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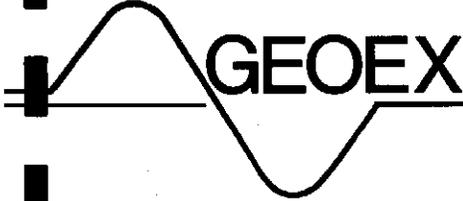
REPORT ON THE
HELICOPTER-BORNE
COMBINED ELECTROMAGNETIC
AND MAGNETIC SURVEY
IN THE
ZEEHAN AREA OF WESTERN TASMANIA
FOR
PACMINEX PTY. LTD.
VOLUME I

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PTY. LTD.

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REPORT ON THE
HELICOPTER-BORNE
COMBINED MAGNETIC AND
ELECTROMAGNETIC SURVEY
IN THE
ZEEHAN AREA OF WESTERN TASMANIA
FOR
PACMINEX PTY. LTD.

1. INTRODUCTION

At the request of Mr. W. Langron of Pacminex Pty. Limited a helicopter-borne combined magnetic and electromagnetic survey was conducted in the Zeehan area of Western Tasmania. The purpose of the survey was to map anomalous magnetic or electromagnetic response which may indicate sulphide mineralisation.

The area is situated approximately 5 kilometres from Zeehan in Western Tasmania.

2. SURVEY PROCEDURES

The survey base was located at Zeehan, and the magnetic diurnal recorder was operated at the base throughout each flight.

For the initial survey the flight lines were spaced at 300 metres, and at the request of Mr. Langron, additional intermediate lines were flown in the area of interest. Several flight lines sub-parallel to the strike of the country were also flown in the main area of interest.

The survey was flown at a constant terrain clearance of 140 metres wherever possible.

Because of the steep terrain some flight lines could not be flown to their desired length and were terminated at their maximum safe limit.

The terrain limitation on helicopter performance is imposed because of the geometry required in the H400 system between the transmitter and receiver. In order to maintain an adequate relationship between transmitter and receiver, a minimum forward speed of 50 m.p.h. is required.

A total of 888 line kilometres was flown in the area. Navigation was by visual means by reference to photomosaics at a scale of 1:10,000. The actual flight paths of the survey were marked on the mosaics by comparison with the 16 mm. film from the tracking camera.

The magnetic data was recorded in analogue form on the same charts as the EM data, and in digital form on a digital film recorder.

The results were transferred to computer cards and data checks and diurnal corrections were applied by computer processing.

The electromagnetic system employed in the survey is described in the notes appended to this report.

3. PRESENTATION OF RESULTS

The maps accompanying this report have been prepared as an overlay from the photomosaic, and because the photomosaic is uncontrolled, the marked direction of north is only approximate.

The electromagnetic data is shown on Drawing Numbers 1, 2 and 3.

The anomalies are shown in the standard manner described by the map legend and the notes attached to this report. Wherever possible a line to line correlation of the anomalies are shown.

Magnetic highs are shown on the EM anomaly map only where they coincide with the electromagnetic anomalous zones.

A magnetic contour map was produced by manual contouring of computer generated contour cuts and is shown on Drawing Numbers 4 and 5.

4. DISCUSSION OF RESULTS

Detailed geological information of the area was not available, but the area is known to contain metallic mineralisation in the form of base metal sulphides.

It is apparent that in areas of rugged terrain, especially those of Western Tasmania, it is not usually possible to fly all lines at a constant terrain clearance. With this in mind, a series of tests have been performed over known anomalies to determine the effect of altitude. These show that although the amplitude of the anomaly decreased with increase in height, the more important conductivity ratio remains substantially constant. The anomaly expected from a normal massive sulphide body is usually detectable to a height of about 750 feet and areas where the altitude exceeds this figure should be regarded as not fully investigated.

For convenience of discussion, the electromagnetic anomalies have been designated by number and where possible have been grouped into zones by correlation on adjacent lines.

