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REPORT NO. 707/B

DIGHEM^{II} SURVEY

OF THE

TYNSET NORD AREA, NORWAY

FOR

FOLLDAL VERK A/S

BY

DIGHEM LIMITED

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GEOPHYSICAL INTERPRETER

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SUMMARY AND RECOMMENDATIONS

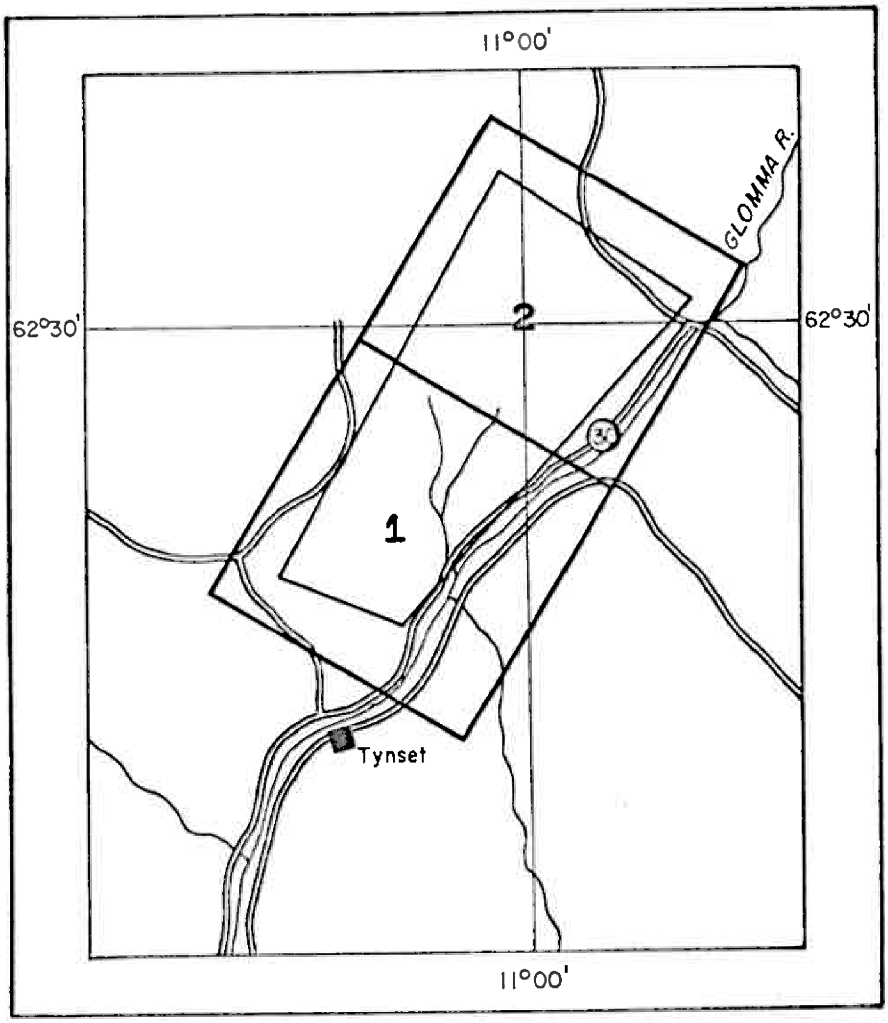
A DIGHEM[II] airborne electromagnetic/resistivity/magnetic survey totalling 1,864 line-km was flown in August and September, 1982, for Folldal Verk A/S in the Tynset Nord area of Norway.

The geologic environment in the survey area varied from highly resistive to very conductive. Narrow conductive zones containing a large number of EM anomalies were detected which reflect conductive rock units, such as greenstone, graphitic schists, and serpentinites. Most of the magnetic activity was associated with the greenstone rocks. Strikes of both the conductive units and the magnetic trends are in alignment with the regional northeast-southwest geologic strike.

A good correlation appears to exist between the current geologic information and the geophysical data. In general, contacts of the individual lithological units are indicated by narrow enhanced magnetic trends and loosely correlating formational conductive trends. Significant departures from this rule, however, occurred over parts of the area, where the resistivity and the magnetic features transect the mapped geology, suggesting that the actual geology may be considerably different from the presumed geology. The enhanced magnetic map proved to be of extreme importance and value in assessing these differences. It revealed a number of previously unmapped structural features to be present in the survey area. They are narrow lineaments, presumably buried contacts or dikes, paralleling the regional geologic trends, as well as cross-cutting lineaments which may reflect faults or faulted contacts. These latter trends appear to predate the emplacement of the conductive bodies but they appear to postdate the origin of the former magnetic features.

Several Cu-Zn mineral deposits occur within the survey area. Although it was not possible to ascribe a single all-encompassing anomaly signature to all of them, some common characteristics were noted which may be helpful in evaluating other anomalies of interest. The Fossgruva and Vingelen deposits occur within moderately magnetic rocks, close to the flanks of magnetic activity, but appear to be non-magnetic. They exhibit weak to moderate conductances and appear to be thin, dipping, dike-like targets which are located close to geologic contacts but are satellitic with respect to major conductive trends. Numerous other anomalies exhibiting similar or partly similar characteristics were located which should be investigated on the ground based on the supporting geologic and geochemical information, as well as on the comparison with the geophysical responses of known mineral deposits.

LOCATION MAP



Scale = 1 : 500,000

FIGURE 1 THE SURVEY AREA

CONTENTS

INTRODUCTION

A DIGHEM^{II} survey totalling 1,808 line-km was flown with a 200 m line-spacing for Folldal Verk A/S, from August 5 to September 13, 1982, in the Tynset Nord area of Norway (Figure 1). In addition, two tie lines were flown totalling 56 line-km.

The Lama LN-OSQ turbine helicopter flew at an average airspeed of 116 km/h with an EM bird height of approximately 39 m. Ancillary equipment consisted of a Sonotek PMH-5010 magnetometer with its bird at an average height of 54 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.

SECTION I: SURVEY RESULTS

The survey covered a single grid with 1,864 line-km of flying, the results of which are presented on two separate map sheets. Table I-1 summarizes the EM responses on the two sheets with respect to anomaly conductance grade and interpretation symbol.

The resistivity in the survey area varied over a broad range of values. Generally resistive and non-to-weakly magnetic country rocks (micaschists, greywackes, grey phyllites) host intermittently conductive greenstones, graphitic schists and serpentinites which display resistivities generally lower than 100 ohm-m. The strike of these conductive units is in alignment with the regional northeast-southwest geologic strike. Local departures from this direction, however, exist across the survey area, being between close to east-west to close to north-south, generally in agreement with local geologic strike.

Most of the conductors contained within the low resistivity zones exhibit high conductances over lengths of several hundreds of metres, and are classified as "formational" conductors. A high proportion (approximately 70% or so) of the individual anomalies appears to reflect

TABLE I-1

EM ANOMALY STATISTICS OF THE TYNSET NORD AREA

CONDUCTOR GRADE	CONDUCTANCE RANGE	RESPONSES
6	> 99 MHOS	143
5	50-99 MHOS	234
4	20-49 MHOS	326
3	10-19 MHOS	196
2	5- 9 MHOS	196
1	< 5 MHOS	267
X	INDETERMINATE	197
TOTAL		1559

CONDUCTOR MODEL	MOST LIKELY SOURCE	RESPONSES
D	DISCRETE BEDROCK	855
T	DISCRETE BEDROCK	160
P	DISCRETE BEDROCK	27
B	DISCRETE BEDROCK	326
G	ROCK OR COVER	57
H	ROCK OR COVER	9
S	COVER	22
R	CULTURE	3
C	CULTURE	5
L	CULTURE	77
?	QUESTIONABLE	3
(BLANK)		15
TOTAL		1559

(SEE EM MAP LEGEND FOR EXPLANATIONS)

thin, dipping dike-like bodies. Some of those anomalies which are attributed to thick sources may, in fact, be due to multiple, closely spaced, thin conductors.

The long linear conductive features are usually considered to be of lower exploration importance than isolated or satellitic conductors of limited extent. The formational conductors may host economic zones but the identification of such zones is seldom possible with geophysical techniques, particularly in this type of geologic environment. Partial guidance may be obtained by studying the geophysical responses observed over the Cu-Zn deposits in the survey area. Although it is difficult to ascribe a single all-encompassing anomaly "signature" to these deposits, it would appear that the Fossgruva and Vingelen deposits have some common characteristics. They occur close to geologic contacts within a moderately magnetic environment, and exhibit weak to moderate conductances. They appear to be caused by thin, dipping, dike-like bodies, are non-magnetic but occur on the flanks of magnetic activity.

The magnetic field in the survey area exhibits a number of linear trends of approximately northeast-southwest direction which vaguely correlate with the greenstone belt. The parts of the survey area which lie outside the greenstone belt are mostly characterized by low magnetic activity. The enhanced magnetic map, however, indicates that a number of narrow features occur even in these parts, being in general alignment with the regional trend.

A good correlation appears to exist between the known and presumed geology, and the geophysical data obtained on the present survey. In a general sense, the long formational conductors loosely relate to narrow enhanced magnetic trends which, in turn, appear to correlate with contacts of different lithological units indicated by current geological information. There are, however, some areas, notably in the southeast part of the area, where the resistivity and magnetic trends transect the mapped geology, suggesting that the actual geology may differ considerably from that indicated on the geology map. In certain areas, the geophysics may be reflecting buried structures which are not evident from the overlying surface geology. The combined magnetic and resistivity data should prove to be extremely useful in delineating geologic structure in the area.

The geophysical data suggest that several structural breaks occur in the survey area causing an apparent termination or displacement in the resistivity and enhanced magnetic patterns. One such lineament of close to east-west strike extends from fiducial 626, line 150 towards fiducial 906, line 670. Another one extends westward from 1040F, through anomalies 1140H, 1220F, 1290B, and possibly 1430B. These lineaments are probably faults or faulted contacts. Several other linear features, of generally more subtle nature, can also be inferred from the data.

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, metal structures and the like. 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 classification 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 individual bedrock conductors.

Anomaly 121A

This single-line grade 4 anomaly reflects a short bedrock conductor of northwesterly dip which is located on the flank of a well defined magnetic high. The anomaly appears to reflect the known Fossgruva Cu-Py-Zn deposit. The EM responses obtained over 121A could be used for comparative purposes while assessing other anomalies of similar character in the survey area. The Fossgruva EM anomaly is characterized by a moderate conductance (grade 4). It appears to be caused by a northwesterly dipping dike-like body which occurs on the flank of a well defined magnetic anomaly of intermediate strike length. Also, the anomaly occurs close to a geologic contact.

Group 1,
Anomalies 370A, 420A,
470B-540B,
470D,
520B-650B,
550B-590C,
550xA, 650C,
650D-660xA,
670A-730B

The grade 1 to 6 anomalies included here reflect a series of conductors which are of bedrock or posssible bedrock origin. Their unifying feature is their occurrence at, or close to, a calcareous micaschist/ phyllite contact. The EM anomalies in the central and northeastern parts of group 1 are characterized by weak quadrature responses, and generally non-existent to very weak inphase responses. In spite of their mostly poor definition, they appear to reflect weak bedrock conductors (or conductor). It would appear that the follow-up work should focus on those anomalies which display definite bedrock character, e.g., 50A-81xA, 151xA', 151A-160A, 211B, 240B-250A, 310B-320A, 340A. Should these prove to be of exploration interest, the remaining anomalies should also be given proper consideration.

The grade 1 to 4 anomalies along the northwestern boundary of the central part of group 1 (211xA-240A, 291A, 310A, and 330B) most likely reflect a bedrock conductor which occurs intermittently along a common conductive horizon. It is speculated that this horizon may contain, or be related to, the Fossgruva deposit. If so, these anomalies would be the target of primary interest.

The southwest part of group 1 consists of grade 2 to 5 anomalies which reflect a set of bedrock conductors located at, or close to, the peaks of magnetic activity. Their relation to the central and northeastern conductors of group 1 appears obvious. It is most likely that they constitute an extension of the same conductive horizon which hosts the northwestern conductors of the central part of group 1. They appear to be attractive targets and should be followed up on the ground.

Both magnetic maps suggest that group 1 and the remaining anomalies included here may be mutually related as they appear to be confined to the same micaschist/phyllite contact. While the lack of continuity between the southwest end of group 1 and anomaly 650D-660xA cannot be readily explained, the magnetic and enhanced magnetic maps leave little doubt that they are related to the same horizon. The resulting fold-like structure appears to constitute a very interesting zone containing a large number of well developed, attractive anomalies. As is usually the case, those anomalies which exhibit large conductances, which are isolated or satellitic, have the highest exploration potential. They should be investigated on the ground.

It is of some interest to notice the dips along conductor 670A-730B. While anomaly 690E clearly indicates a southeasterly dip, the neighbouring anomaly, 710B, shows dip to the northwest. It may be argued, therefore, that instead of a single bedrock conductor, the data points out to two conductors along the same strike direction which are separated between lines 690 and 710. This ambiguity should be resolved on the ground during the follow-up work.

Anomalies 140B-170C,
160C-240D,
221C-240C

These grade 1 to 3 anomalies reflect three parallel bedrock conductors which occur within the phyllites but close to their contact with the main greenstone belt. Note that 140B-170C is poorly defined which can be partly attributed to the presence of magnetite. Note also that the coaxial responses at 170C were distorted by a spheric, so that the EM amplitudes may be erroneous. There is a direct magnetic correlation at 151B and 160D, while 140B and 170C occur just off of the magnetic peak.

Conductor 160C-240D is magnetic and well defined everywhere, except for 240D. In contrast, the short strike length conductor 221C-240C has poor definition on the inphase channels, probably due to the presence of magnetite.

All three conductors may have exploration potential and should be investigated on the ground.

Group 2

The grade 1 to 6 anomalies of this grouping reflect a set of roughly parallel bedrock conductors which are confined to the northeast portion of the main greenstone belt. For general discussion of the greenstone unit refer to page I-57. Some of the anomalies have magnetic correlation, e.g., 11D-50F, 11E-50J, or 60H-81E. Both the resistivity and the magnetic (and enhanced magnetic) patterns indicate that this part of the greenstone belt may not be uniform. It could have a complex structure. Note, for example, a narrow northeasterly non-magnetic tongue of 5 ohm-m resistivities (71xA-81xB) which may be indicative of graphitic schists. The group occurs in an area of significant culture which could have caused some of the anomalies, such as 11xA, and 11C, that correlate with a road and appear to reflect conductors parallel to the flight line.

In the west, the group abuts against a strong magnetic trend which appears to be associated with a greenstone/graphitic schist contact. The enhanced magnetic map suggests that this contact may extend as far southwest as 370B. There are a number of EM anomalies associated with this magnetic trend. The present geophysical data, however, do no allow us to decide whether these EM anomalies reflect a single conductive horizon, i.e., whether, for example, 11B-111B extends towards 140D-221G, or whether they indicate separate conductive targets.

The group 2 conductors should be investigated on the ground in order to resolve this question, as well as to evaluate their exploration potential.

Anomalies 130C, 130D-160E

These grade 1 to 6 anomalies and associated x-type responses appear to reflect a pair of bedrock conductors which may constitute a southerly extension of the group 2 conductors. Conductor 130D-160E appears to be confined to the northwest boundary of a graphitic schist trend. Two problems were encountered while interpreting data on line 130. Disturbed magnetic record occurred between fiducials 237 and 263. Comparison with the adjacent lines suggests that the disturbed data may contain several minor magnetic features which were overwhelmed by the noise. This section of both magnetic maps was corrected manually.

The other problem is concerned with the understanding and proper interpretation of anomalies 130C and 130D, which are both well defined. While 130C is a single-line anomaly, 130D has produced unusually strong EM responses. The tracking camera film does not reveal any unusual feature to occur at 130C. However, at 130D, it shows a narrow man-made dike-like feature to be present. The digital profile shows that 130D is a perfect conductor with close to zero quadrature signal, which makes this anomaly very unusual and extremely attractive. A careful ground check is required to assess the nature of these anomalies. If no obvious culture exists, standard follow-up should be undertaken.

Anomalies 30A-101B, 81A, 130A-140C, 140D-221G, 160xA-230D, 240E-250B, 291C, 300B-320B, 350B-390A

These grade 1 to 5 anomalies reflect a suite of short-to-intermediate strike length bedrock conductors which appear to be confined to the flanks of the magnetic trend discussed in the preceding paragraph. They occur within the greenstone belt and may be related to a narrow graphitic schist unit. Note that 240E-250B may be unrelated to the rest of the anomalies as it occurs on a secondary magnetic trend further southeast. Some interpretation difficulties were encountered along conductor 140D-221G. Anomalies in its northeastern part, namely 140D to 170E, exhibit large coaxial-to-coplanar inphase ratios which are usually characteristic of culture. The tracking camera film, however, does not show any obvious cultural sources at respective locations. Also, the quadrature responses appear to be well developed on both coil-pairs with their ratio being indicative of geologic sources. The close proximity of these anomalies to a peak of magnetic activity suggests that they may reflect bedrock conductors associated with appreciable concentrations of magnetite. This would result in the supression of the inphase channels, particularly that of the coplanar coil-pair. The southwestern part of this conductor, i.e., 200D to 221G, exhibits again high coaxial-to-coplanar inphase ratios. Although these anomalies are located close to the peak of magnetic activity, which may partly account for their small coplanar inphase responses, the tracking camera film shows a road at this location.

Special attention should be paid to conductor 350B-390A which occurs southwest of the Store Djupsjöen Lake. This conductor, although apparently confined to the same magnetic trend as the other conductors, appears to occur along the greenstone/phyllite contact. This grade 1 to 4 conductor should be investigated on the ground.

The best EM responses were obtained over conductor 30A-101B which consists of grade 2 to 5 anomalies. It is surmized that this conductor occurs on, or close to, a graphitic schist/greenstone contact. It should be investigated on the ground. Special attention should be paid to anomaly 81A which appears to be satellitic to the main conductor, and constitutes an attractive target.

Conductors 130A-140C and 160xA-230D further south could be extensions of 30A-101B. They are possibly confined to the same graphitic schist/greenstone contact as conductor 30A-101B.

Anomalies 240E-250B and 300B-320B reflect bedrock conductors of short strike length. Comparison of these anomalies with other EM responses observed over known deposits in this part of the country suggests that 240E-250B and 300B-320B may reflect conductors of possible exploration potential. They should be investigated on the ground.

Anomalies 221H-260C, 230E, 240G, 240H, 250xA-330E, 260B, 330F

These grade 2 to 5 anomalies reflect mostly slightly magnetic conductors, most of which occur in the bedrock. There are a few anomalies that cannot be correlated properly from line to line and which relate to obvious culture, i.e., 240G, 240H.

The EM responses permit these anomalies to be interpreted as geologic targets. The preliminary geologic map may help in the evaluation of these anomalies. A narrow band of graphitic schists mentioned earlier in conjunction with anomaly 130D-160E is indicated to continue further southwest towards 221H-260C. It appears to swing west after reaching line 230, and southwest after intersecting line 260. Allowing for positioning inaccuracy would provide for a feasible explanation of these responses by assuming the combined effects of geology and culture at the corresponding locations. It may then be even possible to correlate 230E with 240G, 240H, and further with 250xA-330E. Should this prove reasonable, conductor 221H-260C would have to be re-evaluated as it may not occur at the graphitic schist/greenstone contact. The ground follow-up program should be directed towards explaining the nature of these difficult to explain anomalies. Attention should also be directed towards single line anomalies, such as 230E, 260B, and 330F, which may offer some exploration potential. It is proposed that the resistivity map be used in planning the follow-up work in the area of lines 200 to 260 where it portrays the distribution of the conductive material better than the EM map.

Group 3

This grouping consists of a large number of grade 1 to 6 anomalies which reflect a set of generally thin linear bedrock conductors. They appear to be confined to the southeastern portion of the main greenstone belt.

Note that the present geophysical data suggests that the lateral extent of the greenstone belt in the central part of the survey area may deviate from its current outline. It would appear that the narrow enhanced magnetic anomaly extending in a discontinuous fashion from 480L to the vicinity of 1070C indicates the contact between greenstone and presumably micaschist - greywacke - graphitic schist unit.

The southwestern part of group 3 contains an oval-shaped highly resistive zone which appears to be non-magnetic except for a narrow trend running along its northwest boundary. According to the preliminary geologic map, this latter magnetic trend appears to coincide with a keratophyre dike.

It is noted that other keratophyres in this part of Norway exhibit equally high resistivities, but, in contrast, appear to be non-magnetic. The central part of the zone was mapped as trondhjemite.

There are three mapped pyrite or pyrrhotite showings within group 3. The two pyrite showings occur in a highly conductive part of the group near 440xA and 540F, respectively. The pyrrhotite showing, which is near 500G, occurs in a moderately conductive ground. All three showings are confined to the flanks of magnetic activity. This is best illustrated by enhanced magnetics. Note also that the pyrite and pyrrhotite mineralization appears to be related to the keratophyre/greenstone contact.

