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DIGHEM^{II} SURVEY

OF THE

FOLLDAL AREA

NORWAY

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FOLLDAL VERK A/S

BY

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Toronto, Canada
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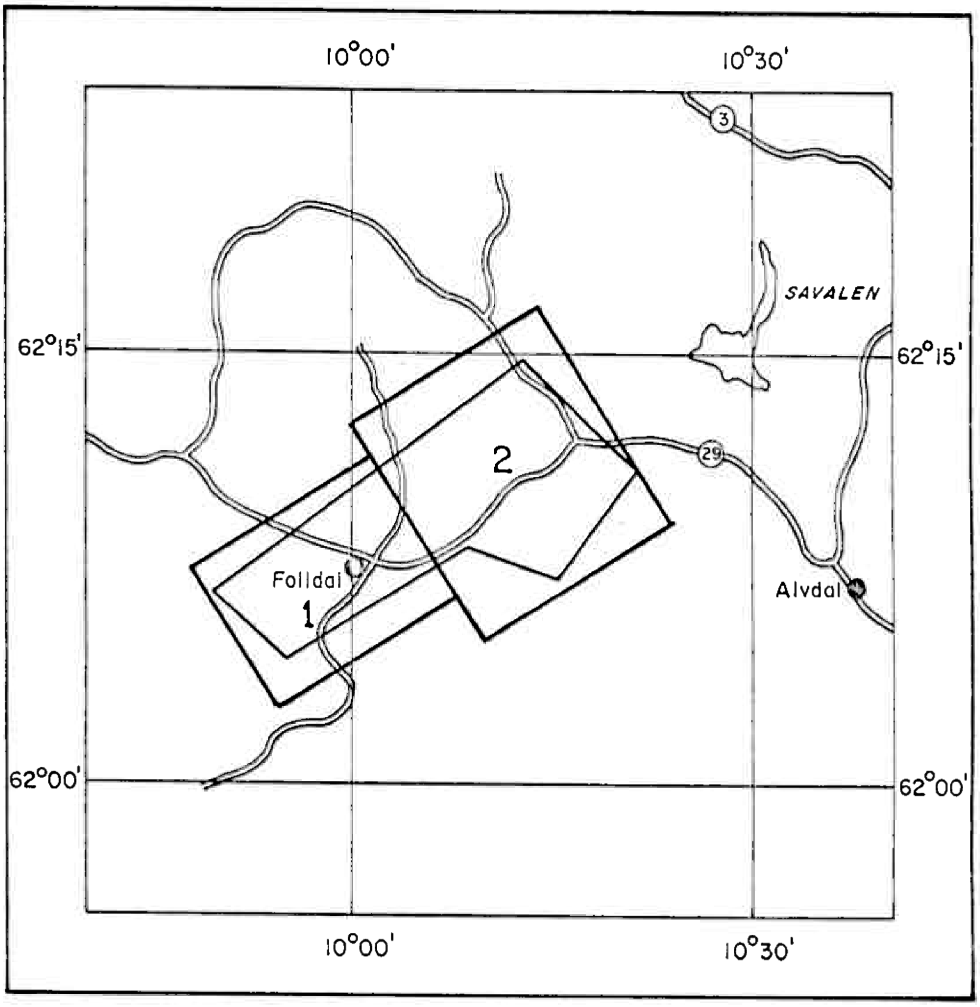
SUMMARY AND RECOMMENDATIONS

A DIGHEM[II] airborne electromagnetic/resistivity/magnetic survey totalling 1,143 line-km was flown in September, 1982, for Folldal Verk A/S in the Folldal area of Norway.

The geologic environment in the survey area varied from resistive to very conductive. Narrow conductive zones containing a large number of EM anomalies were detected, which show good correlation with the known and assumed geology. Corresponding magnetic trends were mapped which appear to relate closely to geologic structure. Several previously unmapped features were observed which are believed to have geologic significance.

Four Cu-Zn-Pb mineral deposits located within the survey area gave rise to EM and resistivity anomalies in association with magnetic activity. Their most significant feature is that they appear to be satellitic to major conductive trends or fall on secondary conductive features. Numerous other anomalies of generally similar character were detected which are believed to reflect bedrock conductors. They appear to warrant further investigation using appropriate surface exploriation techniques. Areas of interest may be assigned priorities for follow-up work on the basis of supporting geologic and/or geochemical information, as well as on the basis of specific geophysical signatures of the known deposits.

LOCATION MAP



SCALE 1:500 000

Figure 1

Survey Area

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INTRODUCTION

A DIGHEM[II] survey totalling 1,092 line-km was flown with a 200 m line-spacing for Folldal Verk A/S, from September 13 to September 15, 1982, in the Folldal area of Norway (Figure 1). In addition, two tie lines were flown totalling 51 line-km.

The Lama LN-OSQ turbine helicopter flew at an average airspeed of 126 km/h with an EM bird height of approximately 34 m. Ancillary equipment consisted of a Sonotek PMH-5010 magnetometer with its bird at an average height of 49 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. The analog equipment recorded four channels of EM data at approximately 900 Hz, two ambient EM noise channels (for the coaxial and coplanar receivers), and one channel each of magnetics and radio altitude. The digital equipment recorded the EM data with a sensitivity of 0.20 ppm/bit and the magnetic field to one gamma/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.

The survey represents the first time our new data handling techniques have been employed in Australia. ?? These include the addition of "redball" EM anomalies to the preliminary resistivity contour map, an expanded EM interpretation as shown by the EM map legend, an additional EM map which displays only those anomalies which most likely reflect bedrock conductors, and a magnetic map with the IGRF removed and with a 5 nT contour interval.

SECTION I: SURVEY RESULTS

The survey covered a single grid with 1,143 line-km of flying, the results of which are shown on two separate map sheets. Table I-1 summarizes the EM responses on the two sheets with respect to conductance grade and interpretation.

The survey grid covers a northeasterly elongated block which contains several conductive rock units, e.g., a greenstone belt located in the southern part of sheet 1 and extending towards the middle of sheet 2, or a serpentinite band of an east-west strike abutting against the south edge of the greenstone belt. These rocks gave rise to well defined low resistivity zones. Values of the order of 2 to 5 ohm-m were encountered at numerous locations. It should be noted that the transition from the resistive country rocks to these highly conductive rock units is very sharp, indicating an abrupt change in the electric character of these individual rock units.

Several known Cu-Zn-Pb mineral deposits exist within the survey area, e.g., Nygruve, Hovedgruve, Nordre and Sondre Geitryggen, as well as two pyrite diggings near Sörli and Grimsbu. It may be instructive to observe the EM responses and the resistivity and magnetic patterns over

CONDUCTOR GRADE	CONDUCTANCE RANGE	RESPONSES
6	> 99 MHOS	38
5	50-99 MHOS	75
4	20-49 MHOS	175
3	10-19 MHOS	174
2	5- 9 MHOS	187
1	< 5 MHOS	192
X	INDETERMINATE	94
TOTAL		935

CONDUCTOR MODEL	MOST LIKELY SOURCE	RESPONSES
D	DISCRETE BEDROCK	376
T	DISCRETE BEDROCK	45
P	DISCRETE BEDROCK	43
B	DISCRETE BEDROCK	248
G	ROCK OR COVER	71
H	ROCK OR COVER	1
S	COVER	21
R	CULTURE	1
C	CULTURE	3
L	CULTURE	98
?	QUESTIONABLE	4
(BLANK)		24
TOTAL		935

(SEE EM MAP LEGEND FOR EXPLANATIONS)

these deposits. They are all distinguished as low resistivity zones, but appear to be satellitic to major conductive trends (e.g., Nordre and Sondre Geitryggen), or fall on secondary conductive trends (e.g., Nygruve and Hovedgruve). All the deposits coincide with, or occur on the flanks of, magnetic activity which is particularly apparent from enhanced magnetics. The pyrite digging near Sörli occurs in an area of low resistivity and high magnetic activity. Although the location of this digging is not well established with reference to the present survey grid, it would appear that it may correspond with the north part of a conductive zone, which should be noted as being possibly satellitic to the main trend. In comparison, the pyrite diging near Grimsbu does not appear anomalous on either EM, resistivity, or magnetics. This may suggest only a very limited extent of the pyrite zone at this location.

The magnetic field in the survey area shows a number of long linear trends of east-west to northeast direction to be present. They correlate closely with the resistivity trends and relate clearly to the geology of the area. Note, for example, the enhanced magnetic patterns in the northeast part of the area which suggest that a fault may extend along the Kakella River valley. Note that an indication of the fault is also suggested by the resistivity patterns along the river valley between lines 2850 and 2890.

The magnetic and resistivity data suggest that the eastern part of sheet 2 is structurally complex. A well defined magnetic high which is centered at 2970B may occur along the micaschist/greenstone contact. It reflects a resistive magnetic body at a depth of about 100 m. The conductive zone just north of this magnetic anomaly is probably unrelated. It contains a set of short bedrock conductors which appear to be offset between lines 2990 and 3000 by a northwesterly magnetic cross-trend well portrayed by enhanced magnetics.

The conductive zone further north from this location is associated with an increased magnetic activity, particularly on lines 3130 to 3150. Note that this zone may be confined to a north-southerly striking micaschist/greenstone contact. Note also that a number of northeasterly marble-carbonate dikes occur here.

One of the most striking features is a semicircular conductive and magnetic zone which occurs in the eastern corner of sheet 2. The EM anomalies and the resistivity patterns suggest that this feature is related to a single anomalous horizon. The magnetic and enhanced magnetic maps appear to support this interpretation. The confirmation or denial of such interpretation will, however, require detailed field checking and mapping. Out interpretation could not be confirmed independently because the preliminary geologic map of the Folldal area terminates along the 10°13'10" meridian which lies just outside of this anomalous feature.

CONDUCTORS IN THE SURVEY AREA

The Electromagnetic 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 are overlooked.

Parts of the survey area contain a number of cultural sources, such as powerlines, pipelines, metal structures, etc. These features tend to distort the resistivity and electromagnetic anomaly patterns, but they can usually be readily identified on the profiles due to their characteristic signatures. These anomalies are indicated by the symbol L or L? on the maps. Occasionally, cultural features occurred in conjunction with geologic responses causing some difficulties in positive classificaton of the EM anomalies. In cases where the EM data permitted the interpretation of a culture underlain by a geologic source, presumably within the bedrock, the symbol B? was used.

The following section contains the description of bedrock conductors.

Group 1,
Anomalies 2010A,
2090A-2100A,
2120A

These grade 1 to 6 anomalies reflect a set of bedrock conductors of close to east-west strike direction. Both the airborne and the ground geophysical data indicate that these conductors terminate in the east along a southeasterly trend. The preliminary geologic map suggests that this trend reflects a greenstone/ keratophyre/micaschist contact. It should be noted that the keratophyres displaying high resistivities (and which are probably non-magnetic) extend along the road leading from the survey area towards the Grimsdalgruve mine as a narrow, about 150 to 200 m wide band, which is clearly indicated on the resistivity map. It should be also noted that the Grimsdalgruve deposit, which is indicated by anomalies 3360A and 3360C, occurs within a conductive horizon, confined to a greenstone/keratophyre contact and extending east into group 1. Note that anomaly 3360E and conductor 2010B-2080A may be parts of the same horizon. By analogy, other conductors of group 1, and possibly anomaly 2010A, may reflect mineralized horizons.

Anomalies 2020E, 2040D-2090B, 2060F-2090C, 2070F-2090E

A set of approximately east-west striking bedrock conductors, which appear to occur within the greenstones, is indicated by these grade 1 to 4 anomalies. They have produced resistivities as low as 3 ohm-m (e.g., near 2080E). It is interesting to note that the enhanced magnetics suggest that anomaly 2020E may occur on the same horizon as conductor 2060F-2090C.

Anomaly 2130A-2160xA

These grade 1 and 2 anomalies, and an x-type response, reflect a conductor which may occur in the bedrock. Only anomaly 2130A, which also shows magnetic correlation of 60nT, is definitely due to a bedrock source. The magnetic maps suggest that this conductor may be related to the group 4 conductors. Although the resistivity in between this anomaly and group 4 is in excess of 1000 ohm-m, the digital profiles display some activity which may be indicative of a poorly conductive horizon extending between these anomalies.

Anomalies 2140xA-2220A, 2230A-2260A

These grade 1 to 3 anomalies, which occur just inside the greenstone belt, reflect slightly magnetic bedrock conductors that are most likely parts of a single conductive body. The interruption of this body, if any, may occur in the vicinity of 2230A. The EM responses at this location are compatible with a cultural source, such as a line. The tracking camera film does not show any obvious culture at 2230A. A linear narrow feature was noted which, however, appears to be of geologic origin.

