIAL COIL REAL PPM	COAXIAL COIL QUAD PPM	COPLANAR COIL REAL PPM	COPLANAR COIL QUAD PPM	VERTICAL DIKE COND MHOS	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND MHOS	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M
LINE 620 (FLIGHT 14)										
H 2572 D	45	32	99	54	29	3	6	73	4	56
I 2573 D	95	32	110	55	61	3	7	52	3	38
K 2601 T	166	31	254	61	188	0	14	41	1	31
L 2606 D	52	17	61	23	60	4	5	73	8	53
M 2631 S	0	6	0	7	1	5	1	24	792	0
N 2634 S	0	15	0	18	1	0	1	14	635	0
O 2638 S	0	8	0	11	1	2	1	25	821	0
P 2645 D	39	18	81	30	47	2	7	46	3	33
Q 2647 B	23	25	41	47	11	0	6	49	4	34
R 2649 D	69	26	120	47	60	1	13	39	1	29
S 2652 D	94	18	102	29	137	9	14	59	1	48
T 2657 D	51	41	61	61	18	1	2	42	49	14
LINE 630 (FLIGHT 14)										
C 2928 S	0	10	0	24	1	0	1	14	825	0
D 2925 D	38	4	95	25	143	6	10	62	2	49
E 2917 T	276	152	421	360	44	0	10	27	1	18
G 2906 D	73	74	28	40	15	5	1	35	244	0
I 2896 T	40	8	50	19	77	0	8	61	3	45
J 2888 D	19	7	30	14	33	12	4	88	12	64
K 2870 D	32	12	64	31	41	6	5	100	7	80
L 2869 D	56	12	72	31	75	2	6	58	4	42
M 2857 T	15	7	16	14	17	20	1	79	61	41
N 2829 T	263	86	421	225	82	0	10	24	1	15
LINE 640 (FLIGHT 14)										
A 2983 S	0	6	0	20	1	0	1	23	995	0
B 2986 D	53	7	72	22	140	3	5	66	6	48
C 2991 T	201	34	418	81	257	0	44	21	1	17
D 3000 T	37	74	59	123	7	1	2	34	30	12
E 3006 T	118	38	160	73	71	3	9	45	2	34
F 3012 T	207	18	404	37	762	0	77	30	1	27
G 3027 T	43	6	64	20	114	0	9	55	2	41
H 3034 T	13	9	18	13	15	15	1	72	70	33
J 3055 D	47	11	47	29	55	13	2	67	36	37
LINE 650 (FLIGHT 14)										
B 3237 S	0	3	0	11	7	47	1	20	674	0
C 3232 D	162	9	31	11	663	0	3	69	19	44
E 3219 T	216	52	410	124	144	0	18	31	1	23
F 3211 D	0	36	0	27	8	14	1	39	972	0

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ANOMALY/ FID/INTERP	COAXIAL COIL REAL PPM	COAXIAL COIL QUAD PPM	COPLANAR COIL REAL PPM	COPLANAR COIL QUAD PPM	VERTICAL DIKE COND MHOS	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND MHOS	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M
LINE 650 (FLIGHT 14)										
H 3204 T	135	29	230	70	133	0	14	35	1	25
I 3195 T	94	15	125	27	189	4	18	57	1	48
J 3175 T	60	18	87	36	63	8	6	64	4	49
K 3164 D	57	23	83	42	44	1	4	54	9	35
M 3155 S	0	8	0	13	2	9	1	37	1035	0
N 3130 T	125	29	285	55	180	0	19	36	1	28
LINE 660 (FLIGHT 16)										
A 216 D	43	14	21	15	41	10	2	92	46	56
B 229 D	16	2	24	4	155	0	14	90	1	77
C 239 T	50	14	80	26	76	0	10	45	1	32
D 246 ?	0	15	6	21	3	6	1	118	131	65
E 248 B	2	16	27	24	9	24	3	89	24	63
F 260 D	21	7	48	20	45	4	4	93	12	68
G 262 T	42	7	48	20	87	6	7	70	4	54
H 269 D	55	26	59	36	35	2	3	65	19	41
M 288 S	0	10	0	8	1	0	1	87	1035	0
N 291 T	301	61	329	165	125	0	12	32	1	23
LINE 5170 (FLIGHT 7)										
A 879 D	102	37	66	26	64	10	4	78	13	57
B 886 D	24	30	9	26	9	14	1	21	740	0
D 950 S	0	12	0	23	1	2	1	19	685	0
E 1001 D	37	38	39	44	13	15	1	58	63	27
F 1019 D	11	25	13	33	4	10	1	38	311	1
G 1023 D	110	41	152	65	65	0	5	48	6	32
H 1025 B	2	15	67	53	10	0	1	59	1035	0
LINE 5180 (FLIGHT 7)										
A 1267 D	100	91	79	75	20	7	2	52	25	28
C 1257 S?	0	2	0	13	1	17	1	20	719	0
D 1254 S	0	18	0	38	1	15	1	16	531	0
G 1145 S	0	5	0	5	1	21	1	45	1035	0
H 1136 D	242	220	181	198	26	1	3	32	16	14
I 1133 D	20	17	40	26	17	22	2	77	36	46
J 1116 D	32	29	35	35	14	14	1	68	57	34
K 1111 D	49	27	56	33	30	5	3	57	22	32
L 1108 B	2	6	17	20	5	24	1	59	1035	0
LINE 5190 (FLIGHT 7)										
A 1317 T	22	34	56	72	9	14	2	53	24	29

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	COAXIAL COIL		COPLANAR COIL		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH	
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND MHOS	DEPTH* M	COND MHOS	DEPTH M	RESIS OHM-M	DEPTH M
LINE 5190 (FLIGHT 7)										
B 1320 D	160	122	77	75	27	5	1	41	54	16
C 1331 B?	0	15	0	1	2	16	1	59	1035	0
D 1337 S	0	6	0	6	3	31	1	28	880	0
F 1357 S	0	7	0	9	1	11	1	23	693	0
G 1364 L?	0	10	0	15	1	12	1	21	662	0
I 1392 S?	0	6	0	6	1	7	1	66	1035	0
K 1423 S	0	6	0	10	2	25	1	29	748	0
M 1430 S	0	8	0	11	2	22	1	28	804	0
N 1438 D	30	45	25	38	9	18	1	21	603	0
O 1456 D	95	55	164	113	35	10	4	58	12	39
P 1460 D	40	24	260	140	41	6	3	86	14	63
Q 1462 D	179	81	260	140	58	9	8	44	2	33
LINE 5200 (FLIGHT 7)										
A 1719 D	30	35	25	28	11	13	1	67	78	31
B 1709 B?	12	50	0	33	3	2	1	21	691	0
C 1697 S?	0	17	0	32	6	29	1	25	597	0
D 1625 S?	0	3	0	1	5	74	1	75	1035	0
G 1592 D	53	45	19	36	14	11	1	19	693	0
H 1588 B?	0	3	0	12	1	25	1	82	1035	0
J 1574 D	213	113	206	132	48	5	5	44	6	30
K 1570 D	45	45	156	28	44	9	2	72	39	41
L 1568 D	125	40	156	68	75	1	6	48	4	33
LINE 5210 (FLIGHT 7)										
B 1768 B?	0	28	0	21	1	7	1	33	823	0
C 1774 D	90	39	55	25	49	9	3	72	16	51
E 1788 S	0	20	0	37	1	1	1	13	573	0
G 1797 S	0	8	0	10	7	37	1	37	920	0
J 1884 D	15	17	23	20	10	17	1	44	324	2
K 1888 B?	0	7	2	0	2	40	1	74	1035	0
L 1900 D	60	56	51	56	16	15	2	60	33	33
M 1904 D	77	88	430	123	53	10	1	41	64	16
N 1906 T	352	143	430	212	82	3	10	34	1	25
LINE 5220 (FLIGHT 7)										
A 2118 L?	0	12	0	8	1	0	1	52	1035	0
B 2113 D	94	54	86	89	27	6	3	43	19	21
D 2050 L?	0	4	0	5	1	24	1	64	1035	0
E 2000 S	0	8	0	10	1	6	1	22	755	0
F 1993 B?	0	6	0	0	7	44	1	63	1035	0

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	COAXIAL COIL		COPLANAR COIL		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH	
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND MHOS	DEPTH* M	COND MHOS	DEPTH M	RESIS OHM-M	DEPTH M
LINE 5220 (FLIGHT 7)										
G 1986 D	38	71	7	43	7	9	1	30	779	0
H 1981 B?	0	7	0	0	2	38	1	89	1035	0
I 1967 D	45	30	23	23	19	21	2	79	45	47
J 1961 D	120	93	146	123	26	4	4	51	11	33
K 1958 T	381	266	436	387	41	3	8	28	2	19
L 1955 S	1	5	4	13	2	18	1	55	1035	0
LINE 5230 (FLIGHT 7)										
A 2170 L?	5	839	4	2	1	0	1	88	119	44
B 2172 B?	16	12	0	5	10	30	1	68	1035	0
C 2177 S	0	8	0	5	1	10	1	61	1035	0
D 2183 D	196	60	142	82	78	3	6	48	5	34
H 2235 S	0	5	0	6	2	32	1	62	1035	0
J 2258 L	2	3	0	7	5	46	1	64	1035	0
L 2293 D	35	47	20	45	8	12	1	35	264	2
N 2298 B?	2	3	0	0	2	59	1	107	1035	0
O 2316 D	115	38	118	50	73	7	6	62	5	46
P 2320 T	199	66	351	107	112	0	19	30	1	22
LINE 5240 (FLIGHT 7)										
A 2548 S?	7	6	0	2	6	24	1	77	1035	0
B 2543 S	0	15	0	18	1	0	1	34	950	0
C 2535 D	91	23	81	34	84	2	6	61	4	45
D 2511 S	0	14	0	23	1	3	1	18	691	0
E 2426 S	0	3	0	7	1	10	1	32	914	0
F 2423 T	44	83	74	74	16	3	1	5	515	0
G 2415 D	249	147	159	121	42	5	4	45	9	29
H 2410 B?	0	3	0	0	3	68	1	114	1035	0
I 2388 D	90	81	216	77	38	9	3	63	15	42
J 2386 D	204	94	216	112	59	1	6	44	4	31
K 2382 T	140	203	251	130	23	0	8	37	2	26
LINE 5250 (FLIGHT 7)										
A 2590 B?	5	5	0	7	5	34	1	96	1035	0
B 2594 S?	0	8	0	4	3	33	1	57	1035	0
C 2599 S	0	22	0	16	1	0	1	23	841	0
D 2605 D	7	44	39	48	4	9	1	53	96	21
E 2606 D	74	53	39	48	20	9	1	64	95	28
F 2617 B	5	6	4	8	5	30	1	87	358	30
G 2695 S	0	9	0	13	1	7	1	35	937	0
H 2706 B	0	13	0	22	3	16	1	31	857	0

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ANOMALY/ FID/INTERP	COAXIAL COIL REAL PPM	COAXIAL COIL QUAD PPM	COPLANAR COIL REAL PPM	COPLANAR COIL QUAD PPM	VERTICAL DIKE COND MHOS	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND MHOS	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M
LINE 5250 (FLIGHT 7)										
I 2708 S?	0	8	0	22	1	0	1	38	1024	0
J 2716 D	66	48	66	48	24	8	1	59	65	26
K 2740 T	242	108	251	179	54	5	7	38	3	27
L 2744 T	185	90	239	156	49	3	7	38	3	26
M 2747 D	29	37	7	34	7	5	1	56	112	20
N 2749 B	9	5	7	24	6	0	1	51	582	0
LINE 5260 (FLIGHT 7)										
B 2978 D	28	17	18	12	21	10	2	76	44	42
C 2963 D	100	98	77	108	17	6	2	46	21	24
D 2952 T	44	53	60	82	11	0	2	40	23	17
E 2870 S	0	4	0	1	6	60	1	56	1035	0
F 2866 S	0	9	0	4	1	14	1	44	1035	0
G 2858 B?	6	19	0	26	2	0	1	32	972	0
H 2856 B?	3	22	0	26	1	0	1	37	972	0
I 2847 D	61	51	37	33	19	8	2	74	35	43
J 2814 D	216	86	184	133	57	5	5	44	5	30
K 2809 T	71	48	77	64	25	5	2	54	29	28
LINE 5270 (FLIGHT 7)										
A 3017 D	9	143	10	4	1	0	4	131	10	104
B 3019 D	35	22	63	33	28	16	4	71	11	51
C 3025 D	27	39	12	24	7	9	1	46	152	10
D 3028 L?	7	25	2	13	2	4	1	32	521	0
E 3034 T	254	81	156	116	73	3	5	43	5	29
F 3043 D	18	30	24	29	7	14	1	29	569	0
H 3047 B	0	28	0	33	4	7	1	16	682	0
J 3054 S	0	6	0	9	1	18	1	39	975	0
K 3062 S	0	17	0	26	1	4	1	18	655	0
P 3125 B?	0	6	0	6	2	26	1	48	1035	0
S 3135 D	0	14	14	18	4	17	1	65	315	17
T 3160 D	119	64	174	95	45	1	6	43	4	29
U 3164 D	81	28	89	48	54	0	5	51	7	34
V 3167 D	12	14	9	13	7	19	1	60	371	11
LINE 5280 (FLIGHT 8)										
A 260 D	71	17	63	17	106	7	3	84	22	59
B 263 B	8	19	31	13	9	22	1	33	917	0
D 269 B?	8	26	3	15	2	5	1	32	436	0
E 272 B?	6	26	0	8	2	0	1	32	604	0
F 276 B	8	18	15	8	6	13	1	73	118	31

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		COAXIAL COIL		COPLANAR COIL		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH	
ANOMALY/ FID/INTERP		REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND MHOS	DEPTH* M	COND MHOS	DEPTH M	RESIS OHM-M	DEPTH M
LINE 5280	(FLIGHT 8)										
G 279	D	64	32	40	20	37	11	3	84	18	60
H 289	B	13	14	4	16	6	8	1	67	236	19
I 309	S	3	8	0	21	1	3	1	23	819	0
J 311	S	2	24	0	46	1	0	1	0	453	0
L 371	B?	0	15	0	20	2	10	1	33	911	0
N 384	D	17	27	15	32	6	12	1	25	564	0
O 412	D	45	20	63	34	36	3	3	64	15	42
P 417	D	54	23	62	35	38	0	4	57	13	35
LINE 670	(FLIGHT 16)										
D 499	S	32	37	0	60	14	13	1	17	633	0
E 496	D	100	8	72	31	194	0	7	60	3	45
J 479	T	65	15	127	43	91	0	16	45	1	36
K 471	T	42	8	62	21	90	0	4	146	15	117
L 446	D	50	32	71	36	30	4	5	61	5	44
M 437	D	77	29	100	58	47	4	4	51	12	32
O 406	T	84	27	185	50	97	0	14	36	1	25
LINE 680	(FLIGHT 16)										
A 553	S	0	7	0	6	3	9	1	84	1035	0
B 558	D	48	11	40	17	74	3	5	77	6	58
E 576	T	29	6	50	14	87	0	12	55	1	41
F 582	T	28	8	46	20	50	0	5	58	6	40
H 587	B?	0	13	6	14	6	25	1	47	1035	0
K 599	D	50	7	36	0	353	8	8	100	3	82
L 601	D	57	14	89	34	77	0	7	68	4	52
M 602	D	69	14	86	34	91	1	7	51	3	37
N 610	T	55	22	128	52	54	0	8	45	2	32
S 637	T	98	55	205	102	45	1	10	40	1	30
LINE 690	(FLIGHT 16)										
A 837	S	12	20	0	31	3	1	1	17	773	0
B 832	T	91	41	147	81	46	0	9	37	2	25
D 807	D	29	21	11	15	14	8	1	76	1035	0
E 801	T	149	33	198	71	118	0	14	31	1	21
F 794	D	114	60	168	75	50	8	5	64	6	48
H 779	D	29	3	74	34	70	11	5	85	7	66
I 777	T	76	14	99	35	108	1	8	50	3	37
J 775	D	25	12	99	35	46	6	3	66	20	42
K 772	S	0	5	0	6	4	34	1	18	832	0
N 735	T	73	40	164	74	45	0	9	45	2	33

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LINE 700 (FLIGHT 16)										
B 894 S	0	21	0	22	1	0	1	17	874	0
C 898 T	100	27	95	34	89	7	10	64	2	51
E 921 T	35	8	54	8	138	0	10	55	2	40
F 923 D	14	17	32	9	16	23	1	35	975	0
G 926 D	12	11	12	3	15	25	1	111	1035	0
H 939 D	27	4	55	16	100	0	6	53	5	36
LINE 710 (FLIGHT 16)										
B 1149 S	0	54	0	108	1	0	1	0	350	0
LINE 6030 (FLIGHT 27)										
A 338 P	5	1	35	1	324	39	11	111	2	96
B 328 D	15	1	44	3	49	20	22	99	1	90
C 325 T	65	5	179	13	690	4	163	39	1	38
D 318 T	11	3	47	14	59	30	5	89	7	69
E 312 B	2	3	18	10	12	41	2	94	59	56
F 307 B	14	10	49	10	40	27	7	76	4	61
G 303 B	10	0	28	17	35	33	2	71	52	37
H 290 D	15	3	56	15	75	15	6	81	5	63
J 284 B	0	0	5	2	11	83	2	172	41	130
K 254 D	10	4	18	7	31	15	2	99	42	65
L 180 S	0	10	0	22	1	8	1	7	499	0
LINE 6040 (FLIGHT 27)										
B 3355 S	0	5	0	2	1	0	1	62	1035	0

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LINE 710 (FLIGHT 16)										
A 1149 S	0	54	0	109	1	0	1	0	339	0
B 1143 D	54	19	126	57	55	0	9	38	2	25
E 1130 D	0	22	7	30	2	1	1	39	827	0
G 1118 D	0	86	27	67	9	8	1	21	647	0
H 1115 T	65	15	85	40	71	0	8	46	3	33
J 1092 D	18	43	200	107	22	6	1	26	286	0
K 1091 D	133	56	246	107	65	4	6	42	5	28
L 1089 D	104	56	246	107	53	3	9	45	2	34
M 1087 D	13	13	129	52	35	8	3	63	19	39
O 1079 S?	5	14	6	19	6	18	1	48	1035	0
U 1047 T	141	36	303	95	121	0	21	23	1	15
LINE 720 (FLIGHT 16)										
C 1215 T	164	35	285	91	136	0	19	35	1	28
G 1234 B?	11	14	22	4	15	11	1	73	1035	0
H 1237 T	30	6	38	11	82	0	7	63	4	45
K 1254 T	88	15	141	46	125	0	11	37	1	26
L 1256 D	54	16	141	16	159	0	7	57	3	42
M 1258 D	35	15	57	18	49	8	2	61	31	32
R 1291 T	57	27	70	44	34	0	6	38	4	22
LINE 730 (FLIGHT 16)										
A 1464 S	0	18	0	31	2	0	1	13	770	0
B 1457 T	89	18	146	43	124	0	17	32	1	23
C 1448 S	0	15	0	19	3	9	1	61	1035	0
D 1437 D	58	16	51	24	63	12	2	72	33	42
E 1431 D	51	13	69	21	82	0	7	55	4	40
F 1409 D	52	11	70	6	193	10	3	72	25	46
G 1408 D	79	9	86	7	417	7	5	67	6	49
H 1405 D	58	9	86	14	187	11	3	61	15	40
I 1403 S	0	8	0	28	2	10	1	5	559	0
J 1396 S	0	3	0	7	1	0	1	99	1035	0
LINE 740 (FLIGHT 16)										
A 1541 D	36	4	37	8	202	0	9	79	2	62
D 1562 D	6	17	4	12	3	12	1	43	1035	0
E 1565 D	51	16	57	24	58	0	4	56	9	36
G 1584 D	95	21	135	50	100	0	8	47	2	35
H 1586 D	20	1	88	11	326	11	2	61	27	34
LINE 750 (FLIGHT 16)										
B 1786 S	0	11	0	9	2	2	1	79	1035	0