Apart from the interpretative differences mentioned earlier, regarding the lateral extent of the greenstone belt in the central part of the survey area, the geophysical data obtained during the present survey indicate that the internal structure of group 3 (and, in turn, that of the greenstone belt) is relatively complex, in accordance with the preliminary geology mapping. Although the correlation between the resistivity and magnetic data is not fully conclusive in all the cases, it would appear that, for example, the keratophyre dikes in the southwest part of group 3 are indicated by higher resistivities and corresponding moderate magnetic activity. It is noted that a number of bedrock conductors are associated with these dikes.

The southeast boundary of group 3, which is assumed to correlate with the greenstone/micaschist-greywacke-graphitic schist contact, is characterized by the presence of numerous short-to-intermediate strike length conductors. Closer comparison of the geophysical data with the geology map suggests that the actual contact between the greenstones and the micaschist-greywacke-graphitic schist rocks occurs inside group 3. Consequently, many of the EM conductors in this part of group 3 may be located just outside the greenstone belt. Examples include 11H-50xC, 11I, 81G-111xB', 101xA'-151F, 151E-180F, 190D-221xA', 270G, 310H-360G, 370H-530xC, 400L-420M, 460I-570K, and possibly 650J-670xA'. They should be investigated on the ground because of their proximity to the greenstone contact, their short strike lengths, and because they display geophysical responses similar to those observed over mineral deposits in this part of the country.

At the same time, it is recommended that follow-up work be performed over other short strike length conductors within this grouping as well as over anomalies characterized by large conductance values and those reflecting thick conductors. Corroborating geologic and other geophysical information should be taken into account.

Group 4

The grade 1 to 5 anomalies of this grouping reflect a set of short-to-intermediate strike length bedrock conductors which are confined to a pair of narrow magnetic trends of northeasterly strike. They appear to be related to an amphibolite-serprentinite unit which, in the southwest, may abut against an east-west structural feature whose existence appears to be vaguely suggested by resistivity and enhanced magnetic patterns. It extends from fiducial 626 on line 150 towards fiducial 906 on line 670.

The enhanced magnetic map suggests that the southwestern part of group 4 may contain not two, but three magnetic trends. It is proposed that the well defined magnetic feature extending from line 180, fiducial 1700 to line 330, fiducial 790, reflects the amphibolite-serpentinite unit, while the other two magnetic trends may relate to regional structural features. The southern trend, which occurs just to the north of a number of small gabbro outcrops is deemed to be a primary regional trend. It parallels other significant magnetic trends and known geologic contacts. The northern trend appears to be secondary as it terminates against the southern one in the vicinity of lines 250 to 291.

Group 4 contains several anomalies which should be investigated on the ground. They either appear to be satellitic to the major conductive and/or magnetic trends, or they occur in areas containing cultural sources.

The former anomalies include 130F-140F, 130G, 170I, 180I, possibly 200I, 211xB-221O, 230M-240Q, 230N-240R, 291O-1501I, 300I, 320L-340O, 320M-340P. They may have great exploration potential because of several reasons. Their EM responses and their location with respect to the magnetic features display similarities to those observed over mineral deposits in the survey area and its vicinity. Of particular interest are anomalies 170I and 180I, indicating bedrock conductors (or a conductor) parallel to the flight line, which may reflect a Cu-Zn-Py mineralization (Oscar II), and anomaly 211xB-221O which may reflect the Augusta Cu-Zn-Py mineralization. Of equal interest are the grade 5 anomalies 230N-240R located on the northwest flank of a prominent magnetic anomaly believed to reflect serpentinite. The analysis of the geophysical data suggests that both the magnetic, as well as the EM, anomalies are due to a thin, northwesterly dipping dike-like body. Note the narrow negative inphase responses observed over the magnetic peak which suggest 3.5% to 4.5% magnetite by weight to be present at the corresponding locations. The magnetic anomaly extends further southwest towards anomaly 2910-1501I and beyond. The resistivity map suggests that this anomaly may not be related to group 4. However, its association with the magnetic high mentioned above is believed to be indicative of their mutual correlation. Note that the tracking camera film shows several roads in the vicinity of 2910-1501I. Consequently, the area should be carefully checked on the ground to see whether any obvious culture exists at this location.

The grade 4 anomalies 320L and 340O reflect a magnetic bedrock conductor which may extend in a discontinuous fashion towards the grade 2 anomaly 300I. Similarly, the grade 1 and 2 anomalies 320M and 340P reflect a bedrock conductor which may be an extension of 240O-291M. All these anomalies should be investigated on the ground.

In the second group of anomalies, which require close field check, are those which occur in the vicinity of cultural sources. For example, anomalies 50N and 60N may reflect an extension of 10A-40N. Their correlation with culture makes them, however, suspect. Similarly, anomaly 150C, which occurs on the road, should be carefully checked on the ground because it may be a part of conductor 170G-291M. Note that this conductor is located along a road and partial contribution from cultural sources cannot be ruled out.

Anomalies 101I, 101J

These grade 6 anomalies are a typical example of a disk-like anomaly which can be expected from a small-size fenced-in yard. The tracking camera film shows two paths with, possibly, a wire on the ground. Note that a similar ground pattern was recognized on line 91 but no EM anomaly was observed.

Anomaly 130I-140G

These grade 4 anomalies appear to reflect a bedrock conductor which occurs on a poorly defined magnetic trend which is best portrayed by the enhanced magnetics. Both anomalies have well developed EM responses which are to be expected from a bedrock source. The tracking camera film, however, shows a number of cultural sources to occur in the immediate vicinity of both anomalies. Consequently, care must be taken in the follow-up program to assure that the origin of these anomalies is correctly assessed.

Anomalies 200F-320H, 250G-270I, 310J-400N, 320I-490J, 400O

These grade 1 to 6 anomalies reflect a series of parallel bedrock conductors which occur southeast of the greenstone belt in an area mapped as micaschists-greywackes-graphitic schists-minor volcanics. The enhanced magnetic map shows that these conductors are confined to a narrow northeasterly trend. Note the offset on both resistivity and enhanced magnetics between lines 350 and 390 which may be associated with the proposed east-west structural lineament mentioned earlier. Note also the mutual positioning of the magnetic and the EM anomalies. It would appear that northeast of the lineament the EM anomalies are confined to the northwestern flank of the magnetic trend, while southwest of the lineament the EM anomalies occur on the southeast flank of the magnetic trend.

The EM data indicate that these conductors are thin dike-like bodies of probably shallow north-westerly dip. Their generally high conductance values suggest that they may reflect a graphitic horizon confined to a previously mentioned enhanced magnetic trend extending as far southwest as line 900. It is proposed that this trend reflects a previously unmapped structural feature.

Anomalies 250K-291P, 320xC-400S, 360K-540xA, 440M, 470S, 470T-610H, 480T, 500xC, 520M, 520P-530O, 540L-550xD,

A series of generally thin, northwesterly dipping bedrock conductors is indicated by these grade 1 to 6 anomalies. Conductors between lines 320 and 460 occur

560I-610xB, 630xB-641xB along a part of a narrow winding band mapped as amphibolite and serpentinite. The easternmost conductor, 250K-291P, and conductors west of line 460 all lie outside this band. It is proposed that the amphibolite-serpentinite band is much less extensive than indicated by the preliminary geology map. It is suggested that the well defined and attractive magnetic/enhanced magnetic anomaly confined between 510M and 550xD reflects serpentinite. Note that the analysis of negative inphase responses shows magnetite concentrations of up to 5-6% by weight.

Positioning difficulties were encountered on line 350 near anomaly 350I where three photographs were used in the construction of the photo base map. The geophysical data suggest that fiducial 258 be moved by about

260 m in the southeastern direction. If warranted by the ground check, such a move would bring anomalies 320xC-400S in an almost straight line.

The strongest anomalies occur between 420S and 480S. This part of the northern conductor consists of grade 4 to 6 anomalies which have produced a very prominent conductive zone with resistivities generally lower than 1 ohm-m. The analysis of the EM data indicates that the conductor is thick, or broad and buried at places. It becomes thin towards its end and dips to the northwest. These anomalies should be investigated on the ground in spite of their being probably caused by a graphitic horizon. By analogy with other anomalies in the survey area, special attention should be paid to short strike length and satellitic conductors which have the greatest exploration potential. They include, for example, 440M, 470S, 480T, 500xC, 520M, 540L-550xD, 630xB-641xB, and possibly 520P-530O.

Anomalies 390P-1501xC, 450N, 530L, 650M, 690K-700xB	These grade 1 to 6 anomalies reflect short strike length, non-magnetic bedrock conductors which occur intermittently along a common strike direction. They may be related to a series of gabbro dikes which lies to the north of these anomalies along a narrow enhanced magnetic, previously unmapped, trend. These anomalies should be investigated on the ground.
Anomalies 360J-480Q, 400P, 430xB-450xA, 480P-490L, 500xB-540K, 600I-630H, 630xB, 650L-860J, 760E-880I	A group of mostly thin, westerly-to-northwesterly dipping bedrock conductors is indicated by these grade 1 to 6 anomalies. They are confined to a narrow, previously unmapped, enhanced magnetic trend. This trend, which may constitute an extension of one of the group 4

trends, appears to be interrupted east of line 360 by the earlier mentioned east-west structural feature. Further interruptions occur between 540K and 600I, between 630H and 650L, and possibly between 490L and 500xB. It should be noted that the enhanced magnetic trend west of line 650 and the EM anomalies 650L-860J and 760E-880I occur at, or in the proximity of, the proposed greenstone/ micaschist - greywacke - graphitic schist contact. It is proposed, however, that the contact does not occur at these localities but follows rather the southern boundary of group 3 and its south-western extension.

It is interesting to note that the magnetic trend is generally associated with a pair of EM conductors. This is very prominent in the southwest, west of line 740. However, similar indications occur along the entire length of the trend, e.g., anomalies 400P, 430xB-450xA, 480P-490L, 630xB. These secondary, short strike length conductors may be of exploration interest and should be investigated on the ground.

Anomalies 480L-590I, 610F, 630F-670G, 681D-830G, 750D-810E

These grade 1 to 6 anomalies reflect generally non-magnetic bedrock conductors which are associated with a narrow enhanced magnetic trend and occur south of it. It is proposed that this magnetic trend occurs along and/or indicates the greenstone/micaschist - greywacke - graphitic schist contact. Note that in accordance with other data in the survey area, this contact appears indicated by magnetics and near-coincident EM anomalies displaced just inside the schist unit.

Note that the EM anomalies west of line 670 display very large conductances (mostly grade 5 and 6 anomalies) and many of them appear to reflect thick sources. Closer examination of the data suggests that rather than being thick, these conductors may be closely spaced thin dike-like bodies whose EM responses merely alias as thick conductors. For example, anomaly 740G, which has characteristics of a thick target, may indeed reflect closely spaced thin conductors as suggested by a vaguely recognizable double peaking coaxial inphase response. The southwestern part of 681D-830G and 750D-810E clearly indicates the presence of two, possibly three, thin conductors. It is interesting to note that 820F, which appears to reflect a thick conductor, may again be due to a pair of closely spaced thin conductors which further merge into 830G. This last anomaly occurs just off the enhanced magnetic trend, yet still on its flank.

The magnetic trend is interrupted between lines 830 and 850 by a structural (?) lineament which extends through 1100A and 770H. The significance of this lineament appears to be its correlation with the change in the mutual positioning of the magnetic and EM anomalies. While the EM anomalies occur just adjacent to the magnetic trend northeast of the lineament, they are significantly offset to the southeast of the magnetic trend in the area southwest of the lineament. This would suggest that the implacement of conductors postdates the origin of the magnetic features which probably predate the east-west lineament.

It is quite likely that the EM anomalies along this formational conductive trend have little exploration potential, with the possible exception of 610F which appears isolated. Also, it may be of general interest to establish the nature of the anomalies towards the ends of 681D-830G and 750D-810E in terms of thick vs multiple conductors.

Anomalies 700B-750C, 730E

These grade 1 to 5 anomalies reflect non-magnetic bedrock conductors which are confined to the northwestern boundary of the greenstone belt. Conductor 700B-750C may constitute an extension of the group 3 conductors. However, there appears to exist a clear separation between this conductor and group 3, possibly along an east-west lineament indicated vaguely by the enhanced magnetics along a line joining fiducial 1547, line 690 and fiducial 2863, line 600.

The single-line anomaly 730E occurs on a magnetic trend which is generally not associated with EM activity. Its isolation may increase the relative attractiveness of the anomaly.

All these anomalies should be followed up on the ground.

Anomalies 720C-730D, 750B

The geology map shows that these grade 1 and 2 anomalies are confined to a calcareous micaschist narrow zone striking through the northwestern grey phyllite unit. They reflect bedrock conductors which appear to occur at the intersection of the micaschist zone with the north-south enhanced magnetic trend associated with the grey phyllite/calcareous micaschist contact further north. Provided the latter magnetic trend is related to structure, these EM anomalies could be relatively attractive targets. Note that the x-type response 740xB probably reflects the same conductor as 750B.

A number of EM anomalies which occur along the northwestern boundary of the survey area appear to be related to the phyllite/calcareous micaschist contact. This contact can be probably approximated by a line joining 650A and 1190A. In the north, the phyllite unit may terminate along an east-west trend suggested by the resistivity and enhanced magnetic patterns. Several EM anomalies could occur along this trend, which display characteristics of conductors striking at low angle to the flight line (e.g., 690C, 710xA) or indeterminate conductors (e.g., 641B, 690B). Other grade 1 anomalies (e.g., 650A, 740D) reflecting bedrock conductors may occur along the phyllite/calcareous micaschist contact. Note that several weak, grade 1 anomalies occur in this part of the survey area, which may reflect conductors of bedrock origin (e.g., 520A, 530xA, 590A, 600A, 620xA, 641A, 690xA, 720A). The following anomalies are those which appear to be related to the westernmost grey phyllite unit.

Anomalies 730A-740B, 740A

These grade 1 and 2 anomalies reflect a pair of bedrock conductors. 730A-740B is coincident with a magnetic anomaly and reflects a conductor dipping east. Conductor 740A appears to be a single-line non-magnetic anomaly but it may extend further southwest towards 790A-850A.

Anomaly 770A-780A

This two-line anomaly is located near a road and may be influenced by culture. This feature, which is located at or near the postulated phyllite/micaschist contact, is coindicent with an isolated resistivity low and a weak magnetic anomaly. The latter is clearly evident in the enhanced magnetic map, but not on the total field magnetic map. The apparent width of 780A probably reflects a moderately shallow dip to the east.

Anomaly 800A-810A

An east-dipping narrow dike is indicated by this anomaly, which may be open to the north. This feature is non-magnetic, and occurs at the western edge of a low resistivity zone.

Anomalies 790A-850A, 860B-890A, 810B, 820xA

Conductor 790A-850A exhibits a probable offset south of line 850, continuing as conductor 860B-890A. This conductor is located near the central axis of a low resistivity zone. The northern segment of this conductor exhibits weak magnetic correlation, with the strongest magnetic response at 850A. The southern segment is essentially non-magnetic. Most of the anomalies comprising this two-part conductor reflect dips to the east. The major resistivity low which hosts these conductors does not extend south of line 920.

Parallel to the northern segment of this conductor is a second feature indicated by 810B and 820xA. The former reflects a narrow, east-dipping dike less than 100 m west of 810C. Response 820xA, which is less clearly defined, may reflect a flatter or thicker source.

Anomaly 860A-880xA

One weak anomaly and two poorly defined x-type responses occur at the western edge of a low resistivity zone, near the peak of an isolated magnetic high. This feature may be due to edge effects.

Anomaly 820B-860D

Four grade one anomalies and one x-type response reflect a non-magnetic bedrock conductor with a probable flat dip to the east, as indicated by 860C. Roads in the area are probably not affecting the anomalous patterns significantly.

Anomaly 850C

A single line response, which exhibits the characteristics of a buried half space, occurs at or near the phyllite/micaschist contact. This isolated response may warrant further investigation.

Anomaly 910A-942xA

This weak feature probably reflects a poorly conductive bedrock source which occurs at the south end of a magnetic unit.

Response 952xA

Conductive surficial material is the suspected cause of this poorly defined x-type resonse.

Anomalies 1001A-1011B, 1011A-1022A

Anomaly 1001A-1011B is attributed to a bedrock source with a probable dip to the east. Although 1011A-1022A has been classified as a probable surface feature, the magnetic correlation suggests this short anomaly may also be related to a bedrock unit.

Anomalies 1080A-1140C, 1130A-1140A, 1130xA-1140B, 1090A

A series of broad, poorly-defined x-type responses, and anomalies of conductance grade 1, form three separate conductors. Shallow dips to the east are indicated. With the possible exception of anomaly 1120A, none of the conductors has any direct magnetic correlation. Anomaly 1090A, on the western flank of anomaly 1090B, occurs near the end of the survey line. This incomplete anomaly, which may represent a conductive zone adjacent to conductor 1080A-1140C, may be of interest. Conductor 1080A-1140C occurs near the center of a low resistivity zone.

Anomaly 1170A

This poorly defined, single line anomaly is probably due to noise, although there is no evidence of culture on the film.

Anomaly 1190A

An isolated grade one anomaly, which occurs near a road, reflects a poorly conductive, east-dipping, non-magnetic conductor.

The geological unit which lies to the east of the grey phyllite is identified as a calcareous micaschist. This unit appears to be more resistive with resistivities generally in excess of 1,000 ohm-m. One major exception is a well-defined resistivity low which extends from 1100A to 1240A. Most of the anomalies associated with this geological unit occur within this resistivity low.

Anomaly 770B

This isolated anomaly reflects a flatly-dipping zone of surficial conductivity. The apparent magnetic correlation is probably coincidental.

Anomaly 830C

This single line anomaly which occurs in an area of high resistivity, reflects an increase in conductivity along the axis of a narrow magnetic anomaly. The magnetic pattern may be indicative of a narrow intrusion within the micaschist.

Response 942xB

A very weak x-type response is situated on the peak of a narrow magnetic anomaly of limited extent, similar to anomaly 830C. This response is considered to be of low priority unless upgraded by favourable geology or geochemical information.

Anomaly 1110A-1150xA

An arcuate shaped conductor is defined by a series of strong anomalies, coincident with a subtle magnetic anomaly which is evident on the enhanced magnetic map. This interesting conductor, which exhibits grade 4 and grade 5 conductance values, should be investigated. The highly conductive, moderately magnetic, east dipping dike exhibits a strike length of about 900 metres.

Anomaly 1140E-1150xB

A bedrock conductor of very limited strike length is indicated by 1140E and 1150xB. The change in the enhanced magnetic pattern between lines 1140 and 1150 suggests this conductor may be associated with an east-west fault. This area may warrant follow-up work. Its significance is further enhanced by the apparent correlation with the micaschist/phyllite contact.

Anomalies 1190B-1240A, 1160A,1190xA', 1210xA

Along the axis of an enhanced magnetic anomaly, a moderately thick, east-dipping conductor is indicated by anomalies 1190B-1240A. The apparent thickness may be due to two parallel thin dikes, as suggested by responses 1190xA' and 1210xA. This conductor may be related to anomaly 1160A. All occur within the same resistivity low, coincident with a well defined, enhanced magnetic anomaly, and appear to be related to the postulated micaschist/phyllite contact. Further work should be carried out to check the cause of this conductor.

Anomaly 1390A-1400A

This anomaly exhibits a high coplanar/coaxial response ratio, usually indicative of a conductor which is off-line or nearly parallel to the survey lines. Although the conductor axis formed by these anomalies does not conform to the geological trend, the resistivity pattern indicates a similar east-west strike. A termination of the enhanced magnetic anomaly in this area gives further support to the probability of an east-west striking feature, which may result from a mineralized, faulted contact. This conductor should be subjected to further work pending confirmation of anomaly location.

To the east of the calcareous micaschist, a second unit of grey phyllites is inferred. Although the phyllite unit itself appears to be relatively non-magnetic, both the west and east contacts of this unit appear to be clearly delineated on the enhanced magnetic map. The western contact probably extends from anomaly 520B to 942B, and from 952A to 1240A. Beyond this point, the magnetic pattern is not clearly defined, although a possible dextral fault may occur between anomalies 1240A and 1190xB'. The eastern contact is similarly defined by the enhanced magnetic axis which intersects anomalies 550xB, 770C, 820C, 942C and 1190xB'. It may terminate at the east-west structural lineament mentioned earlier. South of 1190xB', the magnetic axis is associated with the axis of a low resistivity zone. It is interesting to note the general similarities in magnetic and conductive characteristics between the two low resistivity zones which host conductive trends 1100A-1240A and 1190xB'-1480A. Although these conductive units appear to be located on opposite sites of the grey phyllite unit, the geophysical data suggest a possible common source. The main difference is that the conductance grades south of 1190xB' are generally lower than those for the area north of 1240A.

Perhaps the most significant difference between this phyllite and the unit to the west, is the apparent change in dip. Thin dike conductors in the western phyllite exhibit dips to the east, while those in the eastern unit dip to the west. It may be inferred that the calcareous micaschist which separates the phyllites, forms the central axis of a synclinal structure.