The importance of this conductive horizon is that it contains a small economic deposit which is being mined (Nygruve mine). Note that conductors 2140xA-2220A and 2230A-2260A define a feature of limited strike length and that the EM anomalies further east, which appear to be confined to the same greenstone belt, reflect a different conductive horizon, or horizons. This is evidenced on both resistivity and enhanced magnetic maps.

Group 2

The grade 1 to 4 anomalies of this grouping reflect a series of bedrock conductors, some of which exhibit magnetic correlation. Except for 2050L, 2060K, and 3350A, which may be indicative of a narrow greenstone "nose", possibly the other anomalies seem to reflect amphibolites and serpentinites. Note that conductor 2130B-2170C is masked by magnetite, as indicated by negative inphase responses at all but 2160E. The difference channels 33 and 34, however, extract this conductor beyond doubt.

Anomaly 2140C-2160D

An excellent magnetic bedrock conductor is indicated by these grade 4 and 6 anomalies. The EM responses at 2140C and 2150C suggest that the conductor may be a steeply-plunging compact body which can be approximated by a sphere. It would appear that line 2160 did not cross the conductor. This would mean that the conductor may terminate west of this line. In

?? east.

the west, the x-type response 2130xA may constitute an extension of this very attractive target.

Anomalies 2240I-2260H, 2240J-2260I, 2290J-2300J

These grade 2 to 5 anomalies are confined to the flanks of a well defined magnetic trend which seems to correlate with the same amphibolite/serpentinite unit intersected further west in the area of group 2. These anomalies reflect conductors which appear to occur in the bedrock. Note that the area contains a number of cultural sources which tend to distort the geologic signal. Consequently, conductor 2240I-2260H may extend to 2270J, and 2240J-2260I may reflect the same conductor as 2290J-2300J. The lack of an EM response on line 2280 may be merely due to excessive flying height at the end of the survey line.

Anomalies 2050N-2120L, 2070L-2200xA, 2210xA-2220xB

These grade 1 to 4 anomalies reflect generally non-magnetic bedrock conductors which occur at, or near to, a gneiss/mafic tuff contact.

Group 3

The grade 1 to 6 anomalies of this grouping reflect a system of generally parallel bedrock conductors of northeasterly strike which are confined to the main portion of the greenstone belt covering the central part of the survey area. Closer examination of the geophysical maps reveals that this grouping has a very complex structure. Its southwest part (approximately west of line 2450) contains a large number of closely spaced conductors which can be best approximated as thin dikes of northwesterly dip. Only a few anomalies deviate from this pattern, e.g., 2260E, 2270G, 2280C, 2310G, 2320H, 2330G, 2341F, 2350J, 2390O, and 2420H. They reflect either thick or buried broad conductors.

Anomaly 2320H represents a marginal case between thin and thick dike. There are several short strike-length anomalies in this part of group 3 which appear to be satellitic, e.g., 2350K-2360K, 2380J, 2390P, or which may constitute extensions of intermediate-to-long strike-length conductors, e.g., 2190C-2200B, 2270E, 2350J-2360J. They should be investigated on the ground. Attention should be paid to establishing the nature of strong EM anomalies which are parts of long-strike conductors, generally the grade 5 and 6 anomalies. Also, those anomalies which correlate with, or occur close to, the peak of magnetic or enhanced magnetic activity, should be investigated further, e.g., 2341E-2360H, 2370L-2380K, 2430M.

Conductor 2260G-2330H is somewhat puzzling. Its central part, between 2280E and 2300I, displays high coaxial-to-coplanar ratios which are usually characteristic of culture. The tracking camera film, however, did not reveal any obvious culture at these locations.

One of the interesting features of group 3 is a narrow high resistivity ridge which extends along the long axis of the group. The ridge is only marginally defined in the southwest part of the group, but it becomes very prominent in its northeast portion. It should be noticed that the ridge is clearly magnetic in the northeast, but only very poor magnetic activity (see the enhanced magnetic map) is apparent in its southwest part. The geophysical data correlates well with the geology map, which suggests that the ridge reflects a band of gabbroic rocks.

The relatively abrupt change in character of the geophysical data in the vicninty of line 2450 may suggest the existence of a west-northwest striking structural feature, possibly along the Folla River valley. The northeaster part of group 3 consists of a number of grade 1 to 6 anomalies reflecting bedrock conductors of, generally, long strike length. A series of short-to-intermediate strike-length conductors, however, occurs in the south arm of the group. It would appear that, from the exploration point of view, the south arm is more attractive than the north arm. The Sondre Geitryggen deposit occurs in this part of the group. Although the exact location of the deposit is not known, it would appear that conductor 2690F-2700F reflects the mineralization. It consists of a pair of grade 5 and 6 anomalies which are due to a thick target, possibly slightly magnetic.

Provided the deposit is indicated by this satellitic conductor, other similar anomalies would be potentially important for the planning of the ground follow-up work.

Anomalies 2520K-2560F, 2550L-2590xA, 2600E, 2610E-2640xA, 2620F-2640F, of the south arm, and 2570D, 2570F-2580F, 2720F, of the north arm, should be given attention. As before, anomalies reflecting thick or buried broad conductors, such as 2480G, 2520K, 2560G-2610F, 2670H-2680E, 2720H, and already mentioned 2690F-2700F, should be investigated on the ground, as well as those which correlate with, or occur on the flanks of, magnetic activity.

Anomalies 2750xA-2770B, 2750D-2770C, 2770D, 2750E-2770E, 2750F-2780F, 2780D, 2780E

These grade 1 to 4 anomalies and x-type responses reflect bedrock conductors which have produced an oval-shaped low resistivity zone. The enhanced magnetics, however, show a system of close to north-south and east-west crossing trends which would rather suggest a cross-fault(?) offset of individual conductors. The magnetic patterns appear to be too complex to be readily explained. An east-west resistive dike may be present, separating the east end of conductor 2480H-2740E (group 3) from conductors 2750xA-2770B and 2750D-2770C. The preliminary geology map shows a narrow gabbro dike of close to east-west strike to occur in this part of the area. Conductors 2750E-2770E and 2750F-2770F may be confined to the south edge of the dike. The second conductor may not extend to 2780F which can occur on the north side of the dike.

A well developed magnetic high between 2770C and 2770D deserves a special mention. It correlates closely with a 10 to 15 ohm-m resistivity low and occurs close to the Sörli pyrite digging. The area should be investigated on the ground in order to assess the geologic/structural features as well as the significance of the mutual correlation of EM, resistivity, and magnetic activity.

Anomalies 2240B-2250C, 2270C-2410F, 2350D-2380H, 2370I

These grade 1 to 5 anomalies reflect a set of generally non-magnetic bedrock conductors which appear to be confined to the greenstone/keratophyre contact, or occur close to it. Both the resistivity and the enhanced magnetics indicate that conductor 2270C-2410F may be interrupted between lines 2280 and 2290 by a resistive, and magnetic body of a northeast strike. The most attractive part of the conductor occurs between lines 2320 and 2360.

Note that conductor 2240B-2250C may constitute a southwesterly extension of 2270C-2410F. The geophysical data indicate that conductor 2350D-2380H may possibly reflect the same conductive horizon as 2140xA-2260A which hosts the Nygruve mineral deposit. Note also that 2320xA, 2340xA, 2390G, and 2400xB may be related to the same horizon.The last two anomalies, however, are most likely caused by culture.

Group 4

A set of bedrock conductors of variable strike direction is indicated by these grade 1 to 4 anomalies. The resistivity patterns in the southeast part of this group are believed to reflect conductors within the greenstones, while the rest of group 4 conductors occur within the calcareous micaschists. The magnetic maps show a number of narrow trends to be present which appear to reflect well the known and assumed geology. Additional structural features are revealed in the keratophyres which may relate to the marble-carbonate dikes.

Many of the group 4 anomalies show direct magnetic correlation as they occur on the magnetic trends mentioned above. They should be investigated on the ground. Attention should also be given to those anomalies which display better EM characteristics than other anomalies of this grouping, for example, 2360A-2370A, 2440B-2450B, 2460A, 2490A-2530A.

Anomalies 2310xA, 2330A, 2430D-2470E, 2500C

These grade 1 to 4 anomalies are confined to the central part of sheet 1. They occur on a narrow northeasterly magnetic trend which abuts against an east-northeast trend south of Folla River. (For better definition of these magnetic trends, see the enhanced magnetic map.) The geology map suggests that the northeasterly trend may reflect a narrow greenstone band located within the keratophyres.

The most interesting aspect of these anomalies is that 2430D-2470E correlates with the Hovedgruve Zn-Cu-Pb deposit. Unfortunately, the southwest end of conductor 2430D-2470E occurs over, or in the immediate vicinity of, the Folldal Verk mine which contains a number of cultural sources. These tend to mask the relatively weak responses of the deposit, thus making a positive classification of anomalies very difficult. It would appear that some anomalies in this part of the survey area may arise due to the combined effects of culture and geology. For example, 2380F and 2420B appear to reflect confined cultural conductors which occur on top of a broader geologic response. Anomalies 2310xA, 2330A, and 2500C all display strong coplanar resonses which are characteristic of off-end, or parallel conductors. They may reflect bedrock conductors of short strike length. However, careful field check is required to confirm that no cultural sources exist at the respective locations, such as abandoned wires, barrels, etc.

Group 5

The grade 1 to 5 anomalies of this grouping reflect a set of bedrock conductors which are confined to the main greenstone belt. At its southwest end, the group appears to terminate against the Folla River valley. It is not quite clear whether or not there is a correlation with conductor 2350D-2380H. This conductor may be unrelated, offset, or interrupted by a structural feature along the Folla River valley, mentioned earlier.

The group contains several short strike-length conductors. Also, direct magnetic correlation occurs at numerous locations. Conductors along the northwest boundary of the group display magnetic correlation varying from weak-to-nonexistent, up to 180 nT. They may be confined to the greenstone/keratophyre contact.

One of the short strike-length anomalies, namely 2670C-2700B, reflects the Nordre Geitryggen Zn-Cu-Pb deposit. It consists of the grade 1 to 4 anomalies which are indicative of a narrow dike-like body of a northwesterly dip. This conductor may occur on strike with 2560xA-2580C and with 2740B-2780A, with a possible extension to 2800A. These conductors should be investigated on the ground together with other short strike-length or satellitic conductors. Attention should also be paid to those anomalies within the long strike-length conductors which display characteristics of thick bodies, e.g., 2550C, 2590B, 2620A, 2670B-2680A, and possibly 2510F.

The only two grade 6 anomalies, 2530G and 2540D, appear to be of cultural origin. The tracking camera film shows a system of roads at these locations, but no obvious large-size culture to explain the EM responses. The area should be carefully checked. If no obvious culture is present, these anomalies should be given further consideration. Note that the line-to-line correlation of individual anomalies in this area is questionable. Anomalies 2530F-2540C may reflect the same conductor as 2550D. Alternatively, 2550D may join up with 2530G and 2540D and continue further northeast towards 2560A. Note that both the resistivity, and the magnetic patterns provide only a limited guidance in this matter.

Anomaly 2610xA-2670xA

These grade 1 to 3 anomalies and associated x-type responses reflect a bedrock conductor confined to the flanks of a narrow magnetic trend which falls in between the group 3 and 5 conductors. It was noted that some interference from culture may have occurred at the northeast end of the conductor where the tracking camera film showed several roads.

Anomalies 2780B-2870C, 2780C, 2840xA-2870B, 2850xA, 2850B, 2860B, 2870A, 2870xA'

These grade 1 to 4 anomalies and x-type responses reflect bedrock conductors of a north-south to northeasterly strike direction. Conductor 2780B-2870C appears to be confined to a narrow keratophyre dike and displays similar characteristics as some long strike-length conductors of group 3 which may also be confined to keratophyre dikes.

All the conductors mentioned here abut against the presumed Kakella

River fault zone. The north end of 2780B-2870C and the other conductors follow approximately the same strike direction as 2670C-2700B of group 5, which reflects the Nordre Geitryggen deposit. They should be investigated on the ground.

Anomalies 2870D, 2880B, 2880C

These grade 2 to 4 anomalies appear to reflect bedrock conductors which are confined to the Katella River valley. The EM responses at 2880B and 2880C indicate that the EM bird flew parallel to, or off the end of, these conductors. Anomaly 2870D appears to reflect a thick conductor. It is difficult to see from the present data set whether 2870D reflects the same source as 2880B. The anomalies should be followed on the ground.

Anomalies 2840A, 2860A, 2890A-2940A, 2930A, 2940xA, 2950xA, 2960A-2990A, 3010xA

A group of non-magnetic bedrock conductors is indicated by these grade 1 to 4 anomalies and x-type responses. The line-to-line correlation of the individual anomalies is somewhat doubtful because of the lack of positional accuracy which occurred, because several of these anomalies lie outside the first fiducial. The highly discordant strikes of 2890A-2940A and 2960A-2990A may be difficult to explain. Note, however, that they appear to follow the topography of the area. This may suggest that the anomalies reflect a thin sheet-like conductor of possibly intermediate dip. These anomalies should be investigated on the ground.

