

Q73N66

AIRBORNE GEOPHYSICS  
CANSO

58-227

GEOPHYSICS

Airborne Geophysics - Canso.

L.G.G.

13/8/58

412E

# LYELL - E.Z. - EXPLORATIONS

GP14

000

412002

Q72, Q73

To: Mr. G.F. Hudspeth.

13th August, 1958.

## Airborne Geophysics - Canse

Below is a summary of the points discussed with R. Love of Adastra Hunting Geophysics Pty. Ltd. during his visit to Queenstown on 12th August.

### 1. Gordon Area

In his opinion the only way in which the area covered by photo-mosaics 15 and 18 could be flown below 575 feet would be on north-south lines. Using this flight direction still only part of the area could be covered, leaving the greater portion untouched. However, this flight direction parallels the geological trend of the country and as a result lines in this direction would be unacceptable by our organisation.

Consequently, it was decided not to attempt the re-flying of any of this area.

### 2. Arthur Area

The area which has been requested for survey forms a narrow north-south strip from the Gordon River to the New River Lagoon (see State 4 mile = 1 inch map). A total of 1500 line miles has already been agreed upon for this concession. Commencing at the northern end of this strip, and using east-west or north east-south west flight directions:

- A. The aircraft cannot traverse to the north of the Gordon River owing to the rugged topography;
- B. The aircraft can traverse the Denison Plain between Mount Wedge and the Gordon River. One sortie has already been

**MICROFILMED**

completed over this area (120 line miles) and one further sortie will complete this zone;

- C. The aircraft cannot traverse the Mount Wedge zone;
- D. A reconnaissance has not yet been made of the zone from the south end of Mount Wedge to the north end of Precipitous Bluff. This will be carried out on the next flyable day and R. Love will inform us immediately of his decision regarding the traversing of this area;
- E. The aircraft cannot traverse the zone from the north end of Precipitous Bluff to South Cape with the exception of a very small area of approximately 4 square miles immediately adjoining the Cape. This latter area in isolation would be of no practical value consequently A.H.G. Pty. Ltd. have been requested to omit this small area;
- F. The Arthur area should be completed in 3 further sorties (3 days), consequently there is every hope of completing the flying within the next ten weeks.

3. The principle of maintaining a maximum elevation of 575 feet was discussed. Apparently the difficulty is that the pilot does not fully appreciate how much of the area he is flying above this altitude until the radio altimeter trace is examined. He now understands our point of view on this matter and agrees that the final results are of little or no use if the aircraft is consistently flown above this height.

With this problem in mind he has been told that he can traverse the Arthur area on east-west, north east-south west or north west -south east lines.

4. The aircraft returns to Sydney by 14th October for a Department of Civil Aviation check and it will be away from Tasmania for 4 to 6 weeks.

*B. Scott*

Geologist-in-Charge.