

---

A P P E N D I X D

EM ANOMALY LIST

---

	COAXIAL 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN	COND DEPTH M	COND DEPTH SIEMEN	COND DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10010	(FLIGHT	11)											
A 2254 E	0	2	1	2	2	4	-	-	-	-	-	-	0
B 2258 S	0	18	3	40	214	223	0.6	0	1	3	342	0	0
C 2277 D	32	21	17	23	42	31	16.8	2	1	11	556	0	8980
D 2289 D	32	7	33	40	73	200	27.4	16	1	109	73	70	410
E 2295 S?	3	17	33	35	137	225	5.6	0	1	6	221	0	0
F 2300 E	2	23	4	41	187	240	0.8	0	1	0	367	0	0
G 2341 S?	1	23	2	35	49	100	0.7	0	1	0	412	0	0
LINE 10020	(FLIGHT	11)											
A 2195 S?	0	2	0	2	2	4	-	-	-	-	-	-	0
B 2193 S	0	10	0	22	62	182	0.5	0	1	15	579	0	0
C 2184 S?	0	7	0	5	20	30	1.3	0	1	57	834	0	0
D 2161 D	16	11	12	7	24	16	18.1	23	1	63	814	0	5870
E 2148 D	36	35	27	15	71	196	16.6	0	1	29	269	0	1150
F 2143 S?	4	19	27	37	152	228	4.6	0	1	13	204	0	0
G 2121 S	0	5	2	8	16	70	1.4	1	1	44	766	0	0
H 2107 S	0	2	1	2	2	4	-	-	-	-	-	-	0
I 2093 S	2	13	1	22	112	134	0.8	0	1	7	618	0	70
LINE 10030	(FLIGHT	11)											
A 1941 S	0	3	0	4	11	36	0.3	0	1	24	986	0	0
B 1962 S?	1	2	0	2	2	4	-	-	-	-	-	-	0
C 1969 D	8	9	9	9	34	47	7.9	6	1	50	703	0	340
D 2006 S	1	9	2	13	43	113	1.4	0	1	11	622	0	0
E 2018 S?	2	20	2	35	170	206	0.7	0	1	0	387	0	30
F 2028 S?	2	12	2	19	77	146	0.8	0	1	8	570	0	0
G 2034 S	1	6	0	12	28	93	0.6	0	1	45	746	0	6
LINE 10040	(FLIGHT	11)											
A 1890 S	0	6	0	11	34	95	0.6	0	1	38	775	0	40
B 1830 D	36	31	34	30	94	101	16.7	0	1	48	56	18	520
C 1818 S?	1	12	2	23	78	178	0.6	0	1	18	431	0	0
D 1801 S	1	9	1	15	50	128	0.6	0	1	18	557	0	0
E 1786 S	1	4	1	7	16	48	0.7	0	1	33	672	0	9
F 1767 S	1	8	2	14	59	96	0.9	0	1	7	530	0	0
G 1760 S	0	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10050	(FLIGHT	11)											
A 1600 S	1	2	0	5	17	39	0.5	0	1	5	456	0	0
B 1651 D	23	22	18	27	85	97	10.7	0	1	36	238	0	160
C 1654 B?	23	10	18	27	85	97	17.2	3	1	48	174	8	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.

## 1069 AREA A

## HELDER LAKE

	COAXIAL 900 HZ		COPLANAR 900 HZ		COPLANAR 7200 HZ		VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR			
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND .SIEMEN	DEPTH* M	COND .SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10050	(FLIGHT 11)												
D 1663 S	1	2	1	2	2	4	-	-	-	-	-	-	0
E 1673 S	2	8	1	13	50	89	0.8	0	1	6	581	0	0
F 1690 S	1	4	0	7	16	57	0.5	4	1	62	774	0	0
G 1710 S?	3	10	1	17	75	99	1.1	0	1	12	681	0	0
LINE 10060	(FLIGHT 11)												
A 1524 D	2	10	0	5	24	29	8.8	13	1	56	834	0	7330
B 1513 D	100	24	74	9	184	176	158.9	0	5	62	6	44	880
C 1508 B?	9	11	74	9	184	176	56.6	10	1	17	244	0	0
D 1485 E	2	15	2	22	78	177	0.8	0	1	10	575	0	0
E 1457 S	1	2	0	2	2	4	-	-	-	-	-	-	0
F 1447 S?	4	13	2	36	133	234	1.2	0	1	0	406	0	0
G 1441 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
H 1429 S	4	3	0	6	14	1	3.1	36	1	84	899	0	50
LINE 10070	(FLIGHT 11)												
A 1291 S	0	5	0	9	23	79	0.5	0	1	49	843	0	0
B 1319 D	15	11	7	6	28	27	13.1	25	1	70	837	0	5320
C 1327 D	36	10	29	14	70	69	59.6	0	1	61	84	24	60
D 1331 D	51	17	32	16	68	69	54.0	0	2	66	41	36	670
E 1352 S	2	13	2	22	89	157	0.7	0	1	1	567	0	0
F 1377 S	1	6	3	12	46	94	1.1	6	1	43	424	2	0
G 1389 S	4	27	5	51	251	265	1.2	0	1	0	257	0	0
H 1394 S	3	17	2	32	154	211	0.8	0	1	0	425	0	0
I 1404 S	2	3	0	6	11	33	1.5	19	1	76	890	0	0
LINE 10080	(FLIGHT 11)												
A 1196 S	0	8	0	18	46	161	0.5	0	1	17	656	0	0
B 1169 E	1	18	9	30	141	200	1.3	0	1	4	475	0	0
C 1163 D	21	16	9	11	62	125	13.9	2	1	17	683	0	8490
D 1159 B?	1	2	1	2	2	4	-	-	-	-	-	-	0
E 1154 D	26	8	15	7	46	34	47.3	19	1	98	90	57	0
F 1148 D	42	7	14	3	24	4	153.4	19	2	114	61	76	0
G 1140 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
H 1123 S?	3	15	2	25	95	191	0.9	0	1	12	590	0	4
I 1112 S	2	11	1	18	40	103	0.7	0	1	1	489	0	0
J 1086 S	6	22	12	59	252	128	2.2	0	1	6	176	0	0
LINE 10090	(FLIGHT 11)												
A 678 S	1	2	0	2	2	4	-	-	-	-	-	-	0
B 704 E	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.

		COAXIAL 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ			VERTICAL DIKE			HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR			
ANOMALY/ FID/INTERP		REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* .SIEMEN	M	COND DEPTH .SIEMEN	M	RESIS OHM-M	DEPTH M	NT	
LINE 10090		(FLIGHT 11)													
C	710 D	25	24	10	42	187	208	12.2	0	1	0	471	0	9440	
D	715 D	15	3	16	4	29	39	80.8	29	1	60	269	15	0	
E	719 D	30	6	21	8	54	41	86.9	5	2	66	40	35	0	
F	724 D	19	6	21	4	54	38	68.0	24	1	57	283	12	0	
G	729 S	4	5	8	8	32	50	6.7	8	1	14	356	0	0	
H	752 S	2	5	1	8	19	44	1.8	0	1	17	531	0	0	
I	779 S	9	48	25	99	375	188	2.7	0	1	8	83	0	0	
J	782 E	12	48	25	99	375	259	3.1	0	1	7	112	0	0	
K	805 S	2	4	2	10	36	78	1.7	0	1	15	423	0	0	
LINE 10100		(FLIGHT 11)													
A	600 S?	8	43	7	80	365	403	1.6	0	1	0	258	0	0	
B	589 D	39	6	23	3	36	7	207.6	5	1	47	133	9	1680	
C	584 D	44	4	13	3	19	19	281.7	20	2	82	29	54	0	
D	577 D	39	11	11	13	59	70	43.3	22	1	57	135	21	0	
E	562 S	1	2	0	2	2	4	-	-	-	-	-	-	0	
F	546 S	3	6	0	5	41	46	1.0	0	1	0	271	0	0	
G	515 S?	12	50	12	108	470	451	2.0	0	1	0	206	0	0	
LINE 10110		(FLIGHT 11)													
A	322 S	3	9	3	14	67	94	1.6	0	1	5	381	0	0	
B	328 E	3	13	3	29	129	153	1.3	0	1	3	457	0	0	
C	362 B?	9	22	12	60	264	207	2.8	0	1	0	390	0	3110	
D	366 S	17	17	13	14	9	119	10.6	5	1	10	566	0	350	
E	373 D	35	7	25	10	41	64	83.1	4	2	65	29	38	0	
F	378 D	32	7	20	9	62	31	69.4	20	1	50	168	13	320	
G	383 D	7	5	20	9	62	29	18.7	23	1	25	429	0	340	
H	393 S	3	8	2	20	91	145	1.4	0	1	0	432	0	0	
I	407 E	1	2	1	2	2	4	-	-	-	-	-	-	0	
J	416 S	1	2	1	2	2	4	-	-	-	-	-	-	70	
K	427 S	1	2	1	1	2	4	-	-	-	-	-	-	0	
L	442 S	3	9	2	19	81	126	1.5	0	1	5	541	0	0	
M	456 S	3	7	1	11	31	93	1.5	0	1	15	691	0	0	
LINE 10120		(FLIGHT 10)													
A	5332 S	14	43	34	92	306	176	4.4	0	1	12	61	0	0	
B	5331 S	14	43	34	92	306	194	4.4	0	1	13	46	0	0	
C	5329 E	11	43	34	92	306	194	3.9	0	1	14	64	0	0	
D	5296 B?	6	33	14	1	148	290	3.6	0	1	5	199	0	0	
E	5291 D	11	29	15	59	251	230	3.4	0	1	0	346	0	5400	
F	5286 D	5	5	14	22	76	108	6.1	6	1	42	635	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 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN	COND DEPTH M	COND DEPTH SIEMEN	COND DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10120	(FLIGHT	10)											
G 5280 D	29	16	17	33	163	136	14.5	0	1	28	108	0	0
H 5259 S	2	14	1	25	90	184	0.9	0	1	0	469	0	0
I 5238 S	1	2	0	2	2	4	-	-	-	-	-	-	0
J 5213 S	2	9	0	15	61	108	0.7	0	1	19	725	0	0
K 5198 S?	2	15	0	20	66	149	0.6	0	1	24	702	0	0
L 5193 S	2	12	1	26	123	136	0.6	0	1	6	524	0	7
LINE 10130	(FLIGHT	10)											
A 5023 S	5	4	15	34	37	50	4.9	0	1	14	142	0	70
B 5028 E	3	21	2	40	189	220	0.8	0	1	0	384	0	0
C 5051 S?	5	5	25	96	375	183	3.5	0	1	21	182	0	0
D 5056 D	17	40	25	96	375	179	4.2	0	1	2	98	0	3360
E 5061 B?	2	3	17	74	321	179	2.4	0	1	32	603	0	0
F 5068 D	21	12	8	9	5	57	18.0	21	1	81	282	30	0
G 5104 D	16	6	13	8	25	18	30.6	26	2	122	28	91	80
H 5110 D	6	4	6	3	13	10	13.7	33	2	181	39	140	130
I 5132 S	3	10	2	19	83	121	1.3	0	1	20	739	0	8
J 5146 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
K 5150 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
L 5154 S?	3	16	3	29	138	83	1.1	0	1	5	497	0	0
LINE 10140	(FLIGHT	10)											
A 4994 S?	5	26	10	55	254	189	1.6	0	1	9	177	0	0
B 4979 S?	6	33	13	65	286	110	2.0	0	1	6	131	0	0
C 4965 D	34	22	13	23	7	45	16.6	12	1	16	501	0	10800
D 4958 D	26	11	16	12	80	54	27.5	1	1	22	210	0	0
E 4951 D	22	7	16	10	43	32	36.5	23	1	95	67	58	140
F 4906 B?	4	5	4	4	12	9	1.0	0	1	96	283	64	0
G 4883 S?	1	2	0	2	2	4	-	-	-	-	-	-	0
H 4877 S	2	7	1	16	63	132	1.0	0	1	9	579	0	0
I 4865 S?	2	13	0	24	10	52	0.6	0	1	11	626	0	170
J 4862 S	1	13	1	24	120	151	0.5	0	1	0	526	0	0
K 4849 S	2	1	0	3	14	35	0.4	0	1	23	669	0	7
LINE 10150	(FLIGHT	10)											
A 4673 S?	6	13	3	18	78	42	2.5	0	1	0	647	0	0
B 4692 S?	1	2	0	2	2	4	-	-	-	-	-	-	0
C 4705 S?	6	24	6	45	221	182	1.8	0	1	0	383	0	0
D 4718 D	14	17	11	10	41	44	10.7	4	1	22	693	0	11000
E 4723 D	39	12	22	5	43	34	70.3	21	1	67	811	0	0
F 4730 D	24	5	10	5	30	14	67.4	23	1	99	296	43	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 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN	COND DEPTH M	COND DEPTH SIEMEN	COND DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10150	(FLIGHT	10)											
G 4762 S	1	6	1	12	50	70	0.6	0	1	25	670	0	0
H 4789 S	2	10	3	14	84	116	1.1	0	1	3	463	0	0
I 4792 B?	5	9	3	14	84	116	2.9	9	1	62	695	0	0
J 4797 B?	1	2	1	2	2	4	-	-	-	-	-	-	0
K 4805 S	1	4	0	6	16	49	0.7	0	1	54	860	0	0
L 4829 S	2	6	0	8	27	65	0.8	0	1	51	863	0	0
LINE 10160	(FLIGHT	10)											
A 4651 E	7	22	16	47	160	81	3.3	0	1	6	162	0	0
B 4622 S?	3	17	1	23	90	165	0.7	0	1	1	503	0	19
C 4618 S?	2	10	0	23	89	165	0.6	0	1	57	860	0	0
D 4604 B	13	41	7	76	376	327	2.4	0	1	0	203	0	1710
E 4597 D	23	22	8	27	69	30	8.6	2	1	15	581	0	0
F 4590 D	13	4	7	2	17	6	49.9	37	1	138	86	93	0
G 4581 S?	1	2	0	2	2	4	-	-	-	-	-	-	0
H 4558 S?	5	26	7	63	293	319	1.3	0	1	0	267	0	0
I 4526 B?	1	2	1	2	2	4	-	-	-	-	-	-	4
J 4521 S	2	2	1	4	18	27	0.8	0	1	8	408	0	0
K 4502 S	2	22	2	42	194	268	0.7	0	1	0	361	0	0
L 4490 S	2	9	0	14	53	107	0.7	0	1	19	604	0	6
M 4481 S	1	2	1	2	2	4	-	-	-	-	-	-	4
LINE 10170	(FLIGHT	10)											
A 4288 E	10	33	15	61	259	199	3.0	0	1	9	135	0	20
B 4320 S?	4	18	2	34	172	149	1.1	0	1	0	478	0	0
C 4333 D	25	14	8	17	61	67	16.0	0	1	21	729	0	6550
D 4340 D	17	16	9	14	41	71	9.9	16	1	52	769	0	1290
E 4348 D	28	6	22	5	37	11	106.5	14	1	122	73	80	600
F 4364 S	2	6	0	9	27	80	0.9	13	1	62	779	0	0
G 4384 S?	4	19	0	39	172	247	0.8	0	1	0	436	0	0
H 4410 D	9	11	6	21	90	114	4.4	10	1	64	240	19	30
I 4434 S?	1	13	1	22	87	94	0.6	0	1	12	574	0	0
J 4452 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
K 4459 S	2	9	5	25	101	84	1.7	0	1	18	217	0	0
LINE 10180	(FLIGHT	10)											
A 4212 S	1	23	4	42	207	242	0.7	0	1	0	433	0	0
B 4195 S	0	2	0	2	2	4	-	-	-	-	-	-	0
C 4178 S	1	2	1	2	2	4	-	-	-	-	-	-	0
D 4170 D	16	15	17	17	38	21	11.6	16	1	24	597	0	12700
E 4163 D	17	10	12	15	95	98	16.0	0	1	33	134	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 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN	COND DEPTH M	COND DEPTH SIEMEN	COND DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10180	(FLIGHT	10)											
F 4156 D	42	16	20	10	45	16	44.9	12	1	60	753	0	2020
G 4150 S?	0	2	1	1	2	4	-	-	-	-	-	-	0
H 4134 S	1	6	1	9	22	85	1.0	5	1	47	752	0	0
I 4118 S?	3	25	4	41	195	256	0.8	0	1	2	403	0	0
J 4090 D	9	7	7	9	27	49	10.5	23	1	78	183	32	60
K 4075 S	2	11	7	51	232	246	1.1	0	1	5	195	0	0
L 4054 S?	0	2	1	2	2	4	-	-	-	-	-	-	0
M 4045 S	2	11	3	17	75	71	1.2	0	1	17	283	0	0
LINE 10190	(FLIGHT	10)											
A 3851 S	0	8	2	16	93	88	0.5	0	1	1	453	0	0
B 3880 D	7	12	4	10	21	54	9.5	20	1	37	710	0	7860
C 3889 D	20	11	18	18	99	96	17.2	2	1	70	86	32	0
D 3891 B?	20	11	18	18	99	96	17.2	0	2	47	38	19	0
E 3896 D	14	15	6	11	70	91	10.3	24	1	69	811	2	2610
F 3921 S	1	17	5	31	146	191	0.8	0	1	16	239	0	70
G 3931 S	1	2	1	2	2	4	-	-	-	-	-	-	0
H 3955 D	9	11	10	19	61	78	6.1	1	1	52	104	15	90
I 3970 S	0	11	2	2	69	134	0.9	0	1	27	149	9	0
J 3999 S	0	12	3	6	11	111	0.5	0	1	24	230	0	0
K 4008 S	3	17	7	34	139	2	1.5	0	1	26	168	0	0
LINE 10200	(FLIGHT	10)											
A 3815 S	0	6	1	13	55	101	0.8	0	1	33	649	0	0
B 3806 S	0	6	2	12	49	85	0.7	0	1	22	551	0	0
C 3778 D	7	7	5	6	15	44	8.2	4	1	42	831	0	4320
D 3769 D	54	19	19	30	134	215	32.4	0	2	60	29	33	70
E 3761 D	41	8	24	9	54	95	93.0	15	2	97	39	65	2640
F 3734 S?	10	18	27	18	71	73	9.6	0	2	69	34	40	0
G 3722 S	0	21	1	40	148	287	0.6	0	1	8	339	0	0
H 3705 D	9	12	9	18	65	95	5.7	0	1	39	130	0	90
I 3691 S	0	3	1	5	12	41	0.3	0	1	21	738	0	0
J 3656 S	2	4	6	8	24	26	4.0	29	1	30	155	0	0
LINE 10210	(FLIGHT	10)											
A 3442 S	0	3	2	6	34	37	0.5	0	1	42	562	0	0
B 3465 S	0	6	1	12	44	90	2.8	0	1	26	733	0	0
C 3491 D	21	12	9	12	20	27	17.1	17	1	37	721	0	7710
D 3499 D	34	6	19	6	34	12	107.2	17	3	113	15	87	940
E 3507 D	43	14	33	15	61	51	55.7	13	4	89	9	68	2590
F 3530 S?	1	2	1	2	2	4	-	-	-	-	-	-	70

\* 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.

## 1069 AREA A

## HELDER LAKE

	COAXIAL 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR							
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND .SIEMEN	DEPTH* M	COND .SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT	
LINE 10210	(FLIGHT	10)												
G 3544 S	3	26	8	31	230	194	1.5	0	1	13	135	0	0	
H 3557 D	14	14	9	14	29	38	8.8	20	1	90	172	44	50	
I 3575 S	0	4	1	10	37	83	1.0	0	1	48	395	0	0	
J 3593 S	0	7	3	15	90	50	0.5	0	1	22	230	0	9	
K 3605 S	1	5	6	9	31	42	2.4	12	1	39	128	4	10	
LINE 10220	(FLIGHT	10)												
A 3414 S	0	2	1	3	6	33	0.1	0	1	30	1590	0	0	
B 3401 S	0	6	1	11	44	89	1.2	0	1	27	709	0	0	
C 3387 S?	0	11	2	21	101	122	1.1	0	1	41	602	0	0	
D 3374 D	10	8	11	21	89	107	7.3	7	1	22	691	0	4380	
E 3365 D	39	9	22	7	29	19	85.6	17	1	111	108	66	1730	
F 3356 D	37	15	39	30	116	107	31.7	0	4	52	12	31	2750	
G 3318 S	11	48	22	93	348	120	2.8	0	1	16	71	0	50	
H 3306 D	6	12	5	3	59	37	4.9	0	1	78	159	30	0	
I 3288 S	0	2	1	4	14	35	0.4	0	1	18	658	0	0	
J 3278 S	0	13	3	26	117	122	0.6	0	1	24	239	0	0	
K 3264 S	0	2	1	2	2	4	-	-	-	-	-	-	0	
L 3250 S	3	9	9	24	79	17	2.6	1	1	43	104	10	0	
M 3245 S?	0	2	1	2	2	4	-	-	-	-	-	-	0	
LINE 10230	(FLIGHT	10)												
A 3010 S	0	6	1	9	18	69	0.5	1	1	75	860	0	0	
B 3023 S	0	12	3	22	114	130	0.5	0	1	14	367	0	0	
C 3033 D	23	16	10	22	89	135	12.5	7	1	23	656	0	6890	
D 3043 D	42	7	30	9	36	40	116.6	13	6	98	5	80	790	
E 3050 B?	3	11	13	15	63	118	4.0	0	1	14	351	0	130	
F 3056 S?	1	2	1	2	2	4	-	-	-	-	-	-	0	
G 3077 B?	7	8	15	18	62	45	7.6	12	2	77	56	43	270	
H 3085 S	1	17	4	32	148	213	0.7	0	1	15	236	0	0	
I 3095 B?	3	19	3	25	93	215	1.0	0	1	17	509	0	0	
J 3113 S	0	2	1	2	2	4	-	-	-	-	-	-	0	
K 3120 S?	0	2	1	2	2	4	-	-	-	-	-	-	0	
L 3131 S?	1	13	6	23	88	25	1.1	0	1	39	189	2	0	
M 3151 S	3	7	6	23	48	71	2.2	3	1	42	127	8	0	
LINE 10240	(FLIGHT	10)												
A 2961 S	0	5	1	10	19	88	0.8	0	1	53	804	0	0	
B 2939 S	0	2	1	2	2	4	-	-	-	-	-	-	0	
C 2927 S?	2	14	5	25	118	107	1.0	0	1	12	380	0	0	
D 2915 D	23	7	21	10	29	31	44.4	20	1	51	775	0	4760	

\* 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 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* M	COND DEPTH M	RESIS OHM-M	DEPTH M	NT		
LINE 10240 (FLIGHT 10)													
E 2905 D	68	17	44	24	82	54	72.5	15	5	77	8	59	4120
F 2899 B?	3	4	22	2	4	15	38.0	28	1	68	260	19	0
G 2890 S	0	7	2	6	20	44	1.0	0	1	17	581	0	0
H 2871 S?	1	5	2	5	15	16	1.0	0	1	73	299	44	100
I 2848 S	2	10	3	13	45	83	1.4	0	1	36	297	0	40
J 2820 S	1	13	4	25	102	103	0.8	0	1	30	221	0	0
K 2807 S	1	6	1	8	36	48	0.5	0	1	43	336	0	0
L 2797 S	0	5	1	9	25	81	0.8	0	1	37	298	0	0
M 2790 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10250 (FLIGHT 10)													
A 2598 S	0	11	3	19	82	132	0.5	0	1	22	376	0	0
B 2605 S?	3	21	3	36	168	238	0.8	0	1	0	400	0	0
C 2619 D	26	9	14	12	31	48	30.3	18	1	33	700	0	10700
D 2627 B	1	2	1	2	2	4	-	-	-	-	-	-	0
E 2630 D	54	7	35	10	52	24	166.6	14	12	86	1	76	0
F 2637 D	20	5	11	3	10	34	73.2	20	2	130	40	94	0
G 2648 B?	0	2	1	2	2	4	-	-	-	-	-	-	0
H 2671 S	0	7	1	10	24	89	0.6	0	1	36	609	0	0
I 2682 D	9	6	10	5	16	16	15.6	22	2	118	64	77	90
J 2705 B?	1	2	1	2	2	4	-	-	-	-	-	-	0
K 2710 B?	4	18	13	36	102	89	2.6	0	1	38	151	4	0
L 2722 S	1	12	4	24	95	79	0.8	0	1	26	217	0	8
M 2737 S	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10260 (FLIGHT 10)													
A 2545 S	0	2	0	2	1	4	-	-	-	-	-	-	0
B 2529 S?	1	15	0	26	114	175	0.6	0	1	38	709	0	0
C 2518 S?	2	30	8	64	311	294	0.9	0	1	0	229	0	0
D 2503 D	16	9	17	10	30	13	23.0	24	1	38	712	0	10700
E 2495 D	21	23	26	21	74	105	12.2	0	1	45	124	7	0
F 2492 D	35	10	26	21	74	105	38.9	14	4	104	10	82	0
G 2484 D	34	15	25	8	36	18	42.1	0	3	132	17	104	0
H 2472 S	0	5	2	9	25	71	0.6	0	1	42	531	0	0
I 2463 S	0	4	2	9	22	77	1.1	13	1	73	663	4	30
J 2448 S	0	2	1	2	2	4	-	-	-	-	-	-	0
K 2432 B?	1	2	1	2	2	4	-	-	-	-	-	-	0
L 2411 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
M 2395 S	0	7	2	15	58	46	0.5	0	1	35	364	0	0
N 2378 S?	1	2	1	2	2	2	-	-	-	-	-	-	0
O 2361 S?	7	11	5	14	13	47	3.9	5	1	53	88	18	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.

1069 AREA A

HELDER LAKE

	COAXIAL 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* .SIEMEN	M	COND DEPTH .SIEMEN	M	RESIS OHM-M	DEPTH M	NT
LINE 10270	(FLIGHT	10)											
A 2163 S?	1	17	2	29	134	161	0.7	0	1	0	506	0	0
B 2167 S?	0	2	0	2	2	4	-	-	-	-	-	-	0
C 2173 S	0	4	0	4	11	27	0.4	0	1	28	335	6	0
D 2178 S	0	6	1	9	39	76	0.5	0	1	43	679	0	0
E 2186 D	14	9	5	6	22	8	13.9	20	1	62	837	0	8200
F 2194 D	35	17	14	13	54	60	26.5	5	1	88	88	47	980
G 2201 D	38	4	20	2	24	8	318.2	14	8	157	4	141	0
H 2215 S	0	13	2	24	107	155	0.6	0	1	0	486	0	15
I 2234 S?	0	7	1	6	15	45	0.6	0	1	82	820	0	0
J 2246 S?	1	2	1	2	2	3	-	-	-	-	-	-	60
K 2252 B?	1	5	3	3	11	19	4.1	18	1	167	125	111	0
L 2268 S?	0	11	9	23	72	51	1.5	0	1	46	199	5	0
M 2288 S	0	3	6	21	71	80	1.5	1	1	39	190	2	0
LINE 10280	(FLIGHT	10)											
A 2081 B	6	41	11	78	346	309	1.4	0	1	0	218	0	0
B 2077 S?	0	14	11	78	346	309	0.7	0	1	11	604	0	0
C 2064 S	1	11	2	26	124	155	0.6	0	1	0	516	0	0
D 2056 B	0	3	5	2	21	31	6.2	44	1	182	1035	0	2480
E 2047 D	50	23	10	25	69	54	24.4	5	2	81	42	50	4660
F 2040 D	83	12	53	7	69	10	250.0	9	5	120	8	98	200
G 2021 S	0	13	2	22	86	156	0.5	0	1	10	517	0	9
H 2005 S?	0	2	1	2	2	4	-	-	-	-	-	-	0
I 1980 B	6	7	3	4	8	11	6.3	19	1	165	75	117	50
J 1965 B?	3	13	12	35	102	76	2.4	0	1	37	215	0	0
K 1959 S?	0	13	12	35	102	63	1.5	0	1	74	295	22	0
L 1933 S	2	6	3	8	2	25	2.0	6	1	37	264	0	0
M 1918 S?	1	1	1	1	2	4	-	-	-	-	-	-	0
LINE 10290	(FLIGHT	10)											
A 1645 S	4	17	11	22	91	130	2.8	0	1	9	188	0	0
B 1668 B?	2	13	2	22	111	84	0.8	0	1	1	444	0	0
C 1672 S?	1	16	2	23	111	130	0.6	0	1	38	710	0	0
D 1691 B?	1	18	8	47	247	214	8.0	0	1	10	654	0	0
E 1699 D	29	12	6	9	53	59	26.8	11	2	106	34	74	590
F 1706 D	32	7	11	6	32	6	67.1	0	5	110	8	88	720
G 1723 S	0	13	5	25	122	133	0.8	0	1	15	227	0	0
H 1733 S?	2	17	5	32	155	188	0.9	0	1	2	424	0	0
I 1736 B?	5	21	5	32	150	219	1.7	0	1	7	315	0	30
J 1756 B	4	6	2	4	16	14	4.2	27	1	204	520	74	0
K 1761 B?	1	2	1	2	2	4	-	-	-	-	-	-	60

\* 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.

1069 AREA A

HELDER LAKE

	COAXIAL 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* .SIEMEN	COND DEPTH M	COND DEPTH .SIEMEN	COND DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10290	(FLIGHT	10)											
L 1776 S	0	16	5	33	133	149	0.7	0	1	27	229	0	0
M 1795 S	0	9	4	17	69	76	0.7	0	1	36	258	0	0
N 1821 D	15	6	8	8	23	42	24.2	8	1	127	190	69	40
LINE 10300	(FLIGHT	10)											
A 1607 S	6	30	14	61	261	143	2.2	0	1	10	112	0	0
B 1586 S	1	29	5	53	248	280	0.7	0	1	0	277	0	0
C 1566 B?	3	27	6	46	208	257	1.1	0	1	0	374	0	0
D 1561 S?	2	12	6	41	185	211	1.2	0	1	15	245	0	0
E 1550 D	47	24	13	18	13	60	25.3	18	1	82	88	45	1180
F 1545 D	35	10	15	14	33	43	41.8	0	3	71	16	46	1100
G 1531 B?	5	23	8	51	173	204	1.6	0	1	9	254	0	0
H 1527 S?	4	10	12	16	44	80	4.0	8	1	17	129	0	6
I 1519 E	4	5	14	53	186	139	3.1	0	1	22	107	0	0
J 1490 D	33	24	17	12	37	30	19.7	13	2	141	62	100	70
K 1483 D	6	4	4	1	7	1	16.5	38	1	200	611	62	50
L 1449 S	0	6	3	11	47	62	0.8	0	1	34	551	0	0
M 1435 D	18	11	16	11	35	25	18.9	14	2	106	26	76	0
N 1432 D	1	2	1	2	2	4	-	-	-	-	-	-	0
O 1420 D	39	19	55	22	85	38	40.5	20	10	87	2	76	40
LINE 10310	(FLIGHT	10)											
A 1224 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
B 1229 S?	3	23	4	43	194	216	0.9	0	1	3	337	0	0
C 1236 S	0	11	0	16	56	160	0.5	0	1	6	505	0	0
D 1243 E	1	18	1	35	153	236	0.5	0	1	0	533	0	0
E 1269 D	13	11	6	15	70	89	7.6	20	1	79	874	0	1220
F 1276 D	35	10	11	8	44	30	49.8	19	2	93	28	64	1210
G 1280 D	42	12	41	23	83	64	53.3	0	5	57	7	38	1750
H 1288 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
I 1303 E	6	1	14	13	176	104	9.1	10	1	17	272	0	0
J 1326 B?	1	2	1	2	2	2	-	-	-	-	-	-	6
K 1331 D	7	6	6	6	15	10	9.2	29	2	144	59	103	60
L 1336 B	5	5	8	4	13	8	12.5	22	3	169	22	135	60
M 1346 S	1	16	4	33	151	161	0.6	0	1	12	299	0	9
N 1355 S	0	8	1	12	34	59	0.5	0	1	35	613	0	0
O 1375 D	17	10	15	12	37	25	18.2	20	1	106	63	68	0
P 1384 D	4	6	20	13	46	10	9.9	20	2	138	35	102	110
Q 1389 D	36	14	29	23	69	33	31.8	17	3	96	19	71	90
R 1392 D	26	19	29	23	69	33	17.8	0	2	89	26	59	0
LINE 10320	(FLIGHT	10)											
A 1191 S	1	20	3	39	170	222	0.6	0	1	3	349	0	50

\* 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.

1069 AREA A

HELDER LAKE

	COAXIAL 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* .SIEMEN M	COND DEPTH .SIEMEN M	RESIS OHM-M	DEPTH M	NT		
LINE 10320	(FLIGHT	10)											
B 1153 S	1	7	0	12	34	95	0.6	0	1	42	723	0	0
C 1137 D	15	6	9	7	35	56	23.8	27	1	82	903	0	4270
D 1128 D	41	9	18	8	22	35	79.6	18	2	105	46	71	0
E 1123 D	31	8	33	12	62	25	70.2	7	5	88	6	69	0
F 1121 D	28	7	33	12	62	25	71.5	15	4	112	14	87	260
G 1104 S	2	20	2	31	130	203	0.7	0	1	2	437	0	0
H 1098 S?	2	22	5	37	165	159	1.0	0	1	16	263	0	0
I 1096 E	1	2	1	2	2	4	-	-	-	-	-	-	0
J 1073 S?	4	4	3	7	14	18	4.5	32	1	107	189	55	0
K 1066 S?	1	2	1	2	2	4	-	-	-	-	-	-	30
L 1050 S?	0	2	1	2	2	4	-	-	-	-	-	-	0
M 1025 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
N 1014 D	6	1	7	2	18	6	48.0	54	3	168	20	137	0
O 1009 D	15	16	24	8	55	30	16.2	4	3	92	16	66	60
P 1005 D	34	18	30	25	91	78	25.3	0	2	71	26	44	120
Q 1002 D	17	14	30	25	91	78	15.1	0	2	85	27	56	0
LINE 10330	(FLIGHT	10)											
A 795 S?	0	15	1	7	7	142	0.5	0	1	17	552	0	0
B 823 S	0	6	1	13	60	81	0.5	0	1	20	576	0	0
C 836 S	0	5	2	10	52	61	0.5	0	1	19	477	0	0
D 846 D	29	11	13	14	12	20	29.3	13	1	28	691	0	7520
E 853 D	19	4	33	8	43	53	83.1	0	2	86	52	49	0
F 858 D	40	10	36	12	61	30	80.6	0	9	68	2	55	530
G 859 B	1	2	1	2	2	4	-	-	-	-	-	-	530
H 863 D	4	10	12	8	18	13	5.9	13	2	190	48	146	0
I 876 S	0	13	3	25	95	181	0.6	0	1	6	475	0	5
J 902 B	7	6	18	12	42	30	12.9	21	3	106	19	79	0
K 909 D	7	7	11	8	24	15	10.7	22	2	122	36	87	120
L 945 D	25	15	21	15	55	21	21.4	14	2	134	48	96	30
M 949 D	14	9	21	12	38	19	20.2	9	3	100	19	73	50
N 954 D	1	2	1	2	2	4	-	-	-	-	-	-	15
O 961 D	89	16	46	15	73	27	142.9	4	5	84	8	64	80
P 965 B	7	7	33	29	114	161	12.5	0	3	104	16	77	0
Q 971 D	28	23	41	29	145	161	18.6	0	3	50	21	27	0
LINE 10340	(FLIGHT	10)											
A 701 S	0	5	0	8	19	63	0.7	0	1	46	801	0	0
B 691 S?	0	16	1	28	117	178	0.5	0	1	12	576	0	0
C 648 D	22	16	14	15	36	12	14.7	12	1	38	728	0	10500
D 640 D	44	15	17	20	93	117	35.7	1	1	53	97	17	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 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* M	COND DEPTH SIEMEN	RESIS OHM-M	DEPTH M	NT		
LINE 10340	(FLIGHT	10)											
E 635 D	29	15	7	20	66	117	16.7	0	4	70	10	48	0
F 633 D	25	16	23	20	66	32	18.2	12	2	105	44	71	140
G 611 S	1	6	0	7	30	73	0.7	0	1	38	825	0	16
H 597 S	0	2	0	2	2	4	-	-	-	-	-	-	0
I 585 D	15	9	15	9	36	19	20.7	13	3	107	21	79	110
J 580 D	64	9	60	30	131	39	102.4	15	9	67	2	55	210
K 578 B	64	11	60	30	131	39	90.3	0	11	88	2	76	0
L 546 D	16	12	19	15	46	3	15.3	4	1	77	134	33	0
M 541 B?	7	9	22	11	39	19	12.7	7	3	69	18	44	0
N 531 D	44	17	87	32	146	45	56.7	11	10	59	2	48	0
O 526 D	54	11	18	5	19	11	113.7	15	4	102	10	80	0
P 519 D	59	22	31	14	49	33	52.0	14	2	94	29	65	30
Q 512 D	43	12	29	16	85	50	54.3	0	6	68	5	51	500
LINE 10350	(FLIGHT	10)											
A 298 S	1	6	0	11	48	86	0.5	3	1	28	579	0	0
B 308 S	1	2	1	2	2	4	-	-	-	-	-	-	0
C 317 E	2	37	7	66	299	362	0.9	0	1	0	371	0	0
D 331 S	1	2	0	2	2	4	-	-	-	-	-	-	0
E 350 D	25	17	8	16	22	53	13.6	17	1	46	735	0	8570
F 356 D	26	7	21	8	65	70	60.5	0	1	39	181	0	0
G 361 D	28	12	30	17	61	70	33.4	18	5	116	9	94	0
H 363 D	41	14	30	17	61	28	46.4	0	2	84	44	50	440
I 382 S	3	12	2	22	76	163	1.0	0	1	4	575	0	7
J 408 D	16	8	20	9	39	22	30.8	19	2	121	27	89	70
K 412 D	20	5	20	7	39	26	58.8	3	5	96	8	74	90
L 432 B	27	20	24	22	50	56	16.8	14	5	83	7	64	170
M 434 D	41	20	31	22	68	56	30.3	12	3	75	19	51	0
N 437 B	1	2	1	2	2	4	-	-	-	-	-	-	0
O 444 B?	1	2	1	2	2	4	-	-	-	-	-	-	50
P 457 D	49	10	106	14	99	8	204.5	3	35	50	1	46	260
Q 459 D	42	4	106	14	99	8	339.1	0	29	42	1	38	270
R 463 D	39	12	26	9	35	8	62.9	15	12	86	1	76	250
S 465 D	64	9	46	10	56	17	189.9	0	11	66	2	54	0
T 470 D	8	6	46	2	11	5	86.1	16	5	125	8	103	0
U 474 D	11	6	44	19	72	66	29.7	5	5	131	8	108	0
V 479 B	69	20	67	28	122	68	73.3	0	10	46	2	34	130
LINE 10360	(FLIGHT	9)											
A 5353 S	0	12	0	19	78	151	0.6	0	1	16	656	0	0
B 5340 S	2	27	3	52	290	264	0.7	0	1	0	359	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.