Anomalies 2930C-2940B, 2940C-2950B, 2950A, 2960B-2990C, 2980xA-2990B, 3000xA, 3000C-3020B

These grade 1 to 4 anomalies reflect bedrock conductors which may be related to the assumed Kakella River fault and to an S-shaped greenstone/micaschist contact which may or may not be related to the fault. The enhanced magnetic map indicates that a northwesterly cross-trend between lines 2990 and 3000 may have offset the conductors west and east of this trend. This appears to correlate with the shape of the geologic contact. The anomalies should be followed on the ground.

Group 6

The grade 1 to 4 anomalies of this grouping reflect a set of generally non-magnetic bedrock conductors which are confined to the greenstone/micaschist contact and/or to a set of short marble-carbonate dikes. They should be investigated on the ground. Attention should also be paid to the poorly defined low resistivity zones on lines 3200, 3210, and 3220. The EM responses suggest that both zones may reflect the same conductive horizon striking at a low angle with the flight lines.

Anomalies 3070A,
3130A-3150A

Two bedrock conductors are indicated by these grade 1 and 3 anomalies. They display characteristics of conductors which occur parallel to the flight line or off its end. Conductor 3070A, which is also slightly magnetic, may be related to a marble-carbonate dike striking at a shallow angle to the flight line. The other conductor does not appear to be related to any known geologic feature in the area.

Anomalies 3090D-3110xA, 3100B-3110A, 3130F, 3150F-3190A

These grade 1 and 2 anomalies reflect bedrock conductors which occur outside the geologic map boundary, hence, no supporting geologic information is available. It would appear, however, that conductor 3100B-3110A may be related to one of the marble-carbonate dikes in the area. The other conductors may occur just inside the micaschists, close to a greenstone/micaschist contact. These conductors are located in close proximity to the major power line, which tended to obscure their responses. For example, anomalies 3110B and 3130F appear to occur due to the combined effects of culture and geology. It is, therefore, difficult to assess the extent of 3090D-3110xA, and possibly of 3150F-3190A, precisely. Note that the resistivity map suggests a possible link between 3090D-3110xA and 3130F. Care must be taken in ground follow-up of these anomalies. Equipment with high 50 Hz rejection must be employed.

Group 7

This group consists of grade 1 to 6 anomalies which reflect a system of bedrock conductors of generally east-west strike direction. They appear to be related to an amphibolite/serpentinite unit which, according to the airborne geophysical data, terminates abruptly in the east against a northwesterly striking feature that may be related to one of the major structural features in the survey area.

Many of the anomalies are very attractive, particularly those on lines 2920 to 2940. It should be noted, however, that group 7 is geophysically very complex and that line-to-line correlation of individual anomalies may be questionable. The EM responses from conductors on lines 2920 to 2940 were so high that they saturated the EM equipment. Consequently, the exact conductor classification may be unreliable. The group 7 conductors constitute very attractive targets which should be investigated on the ground.

Group 8

The grade 1 to 6 anomalies of this grouping reflect bedrock conductors which are arranged in a semicircular fashion. All the geophysical data suggest that these anomalies may be related to a single conductive horizon. No speculation is made with regard to the geologic setting of this feature, which presents an intriguing interpretation problem in spite of close correlation between EM, resistivity and enhanced magnetic data. The majority of the conductors are short strike-length conductors, many of which are thick or reflect buried broad targets, and display magnetic correlation. They should be assigned a priority in the ground exploration program.

Anomalies at the east end of group 8 are difficult to correlate from line to line. For example, the EM responses at 3220D display characteristics similar to those at 3210A, 3200A and 3190B. Also, their respective magnetic patterns are matching. Because the flight path recovery was found to be correct, a careful field check is required to evaluate these anomalies further. It should be noted that anomaly 3230A is similar to other anomalies in this part of group 8.

Group 8 is certainly one of the most peculiar features observed in the survey area. It contains a number of attractive anomalies which should be investigated on the ground.

Anomaly 3260A-3270A

These grade 1 anomalies reflect conductors which appear to occur in the bedrock. The anomalies are, however, located in close proximity to a number of small buildings. Consequently, cultural effects cannot be discounted.

Anomalies 3280A, 3300A, 3320A, 3330A-3340A

A string of these grade 1 and 2 anomalies reflects bedrock conductors which are located on the flanks of magnetic activity. It is proposed that the individual anomalies do not reflect a single continuous horizon. Rather, they may be indicative of a system of in echelon conductors.

The EM profiles show that magnetite occurs at a number of locations throughout the survey area. This is evident from the negative amplitudes on the inphase channels. Probably the strongest indication of magnetite occurs near fiducial 2028 on line 3200, where the magnetite concentration reaches about 4% by weight.

N ZD-101 /ef

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

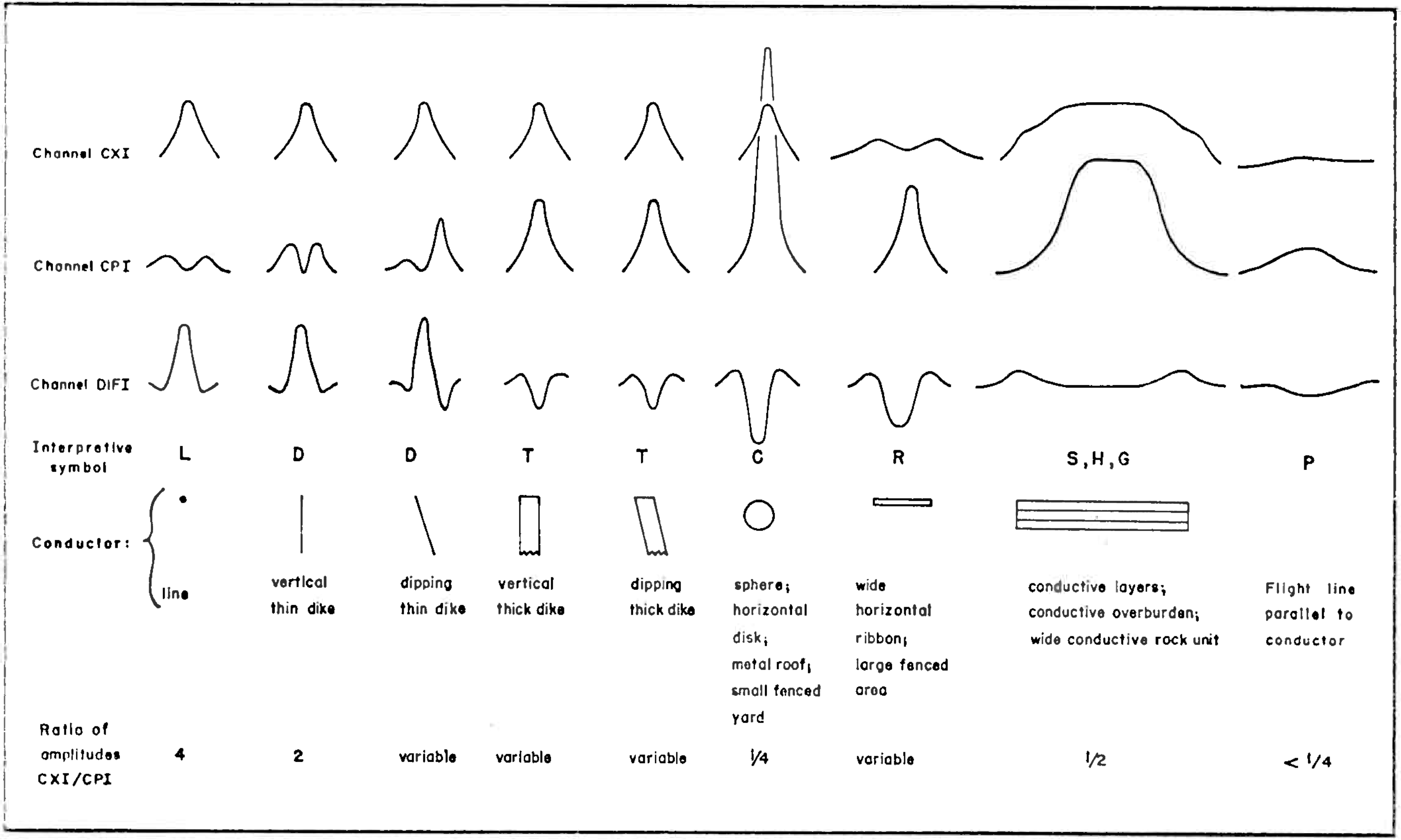

Figure II-1 Typical DIGHEM anomaly shapes grades of conductance, as shown in Table II-1. The conductance in mhos is the reciprocal of resistance in ohms.

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 II-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 II-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.

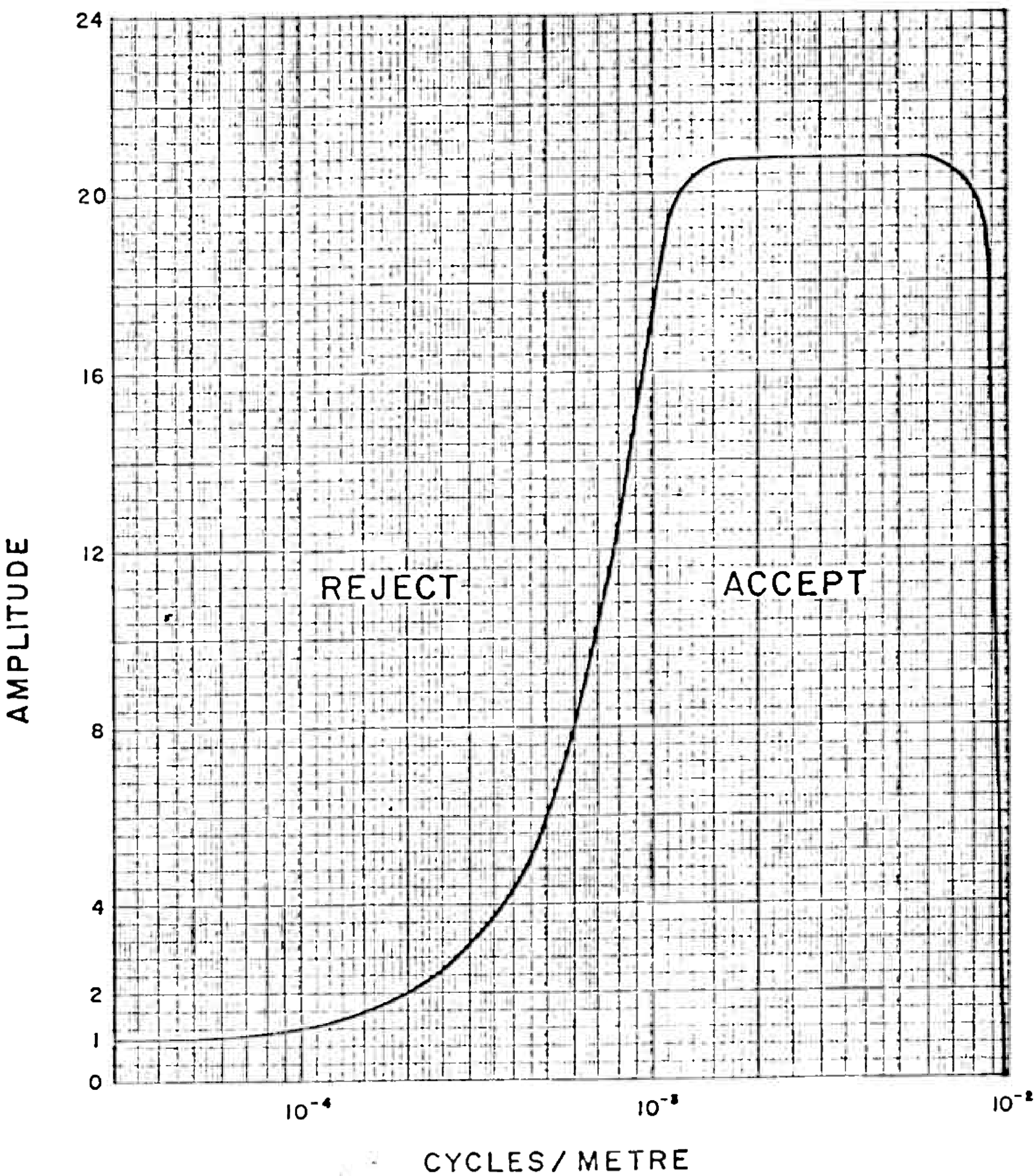

Figure II-2 Frequency response of magnetic enhancement operator.

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.