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LINE 750 (FLIGHT 16)										
C 1780 D	21	1	23	2	563	0	22	97	1	88
F 1770 S	0	46	0	75	1	0	1	0	409	0
G 1757 D?	0	13	0	17	2	9	1	44	1035	0
H 1754 T	82	31	114	68	48	2	6	46	4	32
I 1730 D	95	27	194	70	87	2	12	44	1	34
J 1728 D	18	9	170	10	237	8	2	65	25	38
L 1725 S	0	6	0	9	1	4	1	14	759	0
M 1718 S?	0	6	0	9	1	5	1	96	1035	0
LINE 760 (FLIGHT 16)										
B 1862 D	80	21	112	40	87	0	10	50	1	38
F 1882 D	56	13	70	34	65	0	5	52	7	34
G 1899 D	62	8	103	30	150	1	9	52	2	39
H 1901 D	25	8	76	21	70	9	6	66	4	50
LINE 770 (FLIGHT 16)										
B 2097 S	0	9	0	5	1	0	1	108	1035	0
C 2092 T	138	45	184	88	72	0	10	32	2	22
G 2072 D	81	44	97	37	43	7	4	73	13	52
H 2069 D	85	40	124	63	46	8	4	56	12	37
I 2067 D	68	27	124	63	49	2	4	56	10	37
L 2047 D	40	9	70	28	69	6	7	61	4	46
M 2045 D	18	8	65	23	43	4	2	89	36	56
N 2013 S	0	5	0	9	1	0	1	53	1035	0
LINE 780 (FLIGHT 16)										
C 2165 S	0	6	0	4	1	0	1	121	1035	0
D 2170 T	114	35	157	74	70	0	8	38	2	27
F 2184 D?	13	4	7	2	42	34	1	110	1035	0
G 2187 D	28	11	46	22	37	7	3	76	24	50
K 2207 D	45	11	71	29	68	2	8	58	3	44
N 2241 S	0	13	0	17	1	0	1	16	823	0
O 2249 L?	4	3	0	0	6	22	1	146	1035	0
LINE 790 (FLIGHT 16)										
B 2411 S	0	7	0	10	5	26	1	83	1035	0
C 2407 S	0	14	0	16	1	0	1	44	1035	0
D 2401 T	105	37	189	83	67	0	10	37	1	27
J 2382 D	32	14	49	32	29	12	3	73	20	49
L 2359 D	23	6	32	9	66	9	4	89	12	65
N 2314 S	0	11	3	19	1	0	1	25	947	0

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ANOMALY/ FID/INTERP	COAXIAL COIL REAL PPM	COAXIAL COIL QUAD PPM	COPLANAR COIL REAL PPM	COPLANAR COIL QUAD PPM	VERTICAL DIKE COND MHOS	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND MHOS	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M
LINE 800 (FLIGHT 18)										
A 103 T	31	22	88	43	29	14	6	64	4	50
B 117 D	24	10	42	22	32	17	2	76	36	45
C 118 D	25	10	42	22	33	18	3	79	14	57
E 133 L?	3	6	16	8	10	15	2	91	59	50
F 135 B	9	3	26	0	147	9	7	84	4	64
G 137 B	6	1	22	2	164	22	2	113	41	77
K 167 S	0	16	0	28	1	0	1	20	745	0
LINE 810 (FLIGHT 18)										
C 319 S	0	14	0	18	1	5	1	36	978	0
E 311 B	0	38	0	27	4	2	1	20	777	0
H 297 S	0	7	0	25	2	22	1	26	682	0
J 276 D	37	9	46	18	66	21	1	74	70	37
K 272 D	44	8	60	23	82	12	7	69	3	54
L 229 S	0	12	1	24	1	0	1	20	796	0
LINE 820 (FLIGHT 18)										
A 398 S?	0	8	2	12	1	3	1	34	940	0
C 422 T	93	56	262	116	49	1	11	36	1	27
F 435 B	6	7	13	22	6	19	2	91	52	54
H 449 D	32	9	33	11	64	14	2	92	53	54
I 453 B	37	5	42	12	134	8	7	78	4	61
J 454 D	31	5	35	12	96	14	5	99	7	78
K 468 S	0	6	0	8	3	30	1	76	1035	0
LINE 830 (FLIGHT 18)										
A 647 S	1	6	0	17	1	4	1	28	860	0
B 632 S?	0	2	0	11	7	57	1	53	1035	0
D 626 S?	0	9	0	27	5	30	1	23	627	0
E 617 S?	0	4	0	11	3	43	1	51	1035	0
F 609 T	17	8	19	24	15	27	1	73	58	38
G 586 T	121	27	219	55	144	2	16	46	1	37
L 571 S	1	5	0	10	8	41	1	84	1035	0
N 551 S	0	7	0	10	1	5	1	40	1035	0
O 546 S	1	3	2	7	2	19	1	25	1035	0
LINE 840 (FLIGHT 18)										
A 694 B?	1	2	5	7	4	45	1	66	221	20
C 731 T	16	4	29	13	44	23	6	96	5	77
D 748 T	67	11	136	23	197	0	38	35	1	31
E 750 D	11	10	95	14	71	2	17	104	1	94

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LINE 850 (FLIGHT 18)										
E 914 D	22	8	17	19	23	25	1	38	540	0
G 889 T	107	25	223	56	138	0	21	31	1	24
H 886 D	5	1	51	0	570	11	5	115	7	91
LINE 860 (FLIGHT 18)										
A 1042 D	7	1	10	5	36	23	4	154	12	124
B 1061 D	31	8	34	7	83	0	15	65	1	53
C 1063 D	15	8	43	15	34	6	4	79	10	56
LINE 870 (FLIGHT 18)										
A 1366 S	0	5	0	10	1	0	1	16	823	0
B 1341 D	45	26	23	13	27	16	1	55	160	16
C 1334 S?	0	7	3	19	9	37	1	32	781	0
G 1308 T	99	28	190	56	105	7	14	47	1	37
H 1305 D	71	19	70	35	65	6	4	57	8	39
I 1301 S?	0	2	0	19	8	42	1	42	959	0
O 1282 S?	0	2	0	17	8	46	1	41	934	0
LINE 880 (FLIGHT 18)										
B 1437 S?	11	19	0	43	2	4	1	7	531	0
C 1439 S	6	17	0	43	1	2	1	3	434	0
D 1456 D	35	10	41	15	59	16	3	82	18	58
G 1480 D	9	1	15	4	87	14	5	103	8	79
H 1483 B	6	1	20	4	109	2	9	85	3	67
LINE 890 (FLIGHT 18)										
A 1664 S	0	7	0	18	1	0	1	17	819	0
C 1654 D	25	11	42	29	26	19	2	64	38	34
D 1652 B	12	10	27	21	14	18	3	76	22	51
E 1647 D	37	6	49	10	142	11	4	91	12	67
F 1641 D	38	36	73	72	16	9	2	49	39	22
G 1640 D	35	36	73	72	15	2	1	65	91	27
L 1616 D	47	8	58	16	120	19	11	74	1	61
M 1614 T	45	3	58	22	139	11	8	63	3	49
LINE 901 (FLIGHT 18)										
A 1966 S	0	3	0	10	1	0	1	34	1035	0
B 1952 S?	0	6	0	6	1	0	1	59	1035	0
C 1943 D	44	12	65	16	89	9	4	76	11	55
D 1941 D	10	13	62	7	39	13	3	111	20	81
E 1935 B	11	31	12	44	3	4	1	21	437	0

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	COAXIAL COIL		COPLANAR COIL		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH	
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND MHOS	DEPTH* M	COND MHOS	DEPTH M	RESIS OHM-M	DEPTH M
LINE 901 (FLIGHT 18)										
F 1933 D	56	18	60	44	40	14	3	72	21	47
G 1927 D	129	38	122	53	81	7	4	58	9	40
H 1924 D	46	10	51	26	61	11	4	65	10	45
J 1917 S?	0	1	0	23	8	40	1	33	828	0
L 1903 D	19	2	25	8	106	17	4	96	9	74
M 1900 D	22	1	22	3	539	7	3	127	24	93
O 1887 S	0	5	0	10	1	10	1	41	1035	0
LINE 910 (FLIGHT 18)										
B 2019 S	0	6	0	8	5	18	1	33	1035	0
D 2035 D	8	4	9	6	15	15	2	135	33	97
E 2044 D	18	1	13	10	66	19	2	93	36	61
F 2050 T	73	22	78	41	59	10	7	54	3	41
G 2053 B	33	2	37	9	212	6	9	52	2	38
H 2069 T	23	3	32	10	99	14	6	85	5	66
I 2071 D	30	2	23	5	231	10	2	127	42	90
K 2084 S	0	5	0	12	1	0	1	42	1035	0
LINE 920 (FLIGHT 18)										
A 2249 S	0	5	0	14	6	27	1	23	855	0
C 2225 D	23	3	17	2	193	17	2	121	34	86
D 2216 D	14	3	13	7	43	23	2	103	51	65
E 2213 B	2	7	11	3	6	20	2	127	62	85
F 2209 D	58	36	155	78	37	0	5	48	6	32
G 2207 D	99	36	155	78	58	0	9	43	2	32
H 2186 D	34	16	61	31	34	8	6	72	5	55
I 2185 D	38	18	58	31	34	12	6	68	5	51
J 2183 D	2	8	24	9	10	11	3	107	23	76
LINE 930 (FLIGHT 18)										
A 2300 S	0	2	0	8	7	34	1	23	992	0
B 2318 D	17	1	10	5	125	23	2	135	53	96
C 2327 D	17	2	19	4	139	9	7	105	4	84
D 2332 T	138	35	279	77	132	0	23	35	1	28
E 2349 B	16	2	19	7	92	5	6	78	5	58
F 2352 B	17	2	8	7	57	15	5	87	8	65
LINE 940 (FLIGHT 18)										
B 2517 S	0	3	0	5	6	44	1	46	1035	0
C 2511 B?	0	19	0	48	3	0	1	0	573	0
D 2495 D	19	1	14	3	304	5	9	136	3	115

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	COAXIAL COIL		COPLANAR COIL		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH	
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND MHOS	DEPTH* M	COND MHOS	DEPTH M	RESIS OHM-M	DEPTH M
LINE 940 (FLIGHT 18)										
E 2484 T	287	90	394	192	93	2	13	33	1	26
F 2476 T	230	52	398	127	148	0	22	30	1	23
J 2451 T	85	22	126	51	81	12	8	57	2	45
K 2447 T	38	12	47	40	31	17	3	58	17	36
L 2425 B	10	6	8	13	10	31	2	131	57	90
LINE 950 (FLIGHT 18)										
A 2586 S	0	15	0	29	1	0	1	7	641	0
B 2597 D	30	2	36	7	258	11	9	102	3	84
C 2606 D	73	20	141	41	95	0	20	46	1	37
D 2607 D	68	20	141	41	90	0	11	43	1	32
E 2611 T	148	35	232	55	151	0	22	28	1	21
G 2630 D	23	1	38	6	297	8	5	81	8	60
H 2634 D	5	4	1	7	5	16	1	68	228	17
LINE 960 (FLIGHT 18)										
A 2802 B?	0	19	5	37	7	0	1	0	669	0
B 2800 S	0	12	5	36	3	0	1	0	737	0
C 2787 D	25	4	25	7	104	6	4	96	11	71
E 2773 D	117	37	173	51	96	0	16	35	1	26
F 2771 D	20	9	29	1	63	9	15	37	1	27
H 2759 H ?	0	3	0	13	7	42	1	53	1035	0
I 2746 D	36	12	81	36	50	14	6	66	5	50
J 2741 B?	1	5	4	2	3	31	1	44	391	0
K 2714 S	2	6	0	15	1	1	1	44	1035	0
LINE 970 (FLIGHT 18)										
C 2855 B?	0	4	0	13	8	25	1	28	1035	0
D 2857 B?	0	16	0	28	3	3	1	9	690	0
E 2869 D	26	4	26	9	91	5	3	96	15	69
G 2880 D	91	36	165	62	66	0	16	35	1	26
H 2885 T?	48	9	39	9	121	0	17	51	1	40
I 2907 T	12	2	31	6	101	17	12	84	1	70
LINE 980 (FLIGHT 19)										
B 144 S	0	8	0	31	3	11	1	7	575	0
C 146 S	0	13	0	25	10	19	1	3	509	0
F 159 D	44	6	55	12	155	5	11	73	2	59
H 168 T	63	88	122	27	22	0	20	43	1	35
I 170 T	244	113	374	256	54	0	9	24	2	15
J 175 T	18	7	28	14	32	0	4	66	9	45

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	COAXIAL COIL		COPLANAR COIL		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH	
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND MHOS	DEPTH* M	COND MHOS	DEPTH M	RESIS OHM-M	DEPTH M
LINE 980 (FLIGHT 19)										
K 189 T	14	2	32	6	127	0	15	58	1	46
LINE 990 (FLIGHT 19)										
A 353 S	0	5	0	14	2	19	1	53	1035	0
B 338 T	151	33	198	67	124	5	15	46	1	37
C 326 T	75	7	125	50	49	5	17	33	1	25
D 323 T	313	94	361	215	86	1	11	32	1	23
E 317 B	13	22	38	34	9	11	3	58	23	33
G 301 T	92	23	171	48	111	7	16	49	1	39
H 296 B	8	6	11	9	12	33	1	77	105	35
J 278 B	0	14	19	37	2	10	1	57	72	25
LINE 1000 (FLIGHT 19)										
D 424 D	58	19	50	26	51	4	4	67	9	47
E 436 T	150	31	232	63	152	0	24	27	1	20
F 437 D	93	28	232	51	125	0	18	29	1	21
G 444 B	0	5	5	6	3	18	1	64	1035	0
H 455 D	15	22	50	19	16	15	2	90	36	58
I 456 D	101	17	157	35	183	0	18	44	1	35
J 459 D	4	1	8	4	23	29	5	88	7	66
L 474 B	9	8	24	18	12	12	3	78	23	52
LINE 1010 (FLIGHT 19)										
D 622 B	235	48	300	92	164	0	28	23	1	17
E 619 D	98	36	350	55	156	0	19	30	1	22
G 597 T	286	68	383	138	140	5	16	38	1	30
H 593 T	293	86	321	188	87	3	12	33	1	25
I 590 B	16	2	34	18	43	21	4	70	13	48
L 572 B	14	9	24	9	23	16	2	96	38	63
M 565 B	7	14	7	15	4	12	1	46	252	4
LINE 1020 (FLIGHT 19)										
C 708 T	482	105	250	251	102	0	9	27	2	17
G 727 D	34	8	51	7	132	6	12	82	1	69
H 729 B	45	6	53	11	164	0	21	45	1	37
I 733 B	9	1	9	4	73	9	11	88	2	71
K 746 D	31	69	239	117	23	0	5	57	7	39
L 747 T	184	69	259	119	74	0	11	36	1	27
LINE 1030 (FLIGHT 19)										
B 878 D	26	4	45	4	241	10	5	113	7	90

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	COAXIAL COIL		COPLANAR COIL		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH	
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND MHOS	DEPTH* M	COND MHOS	DEPTH M	RESIS OHM-M	DEPTH M
LINE 1030 (FLIGHT 19)										
C 870 S?	0	8	1	9	3	23	1	58	1035	0
D 863 T	488	169	356	334	72	0	7	22	3	12
G 838 D	63	13	202	43	155	10	3	74	19	51
H 836 T	283	93	365	176	91	0	13	30	1	22
I 831 D	14	0	30	0	49	9	9	70	3	53
J 814 T	171	76	372	161	70	0	15	30	1	22
K 810 S?	0	10	0	7	1	7	1	28	834	0
LINE 1040 (FLIGHT 19)										
B 925 D	31	5	36	10	101	8	4	94	9	71
C 938 T	499	121	381	274	108	0	9	25	2	15
D 939 B	60	117	380	39	47	1	13	43	1	34
E 962 G	9	1	18	0	342	0	18	55	1	45
F 965 B	26	17	102	34	43	0	7	80	4	63
G 966 D	69	17	102	34	90	4	11	54	1	42
H 978 D	39	13	52	15	61	6	5	66	7	47
I 980 B	16	6	49	7	75	11	7	52	3	38
J 984 T	30	14	91	43	38	12	5	50	6	35
LINE 1050 (FLIGHT 19)										
A 1106 S	0	10	0	19	2	16	1	15	559	0
B 1104 D	77	40	86	48	38	21	1	51	56	25
E 1087 T	474	121	375	245	110	0	10	26	1	17
J 1058 D	77	39	146	51	54	6	6	58	5	42
K 1056 D	132	25	271	50	215	0	25	36	1	29
L 1055 D	105	25	271	50	177	0	14	44	1	33
M 1051 D	14	4	6	0	53	29	4	102	14	76
N 1046 D	14	6	31	10	41	0	6	78	5	57
O 1044 D	12	6	31	8	41	11	4	86	10	63
P 1032 B	1	0	8	0	52	72	2	135	45	97
LINE 1060 (FLIGHT 19)										
A 1143 T	106	37	148	89	54	8	6	49	4	35
D 1157 T	181	48	311	103	120	0	28	19	1	13
E 1159 T	165	48	302	60	152	0	31	28	1	22
F 1175 S?	0	5	0	5	7	47	1	118	1035	0
I 1183 T	108	30	163	54	95	5	16	47	1	38
J 1187 D	31	8	37	14	65	14	8	76	3	60
K 1199 D	48	15	87	23	78	2	7	71	4	55
LINE 1070 (FLIGHT 19)										
A 1331 D	30	7	49	13	87	13	5	82	6	63

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ANOMALY/ FID/INTERP	COAXIAL COIL REAL PPM	COAXIAL COIL QUAD PPM	COPLANAR COIL REAL PPM	COPLANAR COIL QUAD PPM	VERTICAL DIKE COND MHOS	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND MHOS	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M
LINE 1070 (FLIGHT 19)										
B 1321 S?	0	22	0	22	1	1	1	35	923	0
C 1313 B	462	321	318	399	37	0	6	22	4	11
D 1311 B	487	321	385	315	47	0	8	29	2	19
F 1292 B?	0	5	0	9	8	44	1	83	1035	0
G 1279 D	45	9	52	22	74	0	6	65	4	49
H 1276 T	191	83	272	134	64	8	9	44	2	34
I 1258 B	42	31	54	46	19	7	4	49	8	32
J 1256 B	66	45	206	95	41	5	5	63	7	45
K 1255 T	151	45	206	95	82	4	10	41	1	31
L 1248 S	0	6	0	11	1	0	1	39	1035	0
LINE 1080 (FLIGHT 19)										
A 1365 B	3	0	11	3	61	8	3	132	16	100
B 1373 B?	0	5	2	6	1	0	1	103	946	2
D 1381 T	237	49	374	111	167	0	28	22	1	16
F 1407 T?	20	6	39	7	76	0	8	56	3	40
G 1409 D	17	6	24	12	33	16	4	79	10	57
H 1427 D	43	9	59	20	82	8	7	68	3	53
LINE 1090 (FLIGHT 19)										
A 1552 S	0	19	0	29	1	7	1	24	662	0
C 1542 T	301	49	389	102	236	0	22	21	1	15
D 1540 D	67	49	357	75	84	0	14	50	1	40
F 1521 B	16	6	21	13	26	22	1	73	184	27
H 1510 D	93	28	183	49	103	0	11	36	1	25
J 1486 D	34	11	55	18	61	9	3	84	14	60
K 1484 D	36	11	55	18	64	12	6	71	5	53
LINE 1100 (FLIGHT 19)										
A 1600 T	105	15	233	40	267	0	33	18	1	13
B 1624 D	12	3	67	27	47	13	19	65	1	56
C 1626 D	25	10	72	27	47	6	13	53	1	41
D 1630 T	49	10	104	27	110	0	16	35	1	25
E 1650 D	22	11	45	23	29	22	1	75	70	38
LINE 1110 (FLIGHT 19)										
C 1862 D	65	88	369	271	25	5	3	45	17	24
D 1858 B	488	144	387	337	82	0	8	26	2	16
F 1825 D	7	0	0	0	43	51	18	59	1	49
G 1822 B	38	13	129	19	123	0	30	43	1	37
H 1819 T	118	40	180	82	69	0	14	33	1	24

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ANOMALY/ FID/INTERP	COAXIAL COIL REAL PPM	COAXIAL COIL QUAD PPM	COPLANAR COIL REAL PPM	COPLANAR COIL QUAD PPM	VERTICAL DIKE COND MHOS	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND MHOS	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M
LINE 1110 (FLIGHT 19)										
I 1798 B	3	3	5	8	5	31	1	62	290	12
LINE 1120 (FLIGHT 19)										
A 1910 B	68	5	100	27	220	0	31	37	1	31
B 1911 T	138	7	308	23	1100	0	56	19	1	16
C 1932 B	1	0	6	1	256	55	5	162	9	132
D 1936 T?	20	7	30	18	31	20	13	84	1	72
E 1940 T	28	13	22	27	19	3	5	61	6	43
LINE 1130 (FLIGHT 19)										
C 2066 B	348	196	375	191	60	8	9	43	2	33
D 2064 D	124	20	384	180	93	2	16	49	1	40
G 2043 S	0	7	0	14	1	0	1	41	1035	0
H 2032 B	11	2	24	5	84	35	4	99	12	75
I 2028 T	29	11	46	27	34	14	6	64	5	47
J 2017 D	31	15	57	25	35	12	2	71	25	44
LINE 1140 (FLIGHT 19)										
A 2118 D	60	9	107	13	246	0	17	46	1	37
B 2120 D	17	9	74	23	46	8	8	57	3	43
C 2150 D	33	8	45	4	136	9	6	81	5	64
D 2155 T	47	20	138	45	61	5	10	46	1	34
LINE 1150 (FLIGHT 19)										
C 2261 T	425	207	375	291	59	3	8	32	2	22
D 2258 D	9	32	146	74	19	0	6	73	5	56
F 2242 B	0	4	13	11	8	21	1	83	89	39
L 2219 S	0	23	0	45	1	3	1	10	480	0
M 2208 S	0	7	0	9	1	0	1	22	862	0
LINE 1160 (FLIGHT 19)										
A 2323 B	5	5	26	4	30	37	11	70	1	57
B 2325 T	132	16	221	33	345	4	26	42	1	35
C 2328 D	42	18	59	20	49	16	3	85	14	62
D 2343 G	6	1	9	4	38	7	3	104	25	70
J 2362 S	3	37	11	79	1	1	1	22	202	0
LINE 1170 (FLIGHT 19)										
A 2456 S?	0	6	0	5	1	18	1	53	332	9
B 2453 B	103	25	166	46	118	8	30	47	1	41
C 2452 T	149	25	256	46	243	6	24	42	1	35