Anomaly 790B	A narrow west-dipping dike at the micaschist/phyllite contact indicates a grade 4 conductor with direct magnetic correlation. This anomaly occurs at the northern end of a well-defined low resistivity zone.
Anomalies 830D-890C, 870D-942B, 920A-952A	A group of anomalies, 830D-890C and 920A-952A, forms a two-part conductor within a well defined resistivity low. The indicated dips are nearly vertical or steeply west. The responses comprising this conductor are somewhat inconsistent from line to line, due to the effects of magnetite (890C) and the overwhelming response from a highly conductive zone to the east. This strong conductor, 870D-942B, is coincident with a very strong enhanced magnetic anomaly between lines 880 and 942. This combined

response probably reflects pyrrhotite within an ultramafic unit, as indicated on the geological map.

Anomaly 910B-932A

Anomaly 910B-932A appears to reflect a moderately thick, grade 4 conductor of limited extent. This interesting feature, which appears to lie within the micaschist, occurs at the western edge of a strong magnetic anomaly at the edge of the resistivity low. This conductor should be investigated.

Anomalies 910D-942xB', 910E-920D

On the eastern flank of the magnetic conductor 870D-942B, there is a complex, multiple-source conductor indicated by 910D-942xB' and 910E-920D. This compact group of interesting anomalies warrants follow-up work.

Anomaly 981A-990A

These weak anomalies probably reflect a slight resistivity contrast at the western edge of a highly magnetic rock unit, i.e., the micaschist/phyllite contact.

Anomaly 1280xA'-1320A, 1341A

A weak bedrock conductor in a resistive area is indicated by three poorly defined x-type responses and two weak anomalies. Although this feature is possibly of minor importance, an interesting single line anomaly, 1341A, occurs on strike about 300 m to the southwest. This anomaly reflects a moderately conductive, non-magnetic, east-dipping thin dike. Although this conductor appears to be situated near the western contact of the second phyllite unit, its dip does not conform to conductors farther north along this same contact, e.g., 942A and 790B. This unit may be overturned.

Anomalies 1190xB'-1380A, 1390B-1430A, 1441A-1480A, 1270A-1380B, 1400xB-1430B, 1450xA, 1470xA

This group of anomalies forms two, sub-parallel conductors which appear to be related to the eastern contact of the second phyllite. All anomalies are contained within a well defined zone of moderately low resistivity. The axis of the resistivity low correlates quite well with the axis of an enhanced magnetic anomaly. More than half of the anomalies in this unit reflect narrow, east-dipping conductors. There is a general magnetic correlation with the single conductor between 1190xB' and 1270A. South of line 1270, two intermittent conductors are indicated. The western conductor exhibits little or no direct magnetic correlation, with the exception of 1420A and 1430A. The eastern conductor is located on the eastern flank of the magnetic anomaly, yielding moderately strong magnetic correlation between 1341A and 1410B. This fairly large 'formational' conductor is considered to be of moderately low priority.

The geological map shows a second calcareous micaschist unit east of the second grey phyllite. This unit is resistive with a few interesting anomalies at its western and eastern contacts.

Anomalies 760xA-770C, 770D, 820C

West-dipping weakly conductive zones are indicated by 760xA-770C on the western contact and by 770D, on the eastern contact. Both anomalies occur at the edges of a broad magnetic anomaly. Anomaly 820C exhibits the appearance of a surficial conductor, but the weak magnetic correlation suggests a possible bedrock source. This anomaly is also in the vicinity of the western contact.

Anomaly 920E-942C, 942D

A weak west-dipping conductor, associated with a well defined magnetic anomaly, appears to be related to the western contact of the micaschist. This anomaly exhibits a strike length of about 500 m to the east. This single line feature reflects a grade 3 conductor with a dip to the west. A nearby road does not appear to be influencing the anomaly. Both 920E-942C and 942D warrant further investigation.

Anomaly 1001xA, 1080B, 1050A-1060B

This x-type response and three anomalies are all associated with the same magnetic anomaly, near the eastern micaschist contact. The x-type response reflects magnetite, while anomalies 1050A-1060B and 1080B indicate increases in conductivity along the western edge of the magnetic unit.

To the east of the phyllite/micaschist assemblage lie the greenstone and keratophyre units of the Hersjo formation. The enhanced magnetic map defines several parallel bands within this unit, suggesting a geological structure which is somewhat more complex than previously indicated. The magnetic and resistivity information should be of great help in mapping the various lithological units, and perhaps in redefining the limits of this formation. At least five separate magnetic units are contained within a three-kilometre distance between 850E and 850H.

A well defined low resistivity zone, which can be an extension of the northwest branch of group 3, extends from line 830 to 1400. This narrow feature appears to be related to the western edge of the keratophyre, an area which deserves special attention. According to the geology map, most of the reported mineral occurrences, including the Vingelen Cu-Zn deposit, appear to be related to the keratophyre/greenstone contacts. Although the large formational conductor, which extends from 860xA to 1420C, may itself be of minor importance, those anomalies of limited extent which occur in close proximity to this conductor axis are considered to be of high priority.

Anomaly 840C-850E	These responses are attributed to poorly conductive zones of magnetite. Channel 50 on the profiles identifies a zone of magnetite extending from line 830 to line 932 in this area. On line 890, approximately 2% magnetite by weight is indicated.
Anomalies 800C-850F, 810D-840E, 820xB, 830xA	These anomalies are located in the vicinity of the Vingelen deposit. The conductor described by 800C-850F occurs just west of the peak of a strong, narrow magnetic anomaly. The high conductance and coincident magnetic response evident on 830E and 840D suggest a west-dipping band of pyrrhotite as

a likely cause. Response 830xA, about 80 km west of 830E, indicates a satellitic, non-magnetic conductor which may be of interest.

Anomalies 810D-840E comprise a non-magnetic conductor which is attributed to the Vingelen deposit. Magnetite, adjacent to 810D and 820xA', has supressed the inphase responses. Both anomalies occur between two magnetic peaks, suggesting a non-magnetic source (keratophyre?) flanked by magnetic units (greenstone?) on both sides. The effects of magnetite are not evident on 830F and 840E, where the conductor is clearly defined as a narrow west-dipping, dike-like source.

Response 820xB is also influenced by magnetite, although a poorly conductive bedrock source is indicated.

The geophysical responses over the Vingelen Cu-Zn mineralization do not appear to give a single anomaly 'signature' which might be used to classify other similar deposits in the area. The anomalies over the Vingelen deposit exhibit the following characteristics:

- Weak to moderate (grade 3) conductance.
- West-dipping, dike-like source.
- Related to a relatively non-magnetic unit within a moderately magnetic environment.
- Within 400 metres of a major (magnetic) conductor.

Anomalies 860xA-1350C, 1341xA'-1380C, 1400D-1420C

This group of anomalies forms a linear conductor with a strike length of more than 13 km. This feature, which exhibits direct or flanking correlation with an enhanced magnetic anomaly along its entire length, is due to a west-dipping zone of highly conductive material. Pyrrhotite and/or graphite is the probable cause. There are several parallel responses of limited extent which occur near this formational conductor.

Anomaly 880D-890H

A change in strike is indicated in the vicinity of lines 880 and 890. Anomaly 880D-890H reflects a west-dipping, dike-like conductor which is about 100 metres east of the main formational conductor. Anomaly 890H is coincident with a 200 nT magnetic response.

Anomaly 932xD-942xC

These two x-type responses suggest a poorly conductive non-magnetic unit, which is similar in some respects to anomaly 830F. This weak but interesting response may warrant further work.

Anomalies 1001C-1011F, 1011E-1070B

Anomaly 1011E-1070B is a west-dipping grade 5 conductor which is about 150 metres east of, and parallel to, the major formational conductor. A coincident magnetic anomaly of 260 nT is observed at 1060B. Anomaly 1001C-1011F is a weak conductor of limited strike length which should probably be investigated.

Anomalies 1240xA'-1290xB', 1330xA, 1400C, 1450xB

With the exception of 1450xB, the anomalies in this group are located on the western flank of the main formational conductor 860xA-1380C. Conductor 1240xA'-1290xB' is a parallel feature which is partially masked by the stronger response to the east. Similar results, indicating a multiple source conductor, may also be observed at 1341xA' and 1350B.

Response 1330xA is an isolated feature with a coincident magnetic anomaly of 50nT. This weak response may be related to a major east-west structural break.

A west-dipping dike, with a conductance of grade 1, is indicated by anomaly 1400C. This interesting anomaly, which exhibits a very subtle magnetic correlation, should be checked. The lack of an anomalous response on line 1390 indicates the main formational conductor is interrupted by a fault or intrusive dike in this area.

Although 1450xB appears to lie on strike, it is probably unrelated to conductor 1400D-1420C. This weak response has a direct magnetic correlation of 10 nT.

The approximate eastern limit of the greenstone/ keratophyre unit, and its contact with the graphitic and schistose unit to the east, is probably defined by the parallel low resistivity and enhanced magnetic anomaly trends which extend in a general northeast-southwest direction across both sheets. Conductor 850H-1390I appears to be a continuation of a major formational conductive feature along this contact, which is also evident over the entire length of sheet 2. This inferred contact is based primarily on the geophysical data, and does not always agree with the geological map. It is possible that the contact extends from 850H, along the east flank of the enhanced magnetic anomaly axis, to 1070C. South of that point, the magnetic and low resistivity anomalies are separated, with the contact probably occurring between them, about 400 metres west of the low resistivity axis. South of 1160xB, the magnetic and conductive trends become much more complex. A very detailed examination of this area would be required in order to provide accurate geological information.

Although there are many interesting EM anomalies within the greenstone/keratophyre unit, the amount of structural information contained in the magnetic maps deserves mention. Within this 2 to 3 km wide unit, the enhanced magnetic map suggests the presence of several possible east-west structural breaks which may be of significance. These subtle lineaments, some of which appear to transect the adjacent geological units as well, are listed as follows:

- through 1100A, 860G and 770H;
- through 1190xA', 1040A and 962D;
- through 1240A, 1090C and 981C;
- through 1252A, 1170B and 1050D;
- through 1252B, 1180B and 1150B;
- through 1430B, 1290C and 1220K;
- through 1420C, 1330D and 1252J.

Anomalies 850G-880F, 840xC-890xA', 860F-870F

Anomaly 850G-880F is located on a road and may be influenced by culture. The parallel zone to the east, 840xC-890xA', may also be similarly affected. Anomaly 860F-870F occurs near a discontinuity in the enhanced magnetic pattern and is possibly related to an east-west fault. These anomalies should probably be followed up, even if culture is suspected as being a contributing factor. Anomaly 860F-870F appears to be the only one of this group associated with a magnetic anomaly.

Anomalies 910G-942F
962C

Anomalies 910G and 942F are separated by line 910, which does not indicate a bedrock conductor. The response on this line approximates a half space model, the type of response which is usually eliminated. Anomaly 910G-942F probably reflects a fairly flat-dipping conductor, although culture may be a contributing factor.

Anomaly 962C is an isolated anomaly which is attributed to culture or spheric noise, as evidenced on the noise monitors.

Anomalies 962B-952xB, 1001D

An interesting west-dipping conductor is indicated by anomaly 962B-952xB. The conductor occurs within a well defined, low resistivity zone which appears to be related to a relatively non-magnetic portion of a moderately broad magnetic unit. This anomaly may also be influenced by culture, but should definitely be subjected to further work.

Anomaly 1001D is located on the axis of a broad magnetic feature and probably reflects a slight increase in conductive material within a magnetite bearing unit. Although both of these conductors are of very limited apparent strike length, their similarities to the responses of the Vingelen deposit may enhance their significance as potential exploration targets. Anomaly 1001D may occur near the intersection of two possible structural lineaments; one striking east-west between 1190xA' and 840I, the other striking northwest-southeast along a major valley between 952A and 1021D.

Within the greenstone/keratophyre unit, between lines 990 and 1220, there is an area of high apparent resistivity which is almost totally devoid of EM anomalies. This area encompasses a highly magnetic unit which contains an average of 1% to 2% magnetite by weight, over a width of about 1.5 kilometres. It should be noted that any anomalies which might have occurred within this unit would probably have yielded erroneous conductance and depth estimates, due to the effects of magnetite. This area may, in fact, be more conductive than is indicated by the resistivity map. The magnetic unit appears to terminate at a postulated faulted contact which occurs between 1252B and 1150B. This pronounced lineament, which is evident on all maps, appears to define the northern limit of a very complex unit of highly conductive and moderately magnetic material. This interesting geological unit contains numerous anomalies which will be described collectively as group 5.

Group 5 consists of several strong anomalies which form at least three major conductor axes reflecting narrow, west-dipping conductors. These are: 1240D-1450B, a non-magnetic conductor which is paralleled by a moderately magnetic conductor and 1220E-1450C, about 300 metres to the east. The third conductor, 1200D-1460C, is separated from the others by a core of highly resistive, moderately magnetic material. Within or near the periphery of the group 5 area, there are several isolated or satellitic conductors which deserve mention. These are as follows:

Anomalies 1300xA, 1220F, 1210D, 1160xB, 1190D, 1270H, 1290G, 1320G

These single-line anomalies or x-type responses all occur near the periphery of group 5, and may be important targets. Most anomalies, with the exception of 1220F, 1190D and 1270H, exhibit conductance grades of 1 or less. These are generally considered to be of more importance than the larger formational conductors, and follow-up work is recommended. It is likely that 1210D, and possibly 1300xA and 1160xB, are associated with east-west structural breaks.

Anomalies 1270D-1310F, 1220G-1260H, 1252F-1270F,

These anomalies, which comprise the balance of the more interesting

1180B-1240F, 1390E-1430F, 1240xA, 1252G, 1252xB, 1360G, 1430xA

responses in group 5, reflect conductors of short to intermediate strike length, in a complex geological and geophysical environment. The proximity of these features to other conductors often precludes an accurate analysis, although most appear to reflect west-dipping dikes. With the exception of 1180B-1240F, and particularly 1252E, most do not appear to exhibit direct magnetic correlation. These anomalies are all considered to be of moderately high priority; however, it is recommended that ground follow-up be carried out with a system capable of resolving closely spaced conductors. Detailed ground magnetics may prove to be a valuable tool in assessing the relative merits of these interesting conductors, some of which appear to be associated with a narrow zone of keratophyre.

The large formational conductor, 850H-1390I, is a continuation of a trend which is evident on sheet 2. The importance of this feature is unknown, but as most regional conductors, it is considered to be of moderately low priority. Several anomalies along this trend, however, appear to reflect thick sources which may in fact be due to two or more closely-spaced thin bodies, which are too close to be properly resolved. Certainly, any conductors of limited extent which occur on the flanks of this major conductor, deserve further attention. These include the following:

Anomalies 900xB-932xC, 971C-990C, 1040E-1060E, 1060D-1130E, 1070C	Of this group, conductor 971C-990C differs from the others in that it exhibits a direct magnetic correlation. Anomaly 1040E-1060E occurs in an area where a marked change in strike is evident. The apparent east-west structural break associated with this anomaly could have influenced mineral deposition in the area. Anomaly 1070C reflects a probable bedrock conductor which may be remote from, or parallel to, the

survey line. This tends to support the previous indication of a probable east-west striking conductor.

Anomalies 1190xD-1441E, 1300H-1410J, 1180xC-1390I, 1280K-1380L

Three strong west-dipping conductors parallel the southward continuation of the formational conductor 1170xC-1390I. Conductor 1190xD-1441E, which occurs on the eastern flank of a fairly strong enhanced magnetic anomaly, probably approximates the location of the greenstone/schist contact. The others, which appear to be within the non-magnetic schistose unit, are possibly due to graphitic horizons. Some magnetic material, however, may be associated with parts of conductor 1280K-1380L, which exhibits weak magnetic correlation on several lines.

Anomaly 1260M

This strong single-line anomaly may reflect a separate thick conductor, although it is very similar in character to anomaly 1252J and

1240J on the adjacent lines. The location of this anomaly should probably be checked.

An arcuate shaped enhanced magnetic anomaly, which is evident on sheet 2, continues on sheet 1 between 750A and 1011H. It is interesting to note that this feature cannot be seen on the 25 nT contoured total field map, although it does parallel the general magnetic trend. Also of interest is the fact that this weakly magnetic feature, which is strongly conductive in places, exhibits a strike direction that conforms to the magnetic trend to the west, but differs significantly from the mapped geological strike. It is possible that the structure reflected by the enhanced magnetic map is related to a deeper unit which differs from the overlying rocks mapped on surface.

The conductors associated with this trend north of 880I have previously been discussed. The following pertains to the southern conductive portion of this trend and those isolated anomalies which occur to the east of the magnetic axis.

Anomalies 810xC, 860K, 910J, 962xA' — The x-type response 810xC is attributed to poorly conductive surficial material and is considered to be of little interest. Culture may also be a contributing factor. Anomalies 860K and 910J both exhibit the characteristics of a sphere or a conductor off to one side of the survey line. Both 860K and 910J give rise to strong resistivity anomalies and should be subjected to further investigation.

Response 962xA' is a very weak response which may be influenced by culture. This feature may, however, be related to an east-west feature which extends to 981xB.

Anomalies 942xD-1030C, 962F-1011H

Anomaly 940xD-1030C reflects a non-magnetic, west-dipping thin dike. Anomaly 962F-1011H is indicative of a less conductive, thicker, weakly magnetic source which is located at the eastern edge of a low resistivity zone.

Anomalies 820xC'-840I, 830L

An interesting non-magnetic, west-dipping conductor is indicated by anomaly 920xC'-840I. This feature probably consists of more than one conductor, as suggested by 830L, a single line anomaly on the western flank of 830M. An isolated resistivity low is associated with this short anomaly which definitely warrants further investigation as a moderately high priority target. The south end of this conductor occurs on a road and may also be related to an east-west fault. Culture may be a contributing factor.

Anomalies 800xA, 800xB, 810I, 820xD, 810xD, 850L, 860xC, 870K, 990F-1050F, 1001xB

With the exception of 850L, these anomalies and x-type responses are attributed to power lines or other cultural features, and are considered to be of no interest at this time. Anomaly 850L, however, reflects a grade 3 west-dipping non-magnetic conductor which is contained within an isolated resistivity low. This short strike-length anomaly should be subjected to ground follow-up.

Anomalies 1090xC-1270M, 1210xB-1220N, 1280M

The northern portion of anomaly 1090xC-1270M lies parallel to a major road, about 200 metres to the northwest. This linear feature might possibly be attributed to culture, although there is no evidence on the film to confirm this. Evidence of powerline noise may be observed on the monitor channels 28 and 29 on most lines between 1100E and 1240K. It should be noted, however, that it is possible for a bedrock conductor (or a pipe line), which occurs within the influence of a major power line, to emit a secondary signal which might be mistaken for power line noise. This anomaly should be checked to determine if the source is due to culture or a bedrock conductor.

Adjacent to this anomaly are two other anomalies of possible interest. Anomaly 1210xB-1220N appear to reflect a west-dipping body, as does anomaly 1280M. Both of these probably warrant investigation, although culture may be a contributing factor.

Anomalies 1270L-1280L,

A moderately strong magnetic anomaly hosts conductor 1270L-1280L, which may also be partially due to culture. This interesting response, which remains open to the south, should probably be checked.

Anomalies 1290L and 1290M are separated by a distance of about 225 metres. Both exhibit conductance grades of 3 although the former is magnetic and the latter is not. A well defined low resistivity zone is coincident with these short conductors which should be followed up on the ground.