MAPS ACCOMPANYING THIS REPORT

Eight map sheets accompany this report:

Electromagnetic Anomalies	2 map sheets
Resistivity	2 map sheets
Total Field Magnetics (IGRF Removed)	2 map sheets
Enhanced Magnetics	2 map sheets

Respectfully submitted,

DIGHEM LIMITED

Z. Dvorak

Z. Dvorak
Vice President

N ZD-101/ef

APPENDIX 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 1:20,000. 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)	vertical coaxial coil-pair inphase	1 ppm
CXQ (900)	vertical coaxial coil-pair quadrature	1 ppm
CXS (900)	ambient noise monitor (coaxial receiver)	1 ppm
CPI (900)	horizontal coplanar coil-pair inphase	1 ppm
CPQ (900)	horizontal coplanar coil-pair quadrature	1 ppm
CPS (900)	ambient noise monitor (coplanar receiver)	1 ppm
	Computed Parameters	
DIFI (900)	difference function inphase from CXI and CPI	1 ppm
DIFQ (900)	difference function quadrature from CXQ and CPQ	1 ppm
REC1	first anomaly recognition function	1 ppm
REC2	second anomaly recognition function	1 ppm
CDT (900)	conductance	1 grade
RES (900)	log resistivity	.03 decade
DP (900)	apparent depth	3 m
CC (900)	conductivity contrast	arbitrary
CCDC (900)	conductivity contrast * depth contrast	arbitrary
FEO% (900)	apparent weight percent magnetite	0.25%

A P P E N D I X   B

EM ANOMALY LIST

707-SH.1 FOLLDAL

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 2010 (FLIGHT 38)										
A 1312 T	52	44	124	86	24	0	4	36	9	20
B 1306 T	275	102	311	126	90	10	7	46	3	34
C 1304 D	46	76	95	171	9	12	2	41	20	22
D 1299 D	25	33	41	54	9	15	2	60	34	32
E 1295 T	117	116	151	191	19	4	4	34	9	18
LINE 2020 (FLIGHT 38)										
A 1223 D	43	40	45	50	14	9	2	58	32	30
B 1225 D	13	20	21	28	7	10	2	60	32	31
C 1231 B	26	29	14	25	9	8	2	64	37	33
D 1234 B	7	5	6	3	14	47	2	110	51	72
E 1237 B	3	8	2	8	2	15	1	80	338	25
F 1257 B	3	1	4	4	11	56	2	149	64	107
G 1259 B	3	3	5	5	7	41	2	124	56	84
LINE 2030 (FLIGHT 38)										
A 1193 D	30	26	28	25	14	14	2	69	27	42
B 1190 D	13	16	37	31	11	11	2	61	33	32
C 1186 D	34	40	39	53	11	7	1	49	58	19
E 1165 B	6	8	10	41	3	7	2	66	39	36
F 1163 B	8	17	10	27	4	1	2	52	40	22
LINE 2040 (FLIGHT 38)										
A 1065 B	8	3	16	6	29	16	3	74	14	49
B 1067 G	10	8	14	11	12	12	3	66	20	41
C 1072 D	28	34	19	29	9	4	1	57	60	24
D 1079 D	7	13	7	20	4	12	1	62	335	13
E 1101 B	17	28	21	29	7	3	2	52	49	21
F 1102 B	16	27	21	29	6	4	1	88	77	46
LINE 2050 (FLIGHT 38)										
A 1023 B	10	18	17	28	5	0	1	47	62	13
B 1021 G	5	4	7	8	7	24	2	66	53	30
D 1015 B	16	20	23	31	8	0	2	53	36	23
E 1008 D	42	17	99	72	30	8	2	75	28	47
F 1007 D	58	35	99	69	28	7	3	52	17	30
G 996 S	3	16	6	38	1	3	1	18	656	0
H 994 B	6	5	13	7	14	45	2	113	28	84
J 991 G	29	21	78	68	18	5	4	45	9	29
K 983 S?	1	7	2	13	1	0	1	48	455	0
L 979 B	3	17	8	31	2	1	1	37	225	1

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707-SH.1 FOLLDAL

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 2050 (FLIGHT 38)										
N 967 D	52	33	58	42	25	4	3	72	21	48
LINE 2060 (FLIGHT 38)										
A 866 D	14	12	29	15	17	0	3	64	16	39
B 867 D	17	11	19	15	17	1	2	77	48	41
C 870 B	27	44	15	42	6	8	1	49	84	18
E 879 B	79	47	138	73	38	9	3	57	18	34
F 881 D	76	68	138	124	21	2	2	50	27	24
H 901 B	29	14	85	81	20	2	3	79	22	54
I 903 B	38	50	82	94	12	0	2	32	27	9
J 911 B?	2	10	2	16	1	0	1	53	318	6
K 916 B	4	16	2	20	1	1	1	34	693	0
L 925 D	9	15	4	9	4	15	1	105	154	53
LINE 2070 (FLIGHT 38)										
A 817 B	4	8	8	15	4	18	1	65	134	24
B 813 D	123	53	200	83	63	4	8	51	2	39
C 808 B	1	6	17	12	6	27	2	99	33	68
D 806 B	17	18	22	30	9	6	2	52	40	22
F 802 G	8	7	16	15	11	23	2	85	28	57
I 796 S?	0	5	3	11	2	13	1	55	1035	0
J 789 G	31	22	95	50	29	3	8	50	3	37
K 784 B	4	13	2	14	2	6	1	30	770	0
L 770 B	3	3	7	4	10	39	1	106	115	55
M 766 B?	1	6	2	5	1	7	1	96	1035	0
LINE 2080 (FLIGHT 38)										
A 636 D	20	33	25	47	6	6	1	47	87	16
B 640 D	72	68	245	82	42	3	6	53	5	37
C 641 D	163	64	245	97	75	0	7	47	3	34
D 649 G	4	9	4	8	3	24	2	97	42	63
E 653 D	149	109	286	192	36	0	5	34	6	20
F 658 B	1	10	5	21	1	0	1	52	211	11
G 665 B	2	3	5	8	3	30	1	88	177	37
H 673 D	43	51	49	63	12	4	2	51	29	25
I 678 D	6	20	5	18	2	12	1	39	516	1
J 691 D	9	6	11	7	14	35	1	107	65	65
K 693 B?	1	8	2	6	1	4	1	100	320	42
LINE 2090 (FLIGHT 38)										
A 576 P	4	5	9	10	6	28	1	67	116	26

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707-SH.1 FOLDAL

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 2090	(FLIGHT	38)								
B 573 B	9	11	17	33	5	12	2	78	40	45
C 572 B	9	11	17	33	6	7	1	67	71	30
E 568 P	1	2	6	2	9	65	3	143	22	110
F 561 P	1	0	6	2	36	75	3	158	21	125
J 553 B	3	6	5	21	2	5	1	61	114	22
K 548 D	6	10	4	13	3	5	1	85	209	32
M 537 D	49	53	65	89	13	3	2	46	45	19
LINE 2100	(FLIGHT	38)								
A 412 D	4	12	5	25	2	0	1	46	224	4
B 416 D	35	20	67	35	30	2	5	58	8	39
C 423 D	7	9	6	14	5	13	1	69	99	28
D 428 D	7	6	17	15	11	24	1	92	68	51
E 437 B?	4	19	8	29	2	8	1	63	253	19
H 444 G	5	14	20	23	5	11	2	61	50	28
I 450 B	8	18	2	11	3	7	1	60	277	13
J 460 D	34	35	62	70	13	0	2	39	34	11
LINE 2110	(FLIGHT	38)								
A 333 T	11	10	22	21	11	0	3	55	23	29
B 330 B	6	6	12	12	9	19	2	88	39	54
C 315 D	18	10	34	17	27	0	4	66	10	43
E 296 D	16	20	30	35	9	5	1	47	170	7
F 293 D	4	13	16	30	3	5	1	50	262	6
LINE 2120	(FLIGHT	38)								
A 159 D	22	17	79	46	23	16	3	66	16	45
B 161 D	27	22	79	46	23	15	3	66	16	44
D 166 B	7	10	12	18	5	20	2	100	43	65
E 168 D	9	11	7	22	4	18	1	66	87	29
F 173 D	11	7	24	13	20	33	2	111	38	78
G 184 B	0	2	4	5	2	31	1	103	159	49
I 192 D	24	25	19	21	11	2	3	58	23	32
J 205 L?	1	14	1	14	1	0	1	77	850	1
K 214 D	9	7	11	8	12	17	1	89	118	41
L 216 P	4	7	7	13	4	8	1	64	89	23
LINE 2130	(FLIGHT	37)								
A 3909 D	18	33	19	35	6	4	1	57	126	20
B 3875 B	0	8	2	7	1	0	1	65	1035	0
C 3865 D	37	23	90	59	26	0	4	47	11	28

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LINE 2130 (FLIGHT 37)										
D 3854 D	10	14	21	29	7	11	2	64	43	32
LINE 2140 (FLIGHT 37)										
A 3728 B?	6	26	3	25	2	0	1	22	738	0
B 3760 P	1	4	5	12	2	16	1	79	147	34
C 3764 C	2	0	10	1	220	70	2	144	37	108
D 3771 B?	3	24	6	27	1	0	1	45	1035	0
E 3775 D	26	27	54	48	14	9	2	51	24	26
F 3777 B	14	14	59	23	23	14	3	85	23	59
G 3780 D	81	55	143	112	28	0	3	43	12	24
H 3789 D	16	25	20	34	6	7	1	50	177	11
LINE 2150 (FLIGHT 37)										
A 3678 B?	0	6	1	3	1	2	1	102	1035	0
B 3658 B	3	7	8	10	3	18	1	100	106	52
C 3646 C	6	0	19	2	279	45	4	121	10	97
E 3641 B?	2	7	5	12	2	19	1	39	1035	0
F 3638 B	11	16	18	24	7	19	1	90	65	51
G 3636 D	25	37	66	106	9	2	3	34	16	14
H 3631 T	40	37	105	98	17	2	4	43	12	25
I 3620 D	13	32	18	49	4	6	1	40	170	6
LINE 2160 (FLIGHT 37)										
A 3525 B	34	45	33	72	8	4	2	40	48	14
B 3532 S?	0	8	1	3	1	7	1	132	1035	0
C 3535 S	4	8	7	2	5	37	1	87	896	6
D 3539 P?	12	5	41	13	42	27	4	93	13	70
E 3546 D	23	40	24	48	6	2	1	55	110	19
F 3550 B	4	11	20	19	5	18	2	64	55	31
G 3553 D	24	35	22	38	7	6	1	50	100	17
H 3563 D	10	14	12	20	6	5	1	74	105	31
LINE 2170 (FLIGHT 37)										
A 3431 B	3	12	5	19	2	1	1	50	308	4
C 3411 B	0	7	3	4	3	28	1	71	1035	0
D 3408 B	3	15	12	35	2	0	1	48	77	15
E 3404 T	46	41	113	98	19	1	4	38	10	21
F 3391 D	14	24	11	26	5	12	1	46	321	5
LINE 2180 (FLIGHT 37)										
A 3252 L	4	7	1	9	2	13	1	107	686	18

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LINE 2180	(FLIGHT	37)								
B 3254 B	6	17	13	27	4	5	1	57	103	21
C 3281 D	26	34	44	65	9	0	2	42	42	14
D 3291 D	8	12	6	17	4	7	1	61	242	14
LINE 2190	(FLIGHT	37)								
A 3156 D	6	11	3	11	3	17	1	60	424	10
B 3147 B?	1	7	0	5	1	9	1	110	1035	0
C 3136 D	9	17	14	31	4	8	1	49	125	13
D 3127 D	6	13	6	20	3	6	1	43	248	2
E 3115 D	13	11	26	28	11	9	2	66	26	39
LINE 2200	(FLIGHT	37)								
A 3031 D	10	13	7	10	6	4	1	111	156	54
B 3051 D?	37	19	58	25	35	0	6	57	4	41
C 3052 D	30	19	58	25	30	0	3	67	14	44
D 3060 D	16	11	20	25	11	8	1	72	110	29
LINE 2210	(FLIGHT	37)								
A 2907 D	16	14	22	21	12	7	1	89	67	48
B 2895 D	8	16	8	17	4	7	1	71	127	28
C 2885 D	56	28	62	43	31	0	3	52	13	32
D 2875 D	20	16	34	25	16	8	2	75	51	40
E 2860 B?	4	8	3	8	3	27	1	58	523	8
F 2856 L	4	6	1	1	4	46	1	111	882	17
LINE 2220	(FLIGHT	37)								
A 2728 D	5	6	4	6	5	11	1	120	144	62
B 2737 D	11	12	13	11	9	11	1	86	72	44
C 2744 D	16	17	24	19	12	4	2	90	30	61
D 2749 D	67	17	159	76	65	0	8	57	2	43
E 2750 D	90	40	159	76	51	0	6	39	4	25
LINE 2230	(FLIGHT	37)								
A 2619 L?	6	8	1	8	3	17	1	112	688	17
B 2612 D	61	31	46	32	32	1	3	70	16	47
C 2611 D	19	16	40	32	15	9	2	79	26	52
D 2601 D	36	10	83	32	63	0	7	71	4	54
E 2600 G?	47	8	83	26	104	0	7	46	4	31
LINE 2240	(FLIGHT	37)								
A 2514 D	10	8	9	6	12	7	1	117	123	61

