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AIRBORNE EM AND MAG SURVEY

JAKES CORNER PROJECT

(105 C/5, 12 & 105 D/8,9)

By

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Canada

Yukon
Government

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Report #1168

DIGHEM^{V} SURVEY FOR YUKON PROSPECTORS' ASSOCIATION JAKES CORNER PROJECT YUKON TERRITORY

NTS 105C/5,12, 105D/8,9

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Mississauga, Ontario
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SUMMARY

This report describes the logistics and results of a DIGHEM^{V} airborne geophysical survey carried out for the Yukon Prospectors' Association over a property located near Jakes Corner, southwest Yukon Territory. Total coverage of the survey block amounted to 2764 km. The survey was flown from March 12 to March 25, 1994.

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

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

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

INTRODUCTION

A DIGHEM^V electromagnetic/resistivity/magnetic/VLF survey was flown for the Yukon Prospectors' Association from March 12 to March 25, 1994, over a survey block located near Jakes Corner, Yukon Territory. The survey area can be located on NTS map sheets 105C/5,12 and 105D/8,9 (see Figure 1).

Survey coverage consisted of approximately 2764 line-km, including 12 tie lines. Flight lines were flown in an azimuthal direction of 057°/237° with a line separation of 200 metres. Control lines were flown at 4 km intervals.

The survey employed the DIGHEM^V electromagnetic system. Ancillary equipment consisted of a magnetometer, radar altimeter, video camera, analog and digital recorders, a VLF receiver and an electronic navigation system. Details on the survey equipment are given in Section 2.

The instrumentation was installed in an Aerospatiale AS350B turbine helicopter (Registration CF-CFM) which was provided by Northern Air Support. The helicopter flew at an average airspeed of 105 km/h with an EM bird height of approximately 30 m.

Section 2 also provides details on the data channels, their respective sensitivities, and the navigation/flight path recovery procedure. Noise levels of less than 2 ppm are generally maintained for wind speeds up to 35 km/h. Higher winds may cause the system to be grounded because excessive bird swinging produces difficulties in flying the helicopter. The swinging results from the 5 m^2 of area which is presented by the bird to broadside gusts.

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

A major powerline cuts across the southwestern and southeastern corners of the survey block. Because of the cultural features in the survey area, any interpreted conductors which occur in close proximity to cultural sources, should be confirmed as bedrock conductors prior to drilling.

SURVEY EQUIPMENT

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

Electromagnetic System

Model:	DIGHEM^{V}
Type:	Towed bird, symmetric dipole configuration operated at a nominal survey altitude of 30 metres. Coil separation is 8 metres for 900 Hz, 5500 Hz and 7200 Hz, and 6.3 metres for the 56,000 Hz coil-pair.
Coil orientations/frequencies:	coaxial / 900 Hz coplanar / 900 Hz coaxial / 5,500 Hz coplanar / 7,200 Hz coplanar / 56,000 Hz
Channels recorded:	5 inphase channels 5 quadrature channels 2 monitor channels
Sensitivity:	0.06 ppm at 900 Hz 0.12 ppm at 7,200 Hz 0.30 ppm at 56,000 Hz
Sample rate:	10 per second (approx. 3 m at 105 km/h)

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

Magnetometer

Model:	Picodas 3340
Type:	Optically pumped Cesium vapour
Sensitivity:	0.01 nT
Sample rate:	10 per second

The magnetometer sensor is towed in a bird 20 m below the helicopter.

Magnetic Base Station

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

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

VLF System

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

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

Radar Altimeter

Manufacturer:	Honeywell/Sperry
Type:	AA 220
Sensitivity:	1 ft

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

Analog Recorder

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

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

Table 2-1. The Analog Profiles

Channel Name	Parameter	Scale units/mm	Designation on digital profile
1X9I	coaxial inphase (900 Hz)	2.5 ppm	CXI (900 Hz)
1X9Q	coaxial quad (900 Hz)	2.5 ppm	CXQ (900 Hz)
3P9I	coplanar inphase (900 Hz)	2.5 ppm	CPI (900 Hz)
3P9Q	coplanar quad (900 Hz)	2.5 ppm	CPQ (900 Hz)
2P7I	coplanar inphase (7200 Hz)	5 ppm	CPI (7200 Hz)
2P7Q	coplanar quad (7200 Hz)	5 ppm	CPQ (7200 Hz)
4X7I	coaxial inphase (5500 Hz)	5 ppm	CXI (5500 Hz)
4X7Q	coaxial quad (5500 Hz)	5 ppm	CXQ (5500 Hz)
5P5I	coplanar inphase(56000 Hz)	10 ppm	CPI (56 kHz)
5P5Q	coplanar quad (56000 Hz)	10 ppm	CPQ (56 kHz)
ALTR	altimeter	3 m	ALT
CMGF	magnetics, fine	2.0 nT	MAG
VF1T	VLF-total: primary stn.	2%	
VF1Q	VLF-quad: primary stn.	2%	
VF2T	VLF-total: secondary stn.	2%	
VF2Q	VLF-quad: secondary stn.	2%	
CXSP	coaxial spherics monitor		CXS
CXPL	coaxial powerline monitor		CXP

Table 2-2. The Digital Profiles

Channel Name	(Freq)	Observed parameters	Scale units/mm
MAG		magnetics	10 nT
ALT		bird height	6 m
CXI	(900 Hz)	vertical coaxial coil-pair inphase	2 ppm
CXQ	(900 Hz)	vertical coaxial coil-pair quadrature	2 ppm
CPI	(900 Hz)	horizontal coplanar coil-pair inphase	2 ppm
CPQ	(900 Hz)	horizontal coplanar coil-pair quadrature	2 ppm
CXI	(5500 Hz)	vertical coaxial coil-pair inphase	4 ppm
CXQ	(5500 Hz)	vertical coaxial coil-pair quadrature	4 ppm
CPI	(7200 Hz)	horizontal coplanar coil-pair inphase	4 ppm
CPQ	(7200 Hz)	horizontal coplanar coil-pair quadrature	4 ppm
CPI	(56 kHz)	horizontal coplanar coil-pair inphase	10 ppm
CPQ	(56 kHz)	horizontal coplanar coil-pair quadrature	10 ppm
CXS		coaxial spherics monitor	
CPP		coplanar powerline monitor	
		Computed Parameters	
DFI	(900 Hz)	difference function inphase from CXI and CPI	2 ppm
DFQ	(900 Hz)	difference function quadrature from CXQ and CPQ	2 ppm
RES	(900 Hz)	log resistivity	.06 decade
RES	(7200 Hz)	log resistivity	.06 decade
RES	(56 kHz)	log resistivity	.06 decade
DP	(900 Hz)	apparent depth	6 m
DP	(7200 Hz)	apparent depth	6 m
DP	(56 kHz)	apparent depth	6 m
CDT		conductance	1 grade

Digital Data Acquisition System

Manufacturer: Scintrex/Picodas

Type: PDAS-1000 Microprocessor-based; E.L. display

Recorder: Internal 40 megabyte cassette drive; RMS GR-33

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

Tracking Camera

Type: Panasonic Video

Model: AG 2400/WVCD132

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

Navigation System (RT-DGPS)

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

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

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

Conversion software is used to transform the WGS84 coordinates to the system displayed on the base maps.

Field Workstation

Manufacturer: Dighem

Model: FWS: V2.41

Type: 80386 based P.C.

A portable PC-based field workstation is used at the survey base to verify data quality and completeness. Flight tapes are dumped to a hard drive to permit the creation of a database. This process allows the field operators to display both the positional (flight path) and geophysical data on a screen or printer.

PRODUCTS AND PROCESSING TECHNIQUES

The following products are available from the survey data. Those which are not part of the survey contract may be acquired later. Refer to Table 3-1 for a summary of the maps which accompany this report, some of which may be sent under separate cover. Most parameters can be displayed as contours, profiles, or in colour.

Base Maps

Base maps of the survey area were produced at a scale of 1:20,000 from published topographic maps. These provide a relatively accurate, distortion-free base which facilitates correlation of the navigation data to the UTM grid. These bases were used for the EM Anomaly maps only. Photomosaics are useful for visual reference and for subsequent flight path recovery, but usually contain scale distortions. Orthophotos are ideal, but their cost and the time required to produce them, usually precludes their use as base maps.

In order to provide a topographic reference on the 1:50,000 scale colour and black/white maps, a vector file was created by digitizing some of the major lakes, streams and roads, from published 1:50,000 topographic maps. In addition, the colour plots contain a screened background grid, which was obtained by scanning the same

Table 3-1 Survey Products

Final Transparencies

(6 map sheets @ 1:20,000):

- Topographic base maps (mylar)
- Electromagnetic anomalies (overlays)
- EM anomalies on base (combination)

(1 map sheet @ 1:50,000):

- Electromagnetic anomaly maps
- Resistivity contours (900 Hz)
- Resistivity contours (7200 Hz)
- Resistivity contours (56,000 Hz)
- Total field magnetics
- Vertical gradient magnetics
- Total field VLF contours

Laminated Colour Plots (5 sets x 1 sheet @ 1:50,000)

- All contoured parameters listed above
- Shadowed magnetic maps at two sun angles

Other Products

- VISION imaging software
- Multi-parameter stacked profiles (one set)
- Analog chart records
- Flight path video cassettes
- Digital profile archive (CD-ROM)
- Digital grid archives (3½" floppies)
- Survey Report (5 copies)

Optional Parameters

- Additional maps or reports
- Sengpiel or DigRes sections
- Mag, EM or VLF profile maps
- Upward or downward continuations (reduced-to-pole)
- Colour or shadow maps

Note: Final transparencies consist of geophysical parameters combined with EM, flight lines and the topographic base.

1:50,000 scale topographic maps. Although the original maps were scanned at 400 dots per inch, the resulting files were decimated to a plot density of 100 dpi, when combined with the geophysical data.

Electromagnetic Anomalies

Anomalous electromagnetic responses are selected and analysed by computer to provide a preliminary electromagnetic anomaly map. This preliminary map is used, by the geophysicist, in conjunction with the computer-generated digital profiles, to produce the final interpreted EM anomaly map. This map includes bedrock, surficial and cultural conductors. A map containing only bedrock conductors can be generated, if desired.

Resistivity

The apparent resistivity in ohm-m may be generated from the inphase and quadrature EM components for any of the frequencies, using a pseudo-layer halfspace model. A resistivity map portrays all the EM information for that frequency over the entire survey area. This contrasts with the electromagnetic anomaly map which provides information only over interpreted conductors. The large dynamic range makes the resistivity parameter an excellent mapping tool.

EM Magnetite

The apparent percent magnetite by weight is computed wherever magnetite produces a negative inphase EM response.

Total Field Magnetics

The aeromagnetic data are corrected for diurnal variation using the magnetic base station data. The regional IGRF can be removed from the data, if requested.

Enhanced Magnetics

The total field magnetic data are subjected to a processing algorithm. This algorithm enhances the response of magnetic bodies in the upper 500 m and attenuates the response of deeper bodies. The resulting enhanced magnetic map provides better definition and resolution of near-surface magnetic units. It also identifies weak magnetic features which may not be evident on the total field magnetic map. However, regional magnetic variations, and magnetic lows caused by remanence, are better defined on the total field magnetic map. The technique is described in more detail in Section 5.

Magnetic Derivatives

The total field magnetic data may be subjected to a variety of filtering techniques to yield maps of the following:

first vertical derivative (vertical gradient)
second vertical derivative
magnetic susceptibility with reduction to the pole
upward/downward continuations

All of these filtering techniques improve the recognition of near-surface magnetic bodies, with the exception of upward continuation. Any of these parameters can be produced on request. Dighem's proprietary enhanced magnetic technique is designed to provide a general "all-purpose" map, combining the more useful features of the above parameters.

VLF

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

Multi-channel Stacked Profiles

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

Contour, Colour and Shadow Map Displays

The geophysical data are interpolated onto a regular grid using a modified Akima spline technique. The resulting grid is suitable for generating contour maps of excellent quality.

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

Monochromatic shadow maps are generated by employing an artificial sun to cast shadows on a surface defined by the geophysical grid. There are many variations in the shadowing technique. These techniques may be applied to total field or enhanced magnetic data, magnetic derivatives, VLF, resistivity, etc. Of the various magnetic products, the shadow of the enhanced magnetic parameter is particularly suited for defining geological structures with crisper images and improved resolution.

Conductivity-depth Sections

The apparent resistivities for all frequencies can be displayed simultaneously as coloured conductivity-depth sections. Usually, only the coplanar data are displayed as the quality tends to be higher than that of the coaxial data.

Conductivity-depth sections can be generated in two formats:

(1) Sengpiel resistivity sections, where the apparent resistivity for each frequency is plotted at the depth of the centroid of the inphase current flow*; and,

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

(2) Differential resistivity sections, where the differential resistivity is plotted at the differential depth**.

Both the Sengpiel and differential methods are derived from the pseudo-layer halfspace model. Both yield a coloured conductivity-depth section which attempts to portray a smoothed approximation of the true resistivity distribution with depth. The Sengpiel method is most useful in conductive layered situations, but may be unreliable in areas of moderate to high resistivity where signal amplitudes are weak. In areas where inphase responses have been suppressed by the effects of magnetite, the computed resistivities shown on the sections may be unreliable. The differential technique was developed by Dighem to overcome problems in the Sengpiel technique. The differential resistivity section is more sensitive than the Sengpiel section to changes in the earth's resistivity and it reaches deeper.

** The Differential Resistivity Method for Multi-frequency Airborne EM Sounding: Huang, H. and Fraser, D.C., presented at Intern. Airb. EM Workshop, Tucson, Ariz., 1993.

SURVEY RESULTS

GENERAL DISCUSSION

The survey results are presented on separate map sheets for each parameter at a scale of 1:50,000. In order to provide additional detail, the electromagnetic anomalies were also plotted at a scale of 1:20,000. Table 4-1 summarizes the EM responses in the survey area, with respect to conductance grade and interpretation.

The anomalies shown on the electromagnetic anomaly maps are based on a near-vertical, half plane model. This model best reflects "discrete" bedrock conductors. Wide bedrock conductors or flat-lying conductive units, whether from surficial or bedrock sources, may give rise to very broad anomalous responses on the EM profiles. These may not appear on the electromagnetic anomaly map if they have a regional character rather than a locally anomalous character. These broad conductors, which more closely approximate a half space model, will be maximum coupled to the horizontal (coplanar) coil-pair and should be more evident on the resistivity parameter. Resistivity maps, therefore, may be more valuable than the electromagnetic anomaly maps, in areas where broad or flat-lying conductors are considered to be of importance. Contoured resistivity maps, based on the 900 Hz, 7200 Hz and 56,000 Hz coplanar data are included with this report.

TABLE 4-1

EM ANOMALY STATISTICS

JAKES CORNER, Y.T.

CONDUCTOR GRADE	CONDUCTANCE RANGE SIEMENS (MHOS)	NUMBER OF RESPONSES
7	>100	1
6	50 - 100	5
5	20 - 50	25
4	10 - 20	60
3	5 - 10	94
2	1 - 5	710
1	<1	568
*	INDETERMINATE	790
TOTAL		2253

CONDUCTOR MODEL	MOST LIKELY SOURCE	NUMBER OF RESPONSES
D	DISCRETE BEDROCK CONDUCTOR	136
B	DISCRETE BEDROCK CONDUCTOR	435
S	CONDUCTIVE COVER	1282
H	ROCK UNIT OR THICK COVER	346
E	EDGE OF WIDE CONDUCTOR	29
L	CULTURE	4
?		7
(BLANK)		14
TOTAL		2253

(SEE EM MAP LEGEND FOR EXPLANATIONS)

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

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

Magnetics

A Scintrex MP-3 proton precession magnetometer was operated at the survey base to record diurnal variations of the earth's magnetic field. The clock of the base station was synchronized with that of the airborne system to permit subsequent removal of diurnal drift.

The background magnetic level has been adjusted to match the International Geomagnetic Reference Field (IGRF) for the survey area. The IGRF gradient across the survey block is left intact. This procedure ensures that the magnetic contours will match contours from any adjacent surveys which have been processed in a similar manner.

The total field magnetic data have been presented as contours on the base maps using a contour interval of 10 nT where gradients permit. The maps show the magnetic properties of the rock units underlying the survey area.

The total field magnetic data have been subjected to a processing algorithm to produce maps of the first vertical derivative (calculated vertical gradient). This procedure enhances near-surface magnetic units and suppresses regional gradients. It also provides better definition and resolution of magnetic units and displays weak magnetic features which may not be clearly evident on the total field maps. Maps of the second vertical magnetic derivative can also be prepared from existing survey data, if requested.

There is strong evidence on the various magnetic maps and images which suggests that the survey area has been subjected to extensive deformation and/or alteration. These structural complexities are evident as variations in magnetic intensity, irregular patterns, and as offsets or changes in strike direction. Some of the more prominent linear features are also evident on the topographic base map. The rotating images derived from the shadowed magnetic parameter are particularly useful in defining most of the major and minor zones of structural deformation.

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

Magneic relief over the Jakes Corner property is moderately high, ranging from a low of about 56,750 nT near fiducial 5075 on line 10870, to a high of more than 60,500 nT on lines 11030 and 11070. In general, contacts between the magnetic (volcanic) units and the relatively non-magnetic, Jurassic metasediments are clearly defined by steep magnetic gradients. The magnetic patterns outline several distinct highs of large areal extent in addition to several smaller plug-like features which may reflect later intrusions. The irregular contacts of the larger units indicate a relatively complex lithology and structure within the survey area, particularly in the southern and eastern portions.

Some of the magnetic lows which occur on the northeastern flank of magnetic highs, may be primarily due to normal dipolar magnetic signatures. Note, for example, the magnetic depression immediately northeast of the elongated magnetic high which strikes south-southeast from EM anomaly 10600A to 10830D*. Other lows, such as the

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* EM anomalies are labelled in an alphabetical sequence from left (SW) to right (NE). Anomaly 10830D is the fourth interpreted response on survey line 10830.

major feature in the northeastern corner of the survey area, north-northwest of Summit Lake, are obviously due to the presence of non-magnetic rock units.

There is no direct and consistent relationship between magnetic rocks and conductivity. Valid bedrock conductors occur in both magnetic and non-magnetic units, while others appear to transect the local geological trends. The latter are likely due to mineralized faults or shears, although some of the weaker, poorly-defined responses could possibly be caused by patches of conductive overburden.

It is interesting to note that most of the stronger, more attractive "sulphide-ype" responses, appear to be situated in close proximity to probable contacts which can be inferred from the magnetic gradients.

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

VLF

VLF results were obtained from the transmitting stations at Seattle, Washington (NLK - 24.8 kHz) and Annapolis, Maryland (NSS - 21.4 kHz). The VLF maps show the contoured results of the filtered total field from Seattle except for lines 10010 to 10340, which used Annapolis as the signal source.

The VLF method is quite sensitive to the angle of coupling between the conductor and the propagated EM field. Consequently, conductors which strike towards the VLF station will usually yield a stronger response than conductors which are nearly orthogonal to it. The general south-southeast strike in the survey area provides moderately good coupling with the VLF field from both Seattle and Annapolis.

The VLF parameter does not normally provide the same degree of resolution available from the EM data. Closely-spaced conductors, conductors of short strike length or conductors which are poorly coupled to the VLF field, may escape detection with this method. Erratic signals from the VLF transmitters can also give rise to strong, isolated anomalies which should be viewed with caution. Regardless of these limitations, however, the VLF results have provided valuable additional information, particularly within the more resistive portions of the survey area. The VLF method could probably be used as a follow-up tool in most areas, although its effectiveness will be somewhat limited in areas of steep topography or high conductivity. The filtered total field VLF contours are presented on the base maps with a contour interval of one percent.

Resistivity

Resistivity maps, which display the conductive properties of the survey area, were produced from the 900 Hz, 7200 Hz and 56,000 Hz coplanar data. The maximum resistivity values, calculated for each frequency, are 1000, 8000 and 20,000 ohm-m, respectively. This cutoff eliminates the meaningless higher resistivities which would result from very small EM amplitudes.

In general, the resistivity patterns show moderately good agreement with the magnetic trends. This suggests that many of the resistivity lows are probably related to bedrock features, rather than conductive overburden. There are some areas, however, where contour patterns appear to be strongly influenced by conductive surficial material, particularly along most of the major creeks and streams.

There are several other resistivity lows in the area. Some of these are of limited strike length and have been attributed to bedrock conductors. Others are quite extensive and seem to reflect "formational" conductors. These may be of minor interest as direct exploration targets; however, attention may be focused on areas where these zones appear to be faulted or folded or where anomaly characteristics differ along strike.

Electromagnetics

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

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

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

The third class of anomalies consists of moderately well-defined quadrature responses with little or no coincident inphase. These anomalies indicate zones of poor conductivity. If they yield a distinct response on the DFQ channel, they are usually given a B? interpretive symbol, denoting a weak, but discrete bedrock source. Such anomalies are considered to be important, as they may reflect weakly conductive material associated with faults or shears. Listwaenite gold deposits would likely fall into this category, if they were sufficiently conductive to yield recognizable EM responses.

In areas where EM responses are evident primarily on the quadrature components, zones of poor conductivity are indicated. Where these responses are coincident with magnetic anomalies, it is possible that the inphase component amplitudes have been suppressed by the effects of magnetite. Most of these poorly-conductive magnetic features give rise to resistivity anomalies which are only slightly below background. If it is expected that poorly-conductive economic mineralization may be associated with magnetite-rich units, these weakly anomalous features will also be of interest. In areas where magnetite causes the inphase components to become negative, the apparent conductance and depth of EM anomalies may be unreliable.

As economic mineralization within the area may be associated with massive to weakly disseminated sulphides, which may or may not be hosted by magnetite-rich rocks, it is impossible to assess the relative merits of EM anomalies on the basis of conductance. It is recommended that an attempt be made to compile a suite of geophysical "signatures" over areas of interest. Anomaly characteristics are clearly defined on the computer-processed geophysical data profiles which are supplied as one of the survey products.

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

CONDUCTORS IN THE SURVEY AREA

The two main objectives of the survey can be classified as direct and indirect mapping techniques. Massive sulphide deposits, which contain sufficient conductivity, are usually amenable to direct detection, yielding anomalous responses on both the EM profiles and resistivity channels. However, it should be noted that neither galena nor sphalerite are highly conductive, and may not yield anomalous EM responses unless they are associated with other conductive material such as pyrrhotite. Therefore, even some of the very weak or poorly defined responses may be of interest.

An indirect approach must be employed to achieve the second objective of the survey, namely the location of auriferous mineralization. Gold is reportedly contained within quartz-carbonate (listwaenite) veins within faults and shear zones. These may also be associated with galena and sphalerite. The mapping of faults and shears, therefore, is very important, as these structural weaknesses have probably influenced or controlled mineral deposition within the survey area.

The following paragraphs deal primarily with some of the stronger, discrete, conductors which are more likely to be caused by massive sulphides. In order to locate auriferous shear zones, a detailed analysis of the numerous linears within the survey block will be required. Conductance cannot be used as a tool to assess the relative importance of either type of anomaly. It is obvious that priorities will have to be allocated, based on supporting geochemical results in areas of favourable geology. In areas of thick alluvial cover, it may be necessary to rely more on the geophysical results.

The electromagnetic anomaly maps show the anomaly locations with the interpreted conductor type, dip, conductance and depth being indicated by symbols. Direct magnetic correlation is also shown if it exists. The strike direction and length of the conductors are indicated when anomalies can be correlated from line to line. When studying the map sheets, consult the anomaly listings appended to this report.

In areas where several conductors or conductive trends appear to be related to a common geological unit, these have been outlined as "zones" on the EM anomaly maps. The zone outlines usually approximate the limits of conductive units defined by the resistivity contours, but may also be related to distinct rock units which have been inferred from the magnetic data.

Zone A

Zone A is a conductive unit which is roughly defined by the 100 ohm-m contour from the 900 Hz resistivity map. The low frequency (900 Hz) is used to approximate the zone limits rather than the higher frequencies, because the low frequency provides a greater depth of penetration than the high frequencies in conductive environments. The close correlation between the apparent resistivities calculated for each of the three frequencies suggests that the conductive unit is quite thick. The depth channels indicate an overlying resistive layer of 5 m to 45 m of probable alluvial cover, with an average depth of approximately 30 m over most of the zone.

This zone contains several discontinuous, bedrock conductors, most of which parallel the central axis of the zone which strikes southeast. However, there are a few conductors near the peripheral contact that suggest a more easterly strike direction. Because of the numerous anomalies, the segmented nature of the conductors, and the apparent variations in strike, it is difficult to project conductor axes from line to line.

Therefore, it should be noted that the actual conductor strikes within Zone A may be quite different from those indicated on the EM anomaly map.

Conductors within Zone A vary from thin to thick. Some of the thicker conductors may actually be due to two or more thin conductors in close proximity, as indicated by the 5500 coaxial parameter. Due to the complexity of this multi-conductor zone, dips are difficult to determine in most areas. However, most anomalies suggest narrow bedrock sources which dip to the southwest.

Most of the anomalies in Zone A are non-magnetic, although several appear to be related to contacts. A few, such as 10161L and 10210F-10250E, yield moderate to strong magnetic correlation, while others such as 10161C and 10320B are coincident with definite magnetic lows. The variation in magnetic correlation suggests that the conductors comprising Zone A vary in composition, and are not all due to similar causative sources.

Conductors in Zone A should be checked to determine their cause. Both magnetic and non-magnetic sources should be investigated. Initial work may be focused in the more conductive areas, near anomalies 10010I, 10070D, 10161E, 10200B and 10310D and magnetic sources such as 10161L and 10250E.

There are several other resistivity lows in the northern portion of the survey area, east of Zone A. Most of these have been attributed to probable bedrock conductors. It is recommended that follow-up work be carried out to determine the causative source of conductors associated with 10020L, 10071I, 10090E, 10120K, 10150I, 10200J, 10240F, 10290J, 10350G, 10390C, 10390G, 10500G, 10530H, 10551J. Of the conductors in this group, narrow, west-dipping sources are indicated for those associated with 10071I, 10120K, 10350G and 10390G. Conductors associated with 10120K, 10150I and 10390G yield weak to moderate, partial magnetic correlation. All are considered to be potential targets which warrant follow-up.

The southwest corner of the property, west of the Alaska Highway, contains several short conductors of possible bedrock origin. Many are poorly defined, weak responses, but are still considered to be possible areas of interest. Anomalies 10450E, 10480D, 10540D, 10600A, 10620A, 10630B, 10660A, 10670C, 10720D, 10750B, 10750E, 10790D and 10830D all yield direct magnetic correlation. Anomalies 10600A and 10830D define the central axis of a south-southeast trending, elongate, magnetic unit, near the eastern shore of Marsh Lake, west of Judas Mountain. Many of the anomalies in this group appear to be associated with the peripheral contact of the magnetic unit and should be subjected to further investigation. Anomaly 10740C is one of the more obvious targets.

The general lack of strong resistivity lows in this area is probably due to the effects of magnetite. The geophysical profiles show that the western ends of most lines between 10600 and 10850 exhibit negative or suppressed inphase responses, due to magnetite. Resistivity values decrease sharply at the eastern shore of Marsh Lake.

In the north-central area of the property, there are two discontinuous conductor trends which exhibit an east-southeast strike direction. The conductor segments comprising these two trends do not follow the magnetic contour patterns, and differ in characteristics along strike, suggesting that they may not be due to a single common source. One of these intermittent trends extends from 10540L, through 10570M and 10620L to 10680P. Narrow, non-magnetic sources are indicated between 10570M and 10620L, with probable dips to the south. The southern trend extends from 10570L, through 10630L and 10680O, to 10720N. Moderately strong resistivity lows are associated with 10640N and 10710M, which enhances their significance. A narrow, southwest-dipping source is indicated between 10620N and 10640N. Most anomalies are associated with non-magnetic rocks, except for 10650M.

Anomalies 10660K and 10680N are two isolated responses in the same vicinity. Both are contained within a strong, east-trending magnetic low, which flanks a double-lobed, plug-like magnetic high in the area. Both are on strike with a creek bed to the west, and may be fault-related.

A strong, linear resistivity low follows Judas Creek from the east end of line 10821 to tie line 19050 where it crosses line 10850. Only two anomalies of possible bedrock origin are associated with this resistivity low, both of which may be due to conductive surficial material. However, because of the poor coupling angle with the traverse lines, a parallel conductor is possible. The tie lines suggest a broad, flat-lying conductor near surface, probably due to overburden. Magnetic results, however, indicate a possible contact or fault in this area.

A well-defined, east-trending resistivity low is associated with anomalies 10720F, 10770G and possibly 10680H. These are all associated with the northern contact of a major east-trending magnetic high. The western edge of this magnetic unit parallels the highway, from line 10600 to 10800, with a bifurcation in the vicinity of line 10700. Most anomalies along this trend are poorly coupled to the survey lines, and are therefore poorly defined. Several yield magnetic correlation.

The southern lobe of this complex magnetic unit continues to the east, hosting several interesting anomalies. Of particular interest, are the anomalies in the vicinity of 10920F where an apparent southwest-trending linear suggests a probable fault or fold. East and north of this area, the magnetic unit increases in width, with a north-south dimension of 2 to 2.5 km. Some of the more interesting EM anomalies occur near the northern contact of the magnetic unit, where it appears to be intersected by an east-trending fault. This magnetic low, which hosts anomalies 10910I, 10940O and 10960M forms a major lineament which is clearly evident on the magnetic maps and images. It continues to the west, beyond the Alaska Highway, and also towards the east, paralleling the magnetic contours.

The anomalies mentioned in the previous paragraph, and others in the vicinity of the offset magnetic unit inferred from the magnetics, are considered to be potential targets. The offset portion is centered on anomaly 10910J but all bedrock anomalies between 10860L and 10970M are in close enough proximity to be of interest.

The eastern limit of the main magnetic anomaly appears to be truncated, and possibly offset to the north by a probable fault which strikes roughly 015° from the southwestern end of line 11260. This subtle linear feature passes through 10980L, in close proximity to 10970O, 10920K and possibly 10860N. All conductors associated with this possible break should be checked. The most conductive portions, which might reflect concentrations of sulphide material, occur in the vicinity of 19070M and 10980L. The former is part of an east-striking conductor on the northern contact of a small magnetic high. The latter is likely associated with a faulted contact. Northeasterly dips are indicated for conductor 10980L-11010H, an attractive target.

The eastern portion of the survey block exhibits a similarly complex geological structure, based on the magnetic data. Strong, irregular magnetic patterns are observed east of tie line 19070, with a major clearly-defined magnetic low dominating the northeastern portion. The apparent contact of this non-magnetic (sedimentary?) unit is quite well defined by the 58,000 nT total field contour.

The magnetic low contains several high priority conductors in close proximity to its western contact, and also in association with an inlier of magnetic material. The main conductive horizon strikes southeast, from 11040M to 11130U over a distance of more than 1.2 km. At least two, parallel, thin bedrock sources are associated with this trend. Dips are towards the southwest. On line 11120, as many as five separate anomalies have been indicated. However, some of the anomalous responses may be due to a parallel source. Apparent changes in strike are evident in this area, with conductors striking east, northwest and south-southwest, from the vicinity of 11110O.

South of this area there are several conductive sources for which strike directions are uncertain. Most appear to parallel the magnetic contours and may be related to the inferred contact between the magnetic (ultramafic?) and non-magnetic (sedimentary?) units. Strong resistivity lows are associated with conductors 11040M-11130U, 11130W, 11160V, 11191I and 19090J, all of which are interesting targets.

Summit Lake is underlain by a band of magnetic rocks which abuts the eastern contact of the strong magnetic low. This zone is also conductive, although it is difficult to determine if the conductivity is associated with the magnetic rock unit, or the overlying surficial cover. It is considered likely that conductive overburden is a contributing factor. However, elevations increase south of Summit Lake, and there are several strong conductors in the higher ground south of the Alaska Highway. Most anomalies in this area reflect thin, moderately conductive, non-magnetic sources which dip to the southwest. Anomalies 11340B and 11360A-11380A are exceptions, in that they do yield direct magnetic correlation. At least five conductors are open to the southeast. Additional work is warranted in this area.

In addition to the few conductors and general areas of interest mentioned in the preceding pages, there are many anomalous responses which have not been discussed. It is beyond the scope of this general logistics report to describe all anomalies on the property or to attempt to assess the relative merits of each. A thorough, detailed investigation of all anomalous responses (EM, magnetic, resistivity) should be carried out by a competent explorationist who has access to all pertinent geological, geochemical and geophysical data for the property.

Many valid bedrock conductors have not been described in the foregoing, particularly those which occur as single-line responses. This is not an implication that such targets are unattractive. In fact, the opposite may be true. In view of the abrupt changes in strike in some areas, some of the more attractive targets may only yield one- to three-line responses.

Furthermore, some of the economic deposits which are associated with faults may not yield anomalous EM or resistivity responses. In such cases, structural breaks, inferred from the magnetic data, may be more important.