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

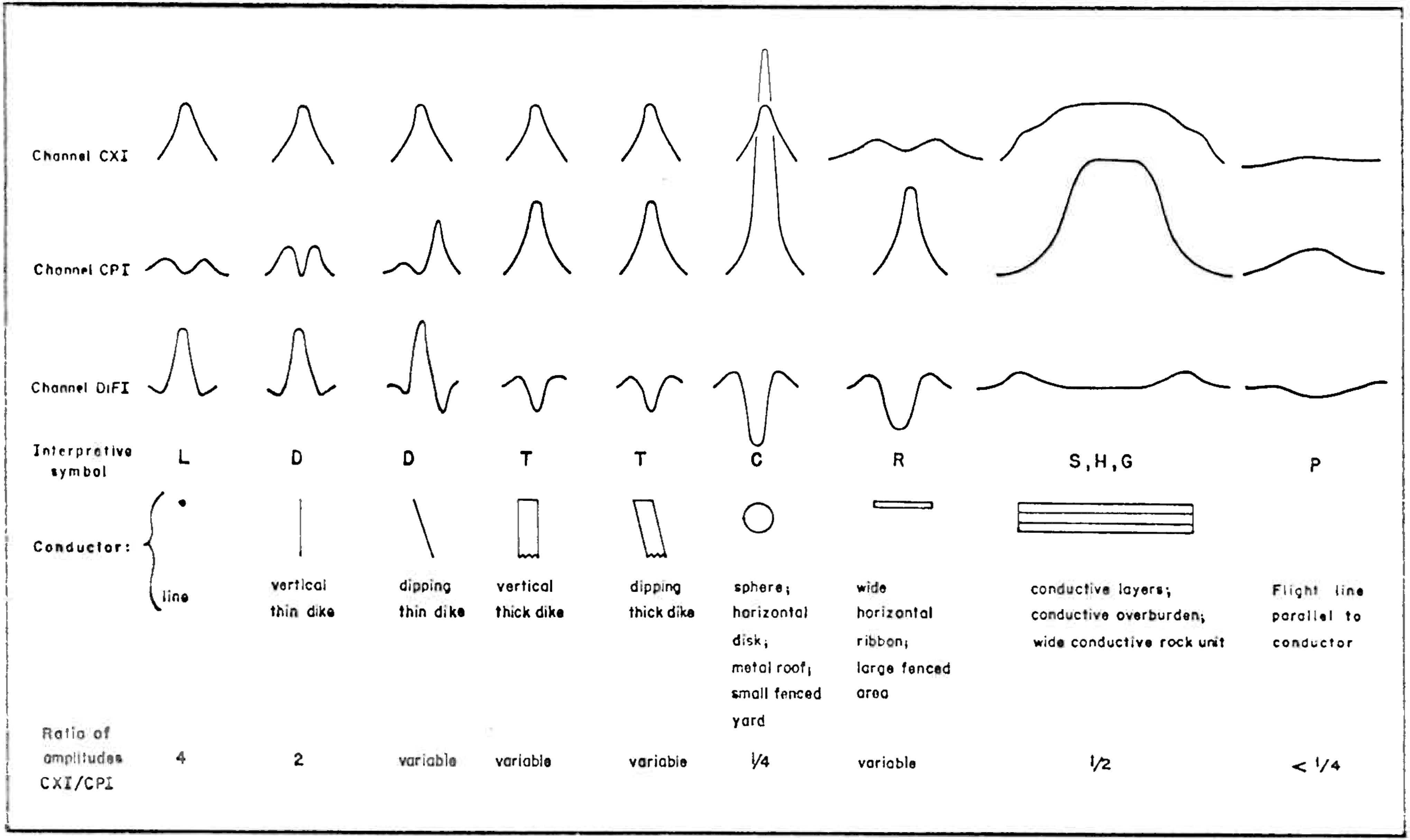


Figure II -1 Typical DIGHEM anomaly shapes grades of conductance, as shown in Table II-1. The conductance in mhos is the reciprocal of resistance in ohms.

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.

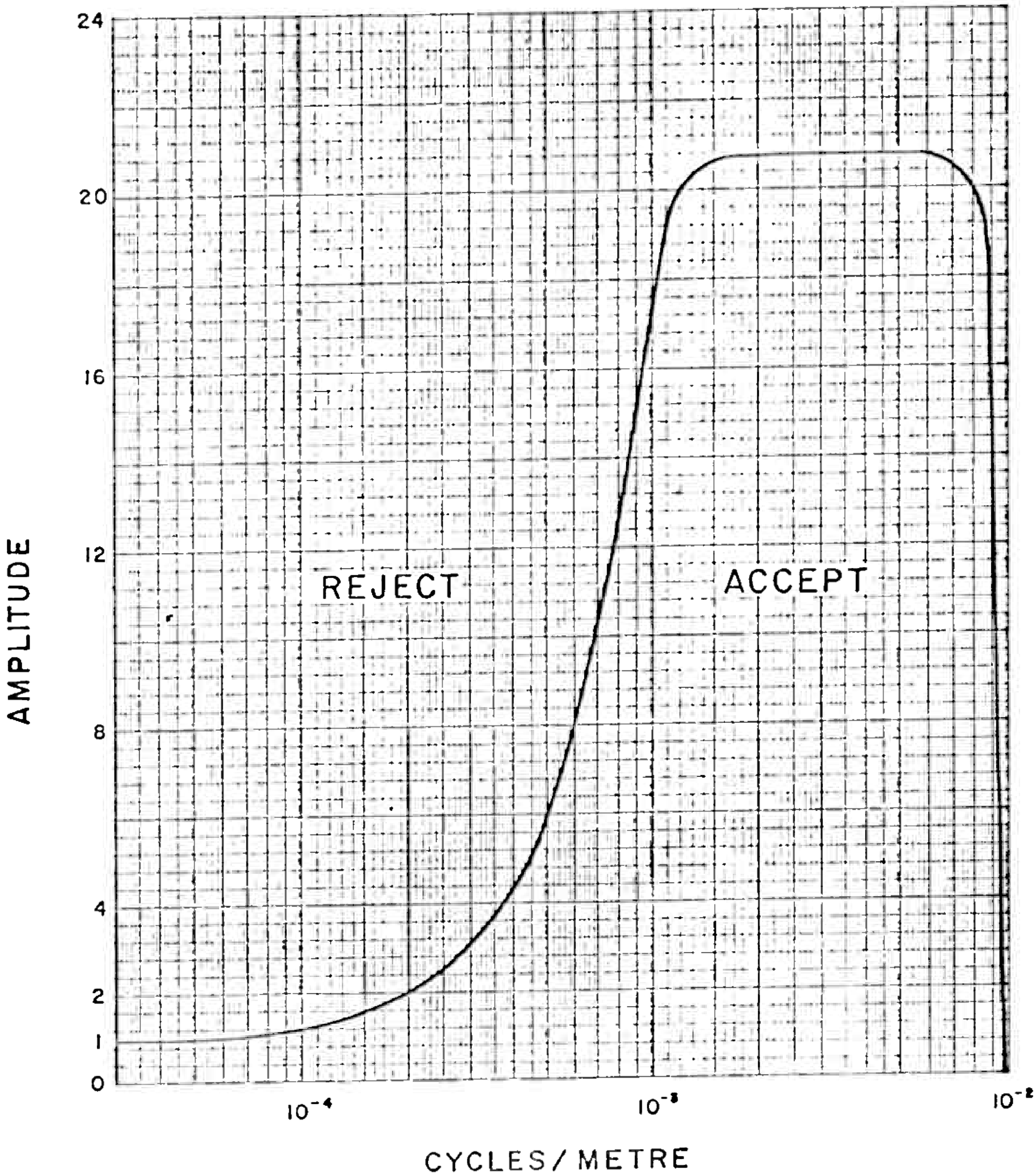

Figure II-2 Frequency response of magnetic enhancement operator.

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:

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

Respectfully submitted,
DIGHEM LIMITED

P.A. Smith
Geophysical Interpreter

Z. Dvorak
Vice President

O ZD-105

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

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 750	(FLIGHT	11)								
A 2932 D	15	9	14	10	17	0	4	79	10	55
LINE 760	(FLIGHT	11)								
A 3213 T	27	11	62	15	60	0	13	49	1	37
B 3214 T	27	3	56	5	286	0	18	42	1	32
C 3216 D	9	3	27	5	57	3	3	104	19	73
E 3236 D	50	20	87	23	64	5	6	75	5	59
F 3237 D	53	20	87	22	69	0	7	67	4	50
LINE 770	(FLIGHT	11)								
A 3490 S	0	6	0	7	1	0	1	57	633	0
B 3482 S	1	10	0	14	1	0	1	23	657	0
C 3449 D	1	14	0	6	1	3	1	81	1035	0
D 3446 D	0	5	0	1	1	8	1	142	1035	0
E 3395 D	14	6	60	10	82	0	13	57	1	44
F 3393 T	36	6	75	16	136	0	20	41	1	33
G 3392 D	29	6	75	16	114	0	14	50	1	39
H 3372 D	18	5	24	7	57	7	10	90	2	73
I 3371 D	13	4	24	5	60	0	9	85	3	67
LINE 780	(FLIGHT	11)								
A 3545 D	5	6	11	12	6	11	1	57	128	14
B 3632 D	75	18	154	30	140	0	9	51	2	37
C 3633 T	70	17	154	45	105	0	12	43	1	32
E 3655 D	26	19	42	26	20	0	5	71	6	51
F 3657 D	30	19	42	26	23	0	3	72	15	47
LINE 790	(FLIGHT	12)								
A 482 D	11	17	17	27	6	0	1	42	100	4
B 511 D	51	22	40	18	42	4	3	91	16	65
C 587 T	79	32	146	45	71	0	15	31	1	21
D 613 D	17	12	18	18	14	0	3	79	14	54
E 615 D	13	11	16	18	11	3	2	72	51	36
LINE 800	(FLIGHT	12)								
A 899 D	7	9	10	15	6	0	1	49	269	0
B 894 T	19	32	34	53	7	0	1	29	60	0
C 835 B	0	6	0	7	1	20	1	90	1035	0
E 804 T	27	5	45	12	94	0	12	61	1	48
F 783 D	39	24	29	17	25	4	3	70	20	46
G 781 T	52	57	58	71	13	0	2	48	25	23

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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 810 (FLIGHT 12)										
A 930 D	19	271	52	98	2	0	1	17	78	0
B 935 D	17	32	28	59	6	0	1	32	77	3
C 936 D	18	38	34	59	6	0	2	41	29	15
D 1019 H	1	2	0	3	1	29	1	167	1035	0
E 1042 T	16	5	37	5	84	7	13	124	1	111
F 1044 T	54	11	81	27	93	0	13	53	1	41
G 1070 D	93	72	98	90	23	2	4	54	10	37
H 1073 T	90	49	191	106	42	0	6	38	4	25
I 1126 L	1	6	0	1	1	0	1	190	1035	0
LINE 820 (FLIGHT 12)										
A 1354 D	11	13	19	19	9	0	2	53	28	25
B 1349 B	2	5	2	1	3	12	1	93	158	38
C 1315 S	1	6	0	6	1	0	1	126	1035	0
D 1295 B	6	5	1	2	8	38	1	154	851	27
F 1261 T	92	24	186	48	118	0	20	30	1	22
G 1240 D	42	16	71	26	54	0	6	62	4	46
H 1238 D	6	8	9	17	5	0	1	59	128	14
LINE 830 (FLIGHT 12)										
A 1394 D	18	30	18	33	6	0	1	48	91	13
B 1400 B	2	4	3	2	3	24	1	97	330	35
C 1413 B	0	6	0	3	1	0	1	92	1035	0
D 1426 D	14	33	6	19	4	5	1	83	221	35
E 1479 D	119	54	99	44	53	5	3	68	13	47
F 1483 D	7	8	11	11	7	25	1	96	199	44
G 1512 T	28	8	45	17	54	0	5	66	6	47
I 1537 D	77	19	119	28	117	0	15	48	1	37
J 1540 D	21	22	47	38	14	0	2	46	39	16
L 1561 B	52	39	126	75	28	2	1	78	80	39
M 1563 D	52	39	126	75	28	7	5	62	8	45
LINE 840 (FLIGHT 12)										
A 1882 D?	10	11	20	18	10	0	2	55	40	22
B 1858 D	8	12	2	7	4	13	1	102	190	47
C 1827 B	0	4	2	2	2	23	1	147	1035	0
D 1822 D	59	23	55	21	52	5	4	82	9	61
E 1818 D	18	21	18	18	10	6	2	97	58	58
F 1798 T	19	6	14	9	34	0	3	81	22	51
G 1787 T	27	4	49	10	144	0	14	62	1	50
H 1772 B	4	1	8	3	29	0	5	86	9	59

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LINE 840 (FLIGHT 12)										
I 1749 B	1	9	3	20	1	0	1	43	323	0
LINE 850 (FLIGHT 12)										
A 1919 T	41	92	46	113	6	1	1	27	82	2
B 1924 B	4	15	4	19	2	0	1	53	179	12
C 1931 H	2	2	9	6	11	45	2	97	58	58
D 1953 D	31	21	15	9	19	5	2	120	29	87
E 1999 H	0	5	1	6	1	4	1	97	1035	0
F 2005 D	8	23	6	23	3	7	1	51	225	11
G 2028 T	21	7	16	11	32	0	3	78	18	50
H 2040 T	38	10	68	22	74	0	6	58	4	42
J 2058 T	39	15	56	31	38	0	4	64	11	43
K 2061 G	11	18	19	31	6	2	1	75	72	35
L 2106 D	6	2	8	5	19	39	2	178	57	132
LINE 860 (FLIGHT 12)										
A 2332 H	1	3	3	8	2	0	1	78	1031	0
B 2328 D	15	27	35	47	7	2	1	40	53	11
D 2322 D	3	9	2	16	2	0	1	51	201	8
E 2300 D	27	15	17	10	23	11	2	122	27	89
F 2245 D	6	7	4	4	6	26	1	140	162	79
G 2241 D	18	7	17	4	44	5	2	94	37	61
H 2230 T	69	12	138	34	147	0	16	39	1	29
I 2216 D	23	20	40	29	16	5	3	59	23	34
J 2213 B	6	9	11	24	4	2	1	88	157	37
K 2212 P	0	1	6	6	5	46	2	114	51	76
LINE 870 (FLIGHT 12)										
B 2365 H	6	8	10	19	5	2	2	50	51	16
C 2401 D	37	36	30	24	15	6	3	91	26	64
D 2405 T	13	11	15	18	10	20	2	83	43	49
E 2451 T	12	25	5	18	4	5	1	69	283	19
F 2471 B?	5	6	3	3	5	30	1	102	686	13
G 2475 B?	5	6	1	1	6	18	1	102	293	38
H 2479 B	2	4	7	5	6	20	2	111	57	70
I 2488 T	32	6	66	13	133	0	18	43	1	33
J 2505 B?	3	3	9	6	9	36	3	129	26	95
K 2552 L	11	8	5	3	13	7	2	145	67	100
LINE 880 (FLIGHT 12)										
A 2785 B	9	19	14	30	4	0	1	39	115	4

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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 880 (FLIGHT 12)										
B 2754 D	241	125	397	220	58	0	11	21	1	13
C 2719 T	172	91	265	178	45	0	8	22	2	11
D 2717 T	160	86	229	174	40	0	3	102	21	74
F 2696 C	2	3	17	9	11	32	2	89	28	61
G 2693 D	8	14	5	15	4	2	1	49	244	3
H 2687 T	59	12	117	26	136	0	17	38	1	28
I 2674 C	2	1	8	5	11	43	3	127	22	94
LINE 890 (FLIGHT 12)										
A 2831 B	11	20	15	33	5	0	1	39	119	4
C 2870 D	8	15	19	7	9	24	1	69	1035	0
D 2874 T	246	109	401	214	67	0	14	28	1	20
G 2924 T	146	65	180	120	48	0	7	37	3	24
H 2926 D	25	65	168	120	15	0	4	76	11	55
J 2957 T	42	3	87	11	368	0	27	37	1	30
LINE 900 (FLIGHT 12)										
B 3194 T	82	22	82	42	66	0	8	46	3	33
C 3157 T	88	28	81	60	48	0	5	43	7	26
E 3125 T	128	28	246	58	160	0	22	29	1	22
LINE 910 (FLIGHT 12)										
A 3316 B	1	6	0	3	1	0	1	114	1035	0
B 3352 T	30	16	31	17	26	4	4	79	11	56
C 3356 D	23	5	18	0	160	16	1	100	1035	0
D 3360 D	45	30	47	36	23	8	3	64	19	40
E 3362 D	5	8	47	33	13	20	1	122	67	79
F 3409 T	179	57	316	154	79	0	12	25	1	17
G 3436 B	4	3	4	8	6	21	1	85	193	31
H 3443 T	98	15	170	38	195	0	15	40	1	30
I 3446 D	0	6	16	21	7	9	1	132	634	28
J 3467 P	1	0	9	5	15	45	2	122	32	87
LINE 920 (FLIGHT 12)										
A 3686 T	32	8	47	17	65	1	6	64	4	48
B 3685 D	11	2	39	8	98	14	2	86	60	46
C 3682 D	25	34	21	32	8	0	2	61	26	34
D 3680 T	18	36	20	34	5	4	1	52	66	20
E 3668 D	1	14	1	8	1	0	1	69	1035	0
F 3648 T	71	17	102	39	84	0	10	42	1	29
G 3616 D	51	18	53	31	44	0	8	50	3	35

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LINE 932 (FLIGHT 26)										
A 2486 T	58	28	54	36	33	2	5	60	8	41
B 2482 D	7	2	17	0	108	24	2	107	47	70
C 2478 D	40	16	40	17	44	0	4	65	13	43
D 2475 D	14	19	16	25	7	5	2	61	35	30
E 2458 D	2	13	2	10	1	0	1	75	1035	0
F 2433 T	43	13	48	25	49	0	4	60	12	37
G 2396 D	19	12	24	22	15	0	5	70	8	49
LINE 942 (FLIGHT 26)										
A 2746 D	7	11	16	2	12	24	1	110	134	57
B 2750 T	57	24	62	30	43	11	7	69	4	54
C 2782 D	3	10	2	8	2	0	1	95	937	0
D 2788 D	20	19	22	19	12	11	2	122	54	83
E 2815 D	60	17	80	35	64	0	5	54	7	36
F 2851 D	6	7	5	10	5	12	1	63	258	13
H 2867 D	45	12	69	29	64	0	8	50	2	35
LINE 952 (FLIGHT 26)										
A 3192 D	3	2	0	1	6	51	1	211	1035	0
B 3131 D	33	8	49	18	66	0	7	58	4	41
C 3090 D	17	3	28	7	93	0	6	97	5	74
LINE 962 (FLIGHT 26)										
A 3413 T	60	15	93	32	84	0	8	52	3	38
B 3439 D	10	7	13	6	16	13	1	99	117	48
C 3453 L	4	5	4	4	6	22	1	104	198	45
D 3467 D	48	17	78	27	61	6	8	68	3	53
E 3501 B	4	8	11	15	4	17	2	82	57	45
F 3510 T	4	11	18	32	4	10	1	57	65	23
LINE 971 (FLIGHT 27)										
A 313 B	4	1	3	1	39	21	2	173	71	120
B 273 D	15	6	27	10	37	0	4	75	9	52
C 269 D	8	5	16	12	13	15	2	126	49	88
D 247 D	3	4	2	2	4	30	1	104	207	45
E 241 T	5	8	16	9	9	17	3	99	21	70
LINE 981 (FLIGHT 27)										
A 533 D	1	4	1	3	1	5	1	165	1035	0
B 640 D	24	4	38	10	110	11	6	89	5	70
C 644 D	4	4	6	9	5	28	2	121	39	86

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LINE 981	(FLIGHT	27)								
D 674 D	24	8	46	13	59	14	4	104	11	81
LINE 990	(FLIGHT	27)								
A 957 B	4	5	1	2	4	36	1	196	826	51
B 902 D	24	13	12	13	18	7	1	75	252	23
C 849 D	5	8	16	16	7	8	1	86	73	43
D 820 D	19	7	16	5	41	8	2	106	28	74
E 815 B?	5	4	2	3	8	21	1	77	258	21
F 794 L	1	5	0	4	1	0	1	88	1035	0
LINE 1001	(FLIGHT	31)								
A 2017 B	2	5	1	3	2	9	1	85	1035	0
B 1930 D	33	21	35	17	25	3	2	88	30	59
C 1922 B	2	5	2	2	3	30	1	155	89	104
D 1903 B	0	2	4	7	2	18	1	93	205	39
E 1886 D	6	1	5	8	12	32	2	121	47	84
F 1882 D	8	15	21	29	6	6	2	73	42	40
G 1860 D	17	6	25	8	44	3	4	98	10	74
H 1855 B?	3	7	2	9	2	0	1	56	240	6
I 1842 L	0	6	1	2	1	0	1	96	834	3
LINE 1011	(FLIGHT	31)								
A 1653 S	2	2	1	2	5	65	1	57	807	0
B 1657 B	2	10	2	7	1	0	1	53	300	5
D 1727 D	29	13	55	27	34	0	4	57	13	35
E 1729 T	18	14	57	35	20	0	5	46	7	28
F 1731 D	10	5	27	23	16	5	1	134	103	80
G 1785 D	11	5	22	9	28	0	3	105	16	76
H 1791 B	2	7	0	5	1	0	1	55	512	0
I 1799 L	1	6	0	1	1	1	1	145	1035	0
LINE 1021	(FLIGHT	31)								
A 1360 D	37	14	49	26	40	0	5	61	8	41
B 1357 D	22	14	49	26	25	0	2	69	31	39
C 1304 D	11	3	12	4	46	25	3	140	25	106
D 1278 D	14	7	26	12	28	7	3	91	18	63
E 1264 L	1	3	1	1	2	24	1	189	1035	0
LINE 1022	(FLIGHT	31)								
A 1610 S	0	8	0	19	1	1	1	32	982	0
LINE 1030	(FLIGHT	28)								
A 1229 T	55	23	77	47	38	0	6	40	4	25