## 1069 AREA A

## HELDER LAKE

	COAXIAL 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* .SIEMEN	M	COND DEPTH .SIEMEN	M	RESIS OHM-M	DEPTH M	NT
LINE 10360	(FLIGHT	9)											
C 5332 S	0	5	0	11	32	82	0.5	0	1	46	811	0	0
D 5314 E	0	2	0	2	2	4	-	-	-	-	-	-	0
E 5305 D	6	4	4	3	35	71	10.9	25	1	19	708	0	5630
F 5298 D	8	8	4	10	36	70	5.8	17	1	72	139	30	0
G 5293 D	20	8	30	16	63	20	31.9	0	4	97	11	73	0
H 5290 D	38	13	30	16	63	20	47.3	11	1	82	64	47	1130
I 5277 S	1	9	2	19	99	81	0.7	0	1	13	596	0	0
J 5263 S	1	6	2	8	30	40	1.0	0	1	39	609	0	12
K 5248 D	18	3	3	24	115	83	13.5	23	2	93	50	59	0
L 5247 B	18	15	11	24	115	83	9.4	1	2	68	47	36	50
M 5242 D	24	12	11	24	115	83	14.8	0	2	60	33	31	120
N 5225 D	39	16	34	24	95	36	34.0	13	3	88	24	61	0
O 5223 D	25	18	34	24	95	36	19.9	13	4	108	12	84	270
P 5212 B?	14	3	11	8	65	13	35.7	37	3	117	21	89	0
Q 5209 D	14	8	27	17	65	13	22.0	25	4	101	13	78	230
R 5205 D	67	6	97	9	103	12	490.3	0	21	46	1	40	30
S 5201 D	59	11	97	15	103	16	194.9	10	18	70	1	63	210
T 5190 D	100	23	85	27	137	29	118.2	0	12	52	1	42	470
U 5188 D	15	14	47	19	89	24	22.7	13	9	95	2	82	0
V 5182 D	38	27	22	16	51	15	21.3	9	2	110	26	80	110
W 5176 B?	1	2	1	2	2	4	-	-	-	-	-	-	0
X 5170 B?	31	9	31	15	67	91	52.4	0	8	85	3	71	70
LINE 10370	(FLIGHT	9)											
A 4969 S	2	5	0	6	37	44	1.2	0	1	54	903	0	0
B 4978 S	0	4	0	8	25	60	0.6	0	1	61	843	0	0
C 4992 S	1	15	0	27	134	160	0.5	0	1	14	658	0	0
D 5013 S	0	2	0	2	2	4	-	-	-	-	-	-	0
E 5019 S?	1	10	2	23	118	130	0.8	0	1	43	817	0	0
F 5030 D	5	7	5	11	58	47	5.7	3	1	1	576	0	6790
G 5035 D	7	6	19	11	58	51	14.8	26	1	49	205	10	0
H 5041 D	33	8	22	5	60	31	92.2	2	3	97	20	69	50
I 5056 S	0	11	4	24	118	152	0.5	0	1	12	430	0	0
J 5066 S	3	4	11	4	21	9	1.0	0	1	86	121	62	90
K 5079 B?	1	12	19	14	67	90	4.1	0	1	36	263	0	0
L 5084 D	19	5	14	9	32	89	39.9	27	2	84	42	53	0
M 5088 D	20	15	14	18	79	71	13.2	4	2	63	37	34	0
N 5099 D	36	10	31	13	64	52	62.5	21	6	89	5	71	270
O 5108 D	8	10	17	8	24	16	11.9	14	1	136	195	79	0
P 5112 D	7	3	17	5	13	1	35.5	41	3	139	24	107	0
Q 5122 D	35	19	40	18	71	23	33.1	8	4	87	10	65	310

\* 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.

## 1069 AREA A

## HELDER LAKE

	COAXIAL 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN	COND DEPTH M	COND DEPTH SIEMEN	COND DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10370	(FLIGHT	9)											
R 5129 D	19	12	20	10	38	15	22.9	26	3	140	26	108	0
S 5131 B?	19	12	20	10	38	15	22.9	23	6	98	5	81	140
T 5138 D	45	13	48	22	85	31	61.3	21	5	87	7	69	13
U 5142 D	57	10	48	13	55	15	145.1	1	8	77	3	62	290
V 5145 B	1	2	1	2	2	4	-	-	-	-	-	-	0
W 5148 D	40	11	27	10	27	11	67.6	7	4	90	10	68	330
X 5155 D	12	3	12	5	18	11	41.0	18	5	117	8	94	0
Y 5158 D	12	4	12	5	18	11	33.3	0	1	175	1035	0	0
LINE 10380	(FLIGHT	9)											
A 4952 S	0	6	0	5	13	47	0.5	0	1	89	1029	0	0
B 4944 S	0	2	0	4	11	31	0.4	0	1	20	718	0	0
C 4931 S	0	2	0	2	2	4	-	-	-	-	-	-	0
D 4913 E	0	2	1	2	2	4	-	-	-	-	-	-	0
E 4907 S	0	3	3	6	30	91	1.4	17	1	13	366	0	0
F 4896 B	0	8	6	8	38	34	8.7	22	1	68	856	0	4960
G 4892 D	8	5	23	8	38	34	24.9	17	1	117	73	75	0
H 4886 D	42	9	32	12	53	17	83.4	14	3	95	23	67	510
I 4876 S	1	3	2	6	24	44	1.8	12	1	88	758	0	0
J 4860 D	6	6	8	8	33	23	7.4	30	1	116	91	73	90
K 4852 S?	5	15	4	31	157	137	1.7	0	1	20	257	0	0
L 4846 D	5	15	11	6	42	30	4.8	4	1	43	72	12	0
M 4843 D	14	15	14	30	125	30	7.0	0	1	45	59	14	100
N 4828 D	14	11	8	9	31	26	11.6	11	1	116	161	64	100
O 4821 D	18	2	23	5	33	6	138.3	12	6	129	5	111	150
P 4799 D	46	5	24	9	42	3	170.5	20	9	98	3	84	220
Q 4795 D	15	4	24	4	64	1	91.0	26	13	100	1	89	180
R 4790 D	23	5	23	3	16	4	118.9	23	12	104	1	93	70
S 4788 D	12	4	12	10	38	49	21.7	16	11	104	2	93	0
T 4785 D	21	6	21	10	47	50	46.5	5	3	91	22	63	18
U 4783 D	13	7	14	10	47	50	17.9	25	3	120	22	90	20
V 4773 D	13	6	7	4	22	14	23.4	22	3	184	20	151	40
LINE 10390	(FLIGHT	9)											
A 4588 S	1	18	1	17	198	230	0.6	0	1	0	377	0	0
B 4597 S	0	2	0	2	2	4	-	-	-	-	-	-	0
C 4623 S	2	20	4	39	193	163	0.8	0	1	0	307	0	0
D 4630 D	7	7	8	19	111	118	5.4	13	1	55	801	0	2090
E 4634 D	12	4	13	7	38	28	28.2	28	1	74	124	34	0
F 4641 D	30	4	25	3	30	41	190.0	23	5	122	8	100	380
G 4644 D	34	5	25	12	30	10	94.6	21	2	116	33	83	500

\* 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.

1069 AREA A

HELDER LAKE

	COAXIAL 900 HZ		COPLANAR 900 HZ		COPLANAR 7200 HZ		VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR			
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* .SIEMEN	COND DEPTH M	COND DEPTH RESIS OHM-M	DEPTH M	NT		
LINE 10390	(FLIGHT 9)												
H 4646 B?	1	2	1	2	2	4	-	-	-	-	0		
I 4667 B?	1	2	1	2	2	4	-	-	-	-	90		
J 4672 B?	3	12	5	29	127	79	1.6	0	1	63	189	19	0
K 4677 B?	2	8	9	29	127	79	2.3	0	1	49	123	12	0
L 4682 D	10	17	11	28	78	48	4.7	0	1	44	73	13	100
M 4697 D	24	17	17	17	42	40	16.1	4	1	70	163	26	130
N 4701 D	1	2	1	2	2	4	-	-	-	-	-	-	90
O 4723 D	6	2	10	3	17	14	28.8	43	6	171	6	152	0
P 4726 D	9	3	6	4	20	26	27.0	17	6	126	6	106	160
Q 4734 D	18	7	18	19	95	81	20.4	7	4	89	12	65	60
R 4739 D	19	14	20	22	95	129	13.6	5	1	54	60	22	40
S 4742 D	19	16	20	21	97	129	13.4	5	1	73	60	39	20
LINE 10400	(FLIGHT 9)												
A 4549 S	5	24	6	54	270	174	1.3	0	1	6	240	0	0
B 4539 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
C 4536 S	3	12	7	24	142	50	2.0	0	1	14	184	0	0
D 4511 S	0	2	0	2	2	4	-	-	-	-	-	-	0
E 4504 S?	0	2	1	2	2	4	-	-	-	-	-	-	0
F 4490 D	7	21	7	23	176	194	4.0	0	1	0	449	0	4390
G 4479 D	42	5	23	7	51	3	180.7	16	9	97	2	84	1240
H 4476 D	38	9	23	11	51	15	69.1	14	7	106	4	89	0
I 4474 D	27	7	35	11	61	15	68.8	9	6	122	6	103	0
J 4454 S	1	10	3	23	111	156	0.9	0	1	10	443	0	0
K 4446 B?	1	2	1	2	2	4	-	-	-	-	-	-	12
L 4437 D	11	14	8	27	105	98	5.1	0	1	53	87	18	0
M 4421 D	32	17	26	22	71	41	24.3	7	2	93	27	64	340
N 4381 S?	5	19	6	38	179	115	1.7	0	1	23	209	0	0
O 4369 B?	3	6	7	30	130	170	2.4	1	1	39	111	7	0
P 4367 B	10	3	4	30	130	165	5.8	9	1	42	153	5	20
LINE 10410	(FLIGHT 9)												
A 4092 H	2	15	9	34	84	63	1.7	0	1	13	140	0	0
B 4104 H	7	16	15	28	90	40	4.5	2	1	16	88	0	0
C 4111 S?	4	21	9	35	184	124	2.0	0	1	8	274	0	0
D 4137 S	0	14	0	23	96	178	0.6	0	1	8	558	0	0
E 4150 D	6	20	11	36	173	143	3.2	0	1	0	401	0	4020
F 4156 D	26	8	18	23	87	93	26.1	20	3	130	15	103	0
G 4163 D	53	4	29	6	39	5	382.0	10	20	88	1	81	800
H 4167 D	28	13	37	14	69	13	39.5	6	10	95	2	82	770
I 4169 D	37	8	37	14	69	13	83.8	9	7	83	4	67	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.



1069 AREA A

HELDER LAKE

	COAXIAL 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN	COND DEPTH M	RESIS OHM-M	DEPTH M	NT		
LINE 10410 (FLIGHT 9)													
J 4185 S?	0	9	0	25	128	126	0.5	0	1	83	643	0	0
K 4195 B?	1	2	1	2	2	4	-	-	-	-	-	-	0
L 4201 D	29	21	35	42	136	16	15.4	4	3	59	13	39	80
M 4215 D	43	14	21	18	21	49	40.8	11	3	86	22	59	320
N 4251 S	1	2	1	2	2	4	-	-	-	-	-	-	30
O 4259 D	5	8	14	15	12	142	6.6	17	1	43	121	9	60
P 4263 D	48	26	28	6	8	142	37.8	5	2	103	43	69	40
LINE 10420 (FLIGHT 9)													
A 4072 H	7	29	20	65	251	210	2.8	0	1	18	80	0	0
B 4061 H	8	10	17	14	43	45	9.3	20	1	18	81	0	0
C 4054 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 4043 S?	0	18	1	30	155	187	0.5	0	1	5	403	0	0
E 4015 D	19	29	14	36	158	192	7.4	0	1	7	535	0	7090
F 4010 D	31	15	24	36	158	192	18.1	0	2	82	44	49	0
G 4003 D	19	8	17	10	37	13	30.1	10	6	159	7	138	0
H 4000 D	25	15	40	15	80	17	31.1	11	8	114	3	100	190
I 3997 D	42	12	40	15	80	15	66.9	10	6	85	6	67	0
J 3969 S?	1	2	1	2	2	4	-	-	-	-	-	-	40
K 3965 D	14	11	27	32	123	31	11.4	7	2	61	30	34	0
L 3959 D	10	0	14	1	79	32	999.0	33	7	86	4	70	0
M 3954 D	47	15	33	36	134	32	34.0	5	4	64	12	43	580
N 3930 D	9	4	19	8	34	7	30.1	40	5	144	9	121	30
O 3923 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
P 3920 B?	1	2	1	2	2	4	-	-	-	-	-	-	30
Q 3913 H	1	2	1	0	2	4	-	-	-	-	-	-	110
R 3899 D	17	11	5	21	89	84	9.1	3	1	111	153	60	50
LINE 10430 (FLIGHT 9)													
A 3706 S	8	19	8	66	301	15	2.3	0	1	15	128	0	0
B 3732 S	2	13	4	24	43	50	1.1	0	1	7	294	0	0
C 3751 D	48	21	24	18	41	25	33.6	10	1	23	586	0	9780
D 3757 D	27	11	18	10	36	16	34.7	14	4	100	13	76	0
E 3769 D	12	9	4	7	22	29	9.7	18	1	101	83	60	0
F 3770 D	12	9	4	7	22	29	9.7	8	1	94	170	44	0
G 3779 D	3	7	3	6	9	43	2.5	21	1	117	1019	9	0
H 3791 S	0	6	1	12	42	100	0.5	0	1	45	762	0	6
I 3798 B?	1	2	1	2	2	4	-	-	-	-	-	-	7
J 3806 D	13	8	26	24	29	51	15.8	9	3	71	20	46	0
K 3812 D	111	41	81	46	85	47	59.6	2	6	52	5	38	500
L 3821 S	0	4	1	7	19	57	0.5	0	1	84	917	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.

## 1069 AREA A

## HELDER LAKE

	COAXIAL 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* .SIEMEN	M	COND DEPTH .SIEMEN	M	RESIS OHM-M	DEPTH M	NT
LINE 10430	(FLIGHT	9)											
M 3854 H	3	16	7	31	120	82	1.5	0	1	34	129	3	0
N 3864 D	40	22	33	36	120	53	21.8	4	2	53	29	28	310
LINE 10440	(FLIGHT	9)											
A 3659 S	4	7	7	32	159	96	2.3	0	1	10	216	0	10
B 3656 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
C 3648 S	0	4	0	8	15	67	0.7	0	1	49	781	0	0
D 3630 S	3	23	5	47	229	185	1.0	0	1	11	240	0	0
E 3616 D	20	13	5	13	18	37	12.7	0	1	27	751	0	7880
F 3609 D	11	6	8	3	12	16	23.9	17	1	101	276	42	0
G 3602 B?	1	2	1	2	2	4	-	-	-	-	-	-	0
H 3599 D	45	6	46	15	44	86	139.3	9	5	125	7	104	740
I 3595 D	63	10	46	15	44	110	140.2	11	8	78	3	64	0
J 3561 D	20	14	42	25	95	49	22.8	5	3	65	15	43	0
K 3556 D	57	18	42	19	95	26	63.1	0	5	68	8	48	460
L 3546 S	0	7	1	15	50	41	0.5	0	1	29	652	0	0
M 3536 S	1	3	3	5	16	35	2.6	37	1	55	274	12	0
N 3527 S	0	6	1	11	49	85	0.5	0	1	38	612	0	0
O 3512 S	1	11	5	20	85	64	1.2	0	1	33	225	0	0
LINE 10450	(FLIGHT	9)											
A 3306 S?	8	28	13	55	235	136	2.7	0	1	14	176	0	50
B 3334 S	3	16	6	37	173	86	1.3	0	1	9	207	0	0
C 3350 D	18	22	8	40	47	60	13.1	0	1	0	395	0	21200
D 3356 D	21	12	13	18	79	107	15.6	0	1	30	280	0	0
E 3365 D	24	5	21	7	38	20	80.9	26	4	118	10	94	310
F 3370 D	69	10	44	16	70	28	151.9	0	6	60	5	43	1170
G 3382 S	2	15	1	25	120	160	0.6	0	1	6	564	0	0
H 3401 S	2	9	28	12	56	87	10.2	13	1	62	214	17	0
I 3408 D	61	45	56	49	173	95	22.7	0	3	47	14	28	260
J 3411 D	27	26	39	49	173	85	12.4	0	3	89	24	61	0
K 3432 S	1	7	2	15	75	71	0.8	0	1	19	497	0	0
L 3461 S	1	10	3	21	74	70	0.7	0	1	24	344	0	0
LINE 10460	(FLIGHT	7)											
A 521 S	2	6	1	28	144	130	0.8	0	1	0	406	0	14
B 501 D	66	17	98	13	146	24	148.7	0	1	19	622	0	7450
C 497 D	103	16	98	20	146	45	220.9	1	9	69	2	56	0
D 467 S	3	7	0	13	35	115	0.6	0	1	25	722	0	0
E 457 S	3	5	0	8	14	53	0.9	0	1	56	822	0	0
F 441 S?	5	24	5	44	3	158	1.4	0	1	8	543	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.

## 1069 AREA A

## HELDER LAKE

	COAXIAL 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* .SIEMEN M	COND DEPTH .SIEMEN M	RESIS OHM-M	DEPTH M	NT		
LINE 10460	(FLIGHT	7)											
G 438 S	1	2	1	2	2	4	-	-	-	-	0		
H 411 S	5	15	1	22	111	127	1.4	0	1	9	525	0	0
I 394 D	12	13	8	23	27	14	6.5	4	1	4	487	0	3610
J 384 S	1	2	1	2	2	4	-	-	-	-	-	-	0
K 371 D	28	16	75	53	173	30	25.7	0	4	29	8	13	1140
L 353 S	12	27	22	52	42	44	4.8	0	1	21	68	0	0
M 348 S?	11	24	22	52	183	44	4.8	0	1	9	297	0	0
N 338 S	1	6	0	12	69	74	0.5	0	1	9	522	0	0
O 322 S	3	16	5	36	171	49	1.4	0	1	4	304	0	13
P 318 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
Q 302 D	37	9	18	23	35	12	36.5	0	1	0	441	0	20900
R 294 D	13	7	9	19	93	99	10.1	0	1	43	760	0	0
S 284 D	52	5	31	13	41	11	174.0	0	4	99	13	74	0
T 280 D	12	12	22	11	36	10	14.3	7	2	84	37	53	560
U 278 D	27	12	15	11	36	10	29.1	10	1	66	217	20	0
V 269 S	2	11	0	19	96	118	0.8	0	1	12	667	0	0
W 233 D	25	12	26	17	55	75	26.7	0	3	68	21	42	140
X 229 D	16	9	26	17	55	75	21.0	5	1	69	63	34	0
Y 220 S	1	6	0	9	41	71	0.5	0	1	24	652	0	0
Z 205 S	3	6	4	25	77	49	1.7	0	1	14	315	0	0
AA 172 S	1	6	2	21	96	50	0.8	0	1	14	506	0	0
LINE 10470	(FLIGHT	7)											
A 569 S	3	18	3	47	266	194	0.9	0	1	0	295	0	0
B 575 S?	3	18	1	45	246	248	0.7	0	1	0	328	0	0
C 581 B?	3	16	6	56	338	199	1.1	0	1	0	374	0	0
D 583 B?	5	22	6	56	338	199	1.4	0	1	0	344	0	0
E 589 D	37	16	60	26	100	35	44.5	1	1	4	498	0	8690
F 593 D	58	14	60	21	100	14	90.8	0	8	64	3	51	0
G 623 S	2	10	0	17	64	134	0.5	0	1	19	668	0	0
H 644 S?	5	26	12	57	236	121	1.9	0	1	9	249	0	0
I 648 S?	6	26	12	57	236	154	2.2	0	1	8	213	0	0
J 665 S?	8	13	16	54	199	100	3.9	0	1	18	132	0	0
K 680 D	28	13	23	21	117	43	24.3	12	1	33	103	3	3510
L 685 S	4	9	8	24	120	31	2.8	3	1	22	113	0	0
M 696 H	12	21	32	55	157	69	6.5	0	2	25	38	3	0
N 699 S?	11	21	32	55	154	29	6.3	0	1	23	55	0	780
O 708 S?	8	10	9	19	55	6	5.3	5	1	24	58	0	40
P 718 S	1	2	1	2	2	4	-	-	-	-	-	-	0
Q 721 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
R 735 S	4	10	8	1	21	49	0.5	0	1	18	24	8	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.

## 1069 AREA A

## HELDER LAKE

	COAXIAL 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN	COND DEPTH M	COND DEPTH SIEMEN	COND DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10470	(FLIGHT	7)											
S 742 S?	6	6	7	16	10	20	5.6	10	1	6	291	0	0
T 764 D	80	14	45	26	211	144	101.7	0	3	46	18	24	19900
U 772 D	8	9	5	16	59	99	5.1	7	1	81	938	0	0
V 782 D	55	4	31	8	54	31	311.0	0	5	112	9	89	90
W 787 D	53	25	16	23	34	15	28.2	0	3	59	13	37	0
X 791 D	15	12	16	51	274	275	6.5	0	1	72	97	32	0
Y 796 S?	4	27	10	51	274	275	1.5	0	1	0	351	0	0
Z 823 B?	6	3	4	6	25	25	11.1	20	1	74	264	21	80
AA 832 S?	3	5	3	10	62	30	3.1	5	1	24	332	0	0
AB 842 S?	3	5	1	10	16	49	2.2	13	1	38	644	0	0
AC 859 S	2	2	0	6	12	60	1.2	7	1	75	922	0	0
AD 877 S	1	3	0	5	17	49	0.7	0	1	88	979	0	0
LINE 10480	(FLIGHT	7)											
A 1265 S	0	7	0	11	40	88	0.5	0	1	31	749	0	0
B 1254 D	0	31	18	33	66	77	13.7	15	1	19	453	0	17300
C 1251 D	14	15	18	33	66	67	7.4	0	2	75	46	43	0
D 1225 S	0	8	0	13	36	110	0.5	0	1	33	747	0	0
E 1189 S	4	19	2	34	157	126	1.1	0	1	0	430	0	0
F 1170 S?	10	27	17	56	210	102	3.4	0	1	16	113	0	0
G 1161 B?	1	2	1	2	2	4	-	-	-	-	-	-	0
H 1153 D	10	15	10	0	169	17	9.2	16	1	21	169	0	1220
I 1124 E	25	6	42	80	257	157	13.7	3	2	25	44	2	0
J 1117 H	6	8	10	10	27	18	7.2	21	2	28	30	6	0
K 1091 H	6	16	11	8	97	22	4.7	0	1	20	78	0	0
L 1082 B?	4	12	11	35	138	59	2.8	0	1	13	244	0	0
M 1058 S?	8	22	50	49	165	206	8.2	0	1	10	168	0	0
N 1053 D	57	15	50	49	240	193	40.4	0	2	44	25	19	10500
O 1043 D	6	5	4	4	25	26	10.0	25	1	106	1035	0	230
P 1032 D	49	9	28	7	41	38	124.8	0	1	73	259	22	580
Q 1024 D	21	9	12	10	46	67	24.4	4	1	64	95	25	0
R 1018 B?	18	11	10	12	43	61	15.5	6	2	70	43	39	70
S 1017 D	18	11	10	12	43	61	15.5	6	1	51	71	18	70
T 1013 B?	7	34	10	68	348	288	1.9	0	1	8	261	0	0
U 1010 S?	4	34	7	68	348	288	1.1	0	1	3	415	0	0
V 984 D	14	16	14	12	40	16	9.8	20	1	89	90	51	160
W 981 D	12	10	14	12	40	22	12.0	7	1	60	94	23	0
X 967 D	8	8	8	8	23	19	8.7	14	1	101	131	54	60
LINE 10490	(FLIGHT	7)											
A 1353 D	21	36	64	59	225	67	15.3	0	1	0	308	0	21100

\* 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.

## 1069 AREA A

## HELDER LAKE

	COAXIAL 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* .SIEMEN	M	COND DEPTH .SIEMEN	M	OHM-M	DEPTH M	NT
LINE 10490	(FLIGHT	7)											
B 1356 D	73	45	91	60	225	73	32.3	0	4	40	8	23	0
C 1415 S	5	24	11	52	224	125	1.9	0	1	15	138	0	30
D 1416 S?	5	24	11	52	224	125	1.9	0	1	14	214	0	0
E 1427 B	3	12	7	24	96	83	2.1	0	1	24	487	0	0
F 1433 B?	7	18	16	35	137	44	3.8	0	1	21	101	0	0
G 1437 D	13	13	16	35	98	6	7.0	2	1	19	99	0	1430
H 1464 E	14	21	39	55	164	71	8.0	0	1	28	67	0	0
I 1473 H	17	14	13	18	64	9	10.8	7	2	29	26	7	0
J 1495 H	5	7	15	13	3	42	8.5	10	1	21	89	0	0
K 1501 E	8	23	15	47	171	100	3.3	0	1	14	183	0	0
L 1519 S	0	5	2	10	45	73	0.9	0	1	32	553	0	0
M 1525 D	46	24	47	49	141	53	23.9	6	2	46	30	23	13300
N 1528 B?	46	24	47	49	141	5	23.9	0	1	78	960	0	8110
O 1536 D	7	4	6	3	24	10	15.5	33	1	121	164	68	0
P 1543 D	20	10	16	6	20	49	29.5	11	1	121	122	72	330
Q 1548 D	28	10	16	7	30	9	44.8	8	4	100	10	77	190
R 1554 D	33	3	13	3	22	12	242.2	0	4	107	13	82	0
S 1561 S	3	5	1	8	32	63	2.6	0	1	38	721	0	0
T 1571 S?	1	4	3	6	19	62	2.9	9	1	58	733	0	0
U 1580 D	9	9	12	11	51	32	9.9	17	2	87	58	52	0
V 1582 D	10	9	12	13	51	32	9.3	13	1	88	70	50	220
LINE 10500	(FLIGHT	7)											
A 2030 S	0	9	0	20	76	160	0.5	0	1	26	707	0	0
B 2002 D	18	10	66	77	274	103	15.0	4	3	97	15	73	0
C 1999 D	81	45	66	77	280	103	26.1	0	6	37	5	23	0
D 1995 D	16	17	66	32	122	90	21.8	4	3	68	14	46	0
E 1953 S	0	9	1	20	106	136	0.5	0	1	14	603	0	0
F 1929 B	6	23	4	43	188	108	1.7	0	1	16	155	0	0
G 1922 D	14	22	19	40	162	65	5.8	0	1	23	83	0	2030
H 1912 S?	3	15	7	15	5	48	2.1	0	1	20	160	0	0
I 1906 S	3	10	8	18	124	91	2.5	0	1	16	152	0	0
J 1892 S?	9	39	59	79	251	89	6.2	0	1	24	53	1	0
K 1888 H	10	30	58	17	251	80	13.5	8	3	31	18	12	13
L 1866 S	3	12	1	15	91	5	1.3	1	1	25	126	0	0
M 1858 S?	8	27	18	54	213	21	3.3	0	1	27	72	0	0
N 1855 E	1	2	1	2	2	4	-	-	-	-	-	-	0
O 1830 B?	0	29	5	39	48	106	13.8	1	1	1	408	0	0
P 1818 D	9	6	8	15	72	129	8.5	0	1	71	134	26	0
Q 1808 D	30	14	16	8	28	8	32.0	4	1	98	204	45	770
R 1803 D	24	17	15	11	32	19	18.8	6	1	103	64	64	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.

1069 AREA A

HELDER LAKE

	COAXIAL 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND .SIEMEN	DEPTH* M	COND .SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10500	(FLIGHT	7)											
S 1799 D	40	8	19	10	43	19	81.0	2	3	118	19	89	0
T 1767 D	18	10	27	25	91	49	17.0	5	2	64	28	37	160
U 1752 S?	0	7	5	11	38	84	2.3	0	1	40	508	0	30
LINE 10510	(FLIGHT	7)											
A 2074 S	0	5	0	9	41	77	0.7	0	1	39	775	0	0
B 2081 S	0	1	0	2	2	4	-	-	-	-	-	-	0
C 2087 S	0	4	0	7	11	57	1.2	7	1	75	895	0	0
D 2113 B	106	26	175	61	353	97	106.9	0	17	32	1	25	140
E 2127 S	0	2	0	0	2	4	-	-	-	-	-	-	0
F 2171 B?	10	33	20	67	278	124	3.4	0	1	17	107	0	0
G 2179 B?	12	21	18	31	37	116	5.7	0	1	19	210	0	0
H 2195 S	1	2	1	2	2	4	-	-	-	-	-	-	0
I 2232 H	1	2	1	2	2	4	-	-	-	-	-	-	0
J 2248 E	1	2	1	2	2	4	-	-	-	-	-	-	0
K 2272 D	4	19	5	27	105	27	4.2	0	1	20	638	0	5320
L 2276 B?	0	10	5	27	105	59	10.9	4	1	27	712	0	4770
M 2279 B?	0	5	5	4	33	58	7.3	23	1	55	837	0	880
N 2288 D	28	4	13	3	21	5	133.1	1	3	120	21	89	0
O 2298 D	24	9	13	5	27	38	41.9	1	1	113	194	57	640
P 2303 D	27	9	31	11	49	60	48.9	0	2	87	33	56	0
Q 2306 D	35	6	31	11	49	60	91.1	7	5	136	9	112	0
R 2322 S	1	2	1	2	2	4	-	-	-	-	-	-	0
S 2351 S	1	5	1	9	35	78	0.5	0	1	46	766	0	0
LINE 10520	(FLIGHT	7)											
A 2727 S	2	17	1	32	170	187	0.6	0	1	4	492	0	0
B 2714 S	0	4	0	6	10	58	0.5	0	1	84	927	0	0
C 2705 D	0	6	0	7	7	32	6.1	26	1	127	1035	0	510
D 2685 B?	37	20	50	34	113	85	28.5	4	1	6	454	0	6730
E 2683 B?	37	19	50	25	113	85	35.3	0	6	58	5	42	0
F 2677 S	1	3	10	5	15	52	7.5	31	1	84	943	0	0
G 2619 S?	19	40	37	76	264	152	6.0	0	1	18	73	0	0
H 2613 S	15	15	37	81	236	58	7.1	0	2	23	45	0	0
I 2612 S?	15	12	32	69	218	58	7.8	0	1	30	68	2	0
J 2595 S	3	14	4	28	208	135	1.2	0	1	9	322	0	0
K 2575 S?	13	3	59	46	71	83	23.9	12	1	26	48	2	0
L 2569 H	17	9	5	46	71	38	5.9	5	3	34	14	16	0
M 2556 H	1	2	1	2	0	4	-	-	-	-	-	-	0
N 2540 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
O 2534 S?	0	8	2	21	145	124	10.0	7	1	12	591	0	9730

\* 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.

## 1069 AREA A

## HELDER LAKE

	COAXIAL 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* .SIEMEN	M	COND DEPTH .SIEMEN	M	RESIS OHM-M	DEPTH M	NT
LINE 10520	(FLIGHT 7)												
P 2530 S	0	8	2	21	145	124	0.5	0	1	3	450	0	0
Q 2517 S	5	20	10	40	189	33	2.3	0	1	9	170	0	0
R 2501 D	41	10	11	12	38	26	51.6	0	2	80	32	49	0
S 2492 D	45	13	26	8	45	14	72.1	8	3	122	21	92	180
T 2486 D	58	10	44	11	55	58	150.4	0	2	88	27	58	0
U 2482 B?	1	2	1	2	2	4	-	-	-	-	-	-	0
V 2476 B?	3	4	8	7	27	13	6.4	32	1	165	127	111	0
W 2452 B?	1	2	1	2	2	1	-	-	-	-	-	-	0
X 2446 B?	6	5	5	5	10	10	10.4	42	1	138	171	84	120
Y 2439 S	0	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10530	(FLIGHT 8)												
A 111 S	5	22	6	62	248	196	1.4	0	1	1	240	0	0
B 123 S	1	2	0	2	2	4	-	-	-	-	-	-	0
C 148 S?	3	6	0	9	20	60	8.4	27	1	68	840	0	6180
D 175 S	2	3	0	5	8	38	0.2	0	1	5	1379	0	0
E 192 B?	9	20	9	47	191	169	3.0	0	1	7	304	0	0
F 203 B	16	31	30	76	237	122	5.3	0	1	25	79	0	0
G 214 S	1	2	1	2	2	4	-	-	-	-	-	-	0
H 224 S	2	7	0	11	51	70	0.6	0	1	15	533	0	0
I 234 S	1	5	1	9	23	57	0.6	1	1	19	574	0	40
J 243 S?	6	26	48	29	159	56	8.6	4	1	25	53	1	0
K 248 H	1	2	1	2	2	4	-	-	-	-	-	-	0
L 295 S?	3	23	2	43	163	195	0.8	0	1	14	630	0	0
M 298 S?	4	23	3	43	163	195	1.5	0	1	0	373	0	4070
N 309 D	20	8	9	9	18	17	25.6	18	2	82	59	47	0
O 319 D	6	3	2	1	5	5	17.5	30	1	91	196	38	9
P 326 D	52	11	32	13	46	21	93.0	0	2	72	46	40	0
Q 329 D	17	9	25	13	46	21	25.7	5	2	107	42	72	0
R 355 B?	7	2	6	3	8	6	24.9	39	1	98	153	50	0
S 363 S	2	4	1	8	11	55	1.6	0	1	27	779	0	0
LINE 10540	(FLIGHT 8)												
A 658 S	4	20	8	47	188	100	1.6	0	1	7	225	0	0
B 622 S?	2	12	3	24	67	176	1.0	0	1	11	547	0	0
C 594 S	0	5	1	8	9	64	0.5	0	1	46	790	0	0
D 574 D	18	28	22	63	234	199	5.5	0	1	14	129	0	0
E 563 B?	6	26	6	34	132	177	1.8	0	1	10	281	0	0
F 536 S	0	9	1	7	9	2	0.5	0	1	17	582	0	0
G 517 S?	3	14	1	22	74	120	0.8	0	1	10	529	0	0
H 508 S	1	7	2	11	54	41	0.9	0	1	7	459	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.