BACKGROUND INFORMATION

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

ELECTROMAGNETICS

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

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

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

Geometric interpretation

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

Discrete conductor analysis

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

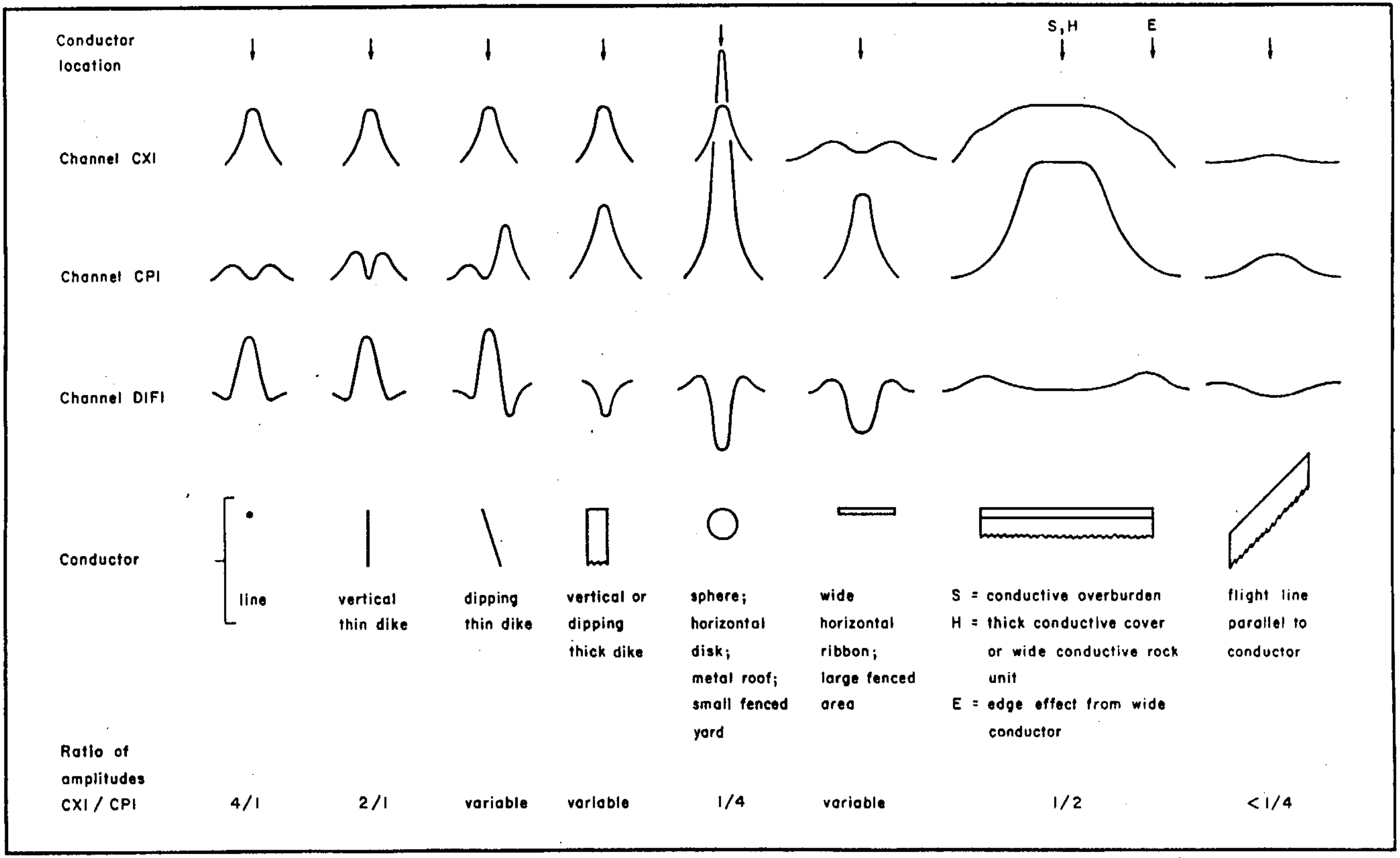

Fig. 5-1 Typical DIGHEM anomaly shapes

Table 5-1. EM Anomaly Grades

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Questionable Anomalies

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

The thickness parameter

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

Resistivity mapping

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

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

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

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

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

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

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

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

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

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

Interpretation in conductive environments

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

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

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

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

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

Reduction of geologic noise

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

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

EM magnetite mapping

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

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

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

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

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

Recognition of culture

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

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

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

[4] See Figure 5-1 presented earlier.

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

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

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

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

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

If, instead, a center-peaked coplanar anomaly occurred, there would be concern that a thick geologic conductor coincided with the cultural line.

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

MAGNETICS

The existence of a magnetic correlation with an EM anomaly is indicated directly on the EM map. In some geological environments, an EM anomaly with magnetic correlation has a greater likelihood of being produced by sulfides than one that is non-magnetic. However, sulfide ore bodies may be non-magnetic (e.g., the Kidd Creek deposit near Timmins, Canada) as well as magnetic (e.g., the Mattabi deposit near Sturgeon Lake, Canada).

The magnetometer data are digitally recorded in the aircraft to an accuracy of 0.01 nT for cesium magnetometers. The digital tape is processed by computer to yield a total field magnetic contour map. When warranted, the magnetic data may also be treated mathematically to enhance the magnetic response of the near-surface geology, and an enhanced magnetic contour map is then produced. The response of the enhancement operator in the frequency domain is illustrated in Figure 5-2. This figure shows that the passband components of the airborne data are amplified 20 times by the enhancement operator. This means, for example, that a 100 nT anomaly on the enhanced map reflects a 5 nT anomaly for the passband components of the airborne data.

The enhanced map, which bears a resemblance to a downward continuation map, is produced by the digital bandpass filtering of the total field data. The enhancement is equivalent to continuing the field downward to a level (above the source) which is 1/20th of the actual sensor-source distance.

Because the enhanced magnetic map bears a resemblance to a ground magnetic map, it simplifies the recognition of trends in the rock strata and the interpretation of geological structure. It defines the near-surface local geology while de-emphasizing deep-seated regional features. It primarily has application when the magnetic rock units are steeply dipping and the earth's field dips in excess of 60 degrees.

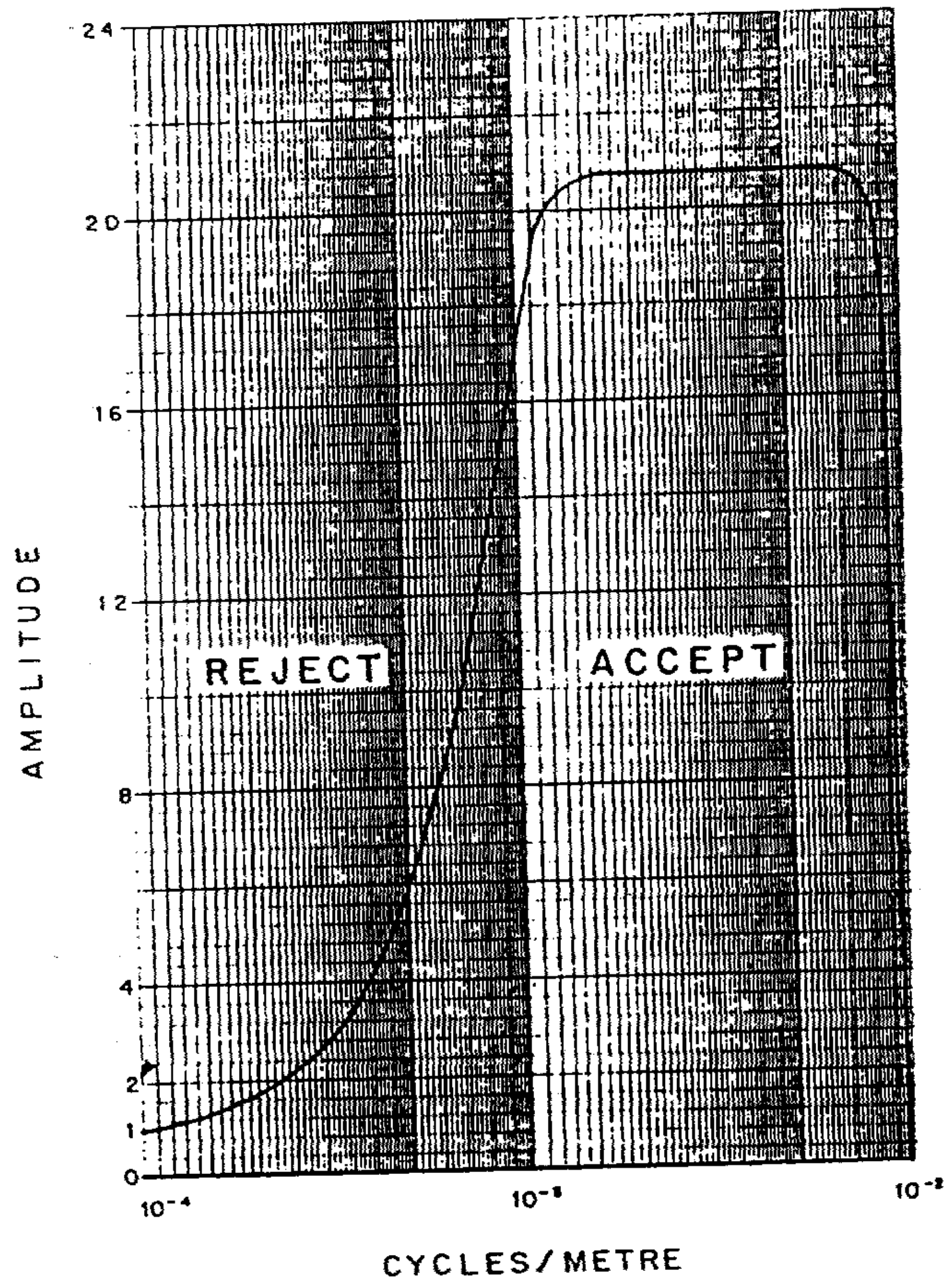

Fig. 5-2 Frequency response of magnetic enhancement operator.

Any of a number of filter operators may be applied to the magnetic data, to yield vertical derivatives, continuations, magnetic susceptibility, etc. These may be displayed in contour, colour or shadow.

VLF

VLF transmitters produce high frequency uniform electromagnetic fields. However, VLF anomalies are not EM anomalies in the conventional sense. EM anomalies primarily reflect eddy currents flowing in conductors which have been energized inductively by the primary field. In contrast, VLF anomalies primarily reflect current gathering, which is a non-inductive phenomenon. The primary field sets up currents which flow weakly in rock and overburden, and these tend to collect in low resistivity zones. Such zones may be due to massive sulfides, shears, river valleys and even unconformities.

The VLF field is horizontal. Because of this, the method is quite sensitive to the angle of coupling between the conductor and the transmitted VLF field. Conductors which strike towards the VLF station will usually yield a stronger response than conductors which are nearly orthogonal to it.

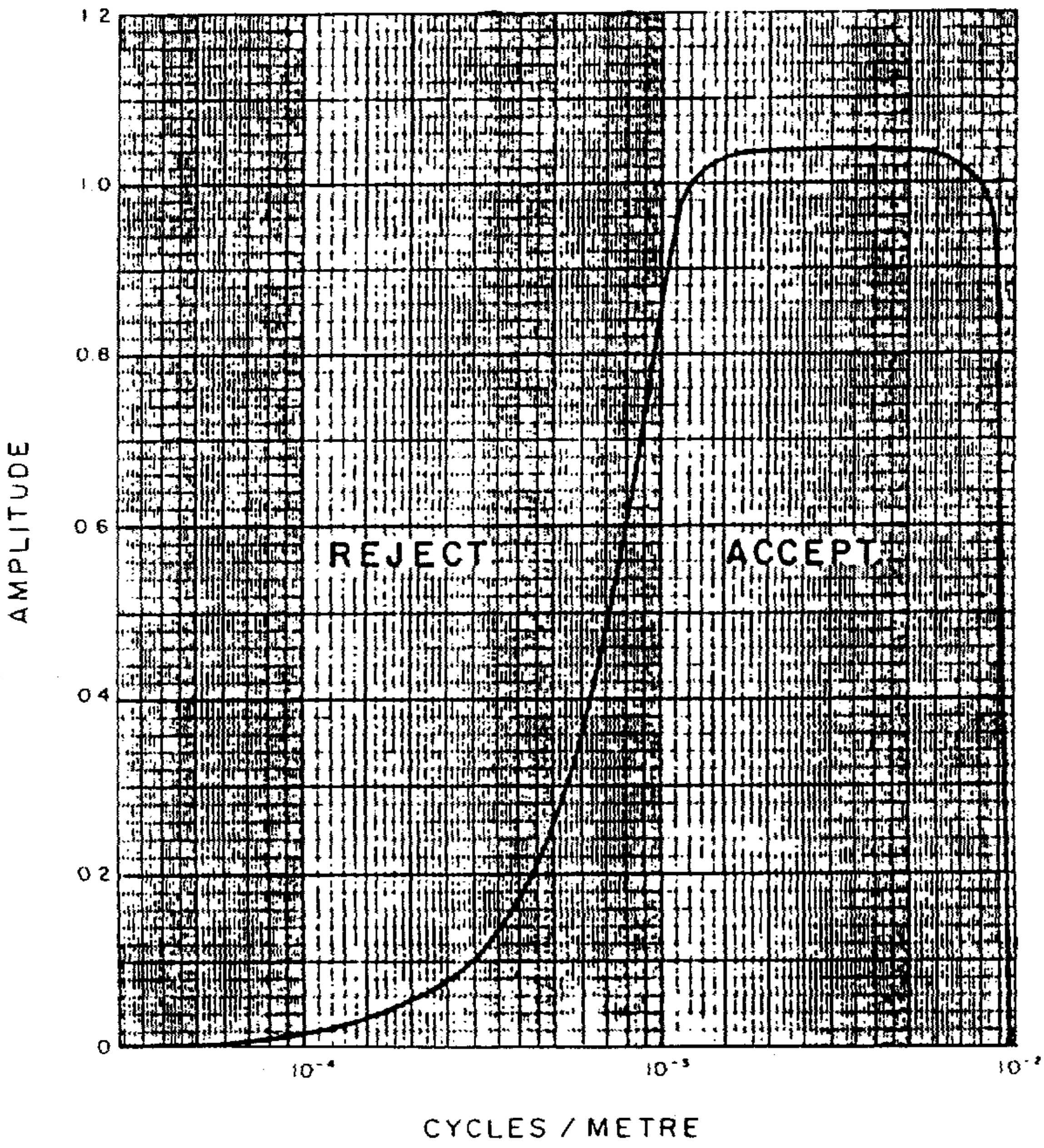

Fig. 5-3 Frequency response of VLF operator.

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

The response of the VLF total field filter operator in the frequency domain (Figure 5-3) is basically similar to that used to produce the enhanced magnetic map (Figure 5-2). The two filters are identical along the abscissa but different along the ordinant. The VLF filter removes long wavelengths such as those which reflect regional and wave transmission variations. The filter sharpens short wavelength responses such as those which reflect local geological variations.

CONCLUSIONS AND RECOMMENDATIONS

This report provides a very brief description of the survey results and describes the equipment, procedures and logistics of the survey over the Jakes Corner property.

There are numerous anomalies in the survey block which are typical of massive sulphide responses. In addition, the survey was successful in locating several moderately weak, fault-related conductors which will also warrant additional work. The various maps included with this report display the magnetic and conductive properties of the survey area. It is recommended that the survey results be reviewed in detail, in conjunction with all available geophysical, geological and geochemical information. Particular reference should be made to the computer generated data profiles which clearly define the characteristics of the individual anomalies.

Many anomalies in the area are moderately weak and poorly-defined. Some may be partially due to conductive overburden or deep weathering, while others appear to be associated with magnetite-rich rock units. A few coincide with VLF anomalies which may reflect faults or shears. Structural breaks are considered to be of particular interest as they may have influenced mineral deposition within the survey area. Listwaenite gold deposits are reportedly contained within shear zones in the immediate vicinity, often associated with galena and sphalerite.

The interpreted bedrock conductors defined by the survey should be subjected to further investigation, using appropriate surface exploration techniques. Anomalies which are currently considered to be of moderately low priority may require upgrading if follow-up results are favourable.

It is also recommended that image processing of existing geophysical data be considered, in order to extract the maximum amount of information from the survey results. Current software and imaging techniques often provide valuable information on structure and lithology, which may not be clearly evident on the contour and colour maps. These techniques can yield images which define subtle, but significant, structural details.

Respectfully submitted,

DIGHEM

Paul A. Smith
Geophysicist

PAS/sdp

A1168MAY.94R

APPENDIX A

LIST OF PERSONNEL

The following personnel were involved in the acquisition, processing, interpretation and presentation of data, relating to a DIGHEM^{V} airborne geophysical survey carried out for the Yukon Prospectors' Association, near Jakes Corner, Yukon Territory.

Steve Kilty	Vice President, Operations
Greg Paleolog	Survey Operations Supervisor
Phil Miles	Senior Geophysical Operator
Jordan Cronkwright	Second Geophysical Operator
Del Rokosh	Pilot (Northern Air Support)
Gordon Smith	Data Processing Supervisor
Ruth Pritchard	Geophysicist
Paul A. Smith	Interpretation Supervisor
Lyn Vanderstarren	Drafting Supervisor
Steve Mast	Draftsperson (CAD)
Susan Pothiah	Word Processing Operator
Albina Tonello	Secretary/Expeditor

The survey consisted of 2764 km of coverage, flown from March 12 to March 25, 1994.

All personnel are employees of Dighem, except for the pilot who is an employee of Northern Air Support.

DIGHEM

Paul A. Smith
Geophysicist

PAS/sdp

A1168MAY.94R

APPENDIX B

STATEMENT OF COST

Date: May 30, 1994

IN ACCOUNT WITH DIGHEM

To: Dighem flying of Agreement dated February 24, 1994, pertaining to an Airborne Geophysical Survey in the Jakes Corner area, Yukon Territory.

<u>Survey Charges</u>

2625 km of flying at a fixed price (including mobilization)	$ 188,785.05
Charges for map scale change	$ 1,800.00
	$ 190,585.05

<u>Allocation of Costs</u>

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

DIGHEM

Paul A. Smith
Geophysicist

PAS/sdp

A1168MAY.94R

APPENDIX C

EM ANOMALY LIST

	COAXIAL 863 HZ		COPLANAR 863 HZ		COPLANAR 7253 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10010	(FLIGHT	20)											
A 1037S?	2	12	3	16	41	95	1.3	0	1	55	91	21	0
B 1057B?	13	7	19	12	28	11	22.5	16	3	62	24	37	0
C 1063S?	1	2	1	2	2	4	-	-	-	-	-	-	11
D 1074S	1	2	0	2	2	4	-	-	-	-	-	-	12
E 1093B?	7	10	8	20	65	29	5.0	8	2	46	46	18	0
F 1097B?	3	13	8	13	62	35	2.9	9	2	59	55	28	0
G 1103D	5	11	24	9	35	20	11.5	23	2	70	45	40	0
H 1108B?	54	27	106	35	136	9	57.0	0	4	52	9	33	0
I 1110B	54	27	106	35	136	9	57.0	5	10	46	2	35	0
J 1120D	26	24	31	17	50	30	18.2	0	3	37	21	15	0
K 1158S	1	6	1	7	27	3	0.6	5	1	52	452	5	0
L 1400S	0	1	0	0	1	4	-	-	-	-	-	-	0
M 1452S	0	2	0	1	2	4	-	-	-	-	-	-	0
N 1487S	0	2	0	1	2	4	-	-	-	-	-	-	0
O 1508S	0	5	1	6	18	16	0.5	0	1	76	810	0	7
P 1524S	1	2	1	2	2	4	-	-	-	-	-	-	0
Q 1547S	1	2	0	2	2	4	-	-	-	-	-	-	180
LINE 10020	(FLIGHT	21)											
A 286H	1	1	1	2	2	4	-	-	-	-	-	-	0
B 296H	3	8	2	10	38	48	2.3	9	1	52	148	13	0
C 324D	7	11	7	13	31	20	4.9	8	1	49	69	17	0
D 334B	32	22	46	44	110	44	19.1	0	3	31	14	12	0
E 342B?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 347S?	4	10	3	16	37	57	2.4	6	1	41	205	4	40
G 375H	1	4	0	6	27	4	0.6	0	1	47	762	0	0
H 392S	0	2	0	2	2	4	-	-	-	-	-	-	0
I 523S?	1	2	0	2	2	4	-	-	-	-	-	-	40
J 655B?	1	2	1	2	2	4	-	-	-	-	-	-	20
K 736H	1	3	0	4	14	32	0.4	0	1	30	247	9	0
L 748B	5	7	6	1	25	42	9.7	28	1	72	161	27	0
LINE 10030	(FLIGHT	19)											
A 10188H	7	9	9	14	31	40	6.3	15	1	46	76	14	0
B 10173H	6	11	7	13	45	48	4.4	16	1	46	121	12	0
C 10159H	2	10	4	12	35	54	1.8	5	1	41	163	6	0
D 10148B?	1	2	1	2	2	4	-	-	-	-	-	-	0
E 10140D	9	10	10	5	14	25	11.7	20	1	58	68	25	6
F 10132H	1	2	1	2	2	4	-	-	-	-	-	-	4
G 10118B?	7	10	9	26	100	78	4.6	6	1	41	110	7	0
H 10115E	1	2	1	2	2	4	-	-	-	-	-	-	0

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

ANOMALY/ FID/INTERP	COAXIAL 863 HZ REAL PPM	COAXIAL 863 HZ QUAD PPM	COPLANAR 863 HZ REAL PPM	COPLANAR 863 HZ QUAD PPM	COPLANAR 7253 HZ REAL PPM	COPLANAR 7253 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 10030	(FLIGHT	19)											
I 10089H	2	5	0	6	3	33	0.9	15	1	48	698	0	0
J 10074S?	1	2	0	2	2	4	-	-	-	-	-	-	0
K 9966S	1	2	0	2	2	4	-	-	-	-	-	-	17
L 9929S?	1	2	1	2	2	4	-	-	-	-	-	-	0
M 9780S?	1	2	1	2	2	4	-	-	-	-	-	-	0
N 9728S	2	3	0	2	0	10	5.4	60	1	218	992	0	20
O 9664H	1	1	1	2	2	4	-	-	-	-	-	-	0
P 9627B?	2	4	3	8	15	22	2.5	23	1	68	253	21	0
LINE 10040	(FLIGHT	19)											
A 9177H	8	14	11	22	79	49	4.7	0	1	39	63	9	0
B 9189S?	2	5	1	5	21	26	0.9	0	1	27	105	9	0
C 9196H	4	8	0	5	20	37	2.4	12	1	54	206	12	13
D 9205D	10	15	9	13	44	22	6.1	2	1	65	94	27	0
E 9209D	1	2	1	2	2	4	-	-	-	-	-	-	0
F 9219B	7	7	14	14	49	32	9.2	12	2	52	37	24	0
G 9223B?	1	2	1	2	2	4	-	-	-	-	-	-	0
H 9244H	1	2	0	2	2	0	-	-	-	-	-	-	0
I 9297S	0	2	0	2	2	4	-	-	-	-	-	-	0
J 9347S	1	2	0	2	2	4	-	-	-	-	-	-	13
K 9373S	0	2	0	2	2	4	-	-	-	-	-	-	0
L 9444S	1	5	0	7	24	63	0.5	0	1	68	824	0	0
M 9500S	0	7	1	11	17	63	0.5	0	1	45	625	0	19
N 9523S	1	6	1	6	11	23	1.0	0	1	53	782	0	0
LINE 10050	(FLIGHT	19)											
A 9105H	4	9	8	13	45	32	3.9	8	1	50	63	19	0
B 9088D	1	2	0	2	2	4	-	-	-	-	-	-	0
C 9079D	2	8	2	7	27	44	1.4	4	1	69	150	27	0
D 9069B	12	10	20	14	34	14	14.8	3	3	57	24	31	0
E 9063D	11	11	19	10	46	28	14.3	6	2	71	39	40	0
F 9034H	2	3	2	4	18	6	1.0	0	1	46	138	26	530
G 9014S	1	3	1	4	14	28	0.5	0	1	35	405	8	0
H 8914S	1	4	2	5	13	28	0.5	0	1	31	336	6	16
I 8880S	0	4	1	6	13	44	0.5	0	1	72	474	6	0
J 8819S?	0	2	0	1	2	3	-	-	-	-	-	-	6
K 8809B?	0	2	0	2	2	4	-	-	-	-	-	-	30
L 8735S	1	2	1	2	2	4	-	-	-	-	-	-	0
M 8705S	1	6	1	8	24	16	0.9	2	1	42	509	0	8
LINE 10060	(FLIGHT	19)											
A 8123S	0	5	3	7	23	23	0.7	0	1	41	210	0	0

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

	COAXIAL 863 HZ		COPLANAR 863 HZ		COPLANAR 7253 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10060	(FLIGHT	19)											
B 8141H	1	7	4	9	16	32	1.3	0	1	56	113	17	0
C 8153S?	5	17	7	24	73	108	2.6	0	1	39	105	7	0
D 8177H	19	7	34	15	33	26	40.7	9	4	56	9	37	0
E 8182D	15	15	12	17	60	25	9.5	4	1	62	64	28	0
F 8199H	2	8	5	14	24	16	2.2	8	1	46	177	9	0
G 8244H	1	2	0	2	2	4	-	-	-	-	-	-	0
H 8317S	1	2	0	2	2	4	-	-	-	-	-	-	0
I 8334S	1	2	0	2	2	4	-	-	-	-	-	-	0
J 8385B?	3	5	2	10	34	27	2.4	0	1	28	466	0	0
K 8438S	1	2	0	2	2	4	-	-	-	-	-	-	0
L 8485S	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10070	(FLIGHT	1)											
A 8085S	2	7	3	10	10	53	1.9	0	1	45	183	5	0
B 8067H	4	6	4	7	16	19	4.2	16	1	61	118	21	0
C 8039H	1	2	1	2	2	4	-	-	-	-	-	-	0
D 8028B	9	2	14	2	9	2	99.1	38	4	92	12	68	0
E 8000S?	4	9	7	11	24	29	3.6	13	1	40	230	1	0
F 7965S	0	3	1	4	1	18	0.1	0	1	35	420	8	4
G 7865S	0	5	1	8	5	6	0.5	0	1	56	582	0	0
H 7848S	0	2	1	2	2	4	-	-	-	-	-	-	0
I 7799B	11	12	17	16	54	33	10.9	11	2	66	37	37	0
J 7764S?	1	5	1	5	15	27	0.6	0	1	34	283	8	0
K 7694S?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10080	(FLIGHT	19)											
A 7089S	1	2	1	2	2	4	-	-	-	-	-	-	0
B 7103H	3	7	8	11	37	12	4.0	1	1	57	66	23	0
C 7129H	1	1	1	2	2	4	-	-	-	-	-	-	0
D 7146H	3	5	4	6	15	15	4.2	20	1	56	170	14	0
E 7255H	2	4	1	6	9	6	1.7	0	1	54	764	0	700
F 7302S?	4	5	1	8	12	18	3.0	14	1	44	509	0	0
G 7311B	9	6	11	9	21	20	14.2	28	1	74	68	39	0
H 7324S?	4	5	1	7	26	42	3.6	29	1	42	391	1	0
I 7336E	6	11	0	8	20	33	2.8	0	1	147	992	0	0
J 7368B?	4	18	2	23	78	138	1.3	0	1	19	442	0	0
LINE 10090	(FLIGHT	19)											
A 6925H	0	2	0	2	2	4	-	-	-	-	-	-	6
B 6848H	1	6	3	8	17	25	1.2	0	1	42	321	0	0
C 6803S	3	11	3	12	45	71	1.8	4	1	47	335	5	0

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ANOMALY/ FID/INTERP	COAXIAL 863 HZ REAL PPM	COAXIAL 863 HZ QUAD PPM	COPLANAR 863 HZ REAL PPM	COPLANAR 863 HZ QUAD PPM	COPLANAR 7253 HZ REAL PPM	COPLANAR 7253 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 10090	(FLIGHT	19)											
D 6791D	7	7	8	8	24	48	9.2	29	1	75	123	34	0
E 6778B?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 6738H	1	8	1	6	23	67	0.5	3	1	69	645	4	0
G 6650S	0	2	0	2	2	4	-	-	-	-	-	-	9
LINE 10092	(FLIGHT	21)											
A 1581S?	5	7	5	8	20	14	5.2	0	1	51	112	11	0
B 1622S	2	4	4	5	17	9	4.0	32	1	55	196	14	0
LINE 10100	(FLIGHT	21)											
A 1494S?	4	11	6	14	50	41	2.9	0	1	33	152	0	0
B 1486B?	5	6	3	7	22	18	5.0	17	1	56	95	19	10
C 1470S	2	4	3	5	16	30	3.6	25	1	64	87	27	0
D 1450S	4	7	6	12	29	5	3.7	6	1	39	182	0	0
E 1337S?	0	13	0	15	27	81	0.6	0	1	26	567	0	0
F 1282B?	3	15	1	11	34	65	1.2	2	1	53	547	1	15
G 1263D	1	2	1	2	2	4	-	-	-	-	-	-	0
H 1248B?	1	2	1	2	2	4	-	-	-	-	-	-	0
I 1128S	1	7	1	9	16	21	0.6	0	1	40	643	0	0
LINE 10110	(FLIGHT	19)											
A 6174B?	6	11	10	12	13	37	5.4	4	1	57	77	22	0
B 6179H	6	11	10	13	26	37	5.2	6	1	57	60	25	0
C 6186H	1	2	1	2	2	4	-	-	-	-	-	-	6
D 6194B?	7	6	12	8	18	17	12.2	14	2	68	44	36	0
E 6216S?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 6232S	0	2	0	2	2	4	-	-	-	-	-	-	0
G 6303S	2	4	2	7	18	20	2.7	6	1	48	557	0	1730
H 6360B?	1	2	1	2	2	4	-	-	-	-	-	-	0
I 6365S	1	7	1	6	17	37	0.7	0	1	64	582	1	0
J 6384B?	1	2	1	1	2	4	-	-	-	-	-	-	4
K 6397S	1	2	1	2	2	4	-	-	-	-	-	-	0
L 6454S	1	2	0	2	2	4	-	-	-	-	-	-	0
M 6488S	2	7	2	9	18	14	1.6	0	1	41	468	0	0
LINE 10120	(FLIGHT	19)											
A 6084B	10	29	13	36	117	136	3.7	0	1	43	63	15	0
B 6076H	4	5	6	9	27	21	5.9	30	2	62	54	32	0
C 6066H	7	9	8	15	62	30	5.4	11	2	50	40	23	0
D 6056B?	10	19	15	23	76	80	5.6	5	1	52	99	18	0
E 6042S?	2	11	0	14	34	105	0.8	0	1	34	650	0	0

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ANOMALY/ FID/INTERP	COAXIAL 863 HZ REAL PPM	QUAD PPM	COPLANAR 863 HZ REAL PPM	QUAD PPM	COPLANAR 7253 HZ REAL PPM	QUAD PPM	VERTICAL DIKE COND SIEMEN	DEPTH* M	HORIZONTAL SHEET COND SIEMEN	DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	DEPTH M	MAG CORR NT
LINE 10170	(FLIGHT	19)											
B 3499B	1	2	1	2	2	4	-	-	-	-	-	-	0
C 3510D	34	23	48	29	93	30	26.1	0	5	42	8	25	0
D 3515B	31	14	23	18	42	10	28.8	4	5	36	8	19	0
E 3521B	23	11	4	37	101	71	9.1	6	3	48	18	26	0
F 3534S?	1	2	1	2	2	4	-	-	-	-	-	-	0
G 3618S	2	4	0	5	10	35	2.1	15	1	54	556	0	0
H 3633B?	3	8	5	14	52	42	2.5	2	1	50	149	11	0
LINE 10180	(FLIGHT	19)											
A 3431H	4	8	8	12	11	40	4.4	20	1	42	103	10	0
B 3411B	30	22	31	32	90	35	17.0	6	4	48	12	29	0
C 3404D	35	26	31	22	84	59	21.1	1	3	33	13	15	0
D 3400D	9	24	16	24	28	49	4.7	0	3	43	20	22	0
E 3395D	25	21	29	33	99	36	13.9	0	3	44	18	22	180
F 3365H	1	2	0	2	2	4	-	-	-	-	-	-	0
G 3236B	3	13	5	17	60	66	2.1	0	1	56	194	13	0
H 3232B	0	2	1	2	2	4	-	-	-	-	-	-	0
I 3197H	1	2	1	2	2	4	-	-	-	-	-	-	0
J 3182H	0	4	2	5	17	36	0.6	2	1	35	435	0	0
K 3169H	0	8	1	2	5	15	0.2	0	1	25	313	3	0
L 3152D	0	2	1	2	2	4	-	-	-	-	-	-	0
M 3135B?	1	2	1	2	2	4	-	-	-	-	-	-	0
N 3130B	0	8	3	10	13	53	0.8	0	1	56	439	5	0
LINE 10190	(FLIGHT	19)											
A 2528D	19	19	40	23	68	3	17.9	3	6	44	5	29	0
B 2530D	16	19	40	23	68	8	15.7	2	5	43	6	27	0
C 2537D	27	12	26	10	22	21	40.3	1	6	56	5	39	0
D 2561H	1	6	1	8	21	61	0.7	0	1	63	755	0	0
E 2621S	2	4	1	5	4	0	2.3	18	1	65	612	0	0
F 2661H	1	8	4	13	48	7	1.1	0	1	42	192	0	0
G 2678S	0	2	1	2	2	4	-	-	-	-	-	-	0
H 2697H	0	7	0	12	5	92	0.5	8	1	50	695	0	0
I 2717S	1	5	1	8	20	60	0.7	0	1	59	687	0	0
J 2732B?	1	2	1	2	2	4	-	-	-	-	-	-	0
K 2737B?	2	6	3	8	27	43	2.4	15	1	63	264	17	0
L 2764S?	1	6	1	6	17	51	0.7	2	1	74	835	0	0
LINE 10200	(FLIGHT	19)											
A 2428B	13	22	30	28	84	78	9.2	0	3	47	19	25	0
B 2416B	25	39	89	57	182	54	16.7	0	7	38	3	25	0