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LINE 1030	(FLIGHT	28)								
B 1279 T	38	6	80	13	179	0	34	52	1	46
C 1307 B	4	1	6	4	18	34	2	120	63	78
LINE 1040	(FLIGHT	28)								
A 1502 D	48	15	45	38	36	0	51	99	1	95
B 1499 B	61	47	45	41	20	0	4	41	10	23
C 1495 D	50	66	56	104	10	0	2	31	31	7
D 1426 D	25	7	49	11	79	0	4	97	11	73
E 1416 D	8	5	10	6	14	15	2	144	53	102
F 1381 D	5	8	5	7	5	6	1	118	136	62
LINE 1050	(FLIGHT	28)								
A 1750 D	2	5	3	6	3	12	1	130	1035	0
B 1762 D	21	10	25	22	21	0	4	59	12	36
C 1766 P	3	3	16	10	11	15	1	102	94	53
D 1817 D	21	9	37	15	38	4	4	84	12	60
E 1825 D	9	8	16	17	10	15	1	116	81	70
F 1853 B?	2	6	5	5	3	5	1	103	96	54
LINE 1060	(FLIGHT	28)								
A 2045 D	12	26	8	20	4	1	1	84	232	33
B 2028 D	138	61	256	134	57	0	6	35	5	22
C 1961 D	1	4	21	11	10	9	3	160	17	128
D 1955 D	8	2	20	7	42	14	4	109	14	82
E 1948 B	5	8	5	14	3	13	1	75	117	32
LINE 1070	(FLIGHT	28)								
A 2252 D	34	20	64	31	31	0	6	53	5	37
B 2254 D	27	17	46	32	21	0	1	124	76	77
C 2303 B	4	1	15	4	40	16	6	152	7	124
D 2307 D	12	4	27	14	29	14	4	91	13	66
E 2313 D	6	3	10	5	20	26	3	111	16	83
LINE 1080	(FLIGHT	28)								
A 2574 B	2	9	3	7	2	4	1	49	407	0
B 2500 D	9	16	7	12	5	5	1	122	259	58
C 2488 B	3	3	5	6	6	3	2	104	58	63
D 2429 D	21	2	31	5	190	0	4	91	11	66
E 2423 D	19	18	27	25	12	2	1	62	108	21
LINE 1090	(FLIGHT	28)								
A 2630 B	0	2	1	5	1	0	1	50	191	7

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LINE 1090	(FLIGHT	28)								
B 2632 B	3	8	3	15	2	4	1	66	211	19
C 2714 D	27	19	48	36	19	0	2	57	26	30
D 2770 D	14	4	19	5	49	3	4	84	10	61
E 2776 D	23	14	44	22	25	0	2	95	57	55
LINE 1100	(FLIGHT	29)								
A 311 P	7	1	23	7	65	16	2	131	43	92
C 258 D	38	17	56	33	33	0	4	53	10	32
D 212 D	4	2	8	5	13	15	1	100	112	47
E 175 D	3	7	2	5	2	5	1	96	946	0
LINE 1110	(FLIGHT	29)								
A 409 T	12	4	41	9	66	0	11	47	1	33
C 468 D	31	14	66	30	38	0	3	60	16	37
D 516 D	6	8	9	8	7	0	1	63	104	18
E 554 D	1	4	1	7	1	0	1	111	1035	0
LINE 1120	(FLIGHT	29)								
A 806 B	3	9	3	10	2	7	1	59	346	10
B 791 D	31	16	76	31	39	0	5	60	7	41
C 729 D	17	25	10	20	6	7	1	68	217	22
D 682 D	19	10	27	15	24	0	2	67	31	37
E 678 D	3	10	3	15	2	0	1	49	220	6
F 642 B	1	6	0	4	1	0	1	113	1035	0
LINE 1130	(FLIGHT	29)								
A 850 B	1	258	2	6	1	0	1	68	241	17
B 871 D	15	6	35	16	31	0	4	67	10	45
C 930 B	2	5	0	2	2	20	1	216	1035	0
D 973 D	27	20	39	34	17	5	2	69	39	37
E 975 B	3	6	0	5	3	19	1	95	539	17
F 1009 D	2	8	1	6	1	0	1	134	912	8
LINE 1140	(FLIGHT	29)								
A 1255 D	2	3	4	7	3	21	1	55	202	9
B 1252 B	1	7	1	13	1	1	1	55	296	9
C 1244 D	6	17	7	27	2	0	1	28	222	0
D 1230 D	17	6	47	19	43	5	9	57	2	43
E 1226 B	6	1	12	2	49	34	12	75	1	61
G 1177 D	36	24	25	21	19	2	2	83	38	50
H 1133 D	20	18	26	27	12	2	1	54	78	18

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707-SH.1 TYNSET NORD

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 1140	(FLIGHT	29)								
I 1094 D	4	10	2	8	2	4	1	60	584	0
LINE 1150	(FLIGHT	29)								
A 1387 D	72	28	74	38	48	0	3	64	14	42
B 1427 D	40	30	71	58	20	0	3	48	21	24
C 1460 D	3	9	2	6	2	0	1	84	256	26
LINE 1160	(FLIGHT	29)								
A 1668 D	5	4	15	9	13	24	2	136	50	97
B 1619 D	81	35	56	39	39	0	3	56	17	34
C 1579 D	32	18	42	34	22	2	2	57	29	28
D 1543 D	5	6	2	4	5	9	1	100	577	9
LINE 1170	(FLIGHT	29)								
A 1811 L?	1	253	1	2	1	0	1	142	1035	0
B 1890 D	41	24	31	24	23	3	2	79	30	50
C 1924 D	51	24	82	54	32	3	6	58	5	42
D 1957 D	3	5	2	4	3	5	1	93	354	28
LINE 1180	(FLIGHT	29)								
A 2089 T	146	88	135	123	33	0	4	37	11	20
B 2060 B	3	4	6	9	4	13	1	90	151	37
D 2048 D	35	8	50	15	86	2	8	79	3	62
F 2012 D	5	5	6	8	6	25	1	97	143	46
LINE 1190	(FLIGHT	29)								
A 2203 D	1	6	2	7	1	0	1	52	486	0
B 2221 D	51	37	68	55	21	2	4	53	12	34
C 2276 D	39	23	26	20	24	0	2	91	30	62
D 2309 D	6	4	13	16	9	15	13	141	1	128
E 2314 D	23	6	34	9	76	3	12	64	1	50
F 2350 B	5	8	10	10	6	10	2	86	43	51
LINE 1200	(FLIGHT	29)								
A 2525 D	28	21	43	31	18	0	2	60	26	33
B 2472 D	66	40	44	35	26	3	2	75	33	45
C 2442 D	27	10	34	21	32	14	3	72	16	50
D 2441 D	27	10	34	20	32	7	1	64	318	12
E 2433 D	26	5	133	6	544	0	10	68	2	53
F 2430 T	73	13	152	36	155	0	11	41	1	29
G 2394 D	16	8	21	13	22	0	1	56	76	16

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707-SH.1 TYNSET NORD

	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 1210 (FLIGHT 29)										
A 2602 D	66	39	81	45	33	3	3	63	15	42
B 2625 D	2	7	0	4	1	0	1	108	1035	0
C 2653 D	52	29	69	53	27	0	3	45	17	23
D 2671 D	2	6	1	6	1	9	1	131	880	16
E 2680 D	9	9	16	12	10	7	2	80	41	46
F 2683 T	5	9	11	17	4	3	2	54	52	20
G 2690 D	63	17	75	32	71	0	8	50	2	36
H 2693 D	76	10	153	25	247	0	18	51	1	42
I 2722 D	10	5	13	6	23	6	2	80	52	42
LINE 1220 (FLIGHT 29)										
A 2901 D	17	19	46	41	12	0	2	55	25	28
B 2877 B	2	14	0	10	1	0	1	55	735	0
D 2849 D	116	50	90	67	43	1	3	51	15	30
E 2831 B	5	12	1	10	2	6	1	65	318	14
F 2829 D	20	12	42	10	38	17	1	98	195	45
G 2827 D	45	20	45	24	36	5	4	68	12	46
H 2819 D	45	35	47	48	17	0	2	51	24	25
I 2814 D	22	15	23	16	18	0	2	79	46	43
K 2809 D	36	43	28	81	8	0	2	36	23	12
M 2806 D	77	28	105	43	61	1	4	64	8	45
N 2768 D	14	11	17	17	12	2	1	44	112	6
LINE 1230 (FLIGHT 29)										
A 2964 D	0	7	11	13	4	1	1	128	1035	0
B 2965 D	0	7	11	13	3	1	2	85	51	48
C 2988 D	3	14	0	11	1	0	1	40	1035	0
D 3016 D	39	24	40	37	21	1	2	63	30	34
E 3031 D	52	30	37	23	28	7	3	74	23	48
F 3034 T	98	57	97	85	29	0	5	44	6	29
G 3042 D	49	28	54	37	27	0	4	56	12	35
H 3046 D	29	14	27	13	31	0	2	86	37	54
I 3051 D	24	23	17	23	10	6	3	75	15	51
J 3054 D	36	28	39	45	15	3	2	65	43	33
K 3085 D	6	3	6	3	17	3	2	76	42	41
LINE 1240 (FLIGHT 29)										
A 3282 B	1	8	0	11	1	0	1	62	1035	0
B 3254 D	27	38	12	20	8	0	1	59	197	15
C 3224 D	89	87	74	105	16	1	2	33	41	9
D 3211 D	12	23	15	25	5	9	1	80	69	42

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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 1240 (FLIGHT 29)										
E 3207 T	149	48	151	70	76	4	7	51	3	38
F 3196 D	40	19	31	28	26	11	4	82	11	59
G 3189 D	32	20	29	22	21	13	3	83	19	58
H 3185 D	28	17	22	18	20	6	3	77	23	51
I 3181 D	99	28	126	62	70	2	10	57	2	44
J 3179 D	100	19	126	62	89	8	2	83	48	49
K 3142 D	15	16	18	19	10	0	2	54	38	23
LINE 1252 (FLIGHT 30)										
A 255 D	7	24	2	14	2	1	1	45	677	0
B 229 D	64	46	62	52	22	5	2	66	28	39
C 219 D	41	21	40	17	33	0	4	84	11	61
D 215 D	330	118	364	346	56	0	21	50	1	41
E 213 T	394	210	357	390	44	0	6	20	4	9
F 212 T	234	166	354	289	37	2	7	29	3	19
G 208 T	4	3	9	9	8	42	5	93	6	75
H 197 D	25	26	23	33	10	7	1	60	67	26
I 193 D	7	13	106	0	98	17	2	87	38	55
J 189 T	171	31	297	75	189	1	20	38	1	30
K 154 B	12	7	24	13	21	4	3	71	16	45
LINE 1260 (FLIGHT 30)										
A 402 D	17	31	5	16	5	2	1	54	282	8
B 432 D	63	44	55	44	23	4	2	61	27	34
C 433 D	55	41	12	41	14	4	2	154	37	117
E 443 D	51	36	45	38	21	4	4	63	10	43
F 446 T	89	71	40	111	14	0	5	34	6	21
G 448 T	140	50	129	62	67	0	13	41	1	31
H 449 T	53	13	28	35	37	1	19	30	1	22
I 451 D	18	13	28	25	15	3	25	51	1	44
J 464 D	43	42	72	73	15	0	3	53	21	29
K 469 D	9	12	47	0	38	20	2	93	29	65
L 471 D	55	9	111	11	283	1	13	52	1	41
M 472 T	61	12	111	26	133	0	9	44	2	32
N 503 B	10	6	21	11	21	3	3	72	16	46
LINE 1270 (FLIGHT 30)										
A 698 D	7	17	3	12	3	4	1	52	418	3
B 672 D	37	26	31	25	19	5	2	78	32	47
C 660 D	47	68	29	49	9	2	2	58	31	31
D 657 T	211	162	261	226	32	0	6	31	4	20

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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 1270 (FLIGHT 30)										
E 655 D	125	160	169	68	23	0	9	43	2	32
F 650 T	112	33	261	74	109	0	10	42	2	30
G 638 D	15	20	19	19	8	16	2	89	43	55
H 636 D	14	12	7	19	7	20	1	91	121	45
J 630 D	35	12	26	20	35	0	5	56	6	38
K 626 D	43	12	61	31	52	4	6	56	5	39
L 593 D	6	13	11	19	4	0	2	82	46	46
M 587 B?	8	5	16	8	17	5	2	71	48	34
LINE 1280 (FLIGHT 30)										
A 821 B	0	5	0	2	1	12	1	112	1035	0
B 826 D	11	20	7	15	4	6	1	54	334	6
C 854 D	54	42	45	46	18	4	2	60	39	29
D 865 D	47	34	60	51	21	0	5	60	7	42
E 868 D	44	34	81	53	23	0	5	46	7	30
F 869 D	76	35	81	53	38	0	9	50	2	37
H 883 D	32	18	46	29	26	11	2	80	26	53
I 890 D	85	23	110	36	90	3	14	53	1	42
J 894 T	56	21	97	44	51	0	8	45	3	33
K 896 D	26	10	8	8	27	7	4	91	9	69
L 922 D	1	6	2	5	1	0	1	109	119	57
M 928 D	11	7	24	15	17	0	1	58	60	20
LINE 1290 (FLIGHT 30)										
A 1097 D	12	32	7	23	3	1	1	47	286	5
B 1070 D	64	28	75	48	38	8	4	70	10	50
C 1060 D	49	40	28	32	16	0	5	146	8	120
D 1058 D	47	53	28	32	12	0	3	70	21	46
E 1054 D	58	19	54	27	52	0	6	72	5	55
F 1040 D	130	54	191	106	54	3	7	42	3	29
G 1037 D	5	14	0	10	2	6	1	96	107	50
I 1032 D	59	36	91	63	28	0	5	39	7	23
J 1027 T	131	54	219	106	60	0	9	38	2	27
K 1025 D	25	7	52	17	62	10	4	87	13	63
L 994 D	16	13	21	11	16	0	3	75	20	47
M 987 D	15	12	22	24	11	6	2	57	47	24
LINE 1300 (FLIGHT 30)										
A 1193 D	0	8	0	0	1	0	1	103	1035	0
B 1198 D	19	54	13	38	4	0	1	30	298	0
C 1227 D	42	16	35	22	38	2	2	74	27	46

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ANOMALY/ FID/INTERP	COAXIAL COIL REAL PPM	COAXIAL COIL QUAD PPM	COPLANAR COIL REAL PPM	COPLANAR COIL QUAD PPM	VERTICAL DIKE COND MHOS	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND MHOS	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M
LINE 1300 (FLIGHT 30)										
D 1237 D	34	43	24	31	10	5	1	56	131	19
E 1241 D	109	48	171	76	57	0	10	50	2	39
F 1253 D	124	28	142	41	129	2	8	59	2	46
G 1259 D	33	28	43	31	18	4	1	46	130	10
H 1262 D	37	22	142	28	70	9	4	62	11	42
I 1264 D	107	31	142	55	82	0	6	44	4	30
J 1267 D	23	18	17	28	11	1	1	10	841	0
LINE 1310 (FLIGHT 30)										
B 1432 T	1	6	7	16	2	4	1	71	118	27
C 1420 D	11	26	6	22	3	5	1	45	416	1
D 1394 D	25	26	10	18	9	9	1	93	100	48
E 1381 D	77	32	79	29	54	0	8	60	3	46
F 1378 D	154	71	266	142	56	0	10	25	1	16
G 1378 D	120	44	130	51	70	0	11	52	1	41
H 1365 D	86	20	93	27	110	0	7	66	3	51
I 1360 D	72	36	75	49	35	0	4	53	9	35
J 1356 D	61	13	126	32	120	0	17	43	1	34
K 1355 D	53	13	126	32	107	0	14	53	1	42
L 1352 D	80	30	77	46	48	2	7	49	3	36
LINE 1320 (FLIGHT 30)										
A 1507 T	1	2	6	7	4	38	1	99	112	51
B 1522 D	17	30	12	27	5	4	1	46	193	6
C 1551 D	34	28	27	25	15	6	2	86	48	51
D 1563 D	65	30	66	32	41	1	5	64	5	46
E 1567 D	79	25	68	23	74	0	9	69	2	54
F 1577 D	84	26	88	36	69	0	5	71	8	51
G 1580 D	4	12	9	11	3	8	2	161	42	121
I 1583 D	54	21	41	17	48	0	5	72	6	53
J 1585 T	135	52	144	97	51	0	8	39	2	27
K 1590 D	86	34	112	36	65	2	4	70	9	50
LINE 1330 (FLIGHT 30)										
A 1727 D	17	31	13	27	5	2	1	43	279	0
B 1702 D	77	26	69	26	66	6	6	84	5	67
C 1690 D	28	42	28	48	8	2	2	68	27	40
D 1686 D	82	21	70	20	99	2	5	81	6	63
E 1675 D	58	28	76	40	39	0	5	55	7	37
F 1670 T	66	10	74	16	166	0	14	48	1	37
G 1668 D	69	14	62	36	71	0	10	59	2	46

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LINE 1330 (FLIGHT 30)										
H 1666 T	27	31	23	36	9	1	4	63	13	41
I 1663 D	6	5	2	6	7	30	1	100	143	48
LINE 1341 (FLIGHT 30)										
A 1980 B	8	9	22	24	9	17	2	80	45	46
B 1991 B	1	8	0	6	1	0	1	65	1035	0
C 1996 D	19	30	13	22	6	1	1	52	144	13
D 2023 D	82	46	84	44	37	6	5	73	6	55
E 2037 D	28	33	22	26	10	7	2	85	35	54
F 2040 D	89	39	113	47	53	0	5	59	8	41
G 2050 D	82	50	83	54	31	2	3	68	15	46
H 2055 T	142	29	151	32	172	2	23	43	1	35
I 2057 T	113	29	101	39	93	0	12	49	1	38
J 2059 T	64	38	52	58	23	0	7	43	3	29
K 2063 B	6	7	12	12	8	12	1	80	111	34
LINE 1350 (FLIGHT 30)										
A 2278 D	11	18	8	21	5	8	1	35	432	0
B 2259 D	17	10	11	11	15	16	2	114	54	74
C 2257 D	6	12	6	11	4	5	1	97	131	46
D 2242 D	12	21	10	11	6	4	2	99	56	60
E 2239 B	162	48	195	78	91	0	10	40	1	29
F 2228 D	35	13	36	19	38	2	4	92	10	69
H 2223 D	57	7	67	10	256	0	15	56	1	45
I 2221 D	54	15	62	20	79	4	10	61	2	48
J 2218 D	15	13	18	9	15	9	3	96	18	68
K 2214 D	4	4	2	3	6	26	1	108	102	58
LINE 1360 (FLIGHT 30)										
A 2402 D	1	18	0	8	1	2	1	56	1035	0
B 2409 D	7	18	6	14	3	5	1	49	376	1
C 2432 D	32	22	21	11	21	12	2	114	37	82
E 2452 D	100	42	121	43	62	0	7	62	3	47
F 2455 D	121	59	152	87	46	0	5	41	5	26
G 2457 B	114	58	97	85	34	0	4	178	12	147
H 2464 D	84	42	70	52	35	5	4	65	10	46
I 2468 D	91	21	143	29	147	0	12	53	1	41
J 2471 T	100	22	197	37	169	0	35	33	1	28
K 2474 T	63	20	61	38	48	0	10	50	2	37
LINE 1370 (FLIGHT 30)										
A 2592 D	3	14	3	15	1	0	1	33	502	0

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LINE 1370 (FLIGHT 30)										
B 2571 D	22	18	20	18	14	9	2	95	59	56
C 2552 B	59	11	93	16	164	0	14	58	1	46
D 2548 D	81	20	78	28	88	0	8	62	3	47
E 2540 D	61	15	63	21	86	1	8	75	3	59
F 2536 D	50	25	35	26	29	0	4	68	13	45
G 2532 D	68	43	65	50	26	0	6	44	5	29
H 2530 D	64	28	26	44	26	0	7	46	4	31
I 2529 D	15	10	0	13	9	12	4	83	13	59
LINE 1380 (FLIGHT 30)										
A 2735 D	3	10	1	3	2	9	1	64	880	0
B 2742 B	2	8	2	3	2	17	1	63	978	0
C 2764 D	5	5	2	3	6	27	1	118	516	30
E 2786 B	145	35	198	60	126	2	9	57	2	44
F 2790 B	82	32	86	43	51	0	4	66	11	45
G 2798 B	89	37	84	34	54	6	6	80	5	63
I 2803 B	32	18	48	31	25	0	4	59	9	39
J 2806 D	43	21	100	30	53	0	5	49	7	31
K 2808 D	58	17	100	35	72	0	8	41	2	28
L 2809 D	37	265	48	35	3	0	3	86	26	58
LINE 1390 (FLIGHT 30)										
A 2961 B	3	3	12	11	8	16	1	130	110	76
B 2948 B	2	7	1	7	2	0	1	49	436	0
C 2898 B	117	22	160	42	153	0	11	46	1	34
D 2893 T	108	23	150	48	121	0	11	39	1	28
E 2890 D	17	23	12	9	8	5	2	99	64	57
F 2885 D	17	18	7	12	8	7	2	113	61	72
G 2879 D	74	35	114	48	49	1	6	48	5	33
H 2877 B	23	22	29	45	10	0	4	54	11	34
I 2874 D	11	22	37	43	7	0	1	80	64	41
LINE 1400 (FLIGHT 30)										
A 3015 T	5	6	18	16	9	9	2	111	39	76
B 3034 D	6	24	3	18	2	0	1	31	498	0
C 3066 D	5	20	4	9	2	6	1	96	183	45
D 3070 D	14	21	11	21	6	13	1	68	108	29
E 3093 B	78	11	109	25	187	0	15	48	1	37
F 3097 T	149	32	240	84	123	0	14	32	1	22
G 3100 D	29	42	14	24	8	2	2	77	45	43
H 3105 D	31	27	23	21	15	6	3	96	19	69