## 1069 AREA A

## HELDER LAKE

	COAXIAL 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN	M	COND DEPTH SIEMEN	M	RESIS OHM-M	DEPTH M	NT
LINE 10540	(FLIGHT	8)											
I 502 S	0	10	2	14	18	43	0.5	0	1	17	602	0	0
J 467 S?	0	6	0	11	23	17	4.1	24	1	87	913	1	1660
K 460 S	2	17	1	31	130	187	0.6	0	1	0	423	0	0
L 447 D	13	14	6	27	112	155	5.5	0	1	10	334	0	0
M 432 D	24	13	23	18	46	13	22.1	10	1	80	165	34	0
N 423 S?	3	18	4	33	130	194	1.2	0	1	0	403	0	40
O 403 D	7	7	6	4	15	22	10.4	33	1	106	103	63	0
LINE 10550	(FLIGHT	8)											
A 701 S	9	39	23	87	287	187	2.8	0	1	14	73	0	0
B 704 E	8	39	22	87	287	187	2.7	0	1	8	160	0	0
C 743 B?	8	11	8	8	29	49	6.9	12	1	85	74	47	0
D 778 S	3	11	2	16	45	80	1.2	0	1	27	638	0	0
E 793 S	4	14	3	29	122	159	1.6	0	1	6	363	0	0
F 808 S	1	7	1	14	61	99	0.5	0	1	15	526	0	0
G 823 S	1	4	2	9	18	58	1.5	13	1	22	517	0	0
H 892 S	4	6	2	11	37	76	2.7	0	1	23	729	0	0
I 902 D	41	14	23	16	61	93	43.6	0	3	68	23	42	0
J 912 D	21	9	17	11	34	43	28.2	23	2	105	29	74	710
K 918 D	42	9	33	51	155	194	28.2	0	2	75	28	46	0
L 926 E	11	25	19	60	241	37	3.9	0	1	11	122	0	19
M 941 D	20	7	35	12	52	9	44.9	18	4	107	11	84	10
LINE 10560	(FLIGHT	8)											
A 1225 S?	4	17	5	37	153	16	1.4	0	1	10	264	0	50
B 1222 S	3	13	5	37	153	16	1.5	0	1	11	185	0	0
C 1216 E	1	2	1	2	2	4	-	-	-	-	-	-	0
D 1176 B?	0	8	2	10	25	29	8.7	26	1	107	1006	5	2580
E 1139 S?	4	12	4	15	89	130	2.0	0	1	25	323	0	0
F 1130 S	2	6	1	12	39	94	1.2	3	1	34	648	0	0
G 1085 S	2	5	2	8	34	57	1.8	2	1	55	557	0	0
H 1054 S?	0	2	1	2	2	4	-	-	-	-	-	-	17200
I 1038 S?	0	6	2	7	14	26	8.1	28	1	97	972	1	4970
J 1022 S	0	3	0	3	6	15	0.3	0	1	9	1655	0	0
K 1004 D	24	15	70	26	112	38	36.9	14	2	97	30	68	0
L 1002 D	55	17	70	26	112	38	69.5	4	5	70	6	53	0
M 990 D	18	11	16	13	42	20	17.3	7	1	89	111	45	400
N 983 D	33	20	34	42	169	239	17.6	0	1	28	75	0	0
O 974 D	16	14	23	26	78	80	11.5	3	1	39	166	2	50
LINE 10570	(FLIGHT	8)											
A 1324 S?	1	15	1	22	79	128	0.8	0	1	11	566	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.



1069 AREA A

HELDER LAKE

	COAXIAL 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN M	COND DEPTH SIEMEN M	RESIS OHM-M	DEPTH M	NT		
LINE 10570	(FLIGHT	8)											
B 1380 S	0	4	1	9	19	72	1.1	0	1	47	712	0	0
C 1404 B?	1	8	2	10	21	60	3.2	4	1	46	799	0	0
D 1411 B?	0	6	2	7	24	43	2.7	9	1	114	1035	0	520
E 1435 S?	0	3	1	6	8	18	1.9	22	1	95	979	0	720
F 1449 S	0	1	2	2	4	23	0.1	0	1	16	2354	0	0
G 1483 S?	1	2	1	2	2	4	-	-	-	-	-	-	70
H 1491 B?	0	9	7	13	23	26	9.4	10	1	32	735	0	12100
I 1497 B?	0	6	7	14	24	13	5.1	5	1	56	853	0	0
J 1513 S?	0	4	0	4	0	28	6.6	26	1	115	1035	0	3430
K 1532 B?	23	8	56	11	74	24	80.7	0	6	71	5	54	1650
L 1534 D	56	8	56	12	74	24	193.6	0	10	67	2	55	0
M 1544 D	16	9	12	12	38	70	15.8	0	2	88	32	56	400
N 1546 B?	16	9	30	12	38	70	27.6	0	2	72	32	42	0
O 1550 D	41	9	30	11	51	36	85.0	8	2	85	25	57	0
P 1557 D	8	10	8	14	46	84	6.0	0	1	38	191	0	0
LINE 10580	(FLIGHT	8)											
A 1822 S	3	25	11	60	250	164	1.4	0	1	10	152	0	0
B 1787 S?	0	4	0	5	0	30	3.9	35	1	164	1035	0	0
C 1770 S?	0	5	0	6	0	34	7.6	32	1	86	917	0	0
D 1732 B?	0	8	4	10	20	38	1.6	0	1	79	943	0	0
E 1716 S	1	4	3	6	6	52	1.5	0	1	65	830	0	0
F 1695 S	0	7	1	13	21	110	0.5	0	1	36	562	0	0
G 1671 S	0	3	0	3	0	30	1.6	19	1	143	1035	0	0
H 1640 S?	0	3	4	5	13	6	2.9	30	1	93	239	41	0
I 1605 D	28	13	52	15	76	41	47.4	0	5	70	7	50	0
J 1603 D	46	6	52	15	76	41	150.0	9	7	88	4	72	0
K 1590 D	12	13	10	19	61	96	6.8	0	1	56	90	19	330
L 1587 D	10	10	21	16	57	96	12.2	16	3	107	16	81	0
M 1584 D	21	9	21	14	44	18	29.6	7	2	89	35	57	0
LINE 10590	(FLIGHT	8)											
A 1846 S	2	10	6	53	226	210	1.0	0	1	8	219	0	0
B 1849 S?	3	25	6	53	226	210	1.0	0	1	6	327	0	0
C 1863 S	0	21	2	55	231	336	0.5	0	1	0	399	0	0
D 1930 S?	2	12	2	14	71	83	1.0	0	1	15	442	0	0
E 1933 S?	0	5	2	13	47	45	0.7	0	1	14	579	0	0
F 1936 S?	0	2	1	2	2	4	-	-	-	-	-	-	13
G 1955 S	0	6	1	16	56	112	0.5	0	1	14	544	0	0
H 2030 S?	0	2	0	2	0	4	-	-	-	-	-	-	550
I 2046 S	0	3	2	5	10	39	0.2	0	1	0	1199	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.

1069 AREA A

HELDER LAKE

	COAXIAL 900 HZ		COPLANAR 900 HZ		COPLANAR 7200 HZ		VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR			
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND .SIEMEN	DEPTH* M	COND .SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10590	(FLIGHT 8)												
J 2056 S	1	10	1	20	68	149	0.5	0	1	12	484	0	0
K 2066 D	73	13	60	26	113	98	109.8	0	7	61	4	46	0
LINE 10600	(FLIGHT 8)												
A 2324 S	1	3	2	35	147	206	0.8	0	1	4	416	0	0
B 2308 S	0	3	0	3	1	27	0.1	0	1	4	3722	0	20
C 2243 S?	7	3	18	57	231	150	4.7	0	1	13	168	0	0
D 2240 S	8	26	18	58	231	150	3.3	0	1	16	84	0	0
E 2202 D	20	5	22	5	27	8	82.1	16	5	111	8	89	100
F 2198 D	13	5	22	10	17	73	33.0	35	1	158	137	105	390
G 2100 D	32	13	38	24	101	125	33.4	0	3	65	15	41	4860
H 2096 D	83	14	38	18	93	23	125.7	2	5	90	6	71	0
LINE 10610	(FLIGHT 8)												
A 2440 S	1	6	0	9	46	60	0.5	0	1	53	825	0	0
B 2472 S	0	2	0	2	2	4	-	-	-	-	-	-	0
C 2500 D	7	7	7	12	31	68	7.0	13	1	43	356	0	380
D 2511 S?	2	12	5	40	146	93	1.2	0	1	22	315	0	0
E 2519 S	14	36	28	72	230	174	4.6	0	1	16	70	0	190
F 2552 D	3	4	4	4	8	30	5.6	37	1	118	840	13	0
G 2565 S?	1	9	5	15	28	73	1.5	0	1	47	346	2	0
H 2615 S	0	4	0	7	15	27	1.4	0	1	47	828	0	1160
I 2629 S	0	4	0	6	19	44	0.8	0	1	61	903	0	0
LINE 10620	(FLIGHT 8)												
A 2874 S	0	7	0	15	28	127	0.5	0	1	27	707	0	0
B 2851 S	0	15	4	41	191	201	0.5	0	1	4	322	0	0
C 2826 S	0	4	1	9	12	76	0.7	0	1	48	578	0	0
D 2802 D	43	16	64	25	115	92	54.5	7	5	75	8	56	0
E 2792 S?	14	4	13	87	291	182	4.4	0	1	15	111	0	0
F 2788 S	13	41	31	89	289	182	4.1	0	1	17	46	0	0
G 2778 S	0	11	2	21	85	113	0.5	0	1	8	461	0	0
H 2733 D	30	25	51	53	174	59	15.6	0	4	42	8	25	4190
I 2731 D	36	25	51	53	174	59	17.9	0	5	51	8	34	0
J 2699 S	0	4	0	7	16	55	0.5	0	1	48	770	0	0
LINE 10630	(FLIGHT 8)												
A 2895 S	0	3	0	5	8	42	0.2	0	1	5	1314	0	0
B 2921 S	0	2	1	2	2	4	-	-	-	-	-	-	0
C 2945 S	0	4	0	10	14	83	0.5	2	1	56	773	0	0
D 2961 S	0	4	3	6	23	51	0.5	0	1	36	445	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.

069 AREA A

HELDER LAKE

	COAXIAL 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN	COND DEPTH M	COND DEPTH SIEMEN	COND DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 10630	(FLIGHT	8)											
E 2973 S?	4	17	15	47	25	28	2.8	0	1	44	87	9	470
F 2978 S	8	30	15	49	189	145	2.8	0	1	17	85	0	0
G 2990 S?	0	3	2	3	20	26	0.9	0	1	35	314	11	0
H 2995 S	0	2	0	2	2	4	-	-	-	-	-	-	2250
I 3007 S?	0	8	5	15	49	113	0.6	0	1	25	380	0	0
J 3010 D	3	9	5	15	49	113	2.5	0	1	65	240	18	40
K 3038 D	5	11	12	15	33	50	7.9	6	1	55	834	0	910
L 3063 S	0	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10640	(FLIGHT	8)											
A 3276 E	3	23	12	8	272	182	2.5	0	1	7	292	0	0
B 3273 S	4	6	12	62	276	182	2.3	0	1	11	126	0	0
C 3237 S	1	11	2	16	70	98	0.6	0	1	3	397	0	0
D 3219 S?	6	27	18	64	258	123	2.6	0	1	13	114	0	0
E 3207 S	0	7	2	7	33	61	0.5	0	1	15	517	0	0
F 3191 S	0	7	1	12	41	95	0.5	0	1	23	564	0	0
G 3154 D	14	10	13	10	31	18	14.7	15	1	89	76	51	1220
H 3133 S	0	4	2	7	14	55	2.3	15	1	66	748	0	0
LINE 10650	(FLIGHT	8)											
A 3338 E	0	15	0	30	94	217	0.6	0	1	78	913	0	0
B 3352 S	0	11	1	45	154	141	0.5	0	1	0	356	0	70
C 3355 E	0	2	1	2	2	4	-	-	-	-	-	-	0
D 3401 S	0	5	2	12	56	82	0.5	0	1	25	422	0	540
E 3419 S	0	8	1	17	80	118	0.5	0	1	10	595	0	0
F 3437 S	0	7	1	12	36	94	0.9	0	1	30	712	0	0
G 3459 S	0	7	1	16	59	115	0.5	0	1	24	602	0	0
H 3474 D	2	3	9	3	10	16	12.6	44	2	193	34	153	0
LINE 10660	(FLIGHT	8)											
A 3804 S	0	2	0	2	2	4	-	-	-	-	-	-	0
B 3795 S	0	11	0	17	54	137	0.8	0	1	10	577	0	0
C 3781 S	0	6	0	11	27	87	0.5	0	1	52	779	0	0
D 3753 D	31	8	40	10	61	6	86.6	19	9	92	2	79	180
E 3746 S	0	8	1	10	50	89	1.0	0	1	26	653	0	0
F 3723 S	0	13	1	22	2	19	0.5	0	1	12	524	0	0
G 3706 S	0	8	0	15	43	77	0.5	0	1	21	656	0	0
H 3680 S	0	12	1	24	107	163	0.5	0	1	13	535	0	60
I 3657 D	4	6	8	7	21	10	6.1	28	1	167	381	72	0
LINE 10670	(FLIGHT	8)											
A 3860 S?	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.

1069 AREA A

HELDER LAKE

	COAXIAL 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* .SIEMEN	M	COND DEPTH .SIEMEN	M	RESIS OHM-M	DEPTH M	NT
LINE 10670	(FLIGHT	8)											
B 3868 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
C 3876 S	0	6	0	13	45	93	0.5	0	1	16	652	0	0
D 3887 S	1	9	0	22	77	172	0.5	0	1	10	574	0	0
E 3889 S?	1	2	0	2	2	4	-	-	-	-	-	-	0
F 3905 S	0	10	1	21	71	163	0.5	0	1	16	595	0	0
G 3919 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
H 3943 S	3	26	4	61	270	167	0.8	0	1	1	280	0	0
I 3946 S?	2	24	4	61	271	167	0.8	0	1	0	322	0	0
J 3949 S?	1	2	1	2	2	4	-	-	-	-	-	-	50
K 3958 S	1	12	1	21	80	167	0.5	0	1	10	564	0	0
L 3973 S	1	8	0	11	28	92	0.5	0	1	39	758	0	0
LINE 10680	(FLIGHT	8)											
A 4160 S	1	7	1	19	69	127	0.5	0	1	16	615	0	0
B 4151 S?	2	4	3	5	15	4	2.7	24	1	91	195	41	0
C 4142 S	0	3	0	7	25	59	0.5	0	1	54	841	0	0
D 4133 S	0	2	0	2	2	4	-	-	-	-	-	-	0
E 4100 S	1	2	1	2	2	4	-	-	-	-	-	-	0
F 4089 B?	5	2	14	17	27	134	9.4	30	2	139	34	105	0
G 4081 S?	2	9	2	18	63	113	0.9	0	1	10	506	0	0
H 4065 S	1	6	1	12	43	101	0.6	0	1	36	677	0	0
I 4054 S	0	2	0	6	10	43	0.9	5	1	96	988	0	0
J 4030 S?	2	2	1	3	10	8	1.0	0	1	97	209	69	0
LINE 10690	(FLIGHT	8)											
A 4210 S	1	9	1	16	70	96	0.5	0	1	22	677	0	12
B 4216 S	1	7	1	18	79	134	0.5	0	1	14	584	0	0
C 4237 B?	3	5	6	10	29	15	3.5	18	1	126	1035	0	0
D 4271 S	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10700	(FLIGHT	8)											
A 4377 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10710	(FLIGHT	8)											
A 4495 S?	0	2	2	4	12	23	0.5	0	1	41	464	12	0
B 4536 S?	0	2	1	2	2	4	-	-	-	-	-	-	0
C 4578 S?	0	6	1	13	37	95	0.5	0	1	35	585	0	0
LINE 10720	(FLIGHT	8)											
A 4692 S?	1	2	0	2	2	4	-	-	-	-	-	-	0
B 4689 S	0	6	0	11	48	84	0.5	0	1	24	700	0	50

\* 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 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* .SIEMEN	M	COND DEPTH .SIEMEN	M	RESIS OHM-M	DEPTH M	NT
LINE 10720	(FLIGHT	8)											
C 4683 S	0	5	1	11	35	40	0.5	0	1	33	696	0	0
D 4666 S	0	2	1	2	2	4	-	-	-	-	-	-	0
E 4656 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 10730	(FLIGHT	8)											
A 4767 S	1	7	2	6	102	150	1.4	0	1	5	528	0	0
B 4796 S?	2	13	2	25	115	133	0.9	0	1	0	548	0	0
C 4820 S	1	2	1	2	2	4	-	-	-	-	-	-	0
D 4830 S	1	4	1	7	11	58	1.2	1	1	86	745	0	0
LINE 10740	(FLIGHT	9)											
A 345 S	1	5	0	11	39	86	0.5	0	1	25	717	0	50
B 315 S?	1	2	0	2	2	4	-	-	-	-	-	-	0
C 308 S	1	2	0	2	2	4	-	-	-	-	-	-	12
D 282 S	1	2	1	2	2	4	-	-	-	-	-	-	0
E 255 S	1	2	0	4	25	31	1.0	0	1	13	401	0	0
F 245 S	3	17	2	40	179	250	0.8	0	1	0	378	0	0
LINE 10750	(FLIGHT	9)											
A 391 S	1	8	0	15	42	61	0.5	0	1	14	593	0	0
B 415 S	2	4	1	36	165	181	0.7	0	1	0	351	0	0
C 437 S?	5	17	2	36	176	184	1.3	0	1	0	423	0	0
D 465 S	2	9	0	21	31	122	0.5	0	1	7	533	0	30
E 477 S	2	13	1	35	138	263	0.6	0	1	0	408	0	0
LINE 10760	(FLIGHT	9)											
A 614 S	0	7	0	12	39	93	0.5	0	1	21	700	0	0
B 586 E	1	2	1	2	2	4	-	-	-	-	-	-	0
C 574 S	1	15	2	33	152	160	0.6	0	1	2	421	0	0
D 564 S?	3	18	3	29	146	160	1.0	0	1	8	488	0	0
E 554 S	1	4	1	8	18	65	0.9	7	1	49	713	0	0
F 520 S	1	10	0	19	57	152	0.5	0	1	8	574	0	60
LINE 10770	(FLIGHT	9)											
A 676 E	1	2	1	2	2	4	-	-	-	-	-	-	0
B 687 S	3	8	4	45	206	91	1.2	0	1	4	265	0	0
C 690 S?	3	26	3	45	213	245	0.8	0	1	0	276	0	70
D 696 S?	2	10	3	35	155	197	1.0	0	1	0	426	0	0
E 699 S?	2	10	3	35	155	197	0.9	0	1	15	530	0	0
F 727 S	0	2	1	2	2	4	-	-	-	-	-	-	7
G 734 S	0	9	1	21	63	114	0.5	0	1	14	570	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.

## 1069 AREA A

## HELDER LAKE

	COAXIAL 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN	M	COND DEPTH SIEMEN	M	RESIS OHM-M	DEPTH M	NT
LINE 10770	(FLIGHT	9)											
H 759 S	0	2	1	3	12	24	0.5	0	1	0	725	0	0
LINE 10780	(FLIGHT	9)											
A 934 E	0	2	0	2	2	4	-	-	-	-	-	-	0
B 920 S?	1	19	0	30	136	197	0.5	0	1	4	418	0	0
C 898 S	1	5	0	9	24	65	1.0	3	1	54	797	0	0
D 887 S	0	6	0	12	38	102	0.6	0	1	35	733	0	0
LINE 10790	(FLIGHT	9)											
A 1011 S	0	13	0	28	128	181	0.5	0	1	1	498	0	0
B 1020 S?	2	24	6	60	251	239	0.9	0	1	0	332	0	0
C 1025 S?	3	31	7	62	295	258	1.0	0	1	5	202	0	60
D 1027 S?	4	30	7	62	295	251	1.1	0	1	2	292	0	0
E 1036 S?	1	2	0	2	2	4	-	-	-	-	-	-	0
F 1045 S	1	7	0	10	38	82	0.8	0	1	38	725	0	0
G 1058 S?	1	16	0	26	106	201	0.5	0	1	5	505	0	0
H 1078 S	0	9	0	19	72	137	0.5	0	1	17	624	0	0
I 1096 S	0	1	0	1	2	4	-	-	-	-	-	-	0
LINE 10800	(FLIGHT	9)											
A 1226 S	0	2	0	2	2	4	-	-	-	-	-	-	0
B 1202 E	7	33	19	81	331	183	2.4	0	1	0	336	0	0
C 1197 S	9	15	25	69	267	79	4.5	0	1	13	71	0	0
LINE 10810	(FLIGHT	9)											
A 1255 S	0	5	0	9	39	83	0.7	0	1	44	794	0	0
B 1270 S	0	2	0	2	2	4	-	-	-	-	-	-	0
C 1277 E	8	42	31	95	339	172	3.2	0	1	13	95	0	0
D 1284 E	12	42	29	85	298	184	3.9	0	1	10	119	0	0
E 1295 S?	3	24	1	43	200	270	0.7	0	1	0	331	0	480
F 1316 S	0	7	0	6	34	51	0.6	0	1	23	654	0	0
G 1324 S?	2	16	0	32	132	226	0.6	0	1	9	571	0	0
LINE 10820	(FLIGHT	9)											
A 1464 E	0	21	2	65	313	244	0.5	0	1	0	410	0	50
B 1458 S?	9	45	30	100	269	238	3.0	0	1	10	102	0	0
C 1456 S	10	45	30	100	269	200	3.2	0	1	13	58	0	0
D 1442 S	1	8	2	13	66	82	0.9	0	1	10	597	0	0
E 1430 S	0	9	1	18	68	150	0.6	0	1	11	598	0	0
F 1416 S	0	5	1	6	15	32	0.5	0	1	89	955	0	0
LINE 10830	(FLIGHT	9)											
A 1525 S	0	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.

## 1069 AREA A

## HELDER LAKE

	COAXIAL 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN	M	COND DEPTH SIEMEN	M	RESIS OHM-M	DEPTH M	NT
LINE 10830	(FLIGHT	9)											
B 1541 E	0	2	1	2	2	4	-	-	-	-	-	-	0
C 1545 S	0	19	5	39	192	164	0.6	0	1	6	321	0	0
D 1564 S	0	9	2	24	122	136	0.5	0	1	2	523	0	0
E 1574 S	0	11	1	21	77	179	0.6	0	1	14	546	0	0
F 1577 S?	0	2	1	2	2	4	-	-	-	-	-	-	0
G 1597 S	0	7	0	11	25	89	0.5	0	1	57	806	0	8
H 1616 S	0	3	0	5	11	49	0.7	4	1	107	1035	0	0
I 1629 S	0	3	1	4	9	40	0.2	0	1	10	1214	0	20
LINE 10840	(FLIGHT	9)											
A 1813 S	0	14	1	28	121	210	0.5	0	1	5	529	0	0
B 1748 S	0	7	2	13	54	102	0.5	0	1	25	531	0	0
C 1730 S	0	12	1	27	119	200	0.5	0	1	16	601	0	0
D 1715 S	0	4	1	6	16	58	0.6	0	1	90	798	0	0
LINE 10850	(FLIGHT	9)											
A 1872 S	0	2	0	2	2	4	-	-	-	-	-	-	0
B 1886 S	0	4	0	6	13	52	0.5	0	1	86	960	0	0
C 1925 S	0	7	0	14	46	83	0.5	0	1	23	710	0	0
D 1948 S	0	8	0	14	29	120	0.5	0	1	37	730	0	0
LINE 10860	(FLIGHT	9)											
A 2086 S	0	4	0	9	22	57	0.5	0	1	50	814	0	0
B 2067 S	0	6	0	12	33	97	0.5	0	1	46	729	0	0
C 2025 S	0	5	1	7	22	64	0.6	0	1	57	765	0	0
D 2019 S	0	5	1	10	36	87	0.5	0	1	39	672	0	0
LINE 10870	(FLIGHT	9)											
A 2116 S	0	4	0	7	19	40	0.5	0	1	64	882	0	0
B 2138 S	0	4	0	6	18	60	0.5	0	1	77	917	0	0
C 2154 S	0	5	0	9	23	77	0.6	0	1	54	810	0	0
D 2184 S	0	5	1	10	33	78	0.5	0	1	45	597	0	0
E 2225 S	0	4	1	9	24	85	1.0	0	1	55	608	0	0
LINE 10880	(FLIGHT	9)											
A 2364 S	0	7	0	12	22	88	0.7	0	1	40	767	0	0
B 2356 S	0	8	1	15	32	125	0.5	0	1	36	725	0	9
C 2329 S	0	6	1	9	30	54	0.5	0	1	52	652	0	0
D 2293 S	0	9	1	16	86	81	0.5	0	1	12	621	0	0
E 2288 S?	0	18	3	28	133	180	0.6	0	1	11	390	0	0
F 2257 S	0	4	1	6	12	45	1.2	0	1	86	853	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 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN M	COND DEPTH SIEMEN M	RESIS OHM-M	DEPTH M	NT		
LINE 10890	(FLIGHT	9)											
A 2426 S	0	7	1	12	26	82	0.5	0	1	39	674	0	0
B 2435 S	0	2	0	2	2	4	-	-	-	-	-	-	0
C 2448 S	0	5	0	9	29	70	0.5	0	1	47	797	0	0
D 2463 S?	0	6	2	6	26	50	0.8	0	1	72	528	6	0
E 2470 S	0	2	1	2	2	4	-	-	-	-	-	-	0
F 2502 S	0	4	1	5	13	44	0.3	0	1	15	788	0	0
LINE 10900	(FLIGHT	9)											
A 2590 S	0	2	1	2	2	4	-	-	-	-	-	-	40
B 2563 S	0	8	3	11	44	87	0.5	0	1	41	324	0	0
LINE 19010	(FLIGHT	9)											
A 2810 S	0	3	0	6	14	36	0.8	0	1	73	954	0	0
B 2820 S	1	4	0	7	14	62	1.5	0	1	64	899	0	0
C 2833 S	0	1	0	2	2	4	-	-	-	-	-	-	0
D 2845 S	0	2	0	4	9	36	0.2	0	1	20	1112	0	0
E 2853 S	0	2	0	5	14	46	0.3	0	1	22	776	0	0
F 2870 S	0	2	0	2	1	4	-	-	-	-	-	-	0
G 2889 S	0	5	0	10	21	85	0.6	0	1	39	785	0	450
H 2927 S	0	11	0	19	71	122	0.5	0	1	14	582	0	0
I 2940 S	0	7	0	16	73	108	0.5	0	1	23	630	0	0
J 2959 S	0	15	0	40	181	270	0.5	0	1	0	393	0	0
K 2991 S	0	3	0	5	8	52	1.0	5	1	81	943	0	0
L 2998 S	0	2	0	2	2	4	-	-	-	-	-	-	0
M 3026 B?	2	9	10	13	49	89	3.1	0	1	76	181	29	0
LINE 19020	(FLIGHT	11)											
A 2822 S?	2	1	6	3	13	4	1.0	0	2	121	8	114	0
B 2816 S?	1	1	1	2	2	4	-	-	-	-	-	-	0
C 2764 S	2	8	2	18	79	114	1.1	0	1	35	243	0	0
D 2750 B?	1	2	1	1	2	4	-	-	-	-	-	-	0
E 2744 B?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 2736 S?	4	9	16	21	67	39	4.9	6	1	45	127	9	0
G 2724 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
H 2714 S?	2	6	9	13	45	33	3.7	21	2	81	38	51	0
I 2713 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
J 2665 S	0	2	0	2	2	4	-	-	-	-	-	-	0
K 2637 S?	1	9	0	24	87	195	0.6	0	1	2	511	0	0
L 2628 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
M 2606 S	0	3	1	5	14	44	0.3	0	1	25	637	0	0
N 2549 S	1	6	0	8	21	78	1.0	0	1	24	728	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.



1069 AREA A

HELDER LAKE

	COAXIAL 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* .SIEMEN	M	COND DEPTH .SIEMEN	M	RESIS OHM-M	DEPTH M	NT
LINE 19020	(FLIGHT	11)											
O 2507 S	1	9	0	18	57	19	0.5	0	1	4	576	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. .

## 069 AREA B

## HELDER LAKE

	COAXIAL 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN M	COND DEPTH SIEMEN M	RESIS OHM-M	DEPTH M	NT		
LINE 20010	(FLIGHT	1)											
A 165 D	26	13	29	22	88	110	23.4	12	3	75	17	51	0
B 170 D	73	12	28	15	35	16	123.5	0	8	71	3	58	0
C 186 D	30	26	19	21	64	113	14.4	2	1	46	101	12	400
D 190 D	2	9	15	17	68	105	4.1	24	2	102	55	67	340
E 195 D	20	8	15	7	29	43	32.7	18	1	80	95	41	0
F 205 D	11	9	12	11	42	52	12.1	8	1	46	199	4	50
G 221 D	14	5	24	9	41	7	44.4	27	3	118	21	89	40
H 228 D	10	6	8	5	21	21	15.4	19	1	94	84	53	60
I 240 S	3	5	0	9	35	85	1.5	0	1	26	736	0	4
J 329 D	40	19	24	16	49	24	31.9	8	3	79	24	53	0
K 352 S	3	6	0	13	30	107	1.7	2	1	28	703	0	0
L 364 B?	5	5	5	6	12	7	7.0	39	1	75	411	21	270
M 385 D	26	7	46	14	64	19	69.4	10	6	79	5	62	240
N 389 B?	12	7	46	14	64	19	38.8	8	9	100	2	86	0
O 437 S	1	2	0	2	2	4	-	-	-	-	-	-	0
P 462 S	1	2	0	2	2	4	-	-	-	-	-	-	0
LINE 20020	(FLIGHT	1)											
A 934 S	1	4	2	11	37	83	1.0	0	1	43	397	0	0
B 902 S	0	2	1	2	2	4	-	-	-	-	-	-	0
C 846 D	3	8	5	9	23	30	5.4	28	1	143	1035	0	1560
D 838 D	24	30	63	26	85	44	19.6	0	1	25	700	0	4910
E 833 D	49	11	63	18	63	29	99.3	0	6	86	6	67	0
F 816 D	30	17	26	27	65	62	19.6	0	3	88	17	62	900
G 812 D	32	11	59	27	65	18	46.6	0	2	68	26	41	0
H 808 D	53	14	59	18	92	11	87.7	6	4	80	9	60	0
I 797 B?	7	8	8	16	64	81	5.6	0	1	46	188	4	0
J 774 D	12	13	8	15	18	31	7.2	11	1	86	65	50	50
K 771 D	16	9	8	12	18	31	15.0	25	2	112	34	80	0
L 659 D	74	13	55	17	81	21	137.1	6	10	74	2	62	530
M 652 B?	6	1	6	1	6	24	113.9	48	2	162	47	121	0
N 642 S	1	3	1	4	13	44	0.3	0	1	19	606	0	0
O 634 B?	7	5	19	15	45	18	13.7	14	2	109	34	75	40
P 632 B?	6	5	19	15	45	18	11.9	16	2	120	28	88	0
Q 619 B?	1	1	1	1	2	1	-	-	-	-	-	-	0
R 613 D	8	3	18	7	29	6	33.1	27	4	125	12	100	0
S 606 D	29	6	43	8	59	9	124.6	15	21	79	1	73	0
T 549 S	1	6	0	14	56	78	0.5	0	1	28	719	0	0
U 519 S	1	2	0	2	2	4	-	-	-	-	-	-	0
LINE 20030	(FLIGHT	1)											
A 997 S	0	4	3	10	22	49	0.7	0	1	55	317	8	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 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN M	COND DEPTH SIEMEN M	RESIS OHM-M	DEPTH M	NT		
LINE 20030	(FLIGHT 1)												
B 1047 D	26	13	33	8	64	2	43.0	16	3	84	21	59	0
C 1052 D	24	5	26	13	53	17	59.3	0	5	100	7	79	0
D 1074 D	45	20	72	8	112	14	81.5	1	5	80	8	60	1050
E 1078 D	70	19	72	24	112	20	85.7	0	6	60	4	45	0
F 1087 D	14	14	12	16	58	96	9.1	3	1	57	119	19	50
G 1114 D	19	7	28	10	42	28	44.3	17	5	99	7	80	0
H 1205 S	0	2	1	4	11	34	0.3	0	1	35	906	4	0
I 1217 D	24	7	13	7	25	38	44.0	0	2	111	27	78	200
J 1234 S	2	22	6	48	225	166	0.9	0	1	19	155	0	0
K 1243 S	1	2	1	2	2	4	-	-	-	-	-	-	0
L 1261 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
M 1326 S	0	3	2	8	23	62	0.6	0	1	71	527	0	9
N 1347 S	0	2	2	3	10	31	0.3	0	1	39	606	8	50
LINE 20040	(FLIGHT 1)												
A 1909 S	0	2	1	2	2	4	-	-	-	-	-	-	0
B 1894 S	0	6	7	16	38	62	1.2	2	1	61	137	22	2080
C 1858 B?	2	9	16	12	23	25	5.2	21	1	74	856	0	1910
D 1850 D	11	5	42	8	49	6	59.8	20	1	61	504	4	2050
E 1847 D	40	4	42	7	49	3	239.7	16	11	101	1	91	0
F 1825 D	65	8	64	15	37	7	201.8	19	6	93	5	76	710
G 1823 B?	33	11	33	15	58	7	49.6	5	5	78	6	59	0
H 1811 D	17	13	22	14	52	41	16.3	3	2	96	41	62	0
I 1790 D	6	10	20	13	53	43	9.6	0	2	75	26	46	0
J 1788 B?	6	10	20	13	53	43	9.6	10	3	98	19	71	90
K 1745 S	0	4	2	7	20	68	1.0	0	1	64	497	1	0
L 1721 S	0	3	1	5	12	39	0.3	0	1	22	870	0	0
M 1666 S	1	18	9	35	164	186	1.3	0	1	31	169	0	0
N 1663 D	5	12	9	35	164	186	2.8	0	1	63	194	19	0
O 1643 S	0	7	2	13	57	79	0.6	0	1	39	275	0	0
P 1618 D	7	7	13	10	33	39	10.7	12	2	107	30	75	50
Q 1616 D	5	6	13	10	33	39	9.3	13	3	100	26	69	0
LINE 20050	(FLIGHT 1)												
A 2033 S	2	10	6	18	72	122	1.8	0	1	32	212	0	0
B 2039 B?	8	5	16	8	21	88	20.4	36	2	114	26	84	0
C 2043 D	16	9	37	8	70	9	44.9	25	1	89	65	54	2640
D 2047 D	58	15	37	15	70	12	75.8	0	4	77	10	56	0
E 2064 D	9	9	35	6	33	59	29.8	9	1	67	104	28	240
F 2070 D	53	17	42	18	59	5	60.7	0	4	72	13	50	0
G 2075 D	27	15	32	18	59	14	27.4	0	3	75	18	50	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.

## 069 AREA B

## HELDER LAKE

	COAXIAL 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INIERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* .SIEMEN	M	COND DEPTH .SIEMEN	M	RESIS OHM-M	DEPTH M	NT
LINE 20050	(FLIGHT	1)											
H 2083 D	37	11	33	9	33	34	69.8	14	4	110	13	85	90
I 2099 B?	7	11	15	20	73	10	6.3	11	2	66	52	35	100
J 2123 B	5	3	4	3	11	8	12.4	51	2	211	44	167	40
K 2148 S	5	25	5	48	220	27	1.4	0	1	8	195	0	0
L 2159 S	2	7	6	54	288	206	1.2	0	1	10	277	0	0
M 2164 E	5	39	7	75	380	359	1.1	0	1	5	199	0	0
N 2174 S	1	2	1	2	2	4	-	-	-	-	-	-	0
O 2204 S	3	19	5	48	229	228	1.2	0	1	12	228	0	0
P 2218 B?	4	6	2	3	11	13	3.9	32	1	166	523	57	0
Q 2244 S	2	10	3	27	121	191	0.9	0	1	11	526	0	0
R 2255 B?	3	7	4	7	25	18	2.6	14	1	141	403	54	90
S 2291 S	2	3	1	7	22	57	1.8	23	1	82	621	10	0
LINE 20060	(FLIGHT	1)											
A 2786 S	0	6	1	12	14	39	0.5	0	1	44	731	0	0
B 2761 S	0	7	0	12	24	93	0.8	0	1	45	759	0	240
C 2742 B?	10	22	11	37	150	189	3.7	0	1	37	146	1	0
D 2739 B?	10	22	48	37	150	189	10.1	0	1	57	71	23	0
E 2732 D	77	38	72	48	122	60	38.3	0	8	57	2	44	0
F 2729 D	47	10	72	48	122	14	51.9	0	5	82	6	63	0
G 2712 S	4	14	4	27	128	167	1.8	0	1	16	262	0	60
H 2704 D	33	25	36	22	59	20	21.3	13	2	101	39	69	490
I 2701 D	15	9	18	9	33	83	22.0	19	1	80	68	44	0
J 2691 S?	1	2	1	2	2	4	-	-	-	-	-	-	20
K 2679 S	2	14	5	31	104	172	0.9	0	1	21	212	0	12
L 2668 S	0	2	1	2	2	4	-	-	-	-	-	-	0
M 2651 S?	1	2	1	2	2	2	-	-	-	-	-	-	0
N 2622 S	0	11	1	27	126	149	0.5	0	1	3	434	0	8
O 2618 S	0	8	2	15	72	102	0.5	0	1	12	396	0	0
P 2600 S	2	6	6	59	284	176	1.0	0	1	9	187	0	0
Q 2574 S	0	1	1	2	2	4	-	-	-	-	-	-	0
R 2552 D	36	16	77	35	134	26	42.6	5	9	79	2	66	200
S 2550 D	16	16	77	35	134	26	25.3	9	4	80	9	60	0
T 2519 D	4	4	9	6	21	6	8.7	34	1	179	73	131	90
U 2499 S	0	3	1	7	24	60	1.2	5	1	73	878	0	0
V 2482 S	0	6	1	12	41	92	0.7	2	1	50	709	0	0
LINE 20070	(FLIGHT	1)											
A 2946 S	0	7	1	14	59	103	0.5	0	1	25	427	0	0
B 2962 S?	0	2	1	2	2	4	-	-	-	-	-	-	720
C 2975 S	0	4	1	8	16	40	0.5	0	1	56	718	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 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* .SIEMEN M	COND DEPTH .SIEMEN M	RESIS OHM-M	DEPTH M	NT		
LINE 20070	(FLIGHT	1)											
D 2999 S	3	15	11	45	154	208	2.0	0	1	19	138	0	0
E 3000 S?	5	15	19	45	154	208	3.8	0	1	33	114	0	0
F 3009 D	15	9	56	19	86	11	37.4	0	8	58	3	44	0
G 3012 D	40	6	56	12	86	13	153.3	0	10	63	2	51	0
H 3030 S?	5	10	14	13	49	101	6.6	9	1	50	195	8	0
I 3032 S?	1	2	1	2	2	4	-	-	-	-	-	-	230
J 3041 D	16	7	16	38	102	145	9.6	3	2	52	50	22	0
K 3047 B?	1	2	1	2	2	4	-	-	-	-	-	-	6
L 3061 D	16	28	24	48	219	230	6.0	0	1	32	81	2	0
M 3065 B?	2	3	9	8	25	169	6.1	39	2	116	31	84	0
N 3121 S	0	2	1	2	2	4	-	-	-	-	-	-	13
O 3142 S	2	16	4	40	203	182	0.8	0	1	9	272	0	0
P 3184 D	11	6	13	8	28	14	20.4	28	2	123	29	91	110
Q 3197 D	4	3	7	3	14	4	17.7	47	3	175	18	143	20
R 3237 S	0	7	2	15	54	119	0.5	0	1	22	697	0	450
S 3250 S	0	10	1	17	58	116	0.6	0	1	14	558	0	0
LINE 20080	(FLIGHT	1)											
A 3721 D	19	10	54	1	41	15	90.0	17	1	59	276	14	1470
B 3716 D	63	16	94	30	161	15	96.5	6	8	55	3	42	3390
C 3712 D	12	12	94	30	161	4	39.8	12	1	37	315	0	2670
D 3689 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
E 3686 B?	5	3	30	5	39	71	52.0	21	1	52	121	14	0
F 3680 D	34	13	81	22	120	38	70.2	13	1	19	517	0	0
G 3675 D	51	7	81	18	120	19	184.3	0	6	60	5	43	0
H 3655 B?	6	10	26	13	47	105	11.5	7	1	57	94	20	0
I 3650 D	40	15	36	27	53	105	34.9	2	4	87	11	65	0
J 3647 D	15	15	37	26	125	158	15.4	2	5	62	7	44	990
K 3645 D	43	19	37	26	147	158	34.0	5	4	51	9	33	0
L 3643 D	32	20	38	22	147	39	26.0	7	2	37	48	11	0
M 3634 S?	1	2	1	2	2	4	-	-	-	-	-	-	6
N 3625 B?	6	13	28	14	64	48	10.7	0	3	86	18	59	0
O 3621 D	20	13	28	15	64	48	22.7	0	3	65	22	38	90
P 3595 D	7	6	11	8	25	13	11.6	26	2	138	33	103	70
Q 3569 S	1	5	2	9	26	81	1.2	0	1	41	552	0	0
R 3555 S	0	4	3	6	17	51	0.6	0	1	87	167	39	0
S 3529 S	3	21	8	47	212	131	1.4	0	1	13	137	0	0
T 3497 S	1	4	1	5	14	32	0.5	0	1	19	580	0	0
U 3437 S	0	13	1	26	122	178	0.5	0	1	4	490	0	0
V 3428 S	0	15	4	29	146	171	0.6	0	1	15	285	0	0
W 3387 S	0	4	1	6	20	60	0.7	0	1	70	653	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.