The properties of each zone anomaly are tabulated in the conclusions in order of decreasing priority of investigation. The priority ratings range from 1, which warrants immediate followup work, to 5 which would only warrant additional work if other factors (geology, geochemistry or structure) indicate a favourable location.

The anomalies and zones are discussed in numerical order below.

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Anomaly 1, 2:

These two anomalies may form one zone, being separated by an area where multiple surface conductors are apparent.

The anomaly on Line 2 is extremely weak and as such is designated E. However it occurs on a steep terrain gradient and the effective altitude is probably about 700 feet. The correlation along strike is with a D class anomaly with a ratio of 0.3, which occurs within a general zone of high conductivity. The anomaly is considered likely to be a water filled shear zone and is allocated priority 5.

Anomaly 3:

This anomaly has a ratio of 0.8 and occurs within a broad zone of relatively high conductivity. The anomaly has no apparent correlation on adjacent lines and is allocated priority 5.

Anomaly 4, 5:

These two anomalies occur on Line 6 and are marked by a very weak low frequency response. Anomaly 5 has a possible correlation with Zone 6 and anomaly 4 has a possible correlation with anomaly 8.

Both anomalies are allocated priority 5.

Zone 6:

This zone is formed by D class anomalies on two lines. The extension of the zone is not covered by Line 10 immediately to the

south, and to the north the possible extension on Line 7 is located in an area of apparent surface conductors. There is no obvious magnetic anomaly correlation, but the zone is located on the flank of a steep magnetic gradient. The zone is allocated priority 4.

Anomaly 7, 8:

Both these E class anomalies on Line 9 are of low amplitude and have no magnetic anomaly correlation.

Anomaly 8 could possibly be correlated with anomaly 4 to form a weak zone but this is not considered to be particularly significant. The anomalies are allocated priority 5.

Anomaly 9:

This anomaly has a ratio of 0.8 with an amplitude of 0.6. There is no magnetic anomaly correlation and no obvious correlation on adjacent lines. The anomaly is allocated priority 5.

Anomaly 10:

This anomaly is located at the boundary of a very rapid change in survey altitude and seems likely to be related to an altitude response. A similar but weaker response occurs on the other side of the altitude response although it has not been shown on the map. The anomaly is allocated priority 5.

Anomaly 11:

Anomaly 11 is a weak E class anomaly which is probably of the same type as anomaly 10 and is allocated priority 5.

Anomalies 12 to 17:

These anomalies have been individually annotated on the anomaly map, but it seems likely that they all form part of a generally conductive area. The western end of Line 16, in particular, shows a response due to a generally more conductive earth.

There are no magnetic anomalies within the area and none of the EM anomalies are sufficiently significant to warrant specific attention. They are all allocated priority 5.

Anomaly 18:

This anomaly has been graded E because it is ill defined and is apparently composed of a series of overlapping anomalies. It is mildly interesting because part of the response seems to originate from an area where the aircraft altitude is in excess of 800 feet. The anomalies are also on the edge of a 20 gamma magnetic high and are allocated priority 4.

Anomaly 19:

This D class anomaly is located in an area of rapid altitude variation and may be related to this source. It has no magnetic correlation and is allocated priority 5.

Anomaly 20:

This E class anomaly has no magnetic correlation and is allocated priority 5.

Anomaly 21, 22:

This group of four D class anomalies have no magnetic correlation. They correlate with an area of generally higher conductivity to the north and are considered to be due to normal variations in this parameter. They are allocated priority 5.

Anomaly 23:

This D class anomaly has no magnetic correlation, and correlates with an area of generally high conductivity to the south. It is allocated priority 5.

Zone 24:

This zone is composed of two D class anomalies with a very weak (5 gamma) possible magnetic correlation.

There is no direct correlation on lines to the north and south, but a weak E class anomaly on Line 114 and a D class anomaly on Line 109 could be correlated into the zone which would then be more or less parallel to Zone 39.