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LINE 2240	(FLIGHT	37)								
B 2517 B?	4	2	4	0	26	61	1	215	130	154
C 2523 D	38	9	43	9	97	0	4	87	11	63
D 2529 B	1	5	5	6	2	29	1	115	77	71
F 2534 D	40	24	121	26	58	5	5	65	7	46
G 2536 D	96	29	121	52	72	3	5	52	7	35
H 2538 L?	3	5	0	6	5	36	1	96	169	46
I 2548 B	15	19	13	18	8	0	2	74	46	38
J 2552 B?	4	3	1	2	5	37	1	147	638	34
LINE 2250	(FLIGHT	37)								
A 2423 L	2	3	1	3	4	61	1	144	1035	0
B 2388 D	11	10	6	7	9	18	1	107	224	48
C 2385 D	6	11	12	13	5	16	1	103	79	58
D 2380 D	64	29	55	17	50	7	4	86	12	63
E 2374 D	8	12	11	12	7	22	1	91	75	50
F 2369 D	84	31	117	51	59	0	6	59	5	43
G 2367 D	85	31	117	51	60	4	4	57	9	39
H 2365 D	34	20	38	16	28	11	4	81	12	59
I 2353 B?	8	10	6	12	6	20	1	75	254	25
J 2349 D	51	13	44	11	90	13	4	99	10	76
LINE 2260	(FLIGHT	37)								
A 2289 D	16	13	9	8	12	6	1	114	80	67
B 2296 D	39	13	47	14	63	2	4	82	9	61
C 2298 B	31	11	7	13	27	9	2	109	51	71
D 2303 D	15	12	19	18	12	10	2	82	37	50
E 2309 G	65	30	119	50	49	0	8	42	2	30
F 2311 D	0	14	47	26	9	3	2	134	52	95
G 2314 D	9	1	11	0	348	26	4	162	11	132
H 2320 D	12	14	12	12	8	14	1	95	78	52
I 2324 L?	6	2	1	1	26	17	1	176	756	25
LINE 2270	(FLIGHT	37)								
A 2194 L?	4	15	12	33	3	14	1	56	119	22
B 2180 B?	2	7	2	3	2	27	1	92	1035	0
C 2139 D	17	7	9	4	29	16	1	107	298	44
D 2131 D	64	50	48	37	21	7	3	68	15	47
E 2129 D	43	43	8	58	8	9	2	54	33	27
F 2125 D	25	16	21	19	17	11	2	69	29	40
G 2119 T	61	23	106	39	61	0	11	47	1	36
H 2115 B	0	1	17	5	17	42	1	125	228	61

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LINE 2270 (FLIGHT 37)										
I 2111 D	13	6	15	4	34	24	1	135	198	71
J 2103 L?	4	18	0	26	1	0	1	13	738	0
LINE 2280 (FLIGHT 37)										
A 2046 B	4	2	4	1	24	26	1	185	78	131
B 2055 G	5	0	7	1	1028	20	4	108	15	79
C 2066 B	43	8	67	25	80	0	7	48	3	33
D 2068 P	0	7	17	8	5	11	1	111	174	53
E 2071 D	4	6	2	1	4	32	1	125	459	44
LINE 2290 (FLIGHT 37)										
A 1954 D	7	4	11	5	18	38	1	127	108	75
B 1904 D	12	10	8	6	11	18	1	124	1035	0
C 1892 D	58	29	55	30	36	13	4	71	9	52
D 1890 D	39	29	56	40	21	3	2	58	26	32
F 1882 B	85	24	157	66	75	0	12	59	1	46
G 1880 B	87	30	157	66	66	8	7	53	3	40
H 1878 D	15	25	19	16	7	17	1	74	129	33
I 1874 L?	6	8	2	3	4	27	1	79	938	0
J 1862 D	21	6	24	7	60	12	4	108	12	83
LINE 2300 (FLIGHT 37)										
A 1807 D	10	8	4	9	8	14	1	115	97	65
B 1814 D	11	17	15	9	8	11	3	87	26	59
C 1817 D	24	15	71	35	29	7	6	69	5	52
D 1818 D	67	32	71	35	41	0	4	53	10	35
E 1820 B	10	7	5	3	13	31	2	98	38	65
F 1824 D	32	9	71	24	65	0	13	57	1	45
G 1825 D	51	10	71	24	98	0	8	53	3	39
H 1827 B	18	9	38	15	31	10	6	78	5	60
I 1830 B	14	8	3	4	15	15	1	119	70	74
J 1840 B	4	0	7	2	76	6	2	163	46	116
LINE 2310 (FLIGHT 37)										
A 1655 D	25	12	26	16	25	10	1	118	69	74
B 1646 B	33	31	41	33	15	14	5	65	8	47
C 1643 D	90	78	106	93	22	6	4	51	9	35
D 1641 D	83	49	83	67	29	5	4	49	12	30
E 1639 L	62	36	0	13	22	8	4	100	11	77
F 1637 B	16	13	11	13	11	24	2	93	33	62
G 1631 T	120	27	195	67	114	8	13	48	1	38

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LINE 2310 (FLIGHT 37)										
H 1629 D	40	26	85	49	28	7	4	53	9	35
I 1623 D	15	7	11	7	22	40	2	141	58	100
LINE 2320 (FLIGHT 37)										
A 1522 L	4	3	2	2	6	35	1	86	831	0
B 1553 B	11	7	21	14	16	20	2	108	31	76
C 1566 D	26	13	29	15	29	17	4	91	10	69
D 1568 D	39	24	29	15	25	18	3	79	14	57
E 1570 D	37	18	29	15	31	10	3	83	19	58
F 1573 D	14	16	17	18	9	23	2	90	32	60
H 1578 D	151	39	64	58	71	0	10	39	1	28
I 1580 D	22	39	64	58	11	12	2	57	27	32
J 1584 D	15	6	13	4	34	31	2	136	42	100
LINE 2330 (FLIGHT 37)										
A 1436 P	2	1	10	7	9	37	2	119	33	84
B 1427 D	18	12	17	13	16	23	1	90	94	47
C 1416 D	63	16	98	18	124	9	16	61	1	50
D 1413 D	31	30	22	19	13	15	2	83	40	51
E 1410 D	25	13	25	15	25	15	3	76	21	52
F 1406 D	14	14	14	14	10	11	2	75	32	45
G 1401 T	98	35	112	52	61	3	7	50	3	36
H 1391 P	1	9	8	18	2	13	1	76	125	35
LINE 2340 (FLIGHT 37)										
A 1232 D	66	28	135	69	46	8	5	58	7	41
B 1242 D	76	19	99	28	101	9	20	95	1	86
C 1243 D	82	22	122	32	105	6	16	56	1	46
D 1247 D	30	19	30	20	22	20	3	102	22	75
E 1249 D	27	17	25	11	25	9	2	78	39	45
F 1253 D	33	24	40	25	21	4	3	63	15	41
G 1257 D	93	22	122	47	94	2	8	52	3	39
H 1259 B	16	24	30	32	8	11	3	68	15	47
I 1264 B	3	5	1	3	3	30	1	118	805	13
LINE 2341 (FLIGHT 37)										
B 1337 D	95	18	137	27	171	9	19	55	1	46
C 1340 D	23	21	32	37	12	6	3	66	20	42
D 1343 D	27	21	25	14	19	11	3	83	23	57
E 1346 D	51	42	51	41	19	11	3	62	20	38
F 1350 T	118	66	154	103	38	9	7	49	3	36

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LINE 2350 (FLIGHT 37)										
A 1154 B	3	3	2	4	4	43	1	101	368	40
B 1145 L	1	5	0	1	1	17	1	108	1035	0
C 1112 T	152	69	280	130	61	0	8	33	2	22
D 1108 D	14	17	21	25	9	15	2	82	53	47
E 1103 D	45	14	67	31	51	15	5	71	6	54
F 1099 D	88	11	93	18	235	15	10	68	2	55
G 1096 B	43	66	46	91	8	8	2	45	24	23
H 1093 D	38	58	44	77	8	6	2	49	30	24
I 1089 D	124	65	267	78	71	0	7	43	4	30
J 1087 T	167	65	267	92	84	3	13	42	1	33
K 1085 B	0	0	102	44	37	18	2	86	33	55
LINE 2360 (FLIGHT 37)										
A 1001 D	16	12	19	22	11	9	2	62	53	27
B 1017 L	2	4	1	2	2	29	1	73	984	0
C 1033 D	42	12	55	20	62	2	4	74	8	53
D 1036 D	5	6	5	4	6	27	1	112	83	65
E 1043 B	1	1	15	4	23	31	4	143	10	114
F 1046 D	61	11	86	20	143	8	8	71	3	56
G 1048 B	12	13	15	11	10	14	2	83	45	48
H 1052 D	28	25	32	32	14	9	3	61	19	38
I 1057 D	73	42	196	78	49	0	8	47	3	34
J 1058 D	138	40	70	78	53	2	10	43	2	33
K 1060 D	33	13	67	36	37	12	5	57	6	40
LINE 2370 (FLIGHT 37)										
A 950 G	53	28	65	53	27	0	3	48	16	26
B 942 L?	3	8	1	5	2	19	1	75	1035	0
C 926 L	2	7	0	2	1	10	1	88	1035	0
D 920 L	19	7	29	3	49	20	1	77	190	30
E 918 L	34	47	29	119	6	0	1	64	131	25
F 915 L?	6	62	18	142	1	0	1	7	109	0
G 906 D	51	36	80	93	18	4	2	39	29	15
H 903 D	26	21	54	35	20	10	2	62	26	36
I 901 D	23	21	54	35	18	11	2	80	30	51
J 895 L?	14	11	15	12	13	17	3	82	19	57
K 892 D	76	17	96	23	123	1	9	64	2	51
L 889 D	40	28	40	28	21	14	3	65	14	44
M 886 G	7	5	11	14	8	27	2	71	38	39
N 884 B?	1	8	15	14	4	34	1	86	119	45
O 881 D	37	17	56	25	38	9	4	72	10	51

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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 2380			(FLIGHT		37)							
A	793	D	16	15	11	16	9	2	1	86	77	42
B	801	B?	1	5	0	4	1	0	1	93	1031	0
C	811	L	3	5	1	2	3	35	1	71	961	0
D	816	L	10	19	22	1	10	8	2	99	41	65
E	818	L?	7	44	22	128	2	0	1	44	295	0
F	819	S?	8	52	17	129	2	0	1	4	123	0
G	827	D	43	25	61	40	27	16	3	59	22	35
H	830	B	16	17	21	19	11	17	1	63	58	29
I	840	D	76	16	99	10	196	14	16	68	1	58
J	842	D	11	12	23	11	14	21	5	76	7	56
K	844	D	16	9	23	11	24	12	3	88	24	60
L	846	D	13	7	24	12	24	26	2	87	32	57
M	851	B	4	5	19	15	9	45	1	83	194	39
N	856	D	40	17	44	26	34	0	3	48	15	27
LINE 2390			(FLIGHT		37)							
A	759	B	12	16	5	9	6	6	1	94	165	41
B	753	B	1	9	3	8	1	1	1	80	193	31
C	748	L?	2	5	0	1	2	30	1	86	1035	0
D	724	L	10	2	34	15	41	26	3	79	17	55
E	720	L	4	3	20	18	10	18	2	38	31	11
F	717	B?	17	8	25	21	18	9	2	24	41	0
G	711	L?	4	36	8	66	1	0	1	16	193	0
H	709	L?	3	16	0	23	1	0	1	31	279	0
I	702	D	27	19	65	14	39	8	4	72	10	51
J	700	D	53	13	65	15	104	4	8	65	3	50
K	697	B	22	25	41	35	13	10	2	52	41	23
L	694	D	38	5	52	22	88	4	5	75	7	55
M	691	B?	9	23	44	33	9	8	3	89	19	64
N	689	D	50	59	219	67	37	0	7	59	3	44
O	687	T	159	50	123	102	56	0	8	39	3	26
P	686	B	42	50	123	102	17	0	5	39	7	24
LINE 2400			(FLIGHT		37)							
A	595	?	8	444	2	1	1	0	1	190	130	129
B	601	B	4	8	3	6	3	17	1	98	256	41
C	609	B	2	6	7	6	3	12	2	104	48	66
D	612	L	2	16	1	11	1	0	1	72	330	20
E	626	L	24	0	107	1	2000	0	17	92	1	81
F	627	L	33	2	107	4	1233	0	18	82	1	73
G	633	L	7	4	20	9	21	17	1	58	60	21