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ANOMALY/ FID/INTERP	COAXIAL 863 HZ REAL PPM	COAXIAL 863 HZ QUAD PPM	COPLANAR 863 HZ REAL PPM	COPLANAR 863 HZ QUAD PPM	COPLANAR 7253 HZ REAL PPM	COPLANAR 7253 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 10200	(FLIGHT	19)											
C 2413B	25	39	89	57	182	54	16.7	0	5	44	7	28	0
D 2410B?	1	2	1	2	2	4	-	-	-	-	-	-	0
E 2388S?	1	7	0	9	23	75	0.5	0	1	50	747	0	200
F 2319H	1	4	2	5	7	14	1.7	23	1	60	304	15	0
G 2265E	1	2	1	2	2	4	-	-	-	-	-	-	0
H 2259H	4	8	7	3	10	23	0.4	0	1	27	100	10	0
I 2192H	0	3	1	5	6	10	0.5	0	1	25	554	0	0
J 2173B?	3	9	3	8	15	29	2.2	6	1	84	130	40	0
K 2161B?	0	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10210	(FLIGHT	19)											
A 1555B	10	14	32	34	52	35	9.8	4	2	78	57	43	0
B 1562B	26	28	23	2	10	41	18.2	7	4	43	12	25	0
C 1566B	26	13	51	37	116	15	26.4	2	5	35	6	20	0
D 1570B	26	13	51	37	116	15	26.3	0	7	32	4	19	0
E 1576B	9	10	23	10	23	59	16.3	9	4	42	9	24	0
F 1581B	30	27	47	42	137	60	16.9	0	4	46	12	27	0
G 1596S?	1	2	1	2	2	4	-	-	-	-	-	-	0
H 1677H	0	8	2	11	4	18	0.5	0	1	42	411	0	6
I 1718H	4	13	5	21	3	75	2.3	10	1	41	152	9	15
J 1748H	0	2	1	2	2	4	-	-	-	-	-	-	0
K 1757B?	0	7	0	12	17	93	0.5	12	1	57	709	3	40
L 1821S	0	6	1	8	11	41	0.5	0	1	69	811	0	0
M 1866S?	0	2	0	2	2	4	-	-	-	-	-	-	50
N 1877B?	0	2	0	2	2	4	-	-	-	-	-	-	30
O 1911S	0	7	1	6	17	50	0.5	2	1	68	712	1	0
LINE 10220	(FLIGHT	19)											
A 164S	0	7	1	10	23	76	0.5	0	1	36	402	0	0
B 180S?	1	2	1	2	2	4	-	-	-	-	-	-	0
C 197D	25	24	23	31	53	48	12.0	0	3	47	14	27	0
D 203D	19	13	24	20	49	27	17.6	0	3	37	13	18	0
E 210B	21	22	7	11	32	6	9.8	4	3	49	16	28	100
F 214E	15	18	33	5	83	47	20.4	6	2	50	30	24	80
G 305H	0	2	1	2	2	4	-	-	-	-	-	-	20
H 342H	1	11	5	20	69	75	1.1	0	1	49	166	11	0
I 352S?	1	2	0	2	2	4	-	-	-	-	-	-	20
J 367H	1	7	2	10	32	42	1.1	0	1	48	267	5	0
LINE 10222	(FLIGHT	19)											
A 573S?	0	2	0	3	9	12	0.7	0	1	62	718	29	0

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ANOMALY/ FID/INTERP	COAXIAL 863 HZ REAL PPM	QUAD PPM	COPLANAR 863 HZ REAL PPM	QUAD PPM	COPLANAR 7253 HZ REAL PPM	QUAD PPM	VERTICAL DIKE COND SIEMEN	DEPTH* M	HORIZONTAL SHEET COND SIEMEN	DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	DEPTH M	MAG CORR NT
LINE 10222	(FLIGHT	19)											
B 616D	0	9	1	6	20	45	0.5	2	1	88	871	3	0
C 650S	1	4	2	4	23	12	1.0	0	1	27	155	6	0
LINE 10232	(FLIGHT	18)											
A 6498B?	1	2	1	2	2	4	-	-	-	-	-	-	0
B 6489B?	6	10	14	8	27	32	9.2	18	1	57	69	24	0
C 6479B	12	19	6	26	93	59	4.7	4	2	46	35	21	0
D 6474D	1	2	1	2	2	4	-	-	-	-	-	-	0
E 6468D	23	18	28	28	77	36	15.3	0	3	36	18	15	150
F 6462D	1	2	1	2	2	4	-	-	-	-	-	-	0
G 6457D	14	13	21	21	16	11	12.0	2	1	49	66	16	0
H 6367S	1	2	0	1	2	4	-	-	-	-	-	-	0
I 6333S?	1	16	5	21	73	90	0.9	0	1	35	309	0	0
J 6325H	3	16	4	22	24	119	1.5	0	1	39	214	4	0
K 6287S?	0	8	2	9	41	47	0.5	0	1	27	357	0	0
L 6203B?	3	8	3	6	22	23	2.8	16	1	71	320	21	0
M 6176S?	1	2	0	0	1	4	-	-	-	-	-	-	0
LINE 10240	(FLIGHT	18)											
A 5411S	1	3	1	6	24	31	1.4	4	1	47	243	3	0
B 5438D	10	27	12	26	46	122	4.0	0	1	39	54	11	0
C 5452B	12	9	17	24	71	26	11.1	1	3	58	20	33	0
D 5455B	4	9	17	24	71	26	5.6	0	3	72	20	45	0
E 5460B	12	17	27	19	55	29	11.0	3	3	56	17	33	0
F 5552S	1	2	0	2	2	4	-	-	-	-	-	-	0
G 5576D	6	19	5	21	76	64	2.3	0	1	35	229	0	0
H 5623S	1	5	1	6	16	40	0.7	0	1	57	689	0	0
I 5700S?	0	3	1	5	11	15	2.2	27	1	128	928	11	300
J 5772S	1	6	1	9	28	50	0.9	0	1	39	404	0	0
LINE 10250	(FLIGHT	18)											
A 5359B	14	17	21	23	56	16	9.7	2	3	51	23	27	0
B 5356D	14	17	12	23	56	15	7.5	4	2	63	26	37	0
C 5346B?	5	12	5	18	57	55	2.9	0	2	56	39	28	0
D 5343B	1	2	1	2	2	4	-	-	-	-	-	-	0
E 5336B	15	14	26	21	59	31	13.7	10	3	60	15	38	110
F 5328D	17	19	36	27	54	37	14.1	7	3	53	20	30	0
G 5239S	0	2	0	2	2	4	-	-	-	-	-	-	0
H 5213B	4	22	5	27	3	143	1.7	0	1	33	174	0	0
I 5201E	1	2	1	2	2	4	-	-	-	-	-	-	0
J 5168S?	1	2	1	2	2	4	-	-	-	-	-	-	0

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LINE 10250	(FLIGHT	18)											
K 5153S	0	8	0	10	22	83	0.5	0	1	48	691	0	0
L 5073B	0	11	0	7	6	37	0.5	11	1	83	811	9	0
M 5034S	0	2	0	2	1	4	-	-	-	-	-	-	0
N 4981S?	1	2	0	2	2	4	-	-	-	-	-	-	13
LINE 10260	(FLIGHT	18)											
A 4383B?	1	2	1	2	2	4	-	-	-	-	-	-	0
B 4392B	6	5	6	10	35	31	7.5	19	1	64	79	28	0
C 4403D	11	6	13	11	26	6	16.8	11	3	62	19	38	0
D 4428H	5	4	8	6	15	10	9.7	26	2	58	46	28	0
E 4436E	5	12	8	17	19	34	3.5	11	1	62	124	24	0
F 4520H	4	8	4	6	19	43	3.2	4	1	43	189	2	0
G 4545B?	1	2	0	2	2	4	-	-	-	-	-	-	0
H 4591S	1	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10270	(FLIGHT	18)											
A 4329S?	2	7	1	5	15	48	1.5	4	1	53	720	0	0
B 4317B?	6	10	5	13	34	39	4.3	9	1	55	126	17	0
C 4308D	15	13	20	17	44	15	14.5	12	2	60	27	35	0
D 4288D	4	10	9	18	50	40	3.8	8	2	56	50	26	0
E 4279H	5	6	15	11	27	9	10.4	13	2	53	31	26	0
F 4272B?	1	2	1	2	2	4	-	-	-	-	-	-	15
G 4184S?	1	4	3	7	28	32	2.1	0	1	41	191	0	0
H 4173S	1	10	3	12	40	64	0.7	0	1	50	203	8	0
I 4158S	1	2	1	2	2	4	-	-	-	-	-	-	0
J 3972B?	1	2	0	2	1	4	-	-	-	-	-	-	0
K 3923S	0	0	0	3	5	25	0.1	0	1	74	1542	32	0
L 3869D	0	2	0	2	2	4	-	-	-	-	-	-	0
M 3849H	1	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10280	(FLIGHT	18)											
A 3284D	14	10	21	15	7	44	16.5	11	2	64	29	37	0
B 3287B?	7	8	21	15	38	24	11.6	9	4	60	13	38	0
C 3298H	1	2	1	2	2	4	-	-	-	-	-	-	0
D 3315D	11	14	14	16	46	47	7.8	2	2	47	46	18	0
E 3319B?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 3360H	1	6	1	10	6	19	0.9	0	1	40	619	0	0
G 3402H	4	9	4	10	30	25	3.5	4	1	38	157	0	0
H 3414S?	3	7	2	9	12	51	2.5	11	1	41	415	0	0
I 3432S?	1	2	1	2	2	4	-	-	-	-	-	-	0
J 3465S	1	5	1	3	7	21	0.3	0	1	50	231	24	0

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	COAXIAL 863 HZ		COPLANAR 863 HZ		COPLANAR 7253 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10280	(FLIGHT	18)											
K 3566B?	0	1	1	1	1	4	–	–	–	–	–	–	40
L 3601D	2	9	2	6	17	22	1.7	5	1	94	542	16	0
LINE 10290	(FLIGHT	18)											
A 3212S?	1	14	1	18	39	137	0.6	0	1	21	526	0	0
B 3194H	7	8	15	8	29	17	11.6	14	3	65	21	40	0
C 3183B?	1	2	1	2	2	4	–	–	–	–	–	–	0
D 3171D	17	11	22	17	46	10	19.1	0	3	49	20	25	0
E 3165B?	10	11	12	11	41	14	9.5	11	2	58	48	28	0
F 3121H	0	10	2	14	59	47	0.5	0	1	20	476	0	0
G 3073S?	1	5	4	9	36	24	2.1	0	1	32	182	0	0
H 3015B?	0	6	1	10	23	75	0.6	3	1	64	617	3	0
I 2894S?	1	2	0	2	2	4	–	–	–	–	–	–	0
J 2800D	4	11	2	8	29	21	2.4	5	1	59	432	5	0
K 2797B?	4	11	2	6	29	8	2.2	12	1	90	506	19	6
L 2759S?	1	2	1	2	2	4	–	–	–	–	–	–	0
LINE 10300	(FLIGHT	18)											
A 2266B?	1	2	1	2	2	4	–	–	–	–	–	–	0
B 2286H	4	5	6	7	24	21	6.1	20	1	52	80	17	0
C 2301B?	11	19	19	30	93	69	6.3	0	2	33	26	10	0
D 2311B	9	2	22	4	12	12	49.0	10	4	66	10	44	0
E 2321E	7	7	16	10	27	19	13.3	10	2	82	62	44	0
F 2344S?	4	5	3	9	28	21	3.6	18	1	39	434	0	0
G 2363H	2	7	1	8	24	16	1.8	8	1	27	521	0	0
H 2397H	1	7	4	11	32	43	1.5	0	1	36	208	0	0
I 2405B?	4	11	3	12	42	51	2.2	0	1	22	482	0	0
J 2474S?	1	2	0	2	2	4	–	–	–	–	–	–	17
K 2569S	1	2	0	2	0	4	–	–	–	–	–	–	0
L 2621B?	2	5	1	5	16	17	2.3	13	1	88	682	2	0
LINE 10310	(FLIGHT	18)											
A 2209B?	1	35	1	21	41	179	0.6	5	1	4	275	0	0
B 2193H	8	19	12	30	92	58	3.9	0	1	37	60	10	0
C 2178D	15	21	31	35	98	76	9.7	0	2	39	26	16	0
D 2168D	21	9	19	5	19	3	43.0	12	6	61	5	44	0
E 2161E	1	2	1	2	2	4	–	–	–	–	–	–	30
F 2149S?	3	4	4	5	14	26	0.6	0	1	50	119	29	0
G 2143S	2	4	2	5	12	17	0.7	0	1	39	185	17	0
H 2123S	2	12	2	6	57	67	1.3	3	1	25	420	0	0
I 2089H	2	10	4	14	43	37	1.8	0	1	38	140	3	0

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	COAXIAL 863 HZ		COPLANAR 863 HZ		COPLANAR 7253 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10310	(FLIGHT	18)											
J 2070S?	1	2	1	2	2	4	-	-	-	-	-	-	0
K 2050B?	3	9	1	9	8	52	1.7	2	1	29	404	0	0
L 1979S?	1	4	0	7	8	63	0.5	4	1	86	854	4	0
M 1882S	0	2	0	2	2	4	-	-	-	-	-	-	0
N 1808S?	0	0	0	2	1	4	-	-	-	-	-	-	13
O 1792B?	3	8	0	7	22	34	1.3	8	1	75	824	0	0
LINE 10320	(FLIGHT	18)											
A 1216B?	7	20	9	22	93	140	3.5	0	1	24	148	0	0
B 1226B	5	10	6	20	76	57	3.2	0	1	23	215	0	0
C 1228D	1	2	1	2	2	4	-	-	-	-	-	-	0
D 1245B?	1	2	1	2	2	4	-	-	-	-	-	-	17
E 1255H	7	8	4	14	32	13	4.5	13	3	66	21	41	0
F 1264B	6	9	29	12	23	7	15.9	8	3	51	18	28	0
G 1268B	17	9	29	12	33	9	30.8	13	2	56	25	31	0
H 1273B?	1	2	1	2	2	4	-	-	-	-	-	-	0
I 1278S?	3	4	4	7	26	25	4.2	24	1	56	175	14	0
J 1313S	3	8	4	7	13	21	3.1	22	1	47	205	10	0
K 1336S	3	8	4	11	24	8	2.2	4	1	43	138	7	0
L 1359S?	3	9	3	5	32	50	2.6	1	1	28	285	0	0
M 1382S?	3	9	1	9	32	52	1.7	7	1	39	612	0	0
N 1398S	1	2	1	2	2	4	-	-	-	-	-	-	0
O 1425B?	1	2	0	2	2	4	-	-	-	-	-	-	0
P 1461S?	1	2	0	2	2	2	-	-	-	-	-	-	0
Q 1536S	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10330	(FLIGHT	18)											
A 1163S?	4	18	6	24	82	96	2.1	0	1	25	143	0	0
B 1150S?	4	19	2	15	88	104	1.4	0	1	1	461	0	0
C 1117H	8	15	16	18	57	24	6.3	0	2	51	42	22	0
D 1111D	5	10	12	20	57	19	4.3	3	1	49	361	2	0
E 1109S?	4	3	1	4	16	25	0.7	0	1	33	202	11	0
F 1093B?	3	12	2	16	62	76	1.4	1	1	23	535	0	0
G 1089S?	1	2	1	2	2	4	-	-	-	-	-	-	0
H 1064H	2	6	5	9	29	26	2.3	10	1	44	148	7	0
I 1027S?	2	19	4	27	80	140	0.9	0	1	25	194	0	0
J 997S	0	6	1	6	19	42	0.5	0	1	28	624	0	0
K 982S	0	8	1	9	5	11	0.5	0	1	31	624	0	0
L 945B?	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10340	(FLIGHT	18)											
A 265S	2	12	4	15	20	17	1.4	0	1	31	109	0	0

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LINE 10340	(FLIGHT	18)											
B 275S?	5	25	6	35	126	136	1.6	0	1	16	184	0	260
C 314H	3	9	4	12	38	45	2.5	5	1	60	148	20	0
D 344H	4	13	3	18	34	22	2.2	0	1	31	300	0	0
E 397S	3	13	4	16	32	60	1.6	0	1	28	213	0	0
F 442S?	0	2	0	2	2	4	-	-	-	-	-	-	0
G 482D	2	13	3	16	55	58	1.0	0	1	39	477	0	0
LINE 10350	(FLIGHT	17)											
A 5449H	2	3	3	4	13	22	0.6	0	1	26	106	8	70
B 5441B?	7	14	7	18	68	56	4.1	0	1	36	177	0	0
C 5377H	6	20	8	18	17	21	3.3	5	1	42	113	10	14
D 5354H	2	8	2	12	2	20	1.4	6	1	49	152	12	0
E 5322H	3	15	4	20	66	68	1.6	0	1	37	150	2	0
F 5277S?	1	2	1	2	2	4	-	-	-	-	-	-	0
G 5241D	6	23	9	33	99	100	2.6	0	1	38	165	4	0
H 5232S	1	2	1	2	2	4	-	-	-	-	-	-	10
I 5133S	1	2	0	2	2	4	-	-	-	-	-	-	0
J 5070S	1	2	0	2	2	4	-	-	-	-	-	-	70
K 5022S	1	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10360	(FLIGHT	17)											
A 4450H	1	6	4	8	20	40	2.2	4	1	49	106	12	0
B 4518B?	1	2	1	2	2	4	-	-	-	-	-	-	6
C 4524H	4	7	2	9	4	17	2.7	2	1	59	103	20	9
D 4556S	2	6	2	2	8	37	0.2	0	1	32	166	11	0
E 4573S?	5	8	2	11	35	66	2.9	15	1	35	523	0	0
F 4626S?	1	5	0	7	25	37	1.0	0	1	66	842	0	0
G 4663S?	3	8	1	9	20	17	2.0	1	1	42	566	0	0
LINE 10370	(FLIGHT	17)											
A 4385H	8	24	11	31	71	100	3.4	0	1	30	73	2	80
B 4367S	0	11	0	13	38	88	0.5	0	1	30	675	0	0
C 4348S?	0	2	0	2	2	4	-	-	-	-	-	-	0
D 4314E	1	2	1	2	2	4	-	-	-	-	-	-	0
E 4301S	6	15	12	19	44	41	4.4	15	1	50	66	21	0
F 4286S	1	11	3	14	39	53	1.1	0	1	32	253	0	0
G 4255S?	1	2	1	2	2	4	-	-	-	-	-	-	0
H 4200S	0	8	1	7	24	30	0.6	0	1	58	582	0	0
I 4161S?	1	2	1	2	2	3	-	-	-	-	-	-	0
LINE 10380	(FLIGHT	17)											
A 3518B?	1	2	1	2	2	4	-	-	-	-	-	-	0

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LINE 10380 (FLIGHT 17)						
B 3585H	8	13	13	9	33	16
C 3598H	8	7	11	10	26	45
D 3610S	1	2	1	2	2	4
E 3638H	3	7	1	8	26	19
F 3695S	1	3	1	4	15	10
G 3721S?	1	2	1	2	2	4
H 3727H	2	4	1	6	19	20
I 3849S	0	2	0	2	2	4
LINE 10390 (FLIGHT 17)						
A 3444B?	5	4	5	5	10	75
B 3412H	2	7	7	11	14	19
C 3380B?	9	13	12	17	30	26
D 3367S?	5	9	9	13	33	41
E 3358S	2	11	2	15	40	92
F 3329S	1	6	0	7	23	48
G 3305D	4	10	6	10	28	16
H 3300S?	0	2	0	2	2	4
I 3272S	3	11	3	15	47	79
J 3238S	1	2	1	2	2	4
K 3064S	0	9	0	10	28	74
LINE 10400 (FLIGHT 17)						
A 2327S?	2	5	2	7	11	36
B 2339H	2	4	2	7	16	19
C 2407H	4	13	8	20	60	52
D 2427S	1	6	1	10	4	17
E 2457S?	1	2	0	2	2	4
F 2483D	4	5	4	6	17	13
G 2512S?	3	8	2	10	39	41
H 2548S	0	4	0	4	15	26
I 2673S	0	7	1	9	11	25
LINE 10410 (FLIGHT 17)						
A 2237S?	1	2	1	2	2	4
B 2225S	0	6	0	6	19	54
C 2214S	0	7	0	9	33	51
D 2186H	2	7	4	9	33	37
E 2171H	4	8	3	9	27	9
F 2147S	2	6	1	8	11	10
G 2087B	1	2	1	2	2	4

ANOMALY/ FID/INTERP	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 10380 (FLIGHT 17)							
B 3585H	8.1	9	1	47	59	16	0
C 3598H	9.9	26	1	50	100	16	0
D 3610S	-	-	-	-	-	-	0
E 3638H	1.8	4	1	51	733	0	8
F 3695S	1.0	0	1	35	299	9	0
G 3721S?	-	-	-	-	-	-	30
H 3727H	2.0	13	1	83	575	5	140
I 3849S	-	-	-	-	-	-	0
LINE 10390 (FLIGHT 17)							
A 3444B?	8.8	31	1	50	97	16	0
B 3412H	3.1	1	1	46	102	10	0
C 3380B?	6.7	6	1	49	80	15	0
D 3367S?	4.7	19	1	46	106	13	0
E 3358S	0.9	0	1	27	459	0	0
F 3329S	1.0	0	1	52	821	0	0
G 3305D	3.7	11	1	79	371	21	130
H 3300S?	-	-	-	-	-	-	0
I 3272S	2.0	0	1	32	296	0	0
J 3238S	-	-	-	-	-	-	0
K 3064S	0.5	0	1	36	706	0	140
LINE 10400 (FLIGHT 17)							
A 2327S?	2.2	13	1	36	228	0	0
B 2339H	2.3	15	1	44	257	1	0
C 2407H	3.0	0	1	43	92	10	0
D 2427S	0.9	2	1	37	660	0	8
E 2457S?	-	-	-	-	-	-	0
F 2483D	4.9	9	1	68	269	14	40
G 2512S?	1.8	0	1	24	391	0	0
H 2548S	0.6	0	1	26	451	0	700
I 2673S	0.5	0	1	42	735	0	0
LINE 10410 (FLIGHT 17)							
A 2237S?	-	-	-	-	-	-	0
B 2225S	0.5	2	1	57	743	0	180
C 2214S	0.5	0	1	36	696	0	0
D 2186H	2.0	5	1	39	158	3	330
E 2171H	2.8	15	1	49	212	9	5
F 2147S	1.1	2	1	47	745	0	0
G 2087B	-	-	-	-	-	-	14

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LINE 10410	(FLIGHT	17)											
H 2073B?	1	4	1	5	21	23	0.8	2	1	57	706	0	0
I 2060B?	3	7	3	5	36	30	2.7	8	1	38	328	0	0
J 2013S?	0	7	0	8	21	42	0.5	0	1	58	815	0	15
K 1871S	1	9	0	9	4	54	0.5	0	1	33	670	0	0
L 1854S	1	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10420	(FLIGHT	17)											
A 1400S	0	2	0	2	2	4	-	-	-	-	-	-	0
B 1425H	1	2	1	2	2	4	-	-	-	-	-	-	0
C 1471S	1	4	0	7	8	38	0.7	0	1	49	755	0	0
D 1506H	2	4	0	4	16	32	0.5	0	1	36	453	9	6
E 1519B?	1	2	0	2	2	4	-	-	-	-	-	-	0
F 1535B?	0	2	0	2	2	4	-	-	-	-	-	-	0
G 1546H	4	7	3	11	39	29	3.1	7	1	37	290	0	0
H 1584S	1	4	0	6	18	39	0.6	0	1	64	862	0	7
I 1685S	1	5	0	6	22	37	0.5	0	1	61	846	0	0
J 1714S	1	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10430	(FLIGHT	17)											
A 1202H	3	9	5	13	2	33	2.3	4	1	64	93	27	0
B 1133B?	1	2	1	2	2	4	-	-	-	-	-	-	0
C 1130S?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 1076S	1	7	2	9	18	34	1.2	2	1	32	494	0	0
E 1043S	0	3	0	5	10	13	0.7	0	1	34	253	10	0
F 1024D	6	14	2	6	22	41	3.2	2	1	57	800	0	0
G 997H	5	14	5	20	21	93	2.6	0	1	32	221	0	0
H 980S	1	5	0	4	4	35	0.5	1	1	101	932	5	90
I 955S	1	3	0	7	15	38	1.7	6	1	51	791	0	0
J 842S	1	2	0	2	2	4	-	-	-	-	-	-	0
K 780S	1	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10440	(FLIGHT	17)											
A 248H	1	2	1	2	2	4	-	-	-	-	-	-	0
B 302B?	1	2	1	2	2	4	-	-	-	-	-	-	0
C 312B?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 323D?	1	2	1	2	2	4	-	-	-	-	-	-	0
E 461H	1	2	1	2	2	3	-	-	-	-	-	-	40
F 485B	7	11	2	7	24	35	4.2	3	1	61	616	0	0
G 506H	1	2	1	2	2	4	-	-	-	-	-	-	0
H 538S	1	2	1	2	2	4	-	-	-	-	-	-	0
I 613S	1	2	0	2	2	4	-	-	-	-	-	-	0

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LINE 10450		(FLIGHT		1)										
A	409B?	5	8	2	13	35	29	2.6	0	1	29	225	0	0
B	426H	4	19	8	12	35	42	2.8	0	1	25	111	0	0
C	440S?	1	2	1	2	2	4	-	-	-	-	-	-	0
D	458S	1	4	3	7	19	32	2.1	17	1	36	613	0	0
E	480B?	1	2	1	2	2	4	-	-	-	-	-	-	130
F	499H	3	5	0	6	15	32	2.2	22	1	56	755	0	0
G	545S	1	4	0	5	13	31	1.0	3	1	49	768	0	0
H	579S	1	2	1	2	2	4	-	-	-	-	-	-	0
I	589S	5	6	2	10	26	41	3.4	18	1	26	354	0	0
J	600S	1	2	1	2	2	4	-	-	-	-	-	-	18
K	613H	2	10	3	16	41	18	1.3	0	1	24	336	0	0
L	641B?	1	2	0	2	2	4	-	-	-	-	-	-	0
M	658S	4	5	2	8	15	7	3.6	3	1	43	330	0	0
N	692S	1	3	0	5	13	21	0.6	0	1	32	406	3	0
O	754S	0	9	1	12	27	68	0.5	0	1	38	692	0	0
P	806S	0	2	0	2	2	4	-	-	-	-	-	-	4
Q	816S	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10460		(FLIGHT		1)										
A	1211B?	1	2	1	2	2	4	-	-	-	-	-	-	20
B	1192H	3	9	3	13	27	25	1.9	0	1	39	224	0	0
C	1184D	1	2	1	2	2	4	-	-	-	-	-	-	0
D	1158B	1	2	0	2	2	4	-	-	-	-	-	-	0
E	1149S	0	5	0	7	11	42	0.5	0	1	73	875	0	0
F	1063S	0	8	1	12	36	66	1.1	0	1	36	699	0	0
LINE 10461		(FLIGHT		12)										
A	398S?	3	16	3	21	71	129	1.2	0	1	16	387	0	0
B	413S	4	8	5	14	15	48	2.9	0	1	26	154	0	0
C	419H	3	10	5	16	60	45	2.5	0	1	30	148	0	0
D	430S	2	8	2	10	32	64	1.5	0	1	27	315	0	0
E	461H	3	5	5	9	25	22	3.8	20	1	57	185	15	0
F	487S	2	4	0	6	20	38	1.1	3	1	50	773	0	0
G	499S?	0	2	0	2	2	4	-	-	-	-	-	-	0
H	526S?	0	2	1	2	2	4	-	-	-	-	-	-	0
I	553S	1	10	3	12	45	51	1.2	0	1	33	300	0	0
J	570H	2	4	2	6	11	12	2.0	13	1	47	186	7	0
LINE 10470		(FLIGHT		1)										
A	117S?	10	23	13	33	109	85	4.3	0	1	19	131	0	0
B	131S	1	9	3	13	44	49	1.0	0	1	21	315	0	0

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LINE 10470	(FLIGHT		1)										
C 150H	3	7	3	11	16	21	2.8	2	1	32	150	0	0
D 192H	3	4	3	6	14	12	3.5	29	1	48	306	5	0
E 223S?	0	5	0	7	4	25	0.5	0	1	52	739	0	20
F 282S	3.	12	1	15	34	75	1.1	0	1	17	539	0	0
G 331S?	2	8	0	8	28	30	0.9	0	1	36	713	0	0
H 361S?	1	2	1	2	2	4	-	-	-	-	-	-	0
I 364S?	3	8	3	14	40	9	2.1	0	1	34	276	0	0
J 373H	4	4	3	6	21	14	5.7	28	1	39	224	0	0
K 401S	1	2	0	2	2	4	-	-	-	-	-	-	0
L 436S	0	4	0	6	8	31	0.5	0	1	39	737	0	12
M 469S	0	4	0	6	19	10	0.8	0	1	57	831	0	30
N 501S	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10480	(FLIGHT		1)										
A 1134S?	6	13	4	15	42	61	2.9	2	1	24	258	0	0
B 1111S	5	18	6	26	34	79	2.3	0	1	26	125	0	0
C 1089H	4	10	2	9	23	14	2.3	0	1	36	202	0	0
D 1086B?	1	2	1	2	2	4	-	-	-	-	-	-	310
E 1032S	0	6	1	8	9	37	0.5	0	1	46	666	0	0
F 957S	1	4	1	7	13	27	0.6	0	1	57	602	0	0
G 879S?	1	2	1	2	2	4	-	-	-	-	-	-	0
H 854H	2	4	2	6	3	18	2.3	18	1	38	164	2	0
I 837S?	4	7	3	7	27	20	3.5	18	1	32	416	0	0
J 781S	1	12	2	15	39	69	0.7	0	1	20	300	0	0
K 760S	1	9	1	5	11	28	0.6	2	1	19	477	0	5
L 745S	2	8	1	12	8	15	1.0	4	1	17	485	0	70
LINE 10490	(FLIGHT		2)										
A 124S	3	6	1	7	3	25	2.6	2	1	30	353	0	0
B 140S?	1	2	1	2	2	4	-	-	-	-	-	-	0
C 150B?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 162S	3	8	3	12	23	34	2.5	0	1	35	170	0	0
E 219S?	0	2	0	2	2	4	-	-	-	-	-	-	50
F 261B?	0	9	0	12	12	73	0.5	0	1	35	702	0	0
G 305H	0	2	1	2	2	4	-	-	-	-	-	-	0
H 320S	0	5	1	6	20	26	1.3	0	1	29	411	0	0
I 345S?	1	4	1	6	16	9	1.4	15	1	40	371	0	0
J 423S	2	8	2	13	22	13	1.1	0	1	17	284	0	70
K 462S	1	8	1	10	30	37	0.5	0	1	39	661	0	0
LINE 10500	(FLIGHT		2)										
A 1053S?	1	7	1	8	19	56	0.5	0	1	45	650	0	15

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ANOMALY/ FID/INTERP	COAXIAL 863 HZ REAL PPM	COAXIAL 863 HZ QUAD PPM	COPLANAR 863 HZ REAL PPM	COPLANAR 863 HZ QUAD PPM	COPLANAR 7253 HZ REAL PPM	COPLANAR 7253 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 10500	(FLIGHT		2)										
B 1037S	3	16	4	22	73	109	1.4	0	1	21	263	0	7
C 1014S?	4	17	5	23	73	68	1.8	0	1	26	206	0	0
D 998S	1	6	0	7	14	26	0.5	0	1	37	212	0	0
E 942S?	0	5	1	7	19	23	0.5	0	1	36	550	0	0
F 901B?	0	2	0	2	2	4	-	-	-	-	-	-	0
G 898D	0	13	0	19	53	89	1.4	0	1	24	675	0	0
H 862S	4	9	7	14	21	6	3.3	6	1	35	204	0	0
I 837S	0	5	0	5	12	35	0.5	0	1	37	582	0	0
J 820S	0	6	2	10	19	26	0.6	0	1	25	301	0	0
K 806H	0	7	2	4	6	45	0.1	0	1	38	120	20	0
L 798S	3	9	3	13	12	58	2.0	6	1	29	230	0	0
M 741S	1	18	3	25	23	125	0.6	0	1	14	312	0	0
N 699S	0	7	1	10	21	11	0.5	0	1	43	709	0	0
O 625S	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10510	(FLIGHT		2)										
A 1169S	1	8	1	10	36	56	0.6	0	1	13	504	0	7
B 1174S	0	5	1	8	24	50	0.5	0	1	15	530	0	0
C 1186S	3	10	2	14	45	51	1.4	0	1	15	378	0	0
D 1210E	2	11	4	16	55	32	1.6	0	1	22	316	0	0
E 1218S	1	2	1	2	2	4	-	-	-	-	-	-	0
F 1286B?	0	2	0	2	2	4	-	-	-	-	-	-	90
G 1319B?	2	17	1	25	76	110	0.7	0	1	2	496	0	0
H 1335S	1	4	0	6	16	35	0.9	0	1	50	773	0	0
I 1360B?	1	2	1	2	2	4	-	-	-	-	-	-	0
J 1422S?	3	14	3	19	49	100	1.5	0	1	14	393	0	0
K 1437S	1	2	1	2	2	4	-	-	-	-	-	-	0
L 1477S	2	6	0	8	22	31	0.8	2	1	24	602	0	0
LINE 10520	(FLIGHT		2)										
A 2129S?	1	2	1	2	2	4	-	-	-	-	-	-	0
B 2121S	1	2	0	2	2	4	-	-	-	-	-	-	14
C 2099S	1	7	1	8	22	46	0.8	0	1	37	623	0	0
D 2079H	3	17	4	25	48	118	1.2	0	1	23	245	0	0
E 2062S	1	8	2	9	26	59	0.8	0	1	35	255	0	0
F 2011S	0	5	2	7	23	24	0.5	0	1	39	567	0	0
G 1978B?	0	13	2	19	45	125	0.5	0	1	15	513	0	0
H 1953S	0	2	0	2	2	4	-	-	-	-	-	-	0
I 1926E	1	2	1	2	1	4	-	-	-	-	-	-	0
J 1922H	11	17	20	29	34	20	7.0	0	1	35	60	5	0
K 1881B?	0	11	1	12	28	75	0.5	0	1	28	587	0	0

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	COAXIAL 863 HZ		COPLANAR 863 HZ		COPLANAR 7253 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10520	(FLIGHT	2)											
L 1871S	0	12	2	16	46	76	0.5	0	1	21	364	0	0
M 1846S	0	13	2	21	59	118	0.5	0	1	11	450	0	0
N 1821S	0	6	1	9	17	35	0.5	0	1	42	627	0	0
O 1775S	0	2	0	2	2	4	-	-	-	-	-	-	0
P 1759S	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10530	(FLIGHT	2)											
A 2180S?	2	7	1	8	18	40	1.0	0	1	21	576	0	0
B 2210S?	1	2	1	2	2	4	-	-	-	-	-	-	0
C 2233S	1	6	1	7	23	33	0.8	0	1	35	509	0	0
D 2250H	4	4	2	7	15	27	4.3	25	1	54	263	9	0
E 2319H	1	2	0	2	2	4	-	-	-	-	-	-	0
F 2344H	2	6	0	6	27	26	1.0	8	1	50	728	0	120
G 2357S	0	4	0	4	13	25	0.5	0	1	31	784	2	0
H 2375B?	12	16	17	26	71	30	7.6	0	1	34	509	0	0
I 2381H	1	2	1	2	2	4	-	-	-	-	-	-	0
J 2428S?	0	7	0	10	21	62	0.5	0	1	43	715	0	5
K 2521S	1	2	0	2	2	4	-	-	-	-	-	-	0
L 2626S	1	2	0	2	2	4	-	-	-	-	-	-	12
LINE 10540	(FLIGHT	2)											
A 3181S	1	2	0	2	2	4	-	-	-	-	-	-	0
B 3160S	1	2	0	2	2	4	-	-	-	-	-	-	0
C 3140S	1	2	1	2	2	4	-	-	-	-	-	-	0
D 3122B?	4	5	2	5	11	12	1.0	0	1	43	267	15	190
E 3103H	3	5	5	7	5	10	4.5	11	1	73	104	32	0
F 3039S	3	3	0	5	11	16	0.6	0	1	40	319	16	0
G 3000B	11	12	16	17	53	28	9.1	6	1	52	111	14	0
H 2992H	1	2	1	2	2	4	-	-	-	-	-	-	0
I 2985E	1	2	1	2	2	4	-	-	-	-	-	-	0
J 2930S	1	2	0	2	2	4	-	-	-	-	-	-	0
K 2881S?	1	2	0	2	2	4	-	-	-	-	-	-	0
L 2822B?	1	12	1	12	35	70	0.6	0	1	46	673	0	0
M 2810S	1	2	0	2	2	4	-	-	-	-	-	-	0
N 2766S	4	29	0	2	1	15	0.8	0	1	214	992	0	0
O 2743S	1	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10550	(FLIGHT	2)											
A 3573S	0	2	0	2	2	4	-	-	-	-	-	-	0
B 3580S?	1	4	0	1	4	3	3.0	35	1	131	992	0	0
C 3598S	0	2	0	2	2	4	-	-	-	-	-	-	0