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ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND MHOS	DEPTH* M	COND MHOS	DEPTH M	RESIS OHM-M	DEPTH M
LINE 1170 (FLIGHT 19)										
D 2447 D	41	14	23	0	77	19	1	89	62	50
E 2444 S?	0	1	0	8	6	59	1	73	1035	0
F 2431 D	45	10	43	19	72	0	5	73	7	53
LINE 1180 (FLIGHT 19)										
A 2494 B	8	3	14	5	29	39	8	84	3	68
B 2497 T	44	12	38	42	32	16	6	60	5	43
C 2499 T	120	38	157	47	93	5	11	53	1	42
D 2512 G	11	5	15	6	28	19	4	127	13	100
LINE 1190 (FLIGHT 19)										
A 2624 G	7	1	17	5	49	51	6	85	4	68
B 2622 B	9	1	17	6	29	42	8	77	3	62
C 2621 T	45	10	73	35	61	10	8	59	3	46
D 2619 T	104	24	126	28	136	1	14	50	1	40
G 2605 T	93	27	103	53	66	11	7	58	4	44
H 2600 B?	7	6	8	10	8	26	1	64	136	23
LINE 1200 (FLIGHT 19)										
A 2660 T	51	6	140	34	161	7	19	49	1	40
B 2662 D	83	15	61	25	112	9	7	67	4	52
C 2675 D	19	12	80	31	36	17	2	78	45	45
D 2676 B	36	13	80	31	52	18	6	71	5	55
E 2681 B?	0	14	0	25	1	3	1	10	628	0
F 2691 P	16	13	54	30	20	9	4	54	12	35
LINE 1210 (FLIGHT 19)										
A 2770 T	215	52	320	139	109	4	13	37	1	28
B 2767 D	39	5	6	3	114	20	3	115	17	87
C 2753 D	27	6	68	14	105	11	8	79	3	63
D 2752 D	49	6	68	14	192	9	9	74	2	59
E 2735 S	0	18	0	32	1	6	1	6	517	0
LINE 1220 (FLIGHT 20)										
A 285 T	323	96	428	252	87	0	12	30	1	22
B 288 D	0	5	264	173	28	10	1	77	699	12
C 301 D	24	7	61	16	69	13	6	86	5	68
D 302 D	47	7	61	16	129	14	6	80	5	63
LINE 1230 (FLIGHT 20)										
A 418 B	86	15	192	22	279	4	21	53	1	44

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ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND MHOS	DEPTH* M	COND MHOS	DEPTH M	RESIS OHM-M	DEPTH M
LINE 1230 (FLIGHT 20)										
B 416 T	110	15	192	48	191	0	17	36	1	27
C 413 D	11	9	84	19	53	0	6	110	5	88
F 391 B	12	6	20	16	16	17	2	91	41	56
G 383 S	0	32	0	17	1	7	1	29	808	0
I 367 S	0	17	0	31	1	5	1	13	534	0
LINE 1240 (FLIGHT 20)										
A 464 T	151	41	259	99	99	0	14	33	1	24
B 481 D	16	10	56	14	41	8	6	84	5	66
C 482 T	60	12	62	28	80	6	8	68	3	53
D 483 B	22	12	40	28	23	15	4	72	11	51
E 497 B	2	8	5	17	3	15	1	32	331	0
LINE 1250 (FLIGHT 20)										
A 603 D	25	3	5	4	49	38	3	84	24	57
B 599 B	284	117	376	238	65	0	11	26	1	18
C 597 B	302	107	378	252	70	1	10	29	1	20
F 573 T	142	76	238	159	43	2	7	35	3	23
G 555 B	1	18	6	28	1	0	1	43	213	1
H 554 B	1	18	0	28	3	5	1	16	709	0
I 541 D	241	145	419	375	39	0	5	30	5	18
J 540 D	252	166	427	375	38	0	7	23	3	13
LINE 1260 (FLIGHT 20)										
A 636 D	69	44	140	56	41	0	14	46	1	36
B 638 T	175	50	247	121	83	0	10	35	1	25
E 654 T	23	3	29	13	73	4	3	74	15	49
G 663 B?	0	11	13	21	2	0	1	22	397	0
H 666 D	3	7	22	24	6	19	1	46	92	13
I 675 T	143	67	297	143	59	0	9	24	2	14
LINE 1270 (FLIGHT 20)										
A 777 B	31	21	138	48	44	12	8	61	3	48
B 773 T	166	35	347	99	155	0	18	24	1	16
F 748 T	57	17	77	40	55	12	4	57	10	39
G 738 B	4	12	18	23	4	16	1	47	319	4
H 733 B?	2	10	0	12	1	9	1	17	678	0
I 730 T	0	19	34	26	5	12	2	43	48	15
J 726 S	8	12	0	27	10	43	1	21	429	6
L 717 D	75	75	165	138	21	0	4	26	8	10
M 715 D	62	75	165	138	19	0	4	35	11	18

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ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND MHOS	DEPTH* M	COND MHOS	DEPTH M	RESIS OHM-M	DEPTH M
LINE 1280 (FLIGHT 20)										
A 839 T	28	8	72	29	54	5	8	63	3	48
B 842 T	35	8	77	30	70	0	7	46	3	32
C 858 B	5	3	5	12	5	22	1	48	248	3
D 875 B?	0	2	0	0	6	36	1	110	92	61
E 878 T	46	34	116	50	34	0	9	36	2	25
F 879 T	76	33	108	61	44	0	7	38	3	24
LINE 1290 (FLIGHT 20)										
A 992 B	66	30	94	54	40	8	6	56	5	40
B 989 T	16	11	101	39	38	4	12	61	1	49
F 966 S	0	8	0	16	2	12	1	39	1035	0
G 950 S	4	16	3	37	1	0	1	11	644	0
J 940 T	189	123	310	287	34	2	7	29	3	19
K 937 B	332	392	413	346	27	7	7	34	3	25
L 935 B	351	415	399	353	27	9	7	36	3	27
LINE 1300 (FLIGHT 20)										
A 1033 D	34	16	79	32	42	0	11	50	1	37
B 1034 D	38	16	24	32	22	0	6	53	4	37
C 1036 B	3	16	24	31	4	0	5	70	6	52
G 1072 D	33	8	74	28	65	2	6	47	4	32
H 1074 B	26	11	27	18	28	0	6	47	5	30
LINE 1310 (FLIGHT 20)										
A 1183 T	112	11	182	35	307	0	28	33	1	27
D 1150 B	3	8	5	21	2	15	1	21	756	0
E 1145 B	3	1	18	8	22	38	2	91	41	57
F 1126 D	57	18	94	39	62	0	5	43	7	27
G 1122 D	52	39	90	71	22	7	4	42	9	26
LINE 1320 (FLIGHT 20)										
A 1221 B	28	11	70	15	68	0	11	62	1	48
C 1227 D	8	6	6	6	11	27	1	123	109	71
F 1256 D	9	3	19	14	20	10	3	61	23	36
G 1259 G	6	2	13	10	17	25	2	65	33	34
LINE 1330 (FLIGHT 20)										
D 1358 D	7	5	6	16	6	23	1	39	326	0
E 1343 S	2	12	0	18	1	0	1	36	1035	0
F 1333 T	118	38	256	123	69	0	8	30	3	19
G 1329 G	34	20	34	53	14	19	3	51	14	31

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LINE 1340 (FLIGHT 20)										
A 1434 B?	9	16	1	22	3	0	1	43	464	0
C 1444 S?	2	5	1	3	5	29	1	135	1035	0
D 1450 D	54	8	90	25	132	0	9	46	2	33
E 1453 G	17	3	24	9	72	11	7	59	3	44
LINE 1350 (FLIGHT 20)										
E 1547 D	6	8	6	15	4	14	1	32	545	0
F 1536 T	27	16	45	32	22	0	4	56	10	36
G 1530 T	25	22	49	43	15	15	3	64	14	44
I 1519 T	42	11	79	27	71	5	8	50	3	37
J 1514 D	78	21	123	37	95	1	12	49	1	38
LINE 1360 (FLIGHT 20)										
A 1736 D	42	18	59	31	38	2	6	61	5	44
B 1737 D	36	18	59	31	32	3	3	73	23	47
C 1764 C	8	5	33	28	13	16	3	66	21	41
D 1768 D	10	9	15	7	14	11	1	113	92	64
E 1775 D	25	7	29	9	54	1	6	64	4	47
F 1779 D	59	26	72	28	48	0	9	46	2	33
G 1780 D	44	26	72	28	35	0	7	53	4	38
LINE 1370 (FLIGHT 20)										
A 1903 D	17	24	12	46	5	16	1	14	529	0
B 1895 S	0	7	33	12	11	33	1	23	768	0
C 1893 D	33	37	32	50	10	11	2	58	32	30
E 1879 D	158	82	361	161	61	0	11	33	1	24
F 1878 D	137	82	361	161	55	1	8	39	2	27
G 1873 T	59	34	90	66	28	4	5	46	6	31
LINE 1380 (FLIGHT 20)										
A 1969 B	5	9	0	21	2	3	1	21	862	0
B 1977 D	9	10	31	21	12	20	1	45	359	2
C 1979 D	13	11	31	21	15	15	2	91	42	57
D 1987 G	17	6	10	12	20	3	3	57	17	33
E 1991 B	37	25	34	37	17	5	4	55	13	36
LINE 1390 (FLIGHT 20)										
A 2112 D	22	9	12	22	15	22	1	55	152	17
E 2090 B	70	38	106	34	48	8	6	51	4	36
F 2086 G	28	33	34	52	9	14	4	47	10	30
G 2083 G?	69	15	89	31	95	5	7	43	3	29

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LINE 1400 (FLIGHT 20)										
C 2177 ?	7	0	1	1	110	18	1	154	434	40
D 2182 G	4	1	6	4	17	35	2	129	49	89
E 2191 L?	7	5	0	1	8	34	1	93	262	36
F 2194 D	35	9	37	15	59	4	5	71	7	51
G 2198 B	20	2	13	0	294	7	6	66	5	48
H 2200 D	10	3	16	1	62	28	4	98	11	74
LINE 1410 (FLIGHT 20)										
D 2321 D	68	30	44	49	29	15	2	53	47	25
E 2315 T	76	27	94	44	57	5	8	53	3	40
F 2302 B?	29	40	2	46	5	13	1	13	512	0
G 2298 T	157	30	214	66	148	3	11	40	1	31
H 2295 B	14	17	159	39	52	14	3	49	19	26
I 2293 T	64	11	75	46	66	11	5	47	6	32
J 2279 B?	4	15	1	9	2	2	1	89	1035	0
LINE 1420 (FLIGHT 20)										
A 2394 D	17	2	15	6	77	17	3	95	26	65
B 2398 B	7	0	16	1	2000	44	2	127	27	94
C 2401 D	6	4	21	5	31	36	3	100	15	75
D 2404 C	5	8	18	15	8	19	2	77	54	40
E 2407 D	34	26	26	31	15	4	1	54	70	20
F 2412 T	69	17	72	26	84	1	9	50	2	38
G 2416 D	19	6	24	7	51	4	5	62	8	42
H 2430 B?	2	6	0	2	1	5	1	170	1035	0
LINE 1430 (FLIGHT 20)										
A 2548 D	76	24	73	47	50	5	4	54	10	36
B 2543 D	42	27	32	51	15	13	3	55	14	35
C 2540 G	48	31	142	68	37	3	5	58	5	42
E 2534 B?	0	11	6	6	8	35	1	61	202	20
G 2530 B?	0	10	3	9	9	31	1	35	950	0
H 2524 B	141	73	172	85	49	3	6	43	4	29
I 2522 B	27	73	142	79	14	0	3	55	18	32
J 2521 B	8	0	19	1	49	39	3	59	14	39
LINE 1440 (FLIGHT 20)										
B 2709 T	109	39	168	79	64	0	9	39	2	28
C 2712 D	29	17	55	33	25	0	5	47	7	29
D 2714 B	18	9	46	20	32	2	13	50	1	38
E 2719 B?	4	4	0	8	6	33	1	86	181	36

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ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND MHOS	DEPTH* M	COND MHOS	DEPTH M	RESIS OHM-M	DEPTH M

LINE 1440 (FLIGHT 20)										
F 2723 D	27	11	26	14	32	5	2	72	39	39
G 2729 D	39	11	36	5	90	5	6	59	5	43
H 2732 B	5	1	4	10	9	26	3	67	16	43

LINE 1450 (FLIGHT 20)										
A 2857 B	27	18	84	77	19	16	1	21	671	0
B 2855 D	83	77	84	80	19	8	2	47	23	24
C 2849 T	124	81	145	138	28	5	5	39	7	24
D 2845 D	15	6	25	17	22	26	5	74	7	55
E 2839 D	50	37	42	58	16	15	1	46	62	19
F 2833 D	37	36	22	46	10	12	1	43	92	13
G 2826 T	164	69	169	92	58	10	7	44	3	32
H 2824 B	69	54	55	88	16	14	2	39	27	18
I 2822 B	38	54	55	88	9	10	3	51	15	30
J 2821 B	29	44	58	49	11	10	3	49	13	29

LINE 1460 (FLIGHT 20)										
A 2898 D	16	3	3	3	60	24	4	84	11	60
B 2902 D	71	38	116	75	34	0	5	43	6	27
C 2910 D	54	27	56	47	28	8	3	58	14	38
D 2914 D	12	4	4	3	33	36	1	66	252	17
E 2919 T	37	8	49	16	81	8	7	55	4	40
F 2921 D	22	6	19	17	29	10	4	57	12	36

LINE 1470 (FLIGHT 20)										
B 3037 D	12	0	30	10	49	22	4	85	13	61
C 3035 D	34	19	137	60	41	10	7	53	3	40
D 3034 D	52	19	137	60	54	7	8	47	3	34
E 3032 D	41	21	120	50	44	10	5	57	6	41
F 3024 D	12	4	42	14	43	8	6	69	5	52
G 3021 D	24	16	42	14	29	16	2	62	24	36
H 3018 D	67	29	101	49	46	9	4	53	11	36
I 3016 D	60	29	101	49	41	11	4	61	11	43
J 3008 T	189	66	398	221	69	5	9	30	2	20
K 3005 T	51	30	77	63	25	12	6	39	4	27

LINE 1480 (FLIGHT 20)										
A 3060 T	20	0	55	0	2000	9	10	64	2	50
B 3065 T	53	26	78	54	31	5	8	42	3	29
C 3067 B	48	14	126	34	89	0	11	42	1	31
D 3068 D	39	14	59	35	38	7	16	46	1	36

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LINE 1480 (FLIGHT 20)										
E 3072 T	36	14	77	41	39	0	6	46	5	30
F 3078 D	33	24	40	33	18	6	5	54	7	37
H 3081 T	19	2	33	22	42	18	10	52	2	39
I 3082 B	16	3	35	23	32	14	7	48	3	34
LINE 1490 (FLIGHT 20)										
A 3202 T	84	19	189	52	118	7	14	46	1	37
B 3192 T	253	116	429	278	57	0	11	25	1	17
C 3184 D	25	16	14	23	14	17	1	53	219	11
D 3175 D	157	53	186	108	64	4	5	35	7	21
E 3171 G	136	70	187	104	47	9	8	41	2	30
F 3169 G	123	43	187	84	69	10	9	39	2	29
G 3167 B	16	25	68	54	13	11	4	46	9	29
H 3165 B	0	25	68	54	7	5	4	40	8	25
LINE 1500 (FLIGHT 20)										
A 3233 T	55	8	116	22	190	4	15	54	1	44
B 3238 B	5	4	6	9	6	23	2	99	32	68
C 3241 B	10	8	14	19	9	13	2	69	30	39
D 3245 D	16	10	4	9	12	16	1	81	151	33
E 3251 D	29	13	46	23	35	0	5	53	7	35
F 3253 D	24	12	44	14	39	2	5	58	6	40
G 3256 G	13	1	9	12	30	23	4	61	13	39
LINE 1510 (FLIGHT 21)										
A 403 B	8	250	3	3	1	0	6	85	6	62
B 396 G	34	10	57	21	61	11	11	56	1	44
C 393 D	54	29	90	50	34	0	7	42	3	28
D 387 B	12	4	15	10	25	12	3	87	14	61
E 377 T	102	75	196	168	27	0	6	31	4	19
F 374 B	23	13	105	76	24	7	3	60	15	39
G 371 G	38	29	79	74	18	1	4	46	9	28
LINE 6030 (FLIGHT 27)										
A 489 G	36	18	88	125	15	2	7	34	3	21
B 486 G	82	82	148	158	18	0	5	25	5	13
C 485 B	62	41	32	93	13	3	7	41	3	29
D 473 S	0	7	0	15	1	0	1	19	850	0
E 468 S	2	5	0	7	1	11	1	21	832	0
F 457 D	50	41	38	46	16	4	2	50	35	22
G 454 D	7	4	21	20	12	22	3	87	18	62

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LINE 6030 (FLIGHT 27)										
H 440 D	12	9	45	25	20	13	4	70	11	49
I 433 G	189	73	269	172	59	0	13	27	1	19
J 427 G	44	22	61	43	29	9	10	44	1	33
K 419 B	0	1	5	1	9	78	4	95	10	72
L 399 G	7	6	35	17	21	22	7	58	3	44

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LINE 1520 (FLIGHT 21)										
A 459 G	18	6	38	13	47	7	4	77	9	56
B 466 D	18	2	39	10	100	1	9	61	2	46
C 468 B	23	5	36	10	81	5	9	60	2	44
D 472 D	29	7	21	11	55	0	4	73	9	51
E 481 D	33	6	27	6	114	2	6	71	4	54
F 484 B	14	3	0	8	20	13	3	68	21	41
LINE 1530 (FLIGHT 21)										
A 641 T	69	15	191	45	136	0	19	33	1	25
B 635 B	16	15	53	58	12	6	4	46	10	29
C 622 B	46	12	68	18	86	12	6	53	4	38
D 619 D	72	34	39	47	28	5	3	47	13	28
E 617 D	15	21	39	43	10	12	1	29	274	0
LINE 1540 (FLIGHT 21)										
A 798 D	34	20	28	20	22	8	2	89	37	56
B 814 T	42	3	70	12	301	0	27	44	1	37
D 826 D	14	11	13	18	10	18	1	58	127	20
E 843 G	16	4	23	5	78	23	5	111	7	89
F 864 T	20	3	32	10	78	19	6	83	5	65
G 873 B	17	8	22	17	20	0	3	57	24	31
H 874 G	14	7	22	17	18	0	6	62	5	44
I 878 B	19	6	15	6	44	5	5	74	7	54
J 886 B	10	5	14	6	23	14	9	96	3	78
K 887 B	19	6	22	10	40	10	5	68	6	50
L 889 B	21	5	12	11	34	9	4	66	8	45
LINE 1550 (FLIGHT 21)										
B 1143 D	23	18	21	23	13	5	1	43	235	0
C 1122 T	170	23	382	75	279	0	37	24	1	20
D 1108 T	11	2	22	4	87	18	5	104	6	82
E 1087 T	9	1	17	4	101	13	7	96	4	75
F 1065 T	10	1	16	1	462	20	5	97	9	75
G 1053 B	5	1	11	12	12	28	3	64	20	40
H 1050 G	16	7	39	22	27	7	5	56	6	37
I 1037 B	30	0	117	59	49	5	10	79	2	64
J 1035 T	80	21	117	59	66	6	8	44	2	32
K 1032 B	24	16	30	30	16	12	4	57	11	37
L 1029 B	24	14	49	40	20	12	3	50	20	27
LINE 1560 (FLIGHT 21)										
B 1198 D	9	6	6	7	10	4	1	79	1035	0