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LINE 2400	(FLIGHT 37)									
H 636 L	11	11	22	25	9	2	2	33	49	3
I 647 D	38	4	54	4	393	6	4	90	9	69
J 649 D	36	3	54	4	430	12	7	75	3	58
K 652 B	4	7	75	11	58	18	2	72	52	37
L 654 D	59	14	86	16	126	8	6	67	5	50
M 658 B?	5	10	37	18	13	13	3	85	17	60
N 660 D	24	9	35	9	50	0	8	62	3	46
O 662 B	9	4	24	4	52	0	3	71	18	42
LINE 2410	(FLIGHT 37)									
A 562 D	1	12	1	8	1	0	1	77	1035	0
B 556 ?	1	8	7	24	2	7	1	124	634	33
C 554 D	5	26	7	24	2	0	1	57	284	11
D 547 B?	4	6	2	6	3	27	1	76	1035	0
E 516 L	3	3	1	7	2	10	1	43	399	0
F 513 B?	9	4	9	10	13	18	1	53	117	13
G 507 L	11	9	3	5	9	21	1	32	305	0
H 498 B	60	11	63	11	164	14	4	89	9	68
I 496 D	57	4	63	26	147	18	5	75	6	57
J 494 D	17	18	30	20	13	11	3	58	18	36
K 491 D	22	14	25	27	15	14	3	101	23	73
L 488 B?	9	12	20	27	7	11	2	109	27	78
M 486 D	18	4	34	8	79	8	11	74	1	60
N 485 D	18	5	30	9	63	3	8	75	3	58
LINE 2420	(FLIGHT 37)									
A 415 B?	6	7	3	4	6	11	1	92	250	32
B 433 L	9	11	5	13	5	0	1	35	206	0
C 441 L	7	1	5	1	65	34	1	71	127	24
D 451 D	16	8	35	2	63	21	5	92	6	73
E 452 D	25	7	35	2	132	11	5	82	6	63
F 455 B	8	7	8	11	8	15	2	63	54	28
G 458 B	3	1	7	3	21	53	2	101	50	63
H 462 G	12	3	29	8	57	5	6	69	6	50
LINE 2430	(FLIGHT 37)									
A 370 B?	3	11	3	5	2	22	1	109	1035	0
B 359 D	6	22	4	15	2	1	1	57	840	0
C 341 L	2	11	0	2	1	9	1	150	1035	0
D 336 S?	3	10	5	25	2	0	1	27	281	0
E 333 P	6	9	27	16	11	14	3	68	22	43

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LINE 2430 (FLIGHT 37)										
F 331 L	4	4	21	9	16	30	1	45	963	0
G 321 L	9	12	19	15	9	13	2	63	38	32
H 318 L	29	23	25	15	18	4	1	65	100	25
I 314 L	5	10	17	21	5	13	1	48	100	13
J 307 D	52	17	72	16	82	11	3	70	24	44
K 305 D	51	16	72	16	82	18	4	75	9	55
L 301 B	11	11	7	9	8	28	1	69	95	31
M 298 B	7	8	3	7	5	34	1	96	65	57
N 293 D	23	8	19	8	42	25	4	85	10	63
LINE 2440 (FLIGHT 37)										
A 214 B?	4	10	3	8	3	10	1	86	245	33
B 220 B	17	16	11	8	12	15	2	113	54	74
C 231 C	7	12	22	28	6	15	2	72	38	41
E 241 B	19	7	31	19	29	6	2	64	26	36
F 245 L	12	10	3	4	10	13	1	70	113	25
G 252 D	14	0	14	8	78	20	2	75	38	42
H 255 D	5	5	7	7	8	20	2	72	58	34
LINE 2450 (FLIGHT 37)										
A 159 D	7	17	7	20	3	9	1	50	1035	0
B 151 D	10	3	9	6	24	25	1	132	76	86
C 136 D	14	15	18	15	10	8	2	104	42	70
D 116 B	10	9	3	7	7	13	1	80	223	28
E 108 L?	5	6	2	8	4	14	1	47	309	0
F 99 D	11	3	12	5	39	21	1	76	68	35
G 95 B?	3	4	2	3	4	25	1	71	188	22
H 86 D	19	4	23	6	83	15	2	93	49	55
LINE 2460 (FLIGHT 36)										
A 4190 D	92	63	93	67	28	8	4	60	10	42
B 4196 B	12	42	18	47	3	6	1	44	122	12
C 4198 B	10	35	27	45	4	9	1	39	158	7
D 4200 D	22	40	27	37	7	9	1	66	56	33
F 4215 B	8	12	5	19	4	11	1	96	122	48
G 4226 D	10	6	20	8	23	2	3	89	15	62
H 4232 L	3	5	4	9	3	0	1	60	171	12
LINE 2470 (FLIGHT 36)										
A 4155 D	10	15	6	11	5	20	1	98	160	48
B 4146 D	21	42	16	39	5	2	1	36	292	0

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LINE 2470 (FLIGHT 36)										
C 4142 D	10	11	28	25	10	19	2	89	44	55
D 4138 B?	1	9	0	8	2	15	1	78	1035	0
E 4125 D	15	19	15	16	8	12	1	100	82	56
F 4110 D	8	7	7	7	9	13	1	106	125	53
G 4091 B	8	2	14	4	47	29	2	89	49	52
H 4087 G	4	8	4	11	3	16	1	72	75	34
I 4083 D	3	3	6	3	12	38	2	109	61	67
LINE 2480 (FLIGHT 36)										
A 3997 D	9	13	7	13	5	3	1	77	241	25
B 4002 B?	1	5	0	4	1	4	1	122	1035	0
C 4009 B?	2	9	1	11	1	0	1	62	919	0
D 4020 L	6	1	0	1	38	65	1	222	1035	0
E 4031 D	9	7	7	7	10	1	1	100	72	55
F 4045 D	15	2	13	4	82	22	2	94	28	64
G 4052 G	3	0	7	0	139	55	2	100	32	68
H 4055 B	4	3	5	5	8	35	1	81	84	38
LINE 2490 (FLIGHT 36)										
A 3964 D	48	35	33	34	18	9	2	82	38	50
B 3957 S?	1	11	7	15	2	7	1	41	1035	0
C 3956 D	3	9	7	15	2	18	1	76	245	29
D 3948 D	2	15	7	20	2	4	1	47	567	1
E 3917 D	30	10	46	18	48	0	3	78	17	51
F 3897 D	12	6	21	3	43	14	2	91	54	52
LINE 2500 (FLIGHT 36)										
A 3799 D	29	21	25	21	17	12	2	98	31	68
B 3813 B	1	8	2	9	1	0	1	114	797	14
C 3821 P	0	1	7	0	39	69	5	174	8	145
E 3836 D	13	3	23	5	66	0	4	109	12	82
F 3851 D	14	1	17	5	116	14	2	89	38	57
G 3857 D	6	3	9	5	18	22	2	79	42	44
H 3860 G	2	2	5	3	7	22	2	93	35	59
LINE 2510 (FLIGHT 36)										
A 3667 D	17	11	9	4	19	17	1	137	175	75
C 3660 D	0	9	6	8	3	14	1	94	1035	0
D 3649 B?	0	3	0	2	1	39	1	230	1035	0
F 3617 T?	133	65	189	107	48	0	6	40	5	25
G 3611 R	3	3	13	7	12	26	3	106	20	76

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LINE 2510	(FLIGHT	36)								
H 3600 D	19	14	24	13	18	13	2	78	27	50
I 3596 B	45	31	28	38	17	5	3	55	18	32
J 3592 D	13	12	24	26	10	16	2	51	39	22
K 3588 D	20	11	38	20	26	15	3	70	23	45
LINE 2520	(FLIGHT	36)								
A 3500 D	15	5	12	6	34	16	2	129	40	92
B 3504 B	1	17	8	22	1	0	1	59	162	19
C 3505 B	1	17	8	22	2	7	1	69	1035	0
D 3513 P	0	2	3	4	2	48	1	156	137	98
E 3523 ?	5	2	0	5	8	64	1	119	1035	0
F 3536 D	39	12	55	21	56	0	6	59	5	42
G 3542 L	4	4	1	3	5	23	1	132	912	6
H 3545 L	4	1	1	0	92	53	1	194	1035	0
I 3551 D	8	1	12	1	111	21	3	124	23	90
J 3553 D	27	12	37	18	33	0	3	61	20	37
K 3559 G	9	1	14	2	110	9	4	81	9	58
L 3560 B	10	2	15	3	92	7	3	86	18	57
LINE 2530	(FLIGHT	36)								
A 3469 D	56	30	41	19	34	11	5	95	8	74
B 3467 B?	2	17	29	19	6	15	1	104	81	60
C 3463 D	12	37	13	21	4	0	1	36	1035	0
D 3423 D	26	10	31	17	34	1	3	76	16	51
F 3415 D	30	13	59	25	39	12	6	88	6	70
G 3413 L	5	0	16	1	407	49	3	177	16	146
H 3408 L?	16	9	19	10	22	13	6	96	6	76
I 3407 D	11	7	19	10	18	14	5	99	6	78
J 3404 D	14	9	5	10	11	5	2	81	39	47
K 3397 D	22	8	30	7	50	7	6	71	4	54
L 3395 D	34	6	47	14	102	0	5	62	6	43
LINE 2540	(FLIGHT	36)								
B 3343 D	56	18	90	32	67	5	6	67	4	52
C 3349 G	4	3	9	8	10	30	2	130	35	94
D 3352 L	8	0	8	1	588	45	7	176	5	151
E 3357 L	8	3	5	4	21	21	4	116	11	90
F 3361 D	11	5	13	7	22	5	2	81	31	50
G 3367 B	26	12	69	15	60	0	5	80	7	60
H 3368 D	43	15	67	27	53	0	5	53	5	36
LINE 2550	(FLIGHT	36)								
A 3271 L	14	33	8	22	4	5	1	74	169	31

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LINE 2550 (FLIGHT 36)										
C 3226 T	116	43	209	77	76	5	9	50	2	39
D 3217 D	64	32	74	30	42	12	5	85	8	65
E 3214 L	4	8	15	3	10	39	1	75	658	9
F 3212 B?	12	5	15	7	26	28	8	121	4	101
G 3209 D	23	13	30	14	25	14	4	109	11	85
H 3207 D	46	21	53	29	37	5	4	62	13	41
I 3199 L	0	0	93	4	49	13	4	95	12	70
J 3198 B	109	45	140	72	54	1	13	59	1	47
K 3197 B	104	42	140	72	54	5	5	46	7	31
L 3194 D	23	34	8	26	6	9	2	58	49	27
LINE 2560 (FLIGHT 36)										
A 3147 B?	5	3	3	3	9	29	2	174	38	131
B 3153 D	8	9	25	7	19	26	3	134	20	103
C 3156 D	37	15	16	18	28	6	3	78	14	54
F 3162 B	25	1	35	0	49	12	7	107	4	86
G 3164 T	62	14	103	46	71	5	10	50	2	39
H 3166 B	6	12	15	9	6	12	1	70	61	33
LINE 2570 (FLIGHT 36)										
A 3027 D	95	72	158	109	29	4	4	50	9	33
B 3020 B	11	15	14	27	6	14	1	61	88	26
C 3015 L?	2	5	1	1	3	48	1	143	1035	0
D 3007 B?	6	15	33	12	11	16	2	92	49	55
E 3005 D	59	17	69	25	71	8	5	69	8	50
F 3003 D	13	25	30	27	8	5	2	76	53	40
G 2995 T	39	17	59	30	37	9	6	61	4	45
H 2990 B	3	3	6	4	9	30	1	91	75	47
LINE 2580 (FLIGHT 36)										
A 2922 D	54	46	49	68	15	1	2	44	36	17
B 2924 D	57	38	130	69	33	4	7	48	3	34
C 2930 B	2	5	4	9	2	13	1	85	207	33
D 2942 L?	2	10	23	8	8	21	2	120	38	86
E 2944 D	49	16	57	21	61	8	4	75	11	54
F 2945 D	50	23	22	23	28	6	1	89	107	43
G 2952 T	43	18	55	26	41	7	6	61	4	45
H 2956 B	7	5	5	5	9	23	1	80	81	37
LINE 2590 (FLIGHT 36)										
B 2813 T	185	76	356	134	82	0	9	38	2	27