## 069 AREA B

## HELDER LAKE

	COAXIAL 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN	COND DEPTH M	COND DEPTH SIEMEN	COND DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 20090	(FLIGHT	1)											
A 3816 B	14	4	21	4	47	22	65.6	16	6	99	5	82	0
B 3819 D	9	7	24	4	52	22	29.8	19	3	89	17	64	0
C 3822 S?	0	6	16	3	52	28	7.2	26	1	42	775	0	7570
D 3836 D	5	8	7	14	50	63	4.3	11	1	18	481	0	890
E 3841 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 3848 D	15	12	61	13	62	44	43.2	0	1	53	99	16	3970
G 3853 D	37	6	61	16	65	40	120.5	13	12	80	1	69	0
H 3874 D	19	21	19	41	166	217	7.8	0	1	26	100	0	0
I 3880 D	33	7	45	6	57	5	159.1	2	4	91	10	69	1990
J 3882 D	32	9	63	22	86	31	66.4	1	18	67	1	59	0
K 3884 D	46	13	63	22	86	31	74.9	0	5	58	7	40	0
L 3894 S?	0	12	1	19	73	149	1.1	0	1	20	309	0	5
M 3910 B?	1	2	1	2	2	4	-	-	-	-	-	-	0
N 3950 S	0	12	1	24	101	163	0.6	0	1	14	321	0	0
O 3959 S	0	9	2	16	74	115	0.5	0	1	24	304	0	0
P 3983 S?	6	21	11	28	100	33	3.0	0	1	21	97	0	0
Q 3984 S	5	21	14	28	100	34	3.2	0	1	21	85	0	0
R 3993 S?	2	21	6	32	146	181	1.1	0	1	16	251	0	0
S 4018 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
T 4037 S	0	2	1	2	2	4	-	-	-	-	-	-	0
U 4068 S	0	2	2	5	11	31	0.3	0	1	19	940	0	0
V 4082 S	0	17	6	54	251	204	0.7	0	1	9	282	0	0
W 4088 E	2	26	8	54	268	200	0.9	0	1	9	176	0	0
X 4100 S	0	2	2	7	15	54	2.0	8	1	60	708	0	0
Y 4122 S	0	5	2	13	64	75	0.7	0	1	23	437	0	30
Z 4147 S	0	3	1	6	14	49	1.9	28	1	94	857	6	11
LINE 20100	(FLIGHT	1)											
A 4569 S?	0	5	2	9	28	57	1.2	0	1	44	578	0	0
B 4557 D	16	9	23	13	69	72	22.8	12	2	71	44	40	0
C 4546 D	21	15	27	17	79	65	19.5	0	1	40	95	5	0
D 4542 D	15	15	27	17	79	65	14.5	0	3	85	17	59	0
E 4518 D	25	5	25	8	34	42	78.6	0	2	96	30	64	490
F 4512 D	23	11	23	11	42	8	32.1	5	4	111	10	87	810
G 4509 D	19	10	23	11	42	10	28.5	6	5	83	9	62	0
H 4507 B?	19	10	23	6	25	15	35.9	6	3	92	20	64	0
I 4499 S?	1	5	2	6	15	40	1.1	0	1	99	168	48	0
J 4480 D	8	9	10	12	37	43	7.7	11	1	82	64	45	0
K 4456 B	2	3	4	7	24	20	3.3	29	1	113	131	65	50
L 4430 S	3	6	2	12	40	86	1.9	0	1	23	515	0	0
M 4420 S	0	5	1	5	17	51	0.5	1	1	67	759	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 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* M	COND DEPTH M	RESIS OHM-M	DEPTH M	NT		
LINE 20100	(FLIGHT 1)												
N 4410 S?	0	13	4	21	108	154	0.7	0	1	14	506	0	0
O 4386 S?	5	3	14	29	147	54	5.8	13	1	20	161	0	0
P 4380 S	1	2	1	2	2	4	-	-	-	-	-	-	0
Q 4358 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
R 4355 B?	8	10	8	6	37	66	7.5	15	1	115	75	73	30
S 4340 S	2	4	1	7	20	61	1.6	0	1	58	464	0	0
T 4329 B?	5	2	6	2	12	5	34.0	56	2	189	54	145	30
U 4324 B?	1	2	1	2	2	4	-	-	-	-	-	-	13
V 4289 E	6	26	21	12	29	131	4.8	0	1	16	109	0	0
W 4287 S	1	2	1	2	2	4	-	-	-	-	-	-	0
X 4285 E	6	34	21	74	308	220	2.5	0	1	14	89	0	0
Y 4245 S	1	5	1	12	58	77	0.5	0	1	29	623	0	20
Z 4216 S	1	6	0	11	42	96	0.5	0	1	33	761	0	30
LINE 20110	(FLIGHT 2)												
A 219 S	1	4	0	10	27	79	0.7	3	1	30	673	0	0
B 241 S	1	6	1	10	29	71	0.8	0	1	35	462	0	0
C 252 D	16	13	18	16	45	28	13.1	20	2	85	53	52	0
D 258 D	27	12	56	32	109	74	32.3	7	3	60	15	38	4130
E 260 D	36	21	56	32	109	74	29.0	7	3	53	15	33	0
F 264 D	32	14	50	32	108	74	31.5	8	3	68	16	46	0
G 288 D	10	5	27	5	16	16	46.1	6	2	113	50	75	0
H 294 D	35	8	42	16	61	15	72.5	22	8	108	3	93	0
I 296 D	30	13	42	16	61	15	44.4	2	5	80	8	60	0
J 300 D	9	8	15	11	26	12	12.6	0	2	84	35	52	0
K 304 B?	2	1	11	3	20	5	1.0	0	1	72	85	52	6
L 326 D	2	9	9	12	25	25	2.8	0	1	73	120	31	0
M 330 B?	0	2	1	2	2	4	-	-	-	-	-	-	0
N 345 B	0	4	3	8	21	19	0.8	7	1	101	111	58	90
O 373 S	0	25	10	61	235	181	0.7	0	1	9	143	0	0
P 410 S	0	11	1	21	58	132	0.5	0	1	25	384	0	0
Q 420 S?	0	34	13	76	284	232	0.8	0	1	16	143	0	0
R 423 S?	0	34	13	76	284	234	0.9	0	1	13	155	0	0
S 431 S	0	3	1	7	13	50	0.5	1	1	56	337	11	0
T 442 S	0	5	1	11	44	75	0.5	0	1	25	296	0	15
U 490 S	0	25	9	42	181	197	0.6	0	1	12	192	0	0
V 499 S	0	24	6	61	251	231	0.5	0	1	6	209	0	0
W 503 E	0	24	6	61	251	231	0.6	0	1	35	473	0	0
LINE 20120	(FLIGHT 2)												
A 965 S	0	7	1	16	37	120	0.5	0	1	18	637	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 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN M	COND DEPTH SIEMEN M	RESIS OHM-M	DEPTH M	NT		
LINE 20120	(FLIGHT	2)											
B 951 S	0	5	1	7	16	54	0.5	0	1	48	656	0	11
C 932 D	38	12	32	12	57	18	58.0	9	5	87	6	69	170
D 929 B?	1	2	1	2	2	4	-	-	-	-	-	-	0
E 927 D	11	4	12	5	54	16	35.6	22	3	76	17	52	0
F 923 D	15	8	14	10	44	36	19.4	11	2	78	38	47	360
G 919 D	9	7	13	9	22	9	14.4	15	2	111	56	72	0
H 893 D	16	6	16	9	16	53	31.4	7	1	88	84	47	0
I 887 D	59	8	84	20	100	7	176.1	1	10	85	2	73	1150
J 884 D	75	20	103	20	100	12	125.5	0	13	71	1	61	220
K 881 D	36	15	103	22	108	10	83.0	6	8	65	2	52	0
L 853 D	10	5	17	24	28	48	10.8	18	1	73	68	39	0
M 849 D	7	12	17	11	28	48	8.3	0	1	67	61	32	6
N 809 S	0	7	1	14	32	113	0.5	0	1	30	610	0	0
O 725 S	0	6	3	14	34	90	0.5	0	1	40	236	0	6
P 716 S	0	10	1	25	98	163	0.6	0	1	0	461	0	0
Q 711 S?	0	2	1	2	2	4	-	-	-	-	-	-	0
R 683 S	0	11	0	22	22	150	0.5	0	1	18	529	0	0
S 658 S	0	5	1	9	19	36	0.5	0	1	47	573	0	0
LINE 20130	(FLIGHT	2)											
A 1800 S	0	3	0	6	9	48	0.5	0	1	78	938	0	0
B 1785 D	8	9	5	14	35	105	5.3	15	1	39	659	0	0
C 1779 B?	1	2	1	2	2	4	-	-	-	-	-	-	90
D 1775 D	13	11	20	12	38	45	15.4	10	1	79	85	41	240
E 1771 D	14	2	20	3	43	37	141.9	13	3	82	16	57	0
F 1769 D	16	13	21	3	16	87	24.1	20	2	103	31	72	0
G 1744 D	9	4	9	4	2	27	25.9	12	1	119	149	66	0
H 1738 D	28	11	14	17	74	15	26.1	10	6	96	6	77	950
I 1735 D	37	14	76	16	66	11	75.8	0	14	65	1	56	0
J 1732 D	63	6	76	13	66	9	298.9	0	5	85	7	65	130
K 1727 S	1	2	1	2	2	4	-	-	-	-	-	-	0
L 1701 D	14	11	11	21	22	73	8.6	4	2	81	32	51	0
M 1698 B?	20	15	33	22	81	73	18.8	0	4	58	9	38	50
N 1696 D	20	15	33	22	81	73	18.8	0	4	78	13	54	50
O 1683 B	5	3	17	9	37	14	17.5	27	2	146	29	111	30
P 1604 S	1	4	1	8	23	53	1.0	0	1	55	786	0	0
Q 1590 B?	4	2	5	2	9	3	19.9	43	1	194	980	35	0
R 1578 S?	6	5	10	8	24	16	10.4	38	2	110	42	76	0
S 1571 S	1	5	2	7	15	62	1.5	0	1	47	746	0	0
T 1551 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20140	(FLIGHT	2)											
A 1112 D	13	11	14	8	16	30	14.1	14	2	95	41	62	230

\* 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 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN M	COND DEPTH SIEMEN M	RESIS OHM-M	DEPTH M	NT				
LINE 20140 (FLIGHT 2)													
B 1121 S	2	12	3	23	79	163	1.2	0	1	17	497	0	0
C 1144 D	11	5	15	5	9	19	32.5	22	1	150	92	101	0
D 1150 D	13	5	20	8	33	16	35.3	10	6	95	6	76	560
E 1151 D	20	7	22	8	33	16	44.6	12	5	100	6	81	0
F 1155 D	32	9	22	15	26	19	45.8	20	4	93	9	73	0
G 1176 B?	8	5	9	8	26	22	13.2	18	2	99	33	67	50
H 1183 B	7	4	12	4	8	31	24.1	31	4	97	11	74	0
I 1191 D	19	16	16	21	62	64	11.6	14	2	100	49	66	60
J 1203 B?	1	2	1	2	2	4	-	-	-	-	-	-	11
K 1236 S	1	12	2	27	110	162	0.6	0	1	3	508	0	0
L 1277 S	0	7	1	11	42	52	0.5	0	1	29	678	0	0
M 1283 B?	3	6	2	6	13	33	2.6	26	1	145	906	25	0
N 1288 B?	1	1	1	1	2	4	-	-	-	-	-	-	0
O 1324 S	1	6	1	12	45	86	0.5	0	1	32	671	0	0
P 1336 S	0	10	0	24	81	165	0.5	0	1	26	704	0	0
Q 1400 S	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 20150 (FLIGHT 2)													
A 1856 S	0	8	0	7	49	63	0.5	0	1	27	680	0	0
B 1887 B?	4	7	4	11	32	43	3.0	11	1	56	260	11	90
C 1896 S	0	9	1	18	79	119	0.5	0	1	16	550	0	0
D 1915 D	3	5	4	6	8	30	4.0	0	1	90	375	17	0
E 1921 B?	1	2	1	2	2	4	-	-	-	-	-	-	430
F 1923 D	24	12	53	11	54	11	52.2	13	4	108	9	86	0
G 1926 D	52	6	53	12	54	41	214.2	0	8	64	3	49	0
H 1928 D	28	9	37	12	52	52	59.4	14	4	102	11	79	0
I 1947 B	44	16	98	39	153	50	57.1	0	11	54	1	44	190
J 1961 D	14	14	10	18	56	60	8.3	12	1	79	83	42	80
K 2012 S	2	13	2	27	121	131	0.6	0	1	0	435	0	0
L 2064 B?	5	2	11	5	19	14	21.2	45	2	114	55	77	40
M 2075 S	1	12	2	27	122	165	0.6	0	1	0	489	0	15
N 2092 S	3	17	2	36	160	173	0.9	0	1	0	448	0	0
O 2108 S	1	2	0	2	2	4	-	-	-	-	-	-	0
P 2167 S	2	4	1	9	19	69	1.1	0	1	50	809	0	8
LINE 20160 (FLIGHT 2)													
A 2656 S	0	8	1	20	60	132	0.5	0	1	11	375	0	0
B 2629 S	0	6	1	11	30	55	0.5	0	1	26	505	0	0
C 2609 D	15	10	17	12	32	52	16.3	8	1	73	70	36	140
D 2602 B?	3	5	9	4	12	12	7.7	33	1	86	215	37	610
E 2594 D	30	16	31	19	55	108	27.0	15	1	86	64	51	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 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN	COND DEPTH M	COND DEPTH SIEMEN	RESIS M OHM-M	DEPTH M	NT	
LINE 20160	(FLIGHT	2)											
F 2573 D	36	9	79	18	113	42	107.8	0	16	51	1	43	190
G 2558 D	12	9	11	12	31	40	11.2	0	2	66	44	33	70
H 2516 S	0	8	2	14	41	93	0.5	0	1	22	438	0	0
I 2504 S?	1	14	1	25	97	178	0.5	0	1	1	467	0	0
J 2454 E	1	19	2	44	178	278	0.6	0	1	0	353	0	0
K 2442 B?	4	19	2	35	152	142	1.0	0	1	3	345	0	40
L 2416 S?	1	19	0	19	91	90	0.5	0	1	5	459	0	0
M 2410 E	2	31	6	66	285	335	0.8	0	1	4	227	0	0
N 2328 S	1	6	0	9	21	76	0.5	0	1	46	775	0	0
O 2321 S	1	6	1	12	36	96	0.5	0	1	29	726	0	30
LINE 20170	(FLIGHT	2)											
A 2720 S	0	5	2	6	34	47	0.5	0	1	16	374	0	0
B 2733 S	0	3	3	7	34	57	0.8	1	1	35	335	0	0
C 2762 D	4	9	4	11	9	62	2.8	1	1	53	203	10	0
D 2769 D	3	7	8	7	40	15	4.5	21	1	32	645	0	1400
E 2775 D	6	11	8	15	46	53	4.3	7	1	40	197	2	0
F 2797 B?	14	3	20	5	24	27	67.4	21	8	85	3	71	0
G 2811 D	29	13	23	14	65	33	29.5	6	5	71	8	52	140
H 2825 S	1	3	0	6	10	49	0.6	0	1	49	277	2	0
I 2847 S	1	13	1	25	109	156	0.5	0	1	7	293	0	0
J 2864 S	1	7	2	13	50	87	0.6	0	1	24	294	0	0
K 2870 S	1	5	1	1	3	38	0.8	1	1	30	358	0	0
L 2886 S	0	3	1	5	21	47	0.5	0	1	70	271	22	0
M 2914 S?	3	17	2	36	158	196	0.8	0	1	1	302	0	0
N 2945 S	1	2	1	2	2	4	-	-	-	-	-	-	0
O 2949 E	2	17	3	31	133	175	0.8	0	1	6	298	0	0
P 3006 S	0	5	2	8	18	69	0.6	0	1	47	443	0	0
LINE 20180	(FLIGHT	2)											
A 3418 E	6	38	19	88	363	258	2.0	0	1	10	133	0	0
B 3417 S	6	38	19	88	363	258	2.0	0	1	11	90	0	0
C 3416 E	5	38	19	88	363	256	1.9	0	1	10	109	0	0
D 3402 S?	0	5	2	8	22	60	0.5	0	1	38	531	0	0
E 3391 S	0	3	2	6	15	47	0.5	0	1	57	503	0	0
F 3363 B?	2	12	3	16	54	100	1.4	0	1	32	485	0	130
G 3351 S?	2	10	3	13	57	99	1.6	0	1	26	306	0	0
H 3342 B?	1	9	4	14	47	66	1.3	0	1	49	371	1	0
I 3329 B	15	14	41	27	85	76	17.0	0	4	64	10	43	70
J 3327 D	14	14	41	27	85	82	16.2	1	4	61	10	41	0
K 3312 D	35	14	86	36	157	71	50.7	0	8	45	3	32	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 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN	COND DEPTH M	COND DEPTH SIEMEN	COND DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 20180	(FLIGHT	2)											
L 3311 D	47	22	86	36	157	71	47.1	5	8	59	3	46	170
M 3302 S	0	5	2	11	26	94	0.5	0	1	36	369	0	0
N 3284 S?	0	3	0	37	121	286	0.5	0	1	0	391	0	0
O 3279 S	0	8	1	17	74	120	0.5	0	1	0	322	0	0
P 3257 S	0	12	2	30	129	182	0.5	0	1	9	431	0	9
Q 3229 S?	0	15	1	25	89	177	0.6	0	1	6	517	0	5
R 3223 S	0	6	2	2	14	24	0.6	0	1	9	136	0	0
S 3204 S	0	2	1	2	2	4	-	-	-	-	-	-	0
T 3183 S	0	6	1	11	34	88	0.5	0	1	22	461	0	0
U 3166 S	1	27	8	61	271	224	0.8	0	1	0	185	0	0
V 3164 E	1	2	1	2	2	4	-	-	-	-	-	-	0
W 3098 S	0	8	1	16	44	131	0.5	0	1	21	561	0	0
X 3087 S	0	7	1	14	38	89	0.5	0	1	19	589	0	0
LINE 20190	(FLIGHT	2)											
A 3604 S	1	2	1	2	2	4	-	-	-	-	-	-	0
B 3607 E	9	12	26	71	230	105	4.8	0	1	11	89	0	0
C 3626 S	0	4	1	9	19	68	0.5	0	1	41	574	0	20
D 3632 S	0	2	1	2	2	4	-	-	-	-	-	-	0
E 3655 S?	1	8	2	14	43	104	0.8	0	1	33	341	0	0
F 3668 S	1	9	4	17	78	102	1.2	0	1	29	275	0	0
G 3673 S?	1	7	1	9	27	51	0.5	0	1	55	319	8	4
H 3691 D	72	27	98	32	140	24	69.5	1	8	69	3	56	170
I 3705 D	22	14	14	18	67	79	14.6	6	2	74	25	47	200
J 3725 S	0	6	0	9	25	67	0.5	0	1	52	599	0	0
K 3734 S	0	5	0	9	12	45	0.5	0	1	42	613	0	0
L 3762 S?	0	3	0	8	8	67	0.5	0	1	78	676	4	0
M 3782 S	1	9	3	33	153	66	0.7	0	1	8	244	0	0
N 3840 S	1	18	5	43	200	162	0.7	0	1	1	261	0	260
O 3888 S	0	7	0	13	41	94	0.5	0	1	33	594	0	0
P 3897 S?	0	2	1	2	2	4	-	-	-	-	-	-	0
Q 3912 S	0	9	1	18	67	138	0.5	0	1	17	612	0	16
LINE 20200	(FLIGHT	2)											
A 4271 S	1	7	2	9	12	57	1.0	0	1	39	407	0	0
B 4254 S	0	5	2	14	51	98	0.5	0	1	22	514	0	0
C 4244 S	0	5	2	7	20	63	0.5	0	1	64	437	7	0
D 4222 S	1	7	2	11	41	90	1.2	0	1	50	275	6	0
E 4209 S	2	9	2	14	52	106	1.4	0	1	34	326	0	0
F 4184 D	10	5	18	7	34	17	28.6	17	6	112	5	94	150
G 4174 B	5	11	11	22	84	119	4.0	0	2	75	56	41	30

\* 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 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN	M	COND DEPTH SIEMEN	M	RESIS OHM-M	DEPTH M	NT
LINE 20200	(FLIGHT 2)												
H 4170 D	12	13	11	22	84	119	7.0	3	1	93	63	55	60
I 4150 S	1	17	3	37	189	201	0.7	0	1	6	287	0	0
J 4119 S	0	6	0	12	36	101	0.5	0	1	39	572	0	0
K 4092 S	0	4	1	9	23	74	0.5	0	1	56	582	0	0
L 4082 S	1	9	2	19	80	124	0.6	0	1	21	342	0	0
M 4033 S	0	5	1	10	27	81	0.5	0	1	43	645	0	0
N 3996 S	1	21	2	19	96	85	0.6	0	1	2	388	0	0
O 3978 S	0	13	1	24	100	176	0.5	0	1	5	420	0	0
P 3972 S	0	14	1	23	84	167	0.5	0	1	15	515	0	6
Q 3956 S	0	10	1	17	64	124	0.5	0	1	24	597	0	0
LINE 20210	(FLIGHT 3)												
A 108 S	2	9	7	25	119	30	2.1	0	1	4	191	0	0
B 118 S	1	4	0	8	23	69	0.5	0	1	33	707	0	0
C 123 S	0	0	0	6	13	58	0.6	3	1	40	719	0	0
D 128 S	1	6	0	11	23	94	0.5	0	1	32	698	0	0
E 143 S	1	4	1	6	8	41	1.0	2	1	45	638	0	0
F 154 S	1	6	1	10	15	77	0.7	1	1	33	585	0	0
G 163 D	9	12	6	18	63	125	4.9	16	1	33	341	0	200
H 177 B?	5	13	4	19	61	132	2.6	3	1	16	408	0	0
I 188 D	3	9	1	5	18	22	1.8	3	1	46	509	0	20
J 205 D	16	13	25	16	47	22	16.5	19	2	83	29	55	90
K 218 D	8	15	10	34	123	212	3.7	0	1	26	115	0	70
L 222 D	17	23	10	30	52	210	5.7	1	1	38	137	4	60
M 236 S	1	11	2	25	107	191	0.6	0	1	3	414	0	0
N 280 S	2	13	1	25	86	175	0.6	0	1	0	464	0	0
O 317 S?	2	7	2	20	79	120	1.2	0	1	10	336	0	0
P 358 S	2	7	1	12	34	93	1.4	0	1	6	483	0	0
Q 401 E	4	30	12	67	275	237	1.5	0	1	7	204	0	20
R 408 S	5	23	10	22	161	93	2.7	0	1	10	128	0	0
S 425 S	1	7	1	12	65	90	0.8	0	1	0	365	0	0
T 442 S	3	15	2	29	132	182	1.0	0	1	2	379	0	0
U 447 S	3	3	2	27	100	195	1.3	0	1	3	414	0	0
LINE 20220	(FLIGHT 3)												
A 864 S?	3	11	6	48	227	65	1.4	0	1	12	199	0	0
B 860 E	1	2	1	2	2	4	-	-	-	-	-	-	0
C 823 S	0	2	1	2	2	4	-	-	-	-	-	-	0
D 813 S	2	9	3	21	103	120	1.1	0	1	22	223	0	0
E 810 S?	1	2	1	2	2	4	-	-	-	-	-	-	120
F 798 D	10	10	8	17	49	60	6.9	7	1	42	150	5	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 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN	COND DEPTH M	COND DEPTH SIEMEN	COND DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 20220	(FLIGHT	3)											
G 787 D	7	12	7	16	42	32	4.4	1	1	45	207	4	0
H 772 D	13	10	20	11	37	10	16.9	23	1	76	67	42	0
I 762 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
J 761 S?	3	15	2	25	94	177	1.0	0	1	19	187	0	0
K 756 B?	6	19	4	29	121	168	2.1	0	1	17	189	0	40
L 747 S	2	13	3	34	154	201	0.7	0	1	11	232	0	0
M 720 S	1	3	0	6	10	47	1.1	1	1	25	427	0	0
N 697 E	3	31	4	59	264	337	0.8	0	1	0	293	0	0
O 687 S	1	10	1	19	72	149	0.5	0	1	6	386	0	0
P 658 S?	3	22	5	48	230	198	1.1	0	1	7	231	0	14
Q 636 S	1	6	1	11	22	93	0.8	0	1	11	517	0	0
R 618 S?	2	6	1	11	32	91	1.3	0	1	7	580	0	0
S 573 E	5	24	8	50	7	219	1.7	0	1	5	282	0	13
T 561 S	4	23	9	13	64	21	2.5	0	1	10	122	0	0
U 546 S	2	10	1	19	76	137	0.6	0	1	0	357	0	0
V 526 S	3	17	5	34	152	150	1.2	0	1	5	298	0	0
LINE 20230	(FLIGHT	3)											
A 914 S	1	4	2	9	33	69	1.1	0	1	15	352	0	0
B 941 S	1	5	2	6	14	47	1.3	1	1	33	342	0	0
C 949 S	1	5	2	6	13	50	1.2	4	1	39	329	0	0
D 962 D	7	10	3	6	16	31	4.9	13	1	50	238	7	140
E 971 D	32	26	27	18	62	39	18.6	2	3	75	14	52	0
F 974 D	18	9	22	16	58	58	21.4	13	2	69	24	44	0
G 976 D	18	14	19	16	55	58	14.9	9	2	68	48	37	0
H 984 D	7	7	6	4	11	17	8.5	24	1	84	171	37	0
I 999 S?	9	25	11	9	65	200	4.5	0	1	35	79	5	90
J 1010 S?	3	22	3	45	196	263	0.9	0	1	10	237	0	0
K 1021 S	2	18	2	34	154	217	0.7	0	1	10	321	0	0
L 1073 S	1	10	1	22	76	169	0.6	0	1	12	393	0	0
M 1086 S	1	5	1	9	22	71	0.6	0	1	35	435	0	0
N 1097 S	1	3	1	8	14	58	0.8	11	1	54	487	4	0
O 1109 S	2	10	2	15	38	78	1.0	0	1	22	611	0	0
P 1116 S	1	8	1	17	63	123	0.7	0	1	13	485	0	0
Q 1127 S	1	2	1	2	2	4	-	-	-	-	-	-	0
R 1146 S	2	5	1	9	25	65	1.4	0	1	38	530	0	0
S 1176 S	1	2	1	2	2	4	-	-	-	-	-	-	0
T 1185 E	3	9	7	43	19	157	1.8	0	1	38	466	0	0
U 1191 S	4	16	10	11	74	56	3.3	3	1	17	137	0	0
V 1201 S	5	17	7	37	130	122	1.9	0	1	6	181	0	10
W 1232 S?	2	13	7	19	31	14	1.8	0	1	15	415	0	9

\* 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.

1069 AREA B

HELDER LAKE

	COAXIAL 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* .SIEMEN M	COND DEPTH .SIEMEN M	RESIS OHM-M	DEPTH M	NT		
LINE 20230	(FLIGHT	3)											
X 1238 S?	4	24	8	35	180	95	1.8	0	1	14	249	0	0
LINE 20240	(FLIGHT	3)											
A 1701 S	0	5	1	9	20	80	0.5	0	1	42	599	0	40
B 1683 S	0	9	2	13	46	96	0.5	0	1	27	423	0	0
C 1674 S	0	11	2	18	59	146	0.5	0	1	24	357	0	0
D 1672 S?	1	2	1	2	2	4	-	-	-	-	-	-	80
E 1662 D	35	15	35	27	92	91	29.8	4	2	82	25	54	0
F 1660 D	25	18	32	27	92	91	17.5	10	3	77	21	52	240
G 1657 D	30	24	30	25	69	31	17.6	6	2	67	46	37	50
H 1624 S?	7	24	9	42	152	245	2.3	0	1	25	145	0	0
I 1612 S	0	9	1	16	65	112	0.5	0	1	25	379	0	0
J 1596 S	0	4	1	8	19	71	0.5	0	1	48	580	0	0
K 1576 S	0	5	1	11	36	82	0.5	0	1	33	444	0	0
L 1561 S	0	2	0	2	2	4	-	-	-	-	-	-	0
M 1532 S	0	6	1	11	30	90	0.5	0	1	38	698	0	0
N 1520 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
O 1510 S	1	10	1	21	95	127	0.5	0	1	25	562	0	0
P 1479 S	1	5	2	6	13	49	1.3	0	1	70	917	0	0
Q 1472 S	0	2	1	2	2	4	-	-	-	-	-	-	0
R 1445 S	0	2	0	2	2	4	-	-	-	-	-	-	0
S 1438 E	5	24	12	16	42	130	3.2	0	1	12	227	0	0
T 1433 S	6	29	12	16	57	131	2.9	0	1	16	111	0	0
U 1426 E	3	15	10	47	204	135	1.8	0	1	8	366	0	0
V 1401 E	0	2	1	2	2	4	-	-	-	-	-	-	0
W 1394 S	2	16	5	35	176	138	1.0	0	1	7	274	0	0
X 1385 S?	6	18	13	53	210	71	2.6	0	1	19	178	0	0
Y 1383 S?	5	17	13	54	210	71	2.4	0	1	18	112	0	0
LINE 20250	(FLIGHT	3)											
A 1808 S	2	22	7	45	219	157	1.1	0	1	13	213	0	0
B 1825 S?	4	5	11	10	32	75	6.7	15	1	57	174	15	0
C 1831 D	25	20	23	14	49	10	17.9	0	2	68	44	37	0
D 1845 S	0	9	1	16	50	136	0.5	0	1	23	449	0	0
E 1861 S	2	7	1	13	41	102	0.9	0	1	25	378	0	0
F 1865 S?	1	2	1	2	2	4	-	-	-	-	-	-	14
G 1875 S	1	10	2	20	96	106	0.6	0	1	24	369	0	0
H 1888 S	0	8	1	21	92	140	0.5	0	1	15	527	0	0
I 1896 S	0	5	1	13	47	98	0.5	0	1	21	457	0	0
J 1963 S	1	5	1	7	21	49	0.6	0	1	46	554	0	0
K 1976 S?	1	6	1	6	12	55	0.8	0	1	60	609	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.

## 1069 AREA B

## HELDER LAKE

	COAXIAL 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN	COND DEPTH M	COND DEPTH SIEMEN	COND DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 20250	(FLIGHT	3)											
L 1985 S	0	2	1	2	2	4	-	-	-	-	-	-	0
M 2002 S	1	6	1	12	42	87	0.9	0	1	28	531	0	0
N 2013 S	0	2	1	2	2	4	-	-	-	-	-	-	0
O 2027 S	0	2	1	2	2	4	-	-	-	-	-	-	0
P 2037 E	1	2	1	2	2	4	-	-	-	-	-	-	0
Q 2046 S?	7	30	16	58	245	203	2.6	0	1	16	153	0	0
R 2061 S	0	8	1	15	60	181	0.5	0	1	13	600	0	0
S 2066 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
T 2089 S?	7	27	13	57	210	99	2.4	0	1	21	135	0	20
LINE 20260	(FLIGHT	3)											
A 2465 S	1	4	1	4	13	25	0.5	0	1	44	669	14	0
B 2425 E	2	16	2	24	81	187	0.8	0	1	23	678	0	0
C 2416 S?	2	25	2	45	185	323	0.7	0	1	6	375	0	0
D 2412 S?	3	33	2	31	144	172	0.7	0	1	6	317	0	0
E 2401 B?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 2398 B?	6	5	15	8	29	15	14.4	26	2	75	27	47	0
G 2395 D	11	13	13	15	72	137	8.1	15	1	72	126	32	0
H 2382 S	0	7	0	11	29	94	0.5	0	1	39	438	0	0
I 2369 S?	1	6	1	9	27	78	0.7	0	1	44	326	0	0
J 2361 B?	4	6	3	4	19	20	5.0	18	1	88	126	42	70
K 2353 S	1	4	1	7	17	49	0.6	0	1	54	425	3	0
L 2326 S	1	9	2	5	40	125	0.8	2	1	27	517	0	0
M 2291 S	0	4	0	6	12	48	0.5	0	1	58	530	2	0
N 2249 S	1	7	1	12	43	97	0.7	0	1	29	498	0	0
O 2245 S	1	13	1	25	92	184	0.5	0	1	14	485	0	0
P 2226 S?	2	12	1	20	73	156	0.7	0	1	30	567	0	0
Q 2209 D	24	8	18	11	54	75	36.6	10	2	86	30	56	190
R 2192 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
S 2187 S?	7	16	12	36	48	42	3.6	0	1	17	153	0	18
T 2174 S	4	18	6	57	266	270	1.4	0	1	10	193	0	0
U 2170 E	1	2	1	2	2	4	-	-	-	-	-	-	0
V 2142 S?	2	7	1	10	32	75	1.3	0	1	33	651	0	0
W 2133 E	6	24	11	48	198	107	2.3	0	1	21	203	0	0
X 2131 S	7	24	11	48	198	120	2.4	0	1	19	115	0	0
LINE 20270	(FLIGHT	3)											
A 2518 S	1	5	0	8	24	64	0.5	0	1	50	860	0	0
B 2569 S	2	9	2	9	141	78	1.3	0	1	3	365	0	0
C 2583 D	61	13	59	13	70	62	127.2	0	3	74	15	51	320
D 2590 B?	2	5	5	10	36	69	3.2	16	1	68	137	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.