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LINE 1560 (FLIGHT 21)										
C 1214 D	22	2	11	5	104	3	1	101	114	49
D 1223 B	3	1	7	1	82	66	1	103	173	50
E 1227 T	20	0	45	1	2000	16	10	85	2	70
G 1245 T	40	6	47	16	108	11	8	77	3	61
H 1262 T	28	7	55	16	73	6	5	70	6	52
I 1272 B	27	2	35	15	49	13	5	62	7	43
J 1276 T	30	11	27	23	28	1	6	52	4	36
K 1285 B	26	8	74	24	62	10	5	91	6	73
L 1287 T	78	19	111	44	84	0	9	39	2	28
M 1288 B	39	18	111	44	48	3	8	56	3	42
N 1289 B	17	11	31	13	25	16	5	57	7	39
LINE 1570 (FLIGHT 21)										
A 1519 T	34	3	41	10	191	8	10	87	2	72
B 1509 T	64	4	173	17	635	0	47	43	1	39
C 1506 B	8	4	61	10	84	15	6	100	5	81
D 1481 D	8	2	12	6	28	30	2	110	39	76
E 1462 B	4	4	51	12	42	18	2	86	31	56
F 1459 G	36	7	59	15	108	12	6	72	4	56
G 1452 B	3	1	6	6	9	46	2	78	34	47
H 1449 G	31	6	72	18	109	12	16	50	1	41
I 1446 T	57	19	41	42	34	8	7	51	3	38
J 1434 B	26	3	43	0	586	12	4	112	9	90
K 1431 T	67	22	88	38	59	4	7	44	3	31
L 1429 B	37	38	88	47	22	9	3	60	15	39
M 1428 B	39	19	42	28	28	17	3	55	14	35
LINE 1580 (FLIGHT 21)										
A 1581 D	21	3	20	5	104	11	5	122	9	98
B 1589 T	26	2	72	4	543	0	51	48	1	44
C 1610 B	11	2	2	4	28	37	1	76	1035	0
E 1629 G	59	13	104	25	117	2	11	52	1	40
F 1630 B	40	13	104	25	84	9	5	62	8	43
G 1638 B	16	2	41	10	108	17	4	75	13	52
H 1641 B	14	1	36	5	200	10	6	78	5	60
I 1651 D	38	9	70	18	93	0	15	70	1	58
J 1653 B	32	9	70	18	79	1	8	62	3	46
LINE 1590 (FLIGHT 21)										
A 1918 D	42	6	48	16	112	21	5	98	8	77
B 1908 D	30	1	34	2	1388	9	14	92	1	79

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ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND MHOS	DEPTH* M	COND MHOS	DEPTH M	RESIS OHM-M	DEPTH M
LINE 1590 (FLIGHT 21)										
C 1877 D	33	10	35	20	43	14	3	78	21	53
D 1857 G	49	10	114	24	139	1	13	48	1	37
E 1855 B	29	8	105	22	110	6	6	57	4	42
F 1845 B	12	7	41	29	18	23	8	73	3	59
G 1842 T	27	4	20	11	76	24	6	69	4	53
H 1838 S	0	6	4	9	3	33	1	32	848	0
I 1832 D	15	10	80	33	33	1	15	70	1	58
J 1829 B	59	13	119	39	93	9	10	54	2	42
LINE 1600 (FLIGHT 21)										
A 1968 T	23	4	22	7	77	11	5	106	9	83
B 1975 D	22	1	13	1	511	10	5	168	8	139
D 2003 D	16	2	20	6	89	20	3	107	16	79
E 2017 B	21	5	31	12	53	0	5	67	6	48
F 2028 G	7	1	14	0	448	37	2	97	32	66
G 2037 B	55	23	117	53	48	0	16	70	1	59
H 2040 T	85	26	117	53	67	0	8	48	2	36
LINE 1610 (FLIGHT 21)										
A 2273 T	39	7	35	13	91	16	3	97	14	72
B 2266 D	18	1	22	2	733	23	4	154	11	126
D 2227 D	26	5	26	6	107	14	2	102	30	71
E 2211 T	25	9	55	21	48	15	7	74	4	58
F 2196 B	13	4	17	15	22	39	1	63	137	26
G 2185 T	68	9	110	26	175	2	11	46	1	35
H 2182 B	50	17	100	44	54	0	4	40	10	22
LINE 1620 (FLIGHT 21)										
B 2330 T	19	2	16	3	200	19	8	126	3	106
C 2336 T	17	1	24	2	348	3	14	95	1	83
D 2363 B	10	3	17	5	47	26	2	106	59	65
E 2375 D	16	2	15	4	134	23	3	122	26	89
F 2387 D	25	4	29	11	87	19	4	95	13	70
G 2398 B	112	45	203	92	61	0	9	37	2	26
H 2399 B	76	45	167	66	46	0	10	39	1	28
LINE 1630 (FLIGHT 21)										
A 2619 T	30	3	33	8	172	21	8	101	3	83
B 2613 T	14	1	22	1	1131	11	10	107	2	89
C 2576 D	19	7	26	8	44	25	1	89	88	46
D 2575 D	11	7	26	8	27	27	2	100	53	61

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	COAXIAL COIL		COPLANAR COIL		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH	
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND MHOS	DEPTH* M	COND MHOS	DEPTH M	RESIS OHM-M	DEPTH M
LINE 1630 (FLIGHT 21)										
E 2561 D	25	8	27	19	31	29	2	87	58	50
F 2547 T	36	12	47	19	50	0	7	69	4	52
G 2531 T	24	16	37	37	16	14	3	60	20	36
LINE 1640 (FLIGHT 21)										
A 2683 T	18	2	16	4	124	18	5	120	8	96
B 2688 D	23	2	33	6	241	8	8	95	3	77
C 2716 B	11	2	18	4	76	19	3	111	23	79
D 2725 D	15	3	14	6	58	25	2	119	29	86
E 2737 T	18	3	23	8	76	8	6	92	5	71
LINE 1650 (FLIGHT 21)										
A 2992 D	31	1	25	6	297	20	6	104	6	84
B 2986 B	4	1	3	0	38	62	1	121	1035	0
C 2946 D	13	2	13	5	71	20	2	100	54	60
D 2935 T	20	4	23	7	72	7	5	86	7	66
E 2921 D	16	2	23	6	111	7	4	102	11	77
LINE 1660 (FLIGHT 22)										
A 273 T	71	9	134	26	227	2	25	49	1	42
B 216 D	11	6	14	14	14	23	1	34	535	0
C 201 T	28	5	46	16	76	23	6	100	5	81
D 191 B?	0	4	0	3	3	41	1	113	1035	0
E 180 D	27	5	27	9	84	5	3	104	15	76
LINE 1670 (FLIGHT 22)										
A 335 T	34	1	86	5	928	2	96	52	1	51
B 368 B	6	3	9	7	16	11	1	95	79	49
C 378 T	23	3	34	7	157	11	11	90	2	75
D 391 D	21	2	14	5	125	6	3	137	18	106
LINE 1680 (FLIGHT 22)										
A 620 T	71	7	197	25	393	0	51	36	1	32
C 568 R	7	3	21	8	31	33	2	112	65	70
E 551 B	18	0	28	6	328	6	9	84	2	66
F 548 D	18	5	28	6	74	13	5	101	7	80
H 534 D	77	29	77	41	49	2	4	60	9	41
LINE 1690 (FLIGHT 22)										
B 673 T	38	2	98	8	639	0	62	38	1	35
C 704 D	23	15	68	18	41	0	11	74	2	59

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LINE 1690 (FLIGHT 22)										
D 705 D	56	16	68	18	85	6	5	80	8	60
E 707 B?	0	22	27	18	4	2	1	61	1035	0
F 720 G	12	2	29	6	93	4	8	75	3	57
G 723 D	8	2	26	6	73	14	3	98	20	68
H 735 D	33	9	19	12	48	6	2	89	32	59
LINE 1700 (FLIGHT 22)										
A 985 D	7	6	7	7	8	27	1	91	229	37
B 976 D	16	1	12	2	213	31	3	149	22	116
D 930 D	29	5	64	10	168	4	7	88	4	70
E 927 B	24	4	64	15	119	5	5	86	8	66
F 924 B?	0	23	0	23	4	0	1	89	1035	0
J 902 D	9	15	26	21	10	21	1	42	435	0
K 899 B	45	14	61	23	62	6	5	75	6	57
L 884 D	42	19	50	29	33	15	3	76	25	50
LINE 1710 (FLIGHT 22)										
A 1024 B?	2	2	0	2	3	28	1	193	1035	0
B 1056 D	19	3	34	8	101	0	12	81	1	66
C 1057 D	28	4	34	8	141	0	7	95	4	75
D 1070 D	34	5	42	10	121	0	5	81	6	62
E 1078 D	14	6	13	6	28	17	1	104	129	51
LINE 1720 (FLIGHT 22)										
A 1281 D	50	9	95	30	102	0	6	77	5	59
B 1279 D	50	15	95	30	74	0	6	68	5	50
C 1256 D	9	11	17	10	10	20	1	74	249	25
D 1254 D	21	11	24	9	29	19	2	91	34	60
E 1242 D	6	8	4	7	5	33	1	58	1035	0
LINE 1730 (FLIGHT 22)										
B 1402 D	56	11	68	34	70	0	6	60	5	43
C 1418 D	23	7	14	11	32	25	1	75	153	31
D 1426 S?	0	5	0	3	1	17	1	92	1035	0
LINE 1740 (FLIGHT 22)										
A 1593 B	40	20	56	36	29	4	4	62	9	42
B 1568 ?	8	2	1	5	15	43	1	73	1035	0
C 1555 S?	0	3	0	2	1	18	1	89	1035	0
LINE 1750 (FLIGHT 22)										
A 1714 D	36	8	36	14	69	18	4	94	13	70

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LINE 1750 (FLIGHT 22)										
B 1720 T	82	18	99	38	94	9	9	62	2	49
C 1729 ?	9	3	0	7	10	33	1	71	1035	0
LINE 1764 (FLIGHT 25)										
B 2914 T	15	5	34	10	47	28	4	93	11	71
C 2921 T	119	12	228	29	421	0	46	39	1	36
E 2929 ?	15	5	9	9	23	28	1	82	200	32
LINE 1771 (FLIGHT 25)										
F 3097 D	25	9	29	13	40	25	2	96	37	64
G 3095 D	26	9	29	13	42	24	1	90	78	49
H 3089 B	8	1	5	0	94	46	2	169	55	124
I 3086 B	13	1	12	2	167	9	7	130	5	106
J 3076 S?	0	40	0	35	3	4	1	33	874	0
K 3073 D	17	22	24	25	9	20	1	23	722	0
L 3059 B?	5	6	2	3	5	36	1	69	1035	0
LINE 1781 (FLIGHT 26)										
G 165 B?	14	3	5	7	30	36	1	74	247	25
H 154 D	18	1	9	1	692	1	8	141	4	119
I 136 B?	10	6	5	9	10	15	1	58	371	4
J 130 L?	9	2	6	1	60	39	1	134	138	76
K 122 D	13	7	12	6	21	32	1	106	107	58
LINE 1790 (FLIGHT 26)										
D 272 D	11	4	12	8	25	35	2	112	52	73
E 279 T	142	35	242	72	125	2	19	40	1	32
G 289 T?	76	16	148	19	207	2	24	57	1	50
H 294 B	29	6	25	8	79	0	4	101	9	78
I 301 S?	0	5	0	5	1	24	1	83	1035	0
LINE 1800 (FLIGHT 26)										
E 465 B	18	4	20	9	53	18	4	112	11	87
F 455 D	23	5	19	7	62	21	3	118	26	86
H 444 G	58	4	141	24	307	0	26	58	1	51
I 438 D	39	4	43	15	127	6	5	89	7	69
J 436 D	22	22	43	15	20	7	4	99	13	74
K 429 D	19	14	7	10	12	21	1	93	204	42
LINE 1810 (FLIGHT 26)										
A 569 D	23	4	42	9	108	5	9	93	2	76

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LINE 1810 (FLIGHT 26)										
B 570 D	20	4	42	9	96	12	6	94	5	74
C 577 D	16	1	11	1	324	14	2	159	32	119
D 586 T	41	4	80	11	293	0	26	46	1	39
E 594 D	36	18	41	22	31	1	5	84	7	63
F 599 B	4	1	2	1	52	31	2	176	43	130
LINE 1820 (FLIGHT 26)										
D 779 S?	0	4	0	19	8	35	1	37	965	0
H 755 D	88	19	122	25	148	10	10	71	2	57
I 745 B?	0	4	0	4	2	21	1	73	1035	0
L 735 T	112	26	224	51	151	0	22	39	1	31
M 726 D	39	52	99	65	17	8	3	78	16	56
N 724 D	94	52	99	65	36	3	5	56	7	39
O 717 B	6	3	2	2	12	38	1	150	1035	0
LINE 1830 (FLIGHT 26)										
A 847 D	58	5	95	10	431	2	11	77	2	63
B 848 D	44	5	95	10	342	6	5	92	7	72
E 861 T	80	11	118	23	221	1	18	54	1	45
F 862 D	24	11	118	20	95	0	25	56	1	49
G 870 D	31	12	50	22	41	4	6	76	5	59
H 875 D	7	4	5	3	15	33	1	162	122	104
LINE 1840 (FLIGHT 26)										
A 1022 D	105	20	113	29	150	4	8	67	3	53
B 1020 D	52	20	113	29	75	1	5	105	8	84
C 1005 T	108	25	174	39	145	9	20	53	1	45
D 1004 D	83	25	174	39	114	9	15	66	1	55
E 995 D	71	22	124	36	87	11	9	70	2	56
F 994 D	47	18	124	36	71	0	10	75	2	60
G 988 B	10	5	6	2	24	30	1	128	240	63
LINE 1850 (FLIGHT 26)										
A 1094 D	40	7	70	13	149	9	5	93	8	73
B 1096 D	35	7	70	11	145	4	4	91	13	66
C 1108 G	16	2	29	3	237	7	7	113	4	92
D 1118 T	38	7	35	13	85	0	8	73	3	56
E 1123 D	14	2	5	7	33	15	3	107	23	75
LINE 1860 (FLIGHT 26)										
A 1257 D	118	10	124	20	418	6	15	66	1	56

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LINE 1860 (FLIGHT 26)										
B 1255 D	84	13	124	23	211	6	6	75	4	58
C 1250 B?	1	0	1	0	10	101	1	170	1035	0
E 1238 D	97	23	103	42	90	4	6	64	5	47
F 1227 B	87	35	76	45	47	10	5	65	6	48
G 1221 D	49	19	52	28	43	13	4	76	12	55
LINE 1870 (FLIGHT 26)										
A 1318 D	20	3	55	9	151	5	12	88	1	73
B 1320 D	22	3	55	14	108	7	5	83	7	63
C 1324 D	20	2	14	2	193	14	2	162	45	119
D 1333 D	34	6	41	10	121	4	8	84	3	67
E 1342 D	34	9	35	20	47	10	6	78	5	60
F 1346 D	28	11	42	23	35	12	6	71	4	55
LINE 1880 (FLIGHT 26)										
A 1486 D	56	18	112	29	86	11	6	87	4	71
B 1484 B	87	23	112	40	86	4	10	59	2	46
C 1477 T	99	3	184	8	2000	0	146	38	1	37
E 1468 T	188	64	245	77	100	0	16	41	1	32
F 1455 D	65	13	71	26	98	5	6	64	4	48
G 1453 D	17	10	63	25	33	21	4	93	11	70
H 1450 B	6	1	12	1	240	23	7	78	4	58
LINE 1890 (FLIGHT 26)										
A 1564 D	30	7	68	18	92	17	8	97	3	79
B 1565 D	31	7	68	18	95	13	5	85	7	66
C 1574 B?	15	8	5	3	21	28	1	101	1035	0
D 1579 T	59	15	92	32	82	1	11	54	1	41
E 1591 D	8	0	10	0	2000	0	15	93	1	81
F 1597 D	12	5	15	9	21	20	3	118	16	89
LINE 1900 (FLIGHT 26)										
B 1737 D	62	8	81	19	169	17	6	86	5	69
C 1736 D	34	8	81	19	95	22	1	93	70	53
E 1727 S	0	27	0	41	4	4	1	6	549	0
F 1725 B	69	15	148	23	175	1	12	57	1	45
G 1720 D	176	57	386	97	129	0	10	45	2	35
H 1719 D	196	57	386	97	141	0	23	39	1	32
I 1706 D	159	32	298	52	223	0	20	43	1	35
J 1704 D	153	32	298	52	214	0	24	52	1	44
K 1700 D	32	6	40	12	89	21	5	93	8	72

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LINE 1900 (FLIGHT 26)										
L 1698 D	30	6	40	12	82	6	7	84	4	66
LINE 1911 (FLIGHT 24)										
A 393 D	67	12	90	21	148	17	6	93	4	76
B 391 D	55	12	90	21	120	13	5	89	7	70
H 375 B	12	2	17	1	150	0	11	88	2	72
I 359 D	61	56	219	89	38	0	19	39	1	30
J 357 T	175	62	219	89	81	3	12	44	1	34
K 351 B	45	13	80	30	66	8	8	67	3	53
LINE 1920 (FLIGHT 24)										
A 470 D	11	9	63	10	50	11	9	96	2	79
B 471 D	38	9	63	10	119	11	3	103	21	74
D 478 B?	12	5	7	7	18	26	1	50	1035	0
F 487 B	47	12	60	22	69	0	8	68	3	52
G 496 T	146	29	140	53	126	0	11	40	1	29
H 498 B	29	28	140	53	34	0	25	75	1	68
I 501 D	15	5	6	5	29	5	5	103	7	79
LINE 1930 (FLIGHT 24)										
A 649 D	15	4	97	5	314	11	9	102	2	85
B 647 T	45	4	97	6	637	1	58	55	1	52
E 638 B?	6	12	0	24	10	22	1	37	999	0
F 630 T	93	37	126	63	53	2	8	49	2	36
J 620 T	295	329	402	376	27	5	7	33	3	23
K 619 B	296	140	402	374	46	8	14	42	1	34
L 618 D	212	54	306	150	95	6	15	48	1	39
M 616 T	184	150	265	262	28	7	9	36	1	27
N 615 D	109	56	270	262	30	1	9	42	2	31
LINE 1940 (FLIGHT 24)										
A 704 D	29	1	52	4	704	14	13	100	1	86
B 705 D	32	1	52	3	1078	6	14	99	1	86
D 709 S	0	0	0	15	7	49	1	43	1024	0
F 714 B?	37	22	1	29	12	19	1	18	666	0
G 720 T?	70	22	72	32	61	13	6	70	5	54
J 730 T	114	23	184	51	139	0	16	37	1	28
K 732 B	25	16	145	6	146	0	9	63	2	48
L 736 D	15	5	22	9	41	0	7	63	4	45
LINE 1950 (FLIGHT 24)										
B 902 D	114	16	129	23	250	8	11	71	1	58

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ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND MHOS	DEPTH* M	COND MHOS	DEPTH M	RESIS OHM-M	DEPTH M
LINE 1950 (FLIGHT 24)										
C 900 D	70	10	126	9	396	10	14	78	1	66
H 885 B	45	11	108	19	132	0	8	63	3	48
J 870 T	262	178	354	341	35	1	8	30	2	20
K 866 T	10	13	334	251	27	3	10	26	1	17
LINE 1960 (FLIGHT 24)										
A 998 D	19	2	47	2	639	13	23	100	1	91
B 1000 D	31	2	47	1	929	0	12	104	1	90
C 1013 T	51	19	92	29	64	4	13	61	1	50
D 1026 B	21	4	14	9	46	17	9	84	2	68
E 1029 D	32	4	44	15	105	0	6	65	5	48
LINE 1970 (FLIGHT 24)										
C 1175 D	124	8	91	17	490	8	13	75	1	63
D 1173 D	55	8	91	9	275	0	12	72	1	58
F 1162 T	30	27	98	53	25	4	5	51	6	35
G 1160 D	54	29	84	54	31	2	7	76	4	60
H 1144 D	5	2	26	7	38	43	1	87	121	43
I 1141 D	26	2	34	6	226	15	4	89	11	66
J 1129 S	0	8	0	9	1	18	1	73	1035	0
LINE 1980 (FLIGHT 24)										
A 1279 D	46	2	49	2	1233	4	33	86	1	80
B 1281 D	27	2	49	3	517	0	10	92	2	75
C 1293 B	19	3	29	7	113	5	7	106	4	85
LINE 1990 (FLIGHT 24)										
A 1419 D	119	10	98	19	379	8	16	69	1	58
B 1415 T	126	48	165	52	78	3	8	54	2	42
C 1406 B	8	7	7	7	9	16	1	119	76	73
F 1386 D	3	18	15	19	7	24	1	30	808	0
LINE 2000 (FLIGHT 24)										
A 1465 B	30	0	20	3	1128	1	24	73	1	66
B 1469 T	143	36	359	86	155	0	35	26	1	21
C 1475 D	32	11	46	9	70	7	8	98	3	80
LINE 2010 (FLIGHT 24)										
B 1610 D	112	13	148	32	245	2	17	54	1	44
C 1607 T	228	89	245	109	77	4	13	43	1	34
D 1602 T	129	40	176	54	97	3	16	47	1	38