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LINE 2590 (FLIGHT 36)										
C 2811 D	14	8	26	21	16	27	3	94	22	68
D 2787 B	54	27	61	40	32	3	5	59	6	42
E 2777 T	143	40	181	80	85	3	10	42	1	32
LINE 2600 (FLIGHT 36)										
B 2708 D	133	71	169	98	44	3	4	53	11	35
C 2732 B	55	32	53	51	23	5	4	61	10	42
D 2742 T	97	24	150	43	109	0	13	43	1	32
E 2744 G	37	17	49	19	41	5	2	54	25	27
LINE 2610 (FLIGHT 36)										
B 2592 D	85	59	125	102	27	7	3	47	14	28
C 2583 P	1	8	5	14	2	12	1	84	419	27
D 2565 D	74	24	74	33	62	1	5	61	6	43
E 2556 D	23	15	51	21	29	3	4	78	10	56
F 2554 T	34	9	50	24	53	8	6	57	5	41
LINE 2620 (FLIGHT 36)										
A 2453 T	32	19	44	35	21	2	4	58	10	39
B 2469 B?	0	5	1	5	1	0	1	167	1029	25
C 2476 D	36	10	33	12	62	0	4	82	13	58
D 2482 B	8	4	10	5	18	15	3	98	21	67
E 2485 G	12	7	15	6	24	12	4	74	11	51
F 2487 G	5	2	7	8	9	19	3	72	20	46
LINE 2630 (FLIGHT 36)										
B 2328 D	108	41	158	71	62	0	7	45	3	31
C 2314 D	18	21	18	18	10	15	1	101	68	60
D 2304 D	78	31	70	43	43	4	4	61	13	40
E 2294 D	24	11	29	14	30	16	4	88	12	64
F 2291 B	10	10	9	18	7	6	2	62	55	26
G 2288 L	4	9	7	10	4	16	1	90	329	33
LINE 2640 (FLIGHT 36)										
A 2237 P	2	3	9	9	5	38	1	96	80	54
B 2242 D	18	14	17	14	14	21	2	102	57	63
D 2250 D	47	12	49	19	68	0	4	70	13	47
E 2258 D	41	18	56	26	39	0	4	60	10	40
F 2261 D	11	12	7	10	7	11	1	78	65	39

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707-SH.1 FOLLDAL

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LINE 3350			(FLIGHT 39)									
A	231	B	4	3	11	8	11	29	3	100	19	71
B	287	P	1	0	9	5	15	42	3	124	22	91
C	345	L?	3	2	3	8	4	11	4	58	9	37
D	348	G	7	5	22	5	28	16	9	58	2	43
E	351	G	2	1	8	3	15	35	4	62	10	40
F	356	P	3	0	16	2	193	27	10	94	2	77
LINE 3360			(FLIGHT 39)									
A	1055	P	6	2	35	10	49	16	18	57	1	47
C	1051	P	6	2	26	9	39	27	12	65	1	52
E	1039	P	2	0	6	0	2000	95	1	127	94	78
F	882	D	4	2	3	3	11	39	1	147	1020	7
H	844	S	0	3	0	15	1	6	1	26	823	0

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707-SH.2 FOLLDAL

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LINE 2640	(FLIGHT	36)								
A 2228 D	152	95	210	151	37	0	4	39	10	22
B 2237 P?	2	3	9	9	5	38	1	96	81	53
LINE 2650	(FLIGHT	36)								
A 2100 B?	22	18	75	30	28	22	2	108	29	79
B 2097 D	166	113	221	193	32	2	4	33	8	17
C 2090 D	8	13	15	19	6	18	1	68	103	30
D 2076 L?	10	14	16	6	10	20	2	110	64	68
E 2073 D	32	24	33	24	19	9	1	72	66	35
G 2062 D	26	14	30	14	28	1	3	78	23	51
LINE 2660	(FLIGHT	36)								
A 1968 D	44	23	68	46	29	0	3	53	17	31
B 1975 D	1	8	3	9	1	6	1	83	256	32
C 1980 B	6	7	6	7	6	33	1	119	101	70
D 1986 D	51	24	46	23	38	2	4	74	9	53
E 1989 D	18	12	12	8	17	6	2	111	38	76
F 1992 L?	4	4	3	1	9	41	1	138	341	59
G 1998 D	22	11	25	9	30	5	4	98	13	72
LINE 2670	(FLIGHT	36)								
B 1832 T	228	87	356	135	89	1	10	40	1	30
C 1827 B?	19	59	25	96	4	0	1	31	73	4
D 1825 B?	9	32	14	83	2	0	1	61	181	20
E 1812 D	23	22	15	21	10	7	2	81	56	44
F 1808 D	45	20	37	20	36	2	3	75	18	51
H 1795 G	14	14	27	22	11	11	3	70	20	46
LINE 2680	(FLIGHT	36)								
A 1682 T	91	55	126	95	31	0	4	46	12	28
B 1687 T	53	58	77	99	13	8	2	39	37	15
C 1701 B?	6	5	5	0	14	28	1	186	120	128
D 1705 D	24	10	21	13	30	3	2	82	29	54
E 1715 G	17	10	24	14	20	0	3	69	15	45
LINE 2690	(FLIGHT	36)								
A 1533 G	62	42	60	70	20	4	2	52	24	27
B 1528 D	73	58	88	76	22	1	3	46	17	25
C 1513 L?	10	12	2	2	6	12	1	122	633	22
D 1508 D	29	17	28	15	24	0	2	84	31	54
E 1498 L?	10	23	17	26	5	3	3	66	20	42

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LINE 2690	(FLIGHT	36)								
F 1495 T	47	9	50	27	65	6	6	59	4	43
LINE 2700	(FLIGHT	36)								
A 1406 B	38	17	35	29	27	2	2	65	28	37
B 1410 D	19	19	26	31	11	12	2	87	49	51
C 1425 L?	13	13	2	4	8	12	2	128	67	84
D 1429 D	58	33	57	32	32	5	3	73	16	50
E 1439 B	40	18	86	25	55	0	7	52	3	37
F 1440 G	45	5	68	25	107	4	9	52	2	39
LINE 2710	(FLIGHT	36)								
A 1240 D	32	25	43	39	16	5	3	64	24	38
B 1238 D	23	19	23	39	10	7	1	99	66	58
C 1231 D	8	6	21	14	14	22	2	106	37	74
D 1220 D	25	19	9	8	15	12	1	94	168	42
E 1216 B?	2	5	3	2	3	34	1	124	151	67
F 1204 D	12	9	9	8	11	12	1	104	73	60
LINE 2720	(FLIGHT	36)								
A 1110 D	28	31	30	44	10	2	2	47	50	17
B 1117 D	4	4	6	7	6	36	1	108	351	46
C 1120 P?	5	6	19	16	8	23	2	97	46	61
D 1128 D	36	36	25	23	13	10	2	89	39	56
E 1132 D	4	8	2	7	3	21	1	97	115	50
F 1134 B?	3	5	1	2	3	38	1	106	786	14
H 1142 G	14	15	17	18	9	12	2	84	38	51
LINE 2730	(FLIGHT	36)								
A 933 B	7	13	8	16	4	5	1	71	125	27
B 910 D	24	15	17	10	20	4	2	95	36	63
C 907 B	14	18	2	7	6	11	1	89	175	38
D 894 D	13	6	9	7	19	27	1	119	82	72
LINE 2740	(FLIGHT	36)								
A 801 D	1	6	5	5	2	6	1	143	160	80
B 805 D	7	12	13	19	5	15	1	77	102	36
C 822 D	17	14	13	13	12	4	2	97	48	60
D 825 B	1	5	2	1	2	18	1	132	194	69
E 837 B	2	4	1	2	2	27	1	191	141	128
LINE 2750	(FLIGHT	36)								
A 608 D	7	8	8	7	7	13	1	74	469	9

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LINE 2750 (FLIGHT 36)										
B 605 D	19	21	35	34	11	6	2	67	53	33
C 586 D	36	27	24	24	17	5	2	72	37	41
D 574 D	44	16	76	38	45	1	5	63	7	44
E 566 D	32	26	33	21	18	13	3	84	25	57
F 564 D	11	13	16	18	8	14	1	75	190	29
LINE 2760 (FLIGHT 36)										
A 480 D	6	7	15	10	10	14	1	98	91	51
B 482 D	4	5	14	16	7	27	1	86	117	41
C 499 G	41	21	33	24	27	5	3	71	16	48
D 509 D	30	15	49	31	28	0	4	61	10	40
E 516 D	13	9	13	12	13	17	2	96	36	63
F 517 B	10	9	13	12	10	17	2	97	35	65
LINE 2770 (FLIGHT 36)										
A 267 D	49	35	23	24	18	9	2	84	41	51
B 256 B	7	14	9	5	5	18	2	109	61	68
C 253 B	3	2	18	7	22	43	4	116	11	92
D 249 B	11	13	26	27	9	20	2	81	44	47
E 241 D	11	8	12	12	11	22	2	87	47	51
F 239 B	10	8	10	12	9	29	1	89	173	41
LINE 2780 (FLIGHT 36)										
A 156 D	3	4	6	7	5	22	1	108	116	56
B 172 D	28	27	39	51	12	18	2	69	37	40
C 173 ?	21	23	39	51	10	12	1	117	175	62
D 185 L?	2	9	8	12	3	22	1	79	273	29
E 187 B?	4	4	5	2	9	50	2	146	67	102
F 194 D	7	7	7	11	7	23	1	89	152	40
LINE 2790 (FLIGHT 35)										
A 954 D	12	12	11	14	9	11	1	111	233	51
LINE 2800 (FLIGHT 35)										
A 832 P	2	3	11	9	8	30	2	108	53	69
B 847 B	7	7	6	5	8	27	2	131	63	88
LINE 2810 (FLIGHT 35)										
A 613 L	3	4	0	2	3	37	1	214	1035	0
LINE 2820 (FLIGHT 35)										
A 502 P	3	3	16	10	12	21	3	94	21	65

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LINE 2830	(FLIGHT	35)								
A 330 D	28	24	47	38	16	11	2	77	31	48
B 286 L	0	3	4	8	1	15	1	81	246	30
LINE 2840	(FLIGHT	35)								
A 101 D	18	11	18	21	14	0	2	43	28	14
B 178 D	7	7	12	11	9	12	1	89	98	42
LINE 2850	(FLIGHT	34)								
A 2051 B	9	16	10	19	4	10	2	91	46	56
B 2050 D	9	18	6	19	4	11	1	50	210	10
C 2044 D	20	17	18	18	12	12	2	79	45	45
D 2028 L	1	4	0	1	1	10	1	161	1035	0
E 1980 P	2	250	7	9	1	0	2	76	46	40
LINE 2860	(FLIGHT	33)								
A 2455 D	7	2	8	2	32	17	1	159	123	100
B 2398 B	3	4	7	14	4	30	1	69	147	28
C 2391 D	10	9	21	18	11	21	1	73	59	37
D 2386 D	14	9	19	12	18	14	2	93	57	53
E 2371 L	3	2	17	7	21	37	5	117	8	94
F 2324 B?	8	13	44	28	13	0	1	122	154	63
G 2322 D	28	19	53	31	23	0	4	64	12	42
LINE 2870	(FLIGHT	33)								
A 2129 D	9	17	26	34	6	9	2	68	48	35
B 2131 B	11	16	24	31	7	17	1	55	98	21
C 2138 G	17	15	26	20	13	16	2	75	35	45
D 2148 T	11	9	36	29	14	16	2	75	32	45
F 2203 T	38	38	113	92	19	0	4	45	12	27
LINE 2880	(FLIGHT	33)								
A 1974 S	1	5	1	3	1	12	1	52	538	3
B 1971 P	3	5	11	13	5	4	1	52	77	13
C 1964 P	6	3	30	15	21	24	4	91	11	68
D 1954 L	1	5	0	1	1	4	1	216	1035	0
E 1915 B?	1	8	3	6	1	15	1	81	460	23
F 1911 D	7	8	6	10	6	32	1	90	250	39
LINE 2890	(FLIGHT	33)								
A 1723 B?	1	14	0	10	1	0	1	82	1035	0
B 1778 B?	1	5	2	4	1	16	1	81	772	2

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LINE 2890	(FLIGHT	33)								
C 1801 L	3	7	1	1	3	28	1	217	851	62
D 1811 L	1	1	6	6	8	47	1	92	96	46
E 1843 D	1	12	1	10	1	3	1	72	328	22
F 1847 B	5	13	3	16	2	9	1	53	304	9
LINE 2900	(FLIGHT	33)								
A 1604 L	2	5	0	1	1	21	1	217	1035	0
B 1559 D	55	29	153	77	41	1	5	76	8	57
C 1557 D	74	41	153	77	41	0	7	40	3	26
LINE 2910	(FLIGHT	33)								
A 1339 B?	1	6	0	7	1	0	1	83	1035	0
B 1390 B	2	7	1	8	1	12	1	67	1035	0
C 1412 L	4	4	1	1	5	48	1	224	1035	0
D 1465 D	113	71	127	107	30	2	4	67	11	47
E 1468 D	55	71	128	103	17	1	3	55	14	35
F 1470 D	83	44	128	78	38	2	6	41	4	27
LINE 2920	(FLIGHT	33)								
A 1301 D	2	8	1	6	1	6	1	91	1035	0
B 1216 L	5	4	0	1	6	45	1	217	1035	0
C 1164 D	34	16	121	165	16	4	2	75	53	40
D 1162 G	0	55	188	156	11	0	4	49	8	32
E 1160 G	114	18	173	0	225	6	25	31	1	24
F 1158 G	305	136	332	256	56	0	9	21	1	11
G 1157 G	230	166	205	352	24	0	7	18	3	8
LINE 2930	(FLIGHT	33)								
A 942 B	0	8	7	6	2	18	1	59	218	15
B 945 D	22	39	38	54	8	3	2	46	45	18
C 987 B	2	1	4	3	8	69	1	137	131	81
D 1076 B	11	1	30	14	33	36	1	94	95	51
E 1078 B	31	69	86	173	7	0	2	82	31	52
F 1081 T	205	65	177	159	57	0	3	43	14	23
G 1083 G	248	129	215	327	32	0	20	32	1	24
H 1087 G	49	24	170	48	68	4	20	26	1	19
I 1094 B	11	48	11	79	2	4	1	28	177	1
LINE 2940	(FLIGHT	33)								
A 909 D	5	6	12	4	12	9	2	93	37	59
B 860 B	2	5	6	10	3	28	1	86	200	37