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ANOMALY/	FID/INTERP	COAXIAL 863 HZ REAL PPM	COAXIAL 863 HZ QUAD PPM	COPLANAR 863 HZ REAL PPM	COPLANAR 863 HZ QUAD PPM	COPLANAR 7253 HZ REAL PPM	COPLANAR 7253 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 10550		(FLIGHT		2)										
D	3635S	0	3	0	4	12	19	0.6	0	1	31	560	1	0
E	3651S	0	2	0	2	2	4	-	-	-	-	-	-	0
F	3701S	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10551		(FLIGHT		12)										
A	1222H	9	27	10	40	43	51	2.9	0	1	19	131	0	0
B	1168H	2	4	0	5	20	22	1.3	14	1	68	808	0	14
C	1132S	0	2	1	2	2	4	-	-	-	-	-	-	0
D	1100S	1	2	1	2	2	4	-	-	-	-	-	-	0
E	1082S	0	2	1	2	2	4	-	-	-	-	-	-	0
F	1055S	0	2	1	2	2	4	-	-	-	-	-	-	0
G	1032S?	1	2	0	2	2	4	-	-	-	-	-	-	60
H	994B?	7	7	13	12	43	35	9.0	12	1	53	140	13	0
I	989H	7	5	14	9	22	16	14.7	15	2	61	39	30	0
J	976B?	5	10	10	16	25	29	4.4	0	1	46	91	9	0
LINE 10560		(FLIGHT		2)										
A	4216B?	1	2	1	2	2	4	-	-	-	-	-	-	0
B	4126B?	0	7	0	6	14	28	0.5	0	1	86	910	0	0
C	4099H	0	7	4	3	5	7	1.9	0	1	77	129	31	0
D	4079S	1	35	2	16	50	101	1.7	0	1	15	409	0	0
E	4058S	0	9	0	4	11	16	2.1	0	1	60	850	0	0
F	4030S	0	2	0	2	2	4	-	-	-	-	-	-	0
G	4001S	4	25	4	13	48	33	1.6	0	1	22	463	0	0
H	3984H	6	21	10	5	9	19	4.2	0	2	55	36	27	0
I	3977B?	7	14	12	23	54	33	4.5	0	1	40	114	5	0
J	3935S	0	4	0	6	14	27	0.5	0	1	60	815	0	0
K	3822S	1	2	0	2	2	4	-	-	-	-	-	-	12
LINE 10570		(FLIGHT		2)										
A	4333S	1	2	1	2	2	4	-	-	-	-	-	-	0
B	4382H	0	2	1	2	2	4	-	-	-	-	-	-	0
C	4420S	1	2	1	2	2	4	-	-	-	-	-	-	0
D	4448H	1	2	1	2	2	4	-	-	-	-	-	-	340
E	4512S?	0	2	0	2	2	4	-	-	-	-	-	-	0
F	4543S	3	8	1	10	37	39	1.6	0	1	26	656	0	0
G	4559S	6	13	13	16	10	46	5.7	6	1	40	164	3	0
H	4568H	9	11	16	19	29	30	8.3	9	2	49	41	21	0
I	4576E	1	2	1	2	2	4	-	-	-	-	-	-	0
J	4605S	2	5	1	6	19	11	1.8	10	1	48	755	0	0
K	4629S	1	2	0	2	2	4	-	-	-	-	-	-	0

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LINE 10570	(FLIGHT	2)											
L 4684D	1	2	1	1	2	4	-	-	-	-	-	-	0
M 4731D	1	2	0	2	2	4	-	-	-	-	-	-	0
N 4783S	0	3	0	5	14	35	0.5	0	1	54	768	0	50
LINE 10580	(FLIGHT	2)											
A 5281S	3	15	2	19	64	78	1.1	0	1	12	476	0	0
B 5235H	2	5	2	7	6	3	2.1	7	1	54	483	0	0
C 5193S	0	8	1	6	18	32	2.0	0	1	52	687	0	0
D 5170S?	3	7	3	9	23	21	2.2	0	1	30	662	0	0
E 5153B?	4	11	0	7	15	39	2.6	16	1	76	818	1	0
F 5101S	0	2	0	2	2	4	-	-	-	-	-	-	0
G 5082H	2	10	0	12	12	57	0.6	0	1	41	675	0	0
H 5057S	0	13	18	18	29	21	3.5	5	1	49	101	15	0
I 5040H	6	12	7	15	35	11	4.4	8	1	48	107	13	0
J 5038E	1	2	1	2	2	4	-	-	-	-	-	-	0
K 5016H	3	16	3	22	67	33	1.1	0	1	31	254	0	0
L 4989H	4	14	4	20	68	85	1.8	4	1	35	271	0	0
M 4944S	0	2	1	2	2	4	-	-	-	-	-	-	0
N 4933D	0	5	0	5	9	10	0.7	0	1	114	992	0	0
O 4893D	1	2	0	2	2	4	-	-	-	-	-	-	0
P 4871S	0	2	0	2	2	4	-	-	-	-	-	-	0
Q 4826S	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10590	(FLIGHT	2)											
A 5331B?	8	23	5	31	81	118	2.5	0	1	10	237	0	0
B 5384S?	5	6	2	8	22	29	4.3	15	1	38	430	0	0
C 5421B?	3	7	1	9	17	36	2.1	11	1	56	707	0	0
D 5446S	0	2	1	2	2	4	-	-	-	-	-	-	0
E 5462S	1	2	0	2	2	4	-	-	-	-	-	-	0
F 5534B	1	7	0	10	18	62	0.5	4	1	56	732	0	0
G 5557E	1	2	1	2	2	4	-	-	-	-	-	-	0
H 5565H	5	10	11	12	31	26	5.6	10	2	53	44	24	0
I 5579H	6	14	11	18	49	39	4.3	0	2	38	53	9	6
J 5595S?	4	10	4	14	26	40	2.8	5	1	39	153	4	0
K 5612S	3	8	2	9	32	35	2.1	6	1	36	292	0	4
L 5618H	4	8	5	15	40	37	3.1	5	1	32	144	0	0
M 5628S	2	8	3	12	32	41	1.9	0	1	28	324	0	0
N 5670S	1	2	0	2	2	4	-	-	-	-	-	-	0
O 5711B?	1	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10600	(FLIGHT	2)											
A 6303B?	1	2	1	2	2	4	-	-	-	-	-	-	290

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LINE 10600		(FLIGHT		2)										
B	6265B?	0	7	0	5	15	22	0.5	0	1	149	992	0	0
C	6245B?	1	19	2	20	27	87	0.6	0	1	28	577	0	0
D	6206B?	0	7	1	6	15	28	0.5	0	1	65	685	0	0
E	6172S	0	2	0	2	2	4	-	-	-	-	-	-	0
F	6115S	0	18	0	2	3	17	0.9	0	1	135	992	0	0
G	6077S	0	9	0	10	24	68	0.5	0	1	51	728	0	0
H	6064B?	5	21	19	35	66	75	3.6	0	1	34	126	2	0
I	6061H	5	17	19	35	66	75	4.0	5	1	40	57	13	0
J	6036H	7	22	11	24	58	71	3.6	0	2	40	40	15	0
K	6026S	1	7	6	12	23	30	1.9	13	1	44	75	15	0
L	6016S	7	10	2	7	26	42	4.2	16	1	37	104	5	0
M	6006H	2	11	7	13	28	26	2.2	0	1	36	65	7	0
N	5990S	4	9	6	12	26	25	3.7	4	1	42	95	8	0
O	5978H	1	6	3	11	23	52	1.1	1	1	33	279	0	0
P	5962H	0	5	1	5	16	26	0.5	0	1	53	529	0	0
Q	5935B?	0	2	1	2	2	4	-	-	-	-	-	-	0
R	5895B?	1	2	0	2	2	4	-	-	-	-	-	-	0
S	5871S	0	2	0	2	2	4	-	-	-	-	-	-	0
T	5858S	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10610		(FLIGHT		2)										
A	6432S	0	2	0	2	2	4	-	-	-	-	-	-	0
B	6486E	1	2	0	2	2	4	-	-	-	-	-	-	0
C	6490H	0	2	1	2	2	4	-	-	-	-	-	-	0
D	6508S	0	2	0	2	2	4	-	-	-	-	-	-	0
E	6566H	0	2	0	2	2	4	-	-	-	-	-	-	0
F	6660S	0	7	0	6	11	43	1.5	0	1	64	839	0	0
G	6687H	1	2	1	2	2	4	-	-	-	-	-	-	0
H	6695S?	6	14	6	22	68	95	3.1	0	1	5	396	0	0
I	6711B?	1	2	1	2	2	4	-	-	-	-	-	-	1030
J	6731H	1	2	1	2	2	4	-	-	-	-	-	-	0
K	6822D	0	2	0	2	2	4	-	-	-	-	-	-	0
L	6855D	0	6	0	3	8	22	0.5	0	1	104	972	1	0
M	6879H	0	2	0	2	2	4	-	-	-	-	-	-	0
N	6900S	0	2	0	1	1	4	-	-	-	-	-	-	0
LINE 10620		(FLIGHT		2)										
A	7420B?	0	2	0	2	2	4	-	-	-	-	-	-	430
B	7353S	1	7	2	17	38	43	0.8	0	1	38	351	0	0
C	7342B?	1	15	0	16	34	81	0.6	3	1	36	608	0	0
D	7311S	0	2	1	6	17	12	0.7	0	1	65	659	0	0

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ANOMALY/ FID/INTERP	COAXIAL 863 HZ REAL PPM	COAXIAL 863 HZ QUAD PPM	COPLANAR 863 HZ REAL PPM	COPLANAR 863 HZ QUAD PPM	COPLANAR 7253 HZ REAL PPM	COPLANAR 7253 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 10620 (FLIGHT 2)													
E 7275S	0	2	1	2	2	4	-	-	-	-	-	-	0
F 7199H	0	2	0	2	2	4	-	-	-	-	-	-	0
G 7185S?	1	2	0	2	2	4	-	-	-	-	-	-	0
H 7156B?	1	2	1	2	2	4	-	-	-	-	-	-	0
I 7151S?	1	2	1	2	2	4	-	-	-	-	-	-	0
J 7122H	11	31	17	33	117	60	4.2	3	1	31	79	5	0
K 7097S	1	2	1	2	2	4	-	-	-	-	-	-	0
L 7064H	8	20	9	24	56	48	3.7	0	1	37	89	7	0
M 7051H	1	2	1	2	2	4	-	-	-	-	-	-	9
N 7022D	1	17	3	14	33	38	0.7	0	1	34	402	0	0
O 7001H	0	27	1	3	4	9	1.0	0	1	108	773	12	0
P 6992H	0	26	0	3	3	12	1.3	0	1	106	951	6	0
Q 6977S?	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10630 (FLIGHT 2)													
A 7474H	0	8	6	12	36	36	0.9	0	1	31	292	0	0
B 7560B?	0	2	1	2	2	4	-	-	-	-	-	-	50
C 7569S?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 7608S	1	2	1	2	2	4	-	-	-	-	-	-	0
E 7704S	0	2	0	2	2	4	-	-	-	-	-	-	0
F 7711H	1	5	0	6	13	37	0.6	6	1	64	776	0	0
G 7732B?	0	10	0	12	22	79	0.5	0	1	35	705	0	0
H 7761H	1	6	2	11	39	17	0.8	0	1	27	509	0	0
I 7800S?	7	24	11	30	78	6	3.0	0	1	28	84	0	0
J 7826S	0	2	0	2	2	4	-	-	-	-	-	-	0
K 7851S?	5	8	6	14	27	37	4.0	0	1	37	162	0	0
L 7901D	1	11	2	7	20	13	0.9	0	1	59	648	0	5
M 7973S	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10640 (FLIGHT 2)													
A 8615B?	1	2	1	2	2	4	-	-	-	-	-	-	0
B 8547B?	0	15	0	10	24	56	0.6	0	1	63	743	0	0
C 8536B?	1	2	1	2	2	4	-	-	-	-	-	-	5
D 8501B?	0	2	1	2	2	4	-	-	-	-	-	-	0
E 8473S	0	2	1	2	2	4	-	-	-	-	-	-	370
F 8406S	0	2	0	2	2	4	-	-	-	-	-	-	0
G 8388H	0	22	1	3	6	16	0.5	0	1	112	713	15	30
H 8368B?	0	11	1	10	15	65	2.2	2	1	49	734	0	0
I 8333S?	0	9	2	11	37	26	0.5	0	1	23	473	0	0
J 8300S	5	18	8	28	60	39	2.6	0	1	30	121	0	0
K 8265S	0	2	1	2	2	4	-	-	-	-	-	-	30

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ANOMALY/ FID/INTERP	COAXIAL 863 HZ REAL PPM	COAXIAL 863 HZ QUAD PPM	COPLANAR 863 HZ REAL PPM	COPLANAR 863 HZ QUAD PPM	COPLANAR 7253 HZ REAL PPM	COPLANAR 7253 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 10640	(FLIGHT		2)										
L 8242H	1	8	5	13	40	19	1.6	0	1	52	178	11	30
M 8230S?	7	21	9	26	61	49	3.1	0	1	32	85	2	0
N 8193D	2	16	4	14	26	44	1.4	0	1	45	260	3	0
O 8163S	0	2	0	2	2	4	-	-	-	-	-	-	15
LINE 10650	(FLIGHT		3)										
A 176S	1	7	0	10	4	53	0.6	0	1	22	674	0	0
B 192S?	0	2	0	2	2	4	-	-	-	-	-	-	630
C 259S?	0	2	0	2	2	4	-	-	-	-	-	-	0
D 266B?	0	2	0	2	2	4	-	-	-	-	-	-	11
E 299S	0	2	0	2	2	4	-	-	-	-	-	-	0
F 323H	1	2	1	2	2	4	-	-	-	-	-	-	220
G 426S	0	2	0	2	2	4	-	-	-	-	-	-	80
H 451S?	0	4	0	7	10	21	1.4	11	1	58	783	0	20
I 481S	1	6	1	9	5	41	1.0	0	1	27	669	0	0
J 499S?	3	5	3	8	5	38	2.9	27	1	29	602	0	0
K 545H	1	5	0	10	8	5	0.7	0	1	37	717	0	40
L 566S	6	14	8	26	7	14	3.1	0	1	20	120	0	0
M 592B?	1	2	1	2	2	4	-	-	-	-	-	-	30
N 612S	0	2	0	2	2	4	-	-	-	-	-	-	16
LINE 10660	(FLIGHT		3)										
A 1266B?	0	2	0	2	2	4	-	-	-	-	-	-	1030
B 1194S?	0	2	0	2	2	4	-	-	-	-	-	-	0
C 1143H	0	2	0	2	2	4	-	-	-	-	-	-	0
D 1125L	2	3	5	3	8	14	6.7	28	1	77	129	32	0
E 1119S?	0	2	1	2	2	4	-	-	-	-	-	-	510
F 1001S	0	2	0	2	2	4	-	-	-	-	-	-	0
G 968S	0	5	1	8	18	43	0.5	0	1	35	631	0	0
H 954S	0	9	4	15	55	34	0.6	0	1	25	218	0	0
I 941S	0	4	1	9	21	41	0.5	1	1	40	691	0	450
J 895S	0	6	1	8	16	31	0.5	0	1	46	656	0	0
K 860B	0	10	2	14	32	44	0.8	0	1	34	266	0	0
L 839H	1	5	2	11	23	14	1.3	0	1	30	261	0	0
M 826S	0	14	1	8	3	4	0.5	2	1	16	467	0	0
N 740S	0	7	0	14	18	98	0.6	7	1	44	666	0	4
LINE 10670	(FLIGHT		3)										
A 1415S	0	2	1	2	2	4	-	-	-	-	-	-	0
B 1462S	0	2	0	2	2	4	-	-	-	-	-	-	4
C 1501B?	0	5	0	8	21	50	0.8	0	1	66	821	0	40

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LINE 10670	(FLIGHT	3)											
D 1541S	0	5	0	7	18	48	0.7	0	1	48	749	0	0
E 1569S?	1	8	3	8	28	8	1.0	0	1	30	669	0	220
F 1582S	0	2	0	2	2	4	-	-	-	-	-	-	0
G 1714S	0	9	0	12	36	77	0.5	0	1	30	684	0	5
H 1733S	0	7	3	12	8	14	0.9	0	1	36	339	0	0
I 1751B?	2	6	1	11	23	42	1.5	1	1	31	596	0	0
J 1787S	0	5	0	10	23	57	0.5	0	1	49	757	0	0
K 1815S	1	3	1	5	15	28	1.6	7	1	54	678	0	0
L 1830S	1	3	1	4	16	18	1.0	0	1	42	227	17	19
M 1898S	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10680	(FLIGHT	3)											
A 2561S	3	12	3	19	16	29	1.4	0	1	16	483	0	0
B 2546S?	0	4	0	4	10	28	0.3	0	1	17	1142	0	0
C 2452B?	1	7	0	12	16	81	0.5	0	1	44	709	0	0
D 2442S	1	2	0	2	2	4	-	-	-	-	-	-	17
E 2407S	3	7	1	6	13	32	2.2	0	1	50	629	0	0
F 2396S	2	5	2	6	16	29	2.2	11	1	50	353	2	0
G 2384S	3	6	3	12	27	45	2.4	8	1	29	407	0	0
H 2373B?	1	2	1	2	2	4	-	-	-	-	-	-	300
I 2342B?	0	2	0	2	2	4	-	-	-	-	-	-	20
J 2312B?	0	5	0	8	15	49	0.5	2	1	63	766	0	50
K 2239B?	0	14	1	20	47	137	0.6	0	1	18	515	0	0
L 2215S	2	9	2	13	8	40	1.3	0	1	20	424	0	0
M 2160H	1	7	0	11	18	57	0.5	0	1	43	705	0	0
N 2106B?	0	2	0	2	2	4	-	-	-	-	-	-	0
O 2079B?	0	2	0	4	9	12	0.5	0	1	79	880	0	0
P 2013B?	1	2	0	2	2	4	-	-	-	-	-	-	0
LINE 10690	(FLIGHT	3)											
A 2593H	10	18	18	30	88	83	5.8	0	1	27	56	1	0
B 2609S	0	6	2	7	21	36	0.8	0	1	20	616	0	0
C 2614S	0	5	2	7	32	43	1.1	0	1	33	528	0	0
D 2699E	0	6	1	11	22	61	1.0	0	1	49	649	0	0
E 2748S	0	2	1	2	2	4	-	-	-	-	-	-	0
F 2766S?	1	7	2	10	28	41	2.5	16	1	37	679	0	140
G 2767S?	1	2	1	2	2	4	-	-	-	-	-	-	140
H 2816S	0	2	0	2	2	4	-	-	-	-	-	-	0
I 2876S	0	2	0	2	2	4	-	-	-	-	-	-	0
J 2927S	1	4	1	6	18	32	1.0	0	1	56	759	0	90
K 2978S?	2	3	0	5	6	30	3.2	27	1	92	945	0	80

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	COAXIAL 863 HZ		COPLANAR 863 HZ		COPLANAR 7253 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10690 (FLIGHT 3)													
L 3024S?	0	2	0	2	2	4	-	-	-	-	-	-	0
M 3050S	0	5	1	5	17	7	0.5	0	1	62	642	0	0
N 3077S	1	2	0	2	1	4	-	-	-	-	-	-	0
LINE 10700 (FLIGHT 3)													
A 3779H	7	7	10	12	32	10	7.8	0	1	31	85	0	0
B 3769H	2	6	2	10	23	28	1.5	6	1	36	445	0	0
C 3700S?	0	2	1	2	2	4	-	-	-	-	-	-	0
D 3660H	1	11	2	18	60	99	0.7	0	1	23	473	0	0
E 3615H	0	4	1	5	14	20	0.7	0	1	20	347	0	0
F 3605L	4	2	1	1	6	6	12.1	40	1	102	201	47	0
G 3591S?	0	2	1	2	2	4	-	-	-	-	-	-	270
H 3494S	0	2	1	2	2	4	-	-	-	-	-	-	14
I 3472S	0	2	0	2	2	4	-	-	-	-	-	-	17
J 3446S	0	2	0	2	2	4	-	-	-	-	-	-	30
K 3307S?	0	5	0	6	13	25	0.7	0	1	64	722	0	20
L 3290H	1	10	5	17	15	24	1.3	0	1	28	304	0	30
M 3282H	3	4	4	10	37	34	3.4	27	1	33	166	1	20
N 3267H	3	7	4	10	5	14	2.9	17	1	32	250	0	0
O 3248S	0	4	1	8	31	22	0.5	0	1	31	584	0	0
LINE 10710 (FLIGHT 3)													
A 3813H	7	12	10	23	73	43	4.4	0	1	25	89	0	0
B 3844S?	0	5	0	8	10	43	1.7	0	1	57	824	0	0
C 3892S	0	2	0	2	2	4	-	-	-	-	-	-	0
D 3915B?	1	2	1	2	2	4	-	-	-	-	-	-	0
E 3918B?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 3960S	1	2	1	2	2	4	-	-	-	-	-	-	0
G 3979S	1	5	1	10	11	29	0.8	0	1	36	700	0	230
H 4001S	0	2	0	2	2	4	-	-	-	-	-	-	0
I 4033H	2	7	1	12	27	30	1.2	0	1	31	629	0	15
J 4050S?	0	2	0	2	2	4	-	-	-	-	-	-	0
K 4079S?	1	2	0	2	2	4	-	-	-	-	-	-	19
L 4126S	1	2	0	2	2	4	-	-	-	-	-	-	0
M 4244B?	13	13	34	26	54	15	14.4	6	3	56	15	34	0
N 4253S?	6	10	4	16	48	15	3.1	5	1	37	162	2	0
O 4269S?	0	3	3	8	8	14	1.2	1	1	54	216	9	0
LINE 10720 (FLIGHT 3)													
A 4938H	12	36	19	58	131	152	3.9	0	1	24	72	0	0
B 4924S?	3	5	0	8	10	35	1.4	5	1	45	732	0	0

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	COAXIAL 863 HZ		COPLANAR 863 HZ		COPLANAR 7253 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10720	(FLIGHT		3)										
C 4912S?	0	2	0	2	0	4	-	-	-	-	-	-	1370
D 4822B?	2	6	0	9	11	58	1.1	4	1	49	730	0	30
E 4769S?	1	7	2	9	21	47	0.8	0	1	39	493	0	0
F 4725B?	0	15	0	16	35	78	1.1	0	1	21	576	0	500
G 4697S	0	2	1	2	2	4	-	-	-	-	-	-	0
H 4696S	0	2	1	2	2	4	-	-	-	-	-	-	0
I 4655S?	0	8	0	10	19	73	0.7	0	1	43	706	0	0
J 4612S	0	2	0	2	2	4	-	-	-	-	-	-	0
K 4564S	1	2	1	2	2	4	-	-	-	-	-	-	0
L 4472S	0	0	0	2	2	4	-	-	-	-	-	-	0
M 4462S?	0	2	0	2	0	4	-	-	-	-	-	-	0
N 4443B?	3	8	10	11	29	45	4.4	9	1	67	67	32	0
LINE 10730	(FLIGHT		3)										
A 5057H	8	15	13	11	17	5	6.6	2	1	28	71	0	13
B 5061H	8	17	14	31	105	94	4.6	0	1	25	119	0	0
C 5077S?	0	3	1	4	14	22	0.7	0	1	28	413	2	0
D 5093B?	0	8	0	11	28	61	0.5	0	1	42	741	0	0
E 5123S	0	2	0	2	1	4	-	-	-	-	-	-	80
F 5179B?	0	10	1	13	20	72	0.5	0	1	42	695	0	0
G 5182B?	1	6	0	10	25	59	0.5	0	1	41	700	0	0
H 5192S	0	2	0	2	2	4	-	-	-	-	-	-	17
I 5239H	1	9	2	10	10	59	0.8	0	1	32	611	0	0
J 5295H	0	7	3	16	2	5	0.7	0	1	2	392	0	360
K 5338H	1	5	0	7	4	36	0.5	0	1	50	747	0	0
L 5356S	0	1	0	2	2	4	-	-	-	-	-	-	9
M 5380S	0	1	0	2	2	4	-	-	-	-	-	-	0
N 5445S	2	12	0	2	4	15	1.3	0	1	129	992	0	10
O 5485S?	0	8	0	4	7	22	0.5	0	1	102	958	2	0
P 5499S	1	6	0	1	2	6	1.7	13	1	179	992	0	0
Q 5514S?	1	2	0	2	2	4	-	-	-	-	-	-	1080
LINE 10740	(FLIGHT		8)										
A 4130S	6	16	8	23	81	92	3.1	0	1	20	154	0	0
B 4115S	1	7	0	8	31	45	0.5	0	1	42	733	0	0
C 4100D	0	10	1	10	27	48	1.3	0	1	43	755	0	370
D 4041S?	1	2	0	4	10	7	1.8	32	1	105	958	5	0
E 4037B?	0	4	0	10	5	28	0.5	0	1	83	866	0	0
F 4032S?	1	8	0	11	22	44	0.6	0	1	46	712	0	30
G 3986S	0	7	2	8	13	27	0.5	0	1	47	553	0	0
H 3946S?	0	7	0	9	14	33	0.9	1	1	56	762	0	0

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ANOMALY/	FID/INTERP	COAXIAL 863 HZ REAL PPM	COAXIAL 863 HZ QUAD PPM	COPLANAR 863 HZ REAL PPM	COPLANAR 863 HZ QUAD PPM	COPLANAR 7253 HZ REAL PPM	COPLANAR 7253 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 10740		(FLIGHT		8)										
I	3932S	3	13	7	20	52	43	2.1	1	1	38	182	3	0
J	3898S	1	6	2	8	16	28	0.8	0	1	38	569	0	0
K	3860S	0	3	0	6	6	45	0.5	0	1	99	932	3	18
L	3754S	0	5	0	6	5	40	0.5	2	1	89	875	3	18
M	3696S?	0	1	0	2	2	4	-	-	-	-	-	-	0
N	3680S?	0	4	0	4	1	31	0.5	7	1	116	972	13	0
O	3648S?	0	7	0	6	5	40	0.5	0	1	94	921	0	0
LINE 10750		(FLIGHT		3)										
A	6249H	11	11	15	36	122	170	6.5	7	1	23	91	0	0
B	6244B?	7	9	13	35	120	170	4.7	9	1	23	301	0	9
C	6227S?	0	8	0	14	2	48	0.5	1	1	28	588	0	0
D	6222B?	0	4	0	12	31	79	0.5	0	1	61	778	0	0
E	6212B?	0	5	0	7	11	28	0.5	0	1	47	771	0	500
F	6171S?	1	3	0	2	3	16	1.9	20	1	178	992	0	0
G	6129S?	0	10	0	14	25	65	0.5	0	1	33	681	0	0
H	6079S	1	12	3	13	13	62	0.7	0	1	33	320	0	0
I	6073L	1	2	1	2	2	4	-	-	-	-	-	-	460
J	6054S	0	1	0	1	0	4	-	-	-	-	-	-	0
K	6022S	2	10	5	17	16	27	1.8	3	1	31	229	0	0
L	5988S	0	5	1	8	10	19	0.6	0	1	35	656	0	0
M	5948S	0	4	0	3	2	23	0.5	0	1	75	839	0	0
N	5872S	2	12	0	0	3	16	1.4	8	1	139	992	0	0
O	5808S?	0	3	0	6	4	41	0.5	1	1	119	992	0	16
P	5762S	0	2	0	1	1	4	-	-	-	-	-	-	0
LINE 10760		(FLIGHT		3)										
A	6359H	11	16	21	46	137	114	6.0	0	1	28	65	0	0
B	6365E	8	23	14	42	133	114	3.4	0	1	82	206	31	0
C	6391B?	0	2	0	2	2	4	-	-	-	-	-	-	0
D	6393B?	0	11	1	6	18	24	0.6	0	1	63	889	0	0
E	6466S	1	9	1	4	9	28	1.0	0	1	182	992	0	0
F	6477S	0	7	1	11	17	64	0.5	0	1	40	576	0	0
G	6502S	1	16	0	5	11	33	0.6	0	1	109	987	3	0
H	6533S?	3	13	2	12	23	38	1.3	0	1	44	276	1	0
I	6577S	0	8	0	11	28	65	0.5	0	1	42	725	0	0
J	6586S?	1	8	3	10	23	30	1.1	0	1	42	562	0	0
K	6589S?	1	4	3	10	7	30	1.8	16	1	45	296	5	0
L	6603H	5	11	9	20	56	42	3.9	11	1	38	143	5	360
M	6686S	0	1	0	2	2	4	-	-	-	-	-	-	0
N	6712S	1	2	0	2	2	4	-	-	-	-	-	-	0

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ANOMALY/ FID/INTERP	COAXIAL 863 HZ REAL PPM	QUAD PPM	COPLANAR 863 HZ REAL PPM	QUAD PPM	COPLANAR 7253 HZ REAL PPM	QUAD PPM	VERTICAL DIKE COND SIEMEN	DEPTH* M	HORIZONTAL SHEET COND SIEMEN	DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	DEPTH M	MAG CORR NT
LINE 10760	(FLIGHT		3)										
O 6732S	1	2	0	2	2	4	-	-	-	-	-	-	0
P 6741S?	0	2	0	2	2	4	-	-	-	-	-	-	0
Q 6755S	1	7	1	3	6	17	0.8	0	1	133	992	0	0
R 6773S	4	21	1	5	12	30	0.4	0	1	32	590	4	130
S 6810S	0	3	0	3	6	20	0.5	0	1	133	992	0	0
LINE 10770	(FLIGHT		3)										
A 7488E	20	35	13	36	115	98	5.6	0	1	19	230	0	0
B 7463S?	0	7	0	7	24	23	2.6	5	1	32	713	0	0
C 7384S	3	20	0	8	20	54	1.0	0	1	52	762	0	0
D 7358S	1	2	0	2	2	4	-	-	-	-	-	-	0
E 7329S?	5	20	3	10	4	42	2.1	0	1	35	363	0	0
F 7286S	1	12	1	11	10	14	0.5	0	1	34	633	0	0
G 7257B?	8	21	6	46	103	97	2.3	0	1	33	88	5	0
H 7252E	1	2	1	2	2	4	-	-	-	-	-	-	0
I 7232S	0	2	0	2	2	4	-	-	-	-	-	-	720
J 7217S	0	2	0	2	2	4	-	-	-	-	-	-	440
K 7184S	0	9	0	6	4	23	0.7	5	1	57	732	0	0
L 7146S	0	2	0	2	2	4	-	-	-	-	-	-	0
M 7121S	1	8	0	13	9	84	0.5	1	1	30	614	0	0
N 7106S	1	6	0	4	2	22	0.8	8	1	74	818	0	0
O 7024S	0	8	0	3	2	23	0.8	14	1	148	992	0	0
LINE 10780	(FLIGHT		4)										
A 149S	12	24	17	50	37	72	4.7	0	1	23	84	0	0
B 185B?	1	8	0	13	26	50	0.5	0	1	27	703	0	0
C 210S	0	2	0	2	2	4	-	-	-	-	-	-	0
D 274B?	0	6	0	8	16	54	0.7	0	1	93	932	0	0
E 290S	0	2	0	2	2	4	-	-	-	-	-	-	0
F 327S	0	6	3	7	21	33	1.0	0	1	26	494	0	370
G 368S	0	7	0	12	30	26	0.5	2	1	32	620	0	0
H 385S	0	3	0	5	17	22	0.6	6	1	48	713	0	0
I 402S?	1	2	1	2	2	4	-	-	-	-	-	-	0
J 439S	0	2	0	2	2	4	-	-	-	-	-	-	0
K 488S	1	2	1	2	2	4	-	-	-	-	-	-	0
L 508S	1	4	2	8	16	20	1.6	18	1	40	195	5	0
M 542S	0	2	1	2	2	4	-	-	-	-	-	-	15
N 575S	0	8	2	14	40	51	0.5	0	1	26	267	0	0
LINE 10790	(FLIGHT		4)										
A 1193S?	1	2	1	2	2	4	-	-	-	-	-	-	0