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LINE 2010 (FLIGHT 24)										
E 1588 T	12	2	15	2	123	28	5	122	8	98
F 1583 D	7	4	7	9	11	37	1	70	248	22
LINE 2020 (FLIGHT 24)										
A 1656 B	8	0	9	1	762	0	9	112	3	93
B 1659 B	7	0	9	0	871	5	16	99	1	87
C 1662 T	20	5	23	5	73	18	6	112	5	91
D 1681 T?	15	19	37	51	8	15	2	56	33	29
LINE 2030 (FLIGHT 24)										
B 1799 T	149	17	194	45	261	0	19	46	1	37
C 1796 T	83	7	121	17	387	4	52	46	1	43
D 1793 B	27	2	19	3	282	11	5	126	7	102
E 1771 D	45	17	74	32	47	9	3	71	23	45
LINE 2040 (FLIGHT 24)										
A 1840 B	35	1	24	4	462	0	17	83	1	73
B 1842 T	30	1	36	4	578	0	39	64	1	59
C 1846 T	30	6	29	8	86	4	7	90	4	71
E 1854 B?	0	1	9	5	8	57	3	148	23	115
G 1863 D	29	20	31	28	17	11	1	64	58	29
LINE 2050 (FLIGHT 24)										
B 1980 T	216	19	303	50	462	2	40	39	1	34
C 1978 T	123	29	248	42	184	0	23	39	1	31
D 1951 D	46	23	68	52	27	13	3	60	14	40
LINE 2060 (FLIGHT 24)										
A 2036 B	54	15	146	14	197	0	32	71	1	65
B 2038 T	75	15	148	19	215	0	28	47	1	41
C 2060 D	29	11	39	23	34	10	3	67	16	45
LINE 2070 (FLIGHT 24)										
A 2190 B?	0	1	7	2	11	62	6	171	6	145
D 2177 D	85	16	225	12	418	0	41	61	1	57
E 2176 D	122	17	225	29	344	0	23	44	1	37
H 2146 T	78	17	90	36	91	12	7	61	3	47
LINE 2080 (FLIGHT 24)										
A 2211 P	16	3	60	8	167	0	33	51	1	45
B 2219 D	80	12	133	27	192	0	36	49	1	44

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LINE 2080 (FLIGHT 24)										
C 2220 D	68	12	133	27	166	2	14	60	1	48
D 2224 T	31	8	82	20	87	8	15	59	1	49
E 2232 B	15	3	20	6	72	17	5	117	9	93
F 2242 D	36	5	43	8	164	0	6	77	5	58
LINE 2090 (FLIGHT 24)										
A 2368 D	10	3	55	7	116	0	21	65	1	56
B 2366 D	18	4	55	7	164	0	12	97	2	81
C 2356 D	88	9	156	20	379	0	41	52	1	47
D 2354 D	72	9	156	24	270	0	21	43	1	34
E 2352 B	3	38	116	60	12	2	2	105	30	75
F 2350 D	66	47	116	60	32	7	4	57	9	40
G 2345 B?	0	4	10	7	7	38	1	124	1035	0
H 2338 T	273	134	402	277	54	0	10	25	1	16
J 2325 B	2	7	3	12	2	13	1	75	374	21
LINE 2100 (FLIGHT 24)										
A 2387 B	1	1	5	0	60	40	3	153	17	118
B 2395 D	102	23	226	45	166	0	33	51	1	45
C 2396 D	104	23	226	45	170	0	19	39	1	31
D 2408 B	3	2	4	0	21	54	2	209	59	158
LINE 2110 (FLIGHT 24)										
A 2545 B	9	2	24	4	103	32	15	110	1	98
B 2536 D	79	11	99	27	163	0	24	53	1	47
C 2534 D	48	11	98	27	97	0	7	66	4	50
D 2531 B	9	5	17	11	17	30	1	62	300	14
F 2523 D	145	35	262	53	169	8	11	59	1	48
LINE 2120 (FLIGHT 24)										
A 2591 D	11	2	16	1	137	16	4	169	14	137
B 2600 D	16	2	25	5	120	0	7	103	5	81
C 2604 ?	0	1	6	1	14	73	3	170	20	137
D 2607 T?	10	1	21	0	412	22	17	122	1	111
LINE 2130 (FLIGHT 24)										
A 2807 L	3	1	0	1	20	0	1	130	1035	0
B 2798 D	67	50	61	63	20	0	2	50	46	20
C 2784 D	22	32	5	15	6	8	1	64	383	13
G 2732 D	142	18	195	34	303	0	22	42	1	35
H 2728 T	142	23	260	55	222	0	12	41	1	30

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LINE 2130 (FLIGHT 24)										
I 2725 S	0	6	0	29	10	33	1	23	665	0
J 2723 S	0	7	0	21	9	36	1	33	808	0
K 2720 S	0	0	0	13	7	57	1	48	995	1
LINE 2140 (FLIGHT 24)										
A 2831 D	13	2	13	2	138	0	2	153	61	106
B 2883 D	21	11	108	1	187	0	60	56	1	53
C 2885 D	43	18	105	55	40	0	6	37	4	23
D 2889 P	7	2	26	2	132	15	23	93	1	84
LINE 2150 (FLIGHT 24)										
A 3091 D	36	14	37	17	43	0	1	95	92	48
B 3049 T	76	7	217	15	666	0	77	35	1	33
E 3021 T	177	16	316	42	498	0	49	29	1	25
F 3019 D	81	16	215	34	208	0	18	44	1	35
G 3015 T	40	13	94	24	78	7	14	59	1	47
H 2989 P	2	3	4	10	3	19	1	71	233	22
LINE 2160 (FLIGHT 25)										
A 408 D	30	12	41	18	39	0	3	90	24	61
B 372 T	137	32	360	65	199	0	38	22	1	17
C 356 B?	5	1	6	3	29	53	1	161	78	114
D 350 D	81	9	143	19	325	0	39	39	1	34
E 349 D	48	9	143	19	211	0	18	50	1	41
F 345 B?	2	2	3	2	9	66	1	161	133	102
G 336 S?	0	5	0	5	2	33	1	100	1035	0
H 324 B?	0	11	2	12	1	0	1	61	1035	0
LINE 2170 (FLIGHT 25)										
A 470 D	26	29	41	53	10	6	1	51	129	15
C 492 B	0	0	7	1	57	90	7	185	5	160
D 513 D	20	3	21	4	152	13	8	122	4	101
G 529 D	36	6	38	12	99	0	5	83	8	61
H 536 D	18	3	25	5	117	3	6	93	6	72
I 545 B	8	5	12	4	19	26	3	123	23	91
J 550 T	16	7	45	8	64	8	12	75	1	61
LINE 2180 (FLIGHT 25)										
A 803 D	13	15	11	19	7	6	1	54	292	6
B 783 G	43	1	99	2	2049	12	640	50	1	55
E 760 B	18	2	22	4	148	17	8	118	4	98

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LINE 2180 (FLIGHT 25)										
G 743 D	30	3	51	6	310	0	12	83	1	69
H 738 T	55	8	95	11	262	7	33	59	1	54
I 728 T	37	21	100	34	45	15	10	66	2	54
J 724 T	70	26	217	48	105	4	23	42	1	34
LINE 2190 (FLIGHT 25)										
A 926 T	212	35	412	86	254	0	52	28	1	25
B 939 D	0	16	0	27	3	4	1	14	721	0
C 941 L?	0	20	0	29	1	0	1	10	648	0
D 970 D	70	15	106	23	134	2	13	79	1	67
E 972 D	68	15	106	23	130	0	8	62	3	47
F 992 T	50	4	138	3	1338	0	127	39	1	38
LINE 2200 (FLIGHT 25)										
A 1138 T	57	30	239	80	64	0	17	31	1	23
B 1120 S	0	6	8	4	3	26	3	158	21	125
C 1114 D	64	19	100	27	87	8	7	78	4	62
D 1112 D	64	11	100	27	133	0	8	78	3	62
E 1096 C	46	7	156	15	338	12	38	53	1	48
LINE 2210 (FLIGHT 25)										
B 1274 D	41	10	46	22	58	1	4	66	10	45
C 1277 B	6	1	10	1	95	45	3	139	21	107
D 1285 D	10	4	13	5	28	28	2	133	29	98
LINE 2220 (FLIGHT 25)										
A 1409 D	75	37	119	64	41	10	2	59	37	30
B 1408 D	127	50	119	64	56	8	3	65	15	44
C 1406 T	183	73	306	137	72	3	9	38	2	28
D 1403 B	65	24	303	114	73	8	1	68	101	31
E 1398 D	77	14	79	16	160	12	18	78	1	69
LINE 2230 (FLIGHT 25)										
A 1552 T	119	19	173	32	224	2	14	55	1	44
B 1576 D	41	9	69	19	94	7	7	76	4	60
C 1577 D	42	9	69	19	95	4	4	82	8	61
D 1579 T	54	6	69	6	379	5	12	67	1	54
E 1584 D	26	1	18	1	904	28	1	157	88	107
LINE 2240 (FLIGHT 25)										
A 1725 B	6	19	11	9	9	12	1	54	1035	0

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LINE 2240 (FLIGHT 25)										
D 1703 D	93	17	134	25	187	9	10	68	2	55
E 1700 D	87	30	145	29	100	1	10	54	2	42
F 1699 D	120	30	145	29	140	1	14	62	1	51
LINE 2250 (FLIGHT 25)										
A 1834 D	19	19	21	9	14	15	2	113	27	82
B 1857 D	95	11	68	15	252	13	8	77	3	63
C 1862 D	103	19	114	23	173	4	13	58	1	47
LINE 2260 (FLIGHT 26)										
A 1941 T	40	5	46	5	305	7	28	86	1	79
B 1960 T	38	6	26	6	126	14	7	103	4	84
C 1965 B	2	16	0	9	2	2	1	47	1035	0
D 1972 D	14	7	6	3	21	27	1	110	1035	0
LINE 2270 (FLIGHT 25)										
A 2380 D	34	18	57	20	39	3	5	71	7	52
D 2402 D	17	1	22	0	635	25	3	145	23	111
E 2407 B?	0	6	0	0	2	29	1	96	1035	0
F 2415 D	13	8	10	4	19	24	1	98	735	9
LINE 3011 (FLIGHT 15)										
C 452 D	89	36	78	32	56	5	4	71	8	51
D 454 L	7	2	0	0	23	51	1	212	1035	0
E 458 T	256	63	375	142	127	0	16	26	1	18
LINE 3020 (FLIGHT 15)										
C 557 D	120	36	131	52	83	3	10	53	2	41
D 549 T	129	21	174	34	216	0	27	38	1	31
LINE 3030 (FLIGHT 15)										
C 681 T	249	75	382	174	96	0	13	29	1	21
D 683 L?	0	6	0	0	6	35	1	213	1035	0
E 688 T	103	18	154	30	191	0	24	41	1	34
LINE 3040 (FLIGHT 15)										
B 794 D	49	8	56	11	147	0	9	69	2	53
C 787 B	19	18	16	15	11	0	1	66	78	25
LINE 3050 (FLIGHT 15)										
E 901 T	131	59	239	144	49	0	10	30	1	20

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ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND MHOS	DEPTH* M	COND MHOS	DEPTH M	RESIS OHM-M	DEPTH M
LINE 3050	(FLIGHT	15)								
F 906 L?	11	9	21	18	12	0	1	68	71	27
G 908 B?	0	9	21	18	5	8	1	21	619	0
LINE 3060	(FLIGHT	15)								
E 1025 D	87	22	115	46	82	0	8	39	3	25
F 1019 T?	38	11	32	13	56	0	4	65	10	43
LINE 3070	(FLIGHT	15)								
C 1121 T	76	33	146	81	45	0	6	38	5	24
D 1127 B	24	11	43	19	35	0	4	50	12	27
LINE 3080	(FLIGHT	15)								
G 1218 D	36	13	60	38	35	0	3	46	21	22
H 1213 D	26	6	37	8	92	0	8	55	3	38
LINE 3090	(FLIGHT	15)								
B 1324 T	131	36	220	99	83	0	9	30	2	19
C 1328 T	91	13	196	35	236	0	28	20	1	13
D 1333 L?	0	5	1	2	6	44	1	188	1035	0
LINE 3100	(FLIGHT	15)								
D 1476 D	43	12	51	18	67	0	5	67	6	49
E 1470 T	183	39	373	111	152	0	24	17	1	11
LINE 3110	(FLIGHT	15)								
C 1595 T	162	69	244	119	63	0	8	36	2	24
D 1601 T	98	26	191	54	110	0	16	29	1	20
LINE 3121	(FLIGHT	27)								
A 2611 L?	20	31	5	29	5	14	1	39	288	3
C 2603 D	49	33	57	20	32	8	4	79	13	57
D 2599 L?	7	15	101	5	64	16	3	112	27	82
E 2597 D	85	13	101	16	228	0	9	62	2	49
F 2594 D	39	7	69	16	133	0	7	47	3	32
LINE 3131	(FLIGHT	27)								
A 2509 S	0	6	0	5	1	20	1	41	1035	0
B 2511 B?	9	9	10	3	11	36	1	75	235	28
D 2517 D	18	20	22	43	8	0	1	50	93	12
E 2519 T	85	20	233	44	167	0	38	18	1	13
LINE 3141	(FLIGHT	27)								
A 2457 S	0	3	0	14	8	40	1	28	817	0

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LINE 3141 (FLIGHT 27)										
B 2453 S	0	24	0	23	1	3	1	22	671	0
D 2439 B?	0	17	0	41	4	0	1	4	627	0
E 2436 S	0	13	0	17	7	23	1	14	647	0
F 2414 B?	9	4	0	2	14	20	1	177	1035	0
LINE 3151 (FLIGHT 27)										
B 2364 D	84	27	217	65	91	0	19	38	1	30
C 2368 S	0	17	0	37	6	17	1	10	538	0
D 2369 S	0	24	0	37	1	0	1	9	570	0
F 2387 D	17	22	12	20	10	4	1	39	1035	0
LINE 3161 (FLIGHT 27)										
A 2296 G	8	2	14	3	72	46	3	119	21	89
B 2285 D	157	28	193	42	204	0	11	43	1	32
C 2282 T	175	39	328	87	160	0	17	27	1	19
E 2257 D	10	11	12	7	10	13	1	114	1035	0
LINE 3172 (FLIGHT 27)										
A 2195 G	32	6	85	11	182	10	19	64	1	54
C 2203 D	107	24	137	84	69	0	8	51	2	38
D 2205 T	208	77	343	132	89	0	16	28	1	21
F 2225 D	7	8	24	5	19	18	1	87	1035	0
LINE 3180 (FLIGHT 27)										
C 2128 T	286	127	401	282	58	0	13	30	1	22
E 2116 D	87	113	141	166	15	0	4	29	10	12
F 2114 T	246	118	388	206	63	0	12	30	1	22
H 2107 S	0	10	0	26	10	27	1	24	740	0
M 2089 D	32	15	25	9	35	11	1	97	83	53
LINE 3190 (FLIGHT 27)										
B 2031 T	281	89	390	221	83	0	11	21	1	13
E 2041 D	23	32	57	48	12	4	2	52	34	24
F 2047 S?	0	4	0	2	6	35	1	88	1035	0
LINE 3200 (FLIGHT 27)										
A 1966 D	171	34	207	58	162	0	11	47	1	36
B 1963 D	120	32	148	36	121	4	10	58	1	46
C 1951 B	18	19	63	42	17	11	2	47	33	21
D 1948 S	0	20	0	6	3	14	1	15	659	0
I 1924 D	2	6	12	20	9	7	4	140	14	112

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LINE 3210 (FLIGHT 27)										
A 1865 D	74	18	87	19	115	8	5	76	7	57
B 1867 D	66	15	61	14	115	6	3	81	19	56
C 1876 S?	0	5	0	14	1	0	1	37	1035	0
D 1879 S	0	24	0	20	4	6	1	15	742	0
I 1896 B?	8	1	0	0	99	6	1	166	1035	0
LINE 3220 (FLIGHT 27)										
A 1811 D	36	10	23	8	61	14	1	85	63	45
B 1807 D	74	16	80	20	119	9	4	77	11	56
D 1790 S?	0	14	0	22	5	18	1	16	682	0
F 1767 L?	43	24	9	13	21	3	1	47	1035	0
G 1763 L?	14	19	0	13	5	7	1	44	1035	0
LINE 3230 (FLIGHT 27)										
A 1703 D	63	16	71	20	92	13	2	74	54	40
B 1706 D	71	13	70	18	137	12	4	79	9	59
C 1717 S	0	10	0	15	8	19	1	27	953	0
G 1733 B?	28	5	11	3	110	7	1	140	83	91
LINE 3240 (FLIGHT 27)										
A 1652 D	53	13	59	17	86	9	3	84	14	60
B 1648 D	56	13	57	16	100	14	4	87	12	64
D 1632 S	0	4	0	14	8	37	1	39	1006	0
E 1627 S	0	5	0	21	9	33	1	24	768	0
F 1625 S	0	2	0	18	8	37	1	29	855	0
L 1608 B?	107	61	35	39	30	5	1	66	57	32
M 1604 D	12	24	6	20	4	0	1	56	215	11
LINE 3250 (FLIGHT 27)										
A 1539 T	25	7	32	11	61	10	5	81	7	62
B 1543 D	37	12	38	15	54	16	2	85	45	50
D 1558 S	0	2	0	11	7	47	1	43	1035	0
F 1559 S	0	0	0	14	7	46	1	38	999	0
K 1571 B?	60	26	24	15	37	13	1	81	70	42
L 1573 B	41	6	28	15	85	0	3	109	20	78
LINE 3262 (FLIGHT 27)										
A 1496 D	27	7	15	10	44	30	1	66	204	23
B 1491 D	59	17	64	22	73	16	2	76	26	49
D 1468 S	0	3	0	17	8	40	1	37	920	0
F 1464 S	0	1	0	9	6	50	1	68	1035	0

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	COAXIAL COIL		COPLANAR COIL		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH	
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND MHOS	DEPTH* M	COND MHOS	DEPTH M	RESIS OHM-M	DEPTH M
LINE 3262 (FLIGHT 27)										
G 1454 B?	108	73	24	35	24	7	1	21	573	0
H 1450 B	157	54	228	78	90	1	9	51	2	39
I 1449 B	99	19	228	68	131	0	14	61	1	50
LINE 6010 (FLIGHT 27)										
A 2820 D	27	13	40	16	35	11	4	102	13	77
LINE 6020 (FLIGHT 27)										
B 929 G	53	8	167	40	149	2	9	41	2	30
C 935 G	32	10	218	52	111	9	20	35	1	27
D 937 B	30	8	130	29	105	7	8	52	3	39
F 975 B	8	4	38	12	37	31	5	85	7	65
K 1037 T	56	6	136	16	353	14	56	58	1	54

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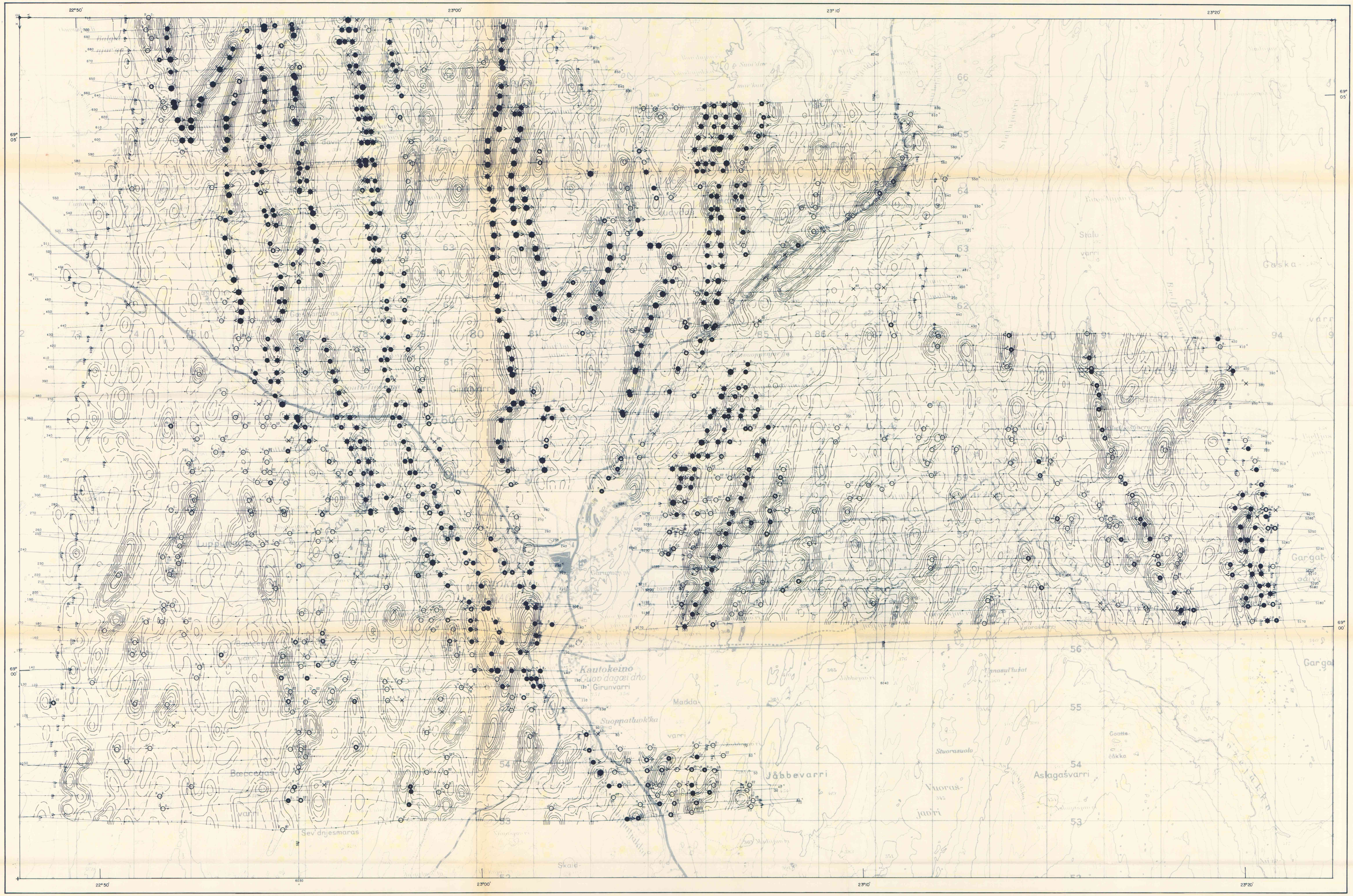
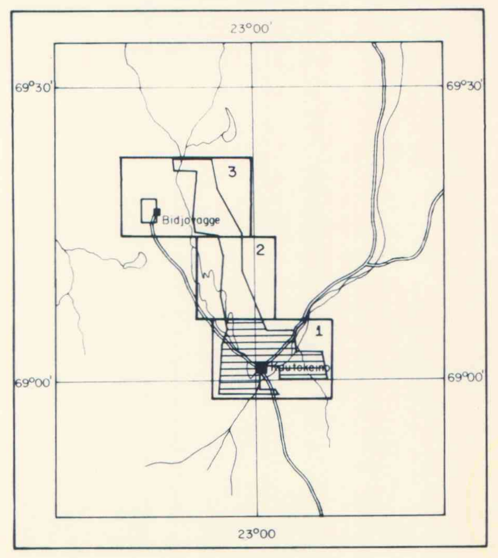


LOCATION MAP



Scale 1:800,000

JOB	DATE	DRAWN BY	CHECKED BY
706	Oct. / 82	[signature]	R.D.