It should be noted that the trend of this zone is apparently discordant with the magnetic trends apparent from the contour map, but the anomalies do bear a more or less constant relationship to the peaks of the magnetic highs defined on the profiles.

Zone 24 is allocated priority 4.

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Zone 25:

This zone is composed of a C class anomaly on Line 206 which has been correlated with an E class anomaly on Line 25. Both anomalies have a flank correlation with a magnetic anomaly of about 90 gammas amplitude. The magnetic anomaly extends southward but the conductor axis has no obvious correlation to the north or the south.

The zone is of interest because of its limited strike length and should be further investigated using either ground EM or IP surveys in conjunction with a ground magnetometer survey. The zone has been allocated priority 3.

Anomaly 26:

This is a D class anomaly with a flank 100 gamma magnetic anomaly. It almost certainly correlates to the south with Zone 34, but the EM anomaly is not apparent on Line 26. Anomaly 27 is not part of this zone displaced by a positioning error, because the magnetic anomaly is consistent between lines. The anomaly is allocated priority 3 and should be followed up at the same time as Zone 34.

Anomaly 27, 28:

These two anomalies have no apparent correlations to the north or south and no magnetic anomaly correlation. They are allocated priority 5.

Anomaly 29, 30, 31:

These three E class anomalies are all quite weak and show no correlations on adjacent lines. They seem likely to be related to normal near surface conductivity variations. They are all allocated priority 5.

Anomaly 32:

This anomaly has been tentatively correlated with Zone 24 and would warrant attention if that zone were followed up.

Zone 33, 38, 39, 40, 46, 52:

The area defined by these zones is complex and a number of different correlations are possible. It therefore seems best to discuss the results as a single group.

The correlation of Zone 38 is, intuitively, somewhat dubious. The trend of the zone is almost perpendicular to the trends of the other zones. It should be noted that the peak of the magnetic anomaly observed on Line 29 between Zone 33 and 38 also falls between the two zones on Line 113.

The trend of this magnetic feature, although not apparent from the contour map is approximately north south, with a sharp offset to the west, and change of strike between Line 30 and Line 111. Zone 38 can therefore be proposed tentatively as a fault or shear zone.

An examination of the magnetic profiles in this area shows strong evidence of multiple offsets and the structure of the area is assu-

med to be complex. In such an area, it is likely that a large number of conductive zones are present and many will be sufficiently close together to be unresolved by the EM system. However the presence of EM ratios approaching 1.0 suggests that the source of at least some of the anomalies will be found to be metallic mineralisation.

It is recommended that this area receive ground followup with priority 2.

Zone 34, 44, 45, 49, 59, 60, 64, 65, 67:

This group of zones also fall within an area assumed to have a complex structure and the conductors in many cases cannot be correlated from line to line with certainty.

The basic structure seems to be a central magnetic anomaly, flanked to the west by Zone 34 and Zone 60 and to the east by Zone 44 and Zone 49. Secondary, semi parallel zones to the west are 45, 65 and 67 and to the east 59 and 64.

The well defined high amplitude anomalies encountered within this area indicate a strong likelihood of massive metallic mineralisation as the source of at least some of the anomalies.

Ground followup of the area using EM, IP and magnetic methods is recommenced with priority 1.

Anomaly 35:

This D class anomaly has a weak (10 gamma) magnetic correlation.

The anomaly has no apparent correlation on adjacent lines and is allocated priority 4.

Zone 36:

This zone is tentatively correlated on three lines but the centre line is an area where surface noise is apparent. The anomalies are extremely weak with no magnetic correlation and are allocated priority 5.

Zone 37:

This zone is composed of three C class anomalies of relatively high amplitude. The anomalies are relatively well defined but have no magnetic correlation. However because of the limited strike length the zone is of interest and could be followed up with ground EM or IP with priority 3.

Zone 41:

This zone is similar in nature to Zone 36 and although slightly stronger, is allocated priority 5.