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LINE 10790	(FLIGHT	4)											
B 1189D	1	2	1	2	2	4	-	-	-	-	-	-	0
C 1171S?	1	15	0	28	84	45	0.5	0	1	0	419	0	0
D 1144B?	0	1	0	0	2	2	2.0	53	1	164	992	0	20
E 1046S?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 1028S	2	10	2	15	5	20	1.1	0	1	23	449	0	0
G 973S?	0	2	0	2	2	4	-	-	-	-	-	-	480
H 947S?	0	20	0	39	104	98	0.5	0	1	1	385	0	0
I 850S	2	6	4	11	7	19	2.1	15	1	31	128	1	0
J 839H	2	16	4	17	71	90	1.0	3	1	34	108	6	0
K 786S	2	17	6	27	81	98	1.3	0	1	30	127	0	0
L 760S	3	30	6	53	96	219	1.0	0	1	21	121	0	0
LINE 10800	(FLIGHT	4)											
A 1296S	6	9	12	9	31	45	8.2	23	1	25	80	0	0
B 1321S?	1	12	1	17	36	54	0.6	0	1	13	521	0	1260
C 1338B?	1	2	0	2	2	4	-	-	-	-	-	-	0
D 1403S	1	6	1	7	20	30	0.9	0	1	49	701	0	0
E 1455S?	3	13	3	12	41	55	1.4	0	1	25	410	0	0
F 1480S	1	5	1	5	11	37	1.1	2	1	45	755	0	15
G 1522B?	1	7	1	16	43	7	0.5	0	1	49	723	0	340
H 1525B?	0	2	0	2	2	4	-	-	-	-	-	-	0
I 1550S?	0	4	1	11	19	45	3.2	15	1	46	753	0	0
J 1607S	0	2	1	2	2	4	-	-	-	-	-	-	0
K 1629H	2	15	4	24	56	108	1.1	0	1	29	124	1	0
L 1678S?	6	21	5	28	75	117	2.1	0	1	35	80	7	0
M 1718S?	3	9	4	10	25	35	2.5	8	1	43	109	9	0
N 1731S	2	6	3	7	23	48	2.6	9	1	25	202	0	12
O 1756S	2	13	2	20	62	99	1.0	0	1	15	398	0	13
P 1758E	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10810	(FLIGHT	4)											
A 2300S?	6	9	8	18	18	30	4.4	7	1	28	80	0	0
B 2292B?	1	2	1	2	2	4	-	-	-	-	-	-	0
C 2287B?	1	4	1	16	42	75	0.9	0	1	52	403	0	0
D 2279B?	5	16	3	10	39	48	2.3	0	1	24	442	0	0
E 2275B?	0	2	0	2	2	4	-	-	-	-	-	-	0
F 2270D	1	9	1	5	9	19	1.6	0	1	78	894	0	0
G 2233B?	0	2	0	2	2	4	-	-	-	-	-	-	0
H 2202S	0	5	1	7	19	42	0.5	0	1	57	681	0	0
I 2146S	4	23	3	12	41	52	1.5	0	1	30	314	0	0
J 2100S	0	2	1	2	2	4	-	-	-	-	-	-	0

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LINE 10810	(FLIGHT	4)											
K 2086S?	2	21	1	9	16	56	1.0	4	1	46	679	0	0
L 2077S	1	10	3	11	12	6	0.8	0	1	32	413	0	0
M 2053B?	0	2	0	2	2	4	-	-	-	-	-	-	240
N 2030S	0	13	0	7	12	22	0.5	0	1	73	811	0	0
O 2014S	1	9	1	7	21	35	0.9	0	1	44	668	0	0
P 1986S	3	20	2	21	21	100	1.1	0	1	29	211	0	830
Q 1969B?	2	19	5	19	54	70	1.1	0	1	32	141	0	0
R 1940S	3	4	2	8	17	35	2.7	24	1	36	101	6	0
S 1897H	0	2	1	2	2	4	-	-	-	-	-	-	0
T 1858H	1	5	4	6	13	14	1.8	12	1	45	127	9	9
U 1820S	0	7	4	15	5	13	0.6	0	1	20	214	0	40
LINE 10821	(FLIGHT	4)											
A 2465S	4	12	6	13	50	64	3.0	0	1	29	167	0	0
B 2481S?	1	10	2	15	45	70	0.6	0	1	13	580	0	0
C 2553B?	1	4	0	4	14	23	0.7	0	1	113	992	0	0
D 2567B?	8	11	0	3	12	8	5.1	4	1	69	723	0	0
E 2574S	1	2	1	2	2	4	-	-	-	-	-	-	0
F 2621S	2	5	2	7	22	19	2.3	0	1	25	292	0	0
G 2687S	11	17	0	8	14	57	4.7	12	1	37	684	0	0
H 2710B?	5	10	0	4	10	28	3.1	15	1	107	979	3	0
I 2753S	3	3	2	4	14	17	0.8	0	1	47	123	27	0
J 2769S	10	15	2	9	27	34	4.7	0	1	36	185	0	0
K 2790S?	16	30	5	20	60	75	4.9	0	1	43	179	6	0
L 2824S	2	9	4	27	54	97	1.4	0	1	24	203	0	0
M 2855S	1	2	0	2	2	4	-	-	-	-	-	-	0
N 2908S	1	2	1	2	2	4	-	-	-	-	-	-	20
O 2933S	1	6	2	12	3	18	1.0	0	1	21	279	0	0
P 2949S	0	13	1	29	28	169	0.5	1	1	10	423	0	0
LINE 10830	(FLIGHT	8)											
A 2909S?	7	23	13	15	46	93	4.2	0	1	18	136	0	0
B 2919S	0	2	1	2	2	4	-	-	-	-	-	-	0
C 2928S?	1	12	2	28	86	114	0.6	0	1	6	451	0	0
D 2932B?	1	2	1	2	2	4	-	-	-	-	-	-	1610
E 2943B?	1	11	1	9	17	66	1.6	0	1	43	728	0	0
F 2948S?	0	5	1	6	17	3	0.5	0	1	77	770	0	0
G 2964S	0	1	0	2	2	4	-	-	-	-	-	-	8
H 3012S?	3	6	1	1	12	9	4.3	13	1	63	660	0	0
I 3066S?	1	19	3	24	70	105	0.7	0	1	16	295	0	0
J 3090S	1	4	1	5	8	22	0.3	0	1	49	343	22	0

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LINE 10830	(FLIGHT	8)											
K 3130S	0	2	0	3	6	17	0.5	0	1	34	612	0	14
L 3176S	0	8	1	10	45	36	0.5	0	1	22	561	0	0
M 3202S	3	6	2	8	19	28	2.0	12	1	39	226	1	0
N 3270S	0	4	0	4	14	6	0.5	0	1	62	808	0	0
O 3312S	0	2	0	2	2	4	-	-	-	-	-	-	30
P 3324S	0	9	0	10	8	58	0.5	0	1	43	713	0	30
Q 3372S	0	6	0	8	19	44	2.7	8	1	41	743	0	0
R 3384S	1	8	1	13	35	56	0.5	0	1	18	567	0	0
LINE 10840	(FLIGHT	5)											
A 1594S	1	2	1	2	2	4	-	-	-	-	-	-	19
B 1538S	3	7	6	1	11	21	0.5	0	1	27	125	9	150
C 1460S	1	2	1	2	2	4	-	-	-	-	-	-	0
D 1393S	4	7	3	11	34	22	3.0	5	1	32	187	0	0
LINE 10841	(FLIGHT	5)											
A 1900S	0	1	0	2	2	4	-	-	-	-	-	-	0
B 1853S	0	3	0	5	11	41	0.2	0	1	20	893	0	11
LINE 10842	(FLIGHT	5)											
A 3628S	8	26	14	28	3	80	3.9	1	1	21	101	0	0
B 3609S?	3	18	3	29	84	122	1.0	0	1	3	429	0	0
C 3598S?	2	5	0	6	16	31	0.9	0	1	54	818	0	0
D 3539S	1	2	1	2	2	4	-	-	-	-	-	-	0
E 3478S	0	6	1	9	26	34	0.5	0	1	23	558	0	0
F 3446B?	1	4	0	7	22	23	0.6	0	1	92	945	0	0
G 3366S	1	2	1	2	2	4	-	-	-	-	-	-	0
H 3313S	1	3	0	5	15	16	1.0	3	1	56	800	0	0
I 3286S	0	4	0	5	9	21	0.5	0	1	74	884	0	190
LINE 10850	(FLIGHT	5)											
A 347S	2	12	4	20	66	86	1.4	0	1	23	102	0	0
B 369S?	11	38	8	66	230	147	2.4	0	1	10	115	0	0
C 381B?	5	14	2	18	57	96	2.1	0	1	10	489	0	11
D 439S	2	6	3	8	23	23	2.1	9	1	22	328	0	0
E 502S	2	6	1	9	23	25	1.8	0	1	31	638	0	0
F 538S?	2	6	2	10	28	14	1.9	0	1	32	720	0	370
G 581S	0	2	1	2	2	4	-	-	-	-	-	-	0
H 640S	0	6	2	10	30	43	0.5	0	1	23	247	0	0
I 710S?	0	2	0	2	2	4	-	-	-	-	-	-	0
J 830S	1	1	0	2	0	4	-	-	-	-	-	-	0

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LINE 10850	(FLIGHT		5)										
K 902S	1	2	0	2	2	4	-	-	-	-	-	-	0
L 935S	1	2	1	2	2	4	-	-	-	-	-	-	0
M 956S	1	2	1	2	2	4	-	-	-	-	-	-	0
N 974S?	2	4	1	7	20	28	1.8	19	1	17	507	0	0
O 1005S	3	10	5	7	24	30	3.2	10	1	30	206	0	0
P 1071S?	0	2	0	2	2	4	-	-	-	-	-	-	0
Q 1106S	4	6	3	9	26	27	3.1	11	1	27	376	0	0
R 1117S	3	7	3	11	38	32	2.7	7	1	42	155	5	0
S 1137S	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10860	(FLIGHT		5)										
A 3673S	1	2	1	2	2	4	-	-	-	-	-	-	4
B 3697S	2	9	3	15	40	59	1.5	2	1	21	99	0	0
C 3706S?	5	15	7	24	96	94	2.8	3	1	15	126	0	0
D 3716S	4	22	3	35	92	117	1.2	0	1	14	258	0	0
E 3731S	2	11	2	18	61	79	0.9	0	1	13	400	0	15
F 3771S	1	2	1	2	2	4	-	-	-	-	-	-	20
G 3842S	3	7	2	9	11	34	2.4	1	1	26	443	0	0
H 3920S	1	2	1	2	2	4	-	-	-	-	-	-	0
I 3970S	3	5	2	8	20	23	2.8	15	1	25	261	0	0
J 3991S	0	3	1	5	14	26	0.6	0	1	20	483	0	0
K 4060S	3	10	0	13	39	18	0.5	0	1	21	645	0	0
L 4076D	1	2	0	2	2	4	-	-	-	-	-	-	0
M 4198B?	0	1	0	3	4	15	0.5	0	1	179	992	0	310
N 4258D	4	4	0	5	14	21	3.6	26	1	128	992	0	0
O 4295S	3	9	3	8	3	62	2.5	20	1	27	265	0	0
P 4316S	0	2	1	2	2	4	-	-	-	-	-	-	0
Q 4347S	0	5	0	8	21	43	0.5	0	1	19	519	0	0
R 4367S	1	9	2	18	28	69	0.6	0	1	12	437	0	0
S 4413S	1	2	1	2	2	4	-	-	-	-	-	-	0
T 4451S?	1	2	0	2	1	4	-	-	-	-	-	-	0
U 4486S?	5	8	2	11	29	31	3.0	7	1	40	254	0	0
V 4497S	3	6	5	10	31	21	3.2	18	1	45	122	10	0
LINE 10870	(FLIGHT		5)										
A 5427S	4	12	4	15	42	60	2.5	5	1	21	99	0	0
B 5412S	11	13	5	18	47	84	5.6	16	1	19	152	0	0
C 5375S	1	12	2	16	47	99	0.7	0	1	14	334	0	0
D 5334S	0	2	1	6	15	3	0.5	0	1	60	757	0	0
E 5308S	0	2	0	2	2	4	-	-	-	-	-	-	0
F 5291S	5	25	3	11	12	28	1.8	0	1	30	353	0	19

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LINE 10870	(FLIGHT		5)										
G 5213S	0	5	2	8	21	28	0.6	0	1	32	292	0	0
H 5197S	0	9	2	8	17	42	0.5	0	1	31	353	0	0
I 5185S	3	15	0	3	4	19	1.2	0	1	38	453	0	0
J 5093S?	8	24	6	17	37	24	3.1	0	1	10	590	0	0
K 5080B?	0	7	1	12	27	23	0.5	0	1	33	713	0	0
L 4933B?	9	30	0	14	35	63	3.4	0	1	32	723	0	0
M 4913S?	0	8	0	4	9	33	0.7	0	1	106	992	0	0
N 4903S?	1	10	0	4	7	28	1.0	0	1	162	992	0	0
O 4831S	1	8	2	9	27	19	1.0	2	1	14	487	0	0
P 4810S	1	7	2	10	19	40	0.9	3	1	23	525	0	0
Q 4785S	1	10	1	12	18	29	0.7	0	1	17	533	0	0
R 4758S?	0	2	0	2	2	4	-	-	-	-	-	-	0
S 4740H	3	3	10	6	3	9	10.5	30	1	63	72	28	0
T 4703B?	0	11	0	6	15	25	1.1	0	1	70	818	0	0
U 4670S	6	9	8	16	44	29	4.6	6	1	43	116	8	0
V 4615H	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10880	(FLIGHT		6)										
A 306S	6	24	9	19	8	13	2.8	0	1	24	132	0	0
B 353S	1	9	1	15	43	64	0.5	0	1	16	262	0	0
C 368S	2	7	1	4	9	35	0.2	0	1	20	157	2	15
D 412S	1	2	1	2	2	4	-	-	-	-	-	-	0
E 460S	0	4	2	7	22	22	0.9	0	1	35	430	0	30
F 538S	1	2	1	2	2	4	-	-	-	-	-	-	0
G 573S	1	2	1	2	2	4	-	-	-	-	-	-	0
H 676S	7	8	7	15	36	49	5.3	5	1	11	214	0	0
I 688S?	3	18	3	31	70	79	1.5	0	1	3	415	0	1080
J 824S?	0	2	0	2	2	4	-	-	-	-	-	-	0
K 850S?	0	13	1	1	53	37	1.0	0	1	34	119	15	0
L 911S	3	5	1	10	29	21	2.1	0	1	26	558	0	0
M 936S	0	10	0	17	14	93	0.5	2	1	28	574	0	0
N 951S	3	8	1	13	26	52	1.5	9	1	21	506	0	0
O 994S	1	2	1	2	2	4	-	-	-	-	-	-	0
P 1058H	1	2	1	2	2	4	-	-	-	-	-	-	0
Q 1126H	4	3	9	9	17	6	8.0	21	1	55	84	19	0
R 1185H	1	2	1	2	2	4	-	-	-	-	-	-	30
LINE 10890	(FLIGHT		7)										
A 464S	1	4	1	6	21	23	1.3	12	1	22	542	0	0
B 511S	1	4	1	7	5	6	1.0	2	1	38	676	0	0
C 559S?	2	13	3	15	42	62	1.2	0	1	13	391	0	20

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LINE 10950	(FLIGHT	12)											
N 2239S	1	4	3	5	12	9	2.3	18	1	23	495	0	0
O 2292S?	0	7	0	7	20	21	0.5	0	1	37	690	0	0
P 2309B?	2	2	1	3	2	11	3.1	49	1	62	579	0	0
Q 2404S	0	2	0	2	2	4	-	-	-	-	-	-	0
R 2423S	0	2	0	2	2	4	-	-	-	-	-	-	0
S 2459S	3	10	7	13	32	29	2.9	0	1	56	76	20	0
LINE 10960	(FLIGHT	9)											
A 5052S	1	18	3	25	79	100	0.7	0	1	14	333	0	9
B 5099S	4	20	5	25	72	81	1.7	0	1	20	171	0	13
C 5197S	3	9	2	7	18	46	1.9	6	1	44	432	0	0
D 5206S?	1	2	1	2	2	4	-	-	-	-	-	-	460
E 5211S?	5	15	9	21	29	39	3.1	0	1	47	84	14	0
F 5223S	9	11	11	16	33	44	7.1	15	1	24	269	0	0
G 5245S	4	8	4	7	10	25	4.2	16	1	34	366	0	0
H 5264S	0	6	0	10	17	43	0.5	0	1	47	723	0	940
I 5302B?	0	2	0	2	2	4	-	-	-	-	-	-	350
J 5317B?	1	10	0	12	33	35	1.2	0	1	28	674	0	0
K 5324B?	2	3	5	4	14	18	5.3	35	1	30	684	0	0
L 5328B?	1	2	1	2	2	4	-	-	-	-	-	-	0
M 5334B?	2	9	7	10	5	31	2.9	3	1	39	584	0	40
LINE 10961	(FLIGHT	12)											
A 3283S	0	9	0	10	27	81	0.5	0	1	39	702	0	0
B 3314S	2	6	0	8	28	9	0.6	0	1	43	725	0	40
C 3324S	1	7	0	8	34	23	0.5	0	1	33	679	0	0
D 3339S?	1	2	0	2	2	4	-	-	-	-	-	-	240
E 3442B?	5	10	2	9	31	31	3.0	13	1	30	399	0	0
F 3462B?	3	2	0	1	12	16	6.5	57	1	130	992	0	0
G 3501S	1	2	0	2	2	4	-	-	-	-	-	-	0
H 3513S	1	3	0	4	15	41	0.4	0	1	28	190	8	0
I 3530S?	0	2	0	2	2	4	-	-	-	-	-	-	0
J 3536B?	0	2	0	2	2	4	-	-	-	-	-	-	90
K 3542S?	4	3	0	5	9	37	2.5	24	1	82	889	0	0
L 3552S?	0	14	0	22	52	82	0.8	0	1	12	459	0	0
LINE 10962	(FLIGHT	9)											
A 5773H	1	2	1	2	2	4	-	-	-	-	-	-	0
B 5879S	0	8	0	11	4	30	0.5	0	1	37	692	0	0
LINE 10970	(FLIGHT	9)											
A 6905S	3	14	2	21	23	34	1.0	0	1	9	449	0	0

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LINE 10970	(FLIGHT		9)										
B 6857S	2	13	4	18	51	61	1.2	0	1	21	195	0	20
C 6846D	0	8	0	11	31	38	0.5	0	1	94	926	0	0
D 6763S	1	7	1	10	29	42	0.5	0	1	28	623	0	0
E 6748S?	3	12	3	14	36	54	1.7	0	1	27	323	0	320
F 6734S?	8	18	8	25	62	50	3.5	4	1	27	159	0	0
G 6726B?	5	14	5	14	41	37	2.9	6	1	24	583	0	360
H 6705S	1	8	1	9	24	29	0.9	3	1	27	560	0	0
I 6683S	0	7	0	9	33	50	0.9	1	1	28	631	0	0
J 6668S	0	3	0	5	12	35	0.8	9	1	44	720	0	240
K 6660S	0	12	0	19	52	47	0.6	0	1	15	491	0	0
L 6651B?	0	2	0	2	2	4	-	-	-	-	-	-	200
M 6649B?	0	9	2	11	33	29	2.1	0	1	12	544	0	0
N 6509S	0	7	0	8	28	32	0.5	0	1	34	699	0	0
O 6476B?	8	12	4	18	50	60	3.9	7	1	28	309	0	0
P 6431S	3	9	2	9	10	26	2.1	0	1	21	468	0	0
Q 6341S?	4	8	1	9	25	26	2.3	11	1	24	594	0	0
R 6313S	0	12	0	17	34	10	0.5	0	1	21	592	0	0
S 6278S	2	8	0	10	8	20	0.7	0	1	27	590	0	4
T 6263S?	1	9	0	12	36	41	0.6	0	1	21	569	0	0
U 6244B?	0	9	0	10	15	18	1.7	6	1	39	694	0	0
V 6229S	3	6	0	6	19	25	1.6	13	1	25	583	0	0
W 6214S?	3	8	3	11	30	32	2.4	7	1	36	268	0	0
X 6132B?	0	6	0	3	3	26	3.5	33	1	150	992	0	0
Y 6089S	2	10	0	12	9	36	0.7	0	1	30	666	0	0
Z 6074S	2	5	2	11	15	36	1.9	6	1	29	243	0	0
LINE 10980	(FLIGHT		9)										
A 6971S	2	11	0	5	17	34	0.5	0	1	31	193	11	40
B 7017S	1	2	1	2	2	4	-	-	-	-	-	-	0
C 7030S	4	17	5	22	60	69	2.0	0	1	20	186	0	0
D 7131S	2	7	1	11	37	49	1.3	1	1	39	676	0	18
E 7159B?	4	2	6	23	47	54	3.9	18	1	32	667	0	510
F 7168B?	2	15	3	21	16	46	1.1	0	1	13	500	0	0
G 7190S	1	6	0	8	8	46	0.7	0	1	31	671	0	0
H 7207S	0	2	1	2	2	4	-	-	-	-	-	-	0
I 7257S	3	10	2	14	41	49	1.5	2	1	28	484	0	0
J 7364S	0	17	0	18	34	92	0.5	4	1	23	511	0	0
K 7391D	22	34	14	37	89	97	6.5	3	1	34	194	0	820
L 7401B?	6	6	0	7	2	12	3.8	31	2	199	70	150	300
M 7448S	0	2	0	2	2	4	-	-	-	-	-	-	0
N 7466S	2	12	4	16	12	42	1.4	0	1	39	221	1	0

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FID/INTERP		REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 11020		(FLIGHT 12)												
B	4992S	3	19	8	30	86	106	1.8	0	1	29	132	0	0
C	4818S?	0	6	0	9	19	26	0.9	0	1	44	747	0	0
D	4775S	0	2	1	2	2	4	-	-	-	-	-	-	0
E	4750S	0	2	1	2	2	3	-	-	-	-	-	-	0
F	4609S	0	6	1	7	25	9	1.1	0	1	50	561	0	0
G	4502B?	1	6	3	6	25	35	1.2	4	1	61	741	0	0
H	4485S	0	5	2	8	23	17	0.5	0	1	34	490	0	0
I	4399S	3	9	3	12	45	45	2.1	3	1	39	190	2	0
J	4366B?	1	2	1	2	2	4	-	-	-	-	-	-	0
K	4348S	1	4	1	5	14	44	0.3	0	1	25	320	2	0
L	4178S	1	2	1	2	2	4	-	-	-	-	-	-	0
M	4160S	1	2	0	2	2	4	-	-	-	-	-	-	15
LINE 11030		(FLIGHT 12)												
A	5214S?	1	8	3	10	35	33	1.3	0	1	30	260	0	40
B	5230B?	1	2	1	2	2	4	-	-	-	-	-	-	11
C	5326B?	0	4	1	7	17	50	0.7	1	1	65	805	0	8
D	5432B?	0	5	0	9	28	45	0.5	0	1	31	671	0	0
E	5454S?	3	7	2	10	48	37	1.8	2	1	31	509	0	0
F	5476S	0	6	0	9	18	45	0.5	0	1	33	666	0	410
G	5495S	0	5	1	7	20	42	0.5	0	1	38	665	0	0
H	5632S	0	8	0	9	30	68	0.6	0	1	35	696	0	0
I	5740S	0	5	2	7	28	42	0.5	0	1	37	545	0	0
J	5756S?	0	6	0	8	40	69	0.9	1	1	33	681	0	0
K	5826S?	0	2	1	2	2	4	-	-	-	-	-	-	4
L	5888H	0	4	0	7	15	26	0.5	0	1	34	679	0	170
M	5922S	0	1	0	2	0	4	-	-	-	-	-	-	0
N	5959S?	0	2	0	2	0	4	-	-	-	-	-	-	0
O	6036S	0	2	0	2	2	4	-	-	-	-	-	-	0
P	6064H	0	6	0	10	22	76	0.6	0	1	56	773	0	0
LINE 11040		(FLIGHT 12)												
A	7008H	2	9	4	13	27	49	1.6	0	1	37	243	0	0
B	6921H	2	6	1	7	13	47	1.3	7	1	73	793	0	0
C	6790B?	1	9	3	11	48	47	1.1	0	1	30	330	0	0
D	6708H	0	6	1	7	16	51	0.5	0	1	65	788	0	0
E	6631H	0	2	0	2	2	4	-	-	-	-	-	-	0
F	6535S?	0	2	0	2	2	4	-	-	-	-	-	-	0
G	6515S	1	8	2	10	35	53	0.9	0	1	38	509	0	0
H	6498S	0	6	0	6	20	43	0.5	0	1	58	808	0	0
I	6450S	1	6	0	6	14	46	0.6	0	1	42	725	0	0

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LINE 11040	(FLIGHT	12)											
J 6427S	2	5	1	7	22	41	2.2	10	1	25	509	0	0
K 6387S?	0	2	0	2	2	4	-	-	-	-	-	-	0
L 6380S?	0	2	0	2	2	4	-	-	-	-	-	-	0
M 6293D	8	21	3	20	66	83	2.8	5	1	40	537	0	0
N 6176S	2	4	0	6	21	37	0.9	0	1	66	858	0	9
LINE 11050	(FLIGHT	12)											
A 7171H	2	6	3	9	30	40	2.0	4	1	31	166	0	20
B 7274S?	1	2	0	2	2	4	-	-	-	-	-	-	0
C 7336S	0	1	0	2	2	4	-	-	-	-	-	-	0
D 7378S	1	2	1	2	2	4	-	-	-	-	-	-	0
E 7392H	4	5	3	7	2	27	4.4	7	1	28	376	0	0
F 7449H	0	5	0	7	15	27	0.5	0	1	40	699	0	210
G 7567H	0	2	0	2	2	4	-	-	-	-	-	-	0
H 7680S	0	9	0	9	5	52	0.5	0	1	38	694	0	7
I 7704H	0	4	0	4	12	26	0.5	0	1	36	570	8	0
J 7724S?	1	2	0	2	2	4	-	-	-	-	-	-	450
K 7763S	0	6	2	10	12	30	0.6	0	1	27	462	0	0
L 7823S	0	2	0	2	2	4	-	-	-	-	-	-	0
M 7917D	10	34	18	57	179	167	3.4	0	1	32	74	5	0
N 8018S	1	2	0	2	2	4	-	-	-	-	-	-	0
LINE 11060	(FLIGHT	12)											
A 8716H	1	2	0	2	2	4	-	-	-	-	-	-	0
B 8696H	1	8	0	4	12	36	0.3	0	1	26	853	0	0
C 8682S	0	9	0	4	6	35	1.5	1	1	96	951	0	0
D 8635S	0	6	0	9	14	53	0.5	0	1	53	762	0	0
E 8603S	0	2	1	2	2	4	-	-	-	-	-	-	0
F 8499H	2	9	2	10	32	43	1.3	0	1	28	440	0	0
G 8413S	1	6	1	9	13	29	1.0	0	1	31	509	0	0
H 8354S?	0	2	0	2	2	4	-	-	-	-	-	-	0
I 8345S	1	4	0	6	24	7	0.7	0	1	49	776	0	0
J 8261B	1	2	0	2	2	4	-	-	-	-	-	-	0
K 8256D	0	4	0	8	26	18	0.5	1	1	105	951	6	40
L 8188S	1	2	0	2	0	4	-	-	-	-	-	-	0
M 8131S?	1	2	0	2	2	4	-	-	-	-	-	-	0
N 8120H	4	8	4	11	34	42	3.2	11	1	41	348	0	0
LINE 11061	(FLIGHT	21)											
B 553H	3	1	4	11	11	45	4.9	32	1	36	247	0	10
C 512S	0	4	0	5	11	25	0.5	0	1	120	992	0	14

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LINE 11061		(FLIGHT	21)											
D	471B?	0	4	0	10	23	66	0.6	12	1	57	721	1	30
E	445S	0	1	0	2	2	4	-	-	-	-	-	-	0
F	358H	0	4	1	5	12	16	0.7	13	1	81	722	6	0
G	328H	2	7	4	8	10	26	2.2	9	1	49	232	7	0
LINE 11070		(FLIGHT	13)											
A	532H	3	14	4	9	29	36	1.7	0	1	38	253	0	14
B	542S	1	2	0	2	2	4	-	-	-	-	-	-	9
C	600B?	1	6	0	10	25	74	0.5	1	1	61	759	0	30
D	610S?	0	4	0	8	24	43	0.5	0	1	62	818	0	0
E	630S	1	2	0	2	2	4	-	-	-	-	-	-	0
F	691S	0	2	0	2	2	4	-	-	-	-	-	-	30
G	711S?	1	2	0	2	2	4	-	-	-	-	-	-	0
H	738H	3	3	4	11	20	17	3.9	25	1	34	246	0	0
I	747S	1	6	2	8	7	34	1.1	6	1	27	508	0	0
J	831S	0	5	0	7	12	53	0.5	0	1	70	839	0	0
K	922S	0	2	0	2	2	4	-	-	-	-	-	-	0
L	961S	0	5	0	9	20	38	0.5	0	1	42	735	0	0
M	986S	0	7	0	9	23	52	0.5	0	1	38	737	0	0
N	1064S	0	7	1	9	21	47	0.5	0	1	32	633	0	0
O	1077S	0	4	0	6	16	34	0.8	0	1	41	749	0	30
P	1138H	0	6	0	9	11	29	0.5	0	1	39	690	0	150
Q	1163S?	0	2	0	2	2	4	-	-	-	-	-	-	0
R	1223D	0	8	21	24	60	10	3.3	1	1	77	440	12	0
S	1228D	24	25	21	24	60	20	12.0	5	1	61	84	26	0
T	1329E	0	2	0	1	2	4	-	-	-	-	-	-	17
U	1342H	1	2	1	2	2	4	-	-	-	-	-	-	10
LINE 11080		(FLIGHT	13)											
A	2235S?	1	2	1	1	2	4	-	-	-	-	-	-	7
B	2208H	0	3	1	5	5	23	0.1	0	1	22	384	0	0
C	2182S	0	2	1	2	2	4	-	-	-	-	-	-	13
D	2135S	0	2	1	2	2	4	-	-	-	-	-	-	0
E	2109B	2	9	4	9	36	40	1.7	0	1	59	215	14	0
F	2093S	0	6	1	6	14	29	0.5	0	1	64	305	12	0
G	2046S	0	2	1	2	2	4	-	-	-	-	-	-	90
H	1998S?	0	2	1	2	2	4	-	-	-	-	-	-	8
I	1973S	0	2	0	2	2	4	-	-	-	-	-	-	0
J	1904S	0	2	0	2	2	4	-	-	-	-	-	-	0
K	1823S?	0	2	1	2	2	4	-	-	-	-	-	-	0
L	1801H	0	12	0	14	31	58	0.7	1	1	35	618	0	0

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ANOMALY/ FID/INTERP	COAXIAL 863 HZ		COPLANAR 863 HZ		COPLANAR 7253 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 11080 (FLIGHT 13)													
M 1767S?	0	2	0	2	2	4	-	-	-	-	-	-	820
N 1717H	2	10	2	13	40	84	1.1	0	1	33	478	0	0
O 1644S	0	9	0	10	29	60	0.5	0	1	42	728	0	0
P 1620S	0	2	0	2	0	4	-	-	-	-	-	-	0
Q 1565D	46	41	96	80	226	87	21.2	0	6	42	5	28	0
R 1563D	46	41	96	80	226	87	21.2	0	3	41	15	22	0
S 1455H	0	8	0	10	25	70	0.5	0	1	52	723	0	0
LINE 11090 (FLIGHT 13)													
A 2467S	3	3	1	3	18	16	1.0	0	1	31	325	6	15
B 2482S	1	5	0	6	18	50	1.0	6	1	45	713	0	20
C 2489S?	1	2	0	2	2	4	-	-	-	-	-	-	18
D 2567S	0	2	1	2	2	4	-	-	-	-	-	-	70
E 2576S	3	9	3	12	29	52	1.8	0	1	28	350	0	0
F 2685S	0	4	1	6	14	43	0.5	0	1	80	841	0	7
G 2841S?	1	15	0	23	47	40	0.5	0	1	6	506	0	0
H 2849S	0	13	0	15	30	29	0.5	0	1	21	620	0	0
I 2860S?	0	1	0	2	2	4	-	-	-	-	-	-	0
J 2881S?	0	2	0	2	2	4	-	-	-	-	-	-	910
K 2891S	0	5	1	7	23	53	0.5	0	1	52	633	0	80
L 2929S	1	8	1	12	30	86	0.6	0	1	40	471	0	0
M 3034S	0	2	0	2	2	4	-	-	-	-	-	-	0
N 3074S?	0	1	0	1	0	2	0.1	0	1	61	6095	4	0
O 3170S?	0	2	1	1	2	4	-	-	-	-	-	-	800
P 3252S	0	4	2	5	15	28	0.9	0	1	61	408	0	19
LINE 11100 (FLIGHT 13)													
A 4151S?	0	8	2	10	23	40	0.5	0	1	49	508	0	10
B 4142S?	4	8	3	8	25	43	3.3	7	1	46	614	0	0
C 4128S?	2	7	1	6	17	45	1.6	5	1	56	409	5	0
D 4047H	0	4	1	6	7	29	0.5	0	1	74	326	19	0
E 4029H	1	9	2	11	43	55	0.5	0	1	48	253	4	0
F 3955S?	0	2	1	2	2	4	-	-	-	-	-	-	0
G 3882H	0	5	1	7	19	48	0.5	0	1	76	751	0	0
H 3752H	0	2	0	2	2	4	-	-	-	-	-	-	0
I 3714S	0	2	0	1	2	4	-	-	-	-	-	-	0
J 3693B?	0	2	0	2	2	4	-	-	-	-	-	-	0
K 3689S?	0	2	0	2	2	4	-	-	-	-	-	-	0
L 3676H	0	3	0	1	9	5	1.0	0	1	33	1056	1	0
M 3665B?	0	6	0	6	23	33	0.5	0	1	53	762	0	710
N 3615S	1	6	2	6	24	34	1.3	0	1	36	490	0	0