	COAXIAL 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND .SIEMEN	DEPTH* M	COND .SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 20270	(FLIGHT	3)											
E 2614 S	1	3	1	6	18	38	1.2	13	1	57	530	0	0
F 2648 S	1	11	2	16	105	143	0.8	0	1	17	435	0	0
G 2663 S	0	2	1	5	13	47	0.6	10	1	70	682	3	0
H 2683 S	1	6	1	13	44	106	0.5	0	1	25	569	0	0
I 2690 S	0	6	1	10	29	40	0.5	0	1	50	696	0	0
J 2737 S	1	17	2	32	125	231	0.6	0	1	7	448	0	0
K 2756 S?	2	7	0	11	34	80	0.8	0	1	34	751	0	0
L 2775 D	18	15	22	27	92	100	11.9	2	1	60	81	25	130
M 2777 B?	18	11	22	27	92	100	14.3	2	2	64	49	32	0
N 2791 S	5	22	9	3	198	145	1.0	0	1	18	25	7	8
O 2808 E	1	2	1	2	2	4	-	-	-	-	-	-	0
P 2833 S	0	2	0	2	2	4	-	-	-	-	-	-	0
Q 2844 S	1	10	1	19	87	116	0.5	0	1	17	599	0	0
R 2852 S?	9	20	18	46	165	110	4.1	0	1	21	90	0	20
LINE 20280	(FLIGHT	3)											
A 3236 S	0	4	1	9	32	77	0.5	0	1	45	791	0	0
B 3181 S	1	8	1	15	64	101	0.5	0	1	22	403	0	0
C 3169 D	38	17	38	27	85	74	31.5	8	5	84	8	65	250
D 3167 D	29	15	38	27	85	73	25.9	9	3	85	22	59	0
E 3147 S	0	8	1	18	80	139	0.5	0	1	17	578	0	0
F 3125 S	0	8	1	13	40	105	0.5	0	1	34	656	0	0
G 3122 S	0	8	1	14	49	110	0.5	0	1	25	693	0	0
H 3109 S	0	6	1	12	37	73	0.5	0	1	42	643	0	0
I 3094 S	0	3	0	5	9	44	0.5	0	1	102	992	2	0
J 3087 S	0	2	0	6	11	49	0.5	0	1	88	891	3	0
K 3079 S	0	7	1	10	37	78	0.5	0	1	31	644	0	0
L 3059 B?	1	2	1	2	2	4	-	-	-	-	-	-	0
M 3028 S	0	2	1	2	2	4	-	-	-	-	-	-	0
N 3009 B?	4	11	6	36	169	208	1.9	0	1	41	159	4	0
O 3004 D	6	12	8	15	127	102	4.0	6	1	22	185	0	40
P 2989 S	1	12	1	18	74	131	0.6	0	1	31	622	0	0
Q 2966 D	15	14	14	4	18	76	15.2	15	1	93	74	54	240
R 2959 S?	4	20	9	30	139	161	2.0	0	1	14	213	0	0
S 2957 S	4	20	9	30	139	161	2.0	0	1	17	154	0	0
T 2941 E	3	22	7	46	197	178	1.3	0	1	28	634	0	0
U 2898 S?	2	13	1	19	28	143	0.7	0	1	28	695	0	0
V 2888 S?	11	21	6	32	124	72	3.5	0	1	22	136	0	14
LINE 20290	(FLIGHT	3)											
A 3368 S	1	5	1	12	103	60	0.5	0	1	34	580	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 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN	M	COND DEPTH SIEMEN	M	RESIS OHM-M	DEPTH M	NT
LINE 20290	(FLIGHT	3)											
B 3375 E	2	17	2	30	146	181	0.7	0	1	5	555	0	0
C 3383 B?	3	4	10	4	15	6	1.0	0	1	90	116	66	380
D 3387 D	13	6	10	4	20	26	24.0	13	1	118	106	70	0
E 3409 S	0	2	0	2	2	4	-	-	-	-	-	-	0
F 3427 S	0	11	1	18	31	126	0.5	0	1	10	569	0	0
G 3447 S	1	4	0	6	18	43	0.5	0	1	68	913	0	0
H 3482 S	1	13	1	27	101	179	0.5	0	1	4	487	0	0
I 3498 S	0	9	1	19	82	126	0.5	0	1	17	552	0	0
J 3517 S	0	5	0	10	31	79	0.5	0	1	43	746	0	0
K 3539 E	2	11	3	9	32	42	1.3	0	1	36	565	0	0
L 3550 B?	1	2	1	2	2	4	-	-	-	-	-	-	0
M 3552 B?	7	15	6	29	135	162	2.7	2	1	19	187	0	0
N 3575 S	0	7	1	9	27	78	0.5	0	1	26	664	0	0
O 3585 B?	3	10	3	18	79	108	1.8	0	1	73	335	21	60
P 3589 B?	1	2	1	2	2	4	-	-	-	-	-	-	0
Q 3600 S	5	18	11	39	168	4	2.4	0	1	17	142	0	0
R 3631 S	0	8	0	18	71	131	0.5	0	1	13	640	0	6
S 3650 S	0	8	2	27	127	170	0.5	0	1	6	499	0	20
T 3658 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20300	(FLIGHT	3)											
A 4005 S	0	4	0	4	16	60	0.3	0	1	20	430	0	40
B 3992 S	0	14	2	8	135	97	0.5	0	1	1	492	0	0
C 3976 D	1	2	1	2	2	4	-	-	-	-	-	-	740
D 3972 D	13	11	10	13	46	45	10.4	19	1	52	302	9	0
E 3969 S?	13	11	3	4	34	22	1.0	0	1	35	209	14	0
F 3954 S	0	10	0	17	71	140	0.5	0	1	15	519	0	0
G 3936 S	0	9	1	16	57	124	0.5	0	1	24	610	0	0
H 3915 S	0	5	1	9	37	71	0.5	0	1	31	683	0	0
I 3909 S	0	5	0	9	22	27	0.5	0	1	60	817	0	0
J 3890 S	0	4	0	6	18	56	0.5	0	1	75	908	0	0
K 3876 S	0	8	0	15	39	80	0.5	4	1	39	698	0	0
L 3860 S	0	14	3	20	184	133	0.6	0	1	10	452	0	0
M 3810 S	2	8	3	22	115	36	1.1	0	1	13	251	0	0
N 3802 B	5	3	13	7	30	108	17.5	35	2	94	55	59	210
O 3797 B	4	7	11	8	24	70	6.3	16	2	71	46	39	130
P 3780 S	1	4	2	6	43	29	1.1	13	1	14	305	0	0
Q 3770 S?	5	7	4	9	58	18	4.3	21	1	21	195	0	80
R 3763 S	2	15	6	25	115	48	1.3	0	1	13	200	0	0
S 3749 S	0	6	1	9	10	66	0.5	0	1	53	728	0	0
T 3721 S	0	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.

	COAXIAL 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN M	COND DEPTH SIEMEN M	RESIS OHM-M	DEPTH M	NT		
LINE 20310	(FLIGHT	3)											
A 4090 S	0	6	0	13	39	44	0.5	0	1	42	756	0	0
B 4113 S	0	5	0	11	28	49	0.5	0	1	39	722	0	0
C 4121 S	0	5	0	8	20	71	0.5	0	1	68	831	0	0
D 4134 D	42	20	51	20	62	43	42.3	7	8	80	3	66	140
E 4136 D	48	20	51	20	62	43	48.1	8	4	93	10	71	0
F 4143 S	0	10	2	15	72	120	0.5	0	1	15	517	0	0
G 4150 S	0	7	1	15	55	113	0.5	0	1	26	612	0	4
H 4158 S	0	5	1	8	22	66	0.5	0	1	52	775	0	0
I 4165 S	0	12	1	20	82	169	0.5	0	1	8	465	0	0
J 4173 S	0	5	1	8	33	62	0.5	0	1	14	593	0	0
K 4179 S	0	12	1	9	79	79	0.5	0	1	7	518	0	0
L 4193 S	1	15	2	29	145	178	0.6	0	1	0	443	0	0
M 4195 S?	1	15	2	29	145	178	0.6	0	1	13	594	0	0
N 4204 S	0	10	0	18	58	111	0.5	0	1	27	654	0	0
O 4219 S	0	9	0	20	65	156	0.5	0	1	22	638	0	0
P 4240 S	1	16	3	30	156	149	0.6	0	1	11	368	0	0
Q 4249 S?	0	2	0	2	2	4	-	-	-	-	-	-	0
R 4285 S	1	23	2	41	184	236	0.6	0	1	0	359	0	0
S 4302 S	2	18	5	29	148	269	1.0	0	1	10	239	0	0
T 4310 S	1	12	1	8	102	95	0.5	0	1	5	348	0	0
U 4329 S?	1	2	1	2	2	4	-	-	-	-	-	-	7
V 4344 S?	1	2	1	2	2	4	-	-	-	-	-	-	50
W 4354 S	0	5	1	10	33	66	0.5	0	1	27	633	0	0
X 4363 S	0	7	0	12	14	37	0.5	0	1	38	744	0	0
Y 4389 S	0	8	1	17	76	126	0.5	0	1	17	702	0	10
Z 4407 S	0	2	0	2	6	21	0.2	0	1	27	616	0	0
LINE 20320	(FLIGHT	3)											
A 4775 S	0	3	0	6	9	35	0.5	0	1	100	1021	0	40
B 4734 D	1	2	1	2	2	4	-	-	-	-	-	-	540
C 4731 D	37	21	54	16	49	62	40.5	10	9	78	2	64	0
D 4730 D	54	21	54	16	49	38	61.1	10	4	86	10	65	0
E 4724 S	1	11	2	18	37	63	0.8	0	1	12	397	0	0
F 4713 S	0	2	0	2	2	4	-	-	-	-	-	-	0
G 4688 S	0	10	2	18	73	130	0.5	0	1	12	540	0	0
H 4673 S?	0	11	2	20	91	130	0.5	0	1	6	545	0	0
I 4660 S	0	4	1	6	25	52	0.5	0	1	54	638	0	0
J 4650 S	0	7	1	14	50	90	0.5	0	1	22	601	0	0
K 4632 E	3	21	6	44	220	170	1.2	0	1	18	287	0	0
L 4631 S	3	21	6	44	220	170	1.1	0	1	13	213	0	0
M 4609 S?	0	10	0	17	54	144	0.5	0	1	40	763	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 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR								
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* .SIEMEN	M	COND DEPTH .SIEMEN	M	RESIS OHM-M	DEPTH M	NT		
LINE 20320	(FLIGHT	3)													
N 4594 S	0	6	1	12	41	94	0.5	0	1	22	569	0	0		
O 4573 S?	1	2	1	2	2	4	-	-	-	-	-	-	7		
P 4558 S?	0	5	2	6	33	14	0.6	0	1	31	394	0	0		
Q 4551 S	1	5	1	5	23	44	0.9	3	1	23	378	0	0		
R 4542 S	1	12	1	19	38	30	0.6	0	1	21	315	0	0		
S 4530 D	5	9	4	15	51	146	2.9	10	1	80	341	27	80		
T 4519 S	0	14	2	8	72	98	0.5	0	1	4	425	0	0		
LINE 20330	(FLIGHT	3)													
A 4909 S?	1	2	1	2	2	3	-	-	-	-	-	-	20		
B 4929 D	85	32	47	28	119	106	53.4	2	6	67	5	50	760		
C 4931 D	42	32	47	28	119	175	23.5	3	5	81	7	62	0		
D 4938 S	1	2	1	2	2	4	-	-	-	-	-	-	6		
E 4970 S	1	8	1	15	47	89	0.5	0	1	21	374	0	0		
F 4988 S	1	8	1	13	52	103	0.5	0	1	37	349	0	0		
G 5007 S	0	8	1	13	44	106	0.5	0	1	40	338	0	0		
H 5030 S	9	30	25	69	243	157	3.6	0	1	22	70	0	0		
I 5051 S	1	13	2	25	115	161	0.6	0	1	21	284	0	0		
J 5060 S	1	5	2	7	18	62	0.7	0	1	61	243	16	0		
K 5097 S	1	7	1	13	57	88	0.5	0	1	23	323	0	0		
L 5102 S	1	7	1	5	22	44	0.6	0	1	21	388	0	0		
M 5107 S	1	11	1	15	59	118	0.6	0	1	23	335	0	0		
N 5118 S	1	9	1	14	50	113	0.6	0	1	24	333	0	0		
O 5134 S	2	2	2	22	6	5	1.2	0	1	11	357	0	0		
P 5147 S	1	7	1	12	48	94	0.5	0	1	12	517	0	0		
Q 5155 E	1	7	2	12	43	94	0.9	0	1	32	610	0	0		
LINE 20340	(FLIGHT	3)													
A 5534 D	2	7	5	3	15	13	3.0	22	1	94	227	42	20		
B 5525 D	3	7	3	7	25	69	3.1	14	1	47	464	0	370		
C 5516 D	67	12	44	14	82	73	128.0	2	5	77	7	58	80		
D 5513 D	20	2	44	14	82	73	106.7	17	3	89	20	63	0		
E 5503 B?	3	16	6	23	102	163	1.6	0	1	10	269	0	0		
F 5481 S	0	4	1	7	17	50	0.5	0	1	73	305	23	0		
G 5470 S	0	4	1	7	20	62	0.6	0	1	56	310	8	0		
H 5454 S	0	6	1	9	29	80	0.5	0	1	42	311	0	0		
I 5440 S	0	7	2	2	17	23	0.8	0	1	10	161	0	0		
J 5418 E	5	28	14	61	269	85	2.0	0	1	18	145	0	0		
K 5416 S	4	26	14	61	269	85	1.8	0	1	17	110	0	0		
L 5396 S?	0	16	1	25	115	153	0.5	0	1	37	295	0	0		
M 5384 B?	20	20	22	29	108	175	10.4	7	2	80	38	50	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 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN	COND DEPTH M	COND DEPTH SIEMEN	COND DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 20340	(FLIGHT	3)											
N 5381 D	20	20	22	29	108	175	10.4	4	1	47	53	18	80
O 5374 S	0	11	2	21	112	136	0.5	0	1	17	226	0	4
P 5362 S	0	9	0	16	57	128	0.5	0	1	21	328	0	0
Q 5355 S	0	8	3	16	91	78	0.5	0	1	28	252	0	0
R 5335 S	0	8	2	15	25	27	0.5	0	1	28	263	0	0
S 5324 S?	0	2	1	2	2	4	-	-	-	-	-	-	0
T 5299 S	0	11	2	20	24	98	0.5	0	1	13	233	0	0
U 5289 E	0	10	2	22	93	148	0.5	0	1	35	301	0	0
LINE 20350	(FLIGHT	3)											
A 5614 S	0	2	1	5	12	30	0.9	3	1	99	477	18	0
B 5656 B?	0	6	3	12	43	49	1.2	0	1	76	281	24	0
C 5663 D	6	6	7	6	18	41	7.9	12	1	43	669	0	1720
D 5671 D	51	8	35	11	45	25	143.2	6	6	83	5	65	120
E 5683 S?	0	5	1	8	66	107	0.7	0	1	18	298	0	0
F 5688 S	0	10	1	15	55	37	0.5	4	1	44	302	6	0
G 5731 S	0	7	0	10	44	71	0.5	0	1	13	451	0	0
H 5744 S	0	9	2	8	9	21	0.5	0	1	19	336	0	0
I 5763 S?	1	12	3	21	111	98	0.6	0	1	28	206	0	0
J 5782 S	0	11	3	18	79	120	0.6	0	1	23	299	0	0
K 5790 D	9	11	16	18	69	111	7.9	18	1	66	80	31	70
L 5793 D	19	16	16	18	69	111	12.6	13	1	62	114	25	30
M 5800 S	0	6	1	11	39	89	0.5	1	1	38	323	0	0
N 5814 S	2	21	5	42	193	285	0.9	0	1	17	194	0	60
O 5815 S?	2	21	5	42	193	285	0.9	0	1	18	218	0	0
P 5824 S	0	6	2	9	43	66	0.5	0	1	37	340	0	110
Q 5832 S?	0	2	1	2	2	4	-	-	-	-	-	-	0
R 5839 S?	1	9	3	13	69	47	1.1	0	1	19	237	0	0
S 5852 S	0	5	1	7	29	61	0.5	0	1	18	470	0	0
T 5862 B?	2	7	17	16	40	73	5.9	13	1	78	102	37	0
U 5870 B?	1	1	1	2	2	1	-	-	-	-	-	-	16
V 5882 B?	9	9	30	17	64	8	16.2	14	3	96	16	70	0
LINE 20360	(FLIGHT	3)											
A 6231 D	14	15	10	11	33	19	9.3	14	1	110	114	65	0
B 6224 D	3	6	5	6	21	36	4.0	21	1	80	922	0	1130
C 6216 D	17	12	13	9	29	38	16.7	13	1	83	100	42	50
D 6200 S	0	10	2	23	94	150	0.5	0	1	8	338	0	0
E 6182 S	0	5	0	6	13	58	0.5	0	1	61	753	0	0
F 6156 S	0	10	2	17	77	129	0.5	0	1	12	425	0	0
G 6144 S	0	7	1	11	40	81	0.5	0	1	13	402	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.

1069 AREA B

HELDER LAKE

	COAXIAL 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN	COND DEPTH M	COND DEPTH SIEMEN	COND DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 20360	(FLIGHT	3)											
H 6133 S	0	3	1	9	32	89	0.5	0	1	17	493	0	0
I 6122 S?	7	25	13	52	210	85	2.7	0	1	22	130	0	0
J 6120 S	4	25	13	52	210	87	2.0	0	1	17	107	0	0
K 6103 S	0	9	2	13	67	96	0.5	0	1	42	276	2	0
L 6096 S	4	7	3	10	44	49	3.2	16	1	46	157	9	40
M 6086 S	1	5	1	9	43	67	0.7	0	1	13	335	0	0
N 6079 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
O 6071 B?	1	2	1	2	2	4	-	-	-	-	-	-	0
P 6045 S	1	6	1	11	59	56	0.5	0	1	21	299	0	0
Q 6034 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
R 6028 D	1	2	1	2	2	4	-	-	-	-	-	-	0
S 5996 D	8	7	6	6	16	13	9.1	19	2	136	32	100	300
T 5993 D	5	3	6	6	13	13	10.2	26	2	178	55	133	0
LINE 20370	(FLIGHT	4)											
A 236 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
B 240 B?	5	7	5	11	17	49	4.2	23	1	63	248	19	100
C 251 D	8	13	4	15	62	106	3.9	0	1	9	426	0	50
D 267 S	1	10	2	18	92	95	0.7	0	1	0	375	0	0
E 271 S	1	10	1	17	77	93	0.6	0	1	9	425	0	0
F 282 S	0	8	1	3	19	23	1.0	0	1	20	127	3	0
G 313 S	0	11	1	5	51	33	1.0	0	1	10	196	0	0
H 317 S?	1	15	0	21	88	161	0.6	0	1	6	504	0	0
I 328 S	0	2	0	2	2	4	-	-	-	-	-	-	0
J 353 S?	8	36	18	60	241	122	2.8	0	1	13	122	0	0
K 376 D	6	18	14	45	161	104	3.2	0	1	14	181	0	0
L 381 D	20	34	11	45	161	104	5.1	0	1	18	108	0	0
M 385 D	16	11	15	24	90	73	10.9	12	1	24	94	0	60
N 393 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
O 430 S	0	7	1	12	38	28	0.5	0	1	33	547	0	0
P 444 B?	1	2	1	2	2	4	-	-	-	-	-	-	0
Q 451 S	1	10	3	12	48	112	1.0	0	1	36	215	0	0
R 459 B?	4	8	12	2	6	78	0.1	0	1	27	188	6	40
S 494 D	21	7	23	11	42	18	39.5	15	3	102	20	74	370
T 496 D	20	12	23	11	42	18	23.4	10	3	128	16	100	0
LINE 20380	(FLIGHT	4)											
A 995 S	2	5	1	8	24	69	1.5	0	1	32	705	0	0
B 952 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
C 942 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 940 D	10	8	7	19	76	118	6.7	9	1	16	366	0	60

\* 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.

## 1069 AREA B

## HELDER LAKE

	COAXIAL 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN	COND DEPTH M	RESIS OHM-M	DEPTH M	NT		
LINE 20380	(FLIGHT	4)											
E 928 S	2	10	1	19	71	154	0.8	0	1	11	477	0	0
F 916 S	2	10	2	22	102	64	0.9	0	1	22	290	0	0
G 898 S	1	4	1	6	16	49	0.8	2	1	16	570	0	0
H 892 S?	1	14	2	30	137	216	0.5	0	1	6	422	0	0
I 881 S?	2	11	1	19	64	147	0.6	0	1	15	589	0	0
J 875 S?	2	10	1	10	38	81	1.0	0	1	32	497	0	0
K 850 E	11	44	28	93	364	124	3.4	0	1	19	181	0	0
L 846 S	11	45	28	93	364	189	3.3	0	1	17	60	0	0
M 836 S?	1	13	1	17	72	136	0.5	0	1	9	426	0	11
N 827 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
O 817 D	16	32	4	34	161	198	3.8	0	1	24	65	0	19
P 813 D	18	12	11	35	147	74	8.5	0	1	22	146	0	11
Q 803 D	33	21	55	34	149	92	26.3	0	5	58	6	41	300
R 800 B?	1	2	1	2	2	4	-	-	-	-	-	-	0
S 768 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
T 748 D	9	12	28	27	104	97	9.6	9	2	54	51	25	0
U 745 D	29	21	32	27	70	101	18.3	5	3	53	21	31	420
V 730 D	16	17	8	22	90	67	6.7	1	1	70	74	34	100
W 700 D	24	10	12	7	23	9	33.4	0	2	120	30	86	220
LINE 20390	(FLIGHT	4)											
A 1095 S	3	10	1	19	73	139	1.4	0	1	18	516	0	0
B 1103 D	14	7	32	7	47	24	46.1	18	3	92	14	68	570
C 1114 D	36	28	18	36	153	182	13.3	0	1	23	138	0	90
D 1137 S	1	7	1	13	43	107	0.6	0	1	18	564	0	0
E 1155 S	1	4	1	7	25	56	1.1	1	1	22	584	0	0
F 1161 S	1	2	1	2	2	4	-	-	-	-	-	-	0
G 1169 S?	1	10	2	14	66	115	0.7	0	1	13	531	0	0
H 1174 S?	1	11	1	19	43	152	0.6	0	1	13	484	0	0
I 1188 S	4	19	7	41	239	97	1.7	0	1	9	173	0	0
J 1203 S	1	20	2	42	150	243	0.6	0	1	0	334	0	0
K 1209 D	9	8	6	33	106	171	4.1	0	1	64	110	25	0
L 1218 S?	2	15	3	30	155	170	0.7	0	1	5	466	0	0
M 1231 B?	1	2	1	2	2	4	-	-	-	-	-	-	0
N 1242 D	18	17	26	35	130	32	10.7	0	1	25	69	0	0
O 1244 D	28	11	45	35	187	32	28.3	4	2	35	25	14	70
P 1246 D	51	22	45	36	185	32	33.4	0	2	28	47	3	0
Q 1255 D	53	13	62	23	103	36	80.9	17	7	68	4	53	330
R 1267 D	15	8	21	6	30	47	31.1	14	4	76	11	54	140
S 1272 B?	2	6	22	14	54	61	9.5	9	1	71	67	35	0
T 1278 B?	7	11	22	4	46	82	15.8	24	1	61	78	27	160

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

ANOMALY/ FID/INTERP	COAXIAL 900 HZ		COPLANAR 900 HZ		COPLANAR 7200 HZ		VERTICAL DIKE	COND DEPTH*	HORIZONTAL SHEET	CONDUCTIVE EARTH	RESIS	DEPTH	MAG CORR				
	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	.SIEMEN	M	.SIEMEN	M	OHM-M	M	NT				
LINE 20390	(FLIGHT		4)														
U 1297 S	1	13	1	19	84	68	0.6	0	1	17	394	0	0				
V 1299 S?	1	2	1	2	2	4	-	-	-	-	-	-	0				
W 1308 S	1	3	1	6	21	32	0.7	7	1	25	392	0	0				
X 1320 D	29	10	47	16	69	30	54.4	11	1	70	63	37	420				
Y 1322 D	23	9	47	16	69	30	49.4	5	5	57	8	38	440				
Z 1331 D	12	11	12	27	132	73	6.8	4	1	38	107	5	15				
AA 1351 D	22	6	13	3	19	12	66.7	17	2	122	54	83	0				
AB 1360 D	46	11	35	15	58	19	74.1	1	3	73	21	47	370				
LINE 20400	(FLIGHT		4)														
A 1735 D	6	13	5	17	67	99	3.1	0	1	46	577	0	130				
B 1720 D	5	12	6	24	118	141	2.7	0	1	33	266	0	0				
C 1700 D	4	4	5	3	15	24	8.7	42	1	186	601	59	0				
D 1654 S?	4	21	6	47	221	70	1.4	0	1	10	203	0	0				
E 1649 E	2	23	7	46	218	186	1.0	0	1	16	337	0	0				
F 1631 B?	1	2	1	1	2	3	-	-	-	-	-	-	0				
G 1610 S?	1	2	1	2	2	4	-	-	-	-	-	-	0				
H 1599 D	23	10	17	6	138	108	37.7	17	1	19	112	0	100				
I 1542 D	7	11	5	9	23	30	4.9	3	1	62	497	0	0				
J 1518 D	35	24	33	25	82	69	21.3	8	2	59	42	31	290				
K 1512 B?	6	11	21	4	29	77	12.8	21	1	39	139	5	20				
L 1508 B?	1	2	1	2	2	4	-	-	-	-	-	-	20				
M 1495 D	22	21	20	17	49	26	13.3	6	2	106	31	74	0				
N 1492 D	50	22	72	38	172	9	41.2	0	5	69	7	51	0				
O 1489 D	54	16	72	38	172	40	55.2	6	6	60	5	45	420				
LINE 20410	(FLIGHT		4)														
A 2012 D	4	5	5	5	21	21	6.3	18	1	144	165	86	110				
B 2029 D	22	26	22	28	77	72	9.9	4	1	67	86	31	120				
C 2044 D	9	6	8	2	19	14	18.4	24	2	170	53	126	17				
D 2080 S?	0	2	1	2	2	4	-	-	-	-	-	-	0				
E 2089 S?	3	23	7	43	205	94	1.2	0	1	14	164	0	0				
F 2105 S?	1	2	3	4	14	9	1.0	0	1	93	173	66	20				
G 2140 B?	1	2	1	2	2	4	-	-	-	-	-	-	0				
H 2146 D	6	2	6	26	129	132	4.4	4	1	37	176	0	60				
I 2152 B?	2	17	4	28	145	143	1.0	0	1	11	199	0	0				
J 2157 B?	5	30	5	55	274	261	1.1	0	1	3	261	0	0				
K 2168 D	10	3	13	4	19	6	49.9	41	4	149	12	123	0				
L 2181 D	16	8	16	8	35	22	24.0	29	2	118	32	86	40				
M 2197 S	0	12	0	22	85	178	0.5	0	1	16	552	0	0				
N 2217 D	4	7	6	11	24	55	3.8	18	1	84	562	12	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 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* M	COND DEPTH M	RESIS OHM-M	DEPTH M	NT		
LINE 20410 (FLIGHT 4)													
O 2240 D	17	8	18	12	37	43	23.9	26	1	58	140	21	300
P 2245 D	8	8	18	12	37	48	12.5	21	1	64	143	24	5
Q 2260 D	39	20	91	38	169	98	44.6	0	4	72	10	52	80
R 2262 D	82	27	91	38	169	98	71.2	6	10	57	1	46	0
LINE 20420 (FLIGHT 4)													
A 2666 S	0	1	1	1	2	4	-	-	-	-	-	-	0
B 2644 B?	6	8	3	4	29	21	1.0	0	1	57	120	35	0
C 2643 D	6	8	2	4	29	21	5.4	18	1	113	623	18	0
D 2627 B?	5	9	8	15	51	41	4.2	6	1	90	90	49	130
E 2623 D	7	11	8	15	51	41	5.0	9	1	70	237	22	0
F 2609 D	13	16	17	17	60	30	9.0	11	1	111	69	71	0
G 2581 S	1	2	1	2	2	4	-	-	-	-	-	-	0
H 2574 B?	1	2	1	2	2	4	-	-	-	-	-	-	0
I 2570 B?	2	18	5	29	159	149	1.0	0	1	23	257	0	0
J 2567 B?	4	14	5	29	159	149	1.6	0	1	29	194	0	0
K 2525 S?	2	6	1	9	28	65	1.1	5	1	50	754	0	0
L 2516 B?	34	26	35	14	223	194	24.0	0	1	26	129	0	0
M 2513 D	34	18	35	14	223	14	34.0	2	2	41	23	18	230
N 2500 D	14	4	18	6	29	22	46.0	19	4	100	13	76	0
O 2489 B?	1	2	1	2	2	2	-	-	-	-	-	-	12
P 2481 S?	1	1	1	2	2	4	-	-	-	-	-	-	0
Q 2473 S	1	13	1	33	169	205	0.6	0	1	0	418	0	190
R 2448 S?	2	2	3	3	11	3	1.0	0	1	130	55	110	0
S 2422 S	0	6	2	9	7	62	0.5	0	1	54	457	3	0
T 2413 D	7	12	10	13	44	10	5.3	6	1	55	253	9	0
U 2409 D	10	11	11	3	53	26	11.5	23	1	73	120	33	0
V 2404 D	6	6	11	10	53	80	9.6	24	1	59	158	19	0
W 2395 D	16	5	6	6	17	25	27.8	5	2	99	45	62	60
X 2350 S?	1	4	1	6	22	61	1.6	1	1	60	831	0	0
LINE 20430 (FLIGHT 4)													
A 2758 S	0	3	0	5	11	43	0.5	0	1	109	1035	0	18
B 2805 B?	2	4	3	5	11	30	3.1	25	1	140	523	40	50
C 2821 B?	1	8	0	6	23	22	1.1	0	1	106	330	41	60
D 2823 B?	1	8	1	5	23	22	1.0	0	1	50	200	26	0
E 2836 B?	1	7	3	10	31	23	1.4	1	1	108	284	50	0
F 2873 S	11	41	26	84	303	164	3.4	0	1	16	82	0	0
G 2911 S	0	5	2	8	29	51	2.0	0	1	57	325	6	0
H 2927 D	64	33	51	37	167	148	33.8	0	3	52	16	30	190
I 2935 D	16	8	13	11	33	16	19.2	16	3	86	21	59	230

\* 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.



1069 AREA B

HELDER LAKE

	COAXIAL 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN	M	COND DEPTH SIEMEN	M	RESIS OHM-M	DEPTH M	NT
LINE 20430	(FLIGHT	4)											
J 2945 B?	1	2	1	1	2	4	-	-	-	-	-	-	0
K 2948 B?	1	2	1	2	2	4	-	-	-	-	-	-	0
L 2959 D	2	9	4	8	34	75	3.0	8	1	57	805	0	0
M 2966 S?	0	8	0	19	98	105	0.5	0	1	8	500	0	0
N 2981 E	2	22	11	50	195	130	1.5	0	1	20	212	0	0
O 3019 D	33	22	34	12	83	18	28.6	4	1	83	66	47	460
P 3023 D	14	14	34	12	83	78	19.4	9	1	84	87	44	0
Q 3036 D	14	8	12	7	21	12	21.3	24	2	122	35	88	0
R 3077 S	0	4	2	6	27	51	0.5	0	1	70	329	14	0
LINE 20440	(FLIGHT	4)											
A 3459 D	5	10	6	8	33	58	3.9	8	1	62	613	0	170
B 3454 D	5	4	3	2	33	15	8.8	32	1	125	124	75	0
C 3442 D	81	41	64	31	136	54	43.4	2	5	66	7	48	240
D 3438 B?	7	11	64	19	66	149	29.0	8	1	50	106	14	0
E 3427 B?	1	2	1	2	2	4	-	-	-	-	-	-	120
F 3425 B?	1	2	1	2	2	4	-	-	-	-	-	-	0
G 3405 B?	0	2	1	2	2	4	-	-	-	-	-	-	0
H 3393 S	6	13	17	64	254	106	3.1	0	1	15	123	0	0
I 3387 E	4	15	17	64	248	124	2.6	0	1	30	151	0	0
J 3340 E	6	21	7	65	331	357	1.6	0	1	10	408	0	0
K 3332 B	26	27	82	4	57	174	44.5	7	3	40	14	21	550
L 3330 D	56	27	82	9	57	224	74.8	2	3	41	19	20	0
M 3325 D	9	12	15	33	151	224	5.2	0	2	72	58	38	0
N 3309 D	16	14	11	10	61	65	11.6	9	2	77	50	44	50
O 3303 S?	0	5	3	9	32	83	0.9	13	1	61	290	18	0
P 3291 E	0	20	1	41	221	218	0.5	0	1	0	375	0	0
Q 3276 S	0	2	1	2	2	4	-	-	-	-	-	-	0
R 3238 D	15	11	10	13	41	75	12.4	10	1	77	155	32	270
S 3221 D	34	9	33	14	69	26	60.1	6	5	80	7	61	210
T 3179 E	0	11	1	16	63	124	0.6	0	1	58	500	0	0
LINE 20450	(FLIGHT	4)											
A 3630 D	34	15	20	8	32	34	38.2	3	3	140	24	107	190
B 3642 D	20	12	19	8	47	19	23.3	7	2	100	28	70	80
C 3659 B	3	7	5	11	30	25	2.8	13	1	143	83	97	0
D 3663 B	3	2	2	2	6	10	7.9	46	2	176	42	135	20
E 3682 S?	2	17	3	18	77	95	1.3	0	1	39	233	0	0
F 3703 S	0	4	2	7	17	59	0.5	0	1	71	423	9	0
G 3723 B?	1	2	1	2	2	3	-	-	-	-	-	-	0
H 3740 S?	0	17	3	40	196	197	0.5	0	1	8	256	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.