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LINE 2940	(FLIGHT	33)								
C 850 B	4	13	6	21	2	8	1	54	233	12
D 829 L	1	3	0	1	1	21	1	197	1035	0
E 780 D	13	11	0	5	8	22	1	81	267	29
F 777 D	14	7	36	8	45	20	16	68	1	57
G 776 G	52	35	143	80	32	0	6	73	5	56
H 774 T	87	52	189	104	40	0	8	23	2	12
J 771 G	32	17	83	46	31	2	3	46	17	24
K 768 T	107	24	290	65	162	0	16	28	1	19
L 766 G	250	84	404	135	111	0	3	38	15	18
M 764 G	275	100	406	206	81	0	12	22	1	14
LINE 2950	(FLIGHT	33)								
A 597 B?	0	6	2	7	1	4	1	80	647	8
B 615 P	1	3	5	9	3	22	1	93	149	42
C 651 D	2	6	1	4	1	10	1	49	710	0
D 705 D	81	43	188	87	47	3	8	42	3	30
LINE 2960	(FLIGHT	33)								
A 2494 G	3	2	11	8	10	35	2	105	36	73
B 2556 D	8	19	10	27	3	0	1	38	214	0
C 2634 T	20	30	43	63	8	5	2	52	40	23
LINE 2970	(FLIGHT	33)								
A 2780 D	15	22	23	35	7	9	1	54	73	21
B 2770 L	1	3	0	0	2	35	1	142	1035	0
C 2707 D	5	15	7	24	2	6	1	45	248	5
LINE 2980	(FLIGHT	33)								
A 2878 D	8	10	24	31	7	16	2	63	38	33
B 2943 D	17	23	28	43	8	5	2	48	44	18
D 3021 B	7	12	8	19	4	22	1	73	187	30
LINE 2990	(FLIGHT	33)								
A 3235 D	17	14	19	20	11	5	2	75	48	39
B 3172 D	8	13	23	28	7	3	2	54	45	22
C 3168 T?	27	25	59	58	14	1	3	45	20	22
D 3160 L	0	5	0	5	1	0	1	92	1035	0
E 3103 B	3	8	3	15	2	0	1	48	375	0
LINE 3000	(FLIGHT	33)								
A 3278 S?	0	9	0	7	1	3	1	77	1035	0

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LINE 3000 (FLIGHT 33)										
B 3323 S	2	11	3	26	1	0	1	25	523	0
C 3330 D	18	7	27	22	21	0	2	43	26	16
D 3401 D	7	25	8	43	2	3	1	31	351	0
LINE 3010 (FLIGHT 33)										
A 3566 T	61	34	137	86	34	0	6	37	4	23
B 3490 B	2	9	2	13	1	0	1	55	373	4
LINE 3020 (FLIGHT 33)										
A 3679 S?	1	17	2	31	1	1	1	32	880	0
B 3742 D	17	28	24	53	6	0	1	37	82	7
C 3823 B?	2	9	1	11	1	2	1	48	963	0
LINE 3040 (FLIGHT 34)										
C 1710 B	28	22	53	65	13	0	4	39	9	22
F 1777 P	1	2	12	9	7	34	2	102	38	69
LINE 3050 (FLIGHT 34)										
A 1595 B	84	66	144	146	22	0	4	27	9	11
B 1591 B	10	17	13	29	4	6	1	17	641	0
C 1569 L	2	4	0	2	4	28	1	149	1035	0
D 1540 P	2	2	5	5	6	38	1	117	139	61
E 1520 B	3	3	8	9	6	29	1	82	107	37
F 1484 B?	1	7	0	10	1	0	1	65	1035	0
LINE 3060 (FLIGHT 34)										
A 1315 B	6	16	13	31	3	0	1	50	68	15
C 1376 D	8	7	18	21	9	21	2	76	48	42
D 1383 B	3	3	4	7	5	32	1	108	114	57
LINE 3070 (FLIGHT 34)										
A 1228 P	2	1	9	6	11	26	2	107	36	71
B 1208 D	2	6	2	7	2	0	1	78	981	0
C 1148 G	6	13	12	24	4	12	1	62	102	25
D 1140 G	3	1	9	8	9	28	2	98	40	64
E 1118 B	6	7	6	6	7	21	2	75	36	43
F 1114 T	10	7	31	18	19	7	4	58	9	37
H 1106 T	16	15	49	34	16	2	4	55	10	35
I 1094 S?	2	14	0	19	1	0	1	28	906	0
LINE 3080 (FLIGHT 34)										
A 939 D	16	17	25	15	13	15	2	100	42	65

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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 3080 (FLIGHT 34)										
B 946 D	9	11	24	25	8	24	2	82	37	51
C 997 P	1	2	9	5	8	69	2	139	34	106
D 1007 D	11	5	23	9	28	27	2	116	27	85
E 1009 D	4	5	5	12	3	15	1	74	121	29
F 1012 G	7	1	26	9	47	32	6	108	5	87
G 1035 T	32	15	69	33	37	0	7	43	4	29
H 1038 B	23	5	56	13	94	0	8	75	3	59
I 1046 D	5	7	13	10	8	10	1	100	69	57
LINE 3090 (FLIGHT 34)										
B 845 G	8	15	24	38	5	12	2	67	46	34
C 841 D	34	34	69	63	15	8	3	61	23	35
D 811 B	7	6	7	7	8	22	1	97	79	52
E 804 L	7	10	0	1	5	3	1	143	1035	0
F 780 G	6	4	16	12	12	20	3	99	24	69
G 778 G	17	15	25	20	14	16	3	75	14	52
H 751 D	9	7	34	25	15	17	2	75	27	46
J 744 G	21	13	57	33	24	5	5	68	6	49
L 734 D	5	8	7	10	5	8	1	80	119	33
LINE 3100 (FLIGHT 34)										
A 584 D	15	11	46	28	20	4	3	75	20	50
B 600 D	6	9	14	18	6	9	1	80	63	41
C 612 L	6	5	4	6	7	19	1	94	159	40
D 631 D	28	22	30	22	17	2	4	64	12	43
E 636 G	4	3	9	9	8	17	2	92	27	62
F 639 D	5	2	15	9	19	27	3	104	25	74
G 673 B	1	3	4	3	3	35	1	129	71	84
H 677 T	7	4	16	10	17	23	3	105	20	76
LINE 3110 (FLIGHT 34)										
A 455 D	8	14	14	17	6	10	1	78	85	36
B 434 L?	7	8	8	7	7	17	1	98	80	53
C 414 D	10	3	8	5	25	12	2	90	46	54
D 411 G	8	7	6	4	11	19	2	104	41	71
E 404 B	2	2	4	7	4	36	1	100	148	48
F 374 P	7	12	31	42	7	7	2	53	30	26
LINE 3120 (FLIGHT 33)										
A 329 B	3	4	9	10	6	41	2	113	61	72
LINE 3121 (FLIGHT 34)										
A 143 B	3	1	12	4	27	40	2	109	57	69

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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 3121	(FLIGHT	34)								
B 148 T	24	26	47	53	12	0	3	49	15	28
C 152 B	15	19	31	47	8	11	1	73	409	19
D 198 G	36	23	65	37	26	0	5	59	8	40
F 207 D	8	12	14	12	7	5	1	91	76	47
LINE 3122	(FLIGHT	34)								
A 314 T	52	43	86	73	20	0	3	50	17	28
B 318 D	19	19	32	32	11	7	2	67	45	34
LINE 3130	(FLIGHT	32)								
A 3300 P	1	2	6	5	4	54	1	147	73	101
C 3292 G	3	3	19	5	25	39	4	110	11	86
D 3290 G	9	8	27	24	11	10	2	73	46	39
F 3245 B?	5	10	7	11	4	3	2	71	59	33
G 3226 D	8	6	9	7	11	15	2	92	45	56
H 3221 T	35	23	68	50	22	0	6	49	5	33
I 3194 P	1	1	6	4	6	46	2	125	56	85
J 3191 G	5	3	11	8	13	24	2	100	33	68
K 3184 D	31	18	49	34	24	0	3	52	18	29
LINE 3131	(FLIGHT	33)								
A 235 G	8	6	17	11	14	27	2	85	29	56
B 232 B	6	9	13	16	6	17	2	69	51	34
LINE 3140	(FLIGHT	32)								
B 3023 T	31	22	45	47	16	9	3	57	18	35
C 3024 G	28	22	70	60	18	9	5	53	7	37
D 3026 B	9	7	70	59	16	12	1	71	439	16
E 3081 T	9	10	29	25	11	6	3	62	23	36
F 3120 B	2	11	17	22	4	20	2	81	54	46
G 3123 D	35	31	45	34	17	13	3	71	20	48
H 3130 D	43	29	61	47	22	0	3	50	15	30
LINE 3150	(FLIGHT	32)								
A 2951 P	1	2	6	6	4	52	2	147	65	103
C 2942 B	7	3	23	20	15	27	2	74	40	42
D 2941 G	8	10	23	34	7	13	1	61	143	21
E 2940 B	6	9	19	34	5	13	1	54	58	22
F 2904 P	1	1	7	9	4	25	1	90	74	47
G 2884 B	2	2	5	6	4	31	1	79	154	29
H 2877 T	26	20	48	38	17	0	4	48	12	28

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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 3150	(FLIGHT	32)								
I 2844 D	13	16	13	17	8	18	1	86	108	43
LINE 3160	(FLIGHT	32)								
A 2718 P?	5	6	18	22	7	10	2	63	31	33
B 2741 B	9	9	30	25	11	5	1	105	207	47
C 2744 G	12	10	40	30	15	7	4	65	10	44
D 2789 B	2	2	5	5	6	39	1	127	112	73
LINE 3170	(FLIGHT	32)								
A 2559 D	5	4	9	11	8	23	1	70	118	26
B 2539 B	3	0	8	1	342	50	3	129	15	100
C 2533 P	1	0	8	9	7	26	2	78	35	47
E 2530 D	8	5	32	14	24	13	4	80	13	56
F 2499 B	0	3	2	7	1	12	1	87	426	26
LINE 3180	(FLIGHT	32)								
A 2394 G	11	5	21	19	15	14	4	71	13	48
B 2398 G	3	2	8	15	5	23	2	72	30	43
LINE 3190	(FLIGHT	32)								
A 2226 B	3	3	9	10	7	30	1	101	67	59
B 2162 G	11	20	9	19	4	7	1	63	165	21
LINE 3200	(FLIGHT	32)								
A 2111 B	8	14	7	15	4	8	1	68	149	24
LINE 3210	(FLIGHT	32)								
A 1817 D	21	10	16	11	24	16	2	103	47	67
B 1805 P	1	1	5	7	4	25	1	103	101	52
LINE 3220	(FLIGHT	32)								
B 1703 B	2	3	9	8	6	45	2	124	35	91
D 1751 D	9	12	8	14	6	15	1	93	124	45
LINE 3230	(FLIGHT	32)								
A 1422 D	10	7	11	10	12	16	1	112	68	68
LINE 3240	(FLIGHT	32)								
A 1296 D	11	15	31	38	8	9	2	80	55	43
LINE 3260	(FLIGHT	32)								
A 947 B?	3	4	5	11	3	17	1	54	345	3

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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 3270 (FLIGHT 32)										
A 853 B	3	4	6	12	3	12	1	66	149	21
LINE 3280 (FLIGHT 32)										
A 741 B	5	4	5	5	8	24	1	138	79	90
LINE 3300 (FLIGHT 32)										
A 578 G	3	4	8	8	5	23	1	119	72	74
LINE 3320 (FLIGHT 32)										
A 425 P	0	1	5	10	2	28	1	91	158	41
LINE 3330 (FLIGHT 32)										
A 309 D	5	7	11	12	6	13	1	75	197	25
LINE 3340 (FLIGHT 32)										
A 269 D	6	8	12	16	6	18	1	75	169	29

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