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		COAXIAL 863 HZ		COPLANAR 863 HZ		COPLANAR 7253 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/	FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 11100	(FLIGHT 13)													
O	3543S	0	1	0	1	1	4	-	-	-	-	-	-	0
P	3504S?	0	2	0	2	0	4	-	-	-	-	-	-	160
Q	3457S	0	2	0	2	2	4	-	-	-	-	-	-	0
R	3444B	4	9	3	10	43	55	2.8	13	1	72	233	25	0
S	3441B	1	2	1	2	2	4	-	-	-	-	-	-	0
T	3402S	0	8	0	11	23	80	0.5	0	1	49	753	0	30
U	3358S	0	7	1	8	26	61	0.5	0	1	46	650	0	0
V	3345S	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 11110	(FLIGHT 14)													
A	232S?	1	7	1	10	25	60	0.6	0	1	57	764	0	0
B	248B?	1	2	1	2	2	4	-	-	-	-	-	-	30
C	264S?	0	2	0	2	2	4	-	-	-	-	-	-	0
D	371H	2	7	1	8	32	39	1.2	0	1	41	529	0	0
E	503B?	0	2	0	2	0	4	-	-	-	-	-	-	0
F	740B?	0	18	0	29	67	55	0.7	0	1	4	419	0	0
G	744B?	0	19	0	27	67	36	0.6	0	1	4	444	0	0
H	755S?	0	3	0	2	14	12	1.8	26	1	78	884	0	0
I	768S	0	4	0	4	19	26	0.8	0	1	24	512	0	0
J	786S	1	4	0	6	18	40	0.5	0	1	36	707	0	0
K	800S	2	6	0	9	37	41	1.0	0	1	23	657	0	0
L	896S	0	4	0	4	11	28	0.4	0	1	22	957	0	0
M	949S	0	2	0	2	0	4	-	-	-	-	-	-	0
N	1006S	0	4	0	5	14	39	0.5	0	1	69	866	0	0
O	1017D	12	15	13	18	51	40	7.7	12	1	69	63	36	0
P	1028D	9	15	14	8	49	29	8.4	12	1	81	82	43	0
Q	1094S	0	6	1	8	18	22	0.5	0	1	36	633	0	4
R	1107S	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 11120	(FLIGHT 14)													
A	1746S	0	2	0	2	2	4	-	-	-	-	-	-	0
B	1726S?	1	2	1	2	2	4	-	-	-	-	-	-	0
C	1712B?	0	32	7	47	97	121	0.6	0	1	2	305	0	0
D	1697S	0	9	1	11	33	40	0.5	0	1	32	652	0	0
E	1664S	0	2	0	2	2	4	-	-	-	-	-	-	0
F	1648S	0	2	0	2	2	4	-	-	-	-	-	-	180
G	1631S	0	8	1	10	6	26	0.5	0	1	41	597	0	0
H	1548S	0	7	1	7	21	46	0.5	1	1	81	842	1	0
I	1466S?	0	0	0	1	0	5	0.1	0	1	24	3586	0	140
J	1439S?	0	5	0	0	0	15	1.7	36	1	208	992	0	0
K	1407H	0	8	0	8	2	51	0.5	0	1	52	745	0	670

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	COAXIAL 863 HZ		COPLANAR 863 HZ		COPLANAR 7253 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 11120	(FLIGHT	14)											
L 1401B	26	16	35	20	61	4	26.2	8	3	78	18	54	0
M 1397D	26	16	35	20	61	8	26.2	4	3	59	21	34	0
N 1392D	6	13	15	13	10	8	6.2	11	1	86	90	46	0
O 1371D	0	7	1	10	12	10	0.6	3	1	53	648	0	500
P 1362B?	0	3	2	5	11	2	1.0	0	1	73	326	44	0
Q 1312S	1	2	0	2	2	4	-	-	-	-	-	-	9
R 1293S?	1	8	1	11	35	62	0.6	0	1	27	615	0	290
LINE 11121	(FLIGHT	14)											
A 2310H	2	6	1	8	7	11	1.3	1	1	52	485	0	30
B 2302B?	3	5	2	6	22	27	2.6	21	1	40	405	0	0
C 2290H	2	5	1	6	25	48	1.3	6	1	34	600	0	4
D 2236S	1	2	0	2	1	4	-	-	-	-	-	-	4
E 2186S	0	7	1	9	5	38	0.5	0	1	48	646	0	50
F 2177S	1	8	1	4	17	22	0.8	0	1	25	245	3	90
LINE 11130	(FLIGHT	14)											
A 2402S	1	2	1	1	2	4	-	-	-	-	-	-	11
B 2409S	1	2	2	9	16	16	1.4	5	1	46	262	2	0
C 2430H	1	6	1	5	23	36	0.6	0	1	64	668	0	10
D 2465B?	1	2	0	2	2	4	-	-	-	-	-	-	5
E 2479B?	1	2	0	2	2	4	-	-	-	-	-	-	0
F 2536S	0	7	1	7	20	34	0.5	0	1	54	716	0	40
G 2632B?	0	2	0	2	0	4	-	-	-	-	-	-	0
H 2736S	0	7	1	7	5	46	0.5	0	1	48	597	0	0
I 2752S	0	2	0	2	2	4	-	-	-	-	-	-	0
J 2838S?	0	2	0	2	2	4	-	-	-	-	-	-	0
K 2847B?	1	2	0	2	2	4	-	-	-	-	-	-	0
L 2862H	1	2	1	2	2	4	-	-	-	-	-	-	0
M 2890S	1	2	0	2	2	4	-	-	-	-	-	-	0
N 2895S	0	3	1	5	20	27	0.6	0	1	25	660	0	0
O 2907S	1	6	0	9	26	36	0.5	0	1	14	610	0	0
P 2912S	1	10	0	12	17	36	0.5	0	1	14	588	0	0
Q 3008S	1	2	0	2	2	4	-	-	-	-	-	-	0
R 3022S	0	9	0	2	0	19	0.7	0	1	154	992	0	0
S 3051S	0	0	0	2	0	4	-	-	-	-	-	-	0
T 3100B?	8	11	7	11	10	43	6.0	8	1	80	85	40	0
U 3112D	12	10	15	8	38	28	15.4	14	1	85	81	46	0
V 3142B?	1	2	1	2	2	1	-	-	-	-	-	-	0
W 3150B	20	13	38	24	66	16	22.2	5	4	57	10	38	0
X 3162S	1	2	1	2	2	4	-	-	-	-	-	-	0

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ANOMALY/ FID/INTERP	COAXIAL 863 HZ REAL PPM	COAXIAL 863 HZ QUAD PPM	COPLANAR 863 HZ REAL PPM	COPLANAR 863 HZ QUAD PPM	COPLANAR 7253 HZ REAL PPM	COPLANAR 7253 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 11130	(FLIGHT	14)											
Y 3184S	2	10	0	9	22	33	0.8	0	1	50	764	0	0
Z 3205S	1	2	0	2	2	4	-	-	-	-	-	-	0
AA 3219S	1	2	1	2	2	4	-	-	-	-	-	-	190
LINE 11140	(FLIGHT	14)											
A 4890B?	3	14	3	11	30	42	1.6	0	1	35	283	0	10
B 4888S	3	14	4	11	30	42	1.8	0	1	23	233	0	0
C 4878S?	1	0	1	2	2	4	-	-	-	-	-	-	19
D 4872D	1	2	0	2	2	4	-	-	-	-	-	-	0
E 4860S	1	8	0	10	34	66	0.5	0	1	45	732	0	20
F 4828B?	1	2	0	2	2	4	-	-	-	-	-	-	8
G 4815B?	1	10	1	13	54	55	0.5	0	1	25	620	0	13
H 4755S	0	9	0	10	33	57	0.5	0	1	43	715	0	0
I 4658S?	0	2	0	2	0	4	-	-	-	-	-	-	0
J 4589H	0	7	0	10	34	46	0.5	0	1	49	725	0	0
K 4561S	0	6	0	6	28	17	0.5	0	1	43	751	0	0
L 4513S	0	5	0	7	12	47	0.5	0	1	52	778	0	0
M 4493S	0	2	0	2	2	4	-	-	-	-	-	-	0
N 4436S?	0	2	0	2	2	4	-	-	-	-	-	-	0
O 4420H	0	2	0	2	2	4	-	-	-	-	-	-	0
P 4390B?	1	2	0	2	2	4	-	-	-	-	-	-	240
Q 4371S	1	7	1	9	30	32	0.8	0	1	19	551	0	0
R 4308S?	0	2	0	1	2	4	-	-	-	-	-	-	0
S 4277S	0	6	0	6	20	44	0.5	0	1	75	875	0	0
T 4267S	0	4	0	2	9	20	0.4	0	1	15	1136	0	0
U 4191S	0	2	0	3	11	13	0.8	0	1	4	3214	0	0
V 4157B?	1	2	1	2	2	4	-	-	-	-	-	-	0
W 4148H	1	2	1	2	2	4	-	-	-	-	-	-	0
X 4141S?	2	8	4	10	19	45	2.2	7	1	65	273	18	0
Y 4114D	4	10	6	11	16	36	3.4	9	1	76	443	13	0
Z 4091H	1	3	1	5	19	20	1.0	0	1	31	186	10	0
AA 4024S	1	2	0	2	2	4	-	-	-	-	-	-	40
LINE 11150	(FLIGHT	15)											
A 662H	4	10	3	10	59	51	2.4	0	1	33	194	0	0
B 691B?	1	2	1	2	2	4	-	-	-	-	-	-	14
C 727S	2	8	2	11	44	41	1.2	0	1	30	283	0	0
D 758S	1	2	1	4	15	22	0.8	0	1	30	201	9	0
E 819H	0	4	1	7	25	38	0.5	0	1	44	422	0	19
F 835H	0	6	1	7	9	5	0.5	0	1	59	597	0	0
G 957S?	0	0	0	0	0	4	-	-	-	-	-	-	0

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ANOMALY/	FID/INTERP	COAXIAL 863 HZ REAL PPM	COAXIAL 863 HZ QUAD PPM	COPLANAR 863 HZ REAL PPM	COPLANAR 863 HZ QUAD PPM	COPLANAR 7253 HZ REAL PPM	COPLANAR 7253 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 11150		(FLIGHT		15)										
H	1041H	0	2	1	2	2	4	-	-	-	-	-	-	0
I	1067S	1	2	1	2	2	4	-	-	-	-	-	-	7
J	1110S	2	5	1	4	10	17	0.5	0	1	18	476	0	12
K	1133B?	1	2	1	2	2	4	-	-	-	-	-	-	0
L	1187S	1	2	1	2	2	4	-	-	-	-	-	-	0
M	1222B?	5	5	2	5	20	23	5.8	16	1	64	866	0	0
N	1230B?	5	4	2	5	15	18	8.3	29	1	49	368	1	0
O	1242S	3	5	2	7	13	31	2.8	8	1	34	266	0	140
P	1260S	1	2	0	2	2	4	-	-	-	-	-	-	0
Q	1301B?	0	1	0	2	2	4	-	-	-	-	-	-	0
R	1333S	1	6	0	7	26	16	2.0	1	1	47	771	0	0
S	1378S?	0	0	0	2	0	4	-	-	-	-	-	-	430
T	1416S	1	2	1	2	2	4	-	-	-	-	-	-	6
U	1467H	0	4	2	5	5	21	0.2	0	1	33	155	11	0
V	1522S	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 11160		(FLIGHT		15)										
A	2452B?	1	2	1	2	2	4	-	-	-	-	-	-	0
B	2443H	0	4	1	5	12	36	1.3	11	1	41	434	0	0
C	2420H	0	2	1	2	2	4	-	-	-	-	-	-	4
D	2411H	1	2	1	2	2	4	-	-	-	-	-	-	0
E	2366H	0	2	1	2	2	4	-	-	-	-	-	-	0
F	2349H	0	6	1	7	17	49	0.5	0	1	34	429	0	0
G	2272S?	0	2	0	2	2	4	-	-	-	-	-	-	0
H	2151S	0	7	1	9	29	50	0.5	0	1	45	584	0	16
I	2136S?	1	2	1	2	2	4	-	-	-	-	-	-	0
J	2130B	4	10	3	9	18	63	2.6	5	1	46	237	4	0
K	2085S	0	10	1	11	36	73	0.5	0	1	39	623	0	30
L	2012B?	0	2	0	2	2	4	-	-	-	-	-	-	0
M	1992B?	0	2	0	2	2	4	-	-	-	-	-	-	330
N	1963S	0	5	2	7	12	38	0.5	0	1	28	442	0	0
O	1943S	1	10	3	13	29	59	1.0	0	1	25	289	0	100
P	1925S	2	7	2	6	10	22	1.7	2	1	65	644	0	0
Q	1888S?	1	2	0	2	2	4	-	-	-	-	-	-	0
R	1858B?	0	2	0	2	2	4	-	-	-	-	-	-	380
S	1850H	0	7	1	11	26	56	0.5	0	1	32	586	0	0
T	1841B?	0	2	0	2	2	4	-	-	-	-	-	-	0
U	1747S	3	4	0	5	9	21	0.4	0	1	30	238	8	0
V	1729B	5	5	21	9	27	36	16.3	27	4	83	13	60	0
LINE 11170		(FLIGHT		15)										
A	2577B?	0	7	1	6	24	43	0.7	0	1	44	616	0	7

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	COAXIAL 863 HZ		COPLANAR 863 HZ		COPLANAR 7253 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 11170	(FLIGHT	15)											
B 2596B?	0	2	1	2	2	4	-	-	-	-	-	-	16
C 2714H	0	10	1	9	29	60	0.5	0	1	52	604	0	0
D 2914H	1	2	1	2	2	4	-	-	-	-	-	-	0
E 2917B	1	2	1	2	2	4	-	-	-	-	-	-	30
F 2948B?	0	7	0	8	28	58	0.5	0	1	52	794	0	20
G 2977S	0	2	0	2	2	4	-	-	-	-	-	-	0
H 3065B?	1	2	1	2	2	4	-	-	-	-	-	-	0
I 3081E	0	2	1	2	2	4	-	-	-	-	-	-	0
J 3097S	0	10	1	14	50	77	0.5	0	1	25	523	0	0
K 3162S	0	5	0	5	24	16	0.8	4	1	52	755	0	0
L 3179S	0	1	0	1	2	4	-	-	-	-	-	-	0
M 3204B?	0	2	0	2	2	4	-	-	-	-	-	-	0
N 3239S	0	5	2	6	24	4	0.9	0	1	38	462	0	0
O 3252B?	1	2	1	2	2	4	-	-	-	-	-	-	0
P 3257B?	1	2	1	2	2	4	-	-	-	-	-	-	0
Q 3274B?	2	5	3	7	11	7	2.4	5	1	31	358	0	0
LINE 11180	(FLIGHT	15)											
A 4215B?	1	13	1	17	61	113	0.5	0	1	28	544	0	0
B 4193H	1	2	0	2	2	4	-	-	-	-	-	-	0
C 4105B?	0	2	1	2	1	4	-	-	-	-	-	-	0
D 4094H	0	2	1	2	2	4	-	-	-	-	-	-	4
E 4076S?	0	6	0	9	12	77	0.5	5	1	59	709	0	0
F 3877H	1	11	2	11	45	19	0.7	0	1	50	444	1	0
G 3853B?	2	11	1	11	38	60	1.9	0	1	92	619	7	17
H 3823S	0	2	0	2	2	4	-	-	-	-	-	-	0
I 3744S	1	2	0	2	2	4	-	-	-	-	-	-	0
J 3713S	2	7	2	8	32	31	1.9	0	1	28	409	0	130
K 3698S	1	8	2	10	39	50	1.1	0	1	28	444	0	0
L 3627B?	0	9	0	10	36	56	0.5	0	1	51	762	0	80
M 3597S	1	4	0	4	5	24	2.9	18	1	159	992	0	0
N 3551B?	6	8	2	8	19	21	3.9	13	1	48	419	0	30
O 3539H	5	3	3	5	16	32	0.5	0	1	32	177	10	0
P 3534H	1	2	1	2	2	4	-	-	-	-	-	-	0
Q 3528E	1	2	0	2	2	4	-	-	-	-	-	-	50
R 3503S	1	2	1	2	2	4	-	-	-	-	-	-	0
S 3472S	1	2	0	2	2	4	-	-	-	-	-	-	0
LINE 11190	(FLIGHT	15)											
A 4278H	1	5	2	6	24	21	1.2	1	1	54	532	0	0
B 4405B?	1	2	0	2	2	4	-	-	-	-	-	-	0

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LINE 11190	(FLIGHT	15)											
C 4412S	1	2	0	2	2	4	-	-	-	-	-	-	0
LINE 11191	(FLIGHT	15)											
A 6231S?	1	6	1	7	20	47	0.5	0	1	48	671	0	0
B 6252B?	2	8	1	9	28	54	1.2	0	1	55	618	0	5
C 6274H	1	2	0	2	2	4	-	-	-	-	-	-	0
D 6363S	0	2	1	2	2	2	-	-	-	-	-	-	0
E 6377B?	1	2	1	2	2	4	-	-	-	-	-	-	100
F 6390S	2	7	3	10	20	18	1.7	0	1	35	229	0	0
G 6457S?	1	4	1	6	13	22	1.2	4	1	48	636	0	0
H 6489S	0	2	0	2	2	4	-	-	-	-	-	-	0
I 6513B?	5	5	8	5	17	5	11.2	15	2	84	40	51	0
J 6531H	2	3	3	7	17	10	2.5	15	1	68	131	26	0
K 6557S?	1	2	1	2	2	4	-	-	-	-	-	-	0
L 6566S	1	5	2	6	26	26	1.6	4	1	37	378	0	0
M 6602S	1	2	0	2	2	4	-	-	-	-	-	-	130
N 6616S?	4	9	6	14	29	56	3.1	7	1	45	138	8	0
LINE 11200	(FLIGHT	15)											
A 7469D	2	10	2	6	10	27	1.6	2	1	38	291	0	5
B 7452H	0	5	0	7	17	50	0.6	8	1	47	603	0	7
C 7423H	0	2	1	2	2	4	-	-	-	-	-	-	0
D 7323S?	0	2	1	2	2	4	-	-	-	-	-	-	0
E 7314B?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 7244S?	0	2	0	2	2	4	-	-	-	-	-	-	0
G 7082E	1	2	1	2	2	4	-	-	-	-	-	-	0
H 7076S	0	4	1	7	9	48	0.5	0	1	49	551	0	0
I 7038H	2	8	1	9	23	38	1.0	0	1	49	489	0	0
J 6994S	0	2	0	2	2	4	-	-	-	-	-	-	0
K 6973S?	0	0	0	2	1	4	-	-	-	-	-	-	700
L 6918B?	1	2	1	2	2	4	-	-	-	-	-	-	0
M 6888E?	1	1	1	2	2	4	-	-	-	-	-	-	0
N 6873S	0	5	0	5	10	43	0.5	0	1	94	932	0	0
O 6847S?	1	2	0	2	2	4	-	-	-	-	-	-	0
P 6838S	4	7	1	8	13	34	2.5	10	1	33	624	0	0
Q 6797B?	1	2	1	2	2	4	-	-	-	-	-	-	0
R 6789S?	1	2	1	2	2	4	-	-	-	-	-	-	0
S 6779B	1	2	1	2	2	4	-	-	-	-	-	-	0
T 6762S	2	6	2	7	20	25	2.3	12	1	53	163	13	0
U 6753S?	4	7	3	8	34	50	3.4	16	1	41	265	1	0
V 6730S	0	2	1	2	2	4	-	-	-	-	-	-	0

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LINE 11200	(FLIGHT	15)											
W 6671H	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 11210	(FLIGHT	15)											
A 7617S	0	2	1	4	12	29	0.4	0	1	17	242	0	0
B 7630S	0	4	2	5	17	32	0.5	0	1	32	494	0	0
C 7639S	0	3	2	4	11	26	0.4	0	1	21	281	0	0
D 7749B?	0	2	1	2	2	4	-	-	-	-	-	-	0
E 7802B	0	2	1	2	2	4	-	-	-	-	-	-	0
F 7968H	1	6	2	7	27	35	1.0	0	1	42	425	0	13
G 7986S?	1	7	1	9	30	52	0.7	0	1	41	473	0	0
H 8086H	3	7	5	4	15	29	0.5	0	1	24	123	5	0
I 8094H	2	7	3	9	30	40	1.9	0	1	45	115	9	0
J 8105H	1	2	1	2	2	4	-	-	-	-	-	-	0
K 8129S	0	4	0	6	18	43	0.5	0	1	59	762	0	0
L 8140S	0	2	1	2	2	4	-	-	-	-	-	-	290
M 8159S	2	6	5	7	19	33	3.2	11	1	42	203	1	0
N 8174B?	1	2	1	2	2	4	-	-	-	-	-	-	0
O 8191D	1	2	1	2	2	4	-	-	-	-	-	-	0
P 8212S	0	2	1	2	2	4	-	-	-	-	-	-	50
Q 8228S	2	3	3	5	13	15	3.4	18	1	61	120	19	0
R 8269S	2	4	3	6	13	27	2.7	23	1	49	151	11	0
S 8279S	1	5	1	8	24	40	1.2	11	1	43	206	6	0
T 8302H	1	5	3	8	20	45	2.2	9	1	56	85	21	0
LINE 11220	(FLIGHT	15)											
A 9068H	0	7	2	11	29	80	0.5	0	1	36	456	0	0
B 9057H	0	2	1	2	2	4	-	-	-	-	-	-	0
C 9029H	0	6	1	7	13	53	1.0	0	1	54	575	0	0
D 8970S?	0	2	0	2	2	4	-	-	-	-	-	-	0
E 8924B?	0	8	1	9	14	69	0.5	0	1	47	509	0	0
F 8876S?	0	3	2	4	11	25	0.4	0	1	33	443	5	0
G 8784S	0	2	1	2	2	4	-	-	-	-	-	-	0
H 8732B?	1	7	1	7	25	37	1.0	0	1	42	509	0	30
I 8717B?	1	2	1	2	2	4	-	-	-	-	-	-	11
J 8613H	2	7	2	8	4	39	1.8	8	1	57	311	11	0
K 8594S	2	5	3	8	21	44	2.0	11	1	46	128	10	0
L 8555H	1	5	1	7	4	10	0.9	4	1	41	352	0	0
M 8536B?	2	8	3	8	27	46	2.1	3	1	56	114	18	0
N 8507S?	5	8	7	12	37	34	4.9	21	1	64	121	25	0
O 8470H	1	2	1	2	2	4	-	-	-	-	-	-	0
P 8454H	3	6	3	9	33	38	2.5	11	1	44	166	6	0

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LINE 11220	(FLIGHT 15)												
Q 8425S	2	7	1	10	23	66	1.5	15	1	30	566	0	0
R 8398H	3	7	4	9	20	57	3.2	23	1	49	155	13	0
S 8348S	2	5	2	7	6	43	2.3	14	1	60	95	24	240
LINE 11231	(FLIGHT 15)												
A 9602S	0	4	0	6	19	35	1.0	0	1	46	766	0	5
B 9638S?	0	2	0	2	2	4	-	-	-	-	-	-	20
C 9703S	0	2	0	2	2	4	-	-	-	-	-	-	0
D 9723S	0	2	0	2	2	4	-	-	-	-	-	-	15
E 9774S	0	2	1	2	2	4	-	-	-	-	-	-	0
F 9805S	0	3	0	5	14	21	0.7	0	1	16	843	0	0
G 9864S	0	7	1	8	26	23	0.5	0	1	40	432	0	0
H 9885H	0	6	3	10	28	42	1.1	1	1	45	136	9	0
I 9928S	1	2	1	2	2	4	-	-	-	-	-	-	0
J 9939S	0	5	1	6	17	50	0.5	0	1	46	162	7	0
K 9958B	3	4	8	10	22	23	5.9	28	2	65	52	34	0
L 9975S	0	6	3	8	12	46	0.5	0	1	39	284	0	0
M 10000S	0	5	2	7	25	32	0.5	0	1	43	249	2	0
N 10039S	0	2	1	2	2	4	-	-	-	-	-	-	0
O 10063H	2	12	3	17	49	90	1.0	0	1	42	106	10	0
LINE 11240	(FLIGHT 15)												
A 10699S	1	2	0	2	2	4	-	-	-	-	-	-	0
B 10686B?	1	2	0	2	2	4	-	-	-	-	-	-	0
C 10659S	2	3	1	5	16	26	0.6	0	1	32	280	9	0
D 10601S	0	5	0	4	13	27	0.5	0	1	37	721	6	0
E 10519S?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 10513B?	3	8	1	10	28	63	1.7	7	1	39	629	0	18
G 10429H	1	3	1	5	21	11	1.0	0	1	25	245	4	0
H 10387B?	1	2	1	2	2	4	-	-	-	-	-	-	0
I 10362S	4	12	4	16	9	4	2.1	0	1	27	211	0	0
J 10343S	3	5	1	7	24	17	2.2	16	1	37	423	0	0
K 10320B?	1	2	1	2	2	4	-	-	-	-	-	-	0
L 10297S	2	5	2	8	24	42	1.9	14	1	29	246	0	0
M 10190S	2	7	3	10	2	9	1.5	0	1	46	109	11	0
N 10174S	1	3	1	5	14	28	0.5	0	1	21	314	0	0
LINE 11250	(FLIGHT 16)												
A 1922S	1	4	0	5	18	31	0.7	0	1	23	492	0	0
B 1960B?	1	7	1	10	32	60	1.0	0	1	41	547	0	0
C 2012S	0	2	1	2	2	4	-	-	-	-	-	-	0

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LINE 11250	(FLIGHT	16)											
D 2074S?	1	8	2	9	2	36	0.7	0	1	49	602	0	4
E 2143H	0	5	2	5	7	17	0.6	1	1	43	356	0	0
F 2173S	0	7	2	11	17	16	0.5	0	1	28	404	0	0
G 2189S	2	5	3	9	27	35	2.1	6	1	50	112	13	0
H 2201S	3	6	3	7	14	20	2.6	11	1	46	180	7	18
I 2206S	0	7	2	10	28	53	0.5	0	1	45	269	3	0
J 2237S	1	6	2	7	25	16	1.0	0	1	36	217	0	0
K 2246S	0	5	3	9	28	46	0.9	1	1	38	215	1	0
L 2254S	1	2	1	2	2	4	-	-	-	-	-	-	250
M 2265S	0	2	1	4	10	27	0.4	0	1	28	216	7	0
N 2280H	1	5	1	8	23	14	0.8	0	1	44	223	5	0
O 2286S?	0	4	2	6	18	30	0.7	5	1	43	190	6	0
P 2297S	0	9	0	13	34	81	0.5	4	1	34	287	0	0
Q 2311S	0	2	1	2	2	4	-	-	-	-	-	-	0
R 2331H	3	13	5	16	49	81	1.9	0	1	44	96	12	130
S 2338S	2	6	2	8	28	40	2.1	12	1	49	99	14	0
LINE 11260	(FLIGHT	16)											
A 3020H	2	7	1	8	17	20	1.1	6	1	46	387	3	0
B 2981H	1	2	1	2	2	4	-	-	-	-	-	-	0
C 2972H	2	6	5	12	16	43	2.4	13	1	64	144	25	0
D 2952S	1	3	1	6	10	34	0.9	15	1	64	661	0	0
E 2931S	2	6	2	9	35	45	1.8	7	1	29	358	0	0
F 2924S	1	4	1	6	12	40	1.5	14	1	32	289	0	0
G 2913H	1	7	2	8	5	20	1.3	1	1	41	251	1	0
H 2893S	0	9	1	13	15	28	0.5	0	1	31	341	0	30
I 2858H	1	2	1	2	2	4	-	-	-	-	-	-	0
J 2843S?	2	4	2	4	11	29	0.4	0	1	35	366	10	0
K 2830S	1	2	0	2	2	4	-	-	-	-	-	-	0
L 2821S?	1	2	1	2	2	4	-	-	-	-	-	-	50
M 2790H	2	3	2	3	13	19	0.7	0	1	49	311	24	0
N 2779B?	2	8	0	10	18	60	1.2	13	1	49	695	0	440
O 2774S?	0	2	0	2	2	4	-	-	-	-	-	-	0
P 2759S?	1	2	1	2	2	4	-	-	-	-	-	-	410
Q 2754B?	1	2	1	2	2	4	-	-	-	-	-	-	0
R 2717B?	1	2	1	2	2	4	-	-	-	-	-	-	0
S 2710H	3	12	4	16	23	70	1.9	6	1	32	259	0	0
T 2701S	3	6	2	9	28	54	2.3	21	1	41	183	6	0
U 2696S	2	9	3	6	16	35	1.7	10	1	46	152	10	0
V 2689S	2	8	4	8	9	13	2.1	9	1	52	106	17	0
W 2677S	4	3	2	5	15	33	6.2	30	1	50	164	10	250

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LINE 11260	(FLIGHT		16)										
X 2672S	4	5	2	6	19	27	4.4	26	1	49	233	7	0
Y 2665H	4	6	1	6	25	38	3.3	24	1	64	325	16	0
Z 2652B?	2	5	1	5	15	36	1.6	7	1	57	557	0	0
AA 2632H	4	13	3	18	21	37	1.9	3	1	32	238	0	0
AB 2627B?	4	10	1	13	41	66	2.2	8	1	32	242	0	0
AC 2616S?	1	4	1	6	14	40	1.5	16	1	45	218	6	0
AD 2575S	2	9	2	12	8	62	1.4	5	1	41	173	6	0
AE 2567S	1	2	1	2	2	4	-	-	-	-	-	-	0
AF 2559S	1	8	1	11	31	64	0.6	1	1	36	204	2	0
AG 2548S	2	3	1	6	11	25	2.2	29	1	41	223	4	0
AH 2543S	1	2	1	2	2	4	-	-	-	-	-	-	0
AI 2509S	2	10	4	13	26	87	1.8	6	1	45	127	11	0
AJ 2492S	2	8	2	11	40	73	1.5	5	1	47	84	16	0
AK 2482S	2	5	5	10	25	51	2.8	15	1	55	87	20	0
AL 2475S	4	4	3	7	25	29	4.4	33	1	70	93	33	0
AM 2470S	1	1	1	2	2	4	-	-	-	-	-	-	50
AN 2435S	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 11270	(FLIGHT		16)										
A 3564B?	2	13	3	16	41	105	1.1	0	1	38	186	4	0
B 3576H	3	10	3	6	18	80	2.3	15	1	44	126	10	0
C 3591H	2	9	5	13	21	60	2.1	9	1	58	79	25	0
LINE 11280	(FLIGHT		16)										
A 3759H	2	4	2	6	27	31	1.9	13	1	39	142	4	0
LINE 11290	(FLIGHT		16)										
A 3798B?	1	2	1	2	2	4	-	-	-	-	-	-	30
LINE 11300	(FLIGHT		16)										
A 4012S	2	6	3	8	4	24	1.8	7	1	54	84	20	0
B 3971S	1	2	1	2	2	4	-	-	-	-	-	-	0
C 3938B?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 11310	(FLIGHT		16)										
A 4089B?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 11320	(FLIGHT		16)										
A 4241S?	0	2	1	2	2	4	-	-	-	-	-	-	0
B 4207B?	4	4	3	8	18	41	4.3	35	1	48	239	9	0
C 4201B?	3	5	3	9	21	46	3.3	31	1	43	332	4	0

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ANOMALY/ FID/INTERP	COAXIAL 863 HZ REAL PPM	COAXIAL 863 HZ QUAD PPM	COPLANAR 863 HZ REAL PPM	COPLANAR 863 HZ QUAD PPM	COPLANAR 7253 HZ REAL PPM	COPLANAR 7253 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 11320	(FLIGHT	16)											
D 4196S?	1	2	1	2	2	4	-	-	-	-	-	-	0
E 4193S?	1	2	1	2	2	4	-	-	-	-	-	-	70
F 4174B?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 11330	(FLIGHT	16)											
A 4344S	1	6	1	8	14	43	0.8	3	1	40	359	0	0
B 4352H	1	2	1	1	2	4	-	-	-	-	-	-	20
C 4378S?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 4392S	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 11340	(FLIGHT	16)											
A 4533S?	3	11	3	13	22	68	1.7	4	1	45	256	6	0
B 4469B?	2	12	1	16	8	94	1.1	3	1	30	546	0	150
C 4465B?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 11350	(FLIGHT	16)											
A 4578S	1	2	1	2	2	4	-	-	-	-	-	-	1310
B 4584S	3	4	3	8	11	35	3.0	22	1	57	194	15	370
C 4620S	1	5	1	7	19	40	1.0	12	1	47	343	6	0
D 4634S	3	6	1	7	23	51	2.2	14	1	34	631	0	460
E 4649S?	1	2	0	2	2	4	-	-	-	-	-	-	0
LINE 11360	(FLIGHT	16)											
A 4784B?	3	12	3	16	53	104	1.7	7	1	52	309	10	30
B 4750B?	6	4	5	4	3	20	12.4	34	1	79	79	41	16
C 4715H	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 11370	(FLIGHT	16)											
A 4812B	1	2	1	2	2	4	-	-	-	-	-	-	0
B 4816B?	5	12	6	16	43	82	3.3	9	1	64	137	24	200
C 4821H	4	6	4	9	30	37	3.6	22	1	62	133	23	0
D 4838S	2	6	1	4	8	48	0.1	0	1	22	231	3	0
E 4847B	10	9	9	13	34	13	8.8	16	1	59	78	25	0
F 4850S?	1	2	1	2	2	4	-	-	-	-	-	-	0
G 4860S	2	5	1	6	20	38	1.9	20	1	43	459	0	0
H 4873S	1	6	3	9	28	54	1.2	4	1	34	354	0	0
LINE 11380	(FLIGHT	16)											
A 5135B?	1	2	1	2	2	4	-	-	-	-	-	-	11
B 5102D	8	11	5	13	41	45	4.8	10	1	50	149	12	0
C 5091S?	2	5	1	5	19	39	2.1	17	1	44	528	0	0

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	COAXIAL 863 HZ		COPLANAR 863 HZ		COPLANAR 7253 HZ		VERTICAL DIKE		HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 11380	(FLIGHT	16)											
D 5066S	3	8	2	11	12	20	2.2	12	1	46	339	5	0
LINE 11390	(FLIGHT	16)											
A 5174H	1	5	3	9	28	21	1.5	9	1	65	163	23	0
B 5188B?	0	2	1	2	2	4	-	-	-	-	-	-	0
C 5198S?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 5207H	1	6	1	6	22	36	0.5	0	1	52	367	4	0
E 5224B?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 11400	(FLIGHT	16)											
A 5385B?	1	2	1	2	2	4	-	-	-	-	-	-	0
B 5376B?	1	2	1	2	2	4	-	-	-	-	-	-	0
C 5352B	6	10	2	10	14	83	3.6	4	1	81	130	36	0
D 5349H	6	10	2	10	14	83	3.5	23	1	65	219	23	0
E 5317D	3	10	2	10	31	13	1.8	0	1	39	337	0	0
F 5287B	2	11	3	13	43	88	1.2	1	1	25	353	0	0
LINE 11410	(FLIGHT	1)											
A 5423B?	1	6	5	7	7	29	2.4	22	1	107	84	66	0
B 5441B	6	14	10	14	38	55	4.7	7	2	92	35	61	0
C 5442B	6	14	10	14	38	55	4.6	0	1	67	69	31	0
D 5472B?	1	7	2	7	21	28	1.7	8	1	68	424	12	0
E 5485S?	0	0	0	1	0	4	-	-	-	-	-	-	0
F 5499H	3	13	6	18	42	87	2.0	4	1	33	182	0	0
LINE 11420	(FLIGHT	16)											
A 5635D	8	11	10	14	40	19	6.2	24	1	100	94	59	0
B 5621B	19	18	34	33	86	24	13.7	8	3	62	16	40	0
C 5604H	0	2	1	2	2	4	-	-	-	-	-	-	0
D 5564S	0	5	1	8	22	29	0.5	0	1	57	743	0	0
E 5552S?	0	2	1	2	2	4	-	-	-	-	-	-	0
F 5543H	10	13	23	19	20	61	10.9	16	2	64	30	37	0
LINE 11430	(FLIGHT	16)											
A 5686D	12	10	9	10	34	29	11.4	23	1	108	66	69	0
B 5693D	7	7	6	12	36	60	6.6	18	2	86	56	51	0
C 5695B	7	8	6	12	36	60	5.8	22	1	71	125	31	30
D 5707B?	0	5	2	4	15	20	0.6	0	1	96	286	40	0
E 5719S?	0	2	1	2	2	4	-	-	-	-	-	-	0
F 5740B?	3	7	4	7	9	45	3.0	0	1	174	228	90	0
G 5754H	1	14	7	16	49	86	1.6	0	1	41	154	6	70