## 1069 AREA B

## HELDER LAKE

ANOMALY/ FID/INTERP	COAXIAL	COPLANAR		COPLANAR		VERTICAL	HORIZONTAL		CONDUCTIVE	MAG			
	900 HZ	900 HZ	900 HZ	7200 HZ	7200 HZ	DIKE	SHEET	EARTH	DEPTH	DEPTH	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 20450	(FLIGHT	4)											
I 3756 B?	2	18	2	37	159	260	0.7	0	1	22	249	0	0
J 3772 B?	3	15	4	27	99	191	1.2	0	1	13	403	0	0
K 3796 S	0	14	3	24	134	73	0.5	0	1	10	352	0	0
L 3810 S	0	3	1	7	28	2	0.5	0	1	28	662	0	0
M 3828 D	2	11	5	8	27	34	2.6	5	1	117	148	66	0
N 3846 B	1	2	1	2	2	4	-	-	-	-	-	-	230
O 3862 D	57	13	54	28	121	55	72.1	0	6	59	5	42	490
P 3902 E	0	2	1	2	2	3	-	-	-	-	-	-	4
Q 3916 S	0	9	2	11	69	114	0.5	0	1	10	426	0	0
LINE 20460	(FLIGHT	4)											
A 4255 S?	3	5	5	6	22	41	4.7	15	1	109	89	64	0
B 4223 B?	1	2	1	2	2	4	-	-	-	-	-	-	0
C 4218 D	13	12	13	9	28	17	12.6	12	2	112	51	75	80
D 4209 S?	4	23	10	44	207	165	1.8	0	1	28	110	0	13
E 4205 S?	3	13	10	44	207	165	1.9	0	1	32	159	0	0
F 4196 S?	0	6	1	17	39	104	0.8	0	1	32	289	0	0
G 4178 S	0	3	2	7	18	66	1.8	10	1	81	231	30	0
H 4167 D	33	15	35	21	79	27	32.3	16	4	102	13	78	250
I 4165 D	23	17	34	21	79	27	20.5	7	3	106	22	77	0
J 4149 S?	0	7	0	12	54	87	1.2	0	1	20	459	0	0
K 4142 S?	0	5	2	7	19	29	0.5	0	1	57	213	10	0
L 4126 D	22	8	18	9	39	42	39.1	12	3	126	16	98	13
M 4122 D	24	9	18	9	36	42	35.6	14	3	107	23	78	18
N 4110 D	7	6	8	7	23	23	10.7	15	3	138	19	108	4
O 4090 S	0	12	1	20	96	136	0.5	0	1	13	590	0	130
P 4058 B?	0	2	1	2	2	4	-	-	-	-	-	-	0
Q 4053 B?	1	1	1	1	2	4	-	-	-	-	-	-	0
R 4042 D	9	14	5	13	36	103	4.8	14	1	65	183	23	140
S 4029 D	23	8	23	11	45	44	41.0	7	5	82	6	64	80
T 4026 D	14	5	23	11	46	44	32.8	16	4	108	12	84	0
U 3985 S	0	14	0	19	20	168	0.5	0	1	26	634	0	0
V 3982 S?	0	2	1	2	2	4	-	-	-	-	-	-	0
W 3972 S?	1	19	5	28	164	148	0.9	0	1	5	371	0	15
LINE 20470	(FLIGHT	4)											
A 4371 S	0	2	1	2	2	4	-	-	-	-	-	-	0
B 4429 D	25	8	36	14	70	34	50.3	0	3	92	22	63	230
C 4432 B	1	2	1	2	2	4	-	-	-	-	-	-	0
D 4464 D	6	6	5	7	14	15	7.3	26	5	166	8	143	70
E 4469 D	7	10	6	7	14	20	7.2	19	2	142	30	108	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 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* .SIEMEN	COND DEPTH M	COND DEPTH .SIEMEN	COND DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 20470	(FLIGHT	4)											
F 4480 D	12	9	8	7	23	21	12.6	7	3	93	20	65	50
G 4484 D	19	7	23	11	17	76	38.2	13	3	102	15	76	90
H 4513 B?	6	5	17	9	41	39	15.5	35	4	110	12	86	110
I 4517 D	4	12	11	11	40	39	4.6	14	2	100	55	64	90
J 4544 S	0	4	2	5	15	41	0.7	1	1	102	206	49	0
K 4552 D	7	3	9	3	11	7	31.4	26	4	134	10	109	70
L 4559 D	5	3	8	4	15	7	15.7	48	4	164	14	136	80
M 4576 D	15	8	34	12	63	2	33.9	15	7	93	4	77	40
N 4578 B?	11	8	34	12	63	11	27.5	17	8	103	3	87	90
O 4597 S	0	10	0	17	69	130	0.9	0	1	24	688	0	150
P 4613 S?	1	2	1	2	1	4	-	-	-	-	-	-	0
Q 4619 S?	8	21	27	5	131	58	9.2	10	1	35	79	6	270
R 4638 D	21	10	15	12	43	25	23.0	6	1	83	72	45	210
S 4651 B	26	9	33	16	72	54	40.4	0	7	67	4	50	80
T 4660 B?	1	2	1	2	2	3	-	-	-	-	-	-	0
U 4689 S	0	9	3	13	71	86	0.5	0	1	27	274	0	0
V 4698 S	0	21	8	33	209	167	0.8	0	1	7	206	0	4
LINE 20480	(FLIGHT	4)											
A 5029 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
B 5000 D	12	7	12	5	22	4	22.6	13	6	160	6	140	0
C 4995 D	18	6	7	5	14	3	34.3	21	6	145	6	125	9
D 4988 D	9	10	7	10	28	20	7.2	11	2	125	35	90	80
E 4979 D	50	15	54	16	84	16	78.3	9	6	100	5	83	110
F 4978 D	50	15	43	14	80	16	73.5	2	11	70	2	59	60
G 4957 D	53	17	44	20	90	46	61.0	3	6	75	5	59	390
H 4951 S?	3	8	10	19	63	20	3.6	17	2	77	55	45	380
I 4935 S	0	3	3	9	41	63	1.2	0	1	49	233	1	0
J 4916 S	2	4	4	5	15	20	6.5	19	2	117	54	78	0
K 4903 S?	1	4	6	5	18	36	0.6	0	1	86	75	66	0
L 4897 S?	2	3	8	4	16	35	0.5	0	1	93	36	76	0
M 4878 B?	4	4	4	2	10	4	9.0	48	5	187	10	162	70
N 4839 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
O 4830 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
P 4813 D	35	14	22	16	44	123	34.1	13	2	80	48	48	190
Q 4797 D	98	26	106	46	212	25	84.6	0	10	44	2	33	140
R 4751 S?	0	13	3	17	31	122	0.6	0	1	33	667	0	5
S 4743 S	1	2	1	2	2	4	-	-	-	-	-	-	9
T 4739 S?	0	2	1	2	2	4	-	-	-	-	-	-	0
U 4734 S?	0	8	3	13	51	92	1.3	0	1	25	531	0	0
LINE 20490	(FLIGHT	4)											
A 5255 D	21	7	23	8	44	31	45.3	0	3	108	15	81	40

\* 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 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND .SIEMEN	DEPTH* M	COND .SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 20490	(FLIGHT	4)											
B 5275 D	33	16	56	25	107	27	38.8	6	5	85	8	65	0
C 5277 D	8	16	56	25	107	27	16.8	7	5	101	7	81	270
D 5300 B	4	7	5	4	21	11	5.0	3	4	142	11	116	0
E 5308 D	15	9	13	6	32	10	21.7	23	2	125	28	93	0
F 5310 D	10	7	13	6	32	4	17.1	29	3	129	15	102	350
G 5330 D	18	13	41	28	100	9	20.3	5	3	92	16	67	0
H 5335 D	11	12	41	28	100	26	14.8	8	2	71	39	41	0
I 5354 S?	0	2	1	2	2	4	-	-	-	-	-	-	60
J 5367 D	11	15	17	19	64	29	7.7	5	2	91	42	58	430
K 5376 S	0	2	2	5	11	35	0.3	0	1	16	525	0	0
L 5395 S	0	2	1	2	2	4	-	-	-	-	-	-	0
M 5413 S?	0	2	1	2	2	4	-	-	-	-	-	-	5
N 5419 S?	0	14	6	29	153	126	1.3	0	1	25	233	0	0
O 5433 S	0	3	2	7	20	64	2.4	14	1	68	890	0	0
P 5442 S	0	3	0	7	24	54	1.2	8	1	57	825	0	0
Q 5453 S?	2	13	20	35	110	50	3.7	0	1	39	81	7	0
R 5458 B?	6	15	20	35	110	36	4.6	0	1	41	77	10	210
S 5462 B?	7	5	12	20	57	36	8.1	8	3	89	24	60	0
T 5475 D	13	1	10	8	7	5	43.1	18	1	91	76	51	140
U 5489 D	24	6	18	5	30	3	74.5	23	6	132	6	112	80
V 5502 S?	0	10	3	14	49	103	1.3	0	1	58	840	0	380
W 5537 S?	0	13	2	21	102	132	0.5	0	1	22	580	0	0
LINE 20500	(FLIGHT	4)											
A 5938 S	0	4	2	8	25	75	0.9	6	1	87	251	35	0
B 5903 S	0	5	3	8	36	72	0.7	0	1	75	236	25	0
C 5876 D	32	14	23	8	49	22	40.3	15	3	111	15	85	490
D 5857 D	9	5	12	8	19	23	19.7	27	2	118	27	86	180
E 5854 B?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 5834 B?	1	2	1	2	2	4	-	-	-	-	-	-	0
G 5825 D	4	8	3	4	15	5	3.7	19	2	166	64	121	0
H 5816 S?	0	14	3	31	173	169	0.6	0	1	21	228	0	0
I 5807 B?	4	8	14	22	81	40	4.8	0	2	90	45	56	0
J 5801 B?	6	12	16	25	81	39	4.9	6	1	65	57	33	190
K 5772 S?	4	6	15	13	42	19	8.2	18	3	98	21	71	180
L 5770 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
M 5722 S?	2	13	4	18	74	136	1.5	0	1	43	194	4	40
N 5697 S	0	13	4	23	114	53	0.5	0	1	23	314	0	0
O 5673 B?	9	26	22	48	76	37	4.3	0	1	31	122	0	0
P 5663 D	9	11	9	9	27	5	7.8	14	1	67	86	30	0
Q 5652 D	4	7	2	10	22	9	3.3	8	1	98	129	51	100

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

ANOMALY/ FID/INTERP	COAXIAL 900 HZ		COPLANAR 900 HZ		COPLANAR 7200 HZ		VERTICAL DIKE	COND DEPTH* M	HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR				
	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM			SIEMEN	COND DEPTH M	SIEMEN	COND DEPTH M		OHM-M	DEPTH M	NT	
LINE 20500	(FLIGHT		4)														
R 5639 D	48	6	24	8	41	23	178.6	22	5	121	8	99	60				
S 5624 D	6	19	6	15	42	94	3.1	0	1	51	776	0	290				
T 5587 S	0	6	1	8	30	69	0.5	0	1	56	434	0	0				
U 5579 S	0	3	1	4	10	33	0.3	0	1	35	286	9	90				
LINE 20510	(FLIGHT		4)														
A 6026 S	0	4	3	6	13	48	1.5	7	1	102	207	48	0				
B 6035 S	0	3	1	3	11	24	0.5	0	1	72	361	42	130				
C 6052 D	19	13	13	12	24	11	15.6	12	2	125	29	92	0				
D 6055 B?	19	13	13	9	40	11	16.9	4	3	92	20	64	0				
E 6067 B?	1	2	1	2	2	4	-	-	-	-	-	-	0				
F 6071 D	40	7	46	8	61	13	169.2	7	11	88	1	77	340				
G 6082 S?	1	12	1	22	89	182	0.7	0	1	37	236	0	40				
H 6099 B?	1	2	1	2	2	4	-	-	-	-	-	-	100				
I 6102 B?	0	2	1	2	2	4	-	-	-	-	-	-	19				
J 6134 B?	3	3	5	5	27	20	7.1	31	3	146	19	115	100				
K 6141 D	8	2	6	3	33	5	39.8	36	2	127	62	86	0				
L 6144 B?	3	3	12	8	33	16	10.9	33	3	95	18	69	0				
M 6173 S	0	4	1	7	23	61	0.5	0	1	75	363	22	50				
N 6192 D	1	4	6	5	23	8	6.8	39	1	169	307	83	80				
O 6201 S?	0	13	2	25	116	159	0.5	0	1	33	257	0	0				
P 6219 S	0	11	2	20	93	80	0.5	0	1	37	212	0	0				
Q 6240 B?	3	9	22	28	81	18	5.5	0	1	36	295	0	0				
R 6248 S	5	9	18	22	41	28	6.2	0	2	37	53	8	0				
S 6253 B?	1	2	1	2	2	4	-	-	-	-	-	-	0				
T 6263 D	5	9	5	12	43	43	3.8	3	1	73	220	24	90				
U 6274 D	38	6	31	6	43	21	161.4	7	6	124	6	104	80				
V 6286 B?	0	6	2	7	24	59	1.2	0	1	57	614	0	50				
W 6298 S	0	4	1	6	14	56	0.6	0	1	84	407	18	0				
LINE 20520	(FLIGHT		4)														
A 6637 D	7	9	3	6	20	22	5.1	14	1	144	118	93	240				
B 6623 D	6	5	10	6	26	7	11.5	23	2	157	32	120	470				
C 6617 D	8	3	8	4	13	10	24.5	33	2	178	35	138	0				
D 6607 B?	2	4	4	5	17	16	1.0	0	1	64	124	42	140				
E 6592 D	5	5	6	5	17	57	7.7	29	1	133	167	78	0				
F 6577 S	0	6	2	13	46	95	0.5	0	1	44	334	0	0				
G 6552 D	16	10	7	8	56	80	15.3	25	1	91	119	49	200				
H 6512 S	0	4	1	8	24	63	0.9	0	1	67	816	0	0				
I 6496 S?	1	4	2	4	12	11	1.0	0	1	64	240	37	20				
J 6476 S?	1	1	1	0	2	3	-	-	-	-	-	-	0				

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

ANOMALY/ FID/INTERP	COAXIAL 900 HZ		COPLANAR 900 HZ		COPLANAR 7200 HZ		VERTICAL DIKE	COND DEPTH* M	HORIZONTAL SHEET	CONDUCTIVE EARTH		RESIS OHM-M	DEPTH M	MAG CORR NT
	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM				SIEMEN M	SIEMEN M			
LINE 20520	(FLIGHT 4)													
K 6466 S	2	15	6	31	129	88	1.4	0	1	28	170	0	0	
L 6438 S	1	5	8	13	48	24	2.6	0	1	37	112	2	0	
M 6426 D	21	6	21	5	26	10	66.7	11	3	76	18	51	0	
N 6421 B?	2	6	21	12	26	10	8.8	15	2	76	56	42	60	
O 6406 D	42	14	22	7	33	44	59.9	21	2	135	28	103	180	
P 6393 S	0	11	3	16	64	119	0.5	0	1	32	331	0	0	
Q 6370 S	0	6	3	11	50	76	0.8	0	1	27	563	0	0	
R 6365 S	0	7	1	13	39	103	0.5	0	1	38	621	0	0	
LINE 20530	(FLIGHT 5)													
A 287 B	63	11	126	20	186	25	211.5	0	33	43	1	39	0	
B 304 D	44	5	31	4	39	6	266.1	0	7	102	4	85	100	
C 316 B?	10	5	60	26	107	35	35.8	0	1	85	63	47	0	
D 319 D	34	16	60	26	107	35	40.4	3	5	70	6	52	0	
E 337 B?	1	2	1	1	2	4	-	-	-	-	-	-	0	
F 347 B?	5	5	8	8	25	13	9.0	28	1	75	220	27	0	
G 367 B?	7	12	8	17	61	102	4.7	0	1	51	117	13	0	
H 369 B?	8	12	8	17	61	102	4.9	0	1	74	179	26	0	
I 432 S?	1	2	1	2	2	4	-	-	-	-	-	-	0	
J 463 S?	7	17	23	56	177	99	4.2	0	1	30	104	1	0	
K 469 B	16	32	32	59	182	68	6.0	2	1	30	73	4	0	
L 501 D	17	8	16	9	40	22	24.6	16	1	71	68	37	0	
M 508 D	14	10	12	5	12	17	17.1	9	1	76	127	32	70	
N 519 D	4	5	2	8	27	8	3.2	7	1	155	814	21	40	
O 527 B?	1	2	1	2	2	4	-	-	-	-	-	-	0	
P 535 S?	1	2	1	2	2	4	-	-	-	-	-	-	0	
Q 540 S	0	4	1	7	20	54	0.7	0	1	41	746	0	0	
R 551 S	1	6	2	11	50	32	0.6	0	1	30	573	0	0	
LINE 20540	(FLIGHT 5)													
A 962 S?	1	2	0	2	2	4	-	-	-	-	-	-	160	
B 949 B?	17	4	74	21	118	4	76.6	7	4	139	11	113	0	
C 946 B	61	11	74	21	118	18	132.8	0	12	55	1	45	2220	
D 939 D	25	12	18	9	37	11	28.6	22	1	79	327	28	170	
E 929 D	19	6	14	6	28	5	46.3	22	1	135	160	81	0	
F 905 D	13	9	22	15	60	28	16.1	15	2	87	37	56	0	
G 903 D	9	7	22	15	60	28	14.7	23	2	101	44	67	0	
H 877 B?	1	2	1	2	2	4	-	-	-	-	-	-	0	
I 787 D	7	6	2	3	12	7	7.9	34	1	148	1035	0	110	
J 775 S?	5	16	16	38	122	75	3.4	0	1	28	139	0	0	
K 762 S?	2	5	3	2	59	20	1.0	0	1	22	60	6	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 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN	COND DEPTH M	COND DEPTH SIEMEN	RESIS OHM-M	DEPTH M	NT	
LINE 20540	(FLIGHT	5)											
L 742 D	10	9	7	8	17	23	9.3	17	1	55	211	12	0
M 733 B?	1	2	1	2	2	4	-	-	-	-	-	-	0
N 722 D	5	6	2	4	9	14	4.4	6	1	92	835	0	0
O 715 D	5	5	3	5	7	15	5.7	18	1	49	379	0	0
P 683 S	0	16	2	25	121	154	0.5	0	1	10	525	0	0
LINE 20550	(FLIGHT	5)											
A 1132 B?	1	2	1	2	2	4	-	-	-	-	-	-	1070
B 1134 D	51	18	57	24	120	41	55.4	0	7	57	3	43	1540
C 1136 B	51	18	57	24	120	41	55.4	0	7	64	4	48	0
D 1152 B?	4	6	1	4	9	11	3.4	18	1	149	912	18	180
E 1166 D	10	11	11	10	35	27	9.7	21	2	111	43	76	190
F 1173 D	12	10	15	7	39	22	16.3	24	2	119	33	86	80
G 1179 D	6	3	4	4	15	6	13.8	44	1	165	1035	0	0
H 1201 S?	2	2	3	5	21	17	1.0	0	1	49	363	22	0
I 1283 D	23	10	21	9	47	11	33.7	16	2	128	46	91	100
J 1295 D	72	16	108	31	168	25	117.7	5	14	54	1	45	470
K 1297 D	37	16	108	31	168	25	66.8	0	18	78	1	71	0
L 1316 S	5	9	6	16	63	26	3.2	0	1	28	187	0	0
M 1319 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
N 1348 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
O 1359 B?	4	9	1	13	59	55	2.0	0	1	32	587	0	0
P 1371 S	1	3	0	5	17	52	1.1	3	1	44	794	0	0
Q 1383 S	1	6	0	10	48	75	0.6	0	1	20	707	0	0
R 1395 S?	1	2	0	2	2	4	-	-	-	-	-	-	0
S 1408 S	2	10	0	18	96	81	0.7	0	1	1	577	0	150
LINE 20560	(FLIGHT	5)											
A 1740 D	74	52	71	93	259	88	20.2	0	3	22	19	3	3990
B 1735 B	25	14	22	15	60	24	23.6	0	3	63	16	39	0
C 1721 D	13	13	8	7	28	13	10.1	17	1	155	145	100	0
D 1706 B?	4	2	5	2	16	4	20.7	46	2	174	47	132	0
E 1683 D	6	5	15	4	14	6	19.3	11	3	104	26	73	0
F 1681 B?	6	4	15	8	14	18	16.9	21	3	111	20	82	80
G 1680 B	1	2	1	2	2	4	-	-	-	-	-	-	0
H 1589 D	21	11	12	7	35	10	23.8	22	1	122	98	77	40
I 1580 D	12	14	17	9	40	20	11.7	15	2	138	57	97	0
J 1575 B?	17	4	19	5	24	20	76.2	27	8	114	3	99	70
K 1555 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
L 1549 S	1	2	1	2	2	4	-	-	-	-	-	-	0
M 1537 S	1	6	4	10	13	22	1.9	0	1	35	142	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 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND .SIEMEN	DEPTH* M	COND .SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 20560	(FLIGHT	5)											
N 1525 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
O 1482 S?	4	8	0	10	40	77	1.5	0	1	37	761	0	0
P 1466 S	1	9	0	16	59	122	0.5	0	1	21	645	0	9
Q 1447 S	4	4	2	19	12	102	2.7	0	1	6	572	0	0
LINE 20570	(FLIGHT	5)											
A 1869 S	0	6	1	12	48	93	0.5	0	1	36	670	0	0
B 1897 D	24	17	10	22	49	25	11.9	4	1	57	78	23	1560
C 1898 D	24	16	14	22	49	25	13.6	0	1	63	60	28	0
D 1903 D	11	16	14	17	64	128	6.7	6	1	87	117	44	0
E 1911 D	5	4	3	2	7	76	8.8	39	2	185	45	143	0
F 1916 D	1	2	1	2	2	4	-	-	-	-	-	-	180
G 1920 D	7	10	8	7	28	13	6.8	24	1	132	69	90	0
H 1951 S	0	4	1	7	26	58	1.6	1	1	63	303	11	0
I 1957 B?	1	2	1	2	2	4	-	-	-	-	-	-	0
J 2059 B?	2	3	3	2	8	11	6.3	45	3	188	18	155	20
K 2079 E	0	17	31	36	104	72	4.2	0	2	46	33	20	0
L 2098 S	1	2	1	2	2	4	-	-	-	-	-	-	0
M 2101 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
N 2108 D	3	6	2	9	32	31	2.2	0	1	95	120	49	0
O 2113 B?	4	6	4	5	21	34	4.5	15	1	78	88	39	0
P 2116 B	1	2	1	2	2	4	-	-	-	-	-	-	0
Q 2118 D	1	2	1	2	2	4	-	-	-	-	-	-	0
R 2150 S?	0	2	1	2	2	4	-	-	-	-	-	-	0
S 2155 S	0	3	1	7	31	56	1.1	0	1	54	611	0	0
T 2163 S	1	7	1	16	84	71	0.6	0	1	5	543	0	0
LINE 20580	(FLIGHT	5)											
A 2559 D	19	14	11	20	51	18	11.4	1	1	77	62	42	1210
B 2557 D	16	15	11	20	51	18	8.6	2	1	65	123	25	1220
C 2552 D	18	8	15	7	28	13	28.7	21	4	127	9	104	0
D 2545 D	13	3	11	4	19	5	49.4	23	3	136	25	103	120
E 2534 D	11	9	8	6	23	9	12.3	16	3	147	27	113	250
F 2515 B?	1	2	1	2	2	4	-	-	-	-	-	-	40
G 2507 B?	1	2	7	4	17	10	1.0	0	1	72	145	49	170
H 2392 D	16	4	10	3	12	7	69.4	18	5	165	8	143	80
I 2367 E	1	2	1	2	2	4	-	-	-	-	-	-	0
J 2351 S?	1	2	1	2	2	4	-	-	-	-	-	-	200
K 2342 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
L 2336 S?	3	4	2	3	16	30	0.6	0	1	23	103	5	0
M 2328 B?	1	2	1	2	2	3	-	-	-	-	-	-	30

\* 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 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* .SIEMEN M	COND DEPTH .SIEMEN M	RESIS OHM-M	DEPTH M	NT		
LINE 20580 (FLIGHT 5)													
N 2324 B?	1	2	1	2	2	4	-	-	-	-	0		
O 2298 S?	0	15	2	29	152	157	0.6	0	1	20	360	0	0
P 2285 S?	0	3	2	8	29	64	3.3	15	1	54	825	0	0
Q 2275 S	0	12	1	22	117	125	0.5	0	1	11	569	0	0
LINE 20590 (FLIGHT 5)													
A 2691 S	0	4	1	6	20	59	0.5	0	1	76	729	0	0
B 2727 B	128	28	129	48	245	33	121.9	0	12	44	1	35	1020
C 2730 D	128	22	129	48	245	33	144.3	0	4	85	13	62	0
D 2735 D	6	5	6	12	33	34	6.5	17	2	160	36	122	0
E 2743 D	16	5	19	9	39	11	38.2	21	5	105	9	83	80
F 2753 B?	0	4	6	5	16	16	2.3	22	2	123	45	86	0
G 2767 S?	1	2	1	2	2	4	-	-	-	-	-	-	40
H 2786 D	4	3	9	3	17	6	16.0	40	1	204	342	94	0
I 2817 S	0	3	0	7	17	54	0.5	0	1	80	960	0	0
J 2884 D	5	22	6	17	50	33	2.4	0	1	73	863	0	330
K 2918 S	0	4	3	5	20	34	0.7	0	1	115	185	60	0
L 2935 B?	1	2	1	2	2	4	-	-	-	-	-	-	0
M 2952 S	2	7	5	15	76	50	1.9	0	1	39	159	0	0
N 2980 S	1	14	3	25	127	151	0.6	0	1	15	391	0	0
O 2999 S	0	7	0	11	51	80	0.6	0	1	37	775	0	0
LINE 20600 (FLIGHT 5)													
A 3323 D	18	10	9	6	51	41	20.0	0	1	78	75	38	0
B 3317 D	17	8	18	12	46	16	23.7	4	3	80	21	53	490
C 3309 D	6	5	5	5	22	5	9.8	37	1	195	857	48	50
D 3301 D	7	6	5	4	23	9	10.3	32	1	186	119	130	0
E 3298 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 3287 B?	1	2	1	2	2	4	-	-	-	-	-	-	0
G 3168 D	3	8	2	5	18	10	4.1	19	1	188	1035	0	0
H 3161 B?	1	3	7	5	14	8	5.3	37	1	203	430	82	0
I 3159 D	6	5	7	5	14	8	10.3	34	1	207	107	151	7
J 3133 D	17	8	17	6	34	8	32.3	9	3	140	20	109	100
K 3130 D	4	5	17	6	24	10	14.6	30	3	135	23	104	0
L 3115 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
M 3108 S	1	8	4	13	61	55	1.5	0	1	31	256	0	0
N 3096 S	1	2	1	2	2	4	-	-	-	-	-	-	0
O 3067 S	1	10	1	15	63	108	0.5	0	1	29	577	0	0
P 3047 S	0	10	1	18	86	41	0.5	0	1	16	652	0	0
LINE 20610 (FLIGHT 5)													
A 3488 D	52	10	36	13	61	11	100.5	0	5	81	6	62	550

\* 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.

1069 AREA B

HELDER LAKE

	COAXIAL 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND .SIEMEN	DEPTH* M	COND .SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 20610	(FLIGHT	5)											
B 3494 D	14	6	19	7	36	10	32.5	10	5	99	8	77	150
C 3515 B?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 3521 B?	5	6	10	7	27	17	9.5	34	2	118	47	83	170
E 3530 D	6	5	5	5	21	12	8.0	37	1	127	1035	0	40
F 3645 D	0	9	2	5	19	12	2.1	3	1	197	1035	0	0
G 3682 S	0	1	1	3	14	19	0.7	0	1	65	512	33	0
H 3696 S	0	7	4	14	75	73	0.7	0	1	41	255	0	0
I 3741 S	0	4	1	3	17	29	0.7	0	1	18	317	0	0
J 3758 S	0	6	0	12	54	72	0.7	0	1	25	751	0	0
LINE 20620	(FLIGHT	5)											
A 4135 D	38	8	27	11	48	16	75.9	9	5	96	8	74	0
B 4112 S?	0	3	7	5	15	25	4.0	13	3	116	18	87	0
C 4101 B?	1	2	1	2	2	3	-	-	-	-	-	-	0
D 4091 S?	0	2	3	4	13	12	1.0	0	1	63	474	31	0
E 3993 S	0	3	1	7	23	57	0.7	0	1	66	949	0	0
F 3982 D	2	7	4	5	17	7	4.6	8	1	190	1035	0	0
G 3966 S	0	2	0	2	2	4	-	-	-	-	-	-	0
H 3919 S	0	3	3	5	10	9	1.0	0	1	21	183	0	0
I 3883 S?	1	17	6	35	170	113	0.7	0	1	29	206	0	0
J 3861 S	0	2	1	2	2	4	-	-	-	-	-	-	0
LINE 20630	(FLIGHT	5)											
A 4301 D	16	11	9	7	25	14	15.6	19	2	137	63	96	330
B 4321 D	23	15	39	18	85	25	27.0	10	4	96	10	74	230
C 4325 B	9	3	39	18	85	15	34.0	0	5	96	9	74	0
D 4337 D	9	12	4	9	26	22	5.5	19	1	126	66	85	370
E 4341 D	5	4	8	8	26	22	8.6	25	2	176	42	135	0
F 4365 S	0	2	0	3	3	27	0.1	0	1	9	2763	0	0
G 4382 S	0	5	0	9	20	74	0.5	0	1	70	886	0	0
H 4402 S	0	2	0	4	7	7	1.0	0	1	5	537	0	0
I 4420 S	0	6	0	11	57	22	0.7	0	1	18	742	0	0
J 4441 S?	0	2	1	2	2	4	-	-	-	-	-	-	0
K 4445 S?	0	16	6	33	154	109	1.1	0	1	20	698	0	0
L 4455 B?	0	2	1	1	2	4	-	-	-	-	-	-	580
M 4516 S	0	5	4	15	53	17	0.9	0	1	47	160	6	7
N 4546 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
O 4553 S?	0	8	1	8	38	59	1.2	0	1	47	710	0	0
P 4566 S	0	8	2	15	73	64	0.5	0	1	12	487	0	0
LINE 20640	(FLIGHT	5)											
A 4893 S	0	3	1	5	17	42	0.5	0	1	15	598	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 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN	COND DEPTH M	COND DEPTH SIEMEN	RESIS M OHM-M	DEPTH M	NT	
LINE 20640	(FLIGHT	5)											
B 4879 D	5	4	6	4	15	7	10.4	37	3	161	27	127	170
C 4869 D	36	10	31	11	53	13	65.5	3	7	93	4	76	460
D 4852 D	21	15	75	39	164	40	27.6	6	10	65	2	53	0
E 4850 D	35	16	75	39	164	40	37.4	0	2	51	27	25	1190
F 4815 S?	0	5	0	9	21	81	1.9	12	1	70	860	0	0
G 4799 S?	0	11	0	20	82	158	0.5	0	1	38	769	0	0
H 4766 S?	0	2	0	2	2	4	-	-	-	-	-	-	0
I 4759 S?	0	17	0	25	45	45	0.6	0	1	3	522	0	0
J 4752 S	0	10	0	21	122	157	0.6	0	1	8	647	0	0
K 4733 E	6	31	16	66	263	132	2.2	0	1	7	191	0	0
L 4730 E	0	29	16	66	263	141	1.2	0	1	11	164	0	0
M 4721 D	3	8	3	6	11	10	6.1	16	1	167	1035	0	0
N 4673 S	0	8	7	15	67	70	1.3	0	1	29	419	0	0
O 4640 S?	3	7	11	27	78	14	3.4	0	1	37	154	0	0
P 4613 S	0	6	1	10	41	53	0.5	0	1	11	566	0	260
LINE 20650	(FLIGHT	5)											
A 5045 B?	0	2	1	2	2	4	-	-	-	-	-	-	0
B 5077 D	84	22	110	30	183	38	111.7	3	14	58	1	49	460
C 5116 S	0	7	0	12	54	95	0.5	0	1	37	771	0	0
D 5167 S	0	16	1	28	127	97	0.5	0	1	3	506	0	0
E 5193 S	2	26	14	54	238	155	1.5	0	1	13	138	0	0
F 5195 E	2	26	14	54	238	155	1.5	0	1	2	483	0	0
G 5206 S	0	4	2	4	13	30	0.5	0	1	21	762	0	0
H 5279 D	6	9	6	6	26	15	5.6	7	1	130	89	83	0
I 5309 S	0	10	4	21	111	83	0.5	0	1	21	269	0	0
LINE 20660	(FLIGHT	5)											
A 5731 S	0	1	0	1	2	4	-	-	-	-	-	-	0
B 5699 D	21	15	9	9	26	22	15.1	2	1	104	107	58	0
C 5682 B?	5	4	7	3	14	42	13.7	17	3	165	20	132	200
D 5654 S	0	8	0	15	67	125	0.5	0	1	28	732	0	0
E 5640 S	0	1	0	4	11	35	0.3	0	1	3	922	0	0
F 5627 S?	1	9	0	21	100	63	0.5	0	1	57	878	0	0
G 5623 S	0	9	4	21	100	63	0.7	0	1	14	286	0	0
H 5569 S	0	5	0	8	36	62	1.0	0	1	41	831	0	0
I 5554 S	0	2	0	2	2	4	-	-	-	-	-	-	0
J 5545 S?	0	2	1	2	2	4	-	-	-	-	-	-	0
K 5541 S	0	20	3	39	192	179	0.5	0	1	0	384	0	140
L 5533 D	3	8	7	8	28	6	4.6	7	1	161	1035	0	70
M 5489 S	0	3	1	6	6	24	0.6	0	1	83	708	0	70

\* 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.

1069 AREA B

HELDER LAKE

	COAXIAL 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* .SIEMEN	M	COND DEPTH .SIEMEN	M	RESIS OHM-M	DEPTH M	NT
LINE 20660	(FLIGHT	5)											
N 5477 S	0	4	1	9	4	65	0.5	0	1	58	423	7	0
O 5457 D	5	5	3	3	9	6	6.7	20	1	186	86	133	70
P 5429 E	0	16	2	4	155	185	1.0	0	1	18	430	0	0
Q 5425 S	0	17	4	29	159	93	0.7	0	1	9	426	0	0
LINE 20670	(FLIGHT	6)											
A 306 S	1	6	0	13	41	110	0.5	0	1	22	713	0	0
B 336 D	23	14	15	17	44	78	16.3	5	1	72	165	27	70
C 344 S	1	5	0	8	23	68	0.5	0	1	41	763	0	0
D 360 B?	12	2	12	4	22	7	64.2	19	2	106	42	70	0
E 383 S	0	25	0	48	204	362	0.5	0	1	0	343	0	0
F 414 S	2	14	6	31	142	96	1.4	0	1	10	250	0	0
G 435 S	0	7	0	4	38	103	0.6	0	1	10	323	0	0
H 473 S	0	4	0	6	19	37	1.4	0	1	41	850	0	0
I 494 S	0	13	2	25	135	106	0.6	0	1	0	502	0	0
J 495 E	0	13	2	25	135	106	0.5	0	1	9	678	0	0
K 510 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
L 552 S	0	2	1	2	2	4	-	-	-	-	-	-	0
M 590 D	4	3	4	3	8	20	9.1	24	1	130	834	6	30
N 607 S	0	6	2	12	59	78	0.5	0	1	26	513	0	0
LINE 20680	(FLIGHT	6)											
A 1039 S	0	4	0	7	15	64	0.5	0	1	59	860	0	0
B 1011 D	16	12	6	14	44	55	9.6	0	1	58	299	7	190
C 993 D	16	13	18	13	53	9	15.2	11	1	87	69	50	0
D 990 D	3	8	0	18	53	26	5.8	10	1	75	899	0	0
E 946 S	0	2	0	2	2	4	-	-	-	-	-	-	0
F 934 S	0	6	0	9	15	70	0.5	0	1	38	775	0	0
G 915 S	0	7	0	12	54	87	0.5	0	1	24	706	0	0
H 882 S	0	4	0	5	22	38	0.7	0	1	6	528	0	0
I 866 S?	0	2	0	2	2	4	-	-	-	-	-	-	0
J 858 S?	2	26	4	50	256	218	0.7	0	1	0	449	0	0
K 844 D	8	6	7	7	22	24	10.6	11	1	94	100	50	20
L 819 S	1	2	0	4	14	30	0.5	0	1	10	735	0	150
M 782 D	10	8	13	5	23	15	16.7	19	2	110	50	73	70
N 778 D	18	13	8	8	26	31	14.4	8	1	109	87	66	19
O 764 B?	5	4	3	4	9	38	6.9	21	1	102	755	1	50
P 747 S	0	6	1	9	53	67	0.5	0	1	37	682	0	0
LINE 20690	(FLIGHT	6)											
A 1136 S	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.

	COAXIAL 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN	M	COND DEPTH SIEMEN	M	RESIS OHM-M	DEPTH M	NT
LINE 20690	(FLIGHT	6)											
B 1155 D	14	5	6	12	52	57	15.1	6	1	57	878	0	410
C 1171 D	34	12	18	9	27	24	43.7	14	1	101	76	62	550
D 1241 S	1	8	0	17	96	29	0.5	0	1	6	547	0	0
E 1252 S	0	2	0	2	2	4	-	-	-	-	-	-	0
F 1266 S	0	7	0	13	49	104	0.5	0	1	24	715	0	0
G 1289 S	0	4	0	7	28	55	0.5	0	1	32	794	0	0
H 1322 D	22	8	17	11	36	29	31.4	3	1	75	81	36	450
I 1336 D	6	5	10	6	24	18	11.4	21	1	128	145	75	60
J 1340 D	16	6	10	6	24	18	30.4	15	1	130	966	6	60
K 1388 B?	1	2	1	2	2	4	-	-	-	-	-	-	0
L 1393 D	29	11	20	7	32	23	48.7	12	1	97	208	45	150
M 1397 D	16	12	20	8	30	11	19.3	18	1	106	194	54	40
N 1419 S	2	6	0	13	51	108	0.6	0	1	25	700	0	0
LINE 20700	(FLIGHT	6)											
A 1772 B?	1	2	1	2	2	4	-	-	-	-	-	-	0
B 1769 D	39	20	37	28	119	107	27.2	5	3	60	16	38	540
C 1756 D	11	8	6	6	21	16	10.7	14	1	145	1035	0	390
D 1725 S	0	4	0	6	21	42	0.6	0	1	68	954	0	0
E 1690 S	2	12	1	26	56	92	0.7	0	1	0	529	0	0
F 1681 S	2	11	4	21	22	68	1.4	0	1	1	450	0	0
G 1664 S	0	10	0	20	96	114	0.5	0	1	3	522	0	0
H 1656 S	0	9	0	20	89	123	0.5	0	1	10	604	0	0
I 1622 S	0	2	0	2	2	4	-	-	-	-	-	-	0
J 1600 D	9	5	4	5	8	12	12.4	31	1	127	1035	0	80
K 1585 B?	3	8	17	14	54	105	6.0	5	1	21	706	0	0
L 1578 D	44	9	28	6	26	8	122.1	0	5	101	9	79	280
M 1553 D	5	9	0	8	14	22	2.8	8	1	59	828	0	50
N 1527 D	10	5	6	3	26	41	19.4	18	1	81	169	33	0
O 1520 D	15	9	18	9	38	11	20.6	17	1	107	77	66	0
P 1516 D	36	14	23	11	44	11	43.3	14	3	94	24	67	0
Q 1497 S	1	9	0	17	72	64	0.5	0	1	18	658	0	0
LINE 20710	(FLIGHT	6)											
A 1910 D	38	13	22	17	69	57	37.1	0	2	70	28	42	410
B 1923 D	6	10	0	7	20	20	3.5	12	1	147	1035	0	0
C 1952 S	0	3	0	5	15	34	0.5	0	1	0	804	0	0
D 1961 S	0	3	0	7	12	75	0.7	0	1	61	871	0	0
E 1998 S	2	5	5	30	131	106	1.7	0	1	7	533	0	0
F 2015 S	0	12	0	21	103	155	0.5	0	1	11	572	0	0
G 2024 E	0	22	0	46	248	246	0.7	0	1	1	443	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.