DIGHEM II SURVEY

FINMARK AREA, NORWAY

FILTERED TOTAL VLF-EM FIELD

FOR

A/S SYDVARANGER

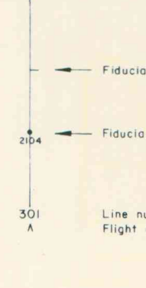
SCALE 1:20,000

Kilometres / Miles

REGISTERED PROFESSIONAL ENGINEER
D. C. FRASER
PROVINCE OF ONTARIO

SHEET 1

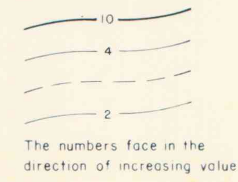
Flight Line



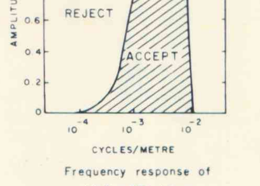
Fiducial 2120 (Not recovered from film)
Fiducial 2118 (Recovered from film)
Fiducial 2110 (Not recovered from film)
Fiducial 2104 (Recovered from film)
Line number and Flight direction

LEGEND

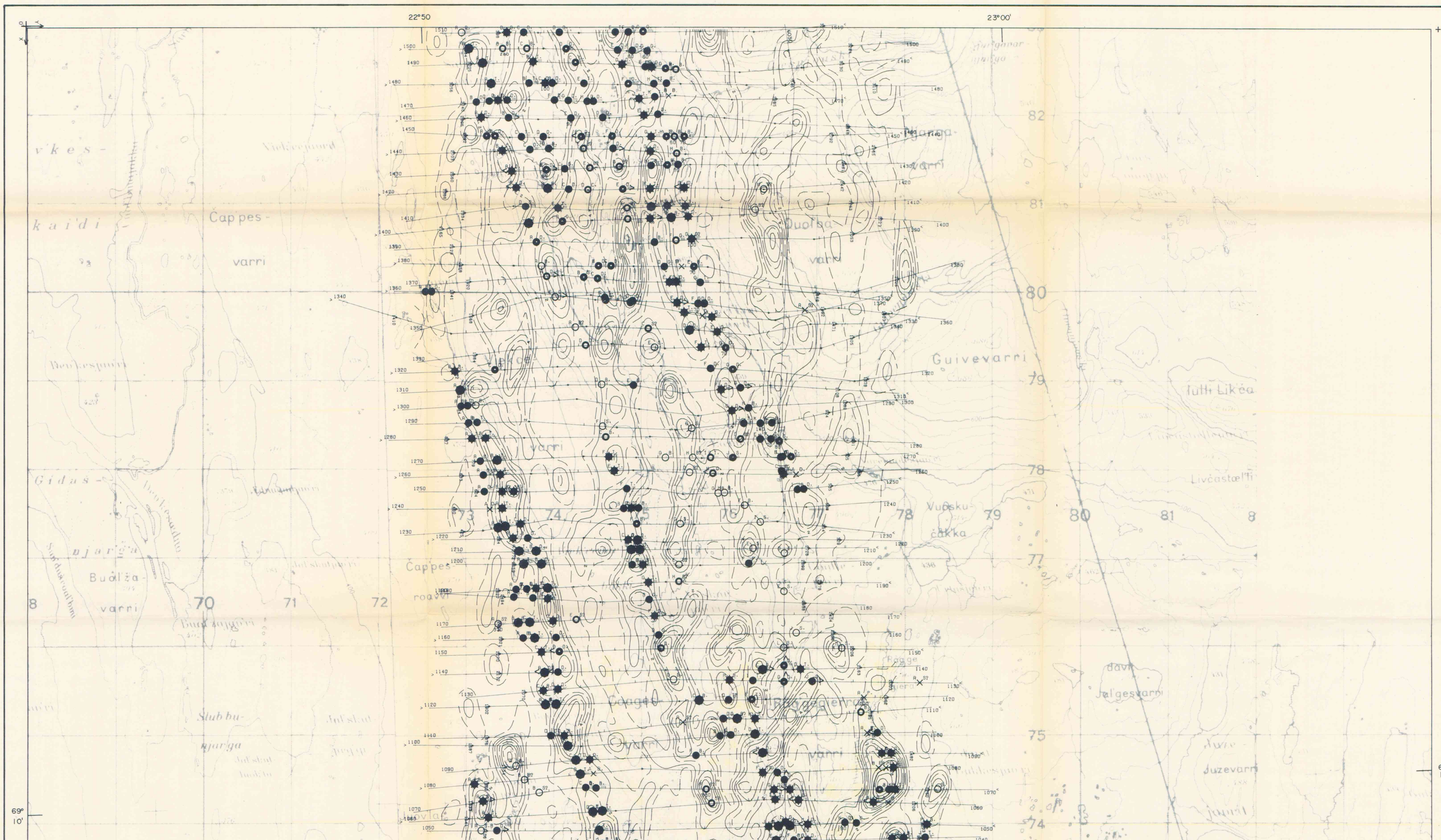
Contours in percent



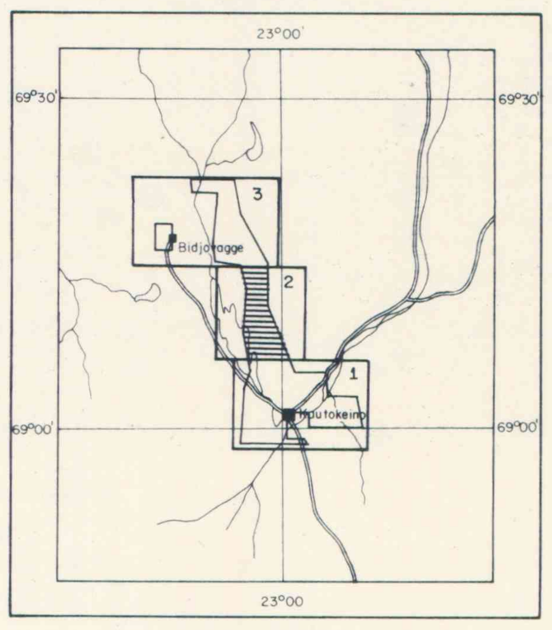
The numbers face in the direction of increasing value



Frequency response of VLF-EM filter



LOCATION MAP



Scale 1:800,000

JOB	DATE	DRAWN BY	CHECKED BY
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DIGHEM II SURVEY

FINMARK AREA, NORWAY

FILTERED TOTAL VLF-EM FIELD

FOR

A/S SYDVARANGER

SCALE 1:20,000

1/2 0 1/2 1 Kilometres

1/2 0 1/2 Miles

SHEET 2

REGISTERED PROFESSIONAL ENGINEER D. C. FRASER PROVINCE OF ONTARIO

Flight Line

- Fiducial 2120 (Not recovered from film)
- Fiducial 2118 (Recovered from film)
- Fiducial 2110 (Not recovered from film)
- Fiducial 2104 (Recovered from film)
- 301 Line number and Flight direction

LEGEND

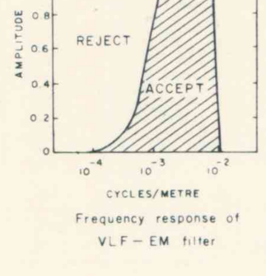
Contours in percent

10

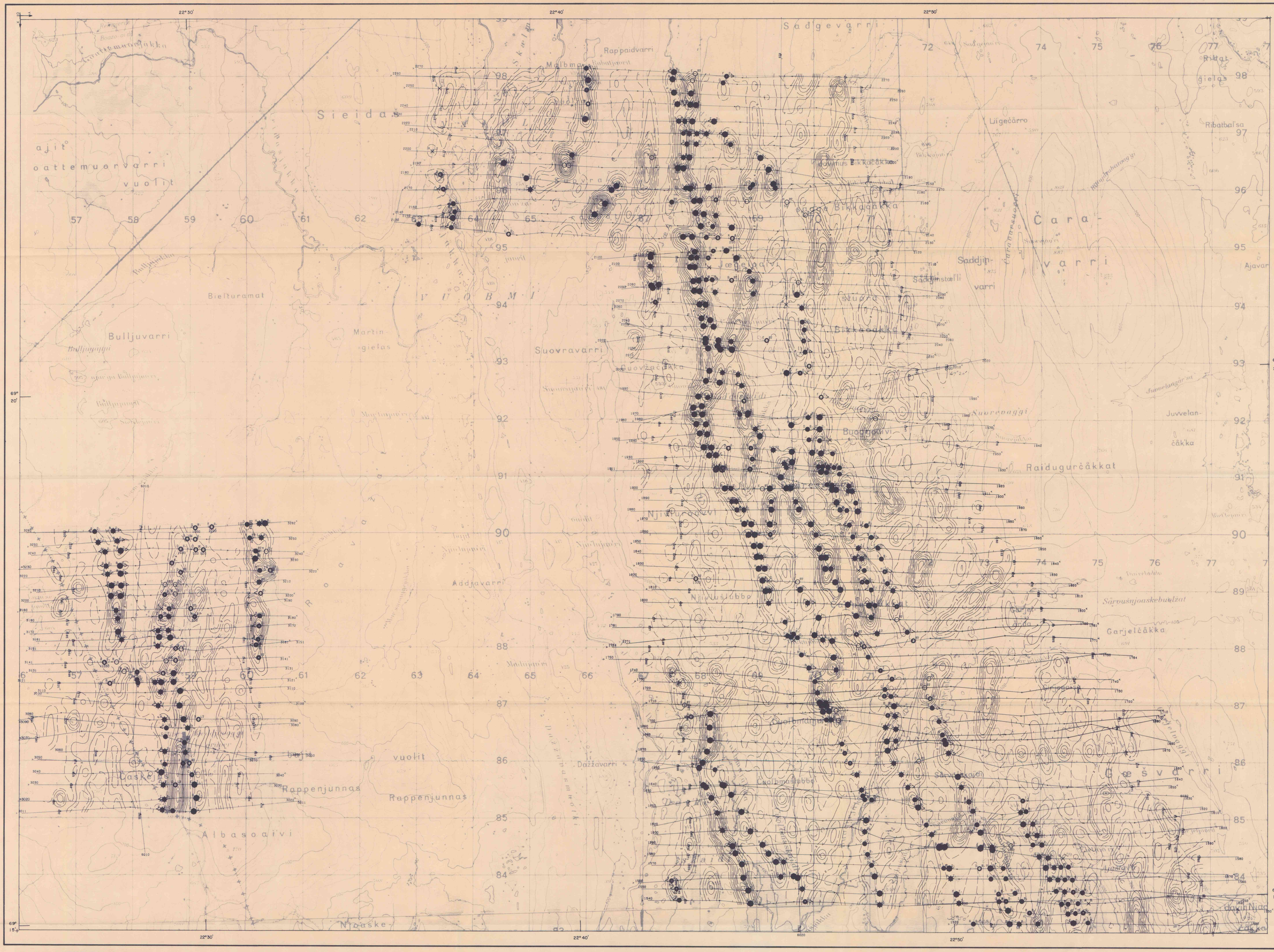
4

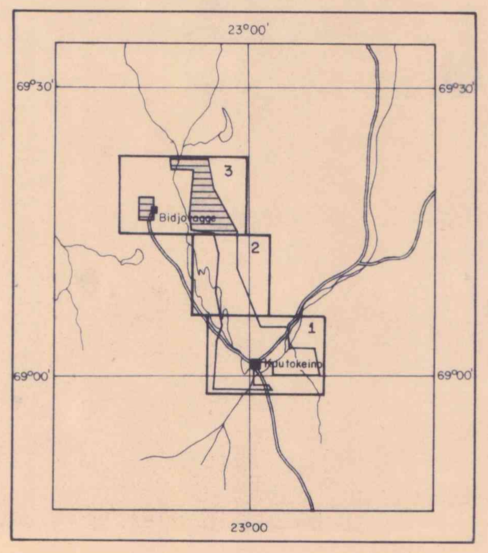
2

The numbers face in the direction of increasing value.



Frequency response of VLF-EM filter





DIGHEM II SURVEY

FINMARK AREA, NORWAY

FILTERED TOTAL VLF-EM FIELD

FOR

A/S SYDVARANGER

SCALE 1:20,000

1/2 0 1 2 Kilometres

1/2 0 1/2 1 Miles

SHEET 3

Flight Line

2118 — Fiducial 2120 (Not recovered from film)

— Fiducial 2118 (Recovered from film)

— Fiducial 2110 (Not recovered from film)

2104 — Fiducial 2104 (Recovered from film)

301 Line number and Flight direction

LEGEND

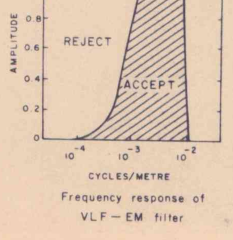
Contours in percent

10

4

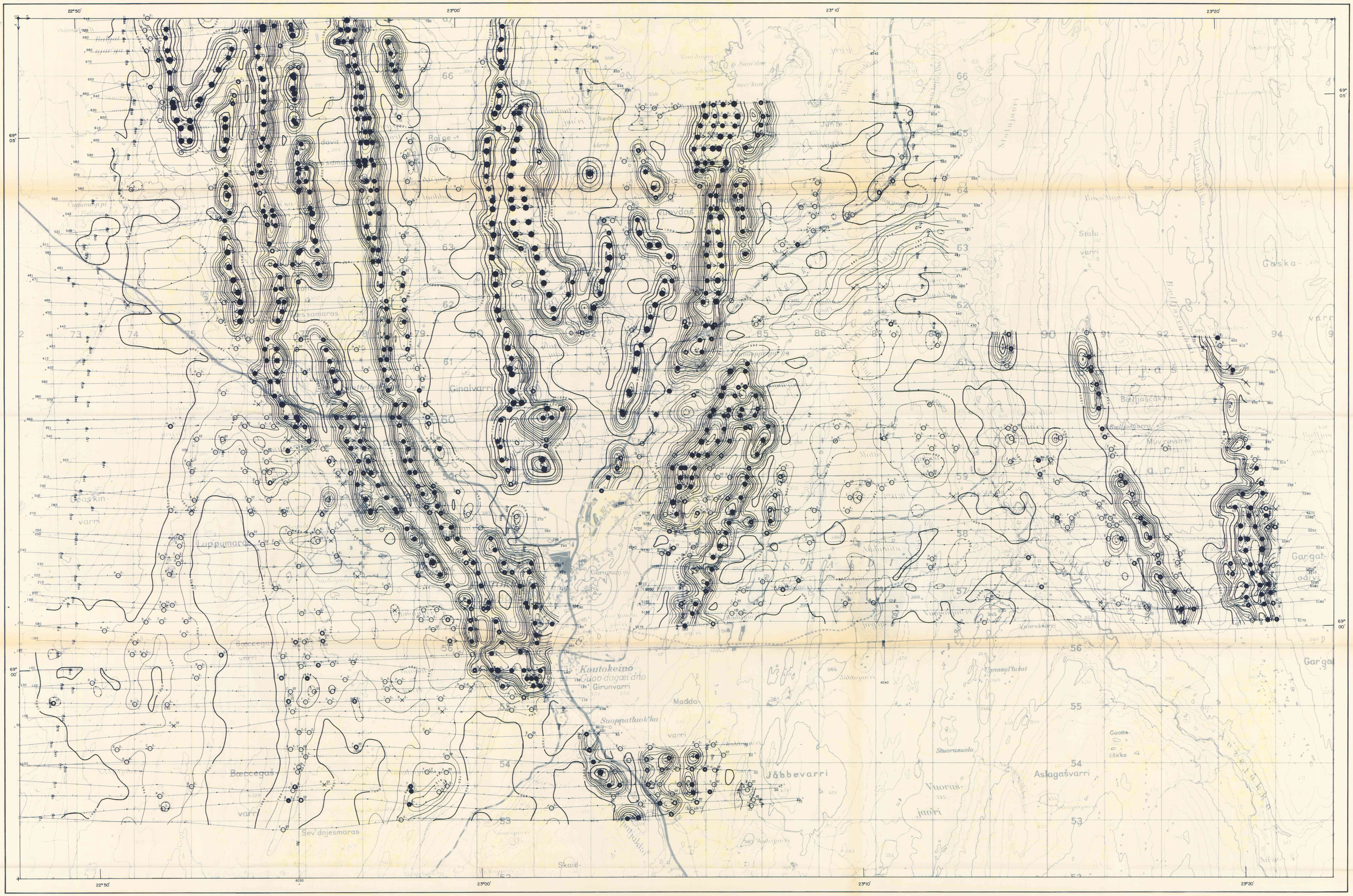
2

The numbers face in the direction of increasing value

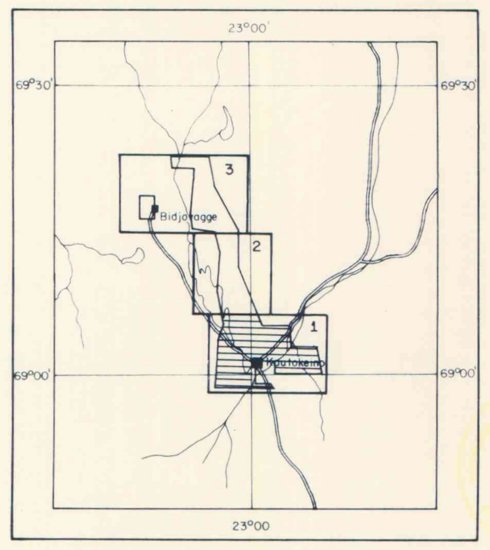


Frequency response of VLF-EM filter

JOB	DATE	DRAWN BY	CHECKED BY
706	Oct./82		



LOCATION MAP



Scale 1:800,000

JOB	DATE	DRAWN BY	CHECKED BY
706	Oct. /82		

DIGHEM^II SURVEY

FINMARK AREA, NORWAY

RESISTIVITY

FOR

A/S SYDVARANGER

SCALE 1:20,000

1 0 1 2 Kilometres

1/2 0 1/2 1 Miles

SHEET 1

Flight Line

Fiducial 2120 (Not recovered from film)

2118 Fiducial 2118 (Recovered from film)

Fiducial 2110 (Not recovered from film)

2104 Fiducial 2104 (Recovered from film)

301 Line number and Flight direction

LEGEND

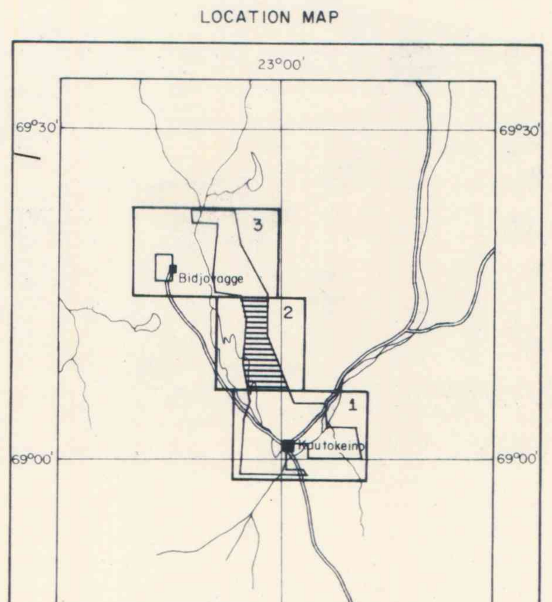
Contours in ohm – m
at eight intervals per decade

100
75
56
42
31
23
17
13
10

Note

The numbers face in the direction of increasing value.