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ANOMALY/	FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 11440	(FLIGHT 16)													
A	5909D	5	14	7	17	48	8	3.3	3	1	65	97	28	0
B	5894D	30	25	42	40	105	64	16.9	4	2	58	32	32	0
C	5887D	16	14	18	19	42	42	12.3	8	2	57	55	25	0
D	5872D	3	8	3	6	21	34	2.5	14	1	71	223	25	0
E	5833S	1	2	1	2	2	4	-	-	-	-	-	-	0
F	5821D	5	7	6	6	6	35	5.7	25	1	87	254	35	0
G	5808B	9	10	11	13	79	61	8.1	24	1	47	98	15	0
LINE 11450	(FLIGHT 16)													
A	5928D	26	11	45	40	125	114	24.8	16	2	47	25	25	0
B	5934D	1	2	1	2	2	4	-	-	-	-	-	-	0
C	5943D	20	17	17	19	58	41	12.8	10	2	70	35	41	0
D	5950D	23	25	33	37	109	73	11.9	4	2	48	43	21	0
E	5962D	2	9	4	7	20	30	2.2	6	1	79	190	31	0
F	5971S?	0	6	0	4	12	23	3.1	30	1	108	972	6	0
G	5995B	5	9	4	17	23	90	2.9	0	2	85	61	46	0
H	6000B?	4	11	8	16	24	90	3.3	6	1	61	109	23	0
I	6011S	0	4	4	5	20	53	0.5	0	1	41	268	2	0
LINE 19010	(FLIGHT 17)													
A	5570D	10	22	19	24	74	75	5.8	1	1	36	80	6	0
B	5578D	1	14	2	13	7	1	0.7	0	1	73	137	32	13
C	5613H	0	15	2	18	63	111	0.5	0	1	35	233	0	30
D	5622B?	1	15	3	7	50	112	0.8	0	1	39	217	2	0
E	5656S	5	33	11	48	201	136	1.8	0	1	19	124	0	0
F	5690S	0	11	2	15	38	73	0.6	0	1	27	307	0	40
G	5797B?	1	6	1	6	15	51	0.7	0	1	40	272	0	40
H	5812H	7	30	10	38	141	172	2.5	0	1	26	99	0	230
I	5823B?	1	2	1	2	2	4	-	-	-	-	-	-	750
J	5827D	7	25	9	35	91	116	2.6	0	1	33	130	0	320
LINE 19011	(FLIGHT 17)													
A	5974H	1	2	1	2	2	4	-	-	-	-	-	-	0
B	5982H	4	13	7	19	27	41	2.7	0	1	29	98	0	0
C	6100S	1	9	2	12	22	33	0.6	0	1	21	460	0	0
D	6134B?	1	8	1	11	17	38	0.5	6	1	40	604	0	0
E	6152H	2	6	2	9	32	48	1.4	2	1	35	190	0	0
F	6255B?	1	2	1	2	2	4	-	-	-	-	-	-	0
G	6262B?	1	2	1	2	2	4	-	-	-	-	-	-	11
H	6304S	1	5	2	7	15	10	1.4	7	1	39	455	0	0
I	6323S	1	1	1	2	2	4	-	-	-	-	-	-	0

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ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND SIEMEN	DEPTH* M	COND SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 19011	(FLIGHT	17)											
J 6329S	0	4	1	7	28	50	0.5	0	1	40	639	0	0
K 6342H	1	2	0	2	2	4	-	-	-	-	-	-	0
L 6390S	1	5	2	7	22	46	1.4	0	1	32	436	0	0
LINE 19020	(FLIGHT	12)											
A 9572?	1	2	1	2	2	4	-	-	-	-	-	-	0
B 9570	7	20	12	40	87	185	3.0	0	1	26	70	0	0
C 9568?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 9563	6	18	13	4	135	99	1.0	0	1	17	78	3	0
E 9538	1	4	2	6	22	28	1.3	6	1	28	246	0	0
F 9531	3	12	2	17	55	104	1.3	0	1	25	300	0	0
G 9515	3	4	1	5	12	30	2.3	18	1	78	825	0	0
H 9458?	1	1	0	0	0	4	-	-	-	-	-	-	0
I 9438?	1	0	0	1	0	3	-	-	-	-	-	-	8
J 9437?	1	1	0	1	1	2	-	-	-	-	-	-	8
K 9430?	1	2	0	0	2	4	-	-	-	-	-	-	0
L 9425	5	10	0	2	4	44	6.0	22	1	205	992	0	0
M 9421	0	10	0	6	7	44	0.5	0	1	90	965	0	0
N 9416	5	10	0	6	7	44	5.6	1	1	187	992	0	0
O 9393	5	1	0	0	1	2	54.6	64	1	202	992	0	7
P 9321	2	8	1	12	44	48	1.3	0	1	40	674	0	0
Q 9313	5	8	3	15	55	36	3.2	7	1	28	338	0	50
R 9310?	1	2	1	2	2	4	-	-	-	-	-	-	0
S 9259	8	5	0	1	1	8	11.8	39	1	203	992	0	0
T 9258	8	0	0	0	2	8	383.4	57	1	206	992	0	0
U 9251	7	1	0	18	31	133	4.9	25	1	171	992	0	0
LINE 19040	(FLIGHT	13)											
A 4824B	1	2	1	2	2	4	-	-	-	-	-	-	0
B 4814D	4	12	3	10	42	42	2.6	0	1	41	177	2	0
C 4800H	1	2	1	2	2	4	-	-	-	-	-	-	50
D 4783H	4	10	8	16	16	36	3.8	11	2	57	50	27	30
E 4767D	1	2	1	2	2	4	-	-	-	-	-	-	0
F 4762B?	12	11	5	19	4	30	6.6	0	5	44	6	27	0
G 4756D	21	22	44	32	83	22	15.8	1	4	47	8	30	0
H 4741B	37	29	47	33	98	38	21.4	0	5	35	7	18	0
I 4737D	17	13	48	30	97	42	21.1	5	4	41	10	23	0
J 4730D	12	16	23	12	30	30	12.8	9	2	42	35	16	0
K 4726B	4	11	12	25	77	42	3.6	0	2	43	54	14	0
L 4717D	11	10	10	13	37	24	9.3	17	2	60	32	33	0
M 4714D	1	2	1	2	2	4	-	-	-	-	-	-	0

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LINE 19040	(FLIGHT	13)											
N 4709B	13	8	17	14	23	6	17.1	13	3	52	15	31	0
O 4705D	16	8	17	14	27	13	21.4	20	4	61	13	40	0
P 4691H	8	16	12	23	65	37	4.5	4	1	52	68	21	0
Q 4681B	1	2	1	2	2	3	-	-	-	-	-	-	0
R 4649H	2	5	2	7	4	11	2.4	9	1	43	354	0	0
S 4584S	0	6	0	8	22	46	0.5	0	1	48	725	0	0
T 4572S	2	8	2	11	34	77	1.2	0	1	27	436	0	30
U 4495S?	0	2	0	2	2	4	-	-	-	-	-	-	0
V 4454B?	1	2	1	2	2	4	-	-	-	-	-	-	0
W 4433B?	2	5	1	6	21	14	1.6	3	1	52	579	0	280
LINE 19050	(FLIGHT	14)											
A 5867B	1	2	0	2	2	4	-	-	-	-	-	-	0
B 5851H	1	8	4	10	8	1	1.6	0	1	48	206	6	0
C 5825S	0	4	1	8	19	59	0.5	0	1	64	722	0	0
D 5771H	5	15	4	16	49	68	2.6	0	1	37	137	2	0
E 5749S?	3	27	5	36	112	181	1.1	0	1	28	141	0	0
F 5708B?	1	2	1	2	2	4	-	-	-	-	-	-	19
G 5656S?	0	10	2	15	43	65	0.5	0	1	34	290	0	17
H 5604B	4	12	10	15	49	42	3.8	0	1	52	136	13	0
I 5599B	1	2	1	2	2	4	-	-	-	-	-	-	0
J 5584B	5	13	3	11	41	36	2.8	0	1	36	161	0	0
K 5453B	1	2	1	2	2	4	-	-	-	-	-	-	0
L 5446H	1	12	4	15	15	48	1.1	0	1	34	189	0	0
M 5369S	1	8	4	9	28	36	1.4	0	1	43	187	0	0
N 5356B?	0	2	1	2	2	4	-	-	-	-	-	-	340
O 5309S?	0	2	0	2	2	4	-	-	-	-	-	-	5
P 5273S?	1	10	2	13	54	55	0.7	0	1	28	492	0	0
Q 5233S	0	8	1	10	39	14	0.5	0	1	35	541	0	13
LINE 19060	(FLIGHT	16)											
A 515D	4	8	7	12	24	50	3.8	3	2	63	53	30	0
B 525H	1	2	1	2	2	4	-	-	-	-	-	-	15
C 568S?	0	2	0	2	2	4	-	-	-	-	-	-	0
D 614H	0	5	2	6	17	37	0.5	0	1	61	406	10	0
E 637H	0	2	1	2	2	4	-	-	-	-	-	-	0
F 665S	0	3	2	5	15	15	0.5	0	1	72	603	0	0
LINE 19062	(FLIGHT	16)											
A 1003S	0	5	1	8	12	30	0.5	0	1	36	357	0	0
B 1048S?	0	2	1	2	2	4	-	-	-	-	-	-	0

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LINE 19062 (FLIGHT 16)													
C 1103H	3	12	7	19	68	42	2.6	0	1	32	131	0	0
D 1113S	0	2	1	2	2	4	-	-	-	-	-	-	6
E 1211H	4	18	7	24	84	93	2.1	0	1	39	78	9	0
F 1217B?	5	14	9	25	36	27	3.3	0	1	37	122	3	0
G 1310S	0	2	0	2	2	4	-	-	-	-	-	-	0
H 1396H	0	4	2	8	7	26	0.5	0	1	36	589	0	0
I 1605H	2	6	2	8	29	40	2.1	3	1	52	244	7	14
LINE 19070 (FLIGHT 16)													
A 9152S	0	6	1	7	14	43	0.5	0	1	68	674	0	0
B 9126S	2	5	2	7	26	41	1.8	16	1	35	417	0	0
C 9108S	2	7	2	11	12	9	1.7	0	1	36	373	0	0
D 9055S	0	2	0	2	2	4	-	-	-	-	-	-	0
E 8865S	0	4	1	5	17	39	0.9	0	1	72	655	0	30
F 8818B?	1	2	1	2	2	4	-	-	-	-	-	-	0
G 8808D	4	7	1	7	17	29	2.5	20	1	123	685	24	0
H 8803S?	0	2	1	2	2	4	-	-	-	-	-	-	0
I 8777D	5	18	4	17	64	92	2.2	0	1	34	296	0	0
J 8749S	0	1	0	2	2	4	-	-	-	-	-	-	900
K 8647S	1	21	3	4	8	177	1.0	0	1	19	333	0	0
L 8614B?	1	2	0	2	2	4	-	-	-	-	-	-	0
M 8607D	4	11	5	2	31	49	3.6	11	1	25	653	0	0
N 8577D	2	11	1	8	21	58	1.0	0	1	72	443	10	0
O 8565H	1	12	3	16	67	37	1.0	0	1	26	295	0	0
P 8489S	0	10	0	14	24	31	0.7	0	1	34	675	0	0
Q 8424S	2	8	1	10	12	58	0.9	0	1	36	648	0	0
R 8412H	2	7	4	13	32	19	1.9	0	1	33	272	0	0
S 8384B?	1	2	0	2	2	4	-	-	-	-	-	-	1250
T 8358S?	1	2	0	2	2	4	-	-	-	-	-	-	30
LINE 19080 (FLIGHT 16)													
A 7980S	4	5	0	6	21	32	2.9	21	1	44	728	0	0
B 8001S?	3	7	0	16	7	8	1.0	0	1	14	596	0	0
C 8019S	1	2	0	2	0	4	-	-	-	-	-	-	0
D 8043S	0	2	0	2	0	4	-	-	-	-	-	-	0
E 8076S	1	2	0	2	0	4	-	-	-	-	-	-	0
F 8093S	1	6	0	8	22	61	0.5	0	1	53	771	0	20
G 8126S?	2	7	1	9	30	59	1.1	0	1	26	606	0	0
H 8135S	1	2	0	2	2	4	-	-	-	-	-	-	0
I 8168S?	2	15	1	22	57	74	0.7	0	1	19	526	0	390
J 8174B?	1	2	0	2	2	4	-	-	-	-	-	-	0

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

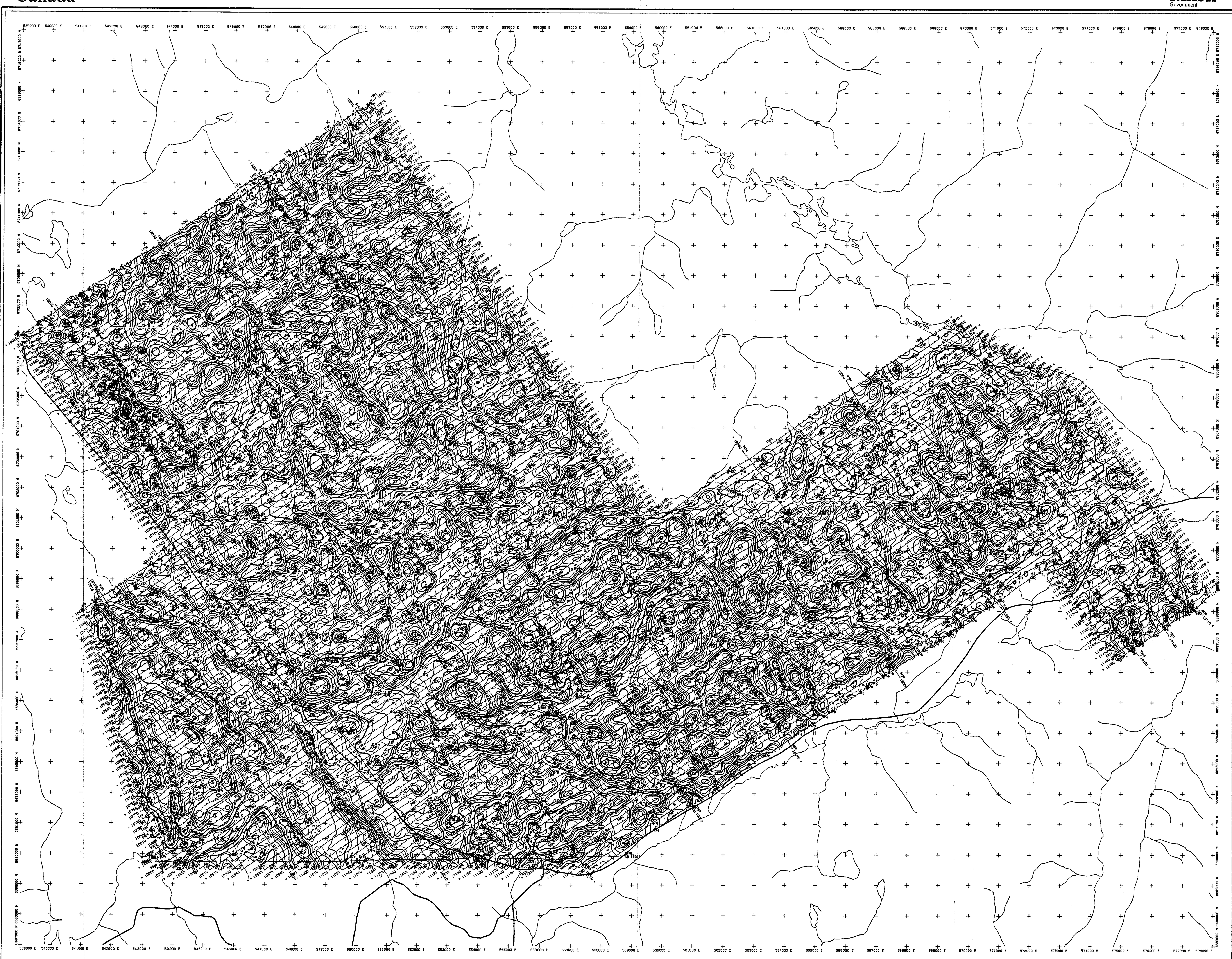
ANOMALY/ FID/INTERP	COAXIAL 863 HZ REAL PPM	COAXIAL 863 HZ QUAD PPM	COPLANAR 863 HZ REAL PPM	COPLANAR 863 HZ QUAD PPM	COPLANAR 7253 HZ REAL PPM	COPLANAR 7253 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 19090	(FLIGHT	16)											
A 7759S	3	4	0	6	14	37	2.3	23	1	50	741	0	140
B 7738S	1	2	1	2	2	4	-	-	-	-	-	-	0
C 7728S	4	2	3	4	15	14	1.0	0	1	37	209	15	0
D 7718S?	1	9	1	13	37	68	0.7	0	1	25	351	0	0
E 7688S	1	2	0	2	2	4	-	-	-	-	-	-	0
F 7676S	2	4	0	5	7	22	0.8	6	1	46	725	0	0
G 7596E	1	2	0	2	2	4	-	-	-	-	-	-	0
H 7592S	1	2	0	2	2	4	-	-	-	-	-	-	0
I 7570B?	1	2	1	2	2	4	-	-	-	-	-	-	0
J 7565B	8	5	7	6	14	26	13.9	29	1	62	94	26	0
K 7558S?	1	4	1	5	14	31	1.5	13	1	25	441	0	30
LINE 19100	(FLIGHT	16)											
A 6903B?	1	2	1	2	2	4	-	-	-	-	-	-	12
B 6910S	0	6	2	8	13	8	0.5	0	1	39	277	0	0
C 6925S	1	2	1	2	2	4	-	-	-	-	-	-	0
D 6934S	1	2	0	2	2	4	-	-	-	-	-	-	5
E 7025D	8	10	9	14	40	37	6.6	15	1	75	239	27	0
F 7029B?	4	4	9	5	14	23	0.6	0	1	49	205	27	0
G 7093S	1	2	1	2	2	4	-	-	-	-	-	-	0
H 7104L	1	2	1	2	2	4	-	-	-	-	-	-	0
I 7196S	1	2	0	2	2	4	-	-	-	-	-	-	0
LINE 19101	(FLIGHT	16)											
A 7411B	1	2	1	2	2	4	-	-	-	-	-	-	0
B 7358S	1	2	1	2	2	4	-	-	-	-	-	-	5
C 7328B?	6	14	1	22	71	78	2.1	3	1	60	74	27	0
D 7320D	5	6	12	11	35	42	7.9	25	2	64	55	33	11
E 7318B	5	6	12	18	49	42	6.0	17	2	59	30	33	30
LINE 19110	(FLIGHT	16)											
A 6399H	1	2	1	2	2	4	-	-	-	-	-	-	0
B 6382S?	1	4	0	5	12	43	0.3	0	1	29	248	8	0
C 6291S?	0	6	1	9	28	59	0.5	0	1	60	600	0	0
D 6281B?	0	4	1	5	15	33	0.5	0	1	91	699	9	0
E 6212H	2	5	2	8	17	31	1.6	5	1	60	94	23	0
F 6165H	0	4	2	6	19	28	1.1	7	1	61	164	19	0
G 6160H	0	2	1	2	2	4	-	-	-	-	-	-	0
H 6141H	0	7	2	9	30	53	0.5	0	1	50	231	9	0
I 6134S?	0	5	3	8	15	35	0.5	0	1	56	421	8	0
J 6120B	0	10	6	15	65	57	0.6	0	1	63	805	0	0

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

ANOMALY/ FID/INTERP	COAXIAL 863 HZ REAL PPM	COAXIAL 863 HZ QUAD PPM	COPLANAR 863 HZ REAL PPM	COPLANAR 863 HZ QUAD PPM	COPLANAR 7253 HZ REAL PPM	COPLANAR 7253 HZ QUAD PPM	VERTICAL DIKE COND SIEMEN	VERTICAL DIKE DEPTH* M	HORIZONTAL SHEET COND SIEMEN	HORIZONTAL SHEET DEPTH M	CONDUCTIVE EARTH RESIS OHM-M	CONDUCTIVE EARTH DEPTH M	MAG CORR NT
LINE 19110 (FLIGHT 16)													
K 6118B	0	10	6	15	65	57	0.7	0	1	60	188	17	440
L 6104D	0	9	5	13	25	24	1.2	0	1	63	166	19	1750
M 6100B?	0	2	1	2	2	4	-	-	-	-	-	-	1910
N 6093H	1	5	13	12	29	19	5.7	17	1	60	67	27	0

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

Canada



TECHNICAL SUMMARY

Navigation	Sercel real time differential GPS positioning
Data reduction grid interval	50 metres
Terrain clearance	Helicopter 60 m Electromagnetic sensor 30 m Magnetometer. VLF receiver 40 m
Data sampling interval	0.1 second
Magnetometer / sensitivity	Scintrex cesium / 0.01 nT
VLF receiver / sensitivity	Herz 2A / 1%
Electromagnetic system	DIGHEM[V]

Frequency	Sensitivity	Coil Orientation
900 Hz	0.1 ppm	Vertical coaxial
5500 Hz	0.2 ppm	Vertical coaxial
900 Hz	0.1 ppm	Horizontal coplanar
7200 Hz	0.2 ppm	Horizontal coplanar
56000 Hz	1.0 ppm	Horizontal coplanar

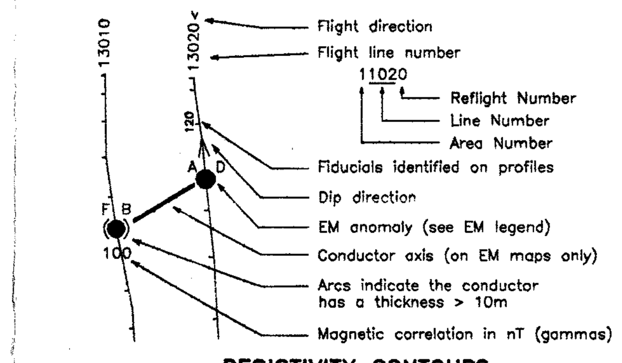
ELECTROMAGNETIC ANOMALIES

Grade	Anomaly	Conductance
7	●	>100 siemens
6	◕	50–100 siemens
5	◓	20–50 siemens
4	⊕	10–20 siemens
3	⊕	5–10 siemens
2	○	1–5 siemens
1	◌	< 1 siemens
–	✳	Questionable anomaly

Anomaly identifier — Interpretive symbol — Depth is greater than: · 15 m, : 30 m, ⁝ 45 m, ⁞ 60 m — Inphase and Quadrature of coaxial coil is greater than: . 5 ppm, .. 10 ppm, ... 15 ppm, ... 20 ppm

Interpretive symbol	Conductor ("model")
B	Bedrock conductor
D	Narrow bedrock conductor ("thin dike")
S	Conductive cover ("horizontal thin sheet")
H	Broad conductive rock unit, deep conductive weathering, thick conductive cover ("half space")
E	Edge of broad conductor ("edge of half space")
L	Culture, e.g. power line, metal building or fence

FLIGHT LINES WITH EM ANOMALIES

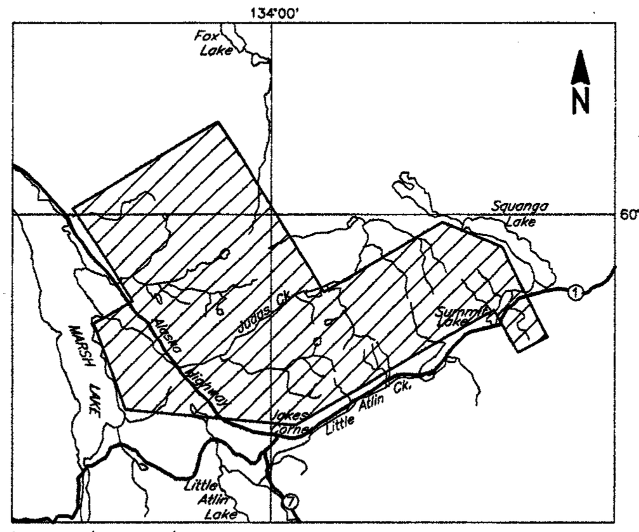


RESISTIVITY CONTOURS

1000
800
600
500
400
300
250
200
150
125
100

Contours in ohm–m at 10 intervals per decade

LOCATION MAP



NTS: 105C/5,12 105D/8,9 SCALE: 1:400,000

YUKON PROSPECTORS' ASSOCIATION
JAKES CORNER, YUKON

RESISTIVITY 56,000 Hz COPLANAR

DIGHEM[V] SURVEY	NTS: 105C5,12 105D/8,9	GEOPHYSICIST:
DATE: MARCH, 1994	JOB: 1168	SHEET: 1

DIGHEM, A division of CGG Canada Ltd.

0 1 2 3 4 5 Km
0 1 2 3 Mi
Scale 1:50 000

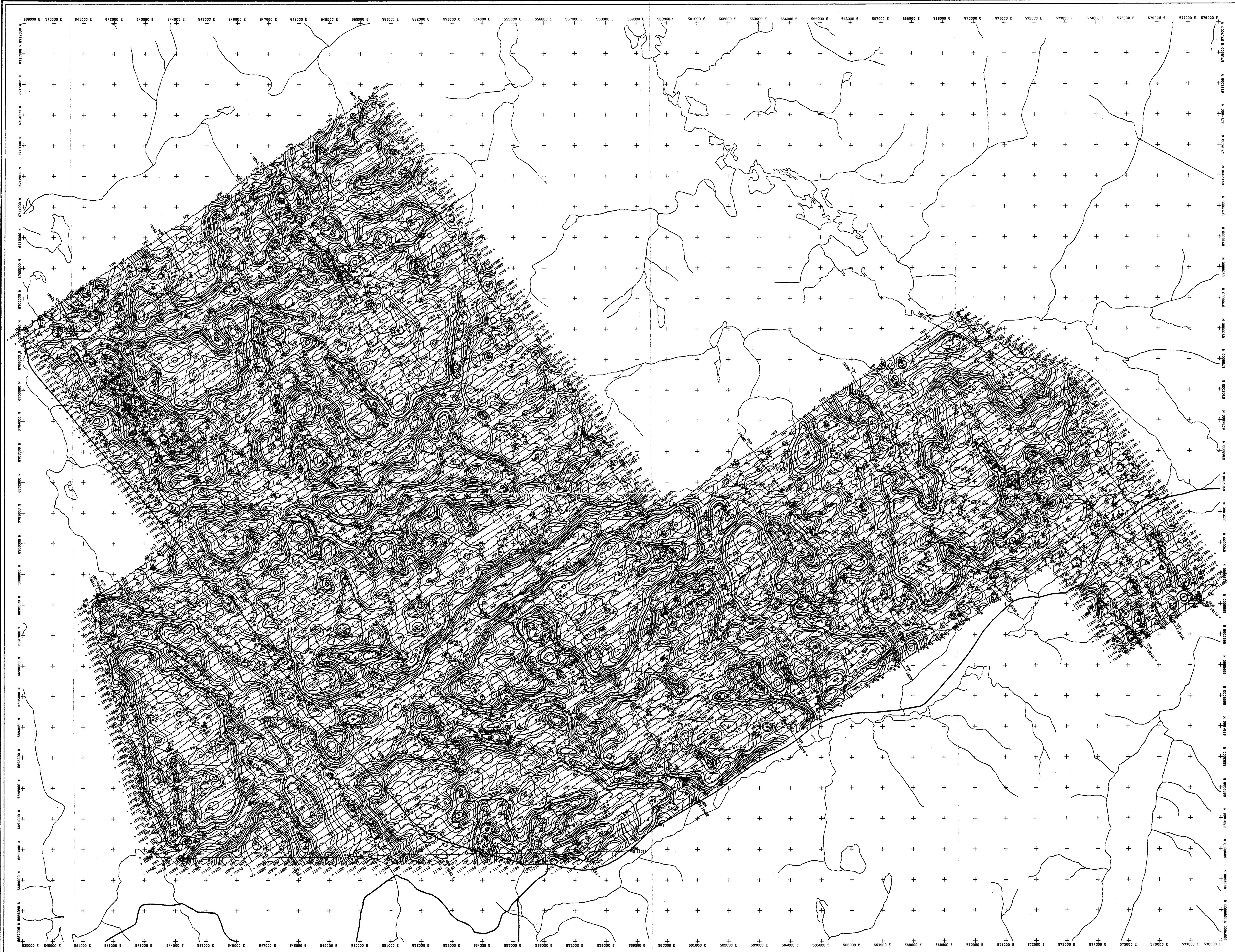
DIGHEM
Quality and Service in Airborne Geophysics

To accompany Open File 1994-10(G)

Canada

Canada/Yukon Economic Development Agreement

Yukon Government



TECHNICAL SUMMARY

Navigation . . . . Sercel real time differential GPS positioning
Data reduction grid interval . . . . 50 metres
Terrain clearance . . . . Helicopter 60 m
Electromagnetic sensor 30 m
Magnetometer. VLF receiver 40 m
Data sampling interval . . . . 0.1 second
Magnetometer / sensitivity . . . . . Scintrex cesium / 0.01 nT
VLF receiver / sensitivity . . . . . Herz 2A / 1%
Electromagnetic system . . . . . . DIGHEM

Frequency	Sensitivity	Coil Orientation
900 Hz	0.1 ppm	Vertical coaxial
5500 Hz	0.2 ppm	Vertical coaxial
900 Hz	0.1 ppm	Horizontal coplanar
7200 Hz	0.2 ppm	Horizontal coplanar
56000 Hz	1.0 ppm	Horizontal coplanar

ELECTROMAGNETIC ANOMALIES

Grade	Anomaly	Conductance
7	●	>100 siemens
6	◕	50–100 siemens
5	◒	20–50 siemens
4	⊕	10–20 siemens
3	⊕	5–10 siemens
2	○	1–5 siemens
1	◌	< 1 siemens
–	✳	Questionable anomaly

Anomaly identifier
Interpretive symbol
Depth is greater than
· 15 m
: 30 m
⁝ 45 m
⁞ 60 m
Inphase and Quadrature of coaxial coil is greater than
. 5 ppm
.. 10 ppm
... 15 ppm
.... 20 ppm

Interpretive symbol	Conductor ("model")
B	Bedrock conductor
D	Narrow bedrock conductor ("thin dike")
S	Conductive cover ("horizontal thin sheet")
H	Broad conductive rock unit, deep conductive weathering, thick conductive cover ("half space")
E	Edge of broad conductor ("edge of half space")
L	Culture, e.g. power line, metal building or fence

FLIGHT LINES WITH EM ANOMALIES

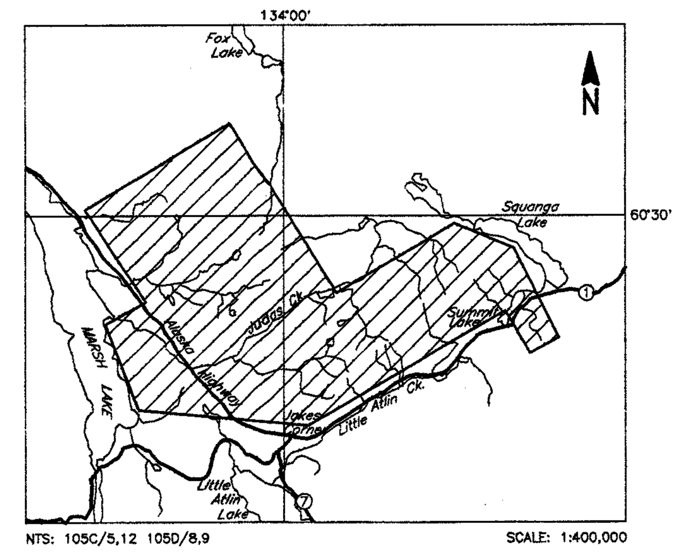
13010
13020
Flight direction
Flight line number
11020
Reflight Number
Line Number
Area Number
Fiducials identified on profiles
Dip direction
EM anomaly (see EM legend)
Conductor axis (on EM maps only)
Arcs indicate the conductor has a thickness > 10m
Magnetic correlation in nT (gammas)

RESISTIVITY CONTOURS

1000
800
600
500
400
300
250
200
150
125
100

Contours in ohm–m at 10 intervals per decade

LOCATION MAP



NTS: 105C/5,12 105D/8,9 SCALE: 1:400,000

YUKON PROSPECTORS' ASSOCIATION
JAKES CORNER, YUKON

RESISTIVITY 7200 Hz COPLANAR

DIGHEM V SURVEY	NTS: 105C5,12 105D/8,9	GEOPHYSICIST:
DATE: MARCH, 1994	JOB: 1168	SHEET: 1

DIGHEM, A division of CGG Canada Ltd.