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707-SH.1 TYNSET NORD

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 1400 (FLIGHT 30)										
I 3110 D	75	21	95	33	79	2	9	46	2	35
LINE 1410 (FLIGHT 38)										
A 1585 B	3	15	0	13	1	0	1	25	582	0
B 1590 D	5	26	3	16	2	1	1	26	585	0
C 1614 B	2	5	1	3	2	29	1	117	1019	8
D 1636 D	75	15	86	26	113	0	21	46	1	38
E 1640 T	90	27	105	53	65	0	7	46	4	32
F 1642 D	12	17	13	7	8	12	2	119	48	82
G 1646 D	46	40	56	56	17	5	4	63	11	43
H 1646 D	52	38	56	56	19	6	3	62	17	39
I 1651 D	74	30	150	60	59	0	9	43	2	32
J 1652 T	85	35	150	59	60	0	11	40	1	29
LINE 1420 (FLIGHT 38)										
A 1529 B	5	10	3	14	3	4	1	48	263	2
B 1526 B	1	6	2	5	1	3	1	60	369	7
C 1497 B	1	5	0	2	1	0	1	127	1035	0
D 1474 L	311	91	363	228	84	0	10	25	1	16
E 1473 L	279	59	363	120	160	0	20	35	1	27
F 1469 L	379	224	365	385	42	2	6	28	4	17
G 1463 L	65	26	89	27	61	5	8	62	3	48
H 1460 D	27	14	14	16	19	7	2	88	52	50
I 1456 B	4	833	6	3	1	0	9	74	2	57
LINE 1430 (FLIGHT 31)										
A 213 D	5	9	5	12	3	3	1	64	212	17
B 208 D	3	10	4	8	3	10	1	64	319	13
C 146 T	263	74	354	183	93	0	13	25	1	17
D 145 L	293	58	351	138	150	0	15	37	1	28
E 141 L	240	73	295	150	87	0	8	35	2	24
F 137 D	12	18	18	9	9	16	1	115	117	64
G 132 D	14	10	18	10	17	8	4	86	14	61
H 130 D	13	8	14	11	14	8	2	107	33	73
LINE 1441 (FLIGHT 31)										
A 500 D	5	7	2	3	5	12	1	86	686	0
B 546 D	67	18	72	36	63	0	11	73	2	59
C 548 T	65	18	72	36	60	0	6	48	4	32
D 552 B	37	5	42	14	114	0	7	67	3	49
E 556 D	20	4	22	8	64	0	7	66	4	47

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LINE 1450 (FLIGHT 31)										
A 730 D	6	9	2	5	4	7	1	73	304	18
B 666 D	101	21	98	34	114	0	9	57	2	43
C 663 B	52	13	51	22	70	0	5	68	6	50
D 658 L	144	41	145	74	78	0	7	42	3	29
E 657 D	18	20	51	50	12	8	4	87	10	65
F 653 D	35	11	38	17	47	0	5	63	7	44
LINE 1460 (FLIGHT 31)										
A 789 D	4	8	1	5	3	9	1	78	864	0
B 834 D	34	6	26	10	89	4	7	86	4	67
C 835 B	8	6	10	10	9	8	4	113	13	86
LINE 1470 (FLIGHT 31)										
A 956 D	5	15	1	7	2	4	1	72	292	21
LINE 1480 (FLIGHT 31)										
A 1021 D	5	6	2	5	5	16	1	68	401	10

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707-SH.2 TYNSET NORD

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LINE 10	(FLIGHT 2)										
A 289	B?	3	14	2	16	1	6	1	47	394	4
B 276	D	5	13	10	17	4	19	1	66	197	23
LINE 11	(FLIGHT 2)										
A 524	D	50	32	164	22	77	5	4	73	9	53
B 522	D	94	25	175	57	97	0	7	44	3	31
C 517	C	2	0	10	2	84	48	6	121	6	97
D 510	D	27	11	31	20	30	8	2	87	36	55
E 495	D	14	4	13	4	52	24	2	117	41	82
F 486	D	22	3	19	3	157	14	4	117	11	92
G 482	T	71	33	96	63	37	0	6	42	5	27
H 480	G	63	31	66	50	32	0	12	52	1	39
I 479	L?	14	6	30	10	38	4	3	118	16	88
LINE 20	(FLIGHT 2)										
A 655	D	59	38	134	67	36	8	5	66	8	48
B 658	D	79	37	134	72	44	5	3	59	14	39
C 670	P?	7	2	43	11	60	31	2	131	56	91
D 673	D	42	13	59	25	53	1	3	71	14	48
E 688	D	48	16	60	20	63	15	7	81	4	65
F 690	D	23	9	60	20	51	22	3	96	20	70
G 699	D	44	13	32	15	56	18	3	86	16	62
H 702	T	54	10	85	23	116	4	13	54	1	42
I 704	B	52	10	79	24	102	1	1	96	68	54
J 779	D	7	10	11	18	5	12	1	68	200	22
K 790	B?	3	4	16	6	13	39	1	51	367	5
L 793	D	11	11	24	25	9	12	2	64	50	31
LINE 30	(FLIGHT 2)										
A 1077	D	6	5	6	7	7	27	1	102	228	45
B 1054	T?	51	27	81	53	31	0	4	35	10	17
C 1042	D	3	5	22	10	13	19	2	86	32	56
D 1038	D	16	11	23	12	20	13	2	88	58	48
E 1026	D	13	13	68	16	35	22	5	91	8	71
F 1024	G	65	16	132	40	96	8	14	54	1	44
G 1021	D	62	9	124	30	153	1	11	50	1	38
H 1013	D	51	34	34	21	24	14	3	87	16	63
I 1010	G	16	3	28	9	62	22	7	83	4	66
J 1007	?	14	4	26	11	38	19	1	74	331	19
K 931	D	6	10	3	12	3	3	1	63	251	13
L 917	D	4	4	23	7	21	25	1	95	92	49

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LINE 30 (FLIGHT 2)										
M 912 D	16	5	32	11	44	2	2	115	30	80
LINE 40 (FLIGHT 2)										
A 1153 D	18	18	11	19	8	14	1	74	287	23
B 1180 D	13	8	16	13	15	22	2	105	51	67
D 1203 T	71	21	75	75	36	0	4	36	9	19
E 1205 D	60	47	62	75	18	2	2	78	48	43
F 1217 B	8	3	11	7	19	27	2	102	42	67
G 1220 D	9	5	11	6	18	17	1	100	148	46
H 1233 D	27	15	27	9	31	12	6	77	5	60
I 1236 T	42	13	50	21	54	0	7	55	4	40
J 1239 D	24	3	50	1	389	13	3	100	17	73
K 1245 L?	21	24	5	9	8	12	1	107	76	63
L 1248 G	4	3	6	5	8	31	2	104	49	67
M 1250 B	4	2	5	5	9	27	1	86	106	37
N 1329 D	10	13	9	14	6	3	1	68	128	23
O 1344 D	6	8	18	17	8	24	2	84	54	47
P 1348 D	44	19	82	25	56	6	4	98	12	74
LINE 50 (FLIGHT 2)										
A 1643 D	17	17	14	19	9	12	1	86	133	39
B 1614 D	10	9	10	10	10	23	1	87	107	42
C 1594 B	19	16	9	28	8	7	1	76	86	35
D 1592 D	32	16	41	31	24	8	3	69	21	44
F 1581 P	1	1	13	13	6	30	2	105	32	73
H 1574 D	32	3	33	2	400	17	5	99	7	78
I 1571 T	52	28	46	38	26	8	4	60	8	42
J 1565 T	138	28	305	80	159	0	25	25	1	19
K 1557 D	29	16	39	18	29	1	3	71	15	47
L 1516 L	8	6	22	2	30	3	2	106	69	61
M 1488 L	3	5	1	2	3	25	1	207	645	65
N 1480 L?	1	7	0	6	1	5	1	67	1035	0
P 1473 D	2	8	7	14	2	2	1	69	229	21
Q 1466 D	8	2	25	12	30	23	4	96	9	74
R 1463 D	7	5	22	13	16	24	1	93	92	48
LINE 60 (FLIGHT 2)										
A 1723 D	11	16	8	22	5	4	1	63	137	21
B 1752 D	12	13	8	12	7	18	1	94	197	42
D 1773 D	23	32	22	32	8	11	2	72	56	37
E 1775 D	12	13	7	18	6	13	1	79	74	40

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LINE 60 (FLIGHT 2)										
F 1778 D	4	3	4	6	5	37	2	122	56	82
G 1788 B?	11	8	13	14	11	15	1	47	1035	0
H 1794 D	39	5	53	12	161	18	3	87	14	63
I 1798 D	24	10	33	8	49	23	5	90	7	70
J 1799 B	31	12	33	2	68	12	14	75	1	63
K 1804 D	57	10	61	19	119	0	6	73	5	56
L 1811 D	42	12	65	23	66	8	4	70	9	50
M 1878 L	2	4	0	0	2	14	1	161	564	47
N 1887 L?	4	3	1	2	6	41	1	111	321	47
O 1894 B	2	7	3	6	2	13	1	70	265	20
P 1898 B	2	6	1	6	1	7	1	61	407	8
Q 1904 D	3	7	6	10	3	17	1	104	154	52
LINE 71 (FLIGHT 25)										
A 355 D	48	22	87	54	34	0	4	44	13	25
B 337 D	66	23	86	42	54	3	6	56	5	39
C 334 D	61	33	92	38	41	7	9	67	2	54
D 326 T	74	17	168	39	133	0	19	30	1	22
E 318 D	26	8	46	16	58	3	5	73	6	54
F 230 L?	2	2	9	1	24	41	2	117	67	74
G 226 D	6	4	10	4	17	26	1	102	120	50
H 209 L	3	2	12	4	22	11	3	91	18	61
LINE 72 (FLIGHT 25)										
A 623 B?	1	6	1	8	1	3	1	101	1035	0
B 585 D	104	32	89	25	89	7	4	84	8	64
D 566 D	50	29	118	69	33	0	5	70	8	51
E 564 D	62	31	118	69	37	0	4	41	9	23
LINE 81 (FLIGHT 25)										
A 773 D	33	19	26	15	24	7	3	86	22	59
B 776 D	60	21	67	21	65	2	6	68	5	51
C 799 D	33	18	98	58	30	0	6	38	4	23
D 800 D	40	20	98	57	33	0	4	51	12	31
E 820 T	108	27	151	58	92	0	9	44	2	32
F 823 D	73	25	27	14	57	0	6	73	5	56
G 851 D	18	8	29	14	30	3	2	76	34	44
H 882 L	0	5	0	2	1	0	1	140	1035	0
LINE 91 (FLIGHT 25)										
A 1269 B?	1	6	0	6	1	0	1	114	1035	0

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LINE 91	(FLIGHT	25)								
B 1233 D	41	13	41	12	62	5	5	93	7	73
C 1217 D	43	16	66	31	44	0	3	64	16	41
D 1208 B	4	6	5	9	4	26	1	101	174	48
E 1198 D	23	16	8	14	13	2	2	102	34	69
F 1174 L?	2	5	3	1	4	30	1	210	964	45
G 1169 D	10	3	27	6	71	9	5	98	7	75
H 1166 D	14	3	27	8	64	4	3	84	16	57
I 1054 L	2	5	4	6	3	25	1	28	610	0
LINE 101	(FLIGHT	25)								
A 1381 B?	0	6	0	4	1	0	1	120	1035	0
B 1421 D	20	12	23	11	23	8	2	104	49	66
D 1436 D	41	15	55	25	45	2	3	77	23	51
E 1444 B	6	7	8	8	7	27	1	117	79	71
F 1457 D	13	9	10	7	13	25	1	110	187	54
G 1488 D	20	9	38	15	34	4	4	77	13	53
I 1526 L	23	1	77	3	1968	0	7	138	4	115
J 1528 L	26	1	77	3	1213	7	21	95	1	87
K 1548 B	1	3	2	3	2	17	1	96	908	0
LINE 111	(FLIGHT	25)								
A 1874 B?	1	7	1	4	1	0	1	111	1035	0
B 1827 B	0	4	4	8	1	13	1	78	312	24
C 1819 D	20	14	16	11	16	14	2	96	57	57
D 1775 D	8	10	14	13	8	19	1	87	92	44
E 1706 S?	2	8	2	9	2	0	1	31	673	0
F 1676 B?	2	5	4	11	2	6	1	71	340	16
LINE 121	(FLIGHT	2)								
A 3430 D	12	4	10	6	30	36	2	176	66	131
D 3540 D	3	5	3	7	3	13	1	82	349	23
E 3602 S?	2	5	1	4	2	13	1	68	456	10
LINE 130	(FLIGHT	3)								
A 282 D	9	4	2	4	15	25	1	145	315	63
C 258 D	31	38	45	46	11	8	2	78	31	48
D 253 D	9	1	24	4	161	4	7	127	4	105
E 235 D	18	3	22	6	84	9	3	107	20	76
F 180 D	19	13	18	16	15	27	2	93	50	57
G 176 D	5	8	16	19	6	12	2	99	43	63
H 168 B?	1	8	1	21	1	0	1	46	788	0

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LINE 130 (FLIGHT 3)										
I 148 D	11	5	22	11	24	24	2	114	42	80
LINE 140 (FLIGHT 3)										
A 385 B?	7	28	1	17	2	0	1	46	843	0
B 406 B?	3	14	1	14	1	1	1	43	985	0
C 422 D	8	4	7	2	21	17	2	168	58	120
D 426 B?	1	8	2	5	1	0	1	112	1035	0
E 470 D	9	5	7	9	11	17	1	104	123	51
F 526 D	11	6	17	8	23	17	2	100	32	68
G 556 D	26	15	50	25	28	0	3	95	23	66
LINE 150 (FLIGHT 3)										
A 734 D	10	3	18	10	32	21	4	111	13	84
B 731 D	10	4	18	10	26	3	2	119	32	83
C 687 P?	3	5	10	13	4	0	2	77	56	37
D 679 D	12	24	23	54	5	0	1	39	58	11
LINE 151 (FLIGHT 3)										
A 946 D	9	17	12	25	4	0	1	64	107	23
B 926 B?	6	23	0	27	1	0	1	18	787	0
C 906 ?	2	3	0	1	6	40	1	175	1035	0
D 878 D	9	4	10	7	17	10	1	106	94	56
E 863 D	6	2	11	7	19	24	3	110	26	77
F 861 D	11	6	14	12	15	9	1	97	77	52
LINE 160 (FLIGHT 3)										
A 1034 B?	1	11	1	5	1	0	1	120	1035	0
B 1038 S?	0	4	0	1	1	25	1	153	1035	0
C 1060 D	10	17	6	19	4	0	1	37	237	0
D 1065 B?	0	6	0	2	1	0	1	104	574	11
E 1109 D	2	6	4	7	2	0	1	145	158	81
F 1122 G	6	3	13	7	19	23	3	110	14	82
G 1175 D	14	30	26	58	5	3	1	43	81	13
LINE 170 (FLIGHT 3)										
A 1465 B?	3	3	0	1	4	30	1	183	1035	0
B 1447 D	10	10	4	10	7	0	1	40	321	0
C 1442 B?	8	12	1	7	4	4	1	74	515	6
D 1429 D	7	7	5	3	8	20	1	132	112	78
E 1426 L?	7	5	0	3	8	30	1	158	949	21
F 1385 B	3	5	8	10	4	0	1	70	88	24

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LINE 170	(FLIGHT	3)								
G 1339 B	3	4	3	6	3	22	1	104	146	50
H 1330 D	8	22	11	34	3	0	1	36	132	2
I 1323 D	7	11	14	17	6	2	1	83	125	35
J 1307 L	6	2	2	5	10	33	1	191	935	35
K 1278 L	1	8	0	1	1	0	1	214	1035	0
L 1264 L	2	2	1	1	4	19	1	179	1035	0
LINE 180	(FLIGHT	3)								
B 1556 B?	0	5	0	1	1	0	1	208	1035	0
C 1578 B	8	10	3	12	4	1	1	76	230	23
D 1595 D	10	8	14	11	11	12	2	90	47	54
E 1598 D	12	9	11	10	12	10	2	124	54	85
F 1640 B	4	3	8	8	8	3	1	69	127	19
G 1685 D	10	12	10	18	6	4	1	68	154	22
H 1695 D	7	31	13	39	3	0	1	33	152	0
I 1698 P	3	8	19	25	5	21	1	65	93	28
J 1733 L	0	5	0	0	1	0	1	217	1035	0
LINE 190	(FLIGHT	3)								
A 2034 B?	0	8	0	2	1	0	1	180	1035	0
B 2013 D	12	17	6	10	6	0	1	86	141	36
C 1993 D	12	10	9	10	11	6	1	123	90	73
D 1946 D	10	4	17	8	29	9	1	93	67	50
E 1901 D	35	28	46	49	16	0	2	55	35	25
F 1894 D	13	27	20	53	4	0	1	27	109	0
LINE 200	(FLIGHT	3)								
A 2116 B?	0	6	0	1	1	0	1	211	1035	0
B 2140 D	19	20	10	27	7	0	1	39	106	2
C 2156 D	37	15	27	16	34	11	3	91	17	65
D 2159 B?	9	4	9	5	18	24	1	112	111	60
E 2210 D	17	10	24	13	21	11	2	100	54	61
F 2235 D	6	3	4	8	8	19	1	87	586	4
G 2254 D	17	14	18	18	12	0	2	83	43	48
H 2263 B	10	13	5	16	5	0	1	56	418	1
I 2270 R?	0	4	2	11	1	0	1	68	476	12
J 2287 L	1	5	2	1	2	5	1	200	858	42
LINE 211	(FLIGHT	26)								
A 1689 B?	1	2	2	2	3	67	1	160	706	44
B 1696 D	5	18	3	9	2	0	1	76	344	21

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707-SH.2 TYNSET NORD

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LINE 211 (FLIGHT 26)										
C 1726 D	34	34	21	43	10	0	1	36	62	4
D 1744 D	32	17	28	19	25	9	3	89	17	64
E 1747 L?	4	4	17	9	13	20	1	101	250	41
F 1808 D	9	7	9	11	9	15	1	74	278	21
H 1838 D	32	19	77	34	33	0	5	59	8	39
I 1864 D	20	19	11	16	10	9	1	94	76	51
J 1875 B	3	9	2	17	1	0	1	37	531	0
LINE 221 (FLIGHT 5)										
A 412 D	26	13	32	12	33	2	5	103	9	80
B 400 B	2	9	2	13	1	0	1	39	497	0
C 379 D	5	27	4	9	2	0	1	58	613	2
D 374 D	43	50	34	58	10	0	1	33	107	1
F 355 D	61	26	46	29	38	6	3	77	14	54
G 352 L?	12	10	16	11	13	23	1	78	349	23
H 311 G	94	28	158	68	72	0	13	28	1	18
J 299 D	12	13	15	3	14	6	3	107	23	76
L 267 D	5	8	5	14	3	17	1	73	283	22
M 240 D	23	23	15	27	9	9	1	80	82	39
N 230 D	3	12	3	18	1	0	1	48	267	4
O 217 B	4	1	3	1	36	53	1	204	1035	0
LINE 230 (FLIGHT 4)										
A 357 D	28	12	35	16	37	3	4	102	12	77
B 327 B	2	15	0	10	1	0	1	57	597	0
C 322 D	11	25	4	19	3	0	1	35	414	0
D 307 D	6	8	5	6	6	23	1	109	239	50
E 269 B	24	10	49	12	54	8	14	95	1	81
F 265 T	61	15	110	36	88	0	14	35	1	25
G 263 T	58	3	57	21	183	0	22	51	1	43
H 251 D	7	2	9	5	23	24	1	105	72	60
I 226 D	32	40	54	62	11	7	2	60	24	34
J 224 D	13	18	20	24	8	16	1	63	122	25
K 209 D	22	27	25	39	9	0	2	60	43	27
L 204 D	9	20	23	38	5	0	2	39	40	9
M 202 D	7	14	10	34	3	0	1	90	87	45
N 198 D	17	3	32	10	78	5	3	111	19	81
LINE 240 (FLIGHT 4)										
A 421 D	5	144	8	3	1	0	1	181	964	16
B 434 D	15	33	13	36	4	0	1	50	168	11