LOCATION MAP



Scale 1:800,000

DIGHEM[II] SURVEY

FINMARK AREA, NORWAY

RESISTIVITY

FOR

A/S SYDVARANGER

SCALE 1:20,000

Kilometres

Miles

SHEET 2

Flight Line

- Fiducial 2120 (Not recovered from film)
- 2118 Fiducial 2118 (Recovered from film)
- Fiducial 2110 (Not recovered from film)
- 2104 Fiducial 2104 (Recovered from film)
- 301 Line number and Flight direction

LEGEND

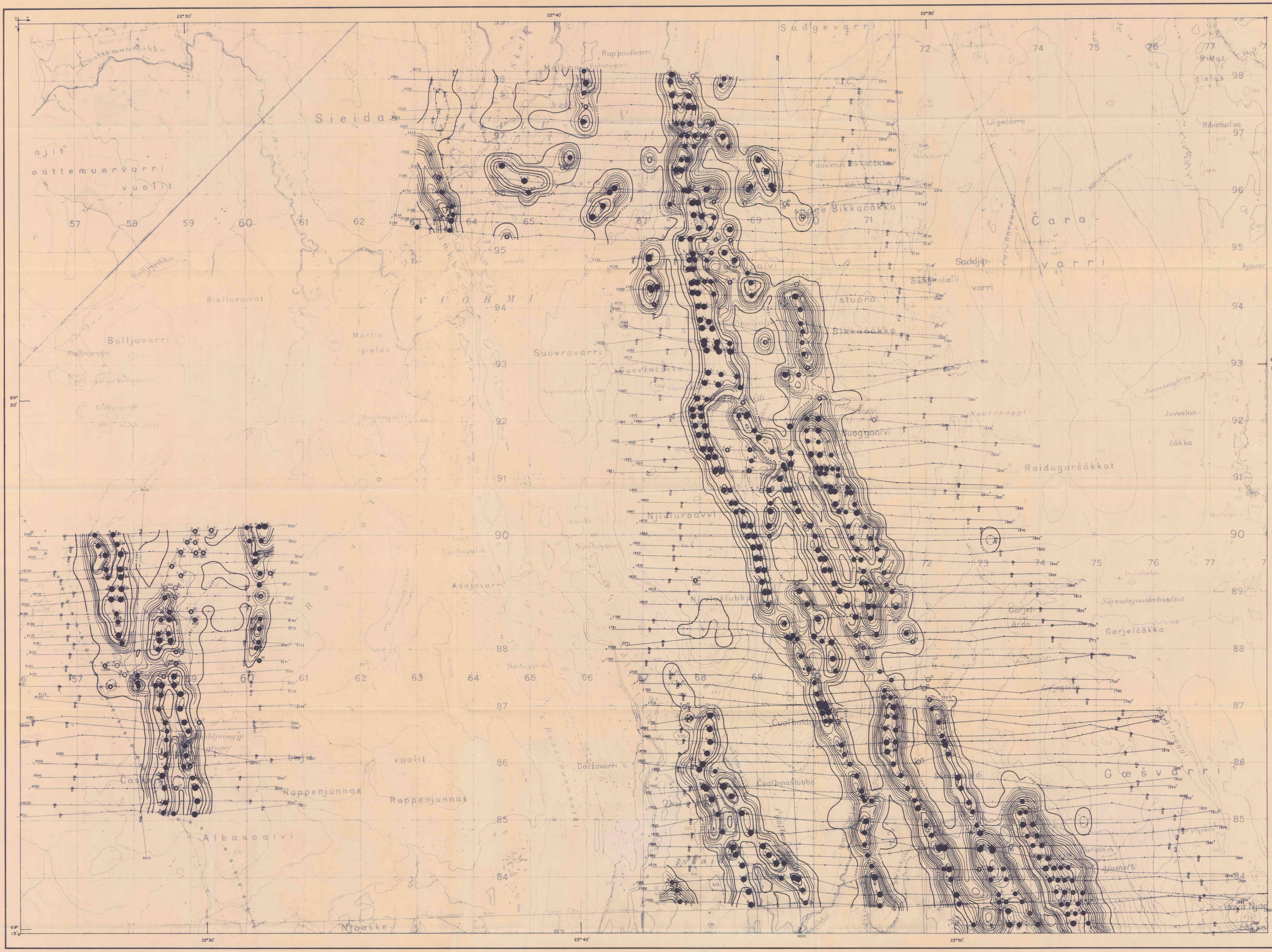
Contours in ohm – m
at eight intervals per decade

100
75
56
42
31
23
17
13
10

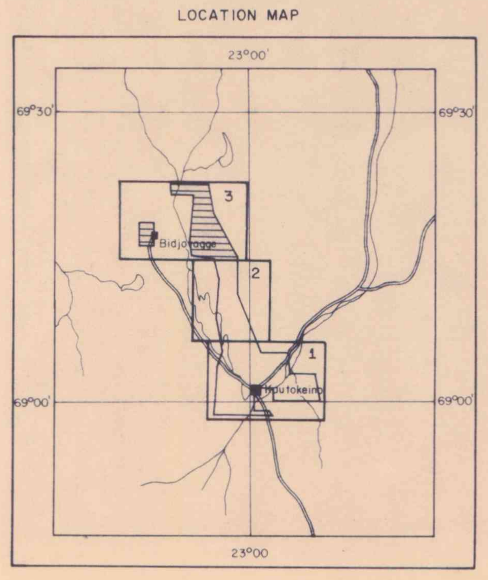
Note

The numbers face in the direction of increasing value.

JOB	DATE	DRAWN BY	CHECKED BY
706	Oct./82		



LOCATION MAP



Scale 1:800,000

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DIGHEM^{II} SURVEY

FINMARK AREA, NORWAY

RESISTIVITY

FOR

A/S SYDVARANGER

REGISTERED PROFESSIONAL ENGINEER
D. C. FRASER
PROVINCE OF ONTARIO

SCALE 1:20,000

1 0 1 2 Kilometres

1/2 0 1/2 1 Miles

SHEET 3

Flight Line

- Fiducial 2120 (Not recovered from film)
- 2118 Fiducial 2118 (Recovered from film)
- Fiducial 2110 (Not recovered from film)
- 2104 Fiducial 2104 (Recovered from film)
- 301 Line number and Flight direction

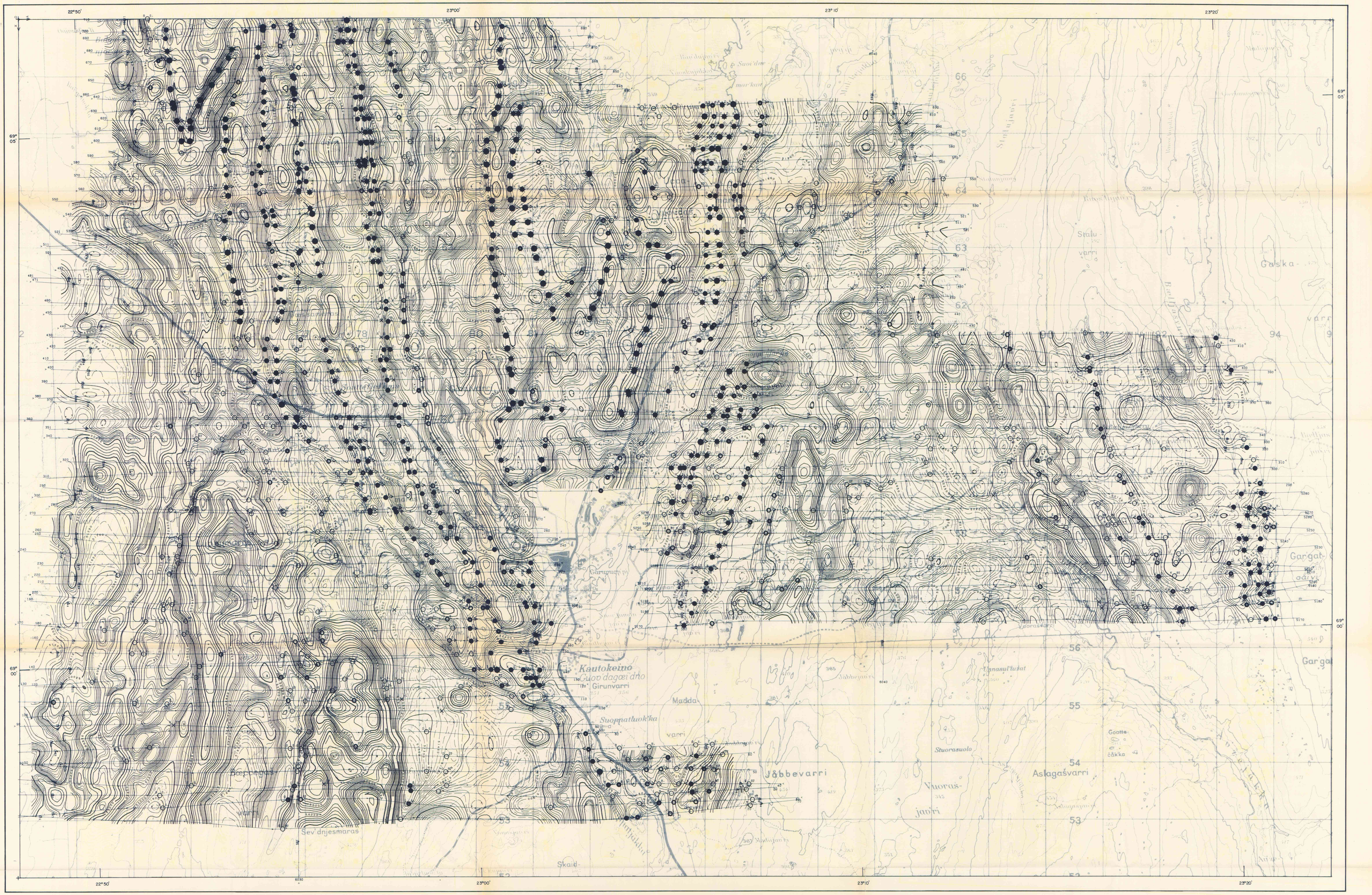
LEGEND

Contours in ohm – m at eight intervals per decade

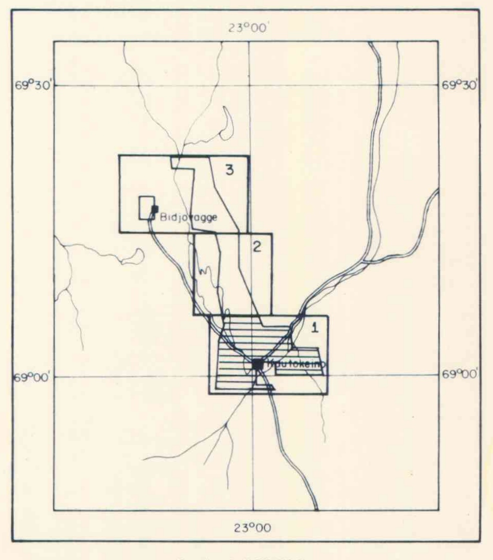
100
75
56
42
31
23
17
13
10

Note

The numbers face in the direction of increasing value.



LOCATION MAP



Scale 1:800,000

JOB	DATE	DRAWN BY	CHECKED BY
706	Oct. /82	PM	Z.D.

REGISTERED PROFESSIONAL ENGINEER
D. C. FRASER
PROVINCE OF ONTARIO

DIGHEM II SURVEY

FINMARK AREA, NORWAY

MAGNETICS (Total Field-IGRF +52,400) nT

FOR

A/S SYDVARANGER

SCALE 1:20,000

1 0 1 2 Kilometres

1/2 0 1/2 1 Miles

SHEET 1

Flight Line

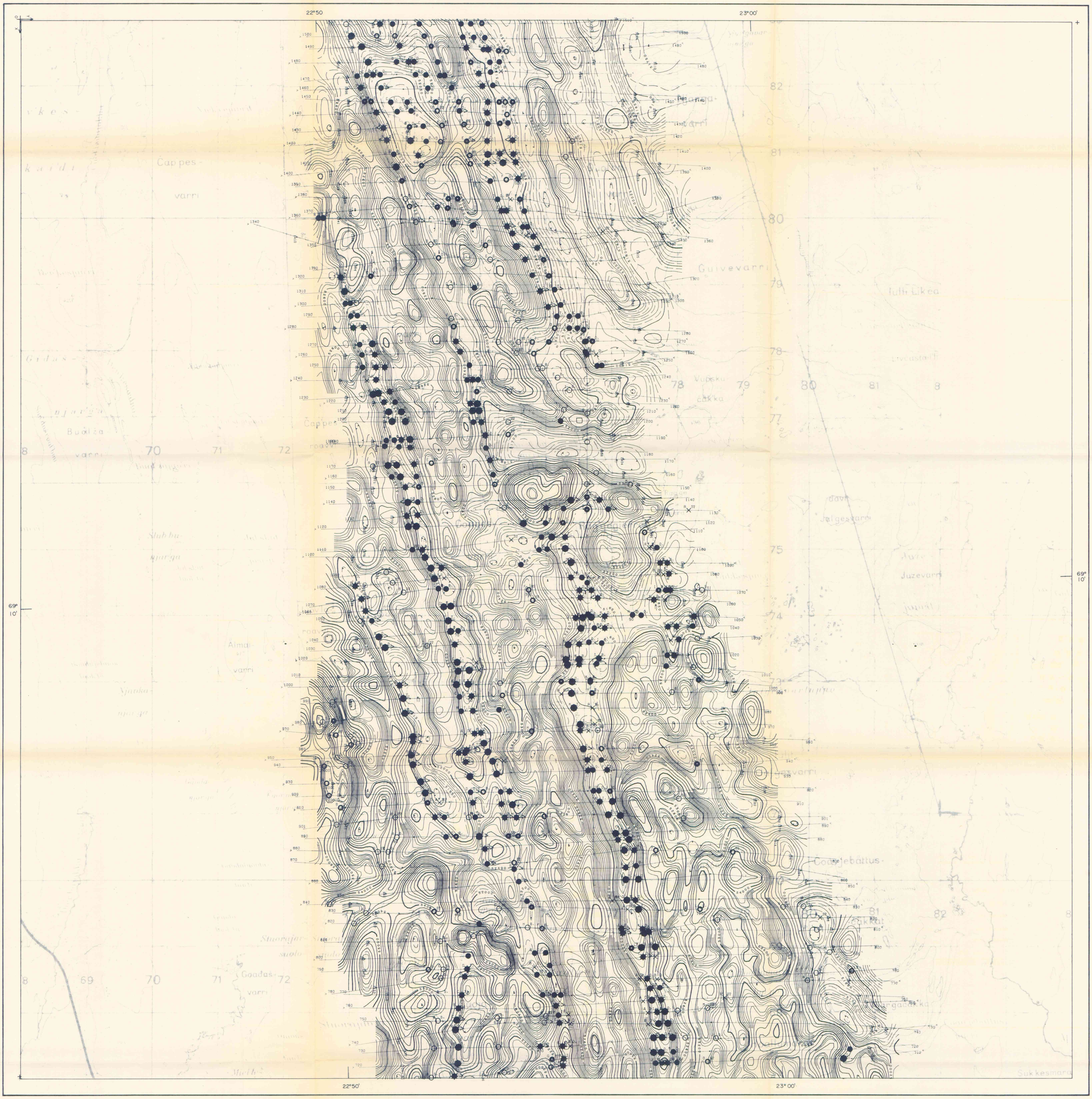
- Fiducial 2120 (Not recovered from film)
- 2118 Fiducial 2118 (Recovered from film)
- Fiducial 2110 (Not recovered from film)
- 2104 Fiducial 2104 (Recovered from film)
- 301 Line number and Flight direction

ISOMAGNETIC LINES

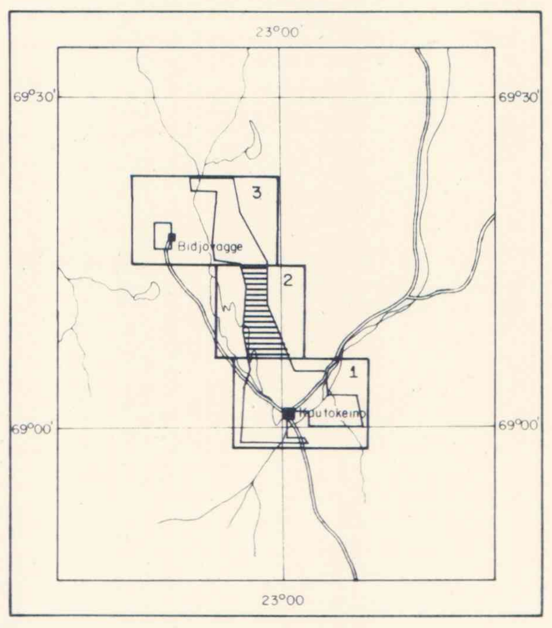
(total field)

- 1000 .... 1000 gammas
- 200 .... 200 gammas
- 50 .... 50 gammas
- .... 25 gammas
- .... magnetic depression

Magnetic Inclination within the survey area: 78°



LOCATION MAP



Scale 1:800,000

JOB	DATE	DRAWN BY	CHECKED BY
706	Oct./82		Z.D.

DIGHEM^II SURVEY

FINMARK AREA, NORWAY

MAGNETICS (Total Field-IGRF +52,400) nT

FOR

A/S SYDVARANGER

SCALE 1:20,000

Kilometres

Miles

SHEET 2

REGISTERED PROFESSIONAL ENGINEER
D. C. FRASER
PROVINCE OF ONTARIO

Flight Line

2118 — Fiducial 2120 (Not recovered from film)
Fiducial 2118 (Recovered from film)

Fiducial 2110 (Not recovered from film)

2104 — Fiducial 2104 (Recovered from film)

301 — Line number and Flight direction

ISOMAGNETIC LINES

(total field)

1000 .... 1000 gammas

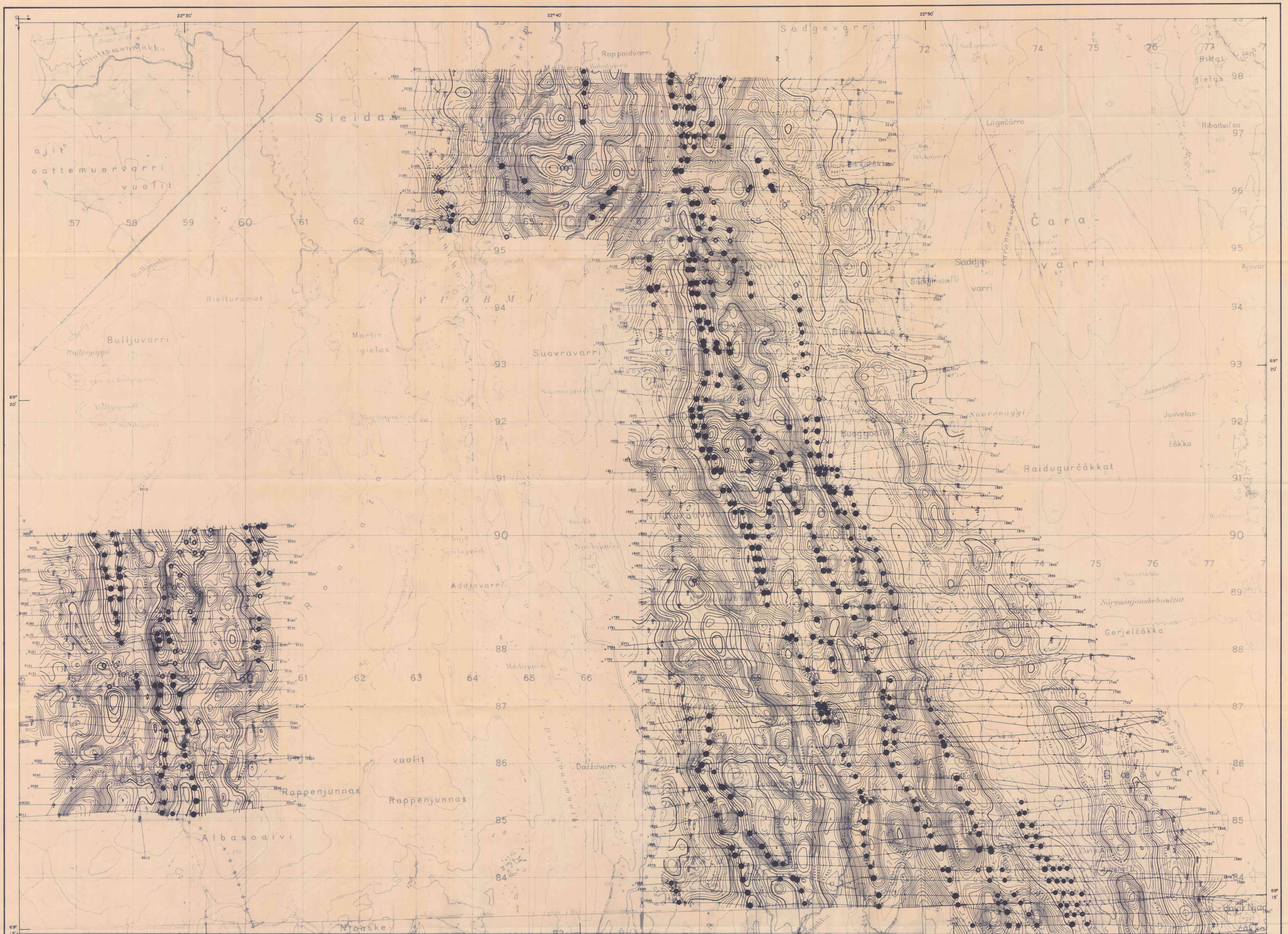
200 .... 200 gammas

50 .... 50 gammas

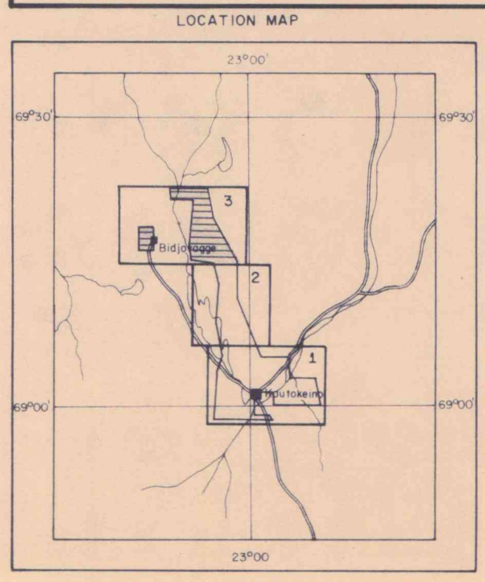
.... 25 gammas

.... magnetic depression

Magnetic Inclination within the survey area: 78°



LOCATION MAP



Scale 1:800,000

JOB	DATE	DRAWN BY	CHECKED BY
706	Oct./82	PW	Z.D.

