

**AIRBORNE GEOPHYSICS – HELICOPTER ELECTRO-
MAGNETICS**

LYELL E.Z. EXPLORATIONS

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LYELL - E.Z. - EXPLORATIONS

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Q68, Q65

MEMORANDUM TO

MICROFILMED

26th March, 1957

Mr. G. Hudspeth,
Manager,
Lyell - E.Z. Explorations.

Airborne Geophysics - Helicopter E.M.

The following area is recommended for the initial programme of helicopter E.M. work.

- Location: Mt. Darwin area.
- Boundaries: (Ref. The Darwin Area Map 2" = 1 mile - Mt. Lyell Exploration Department).
- East Boundary: The North Lyell Railway Track.
- West Boundary: One mile west of the Clark River, a line drawn north-south.
- North Boundary: Two miles north of Mt. Darwin.
- South Boundary: Three and a half miles south of Mt. Darwin.

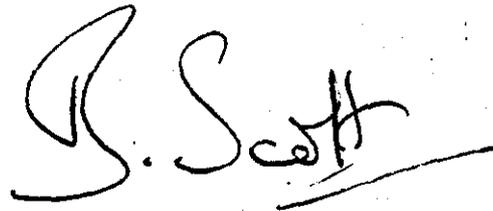
Line Miles:

The area will have to be "contour-flown". At a line spacing of five to one mile approximately 110 line miles will be required. Assuming 40 line miles per hour, this equals 3 - 4 flying hours.

The area just defined has been chosen for the following reasons:

1. It is an area of known mineralisation. It includes the East Darwin, Findons, Prince Darwin and Tasman Darwin prospects.
2. The first three mentioned prospects have been surveyed, mapped and sampled in the past. Consequently the amount of near surface sulphide mineralisation is a known quantity.

3. The area contains the southerly extension of the Lyell Shear and the associated Dundas and altered Dundas rocks.
4. The topography is not too rugged, with generally, a sparse timber growth.
5. The East Darwin Mine has recently been investigated by ground geophysical methods, consequently a comparison will be able to be made between the two methods.
6. The area is within a short flying distance of Queenstown (12 miles).

A handwritten signature in black ink, appearing to read "B. Scott". The signature is written in a cursive style with a horizontal line underneath the name.

Geologist-in-Charge.

Copy for Mr. Hall.