1069 AREA B

HELDER LAKE

	COAXIAL 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN	COND DEPTH M	RESIS OHM-M	DEPTH M	NT		
LINE 20710	(FLIGHT	6)											
H 2058 S	0	2	0	2	2	4	-	-	-	-	0		
I 2080 S?	1	5	0	5	22	16	1.0	0	1	47	378	21	140
J 2093 B?	1	2	1	2	2	4	-	-	-	-	-	-	15
K 2099 B?	10	5	45	5	79	62	86.4	23	1	101	79	61	0
L 2103 B?	91	33	66	35	145	56	57.8	3	5	62	6	45	360
M 2126 D	9	15	5	12	21	20	4.5	1	1	67	267	18	12
N 2136 S	0	3	0	5	21	37	0.5	0	1	32	747	0	0
O 2152 D	13	4	10	4	22	42	40.2	12	1	96	183	44	0
P 2156 D	14	7	16	7	37	13	25.8	29	2	133	43	97	210
Q 2158 D	20	11	16	7	37	13	26.6	14	2	115	28	83	0
R 2167 B?	1	2	0	2	2	4	-	-	-	-	-	-	0
S 2177 S	0	10	0	18	75	125	0.5	0	1	15	608	0	4
LINE 20720	(FLIGHT	6)											
A 2533 D	39	12	22	15	64	14	45.9	13	3	90	19	64	180
B 2521 D	5	7	3	14	20	80	3.9	0	1	111	1035	0	770
C 2484 S	0	7	0	12	50	106	0.9	0	1	32	763	0	0
D 2449 S	0	10	1	22	113	69	0.5	0	1	10	571	0	0
E 2421 S	0	6	0	11	31	93	0.9	0	1	50	797	0	50
F 2384 S?	0	12	0	28	133	174	0.5	0	1	16	668	0	50
G 2349 D	64	8	21	9	49	9	183.4	4	12	75	1	65	110
H 2344 B	37	10	91	15	142	47	132.3	0	29	47	1	43	250
I 2325 D	9	18	6	14	55	4	4.0	0	1	62	242	16	40
J 2300 B	1	2	1	2	2	4	-	-	-	-	-	-	50
K 2296 D	8	6	9	3	15	11	15.2	30	2	142	56	101	80
L 2292 D	21	5	14	4	21	11	70.4	15	1	121	71	79	120
M 2286 D	5	7	11	3	15	24	11.1	31	1	113	1035	0	19
N 2275 S	0	9	0	17	89	124	0.5	0	1	13	604	0	0
LINE 20730	(FLIGHT	6)											
A 2655 B?	1	2	1	2	2	4	-	-	-	-	-	-	0
B 2660 D	29	6	15	7	34	12	69.5	10	2	116	37	82	220
C 2668 D	8	6	10	11	56	25	10.3	5	1	78	66	41	0
D 2671 B	7	16	10	13	56	25	7.2	7	1	66	860	0	3540
E 2733 S	0	4	0	7	4	10	0.5	0	1	77	932	0	0
F 2766 S	0	7	0	11	31	94	0.5	0	1	47	790	0	0
G 2844 B	44	36	40	35	100	67	18.5	0	4	52	12	32	150
H 2853 D	4	5	4	3	5	2	7.4	36	1	142	155	88	70
I 2870 B?	1	10	6	22	42	34	1.4	0	1	68	280	18	11
J 2875 S	1	5	2	8	50	37	1.4	6	1	31	224	0	0
K 2889 S	0	4	1	9	35	11	0.9	0	1	48	331	3	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.

1069 AREA B

HELDER LAKE

	COAXIAL 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* .SIEMEN	M	COND DEPTH .SIEMEN	M	RESIS OHM-M	DEPTH M	NT
LINE 20730	(FLIGHT 6)												
L 2899 D	19	8	16	5	27	8	34.5	14	3	129	26	97	210
M 2920 S	0	17	1	31	140	226	0.5	0	1	0	458	0	0
N 2932 S	0	9	0	19	93	132	0.5	0	1	11	624	0	70
LINE 29010	(FLIGHT 6)												
A 3126 S	1	6	0	12	77	51	0.5	0	1	10	600	0	0
B 3142 S	0	2	0	2	2	4	-	-	-	-	-	-	180
C 3170 S	1	5	0	13	52	96	0.5	0	1	32	729	0	0
D 3183 S	2	6	0	5	20	27	0.9	0	1	22	195	0	0
E 3224 E	1	2	1	2	2	4	-	-	-	-	-	-	0
F 3227 S	1	18	2	36	171	197	0.6	0	1	0	429	0	0
G 3233 S?	2	12	1	12	55	93	0.7	0	1	11	588	0	8
H 3240 S?	2	11	0	20	108	104	0.6	0	1	30	717	0	0
I 3259 S	1	4	0	10	40	75	0.7	0	1	38	779	0	9
J 3338 S	1	3	0	4	13	32	0.4	0	1	23	352	0	0
K 3369 S?	1	2	0	2	2	4	-	-	-	-	-	-	0
L 3373 S?	1	2	0	2	2	4	-	-	-	-	-	-	0
M 3394 S	1	2	0	2	2	4	-	-	-	-	-	-	0
N 3401 S	2	3	0	7	8	24	2.3	27	1	81	899	0	0
O 3416 S	0	3	0	7	22	63	0.5	0	1	76	932	0	0
P 3512 S	0	6	0	11	42	87	0.6	0	1	44	797	0	20
Q 3517 S	1	2	0	2	2	4	-	-	-	-	-	-	0
LINE 29020	(FLIGHT 6)												
A 4316 S	0	4	0	8	25	74	0.5	0	1	53	856	0	0
B 4072 S	2	3	1	5	33	12	1.6	0	1	40	834	0	0
C 4010 S	1	4	0	10	44	39	0.6	0	1	22	751	0	0
D 3990 D	19	5	34	9	58	22	67.3	3	6	86	6	67	0
E 3980 B?	9	11	22	21	70	48	9.6	0	1	25	173	0	6180
F 3964 S?	1	8	0	14	61	83	0.6	0	1	18	736	0	930

\* 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 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN	COND DEPTH M	COND DEPTH SIEMEN	COND DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 30010	(FLIGHT	12)											
A 3910 S	0	1	0	3	8	22	0.3	0	1	35	1057	0	0
LINE 30020	(FLIGHT	12)											
A 3814 D	25	5	14	7	30	16	67.6	12	2	122	27	90	350
B 3821 D	12	7	10	10	38	23	14.0	0	2	104	28	72	0
C 3825 B?	1	2	1	2	2	4	-	-	-	-	-	-	3310
LINE 30030	(FLIGHT	12)											
A 3743 D	6	6	71	26	121	25	36.0	17	2	208	38	166	0
B 3739 B	60	18	79	31	141	36	70.2	5	11	66	1	55	1390
C 3738 B	61	18	79	31	141	36	71.5	5	8	61	2	48	1460
D 3732 B	19	6	26	9	49	41	52.5	0	6	86	5	68	0
LINE 30040	(FLIGHT	12)											
A 3558 S	0	1	0	2	2	4	-	-	-	-	-	-	0
B 3582 D	11	7	18	4	17	10	29.7	26	2	172	46	130	210
C 3587 D	23	5	18	6	22	16	71.5	0	4	95	11	71	680
LINE 30050	(FLIGHT	12)											
A 3531 S	0	3	0	7	15	67	1.6	19	1	82	903	0	0
B 3519 S	0	5	0	12	40	86	0.5	0	1	39	763	0	0
C 3494 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 3477 S?	0	8	1	17	74	109	1.0	0	1	82	1035	0	0
E 3476 S	0	8	1	17	74	109	1.1	0	1	7	638	0	0
LINE 30060	(FLIGHT	12)											
A 3325 S	0	5	0	9	18	27	0.5	0	1	59	819	0	15
B 3342 S	0	6	2	10	39	77	0.7	0	1	35	623	0	0
C 3356 S	0	5	0	8	14	67	0.9	1	1	70	874	0	0
D 3369 S	0	3	0	5	15	44	1.0	0	1	90	1035	0	0
LINE 30070	(FLIGHT	12)											
A 3258 S	0	7	0	15	31	52	0.5	0	1	5	636	0	20
B 3253 S	0	6	1	13	49	77	0.5	0	1	11	620	0	0
C 3240 D	3	8	4	3	20	12	3.4	23	1	103	351	40	0
D 3235 D	7	11	8	11	33	15	5.8	21	1	112	189	61	100
LINE 30080	(FLIGHT	12)											
A 3061 S	1	19	3	40	198	199	0.6	0	1	0	424	0	0
B 3075 S	0	5	0	6	27	50	0.9	0	1	48	822	0	0
C 3086 D	3	8	4	11	35	76	2.4	12	1	62	401	14	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.



1069 AREA C

HELDER LAKE

	COAXIAL 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND .SIEMEN	DEPTH* M	COND .SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 30080	(FLIGHT	12)											
D 3109 S	0	2	1	2	0	4	-	-	-	-	-	-	100
LINE 30090	(FLIGHT	12)											
A 3018 S?	0	12	0	24	101	174	0.6	0	1	16	698	0	0
B 3000 S	0	10	0	4	53	38	1.0	0	1	9	238	0	260
C 2990 S	2	19	4	37	168	207	0.7	0	1	2	357	0	0
D 2976 S	0	4	1	7	21	41	0.5	0	1	72	743	0	0
LINE 30100	(FLIGHT	12)											
A 2836 S	0	9	2	17	78	106	0.5	0	1	14	487	0	0
B 2848 S	3	28	7	43	195	239	1.2	0	1	1	286	0	0
C 2852 S	5	2	8	15	53	32	7.4	17	1	6	146	0	0
D 2861 S	7	32	21	68	55	139	2.8	0	1	11	78	0	0
E 2864 E	7	32	20	68	52	139	2.8	0	1	5	166	0	50
F 2875 S	0	2	0	2	2	4	-	-	-	-	-	-	0
G 2916 S	0	5	0	10	22	85	1.8	0	1	38	804	0	30
LINE 30110	(FLIGHT	12)											
A 2707 E	0	24	2	39	176	245	0.6	0	1	1	513	0	0
B 2696 S?	0	8	1	8	22	69	1.8	0	1	13	494	0	0
C 2687 S	0	13	2	26	98	180	0.5	0	1	4	481	0	0
D 2670 E	0	20	4	38	182	202	0.6	0	1	5	348	0	0
E 2669 S	0	20	4	38	182	202	0.6	0	1	4	293	0	0
F 2656 S	0	11	3	24	112	154	0.5	0	1	13	401	0	0
LINE 30120	(FLIGHT	12)											
A 2527 S	0	11	0	19	57	163	0.6	0	1	12	572	0	0
B 2540 S	0	10	0	12	41	105	0.5	0	1	21	704	0	0
C 2559 S	0	7	2	11	32	84	0.5	0	1	45	482	0	0
D 2586 S	0	12	5	28	135	109	0.6	0	1	28	335	0	0
E 2594 S	0	5	0	10	21	88	0.5	0	1	44	758	0	0
LINE 30130	(FLIGHT	12)											
A 2462 S	0	2	0	2	2	4	-	-	-	-	-	-	0
B 2449 S	0	4	0	24	91	165	0.6	0	1	11	526	0	0
C 2435 S	0	10	2	16	32	81	0.7	0	1	30	500	0	0
D 2407 S?	0	2	1	2	2	4	-	-	-	-	-	-	0
LINE 30140	(FLIGHT	12)											
A 2277 S	0	10	1	17	44	149	0.5	0	1	27	557	0	0
B 2294 S	3	18	12	36	146	46	2.1	0	1	20	119	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.

1069 AREA C

HELDER LAKE

ANOMALY/ FID/INTERP	COAXIAL 900 HZ		COPLANAR 900 HZ		COPLANAR 7200 HZ		VERTICAL DIKE	COND DEPTH* M	HORIZONTAL SHEET		CONDUCTIVE EARTH		MAG CORR
	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM			COND SLEMEN	DEPTH M	COND SLEMEN	DEPTH M	
LINE 30140	(FLIGHT 12)												
C 2306 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
D 2308 S	4	29	16	59	210	13	2.1	0	1	21	94	0	0
E 2314 E	4	24	9	43	16	154	1.6	0	1	161	1035	0	0
F 2345 S	0	5	1	9	26	66	0.5	0	1	55	728	0	10
LINE 30150	(FLIGHT 12)												
A 2219 B?	7	12	9	21	18	121	4.2	1	1	51	127	13	680
B 2212 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
C 2208 S	2	15	9	33	143	91	1.6	0	1	17	139	0	0
D 2195 S?	8	29	19	52	181	119	3.4	0	1	25	89	0	0
E 2192 S?	4	28	19	52	181	92	2.5	0	1	28	80	0	0
F 2182 S	5	16	14	52	200	155	2.6	0	1	23	100	0	0
G 2148 S	0	9	2	19	55	47	0.5	0	1	17	493	0	0
LINE 30160	(FLIGHT 12)												
A 1868 S	1	1	3	23	102	103	1.0	0	1	17	362	0	0
B 1876 B?	17	7	38	44	102	24	16.0	0	2	44	37	17	2520
C 1881 S?	9	24	38	44	102	45	6.7	0	1	35	67	6	0
D 1898 S	1	2	1	2	2	4	-	-	-	-	-	-	0
E 1916 S	0	9	2	20	103	138	0.5	0	1	11	432	0	0
F 1919 S?	0	13	2	24	88	154	0.9	0	1	10	543	0	110
G 1952 S	1	16	7	36	131	108	0.9	0	1	28	237	0	0
LINE 30170	(FLIGHT 12)												
A 1831 S	0	5	2	8	50	53	0.5	0	1	24	394	0	0
B 1817 S	3	10	7	16	110	129	2.7	0	1	30	141	0	0
C 1799 S	1	13	3	22	94	123	0.6	0	1	19	355	0	0
D 1774 S	0	5	0	10	34	74	1.4	3	1	55	817	0	0
E 1747 S	0	2	0	2	2	4	-	-	-	-	-	-	0
LINE 30180	(FLIGHT 12)												
A 1617 S	2	7	2	16	61	9	1.0	0	1	14	504	0	0
B 1634 S	1	9	3	17	64	51	0.9	0	1	9	352	0	0
C 1638 S?	1	2	1	2	2	4	-	-	-	-	-	-	120
D 1646 S	0	11	1	14	57	117	0.5	0	1	7	488	0	0
E 1656 S?	1	13	0	25	108	162	0.5	0	1	13	618	0	0
F 1666 D	8	17	6	14	26	42	3.9	0	1	61	258	14	560
G 1668 D	7	17	5	14	21	42	3.3	2	1	78	203	31	0
H 1685 S	0	5	0	9	19	74	1.2	0	1	49	860	0	0
I 1701 S	0	7	0	17	42	135	0.6	0	1	26	704	0	0
J 1713 S	0	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.

1069 AREA C

HELDER LAKE

	COAXIAL 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* SIEMEN	COND DEPTH M	RESIS SIEMEN	DEPTH M	OHM-M	DEPTH M	NT
LINE 30190	(FLIGHT	12)											
A 1599 S	4	7	2	16	53	89	2.2	0	1	8	484	0	0
B 1590 S	0	6	1	9	30	76	0.5	0	1	42	714	0	0
C 1578 S?	1	14	2	27	5	127	0.6	0	1	9	527	0	0
D 1575 S	1	2	1	2	2	4	-	-	-	-	-	-	0
E 1555 B?	2	11	1	10	22	32	1.1	0	1	68	741	0	350
F 1553 D	3	11	1	10	22	32	1.2	0	1	129	1035	0	0
G 1508 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
H 1504 S	2	10	5	21	70	2	1.7	0	1	28	188	0	8
LINE 30200	(FLIGHT	12)											
A 1377 S	1	5	0	8	11	57	0.8	0	1	50	895	0	0
B 1392 S	0	4	0	8	32	53	1.2	0	1	56	882	0	0
C 1411 S	1	7	0	8	22	68	0.7	0	1	68	927	0	0
D 1426 S?	1	2	1	1	1	3	-	-	-	-	-	-	0
E 1478 S	1	2	1	2	2	4	-	-	-	-	-	-	15
LINE 30210	(FLIGHT	12)											
A 1363 S	1	4	0	6	20	45	0.8	0	1	48	908	0	0
B 1349 S	0	5	0	9	38	61	0.5	0	1	41	804	0	0
C 1335 S	0	5	0	9	35	50	0.5	0	1	54	856	0	0
D 1294 S	0	5	0	7	20	24	0.5	0	1	50	825	0	0
E 1266 S	7	10	13	20	8	21	5.9	0	1	45	62	13	0
LINE 30220	(FLIGHT	12)											
A 1084 S?	1	6	0	7	18	51	0.7	0	1	62	890	0	0
B 1108 S	0	7	2	14	6	34	0.5	0	1	21	340	0	90
C 1129 S	0	7	0	14	35	114	0.5	0	1	33	761	0	50
D 1154 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
E 1164 S	1	2	1	2	2	4	-	-	-	-	-	-	0
F 1192 S	10	1	24	1	20	6	1.0	0	1	37	46	21	0
G 1195 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 30230	(FLIGHT	12)											
A 1061 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
B 1049 S	2	12	11	23	88	37	2.7	0	1	26	178	0	0
C 1038 S?	6	4	14	8	29	31	17.3	28	2	79	41	48	30
D 1022 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
E 1012 S?	8	13	13	6	19	28	7.5	17	1	33	63	6	0
F 977 S?	12	11	21	14	40	56	13.0	10	1	37	115	3	0
LINE 30240	(FLIGHT	12)											
A 851 B?	6	12	13	19	24	66	4.7	2	1	22	199	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.

1069 AREA C

HELDER LAKE

	COAXIAL 900 HZ	COPLANAR 900 HZ	COPLANAR 7200 HZ	VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR						
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND .SIEMEN	DEPTH* M	COND .SIEMEN	DEPTH M	RESIS OHM-M	DEPTH M	NT
LINE 30240	(FLIGHT	12)											
B 871 S?	1	2	1	2	1	1	-	-	-	-	-	-	0
C 893 S	2	9	10	22	8	20	2.3	0	1	31	113	0	0
D 916 S	5	7	9	7	15	5	7.2	10	1	33	110	0	0
E 942 S	1	6	7	14	43	31	2.1	0	1	36	125	0	0
F 948 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
LINE 30250	(FLIGHT	12)											
A 814 S	1	2	1	2	2	4	-	-	-	-	-	-	0
B 776 S?	6	10	13	23	48	18	5.1	0	1	28	193	0	0
C 772 S	6	9	13	23	48	22	5.2	0	1	30	107	0	0
D 770 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
E 744 S	0	5	0	10	25	69	0.5	0	1	32	732	0	0
F 726 S	4	9	3	20	56	3	2.2	0	1	6	432	0	0
LINE 30260	(FLIGHT	12)											
A 590 S	1	2	1	2	2	4	-	-	-	-	-	-	0
B 605 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
C 618 S?	2	5	1	8	41	23	2.0	8	1	17	563	0	0
D 647 S	3	9	2	19	80	33	1.3	0	1	3	463	0	0
E 650 S?	1	2	1	2	2	4	-	-	-	-	-	-	0
F 691 S	0	3	0	5	2	28	0.1	0	1	0	2208	0	0
LINE 30270	(FLIGHT	12)											
A 559 S	3	11	20	16	9	20	5.6	0	2	39	41	12	0
B 497 S?	0	2	0	2	2	4	-	-	-	-	-	-	20
C 480 S	0	4	0	5	0	43	2.1	12	1	64	886	0	0
D 470 S	0	4	0	6	1	55	0.5	0	1	56	819	0	0
LINE 30280	(FLIGHT	12)											
A 345 S	11	14	2	20	25	8	4.2	9	2	38	43	13	0
B 347 S?	13	14	2	20	25	15	5.0	9	1	35	62	8	0
C 382 S?	2	3	0	6	26	26	1.5	22	1	21	561	0	0
D 407 S	1	10	0	17	91	82	0.5	0	1	6	455	0	0
E 430 S	0	6	0	11	5	90	1.1	0	1	32	735	0	0
LINE 30290	(FLIGHT	12)											
A 322 S?	9	19	20	40	108	83	4.8	0	1	28	98	0	0
B 320 S	1	2	1	2	2	4	-	-	-	-	-	-	0
C 277 S	3	14	1	27	120	122	0.8	0	1	3	378	0	0
D 252 S	0	12	0	21	52	108	0.6	0	1	8	438	0	30
E 234 S?	4	8	0	9	69	29	1.9	0	1	7	622	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.

1069 AREA C

## HELDER LAKE

	COAXIAL 900 HZ	COPLANAR 900 HZ		COPLANAR 7200 HZ		VERTICAL DIKE	HORIZONTAL SHEET	CONDUCTIVE EARTH	MAG CORR			
ANOMALY/ FID/INTERP	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	REAL PPM	QUAD PPM	COND DEPTH* .SIEMEN M	COND DEPTH .SIEMEN M	RESIS DEPTH OHM-M M	NT		
LINE 30300	(FLIGHT	12)										
A 98 S	7	20	17	43	128	39	3.5	1	30	85	3	0
B 127 S?	3	10	3	11	5	41	1.9	4	15	546	0	0
C 134 S?	1	2	1	2	2	4	-	-	-	-	-	0
D 137 S	6	16	10	26	136	66	3.3	3	20	152	0	0
E 162 S?	1	2	0	2	2	4	-	-	-	-	-	0
F 167 S	1	17	0	28	116	172	0.5	0	0	425	0	110
G 182 S?	1	2	0	2	2	4	-	-	-	-	-	0
LINE 39010	(FLIGHT	12)										
A 4109 S	9	17	23	29	142	42	6.4	4	36	52	10	0
B 4105 E	6	14	21	23	141	80	6.0	7	36	81	7	0
C 4075 B?	1	5	8	23	76	48	2.0	5	49	123	14	370
D 4059 S?	1	9	3	12	36	32	0.9	0	45	481	0	0
E 4048 S	4	17	9	41	79	107	1.9	0	21	119	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.



**Report of Work**  
(Geophysical, Geological,  
Geochemical and Expenditures)

DOC  
W9C



52L08SW0004 2.12780 PATTERSON

d  
l  
e  
d  
s.

**2.12780**  
W 9001-204 The

900

Type of Survey(s) <b>Airborne EM, VLF-EM and magnetometer</b>		Township or Area <b>Treelined Lake G2651</b>
Claim Holder(s) <b>Champion Bear Resources Ltd.</b>		Prospector's Licence No. <b>T 5146</b>
Address <b>3805 - 7A Street S.W.; Calgary, Alberta; T2T 2Y8</b>		
Survey Company <b>Dighem Surveys &amp; Processing Inc.</b>	Date of Survey (from & to) Day   Mo.   89.   Day   Mo.   89. <b>13   05   89.   15   05   89.</b>	Total Miles of line Cut <b>1612</b>
Name and Address of Author (of Geo-Technical report) <b>Ruth Prichard, Mississauga, Ontario, 228 Matheson Blvd. E. L4Z 1X1</b>		

Credits Requested per Each Claim in Columns at right

Special Provisions	Geophysical	Days per Claim
For first survey: Enter 40 days. (This includes line cutting)	- Electromagnetic	
	- Magnetometer	
	- Radiometric	
	- Other	
	Geological	
For each additional survey: using the same grid: Enter 20 days (for each)	Geochemical	
	Geophysical	
Man Days Complete reverse side and enter total(s) here	- Electromagnetic	
	- Magnetometer	
	- Radiometric	
	- Other	
	Geological	
Airborne Credits Note: Special provisions credits do not apply to Airborne Surveys.	Geochemical	
	Electromagnetic	40
	Magnetometer	40
	VLF-EM	40

Mining Claims Traversed (List in numerical sequence)

Mining Claim		Expend. Days Cr.	Mining Claim		Expend. Days Cr.
Prefix	Number		Prefix	Number	
K	1085257	80			
	1085258	80			
	1085259	80			
	1085260	80			
	1085261	80			
	1085262	80			
	1085263	80			
	1085264	80			
	1085265	80			
	1085266	80			
	1085267	80			
	1085268	80			
	1085269	80			
	1085270	80			
	1085271	80			
	1085272	80			
	1085273	80			
	1085274	80			
	1085275	80			

**RECEIVED**

**MAY 25 1990**

**MINING LANDS SECTION**

*SEE W 8901-200 of these claims were missed*

Expenditures (excludes power stripping)

Type of Work Performed

Performed on Claim(s)

Calculation of Expenditure Days Credits

Total Expenditures \$  ÷ 15 = Total Days Credits

Instructions  
Total Days Credits may be apportioned at the claim holder's choice. Enter number of days credits per claim selected in columns at right.

Date **April 24th/90** Recorded Holder or Agent (Signature) *[Signature]*

Total number of mining claims covered by this report of work **19**

For Office Use Only

Total Days Cr. Recorded **1520** Date Recorded **May 15/90**

Date Approved as Recorded **May 15/90**

**KENORA MINING DIV.**

**RECEIVED**

**78010112123456**

Certification Verifying Report of Work

I hereby certify that I have a personal and intimate knowledge of the facts set forth in the Report of Work annexed hereto, having performed the work or witnessed same during and/or after its completion and the annexed report is true.

Name and Postal Address of Person Certifying  
**L.C. Chastko; 791 Elmhurst Rd.; Winnipeg, Manitoba; R3R 0V3**



Ontario

Ministry of  
Northern Development  
and Mines

Ministère du  
Développement du Nord  
et des Mines

June 20, 1990

Mining Recorder  
Ministry of Northern Development & Mines  
808 Robertson Street  
P. O. Box 5200  
KENORA, ONTARIO  
P9N 3X9

Dear Madam/Sir:

Re: Airborne Geophysical (Electromagnetic and Magnetometer) Survey  
submitted on Mining Claims: K 1085257 et al in Treelined Lake Area.

---

Please disregard the Notice of Intent dated June 07, 1990. The credits  
have been approved as recorded on Report of Work W9001.204, because of  
additional information submitted by Mr. Chastko on June 14, 1990.

Please inform the recorded holder of these mining claims and so indicate  
on your records.

Yours sincerely,

W. R. Cowan  
Provincial Manager, Mining Lands Section  
Mines & Minerals Division

LJS:zm  
Enclosure

*R/S*  
cc: Resident Geologist  
KENORA, ONTARIO

Mr. W. D. Tieman  
Mining & Lands Commissioner  
Toronto, Ontario

Independent Exploration Services Ltd  
Attention: L. C. Chastko  
WINNIPEG, MANITOBA

Dighem Surveys & Processing Inc.  
MISSISSAUGA, ONTARIO

Champion Bear Resources Ltd  
CALGARY, ALBERTA



# INDEPENDENT EXPLORATION SERVICES LTD.

P.O. Box 7, Postal Station A; Winnipeg, Manitoba R3K 1Z9  
Phone (204) 837-7641 889-0751 or 889-1563

RECEIVED

JUN 20 1990

MINING LANDS SECTION

June 14, 1990

Ministry of Northern Development & Mines  
Mining Lands Section  
3rd Floor, 880 Bay Street  
Toronto, Ontario  
M5S 1Z8

Attention: Mr. Larry J. Stoliker

Re: Airborne Assessment Work  
Your File 2.12780

Dear Mr. Stoliker,

I have calculated the line kms flown over claims 1085257 to 1085275 incl. to be 15.9 km which is more than the 15 km that you have expanded.

Would you be so kind as to reconsider the assessment days credit per claim on the above mentioned claims.

Yours truly,

L.C. Chastko, P.Eng.  
President

LCC/sc





Ontario

**AMENDED**

Ministry of  
Northern Development  
and Mines

Ministère du  
Développement du Nord  
et des Mines

Mining Lands Section  
880 Bay Street, 3rd Floor  
Toronto, Ontario  
M5S 1Z8

Telephone: (416) 965-4888

April 19, 1990

Your File: W8901-200  
Our File: 2.12780

Mining Recorder  
Ministry of Northern Development and Mines  
808 Robertson Street  
P.O. Box 5200  
Kenora, Ontario  
P8N 3X9

Dear Sir:

Re: Notice of Intent dated February 15, 1990 for Geophysical,  
(Electromagnetic & Magnetometer) Survey submitted on Mining  
Claims: K 1023503 et al in Treelined Lake, Paterson Lake and  
Stop Lake.

---

The assessment work credits, as listed with the above-mentioned Notice  
of Intent have been approved as of the above date. Please note that on  
the original approval, mining claims K 1085236 to 240 inclusive were not  
included.

Please inform the recorded holder of these mining claims and so indicate  
on your records.

Yours sincerely,

W.R. Cowan  
Provincial Manager, Mining Lands  
Mines & Minerals Division

ALS  
LS:pt  
Enclosure

cc: Mr. G.H. Ferguson  
Mining and Lands Commissioner  
Toronto, Ontario

Resident Geologist  
Kenora, Ontario

Champion Bear Resources Ltd.  
Calgary, Alberta

L.C. Chastko  
Winnipeg, Manitoba



Recorded Holder  
**Champion Bear Resources Ltd.**

Township or Area  
**Treelined Lake, Paterson Lake and Stop Lake**

Type of survey and number of Assessment days credit per claim	Mining Claims Assessed
<b>Geophysical</b> Electromagnetic <u>20</u> days Magnetometer <u>20</u> days Radiometric _____ days Induced polarization _____ days Other <u>VLF 20</u> days  Section 77 (19) See "Mining Claims Assessed" column  Geological _____ days Geochemical _____ days  Man days <input type="checkbox"/> Airborne <input checked="" type="checkbox"/> Special provision <input type="checkbox"/> Ground <input type="checkbox"/>  <input checked="" type="checkbox"/> Credits have been reduced because of partial coverage of claims. <input type="checkbox"/> Credits have been reduced because of corrections to work dates and figures of applicant.	See attached list

Special credits under section 77 (16) for the following mining claims

[Empty box for special credits]

No credits have been allowed for the following mining claims

not sufficiently covered by the survey                       insufficient technical data filed

K  
1085250 to 252 incl.

No work credits allowed for resistivity since data is derived from a sensor for which credit is already being requested.

The Mining Recorder may reduce the above credits if necessary in order that the total number of approved assessment days recorded on each claim does not exceed the maximum allowed as follows: Geophysical - 80; Geological - 40; Geochemical - 40; Section 77(19) - 60.

File: ASSESS.AUG10.89  
Report: AIRBORNE.SURVEY  
CLAIM NO EXPEND.DAYS CR.

File: ASSESS.AUG10.89  
Report: AIRBORNE.SURVEY  
CLAIM NO EXPEND.DAYS CR.

1023503	80 days
1023504	80 days
1023505	80 days
1023506	80 days
1023507	80 days
1023508	80 days
1023509	80 days
1023510	80 days
1023511	80 days
1023512	80 days
1023513	80 days
1023514	80 days
1023515	80 days
1023516	80 days
1023517	80 days
1058425	80 days
1058426	80 days
1058427	80 days
1058428	80 days
1058429	80 days
1058430	80 days
1058431	80 days
1058432	80 days
1058433	80 days
1058434	80 days
1058435	80 days
1058436	80 days
1058437	80 days
1058438	80 days
1058439	80 days
1058440	80 days
1058441	80 days
1058442	80 days
1058443	80 days
1058444	80 days
1058445	80 days
1058446	80 days
1058447	80 days
1058448	80 days
1058449	80 days
1058450	80 days
1058451	80 days
1058452	80 days
1058453	80 days
1058454	80 days
1058455	80 days
1058456	80 days
1058457	80 days
1058458	80 days
1058459	80 days

1058460	80 days
1058461	80 days
1058462	80 days
1058463	80 days
1058464	80 days
1058465	80 days
1058466	80 days
1058467	80 days
1058468	80 days
1058469	80 days
1058470	80 days
1058471	80 days
1058472	80 days
1058473	80 days
1058474	80 days
1058475	80 days
1058476	80 days
1058477	80 days
1058478	80 days
1058479	80 days
1058480	80 days
1058481	80 days
1058482	80 days
1058483	80 days
1058484	80 days
1058485	80 days
1058486	80 days
1058487	80 days
1058488	80 days
1058489	80 days
1058490	80 days
1058491	80 days
1058492	80 days
1058493	80 days
1058494	80 days
1058495	80 days
1058496	80 days
1058497	80 days
1058498	80 days
1058518	80 days
1058519	80 days
1058520	80 days
1058521	80 days
1058522	80 days
1058523	80 days
1058524	80 days
1058525	80 days
1058578	80 days
1058579	80 days
1058580	80 days

**KENORA**  
 MINING DIV.  
**R E C E I V E D**  
**AUG 11 1989**  
 AM 7891011 12123456 PM

File: ASSESS.AUG10.89  
Report: AIRBORNE.SURVEY  
CLAIM NO EXPEND.DAYS CR.

File: ASSESS.AUG10.89  
Report: AIRBORNE.SURVEY  
CLAIM NO EXPEND.DAYS CR.

1058581 80 days  
1058582 80 days  
1058583 80 days  
1058584 80 days  
1058585 80 days  
1058586 80 days  
1058587 80 days  
1058588 80 days  
1058589 80 days  
1058590 80 days  
1058591 80 days  
1058592 80 days  
1058593 80 days  
1058594 80 days  
1058595 80 days  
1058596 80 days  
1058597 80 days  
1058598 80 days  
1058599 80 days  
1058600 80 days  
1058601 80 days  
1058602 80 days  
1058603 80 days  
1058604 80 days  
1058605 80 days  
1058606 80 days  
1058607 80 days  
1058608 80 days  
1058609 80 days  
1058610 80 days  
1058611 80 days  
1058612 80 days  
1058613 80 days  
1058614 80 days  
1058615 80 days  
1058616 80 days  
1058617 80 days  
1058618 80 days  
1058619 80 days  
1058620 80 days  
1058621 80 days  
1058622 80 days  
1058623 80 days  
1058624 80 days  
1058625 80 days  
1058626 80 days  
1058627 80 days  
1058628 80 days  
1058629 80 days  
1058630 80 days

1058631 80 days  
1058632 80 days  
1058633 80 days  
1058634 80 days  
1058635 80 days  
1058636 80 days  
1058637 80 days  
1058638 80 days  
1058639 80 days  
1058640 80 days  
1084930 80 days  
1084931 80 days  
1084932 80 days  
1084933 80 days  
1084934 80 days  
1084935 80 days  
1084936 80 days  
1084937 80 days  
1084938 80 days  
1084939 80 days  
1084940 80 days  
1084941 80 days  
1084942 80 days  
1084943 80 days  
1084944 80 days  
1084945 80 days  
1084946 80 days  
1084947 80 days  
1084948 80 days  
1084949 80 days  
1084950 80 days  
1084978 80 days  
1084979 80 days  
1085073 80 days  
1085074 80 days  
1085086 80 days  
1085087 80 days  
1085089 80 days  
1085090 80 days  
1085091 80 days  
1085117 80 days  
1085118 80 days  
1085119 80 days  
1085120 80 days  
1085121 80 days  
1085122 80 days  
1085123 80 days  
1085124 80 days  
1085125 80 days  
1085126 80 days

KENORA  
MINING DIV.  
RECEIVED  
AUG 11 1989  
AM PM  
789101112123456

DOCUMENT No.  
W8901-200

File: ASSESS.AUG10.89  
Report: AIRBORNE.SURVEY  
CLAIM NO EXPEND.DAYS CR.

File: ASSESS.AUG10.89  
Report: AIRBORNE.SURVEY  
CLAIM NO EXPEND.DAYS CR.

1085127 80 days  
1085128 80 days  
1085129 80 days  
1085130 80 days  
1085131 80 days  
1085132 80 days  
1085133 80 days  
1085134 80 days  
1085135 80 days  
1085136 80 days  
1085236 80 days  
1085237 80 days  
1085238 80 days  
1085239 80 days  
1085240 80 days  
1085241 80 days  
1085242 80 days  
1085243 80 days  
1085244 80 days  
1085245 80 days  
1085246 80 days  
1085247 80 days  
1085248 80 days  
1085249 80 days  
~~1085250 80 days~~  
~~1085251 80 days~~  
~~1085252 80 days~~  
1085276 80 days  
1085277 80 days  
1085278 80 days  
1085279 80 days  
1085280 80 days  
1085281 80 days  
1085282 80 days  
1085283 80 days  
1085284 80 days  
1085285 80 days  
1085286 80 days  
1085287 80 days  
1085288 80 days  
1085289 80 days  
1085290 80 days  
1085291 80 days  
1085292 80 days  
1085293 80 days  
1085294 80 days  
1085295 80 days  
~~1085331 80 days~~  
~~1085332 80 days~~  
1085333 80 days

~~1085334 80 days~~  
~~1085335 80 days~~  
~~1085336 80 days~~  
~~1085337 80 days~~  
~~1085338 80 days~~  
~~1085339 80 days~~  
~~1085340 80 days~~  
~~1085341 80 days~~  
~~1085342 80 days~~  
~~1085343 80 days~~  
~~1085344 80 days~~  
~~1085345 80 days~~  
~~1085346 80 days~~  
~~1085347 80 days~~  
~~1085348 80 days~~  
~~1085349 80 days~~  
1085350 80 days  
1085351 80 days  
~~1085352 80 days~~  
1085353 80 days  
1085358 80 days  
1085359 80 days  
1085360 80 days  
1085361 80 days  
1085362 80 days  
1085363 80 days  
1085364 80 days  
1085365 80 days  
1085366 80 days  
1085367 80 days  
1085368 80 days  
1085369 80 days  
1085370 80 days  
1085371 80 days  
1085372 80 days  
1085373 80 days  
1085374 80 days  
1085375 80 days  
1085376 80 days  
1085377 80 days  
1085378 80 days  
1085379 80 days  
1085380 80 days  
1085381 80 days  
1085382 80 days  
1085383 80 days  
1085384 80 days  
1085385 80 days  
1085386 80 days  
1085387 80 days

KENORA  
MINING DIV.  
**R E C E I V E D**  
AUG 11 1989  
AM 7891011 12123456 PM

DOCUMENT No.  
W8901-200

File: ASSESS.AUG10.89  
Report: AIRBORNE.SURVEY  
CLAIM NO EXPEND.DAYS CR.