0 1 2 3 4 5 Km
0 1 2 3 Mi
Scale 1:50 000

DIGHEM
Quality and Service in Airborne Geophysics

To accompany Open File 1994-10(G)

Canada

Canada/Yukon Economic Development Agreement

Yukon Government

TECHNICAL SUMMARY

Navigation . . . . Sercel real time differential GPS positioning
Data reduction grid interval . . . . 50 metres
Terrain clearance . . . . Helicopter 60 m
Electromagnetic sensor 30 m
Magnetometer, VLF receiver 40 m
Data sampling interval . . . . 0.1 second
Magnetometer / sensitivity . . . . . Scintrex cesium / 0.01 nT
VLF receiver / sensitivity . . . . . Herz 2A / 1%
Electromagnetic system . . . . DIGHEM^V

Frequency	Sensitivity	Coil Orientation
900 Hz	0.1 ppm	Vertical coaxial
5500 Hz	0.2 ppm	Vertical coaxial
900 Hz	0.1 ppm	Horizontal coplanar
7200 Hz	0.2 ppm	Horizontal coplanar
56000 Hz	1.0 ppm	Horizontal coplanar

ELECTROMAGNETIC ANOMALIES

Grade	Anomaly	Conductance
7	●	>100 siemens
6	◕	50–100 siemens
5	◒	20–50 siemens
4	⊕	10–20 siemens
3	⊕	5–10 siemens
2	○	1–5 siemens
1	◌	< 1 siemens
–	✳	Questionable anomaly

Anomaly identifier — Interpretive symbol

Depth is greater than
· 15 m
: 30 m
⁝ 45 m
⁞ 60 m

Inphase and Quadrature of coaxial coil is greater than
. 5 ppm
.. 10 ppm
... 15 ppm
.... 20 ppm

Interpretive symbol	Conductor ("model")
B	Bedrock conductor
D	Narrow bedrock conductor ("thin dike")
S	Conductive cover ("horizontal thin sheet")
H	Broad conductive rock unit, deep conductive weathering, thick conductive cover ("half space")
E	Edge of broad conductor ("edge of half space")
L	Culture, e.g. power line, metal building or fence

FLIGHT LINES WITH EM ANOMALIES

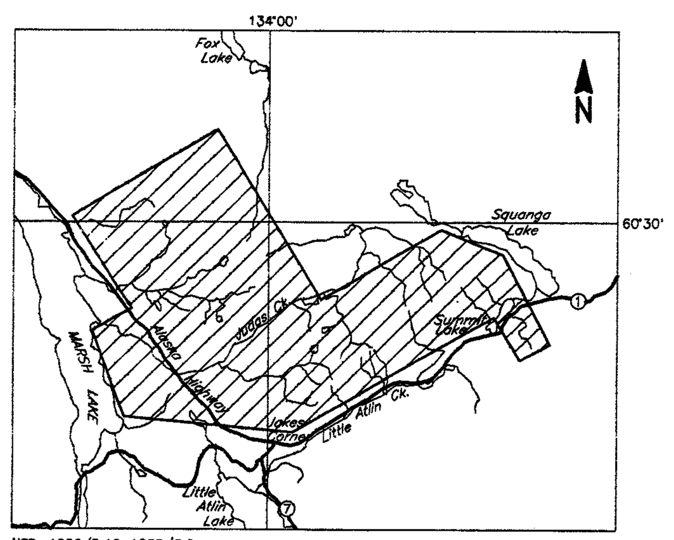
13010
13020 < — Flight direction
Flight line number
11020
Reflight Number
Line Number
Area Number
Fiducials identified on profiles
Dip direction
EM anomaly (see EM legend)
Conductor axis (on EM maps only)
Arcs indicate the conductor has a thickness > 10m
Magnetic correlation in nT (gammas)

RESISTIVITY CONTOURS

1000
800
600
500
400
300
250
200
150
125
100

Contours in ohm–m at 10 intervals per decade

LOCATION MAP



NTS: 105C/5,12 105D/8,9 SCALE: 1:400,000

YUKON PROSPECTORS' ASSOCIATION
JAKES CORNER, YUKON

RESISTIVITY
900 Hz COPLANAR

DIGHEM^V SURVEY	NTS: 105C5,12 105D/8,9	GEOPHYSICIST:
DATE: MARCH, 1994	JOB: 1168	SHEET: 1

DIGHEM, A division of CGG Canada Ltd.

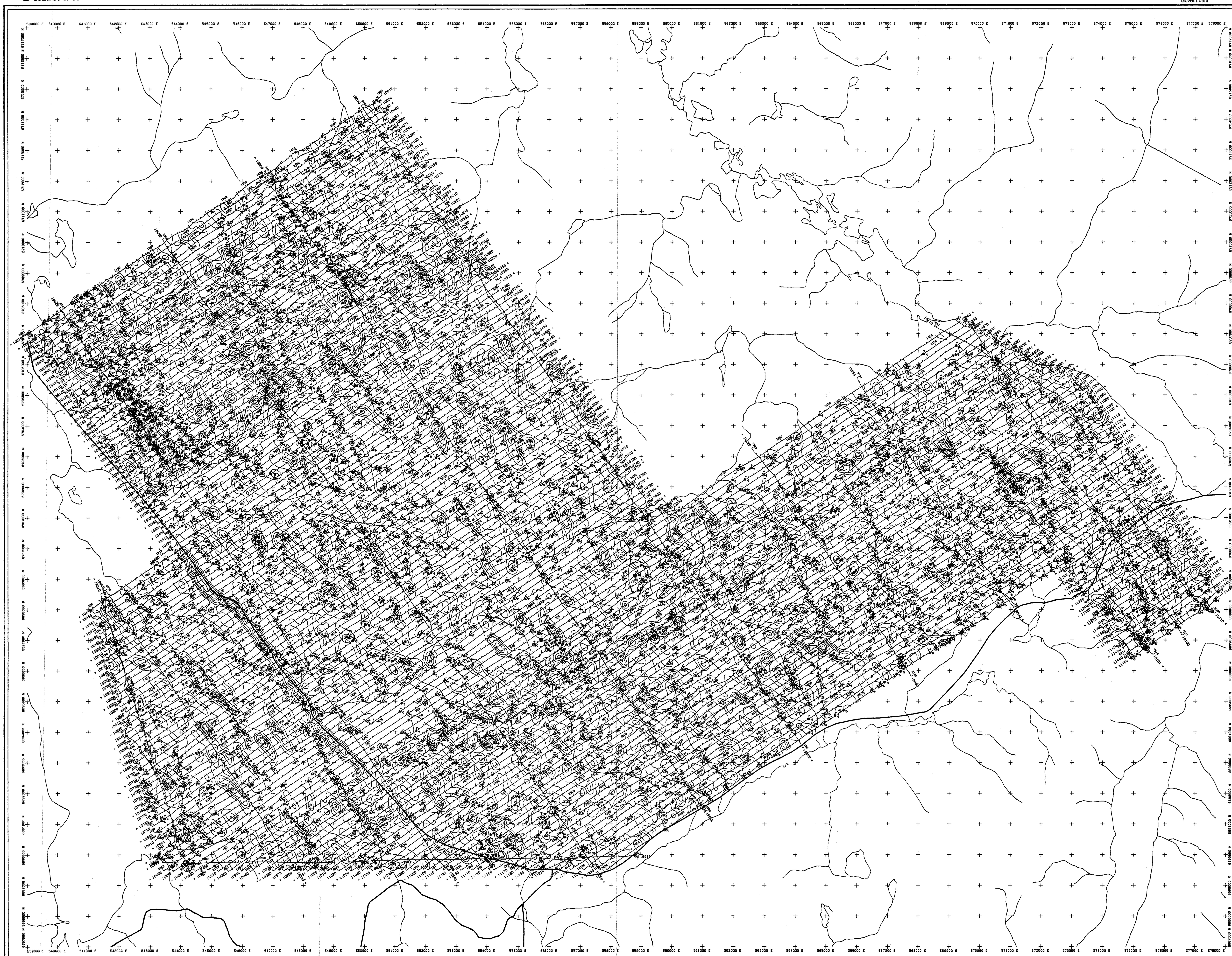
0 1 2 3 4 5 Km
0 1 2 3 Mi
Scale 1:50 000

DIGHEM
Quality and Service in Airborne Geophysics

To accompany Open File 1994-10(G)

Canada

Yukon Government



TECHNICAL SUMMARY

Navigation . . . . Sercel real time differential GPS positioning
Data reduction grid interval . . . . 50 metres
Terrain clearance . . . . Helicopter 60 m
Electromagnetic sensor 30 m
Magnetometer. VLF receiver 40 m
Data sampling interval . . . . 0.1 second
Magnetometer / sensitivity . . . . . Scintrex cesium / 0.01 nT
VLF receiver / sensitivity . . . . . Herz 2A / 1%
Electromagnetic system . . . . . . DIGHEM

Frequency	Sensitivity	Coil Orientation
900 Hz	0.1 ppm	Vertical coaxial
5500 Hz	0.2 ppm	Vertical coaxial
900 Hz	0.1 ppm	Horizontal coplanar
7200 Hz	0.2 ppm	Horizontal coplanar
56000 Hz	1.0 ppm	Horizontal coplanar

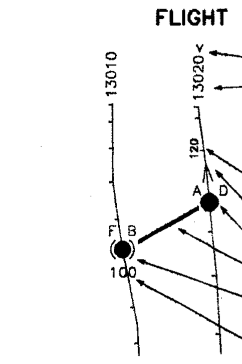
ELECTROMAGNETIC ANOMALIES

Grade	Anomaly	Conductance
7	●	>100 siemens
6	◕	50–100 siemens
5	◒	20–50 siemens
4	⊕	10–20 siemens
3	⊕	5–10 siemens
2	○	1–5 siemens
1	◌	< 1 siemens
–	✳	Questionable anomaly

Anomaly identifier
Interpretive symbol
Depth is greater than
· 15 m
: 30 m
⋮ 45 m
⁞ 60 m
Inphase and Quadrature of coaxial coil is greater than
. 5 ppm
.. 10 ppm
... 15 ppm
.... 20 ppm

Interpretive symbol	Conductor ("model")
B	Bedrock conductor
D	Narrow bedrock conductor ("thin dike")
S	Conductive cover ("horizontal thin sheet")
H	Broad conductive rock unit, deep conductive weathering, thick conductive cover ("half space")
E	Edge of broad conductor ("edge of half space")
L	Culture, e.g. power line, metal building or fence

FLIGHT LINES WITH EM ANOMALIES



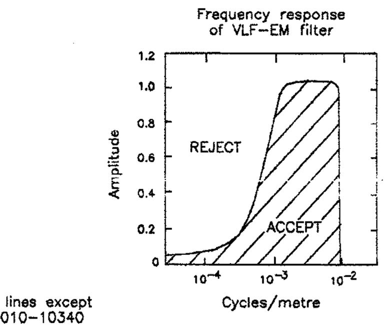
VLF CONTOURS

Contours in percent

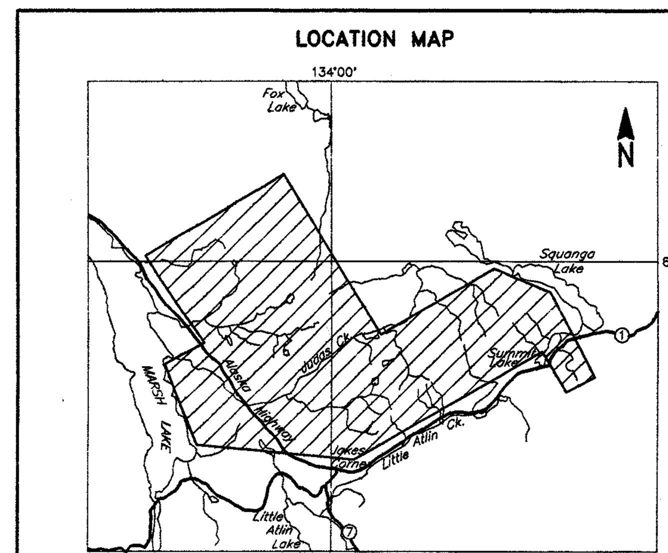
—— 10 ——
—— 2 ——
– – 1 – –

STATION

NLK Seattle (Wash.) – 24.8 kHz – all lines except
NSS Annapolis (Md.) – 21.4 kHz – 10010-10340



LOCATION MAP



NTS: 105C/5,12 105D/8,9 SCALE: 1:400,000

YUKON PROSPECTORS' ASSOCIATION
JAKES CORNER, YUKON

FILTERED VLF

DIGHEM SURVEY	NTS: 105C5,12 105D/8,9	GEOPHYSICIST:
DATE: MARCH, 1994	JOB: 1168	SHEET: 1

DIGHEM, A division of CGG Canada Ltd.

Scale 1:50 000

DIGHEM
Quality and Service in Airborne Geophysics

To accompany Open File 1994-10(G)

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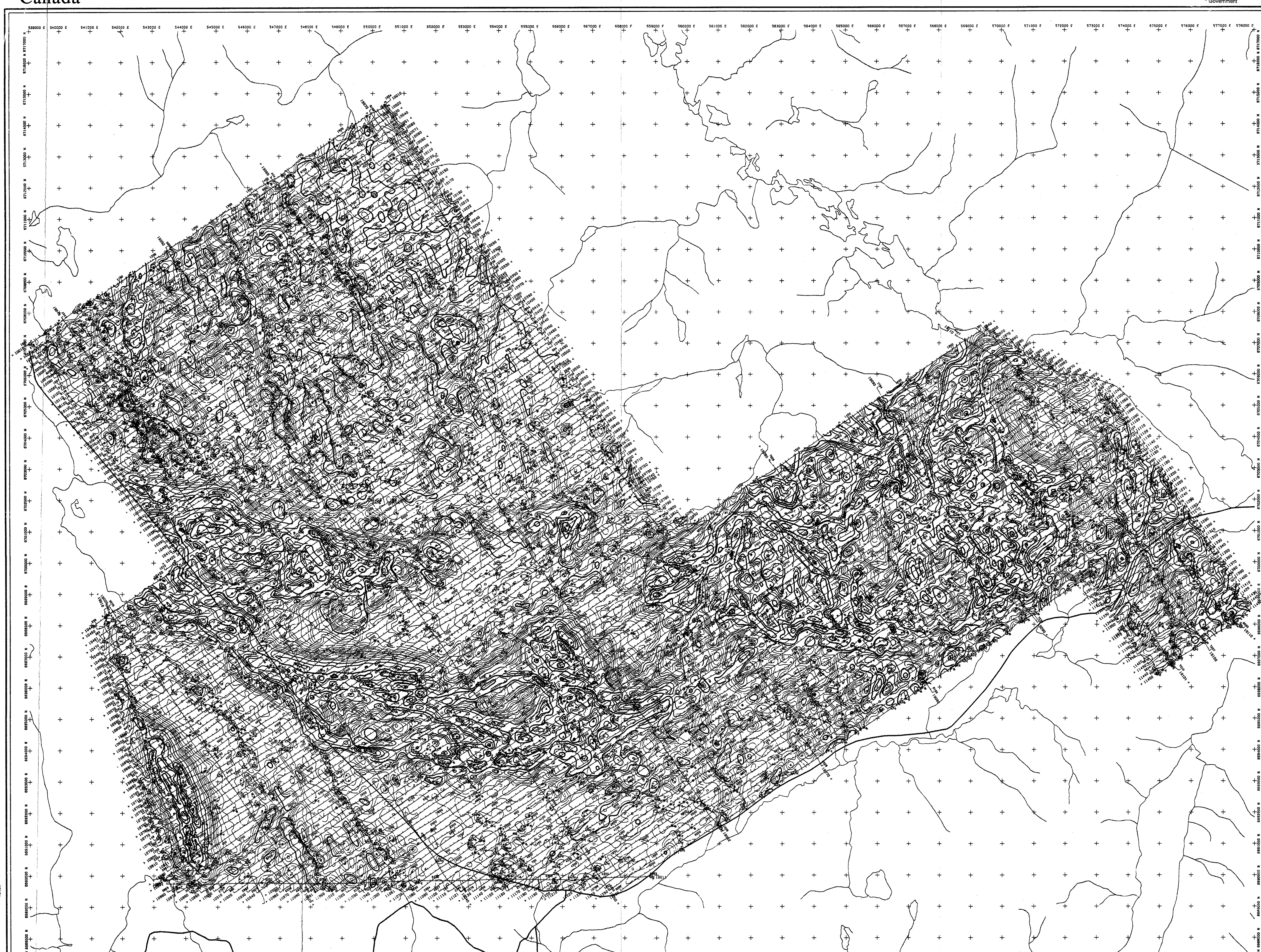
Yukon Government



TECHNICAL SUMMARY

Navigation	Sercel real time differential GPS positioning
Data reduction grid interval	50 metres
Terrain clearance	Helicopter 60 m Electromagnetic sensor 30 m Magnetometer. VLF receiver 40 m
Data sampling interval	0.1 second
Magnetometer / sensitivity	Scintrex cesium / 0.01 nT
VLF receiver / sensitivity	Herz 2A / 1%
Electromagnetic system	DIGHEM^{V}

Frequency	Sensitivity	Coil Orientation
900 Hz	0.1 ppm	Vertical coaxial
5500 Hz	0.2 ppm	Vertical coaxial
900 Hz	0.1 ppm	Horizontal coplanar
7200 Hz	0.2 ppm	Horizontal coplanar
56000 Hz	1.0 ppm	Horizontal coplanar

ELECTROMAGNETIC ANOMALIES

Grade	Anomaly	Conductance
7	●	>100 siemens
6	◕	50–100 siemens
5	◒	20–50 siemens
4	⊕	10–20 siemens
3	⊕	5–10 siemens
2	○	1–5 siemens
1	◌	< 1 siemens
–	✳	Questionable anomaly

Anomaly identifier — Interpretive symbol

Depth is greater than
- · 15 m
- : 30 m
- ⁝ 45 m
- ⁞ 60 m

Inphase and Quadrature of coaxial coil is greater than
- . 5 ppm
- .. 10 ppm
- ... 15 ppm
- .... 20 ppm

Interpretive symbol	Conductor ("model")
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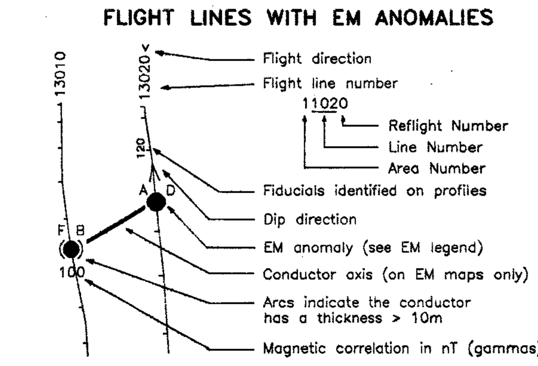
E	Edge of broad conductor ("edge of half space")
L	Culture, e.g. power line, metal building or fence

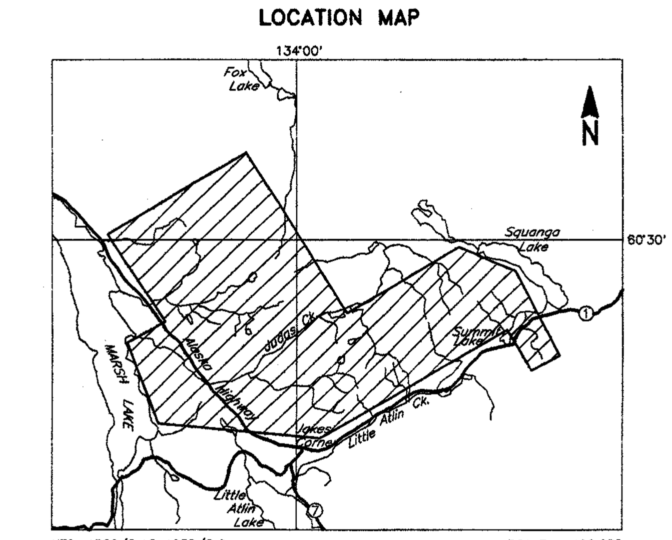
FLIGHT LINES WITH EM ANOMALIES



CALCULATED VERTICAL GRADIENT CONTOURS

Line	Value
thick solid	2.5 nT/metre
medium solid	0.5 nT/metre
thin solid	0.1 nT/metre
dashed	0.05 nT/metre

LOCATION MAP



NTS: 105C/5,12 105D/8,9 — SCALE: 1:400,000

YUKON PROSPECTORS' ASSOCIATION
JAKES CORNER, YUKON

CALCULATED VERTICAL GRADIENT MAGNETICS

DIGHEM^{V} SURVEY	NTS: 105C5,12 105D/8,9	GEOPHYSICIST:
DATE: MARCH, 1994	JOB: 1168	SHEET: 1

DIGHEM, A division of CGG Canada Ltd.

0 1 2 3 4 5 Km

0 1 2 3 Mi

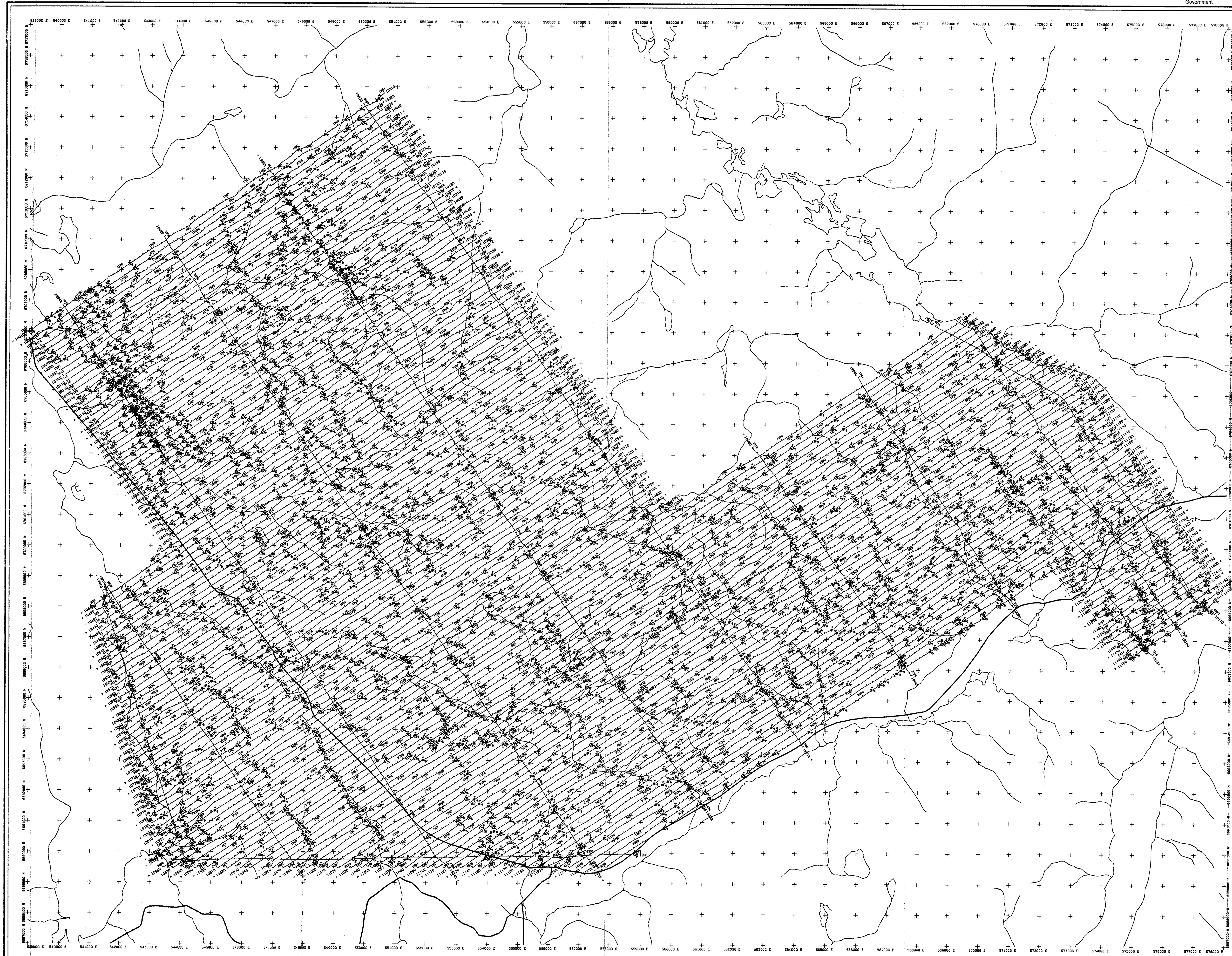
Scale 1:50 000

DIGHEM

Canada

Canada/Yukon Economic Development Agreement

Yukon Government



TECHNICAL SUMMARY

Navigation	Sercel real time differential GPS positioning
Data reduction grid interval	50 metres
Terrain clearance	Helicopter 60 m Electromagnetic sensor 30 m Magnetometer, VLF receiver 40 m
Data sampling interval	0.1 second
Magnetometer / sensitivity	Scintrex cesium / 0.01 nT
VLF receiver / sensitivity	Herz 2A / 1%
Electromagnetic system	DIGHEM[V]

Frequency	Sensitivity	Coil Orientation
900 Hz	0.1 ppm	Vertical coaxial
5500 Hz	0.2 ppm	Vertical coaxial
900 Hz	0.1 ppm	Horizontal coplanar
7200 Hz	0.2 ppm	Horizontal coplanar
56000 Hz	1.0 ppm	Horizontal coplanar

ELECTROMAGNETIC ANOMALIES

Grade	Anomaly	Conductance
7	●	>100 siemens
6	◕	50–100 siemens
5	◓	20–50 siemens
4	⊕	10–20 siemens
3	⊕	5–10 siemens
2	○	1–5 siemens
1	◌	< 1 siemens
–	✳	Questionable anomaly

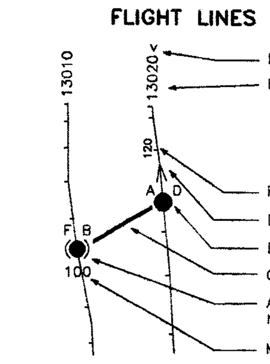
Anomaly identifier — Interpretive symbol

Depth is greater than
- · 15 m
- : 30 m
- ⁝ 45 m
- ⁞ 60 m

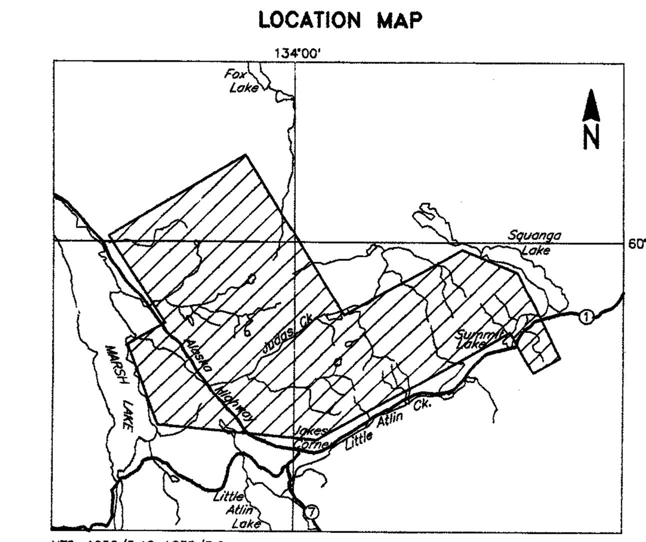
Inphase and Quadrature of coaxial coil is greater than
- . 5 ppm
- .. 10 ppm
- ... 15 ppm
- .... 20 ppm

Interpretive symbol	Conductor ("model")
B	Bedrock conductor
D	Narrow bedrock conductor ("thin dike")
S	Conductive cover ("horizontal thin sheet")
H	Broad conductive rock unit, deep conductive weathering, thick conductive cover ("half space")
E	Edge of broad conductor ("edge of half space")
L	Culture, e.g. power line, metal building or fence

FLIGHT LINES WITH EM ANOMALIES



LOCATION MAP



NTS: 105C/5,12 105D/8,9 — SCALE: 1:400,000

YUKON PROSPECTORS' ASSOCIATION
JAKES CORNER, YUKON

ELECTROMAGNETIC ANOMALIES

DIGHEM[V] SURVEY	NTS: 105C5,12 105D/8,9	GEOPHYSICIST:
DATE: MARCH, 1994	JOB: 1168	SHEET: 1

DIGHEM, A division of CGG Canada Ltd.

0 1 2 3 4 5 Km

0 1 2 3 Mi

Scale 1:50 000

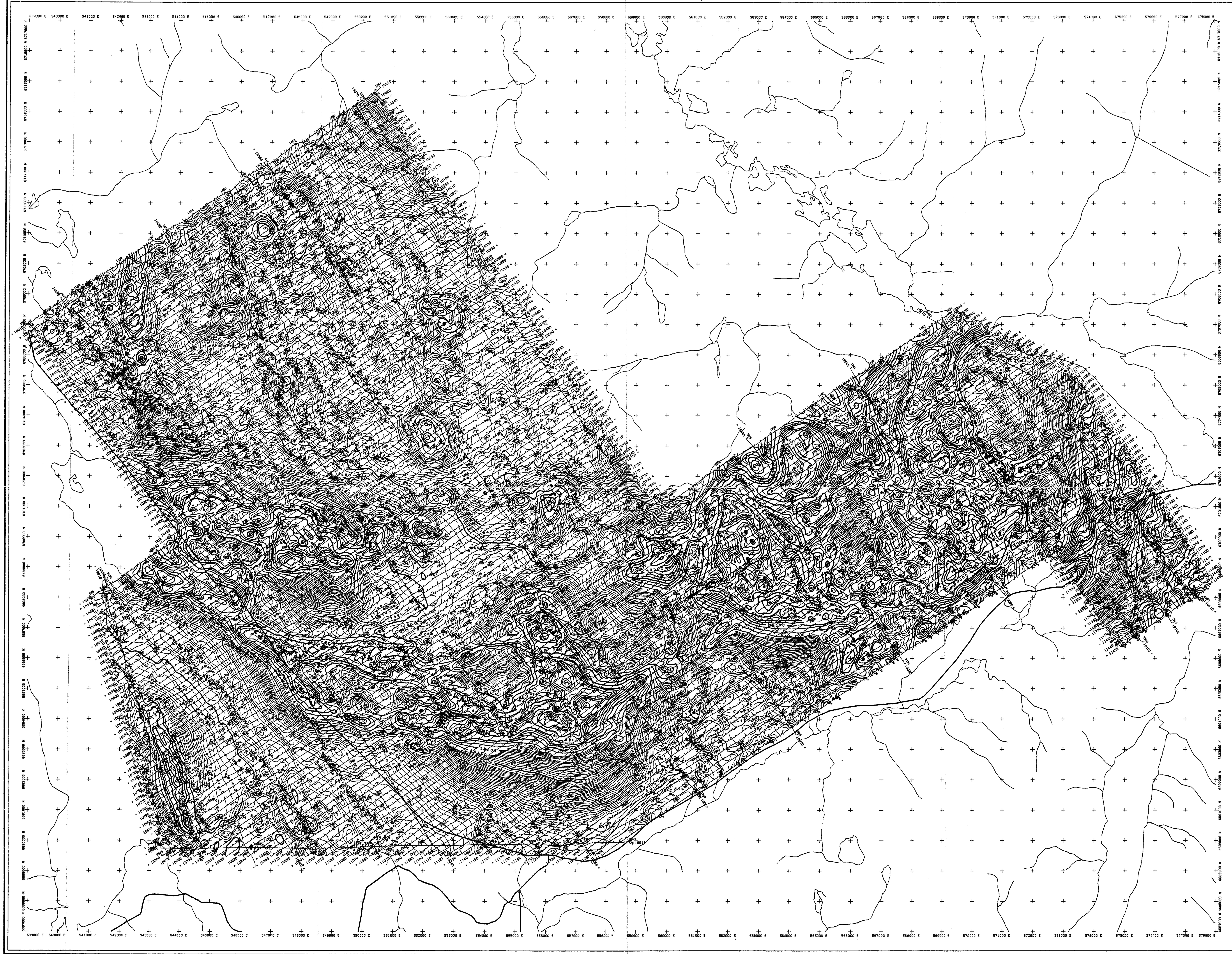
DIGHEM
Quality and Service in Airborne Geophysics

To accompany Open File 1994-10(G)

Canada

Canada/Yukon Economic Development Agreement

Yukon Government



TECHNICAL SUMMARY

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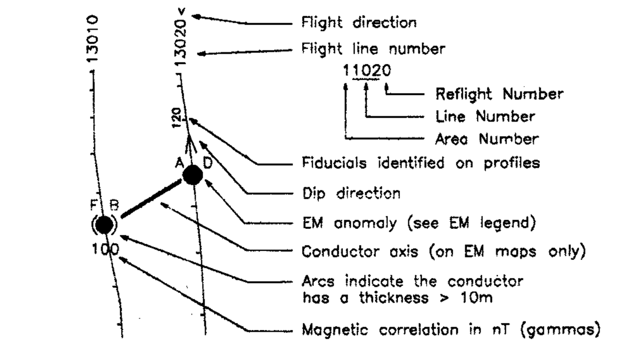
FLIGHT LINES WITH EM ANOMALIES



TOTAL FIELD MAGNETIC CONTOURS

.... 500 nT

.... 100 nT

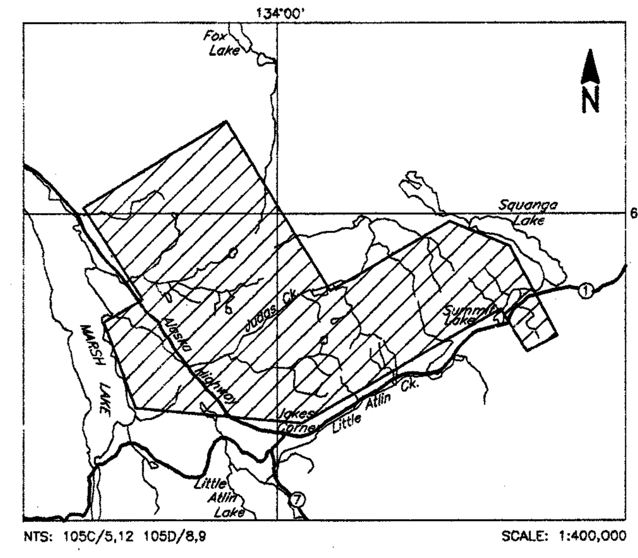
.... 20 nT

.... 10 nT

.... magnetic low

Magnetic inclination within the survey area: 76 degrees

LOCATION MAP



NTS: 105C/5,12 105D/8,9 SCALE: 1:400,000

YUKON PROSPECTORS' ASSOCIATION
JAKES CORNER, YUKON

TOTAL FIELD MAGNETICS

DIGHEM^v SURVEY	NTS: 105C5,12 105D/8,9	GEOPHYSICIST:
DATE: MARCH, 1994	JOB: 1168	SHEET: 1

DIGHEM, A division of CGG Canada Ltd.

0 1 2 3 4 5 Km
0 1 2 3 Mi
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DIGHEM
Quality and Service in Airborne Geophysics

To accompany Open File 1994-10(G)