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LINE 240 (FLIGHT 4)										
C 454 D	2	7	2	4	1	1	1	73	730	0
D 457 B?	1	5	0	1	1	1	1	118	1035	0
E 480 B	3	6	2	7	3	16	1	95	932	0
G 503 D	64	26	129	63	49	0	7	47	4	32
H 505 G	65	27	129	63	48	0	9	29	2	18
I 510 D	73	19	100	34	85	0	9	44	2	32
J 514 T	49	11	56	33	56	0	6	50	5	33
K 517 L?	7	3	5	2	20	22	4	144	13	114
L 522 P	21	7	25	17	29	8	4	71	10	49
M 524 D	31	6	42	7	119	7	5	85	7	64
N 550 D	17	16	20	24	10	3	1	65	116	23
O 567 D	13	15	11	17	7	1	1	71	99	27
P 572 D	15	27	19	45	5	0	1	35	84	4
Q 574 B?	13	20	7	40	4	0	1	71	152	27
R 578 D	25	9	57	16	57	4	3	86	16	60
LINE 250 (FLIGHT 4)										
A 909 D	22	48	17	44	5	0	1	44	163	7
B 863 D	3	5	4	6	4	15	1	111	200	51
C 827 T	61	11	66	26	95	0	8	55	3	41
D 824 L?	13	13	37	18	17	0	3	127	25	93
E 819 D	56	25	70	32	43	5	7	61	3	48
G 792 D	8	13	21	13	9	18	2	100	39	66
H 789 D	15	16	21	23	10	12	1	62	103	24
I 770 D	12	13	18	22	9	0	2	61	42	26
J 764 D	8	16	14	33	4	0	1	35	108	0
K 702 B?	2	4	2	6	2	23	1	120	1029	9
LINE 260 (FLIGHT 4)										
A 1063 D	7	6	10	6	12	1	2	116	43	77
B 1068 D	14	8	26	16	20	18	3	103	24	74
C 1074 D	25	24	29	23	13	3	2	88	28	60
D 1079 T	90	20	106	45	88	0	10	42	2	30
E 1082 B?	27	21	31	13	21	0	3	89	18	62
G 1089 D	52	22	94	44	45	0	6	52	4	37
H 1093 B	12	5	20	30	12	5	1	78	164	29
I 1119 D	20	17	38	26	17	3	2	69	27	41
J 1121 D	11	19	6	17	4	7	1	73	138	30
L 1136 D	47	59	68	97	11	2	2	40	37	15
M 1142 D	11	30	7	39	3	0	1	32	194	0
O 1201 D	2	6	3	5	2	0	1	109	223	46

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LINE 270	(FLIGHT	4)								
A 1503 L	3	3	0	2	3	46	1	184	1035	0
B 1477 L?	9	11	2	6	5	16	1	138	142	80
C 1459 T	71	18	51	27	69	0	7	60	3	45
D 1456 D	21	12	46	22	27	0	5	94	8	72
E 1448 D	48	20	105	53	43	0	12	39	1	27
F 1447 G	51	20	105	53	45	0	6	28	4	14
G 1444 B?	15	7	13	16	15	10	1	110	195	51
I 1420 D	47	45	78	75	16	7	3	53	18	30
J 1418 D	11	20	8	24	4	9	1	67	158	26
K 1399 D	9	15	11	19	5	2	1	65	70	27
L 1324 D	6	10	5	12	4	10	1	66	464	9
M 1314 L	1	2	1	1	2	20	1	183	1035	0
LINE 280	(FLIGHT	4)								
A 1749 D	46	33	42	24	23	2	2	91	33	60
B 1767 D	45	8	32	11	96	0	8	63	3	47
C 1770 L?	17	18	11	11	9	14	4	86	11	63
D 1773 D	39	23	35	32	21	1	4	49	12	29
E 1777 D	43	17	50	30	37	0	3	48	21	24
F 1805 D	39	39	53	58	14	7	2	57	39	28
G 1821 D	7	11	23	31	6	0	2	66	39	33
H 1826 B?	2	11	5	17	1	0	1	53	874	0
I 1891 D	6	7	7	7	6	16	1	115	200	55
LINE 291	(FLIGHT	4)								
A 2407 R?	6	2	23	6	48	28	4	125	11	100
B 2399 B?	0	8	0	6	1	0	1	81	1035	0
C 2357 B?	3	4	1	3	6	43	1	153	1035	0
D 2331 D	41	23	38	31	24	5	2	74	38	42
E 2316 L?	5	8	3	4	4	20	1	143	93	92
F 2310 B?	30	12	15	4	42	14	4	92	13	67
G 2307 D	54	30	97	44	38	0	9	52	2	39
H 2305 D	69	30	97	44	48	7	5	62	8	44
I 2301 T	114	28	147	67	84	0	10	35	1	24
L 2273 D	28	58	43	84	6	2	1	45	80	15
M 2256 B	1	5	5	1	3	32	1	93	114	45
N 2251 B?	3	7	3	8	2	0	1	50	275	1
O 2240 P	3	5	13	15	5	19	2	86	52	49
P 2181 D	2	6	2	6	2	0	1	102	521	16
LINE 300	(FLIGHT	4)								
A 2471 B?	2	5	1	6	1	0	1	74	1035	0

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LINE 300 (FLIGHT 4)										
B 2518 B	9	6	7	7	12	23	1	124	69	80
C 2536 D	27	12	27	12	34	4	2	93	41	58
D 2555 B	17	7	1	5	20	4	3	80	17	53
E 2560 D	102	26	69	23	97	3	9	53	2	40
F 2563 T	80	18	121	47	90	0	11	31	1	20
G 2589 D	11	12	19	17	10	10	2	76	38	44
I 2600 D	6	7	23	27	8	1	1	70	72	30
J 2610 D	19	25	34	51	8	0	1	30	118	0
LINE 310 (FLIGHT 4)										
A 2986 B	1	14	4	30	1	0	1	43	1015	0
B 2979 B	3	10	2	9	2	7	1	53	1035	0
C 2929 D	18	11	12	11	16	14	2	105	59	64
D 2910 D	33	26	36	37	15	8	2	63	24	37
E 2886 D	29	6	18	10	58	8	4	80	9	58
F 2880 D	105	43	210	111	54	0	8	38	2	26
G 2878 T	102	48	210	111	49	0	10	27	1	17
H 2873 D	6	11	6	14	4	12	1	81	140	35
I 2850 B	21	8	40	14	43	14	3	96	16	70
J 2846 T	71	59	167	121	26	0	4	37	10	21
K 2825 D	9	21	20	48	4	0	1	31	159	0
LINE 320 (FLIGHT 4)										
A 3054 D	9	30	10	37	3	0	1	31	237	0
B 3115 D	14	10	8	5	14	28	1	147	85	97
C 3136 D	65	18	58	21	76	8	6	83	5	65
D 3156 D	17	3	10	4	75	6	6	86	5	65
E 3158 D	18	4	10	5	58	11	6	75	5	56
F 3164 D	50	13	53	29	55	0	5	49	6	32
G 3170 D	6	10	7	14	5	12	1	82	292	28
H 3190 B	64	14	109	20	146	5	5	75	6	57
I 3192 D	65	33	109	57	40	0	6	41	5	25
K 3195 D	36	26	62	54	19	4	2	49	23	24
L 3201 D	84	40	130	58	49	2	4	59	11	40
M 3206 D	14	28	18	23	6	2	1	82	61	43
N 3212 D	6	11	10	19	4	9	1	32	444	0
LINE 330 (FLIGHT 5)										
B 610 B	5	2	17	8	21	21	4	110	12	84
C 620 B?	8	21	4	33	2	0	1	36	519	0
D 622 D	8	18	7	33	3	0	1	45	199	4

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LINE 330 (FLIGHT 5)										
E 703 D	7	6	2	3	8	34	1	150	128	93
F 711 D	12	16	15	22	7	12	1	94	87	50
G 722 D	22	4	25	4	127	0	6	74	5	54
H 725 D	23	3	25	6	149	6	5	76	6	57
I 730 D	61	19	57	37	48	0	5	51	8	33
J 738 D	22	30	29	40	8	2	1	75	72	36
L 759 D	86	7	140	18	464	0	12	57	1	45
M 762 D	76	60	137	113	24	0	5	39	6	24
O 778 B?	1	7	1	8	1	0	1	81	990	0
P 854 B	7	26	13	15	4	0	2	126	51	89
LINE 340 (FLIGHT 5)										
A 1187 B	5	13	4	25	2	0	1	31	242	0
B 1184 B?	1	3	4	10	2	8	1	93	260	34
G 1097 D	12	9	33	11	26	12	4	80	12	56
H 1095 T	25	9	33	11	48	2	8	65	3	49
I 1092 D	13	1	26	5	177	6	3	87	16	59
J 1086 D	13	6	34	5	60	6	4	96	11	71
K 1084 B	18	2	34	6	158	0	9	57	3	41
M 1052 G	16	16	62	42	17	0	5	35	6	19
N 1048 D	52	20	146	81	43	0	5	36	6	21
O 1039 D	50	24	91	44	40	6	5	57	8	39
P 1033 D	5	14	9	12	4	1	1	87	69	45
Q 1028 D	4	6	7	13	4	5	1	52	218	6
T 962 D	8	8	9	11	8	16	1	100	535	21
LINE 350 (FLIGHT 7)										
A 447 D	20	5	21	6	67	8	4	132	13	105
B 394 D	34	33	21	18	13	7	2	95	37	62
C 361 T	29	17	33	27	20	13	3	73	14	51
D 351 D	50	9	136	27	160	0	4	73	13	51
E 349 T	70	14	164	41	135	0	17	33	1	24
G 322 T	138	44	306	96	103	1	25	39	1	32
H 319 D	77	49	158	96	34	0	5	42	6	27
I 259 D	67	33	115	53	44	13	6	63	4	48
LINE 360 (FLIGHT 7)										
A 538 D	9	5	10	5	19	10	3	135	21	102
B 570 B	8	7	5	4	10	21	2	142	60	100
C 605 D	12	5	11	6	22	26	8	113	3	93
D 609 D	38	11	32	14	55	4	7	73	4	56

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LINE 360 (FLIGHT 7)												
E	610	D	25	6	32	10	73	0	6	77	5	57
F	614	D	23	5	25	10	56	6	5	79	7	59
G	621	L?	5	7	1	6	3	25	1	121	314	57
H	649	D	51	4	63	9	355	0	19	61	1	52
I	652	D	11	8	21	11	17	11	1	103	83	56
J	663	D	11	13	24	26	9	3	1	63	110	21
K	710	D	1	12	9	13	2	12	1	76	253	28
L	713	D	14	25	20	37	5	6	1	53	126	17
LINE 370 (FLIGHT 7)												
A	1006	D	1	10	2	8	1	0	1	104	1035	0
B	971	B	116	85	120	133	24	3	4	40	11	23
C	940	G	78	19	79	52	58	14	8	58	2	46
D	938	T	149	24	302	77	192	5	19	39	1	31
E	930	T	114	25	181	55	122	0	24	23	1	16
F	928	T	80	16	181	55	119	0	17	31	1	22
G	925	L?	25	6	28	8	74	18	1	86	186	36
H	919	D	13	20	25	35	7	5	1	83	63	44
J	902	T	68	26	169	48	80	0	16	36	1	26
K	899	D	14	11	30	26	13	7	3	83	14	58
L	892	D	7	6	12	11	10	0	2	80	53	41
M	873	D	4	5	14	12	8	41	1	129	97	80
N	843	B?	2	11	7	12	2	22	1	57	307	14
O	839	D	25	60	33	80	5	8	1	47	105	16
LINE 380 (FLIGHT 7)												
A	1088	D	22	23	14	18	10	10	2	80	59	43
B	1135	B	133	0	126	180	49	2	10	73	2	59
C	1138	G	130	149	188	337	15	0	11	23	1	15
E	1141	G	55	37	88	174	13	0	29	23	1	17
F	1142	G	53	56	33	133	14	4	14	32	1	24
H	1147	B	33	12	6	26	18	4	9	37	2	25
J	1150	G	118	51	256	87	74	0	22	24	1	17
K	1151	G	131	51	256	87	81	0	14	32	1	23
M	1160	D	7	12	8	17	4	6	1	82	130	35
O	1178	D	68	5	107	17	343	0	16	55	1	45
P	1181	D	19	13	17	21	13	13	2	79	47	44
Q	1190	D	20	20	31	30	12	2	2	56	39	25
R	1234	B	0	5	5	5	2	15	1	90	105	44
S	1238	D	11	16	17	22	7	12	1	111	149	58
LINE 390 (FLIGHT 7)												
A	1452	D	6	13	4	16	3	12	1	81	254	31

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LINE 390 (FLIGHT 7)										
B 1428 B	48	5	78	19	176	0	7	92	4	72
C 1425 G	42	5	99	26	145	0	31	27	1	21
D 1423 G	14	11	84	16	55	0	44	17	1	13
E 1420 G	25	13	61	27	33	7	14	36	1	26
F 1417 G	23	3	99	26	112	0	21	24	1	16
G 1415 B	5	4	78	14	74	1	9	36	2	23
H 1413 G	44	5	127	7	611	2	21	41	1	33
J 1410 G	17	7	75	18	66	1	16	36	1	26
K 1403 D	46	25	53	39	27	5	2	61	25	35
L 1388 T	173	25	273	55	264	3	23	42	1	35
M 1385 D	48	18	85	32	53	10	6	68	4	53
O 1376 D	78	31	149	63	58	0	6	51	5	35
P 1361 P	1	2	6	6	5	41	2	127	56	87
Q 1340 D	27	18	64	39	23	2	3	54	16	33
R 1334 D	8	13	20	34	5	13	1	52	72	19
S 1303 L	4	2	2	3	10	29	1	163	1035	0
LINE 400 (FLIGHT 7)										
A 1595 B	8	1	3	1	70	10	2	179	71	127
C 1645 G	56	10	28	36	46	5	7	59	4	44
D 1649 G	47	16	271	28	227	9	7	64	4	49
E 1650 T	207	38	271	135	114	4	11	35	1	26
F 1653 T	241	163	366	256	42	0	9	28	1	19
G 1657 D	26	25	12	8	13	17	3	79	23	53
H 1660 G	168	39	344	84	165	0	20	35	1	28
J 1663 B?	0	22	82	44	11	13	3	122	23	92
K 1670 G	137	39	180	57	104	5	13	51	1	41
L 1671 D	104	39	180	57	79	5	14	61	1	50
M 1685 D	36	20	31	20	25	19	4	94	9	73
N 1688 D	15	16	15	14	9	24	1	73	119	33
O 1692 B	2	5	3	15	1	11	1	71	164	28
P 1697 B	14	12	27	21	14	11	3	69	25	42
Q 1699 D	15	12	27	21	14	11	1	123	193	63
R 1735 D	21	14	45	25	22	5	3	69	20	45
S 1742 D	12	20	14	36	5	15	1	52	220	12
T 1767 L	1	6	1	2	1	11	1	136	1035	0
LINE 410 (FLIGHT 7)										
A 1971 B	6	9	4	7	4	14	1	91	217	37
C 1950 T	20	4	29	9	68	0	11	49	2	34
D 1947 B	13	1	91	26	49	2	7	80	4	62

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707-SH.2 TYNSET NORD

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 410	(FLIGHT	7)								
E 1945 D	76	12	91	42	97	5	9	52	2	39
F 1943 D	43	17	36	32	30	0	5	55	7	36
G 1935 G	24	5	58	11	111	1	15	53	1	42
H 1934 D	51	9	51	15	112	1	8	73	3	57
I 1932 D	24	11	51	15	44	14	7	81	4	64
J 1927 D	77	32	100	56	45	0	7	49	3	35
K 1926 D	61	22	95	61	42	0	3	104	16	77
L 1913 D	32	35	43	56	11	0	2	46	43	17
M 1902 D	18	21	19	27	8	4	2	58	33	29
N 1872 D	13	12	22	23	11	0	2	65	43	31
LINE 411	(FLIGHT	7)								
A 2203 D	8	4	6	3	18	10	2	135	62	92
C 2252 T	179	38	310	80	165	0	20	31	1	23
D 2258 T	195	79	225	128	62	2	8	39	2	28
E 2261 D	93	29	94	37	74	0	8	53	3	40
F 2269 T	81	35	156	63	57	1	13	46	1	35
LINE 420	(FLIGHT	7)								
A 2452 B?	0	8	0	5	1	7	1	122	1035	0
C 2491 T	150	32	202	53	152	5	15	47	1	38
D 2495 D	122	24	50	24	119	5	9	46	2	35
E 2497 B	33	24	50	24	24	10	5	63	7	45
F 2501 S?	10	12	15	7	11	33	2	121	56	81
H 2504 G	51	12	110	15	164	0	12	59	1	46
I 2506 D	72	9	110	27	181	6	11	62	1	49
J 2507 D	59	8	35	9	182	13	13	77	1	65
L 2513 B	169	66	221	117	64	1	12	40	1	31
M 2514 D	131	68	221	117	49	1	7	42	3	30
O 2528 D	110	60	190	103	44	2	6	46	5	31
Q 2538 T	98	99	192	157	23	0	7	38	3	26
S 2571 D	173	63	406	127	104	6	10	46	1	36
LINE 430	(FLIGHT	7)								
A 2823 T	31	4	46	10	142	0	11	67	2	53
B 2819 D	63	20	64	35	52	3	6	59	5	42
C 2817 B	47	19	59	18	54	7	8	65	3	51
D 2808 D	18	1	27	3	345	3	10	96	2	79
E 2807 B	2	0	18	1	322	29	26	79	1	71
F 2802 T	43	9	81	23	96	2	19	56	1	46
H 2788 D	88	14	149	31	187	1	11	60	1	47

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ANOMALY/ FID/INTERP	COAXIAL COIL REAL PPM	COAXIAL COIL QUAD PPM	COPLANAR COIL REAL PPM	COPLANAR COIL QUAD PPM	VERTICAL DIKE COND MHOS	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND MHOS	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M
LINE 430	(FLIGHT	7)								
J 2779 D	59	24	118	44	57	3	6	59	5	42
K 2749 T	40	16	84	35	48	1	8	51	2	38
LINE 440	(FLIGHT	7)								
A 2954 D	10	3	7	4	29	15	3	139	22	105
B 2997 T	122	24	207	56	148	0	16	37	1	28
C 3004 T	257	86	425	184	94	0	15	34	1	26
D 3012 G	37	8	79	12	145	13	16	64	1	53
E 3016 D	32	6	43	20	61	8	9	57	2	44
F 3018 D	17	6	15	2	51	30	16	105	1	94
G 3022 T	61	22	101	38	60	0	19	50	1	41
I 3039 D	81	40	114	73	38	4	3	58	14	37
J 3047 B	8	1	43	3	306	37	3	105	25	77
K 3050 D	35	21	61	39	26	5	2	53	44	23
M 3079 B	15	7	88	13	96	16	10	102	2	86
N 3082 D	72	19	134	44	89	4	7	55	4	41
LINE 450	(FLIGHT	7)								
A 3373 D	19	8	20	10	29	10	4	117	12	91
B 3316 G	169	67	322	128	78	1	24	42	1	35
C 3315 G	187	69	322	128	84	0	11	30	1	21
D 3314 G	126	69	207	128	42	4	17	47	1	38
E 3309 T	162	32	206	75	130	1	14	41	1	32
F 3305 D	39	39	35	53	12	11	2	67	32	39
G 3298 D	19	12	81	31	37	9	20	85	1	76
H 3296 D	59	12	81	31	89	6	9	57	2	44
I 3294 T	127	40	227	72	97	2	17	40	1	32
J 3290 D	48	17	41	33	34	10	5	66	8	47
L 3273 D	131	69	202	115	45	8	5	52	7	36
M 3263 D	71	47	100	68	28	7	3	52	13	32
N 3252 P	0	2	5	9	2	23	1	88	134	40
P 3237 T?	128	39	295	101	97	0	12	34	1	24
Q 3192 L	0	5	0	2	1	10	1	185	1035	0
LINE 460	(FLIGHT	7)								
A 3463 D	9	4	4	3	20	23	2	153	65	108
B 3509 T	61	12	99	20	144	0	22	33	1	25
C 3511 B	52	4	91	20	244	0	5	91	8	70
D 3516 D	91	24	93	39	81	0	6	54	5	38
F 3524 G	50	11	61	18	98	1	10	58	2	45
G 3529 D	42	3	34	13	164	10	4	79	9	58