File: ASSESS.AUG10.89  
Report: AIRBORNE.SURVEY  
CLAIM NO EXPEND.DAYS CR.

1085388 80 days  
1085389 80 days  
1085390 80 days  
1085391 80 days  
1085392 80 days  
1085394 80 days  
1085395 80 days  
1085396 80 days  
1085397 80 days  
1085398 80 days  
1085399 80 days  
1085400 80 days  
1085401 80 days  
1085402 80 days  
1085403 80 days  
1085404 80 days  
1085405 80 days  
1085406 80 days  
1085407 80 days  
1085408 80 days  
1085409 80 days  
1085410 80 days  
1085411 80 days  
1085412 80 days  
1085413 80 days  
1085414 80 days  
1085415 80 days  
1085416 80 days  
1085417 80 days  
1085418 80 days  
1085419 80 days  
1085420 80 days  
1085421 80 days  
1085422 80 days  
1085423 80 days  
~~1086088~~ 80 days  
~~1086089~~ 80 days  
~~1086090~~ 80 days  
~~1086091~~ 80 days  
~~1086092~~ 80 days  
~~1086093~~ 80 days  
~~1086094~~ 80 days  
~~1086095~~ 80 days  
~~1086096~~ 80 days  
~~1086097~~ 80 days  
~~1086098~~ 80 days  
~~1086099~~ 80 days  
1086100 80 days  
1086101 80 days  
1086102 80 days

~~1086103~~ 80 days  
~~1086104~~ 80 days  
~~1086105~~ 80 days  
~~1086106~~ 80 days  
~~1086107~~ 80 days  
~~1086108~~ 80 days  
~~1086109~~ 80 days  
~~1086110~~ 80 days  
~~1086111~~ 80 days  
~~1086112~~ 80 days  
~~1086113~~ 80 days  
~~1086114~~ 80 days  
~~1086115~~ 80 days  
~~1086116~~ 80 days  
~~1086117~~ 80 days  
~~1086118~~ 80 days  
~~1086119~~ 80 days  
~~1086120~~ 80 days  
~~1086121~~ 80 days  
~~1086122~~ 80 days  
~~1086123~~ 80 days  
~~1086124~~ 80 days  
~~1086125~~ 80 days  
~~1086126~~ 80 days  
~~1086127~~ 80 days  
~~1086128~~ 80 days  
~~1086129~~ 80 days  
~~1086130~~ 80 days  
~~1086131~~ 80 days  
~~1086132~~ 80 days  
~~1086133~~ 80 days  
~~1086134~~ 80 days  
~~1086135~~ 80 days  
~~1086136~~ 80 days  
~~1086137~~ 80 days  
~~1086138~~ 80 days  
~~1086139~~ 80 days  
1086140 80 days  
1086141 80 days  
1086142 80 days  
~~1086143~~ 80 days  
~~1086144~~ 80 days  
~~1086145~~ 80 days  
~~1086146~~ 80 days  
~~1086147~~ 80 days  
~~1086148~~ 80 days  
~~1086149~~ 80 days  
~~1086150~~ 80 days  
~~1086151~~ 80 days  
~~1086152~~ 80 days

KENORA  
MINING DIV.  
RECEIVED  
AUG 11 1989  
AM PM  
789101112123456

File: ASSESS.AUG10.89  
Report: AIRBORNE.SURVEY  
CLAIM NO EXPEND.DAYS CR.

---

<del>1086153</del>	80 days
<del>1086154</del>	80 days
<del>1086155</del>	80 days
<del>1086156</del>	80 days
<del>1086157</del>	80 days
<del>1105578</del>	80 days
<del>1105579</del>	80 days
<del>1105580</del>	80 days
<del>1105581</del>	80 days
<del>1105582</del>	80 days
<del>1105583</del>	80 days
<del>1105584</del>	80 days
<del>1105585</del>	80 days
<del>1105586</del>	80 days
<del>1105587</del>	80 days
<del>1105588</del>	80 days
<del>1105589</del>	80 days
<del>1105590</del>	80 days
<del>1105591</del>	80 days
<del>1105592</del>	80 days
<del>1105593</del>	80 days
<del>1105594</del>	80 days
<del>1105595</del>	80 days
<del>1105596</del>	80 days

KENORA  
MINING DIV.  
**R E C E I V E D**  
AUG 11 1989  
AM PM  
789101112123456





Ministry of Natural Resources

Report of Work (Geophysical, Geological, Geochemical and Expenditures)

DOCUMENT No. W8901-200

Instructions: - Please type or print. - If number of mining claims traversed exceeds space on this form, attach a list. Note: - Only days credits calculated in the "Expenditures" section may be entered in the "Expend. Days Cr." columns. - Do not use shaded areas below.

Sept. 30

Mining Act MJ

Form header containing: Type of Survey(s) Airborne EM, VLF-EM & Magnetometer & Resistivity; Claim Holder(s) Champion Bear Resources Ltd.; Address 3805 - 7 A Street S.W.; Survey Company Dighem Surveys & Processing Inc.; Date of Survey 13 05 89 to 15 05 89; Total Miles Flown 1612 km; Name and Address of Author Ruth Pritchard, Mississauga, Ontario.

Table with 3 columns: Special Provisions, Geophysical/Geological/Geochemical, Days per Claim. Rows include: For first survey (40 days), For each additional survey (20 days), Man Days (Complete reverse side), and Airborne Credits (20 days for Electromagnetic, Resistivity, Magnetometer, and VLF\_EM).

Mining Claims Traversed table with columns: Mining Claim (Prefix, Number), Expend. Days Cr., Mining Claim (Prefix, Number), Expend. Days Cr. Includes a 'RECEIVED' stamp dated AUG 23 1989 and a 'KENORA MINING DIV. RECEIVED' stamp dated AUG 11 1989.

Expenditures (excludes power stripping) section containing: Type of Work Performed, Performed on Claim(s), Calculation of Expenditure Days Credits (Total Expenditures / 15 = Total Days Credits), and Instructions for apportioning credits.

Summary and recording section containing: Total number of mining claims covered (424), For Office Use Only box, Total Days Cr. Recorded (24 960), Date Recorded (AUG 11 89), and Branch Director signature (Scott Rivett).

Date August 10/89 and Recorded Holder of Agent (Signature) section.

Certification Verifying Report of Work section containing: I hereby certify that I have a personal and intimate knowledge of the facts set forth in the Report of Work annexed hereto, Name and Postal Address of Person Certifying (L.C. Chastko; 791 Elmhurst Road; Winnipeg, Man; R3R 0V3), Date Certified (August 10/89), and Certified by (Signature).





Ontario

Ministry of  
Northern Development  
and Mines

Ministère du  
Développement du Nord  
et des Mines

Mining Lands Section  
880 Bay Street, 3rd Floor  
Toronto, Ontario  
M5S 1Z8

Telephone: (416) 965-488

March 21, 1990

Your File: W8901-200  
Our File: 2.12780

Mining Recorder  
Ministry of Northern Development and Mines  
808 Robertson Street  
P.O. Box 5200  
Kenora, Ontario  
P8N 3X9

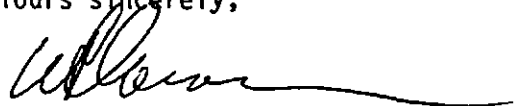
Dear Sir:

Re: Notice of Intent dated February 15, 1990 for Geophysical  
(Electromagnetic & Magnetometer) submitted on Mining Claims  
K 1023503 et al in Treelined Lake, Paterson Lake & Stop Lake  
Areas.

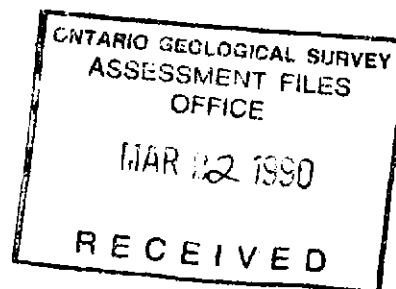
The assessment work credits, as listed with the above-mentioned Notice  
Intent have been approved as of the above date.

Please inform the recorded holder of these mining claims and so indicate  
on your records.

Yours sincerely,

  
W.R. Cowan  
Provincial Manager, Mining Lands  
Mines & Minerals Division

AS  
LS:pt  
Enclosure



cc: Mr. G.H. Ferguson  
Mining and Lands Commissioner  
Toronto, Ontario

Resident Geologist  
Kenora, Ontario

Champion Bear Resources Ltd.  
Calgary, Alberta

L.C. Chastko  
Winnipeg, Manitoba



File

2,12780

Date

Feb 2, 1990

Mining Recorder's Report of  
Work No.

W8901.200

Recorded Holder  
**Champion Bear Resources Ltd.**

Township or Area  
**Tree-lined Lake, Paterson Lake and Stop Lake**

Type of survey and number of Assessment days credit per claim	Mining Claims Assessed
Geophysical	See attached list
Electromagnetic _____ 20 _____ days	
Magnetometer _____ 20 _____ days	
Radiometric _____ days	
Induced polarization _____ days	
Other _____ VLF 20 _____ days	
Section 77 (19) See "Mining Claims Assessed" column	
Geological _____ days	
Geochemical _____ days	
<input type="checkbox"/> Man days <input checked="" type="checkbox"/> Airborne <input type="checkbox"/> Special provision <input type="checkbox"/> Ground <input checked="" type="checkbox"/> Credits have been reduced because of partial coverage of claims. <input type="checkbox"/> Credits have been reduced because of corrections to work dates and figures of applicant.	

Special credits under section 77 (16) for the following mining claims

[Empty box for special credits]

No credits have been allowed for the following mining claims

not sufficiently covered by the survey               insufficient technical data filed

K 1085236 to 240 incl.  
1085250 to 252 incl.

No work credits allowed for resistivity since data is derived from a sensor for which credit is already being requested.

The Mining Recorder may reduce the above credits if necessary in order that the total number of approved assessment days recorded on each claim does not exceed the maximum allowed as follows: Geophysical - 80; Geological - 40; Geochemical - 40; Section 77(19) - 60.

File: ASSESS.AUG10.89  
Report: AIRBORNE.SURVEY  
CLAIM NO EXPEND.DAYS CR.

File: ASSESS.AUG10.89  
Report: AIRBORNE.SURVEY  
CLAIM NO EXPEND.DAYS CR.

K1023503 80 days  
1023504 80 days  
1023505 80 days  
1023506 80 days  
1023507 80 days  
1023508 80 days  
1023509 80 days  
1023510 80 days  
1023511 80 days  
1023512 80 days  
1023513 80 days  
1023514 80 days  
1023515 80 days  
1023516 80 days  
1023517 80 days  
1058425 80 days  
1058426 80 days  
1058427 80 days  
1058428 80 days  
1058429 80 days  
1058430 80 days  
1058431 80 days  
1058432 80 days  
1058433 80 days  
1058434 80 days  
1058435 80 days  
1058436 80 days  
1058437 80 days  
1058438 80 days  
1058439 80 days  
1058440 80 days  
1058441 80 days  
1058442 80 days  
1058443 80 days  
1058444 80 days  
1058445 80 days  
1058446 80 days  
1058447 80 days  
1058448 80 days  
1058449 80 days  
1058450 80 days  
1058451 80 days  
1058452 80 days  
1058453 80 days  
1058454 80 days  
1058455 80 days  
1058456 80 days  
1058457 80 days  
1058458 80 days  
1058459 80 days

K1058460 80 days  
1058461 80 days  
1058462 80 days  
1058463 80 days  
1058464 80 days  
1058465 80 days  
1058466 80 days  
1058467 80 days  
1058468 80 days  
1058469 80 days  
1058470 80 days  
1058471 80 days  
1058472 80 days  
1058473 80 days  
1058474 80 days  
1058475 80 days  
1058476 80 days  
1058477 80 days  
1058478 80 days  
1058479 80 days  
1058480 80 days  
1058481 80 days  
1058482 80 days  
1058483 80 days  
1058484 80 days  
1058485 80 days  
1058486 80 days  
1058487 80 days  
1058488 80 days  
1058489 80 days  
1058490 80 days  
1058491 80 days  
1058492 80 days  
1058493 80 days  
1058494 80 days  
1058495 80 days  
1058496 80 days  
1058497 80 days  
1058498 80 days  
1058518 80 days  
1058519 80 days  
1058520 80 days  
1058521 80 days  
1058522 80 days  
1058523 80 days  
1058524 80 days  
1058525 80 days  
1058578 80 days  
1058579 80 days  
1058580 80 days

KENORA  
MINING DIV.  
RECEIVED  
AUG 11 1989  
AM PM  
7891011 12123456

File: ASSESS.AUG10.89  
Report: AIRBORNE.SURVEY  
CLAIM NO EXPEND.DAYS CR.

File: ASSESS.AUG10.89  
Report: AIRBORNE.SURVEY  
CLAIM NO EXPEND.DAYS CR.

K1058581	80 days
1058582	80 days
1058583	80 days
1058584	80 days
1058585	80 days
1058586	80 days
1058587	80 days
1058588	80 days
1058589	80 days
1058590	80 days
1058591	80 days
1058592	80 days
1058593	80 days
1058594	80 days
1058595	80 days
1058596	80 days
1058597	80 days
1058598	80 days
1058599	80 days
1058600	80 days
1058601	80 days
1058602	80 days
1058603	80 days
1058604	80 days
1058605	80 days
1058606	80 days
1058607	80 days
1058608	80 days
1058609	80 days
1058610	80 days
1058611	80 days
1058612	80 days
1058613	80 days
1058614	80 days
1058615	80 days
1058616	80 days
1058617	80 days
1058618	80 days
1058619	80 days
1058620	80 days
1058621	80 days
1058622	80 days
1058623	80 days
1058624	80 days
1058625	80 days
1058626	80 days
1058627	80 days
1058628	80 days
1058629	80 days
1058630	80 days

K1058631	80 days
1058632	80 days
1058633	80 days
1058634	80 days
1058635	80 days
1058636	80 days
1058637	80 days
1058638	80 days
1058639	80 days
1058640	80 days
1084930	80 days
1084931	80 days
1084932	80 days
1084933	80 days
1084934	80 days
1084935	80 days
1084936	80 days
1084937	80 days
1084938	80 days
1084939	80 days
1084940	80 days
1084941	80 days
1084942	80 days
1084943	80 days
1084944	80 days
1084945	80 days
1084946	80 days
1084947	80 days
1084948	80 days
1084949	80 days
1084950	80 days
1084978	80 days
1084979	80 days
1085073	80 days
1085074	80 days
1085086	80 days
1085087	80 days
1085089	80 days
1085090	80 days
1085091	80 days
1085117	80 days
1085118	80 days
1085119	80 days
1085120	80 days
1085121	80 days
1085122	80 days
1085123	80 days
1085124	80 days
1085125	80 days
1085126	80 days

KENORA  
MINING DIV  
**R E C E I V E D**  
AUG 11 1989  
AM 7891011 12123456 PM

File: ASSESS.AUG10.89  
Report: AIRBORNE.SURVEY  
CLAIM NO EXPEND.DAYS CR.

File: ASSESS.AUG10.89  
Report: AIRBORNE.SURVEY  
CLAIM NO EXPEND.DAYS CR.

K 1085127 80 days  
1085128 80 days  
1085129 80 days  
1085130 80 days  
1085131 80 days  
1085132 80 days  
1085133 80 days  
1085134 80 days  
1085135 80 days  
1085136 80 days  
~~1085236 80 days~~  
~~1085237 80 days~~  
~~1085238 80 days~~  
~~1085239 80 days~~  
~~1085240 80 days~~  
1085241 80 days  
1085242 80 days  
1085243 80 days  
1085244 80 days  
1085245 80 days  
1085246 80 days  
1085247 80 days  
1085248 80 days  
1085249 80 days  
~~1085250 80 days~~  
~~1085251 80 days~~  
~~1085252 80 days~~  
1085276 80 days  
1085277 80 days  
1085278 80 days  
1085279 80 days  
1085280 80 days  
1085281 80 days  
1085282 80 days  
1085283 80 days  
1085284 80 days  
1085285 80 days  
1085286 80 days  
1085287 80 days  
1085288 80 days  
1085289 80 days  
1085290 80 days  
1085291 80 days  
1085292 80 days  
1085293 80 days  
1085294 80 days  
1085295 80 days  
~~1085331 80 days~~  
~~1085332 80 days~~  
~~1085333 80 days~~

~~1085334 80 days~~  
~~1085335 80 days~~  
~~1085336 80 days~~  
~~1085337 80 days~~  
~~1085338 80 days~~  
~~1085339 80 days~~  
~~1085340 80 days~~  
~~1085341 80 days~~  
~~1085342 80 days~~  
~~1085343 80 days~~  
~~1085344 80 days~~  
~~1085345 80 days~~  
~~1085346 80 days~~  
~~1085347 80 days~~  
~~1085348 80 days~~  
~~1085349 80 days~~  
~~1085350 80 days~~  
~~1085351 80 days~~  
~~1085352 80 days~~  
~~1085353 80 days~~  
K 1085358 80 days  
1085359 80 days  
1085360 80 days  
1085361 80 days  
1085362 80 days  
1085363 80 days  
1085364 80 days  
1085365 80 days  
1085366 80 days  
1085367 80 days  
1085368 80 days  
1085369 80 days  
1085370 80 days  
1085371 80 days  
1085372 80 days  
1085373 80 days  
1085374 80 days  
1085375 80 days  
1085376 80 days  
1085377 80 days  
1085378 80 days  
1085379 80 days  
1085380 80 days  
1085381 80 days  
1085382 80 days  
1085383 80 days  
1085384 80 days  
1085385 80 days  
1085386 80 days  
1085387 80 days

KENORA  
MINING DIV.  
RECEIVED  
AUG 11 1989  
AM PM  
789101112123456

DOCUMENT No.  
W8901-200

File: ASSESS.AUG10.89  
Report: AIRBORNE.SURVEY  
CLAIM NO EXPEND.DAYS CR.

File: ASSESS.AUG10.89  
Report: AIRBORNE.SURVEY  
CLAIM NO EXPEND.DAYS CR.

Page 4  
Aug 10/89

K1085388 80 days  
1085389 80 days  
1085390 80 days  
1085391 80 days  
1085392 80 days  
1085394 80 days  
1085395 80 days  
1085396 80 days  
1085397 80 days  
1085398 80 days  
1085399 80 days  
1085400 80 days  
1085401 80 days  
1085402 80 days  
1085403 80 days  
1085404 80 days  
1085405 80 days  
1085406 80 days  
1085407 80 days  
1085408 80 days  
1085409 80 days  
1085410 80 days  
1085411 80 days  
1085412 80 days  
1085413 80 days  
1085414 80 days  
1085415 80 days  
1085416 80 days  
1085417 80 days  
1085418 80 days  
1085419 80 days  
1085420 80 days  
1085421 80 days  
1085422 80 days  
1085423 80 days  
~~1086088~~ 80 days  
~~1086089~~ 80 days  
~~1086090~~ 80 days  
~~1086091~~ 80 days  
~~1086092~~ 80 days  
~~1086093~~ 80 days  
~~1086094~~ 80 days  
~~1086095~~ 80 days  
~~1086096~~ 80 days  
~~1086097~~ 80 days  
~~1086098~~ 80 days  
~~1086099~~ 80 days  
~~1086100~~ 80 days  
~~1086101~~ 80 days  
~~1086102~~ 80 days

~~1086103~~ 80 days  
~~1086104~~ 80 days  
~~1086105~~ 80 days  
~~1086106~~ 80 days  
~~1086107~~ 80 days  
~~1086108~~ 80 days  
~~1086109~~ 80 days  
~~1086110~~ 80 days  
~~1086111~~ 80 days  
~~1086112~~ 80 days  
~~1086113~~ 80 days  
~~1086114~~ 80 days  
~~1086115~~ 80 days  
~~1086116~~ 80 days  
~~1086117~~ 80 days  
~~1086118~~ 80 days  
~~1086119~~ 80 days  
~~1086120~~ 80 days  
~~1086121~~ 80 days  
~~1086122~~ 80 days  
~~1086123~~ 80 days  
~~1086124~~ 80 days  
~~1086125~~ 80 days  
~~1086126~~ 80 days  
~~1086127~~ 80 days  
~~1086128~~ 80 days  
~~1086129~~ 80 days  
~~1086130~~ 80 days  
~~1086131~~ 80 days  
~~1086132~~ 80 days  
~~1086133~~ 80 days  
~~1086134~~ 80 days  
~~1086135~~ 80 days  
~~1086136~~ 80 days  
~~1086137~~ 80 days  
~~1086138~~ 80 days  
~~1086139~~ 80 days  
~~1086140~~ 80 days  
~~1086141~~ 80 days  
~~1086142~~ 80 days  
~~1086143~~ 80 days  
~~1086144~~ 80 days  
~~1086145~~ 80 days  
~~1086146~~ 80 days  
~~1086147~~ 80 days  
~~1086148~~ 80 days  
~~1086149~~ 80 days  
~~1086150~~ 80 days  
~~1086151~~ 80 days  
~~1086152~~ 80 days

KENORA  
MANAGEMENT  
RECEIVED  
AUG 11 1989  
AM PM  
789101112123456

File: ASSESS. AUG10.89  
Report: AIRBORNE. SURVEY  
CLAIM NO EXPEND. DAYS CR.

---

<del>1086152</del>	80 days
<del>1086154</del>	80 days
<del>1086155</del>	80 days
<del>1086156</del>	80 days
<del>1086157</del>	80 days
<del>1105578</del>	80 days
<del>1105579</del>	80 days
<del>1105580</del>	80 days
<del>1105581</del>	80 days
<del>1105582</del>	80 days
<del>1105583</del>	80 days
<del>1105584</del>	80 days
<del>1105585</del>	80 days
<del>1105586</del>	80 days
<del>1105587</del>	80 days
<del>1105588</del>	80 days
<del>1105589</del>	80 days
<del>1105590</del>	80 days
<del>1105591</del>	80 days
<del>1105592</del>	80 days
<del>1105593</del>	80 days
<del>1105594</del>	80 days
<del>1105595</del>	80 days
<del>1105596</del>	80 days

KENORA  
MINING DIV.  
**R E C E I V E D**  
AUG 11 1989  
AM 7 8 9 1 0 1 1 1 2 1 2 3 4 5 6 PM

Sept. 30



Ministry of Natural Resources

Report of Work (Geophysical, Geological, Geochemical and Expenditures)

DOCUMENT No. W8901-200

- Instructions: - Please type or print - If number of mining claims traversed exceeds space on this form, attach a list: Note: - Only days credits calculated in the "Expenditures" section may be entered in the "Expend Days Cr." columns - Do not use shaded areas below.

Mining Act

Type of Survey(s): Airborne EM, VLF-EM & Magnetometer & Resistivity. Claim Holder(s): Champion Bear Resources Ltd. 2.12780. Address: 3805 - 7 A Street S.W.; Calgary, Alberta; T2T 2Y8. Date of Survey: 13 05 89. Total Miles Flown: 1612 km.

Credits Requested per Each Claim in Columns at right. Table with columns: Special Provisions, Geophysical, Days per Claim. Includes rows for first survey (40 days) and additional surveys (20 days).

Mining Claims Traversed (List in numerical sequence). Table with columns: Mining Claim (Prefix, Number), Expend. Days Cr. Includes entry: K, 80.

RECEIVED AUG 27 1989 MINING LANDS SECTION

Man Days. Table with columns: Man Days, Geophysical, Days per Claim. Includes rows for Electromagnetic, Magnetometer, Radiometric, Other, Geological, Geochemical.

Airborne Credits. Table with columns: Airborne Credits, Geophysical, Days per Claim. Includes rows for Electromagnetic, Resistivity, Magnetometer, VLF\_EM.

KENORA MINING DIV RECEIVED AUG 11 1989 AM 7891011 121 23456 PM

Expenditures (excludes power stripping). Type of Work Performed. Performed on Claim(s). Calculation of Expenditure Days Credits: S ÷ 15 =

For Office Use Only. Total number of mining claims covered by this report of work: 424. 312. Total Days Cr. Recorded: 24 960. Date Recorded: AUG 11 89. Date Approved as Recorded: [Signature]. Branch Director: [Signature]. See revised work statement.

Instructions: Total Days Credits may be apportioned at the claim holder's choice. Enter number of days credits per claim selected in columns at right.

Date: August 10/89. Recorded Holder of Agent (Signature): [Signature]

Certification Verifying Report of Work. I hereby certify that I have a personal and intimate knowledge of the facts set forth in the Report of Work annexed hereto, having performed the work or witnessed same during and/or after its completion and the annexed report is true.

Name and Postal Address of Person Certifying: L.C. Chastko; 791 Elmhurst Road; Winnipeg, Man; R3R 0V3. Date Certified: August 10/89. Certified by (Signature): [Signature]



File: ASSESS.AUG10.89  
Report: AIRBORNE.SURVEY  
CLAIM NO EXPEND.DAYS CR.

File: ASSESS.AUG10.89  
Report: AIRBORNE.SURVEY  
CLAIM NO EXPEND.DAYS CR.

1023503	80 days	1058460	80 days
1023504	80 days	1058461	80 days
1023505	80 days	1058462	80 days
1023506	80 days	1058463	80 days
1023507	80 days	1058464	80 days
1023508	80 days	1058465	80 days
1023509	80 days	1058466	80 days
1023510	80 days	1058467	80 days
1023511	80 days	1058468	80 days
1023512	80 days	1058469	80 days
1023513	80 days	1058470	80 days
1023514	80 days	1058471	80 days
1023515	80 days	1058472	80 days
1023516	80 days	1058473	80 days
1023517	80 days	1058474	80 days
1058425	80 days	1058475	80 days
1058426	80 days	1058476	80 days
1058427	80 days	1058477	80 days
1058428	80 days	1058478	80 days
1058429	80 days	1058479	80 days
1058430	80 days	1058480	80 days
1058431	80 days	1058481	80 days
1058432	80 days	1058482	80 days
1058433	80 days	1058483	80 days
1058434	80 days	1058484	80 days
1058435	80 days	1058485	80 days
1058436	80 days	1058486	80 days
1058437	80 days	1058487	80 days
1058438	80 days	1058488	80 days
1058439	80 days	1058489	80 days
1058440	80 days	1058490	80 days
1058441	80 days	1058491	80 days
1058442	80 days	1058492	80 days
1058443	80 days	1058493	80 days
1058444	80 days	1058494	80 days
1058445	80 days	1058495	80 days
1058446	80 days	1058496	80 days
1058447	80 days	1058497	80 days
1058448	80 days	1058498	80 days
1058449	80 days	1058518	80 days
1058450	80 days	1058519	80 days
1058451	80 days	1058520	80 days
1058452	80 days	1058521	80 days
1058453	80 days	1058522	80 days
1058454	80 days	1058523	80 days
1058455	80 days	1058524	80 days
1058456	80 days	1058525	80 days
1058457	80 days	1058578	80 days
1058458	80 days	1058579	80 days
1058459	80 days	1058580	80 days

KENORA  
 MINING DIV.  
**R E C E I V E D**  
 AUG 11 1989  
 AM 7891011 12123456 PM

File: ASSESS.AUG10.89  
Report: AIRBORNE.SURVEY  
CLAIM NO EXPEND.DAYS CR.

File: ASSESS.AUG10.89  
Report: AIRBORNE.SURVEY  
CLAIM NO EXPEND.DAYS CR.

1058581 80 days  
1058582 80 days  
1058583 80 days  
1058584 80 days  
1058585 80 days  
1058586 80 days  
1058587 80 days  
1058588 80 days  
1058589 80 days  
1058590 80 days  
1058591 80 days  
1058592 80 days  
1058593 80 days  
1058594 80 days  
1058595 80 days  
1058596 80 days  
1058597 80 days  
1058598 80 days  
1058599 80 days  
1058600 80 days  
1058601 80 days  
1058602 80 days  
1058603 80 days  
1058604 80 days  
1058605 80 days  
1058606 80 days  
1058607 80 days  
1058608 80 days  
1058609 80 days  
1058610 80 days  
1058611 80 days  
1058612 80 days  
1058613 80 days  
1058614 80 days  
1058615 80 days  
1058616 80 days  
1058617 80 days  
1058618 80 days  
1058619 80 days  
1058620 80 days  
1058621 80 days  
1058622 80 days  
1058623 80 days  
1058624 80 days  
1058625 80 days  
1058626 80 days  
1058627 80 days  
1058628 80 days  
1058629 80 days  
1058630 80 days

1058631 80 days  
1058632 80 days  
1058633 80 days  
1058634 80 days  
1058635 80 days  
1058636 80 days  
1058637 80 days  
1058638 80 days  
1058639 80 days  
1058640 80 days  
1084930 80 days  
1084931 80 days  
1084932 80 days  
1084933 80 days  
1084934 80 days  
1084935 80 days  
1084936 80 days  
1084937 80 days  
1084938 80 days  
1084939 80 days  
1084940 80 days  
1084941 80 days  
1084942 80 days  
1084943 80 days  
1084944 80 days  
1084945 80 days  
1084946 80 days  
1084947 80 days  
1084948 80 days  
1084949 80 days  
1084950 80 days  
1084978 80 days  
1084979 80 days  
1085073 80 days  
1085074 80 days  
1085086 80 days  
1085087 80 days  
1085089 80 days  
1085090 80 days  
1085091 80 days  
1085117 80 days  
1085118 80 days  
1085119 80 days  
1085120 80 days  
1085121 80 days  
1085122 80 days  
1085123 80 days  
1085124 80 days  
1085125 80 days  
1085126 80 days

KENORA  
MINING DIV.  
**R E C E I V E D**  
 AUG 11 1989  
 AM PM  
 789101112123456

DOCUMENT No.  
W8901-200

File: ASSESS.AUG10.89  
Report: AIRBORNE.SURVEY  
CLAIM NO EXPEND.DAYS CR.

File: ASSESS.AUG10.89  
Report: AIRBORNE.SURVEY  
CLAIM NO EXPEND.DAYS CR.

Page 3  
Aug 10/89

1085127 80 days  
 1085128 80 days  
 1085129 80 days  
 1085130 80 days  
 1085131 80 days  
 1085132 80 days  
 1085133 80 days  
 1085134 80 days  
 1085135 80 days  
 1085136 80 days  
 1085236 80 days  
 1085237 80 days  
 1085238 80 days  
 1085239 80 days  
 1085240 80 days  
 1085241 80 days  
 1085242 80 days  
 1085243 80 days  
 1085244 80 days  
 1085245 80 days  
 1085246 80 days  
 1085247 80 days  
 1085248 80 days  
 1085249 80 days  
 1085250 80 days  
 1085251 80 days  
 1085252 80 days  
 1085276 80 days  
 1085277 80 days  
 1085278 80 days  
 1085279 80 days  
 1085280 80 days  
 1085281 80 days  
 1085282 80 days  
 1085283 80 days  
 1085284 80 days  
 1085285 80 days  
 1085286 80 days  
 1085287 80 days  
 1085288 80 days  
 1085289 80 days  
 1085290 80 days  
 1085291 80 days  
 1085292 80 days  
 1085293 80 days  
 1085294 80 days  
 1085295 80 days  
~~1085331~~ 80 days  
~~1085332~~ 80 days  
 1085333 80 days

~~1085334~~ 80 days  
~~1085335~~ 80 days  
~~1085336~~ 80 days  
~~1085337~~ 80 days  
~~1085338~~ 80 days  
~~1085339~~ 80 days  
~~1085340~~ 80 days  
~~1085341~~ 80 days  
~~1085342~~ 80 days  
~~1085343~~ 80 days  
~~1085344~~ 80 days  
~~1085345~~ 80 days  
~~1085346~~ 80 days  
~~1085347~~ 80 days  
~~1085348~~ 80 days  
~~1085349~~ 80 days  
~~1085350~~ 80 days  
~~1085351~~ 80 days  
~~1085352~~ 80 days  
~~1085353~~ 80 days  
 1085358 80 days  
 1085359 80 days  
 1085360 80 days  
 1085361 80 days  
 1085362 80 days  
 1085363 80 days  
 1085364 80 days  
 1085365 80 days  
 1085366 80 days  
 1085367 80 days  
 1085368 80 days  
 1085369 80 days  
 1085370 80 days  
 1085371 80 days  
 1085372 80 days  
 1085373 80 days  
 1085374 80 days  
 1085375 80 days  
 1085376 80 days  
 1085377 80 days  
 1085378 80 days  
 1085379 80 days  
 1085380 80 days  
 1085381 80 days  
 1085382 80 days  
 1085383 80 days  
 1085384 80 days  
 1085385 80 days  
 1085386 80 days  
 1085387 80 days

KENORA  
MINING DIV.  
RECEIVED  
AUG 11 1989  
AM PM  
7691011 12123456

File: ASSESS.AUG10.89  
Report: AIRBORNE.SURVEY  
CLAIM NO EXPEND.DAYS CR.

File: ASSESS.AUG10.89  
Report: AIRBORNE.SURVEY  
CLAIM NO EXPEND.DAYS CR.

1085388 80 days  
1085389 80 days  
1085390 80 days  
1085391 80 days  
1085392 80 days  
1085394 80 days  
1085395 80 days  
1085396 80 days  
1085397 80 days  
1085398 80 days  
1085399 80 days  
1085400 80 days  
1085401 80 days  
1085402 80 days  
1085403 80 days  
1085404 80 days  
1085405 80 days  
1085406 80 days  
1085407 80 days  
1085408 80 days  
1085409 80 days  
1085410 80 days  
1085411 80 days  
1085412 80 days  
1085413 80 days  
1085414 80 days  
1085415 80 days  
1085416 80 days  
1085417 80 days  
1085418 80 days  
1085419 80 days  
1085420 80 days  
1085421 80 days  
1085422 80 days  
1085423 80 days  
~~1086088~~ 80 days  
~~1086089~~ 80 days  
~~1086090~~ 80 days  
~~1086091~~ 80 days  
~~1086092~~ 80 days  
~~1086093~~ 80 days  
~~1086094~~ 80 days  
~~1086095~~ 80 days  
~~1086096~~ 80 days  
~~1086097~~ 80 days  
~~1086098~~ 80 days  
~~1086099~~ 80 days  
~~1086100~~ 80 days  
1086101 80 days  
1086102 80 days

~~1086103~~ 80 days  
~~1086104~~ 80 days  
~~1086105~~ 80 days  
~~1086106~~ 80 days  
~~1086107~~ 80 days  
~~1086108~~ 80 days  
~~1086109~~ 80 days  
~~1086110~~ 80 days  
~~1086111~~ 80 days  
~~1086112~~ 80 days  
~~1086113~~ 80 days  
~~1086114~~ 80 days  
~~1086115~~ 80 days  
~~1086116~~ 80 days  
~~1086117~~ 80 days  
~~1086118~~ 80 days  
~~1086119~~ 80 days  
~~1086120~~ 80 days  
~~1086121~~ 80 days  
~~1086122~~ 80 days  
~~1086123~~ 80 days  
~~1086124~~ 80 days  
~~1086125~~ 80 days  
~~1086126~~ 80 days  
~~1086127~~ 80 days  
~~1086128~~ 80 days  
~~1086129~~ 80 days  
~~1086130~~ 80 days  
~~1086131~~ 80 days  
~~1086132~~ 80 days  
~~1086133~~ 80 days  
~~1086134~~ 80 days  
~~1086135~~ 80 days  
~~1086136~~ 80 days  
~~1086137~~ 80 days  
~~1086138~~ 80 days  
~~1086139~~ 80 days  
1086140 80 days  
1086141 80 days  
1086142 80 days  
1086143 80 days  
1086144 80 days  
~~1086145~~ 80 days  
1086146 80 days  
~~1086147~~ 80 days  
1086148 80 days  
1086149 80 days  
1086150 80 days  
~~1086151~~ 80 days  
1086152 80 days

KENORA  
MINING DIV.  
RECEIVED  
AUG 11 1989  
AM PM  
789101112123456

File: ASSESS.AUG10.89  
Report: AIRBORNE.SURVEY  
CLAIM NO EXPEND.DAYS CR.

---

<del>1086152</del>	80 days
<del>1086154</del>	80 days
<del>1086155</del>	80 days
<del>1086156</del>	80 days
<del>1086157</del>	80 days
<del>1105578</del>	80 days
<del>1105579</del>	80 days
<del>1105580</del>	80 days
<del>1105581</del>	80 days
<del>1105582</del>	80 days
<del>1105583</del>	80 days
<del>1105584</del>	80 days
<del>1105585</del>	80 days
<del>1105586</del>	80 days
<del>1105587</del>	80 days
<del>1105588</del>	80 days
<del>1105589</del>	80 days
<del>1105590</del>	80 days
<del>1105591</del>	80 days
<del>1105592</del>	80 days
<del>1105593</del>	80 days
<del>1105594</del>	80 days
<del>1105595</del>	80 days
<del>1105596</del>	80 days

KENORA  
MINING DIV.  
**R E C E I V E D**  
AUG 11 1989  
AM PM  
789101112123456