DIGHEM^II SURVEY

FINMARK AREA, NORWAY

MAGNETICS (Total Field-IGRF +52,400) nT

FOR

A/S SYDVARANGER

SCALE 1:20,000

1 0 1 2 Kilometres

1/2 0 1/2 1 Miles

SHEET 3

Flight Line

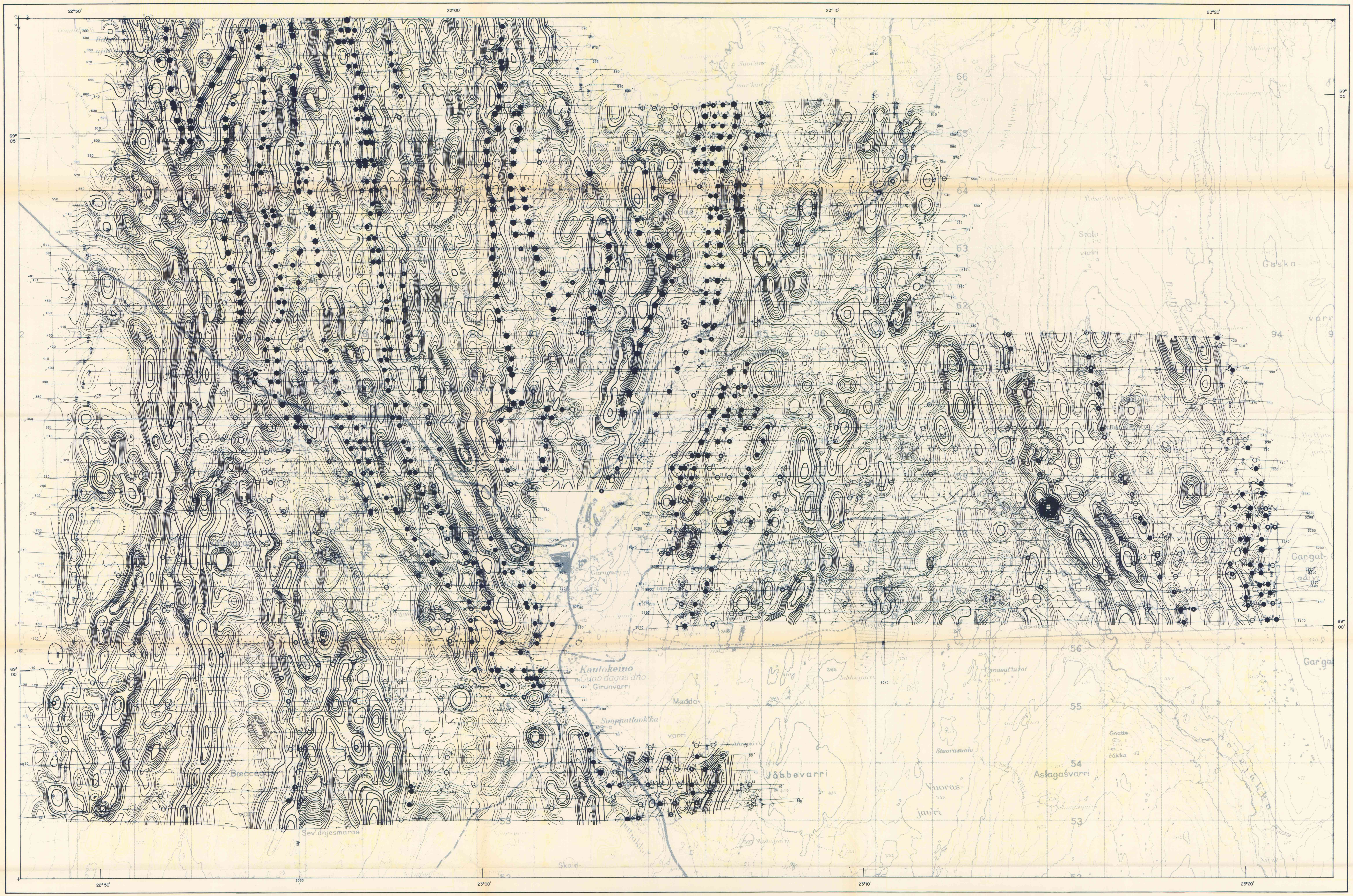
Fiducial 2120 (Not recovered from film)
2118 Fiducial 2118 (Recovered from film)
Fiducial 2110 (Not recovered from film)
2104 Fiducial 2104 (Recovered from film)
301 Line number and Flight direction

ISOMAGNETIC LINES

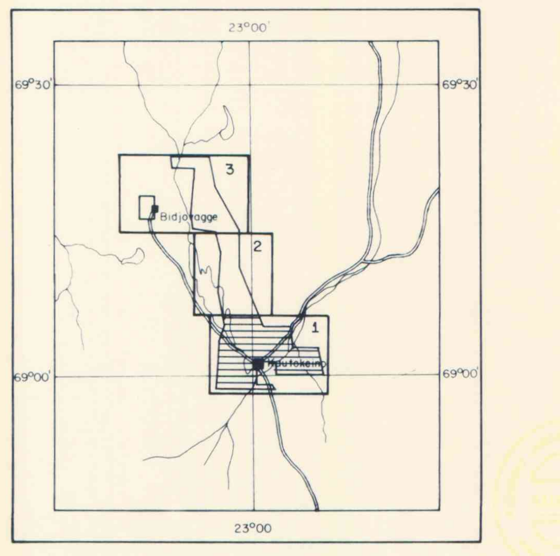
(total field)

1000 .... 1000 gammas
200 .... 200 gammas
50 .... 50 gammas
.... 25 gammas
.... magnetic depression

Magnetic Inclination within the survey area: 78°



LOCATION MAP



Scale 1:800,000

JOB	DATE	DRAWN BY	CHECKED BY
706	Oct. /82	FM	Z.D.

REGISTERED PROFESSIONAL ENGINEER
D. C. FRASER
PROVINCE OF ONTARIO

DIGHEM^{II} SURVEY

FINMARK AREA, NORWAY

ENHANCED MAGNETICS

FOR

A/S SYDVARANGER

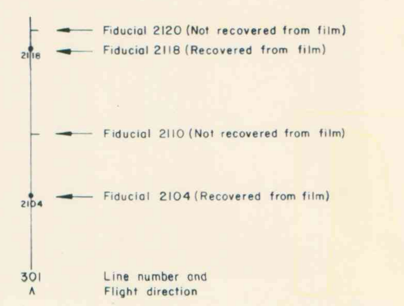
SCALE 1:20,000

1 0 1 2 Kilometres

1/2 0 1/2 1 Miles

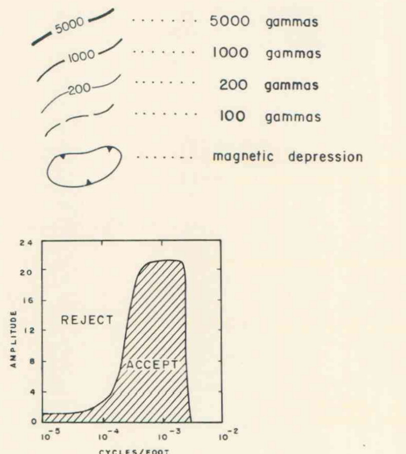
SHEET 1

Flight Line

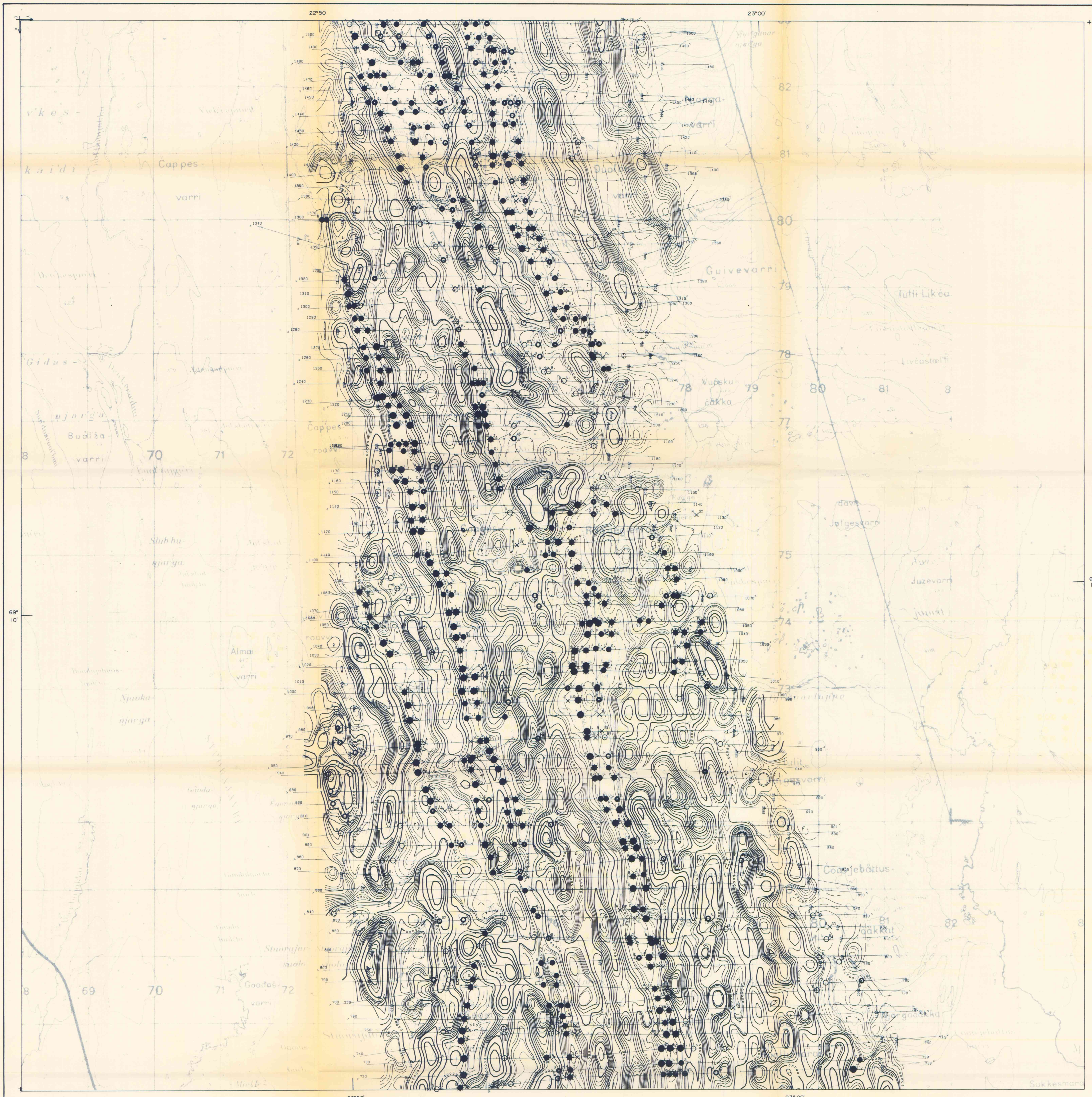


ISOMAGNETIC LINES

(enhanced field)



Frequency response of magnetic operator



DIGHEM^{II} SURVEY

FINMARK AREA, NORWAY

ENHANCED MAGNETICS

FOR

A/S SYDVARANGER

SCALE 1:20,000

Kilometres

Miles

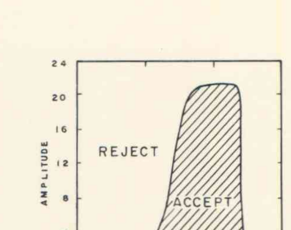
SHEET 2

Flight Line

Fiducial 2120 (Not recovered from film)
Fiducial 2118 (Recovered from film)
Fiducial 2110 (Not recovered from film)
Fiducial 2104 (Recovered from film)
Line number and Flight direction

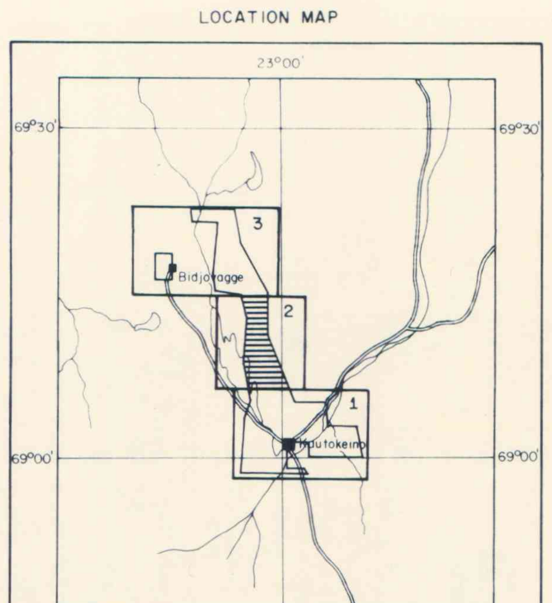
ISOMAGNETIC LINES
(enhanced field)

5000 gammas
1000 gammas
200 gammas
100 gammas
magnetic depression



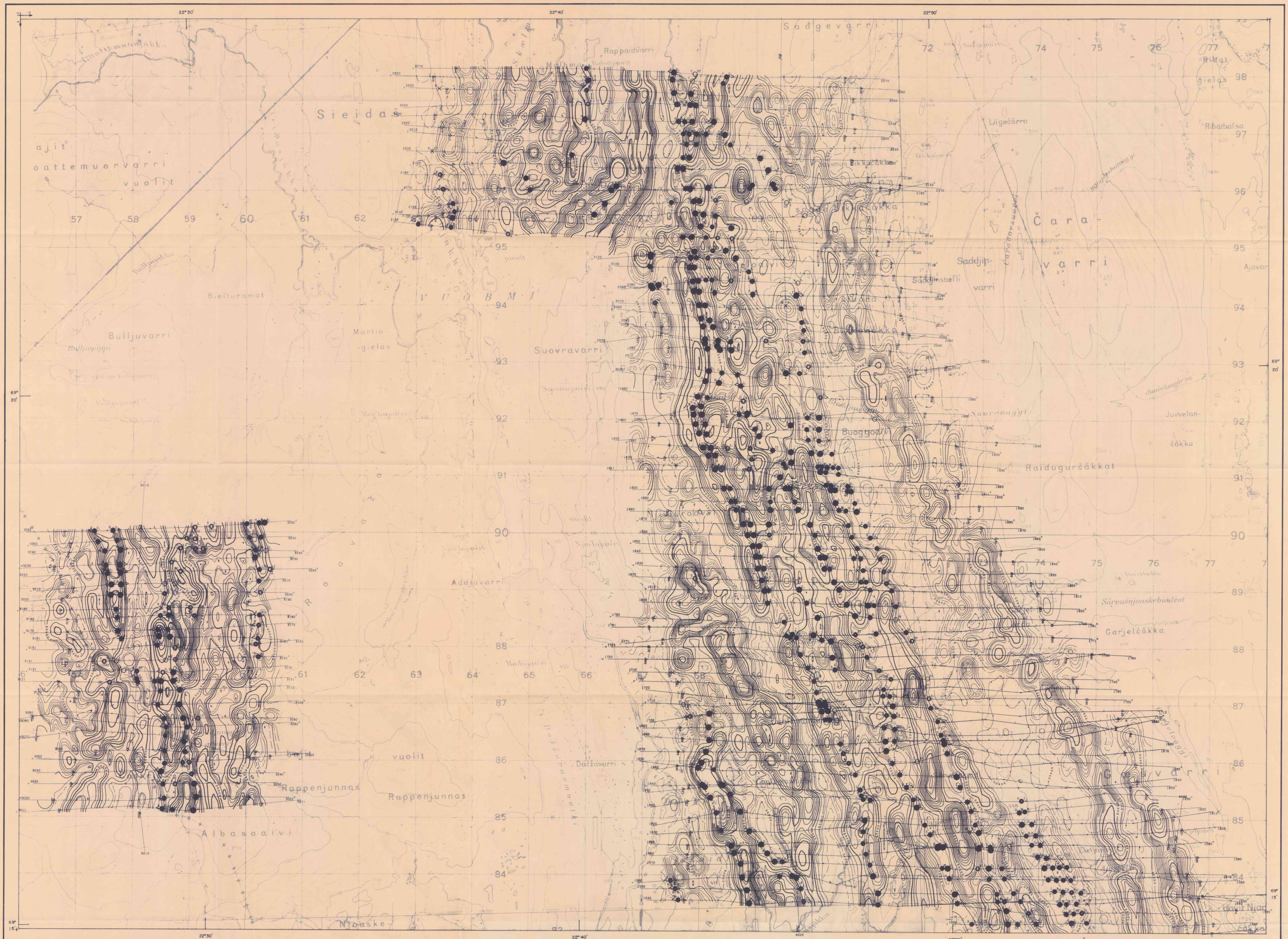
Frequency response of magnetic operator

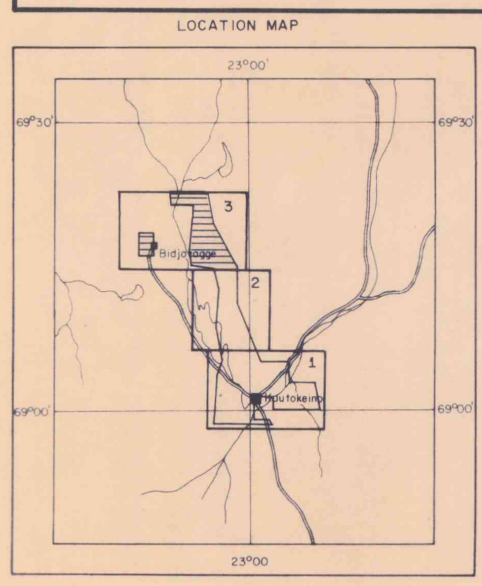
LOCATION MAP



Scale 1:800,000

JOB 706	DATE Oct./82	DRAWN BY	CHECKED BY





DIGHEM^{II} SURVEY

FINMARK AREA, NORWAY

ENHANCED MAGNETICS

FOR

A/S SYDVARANGER

SCALE 1:20,000

Kilometres

Miles

SHEET 3

Flight Line

Fiducial 2120 (Not recovered from film)

Fiducial 2118 (Recovered from film)

Fiducial 2110 (Not recovered from film)

Fiducial 2104 (Recovered from film)

301 Line number and Flight direction

ISOMAGNETIC LINES

(enhanced field)

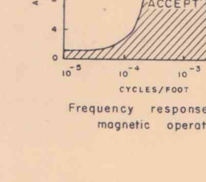
5000 .... 5000 gammas

1000 .... 1000 gammas

200 .... 200 gammas

.... 100 gammas

.... magnetic depression



Frequency response of magnetic operator

JOB	DATE	DRAWN BY	CHECKED BY
706	Oct. /82		