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707-SH.2 TYNSET NORD

ANOMALY/ FID/INTERP			COAXIAL COIL REAL PPM	COAXIAL COIL QUAD PPM	COPLANAR COIL REAL PPM	COPLANAR COIL QUAD PPM	VERTICAL DIKE COND MHOS	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND MHOS	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M
LINE 460			(FLIGHT		7)							
H	3535	D	199	42	249	178	76	0	27	35	1	28
I	3537	D	167	141	210	178	28	0	5	37	6	23
K	3554	D	51	28	83	60	28	3	3	63	21	38
L	3566	B	2	8	2	12	1	0	1	75	344	20
M	3594	D	17	6	32	20	28	1	4	65	12	42
LINE 470			(FLIGHT		8)							
A	375	D	62	17	129	39	90	0	12	41	1	29
B	373	D	14	13	112	31	46	0	6	99	5	77
D	369	P	1	1	8	4	12	46	6	148	6	123
E	353	B	14	8	8	10	14	16	2	109	54	69
F	331	B	2	3	3	6	2	18	1	108	265	47
H	296	T	368	105	392	249	91	0	10	24	1	15
I	295	B	190	105	392	249	48	0	11	46	1	36
J	289	D	201	60	203	106	83	0	6	39	5	25
K	281	T	23	4	48	17	73	5	10	61	2	47
L	276	D	14	4	8	10	23	8	3	72	15	47
M	273	D	28	5	33	14	68	6	7	70	4	53
N	269	D	26	15	31	21	22	5	3	75	16	51
P	256	D	60	23	106	44	55	3	5	68	8	48
Q	248	B?	1	7	1	10	1	0	1	47	716	0
R	222	G	50	26	86	54	32	0	6	46	5	30
S	220	D	46	24	51	54	22	0	1	72	125	28
T	213	B?	1	8	0	9	1	0	1	67	1035	0
LINE 480			(FLIGHT		8)							
A	587	D	15	17	18	19	9	18	2	101	43	66
B	590	D	22	26	18	19	9	13	1	67	154	26
D	651	T	193	31	330	83	209	0	22	22	1	15
E	653	D	109	12	320	29	571	0	10	52	2	40
F	655	B	18	25	29	37	8	16	2	50	42	23
G	659	T	328	119	385	198	85	0	11	30	1	21
H	668	D	40	13	39	22	43	7	3	69	15	46
I	673	D	45	18	56	21	49	2	7	64	4	49
J	678	T	54	7	74	17	169	0	17	36	1	26
K	682	D	30	11	38	24	33	4	6	64	5	47
L	683	D	22	11	27	24	20	6	2	98	38	65
N	699	G	45	12	89	26	82	0	9	54	2	40
P	709	G	30	38	77	86	12	7	2	46	28	22
Q	711	D	27	21	5	31	9	14	1	35	400	0
S	742	D	55	29	126	66	38	0	6	38	5	22

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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 480	(FLIGHT	8)								
T 750 B	0	9	28	31	5	7	2	95	55	56
V 754 G	18	27	62	84	9	0	2	33	32	8
LINE 490	(FLIGHT	8)								
A 1037 D	33	22	23	16	20	2	2	81	32	50
B 987 T	139	28	235	58	162	0	22	28	1	21
C 983 D	7	10	6	11	5	15	2	106	36	74
D 979 D	35	28	19	40	11	0	3	58	21	33
E 971 B	4	2	1	0	20	44	2	149	53	105
F 966 B	3	6	17	2	15	12	6	97	5	76
G 962 T	56	10	109	23	148	0	21	36	1	28
H 959 D	20	14	43	40	16	0	5	59	6	41
I 957 D	20	14	43	40	15	16	3	82	18	59
J 946 D	41	25	98	59	29	0	5	56	8	37
L 940 R	7	10	38	32	11	8	3	64	20	40
N 916 D	21	23	38	53	10	11	3	54	22	30
P 910 D	85	68	184	146	26	0	5	34	5	20
LINE 500	(FLIGHT	8)								
A 1149 D	12	7	6	4	16	13	1	141	113	86
B 1202 B	147	32	296	63	178	0	7	54	3	40
C 1205 G	171	34	322	76	186	0	20	31	1	23
D 1207 B	122	19	160	33	215	0	3	105	15	79
E 1214 T	208	120	236	149	45	10	7	49	4	36
F 1217 D	19	36	37	44	7	15	2	64	41	35
G 1222 D	13	11	18	11	13	18	2	109	38	77
H 1228 D	46	28	78	35	34	0	4	51	11	31
I 1230 D	43	4	71	16	193	0	11	45	1	33
J 1233 B	7	6	14	6	16	24	2	104	30	73
K 1239 D	14	16	22	26	9	0	1	58	77	20
M 1289 D	30	27	50	62	13	0	2	42	53	11
N 1298 D	35	35	46	55	13	0	1	53	72	18
LINE 510	(FLIGHT	9)								
A 290 D	29	9	53	29	40	2	10	67	2	52
B 289 D	52	10	53	29	71	0	8	39	2	26
C 286 D	101	36	157	58	73	0	11	39	1	29
D 279 D	135	28	137	49	122	0	10	49	2	37
E 269 D	6	6	4	7	6	11	1	96	344	33
G 262 D	23	3	32	3	186	0	7	85	4	65
H 259 G	34	7	30	14	68	0	9	63	2	48

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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 510 (FLIGHT 9)										
I 257 D	13	7	30	14	26	5	3	87	26	58
J 252 B?	4	9	1	9	2	0	1	62	317	10
K 232 D	6	7	5	7	5	27	1	105	164	52
L 210 D	23	29	40	63	9	0	2	38	43	9
M 204 D	21	20	35	35	13	4	1	53	66	19
LINE 520 (FLIGHT 9)										
A 464 B?	1	5	1	3	1	0	1	93	1035	0
B 473 G	27	5	52	10	134	0	11	74	1	60
C 497 B	6	2	3	2	22	18	3	177	28	137
E 539 D	21	2	31	11	95	0	10	50	2	35
F 541 D	9	7	12	14	10	0	3	69	16	43
G 547 D	67	15	70	26	91	3	5	72	5	55
H 561 D	16	3	20	3	116	5	8	81	3	62
I 563 T	25	8	39	12	56	0	13	55	1	42
J 565 D	21	8	40	12	49	0	3	77	21	49
K 569 D	3	6	2	5	3	2	1	109	123	54
L 591 D	6	9	9	14	5	4	1	78	117	31
M 611 B	4	4	11	15	6	4	2	72	41	38
N 613 D	2	4	5	13	3	0	1	139	110	84
O 620 D	50	29	79	38	34	3	3	65	18	42
P 623 B?	7	7	2	7	5	21	1	215	1035	0
LINE 530 (FLIGHT 9)										
A 963 T	69	10	132	26	193	0	21	47	1	39
D 893 D	55	29	364	116	78	0	4	72	9	51
E 890 T	223	50	387	123	148	0	21	20	1	13
F 887 D	68	46	93	63	27	0	5	39	8	23
G 879 D	142	48	188	87	72	3	5	48	6	32
H 858 B	5	2	8	5	16	11	6	82	5	61
I 854 B	9	2	20	4	84	0	11	60	2	45
J 830 D	14	20	27	31	8	6	1	66	61	30
L 820 D	12	9	30	22	15	4	3	97	26	66
M 808 B	3	7	3	9	2	0	1	94	96	46
N 799 D	4	7	21	16	8	1	2	83	45	47
O 794 B?	2	1	0	3	5	59	1	138	1035	0
LINE 540 (FLIGHT 9)										
A 1040 D	37	2	49	7	347	0	14	82	1	69
B 1042 B	10	4	43	7	80	8	6	114	6	92
D 1096 B	8	1	14	5	49	0	13	71	1	57

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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 540	(FLIGHT		9)							
E 1098 G	16	2	32	4	179	0	17	46	1	36
F 1102 B	3	1	12	3	61	10	2	107	56	66
G 1108 D	52	13	63	26	70	0	5	67	8	47
H 1124 D	10	3	26	9	40	0	6	66	6	46
I 1130 D	29	4	43	13	104	0	10	54	2	39
J 1134 D	6	4	10	8	11	7	2	99	67	55
K 1155 D	18	12	42	24	21	6	4	87	9	65
L 1187 D	23	15	54	39	20	0	2	48	27	21
LINE 550	(FLIGHT		9)							
A 1511 T	136	42	213	86	84	0	12	26	1	16
B 1500 D	12	1	7	3	94	22	3	168	26	131
D 1437 D	56	26	191	67	62	0	5	79	8	59
E 1434 G	143	32	212	73	120	0	16	28	1	19
F 1431 D	47	25	51	27	33	0	3	60	18	38
G 1425 D	92	20	103	29	119	0	10	57	2	44
H 1414 D	3	5	4	4	4	4	1	153	453	44
J 1405 D	32	19	44	33	22	0	4	57	8	37
K 1401 D	34	4	61	9	208	0	12	55	1	42
L 1396 D	4	1	8	4	24	6	3	98	25	64
M 1379 D	2	8	2	9	1	0	1	86	404	26
O 1351 D	41	36	74	73	16	3	3	50	19	27
LINE 560	(FLIGHT		9)							
A 1569 D	29	11	32	17	35	0	4	65	12	41
B 1629 G	28	9	30	11	50	0	8	53	3	37
C 1632 D	17	9	11	8	20	0	3	81	14	54
D 1636 B?	6	4	1	1	10	20	1	151	138	89
E 1647 B	4	3	3	3	8	30	2	153	74	107
F 1658 D	24	3	35	8	147	0	7	78	4	59
G 1662 D	27	2	44	12	156	0	10	60	2	44
H 1666 D	11	7	14	15	12	5	2	85	37	52
I 1704 D	12	15	15	24	7	0	1	67	77	27
J 1710 D	60	28	75	47	35	0	3	56	17	34
LINE 570	(FLIGHT		9)							
A 2094 D	69	29	70	41	42	0	5	51	8	32
D 2026 D	36	18	35	3	49	1	6	85	6	66
E 2024 G	76	23	72	32	65	0	15	48	1	37
F 2021 D	62	23	72	32	52	0	6	50	5	34
G 2016 B	9	10	3	1	7	19	1	141	79	93

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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 570 (FLIGHT 9)										
H 1997 D	8	2	17	3	88	25	5	130	8	105
J 1988 D	65	21	84	44	53	0	7	54	3	40
K 1986 D	43	19	51	44	28	0	2	66	56	30
L 1981 D	17	10	36	22	22	5	3	77	24	50
M 1947 D	16	19	23	36	8	0	2	59	57	24
N 1942 D	27	15	35	26	23	0	2	81	30	52
LINE 580 (FLIGHT 9)										
A 2178 T	124	57	190	98	52	0	8	32	2	20
C 2231 D	19	21	38	10	19	9	3	81	17	56
D 2233 G	70	21	38	22	58	0	11	49	1	37
E 2235 D	35	15	34	13	41	1	4	61	9	40
F 2263 G	45	18	68	30	45	0	6	48	4	33
LINE 581 (FLIGHT 9)										
A 2428 D	7	12	15	26	5	1	1	57	95	18
B 2437 D	59	23	86	45	45	0	4	54	12	34
LINE 590 (FLIGHT 9)										
A 2737 B?	5	7	0	15	2	0	1	30	902	0
B 2730 T	102	35	149	70	63	0	7	39	3	26
C 2722 D	5	8	5	8	5	15	1	114	202	54
D 2669 B?	13	5	30	10	39	12	1	132	72	87
E 2668 D	72	38	61	24	40	0	7	79	4	62
F 2665 D	143	57	164	64	70	0	6	48	5	32
G 2663 D	182	88	164	78	56	0	7	46	3	32
H 2629 D	100	42	166	70	59	2	7	46	3	33
I 2625 D	5	6	6	7	5	23	1	81	203	31
J 2593 D	5	10	3	13	3	0	1	86	106	39
K 2588 D	53	26	74	48	33	0	3	63	22	38
LINE 600 (FLIGHT 9)										
A 2780 B?	4	20	2	29	1	0	1	16	390	0
B 2787 T	94	18	129	44	115	0	13	35	1	24
C 2844 D	64	34	66	45	31	0	5	47	7	30
D 2845 D	57	14	48	11	101	1	6	77	5	59
F 2868 B	1	2	6	2	9	54	3	186	28	147
H 2872 D	48	20	89	37	48	0	8	47	3	34
I 2890 P	2	4	6	6	3	20	2	119	63	76
J 2908 D	11	15	14	22	6	15	1	80	82	40
K 2913 D	18	14	24	22	14	9	1	71	90	30

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707-SH.2 TYNSET NORD

	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 610	(FLIGHT	9)								
A 3209 S?	1	7	1	10	1	0	1	62	558	0
B 3202 T	68	35	66	53	30	0	4	44	10	25
C 3136 D	94	86	108	102	21	0	3	39	13	20
D 3133 D	141	46	108	48	76	3	4	66	12	46
E 3098 D	61	29	99	61	36	4	4	54	13	36
F 3097 D	57	8	12	18	77	9	3	71	18	48
G 3080 D	5	5	3	9	4	27	1	70	372	16
H 3060 B	2	4	1	5	2	22	1	127	148	69
LINE 620	(FLIGHT	9)								
A 3246 T	173	51	188	93	83	0	10	32	1	21
B 3298 D	92	34	79	39	55	0	8	52	2	39
C 3300 D	104	42	66	29	55	0	5	55	5	38
D 3302 D	49	30	13	15	22	6	3	82	14	59
E 3325 T	45	21	86	45	37	0	7	43	3	28
F 3344 D	7	9	20	21	8	17	2	99	47	62
LINE 630	(FLIGHT	9)								
A 3603 D	98	28	70	23	87	0	6	62	5	46
B 3599 D	44	20	24	16	31	0	4	64	8	43
C 3595 D	32	10	17	3	65	0	6	88	5	68
D 3591 B?	2	5	1	2	2	5	1	192	115	135
E 3565 T	30	11	54	24	44	0	5	54	7	35
F 3561 B	8	13	4	7	4	8	1	65	210	19
H 3542 D	22	29	61	61	12	16	2	76	30	48
LINE 641	(FLIGHT	12)								
A 322 B?	1	3	1	4	1	8	1	43	947	0
B 316 B	4	11	6	17	3	0	1	33	191	0
C 306 T?	37	18	25	14	31	1	4	88	12	64
D 260 D	60	22	36	15	53	0	4	67	10	45
E 257 ?	19	27	7	18	6	1	1	53	63	19
F 253 D	62	29	43	20	40	0	4	73	10	51
G 249 B?	31	31	6	12	10	2	1	121	161	64
H 223 D	61	26	106	55	44	0	5	45	6	29
I 220 D	12	17	4	25	4	5	1	49	124	13
J 147 L	0	6	0	0	1	0	1	207	1035	0
LINE 650	(FLIGHT	11)								
A 381 G	2	8	4	10	2	0	1	72	113	26
B 365 D	13	11	7	4	12	14	2	149	40	110

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707-SH.2 TYNSET NORD

ANOMALY/ FID/INTERP	COAXIAL COIL REAL PPM	COAXIAL COIL QUAD PPM	COPLANAR COIL REAL PPM	COPLANAR COIL QUAD PPM	VERTICAL DIKE COND MHOS	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND MHOS	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M
LINE 650 (FLIGHT 11)										
C 351 D	3	5	8	6	6	28	1	127	130	72
D 344 D	6	12	9	16	4	9	1	75	121	31
E 309 D	61	20	36	13	61	4	4	76	11	54
F 305 B	23	45	8	46	4	0	1	43	57	13
G 301 D	107	60	77	37	40	0	5	61	6	43
H 296 D	74	76	60	61	16	5	3	66	22	41
I 271 T	76	24	136	52	72	0	12	43	1	32
J 269 B	53	24	78	52	34	3	1	58	63	24
K 266 B?	6	6	1	6	5	33	1	75	926	0
L 247 D	52	23	80	30	49	0	5	68	6	50
M 240 B?	0	5	3	7	1	15	1	118	1002	14
LINE 660 (FLIGHT 11)										
A 504 D	29	9	21	6	58	1	5	96	7	74
B 509 D	22	7	13	1	65	8	5	111	7	87
C 511 B?	14	8	3	1	20	20	2	147	52	105
D 530 T	66	23	137	41	78	0	11	43	1	31
F 535 D	32	13	39	15	41	2	4	85	13	60
G 550 D	15	4	18	8	40	0	2	91	34	57
LINE 670 (FLIGHT 11)										
A 880 D	15	10	9	7	14	8	2	115	63	73
B 823 D	72	18	58	13	106	1	5	85	8	64
C 820 B	5	10	3	7	3	10	1	76	158	30
D 811 D	36	49	22	25	10	2	1	76	95	35
E 788 T	51	13	87	29	79	0	12	41	1	29
G 781 D	28	6	32	9	79	0	3	82	16	56
H 764 D	21	7	22	9	41	0	2	93	35	61
LINE 681 (FLIGHT 11)										
A 1188 D	26	11	14	6	32	1	4	120	10	94
C 1260 T?	26	5	48	13	86	0	11	46	2	31
D 1267 D	21	2	28	7	120	0	4	82	10	58
E 1283 D	32	5	49	5	197	0	12	82	1	68
LINE 690 (FLIGHT 11)										
B 1614 B	0	9	4	14	1	0	1	64	97	25
C 1611 P	5	8	16	30	4	6	1	47	167	7
E 1590 D	58	16	66	25	69	0	6	65	5	48
G 1529 B?	1	20	0	18	1	1	1	52	1035	0
H 1500 D	33	15	30	24	26	2	3	69	15	45

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707-SH.2 TYNSET NORD

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 690 (FLIGHT 11)										
I 1491 D	26	8	34	19	37	7	2	73	36	41
J 1473 D	28	7	36	10	78	0	6	81	6	61
K 1468 D	31	5	58	5	236	0	4	90	9	68
LINE 700 (FLIGHT 11)										
A 1815 D	39	9	29	10	79	0	6	91	5	70
B 1861 D	8	6	8	5	11	11	2	157	50	114
C 1881 D	35	10	49	15	67	0	5	58	8	38
D 1890 D	22	1	29	3	474	0	5	87	7	65
E 1908 D	45	17	65	22	56	0	6	62	5	45
LINE 710 (FLIGHT 11)										
B 2172 D	124	63	139	109	38	0	4	36	8	21
C 2122 D	43	17	35	9	53	6	6	117	6	95
D 2092 D	18	5	14	6	44	2	2	80	29	49
E 2089 D	5	2	10	2	33	28	2	91	52	53
F 2083 D	54	6	82	17	206	0	11	63	2	49
G 2065 D	20	11	28	19	22	0	2	79	37	46
H 2006 L	2	0	6	1	58	40	5	154	8	125
LINE 720 (FLIGHT 11)										
A 2240 B?	3	5	4	6	3	0	1	77	103	28
C 2294 B	3	9	3	8	2	1	1	105	297	43
D 2311 D	7	6	4	2	9	33	1	201	1035	0
E 2331 D	25	8	26	11	44	0	4	75	12	50
F 2341 D	68	13	112	33	118	0	11	53	1	41
G 2360 D	28	20	41	31	19	0	3	68	20	43
LINE 730 (FLIGHT 11)										
A 2631 D	8	20	10	22	4	4	1	59	150	19
B 2608 D	18	19	10	12	9	13	2	104	58	64
C 2578 L?	11	15	18	16	8	6	1	108	344	45
D 2575 D	10	13	18	16	8	10	1	94	71	52
E 2566 D	3	9	6	12	3	10	1	102	291	43
F 2559 D	10	11	6	8	7	12	1	116	256	53
H 2528 T?	19	12	18	15	16	0	3	71	26	43
K 2518 T	102	22	236	60	144	0	19	29	1	21
M 2500 D	21	10	26	14	26	0	2	77	38	44
LINE 740 (FLIGHT 11)										
A 2685 B	1	3	6	2	7	29	2	67	41	33

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707-SH.2 TYNSET NORD

	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 740 (FLIGHT 11)										
B 2689 B	6	9	14	18	6	0	2	50	45	16
D 2695 P	1	4	9	14	3	8	2	64	52	28
E 2756 D	12	10	6	6	10	21	1	136	194	73
F 2777 B	16	12	19	15	14	0	3	66	24	38
G 2788 T	89	14	209	39	222	0	43	23	1	19
H 2807 D	7	2	9	4	27	0	3	99	25	64
LINE 750 (FLIGHT 11)										
A 3060 D	6	9	6	8	5	5	1	79	64	39
B 3009 D	8	16	5	7	4	16	1	83	647	11
C 2991 D	7	4	10	5	16	33	1	169	109	114
D 2957 D	118	23	254	51	192	0	19	45	1	37
E 2955 D	116	23	254	51	189	0	21	37	1	29

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707-SH.1 TYNSET NORD

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 1491	(FLIGHT	26)								
A 1089 P	15	5	51	20	43	4	17	70	1	59
B 1092 P	10	5	43	20	28	3	1	104	133	50
C 1099 P	36	21	150	73	39	6	9	44	2	33

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707-SH.2 TYNSET NORD

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 1491	(FLIGHT	26)								
A 1154 D	7	4	15	10	14	19	3	146	18	114
B 1176 D	7	9	14	19	7	19	2	75	27	47
C 1188 P	3	3	44	31	15	18	4	52	9	34
E 1193 G	6	10	64	11	38	23	9	48	2	37
F 1196 T	8	13	73	48	16	13	7	41	3	29
H 1199 G	63	19	157	37	106	0	20	24	1	16
K 1204 B	19	4	42	11	75	9	13	70	1	57
M 1297 P	2	1	11	3	39	50	4	122	11	97
N 1322 D	15	4	41	10	69	7	9	71	2	54
LINE 1501	(FLIGHT	26)								
A 476 L	6	1	5	3	38	24	2	147	50	104
D 395 D	12	8	26	19	15	13	1	68	68	29
E 385 B	2	12	10	32	2	0	2	48	47	17
G 382 G	20	4	60	12	111	3	28	53	1	47
H 328 P	5	6	15	23	6	21	2	103	46	66
I 309 B	8	1	25	0	800	29	50	100	1	97
J 274 B	4	10	26	44	5	0	1	48	178	7
K 270 B	11	15	31	44	7	10	2	56	36	27

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