Anomaly 42:

This anomaly is perhaps similar to the source of Zone 37. There is possibly a very weak (5 gamma) magnetic correlation and the anomaly could be followed up at the same time as Zone 37 with priority 4.

Anomaly 43:

This anomaly is close to and possibly associated with Zone 37 and can be tested at the same time.

Anomaly 47:

This weak anomaly is within an area of surface conductivity and shows no magnetic correlation, or correlation on adjacent lines. It is allocated priority 5.

Anomaly 48:

This anomaly is well defined but lacks a magnetic anomaly correlation and has no obvious correlation to the north. The area to the south has not been covered. The anomaly may be of interest and could be investigated with priority 4.

Anomaly 50, 51:

These two anomalies are very weak and occur with the low zone associated with the magnetic anomaly further east. They have no obvious correlations on adjacent lines and have been allocated priority 5.

Zone 53:

This zone extends across seven lines and is relatively well defined in each case. The anomalies fall mainly within an area of generally high conductivities and have no magnetic anomaly correlation. The source of the anomalies is considered unlikely to be due to metallic mineralisation but some followup may be warranted, particularly in the vicinity of Line 32, when Zone 62 and Zone 63 could also be investigated.

The zone is allocated priority 3.

Anomaly 54:

This anomaly is relatively well defined, but has no correlation on adjacent lines and has no magnetic correlation. It is allocated priority 5.

Zone 55, 57:

These anomalies are considered to be due to a source similar to that of Anomaly 54 and similar comments apply.

Anomaly 58:

This weak anomaly is interesting because it occupies a similar position with respect to a strong magnetic anomaly further east, as Zone 60 does to its magnetic anomaly. Although only an isolated anomaly it suggests the possibility of a repetition of the structure further east. Additional work on the ground in this area would be necessary to test this theory.

Anomaly 61:

This very weak E class anomaly is at the start of a line and is associated with a rapid change in altitude, which is considered to be the source of the anomaly.

Zone 62, 63:

These two zones are considered to be due to sources similar to that for Zone 53 and followup could be performed together on all three.

Zone 66:

This zone is composed of two anomalies on the eastern ends of Line 101 and Line 122. There is no apparent correlation on Line 123 to the south but the northern extension has not been tested. There is a flank magnetic anomaly of up to 400 gammas on the west side of the anomaly.

The area is not sufficiently covered to draw any firm conclusions but some initial followup may be warranted.

Anomaly 68, 69, 72, 73, 74:

These two anomalies occur in an area of generally high conductivity and basically reflect minor peaks in the traces. There is no magnetic anomaly correlation and the anomalies are allocated priority 5.

Zone 70, 71, 75, 76, 77:

These anomalies are similar in form and occurrence to those described for Zone 53. Followup would only be warranted if Zone 53 proved to be of interest.

Anomaly 78, 79, 80, 81, 82, 84, 85, 88, 99:

These weak isolated anomalies have no magnetic correlation and are allocated priority 5.

Anomaly 83:

This anomaly is located on the western end of Line 54 and

shows a flank correlation with a strong magnetic anomaly. There is no apparent correlation on Line 55 and the response may be due to a surface conductor. Some followup is warranted, and the anomaly is allocated priority 4.

Anomaly 86, 87, 92:

These three anomalies are all weak and probably reflect near surface conductive zones. However they are located at a major change of magnetic gradient, suggesting a change in rock type, and there is some correlation with weak discrete magnetic anomalies. For this reason the anomalies may warrant some attention and they are allocated priority 4.

Anomaly 89, 90, 91:

These three anomalies occur close together on Line 60 and are at the edge of a zone of high conductivity. Although relatively well defined, the anomalies do not have any magnetic correlation and are considered to be due to surface conductors.

Zone 93, 105, 106:

The anomalies of Zone 93 are relatively strong and fairly broad. They occur within a general conductive zone and probably reflect near surface conductors. Zone 93 can be extended in a discontinuous fashion through anomaly 105 and Zone 106 to the southern boundary of the area. There is no magnetic correlation within the zone and the anomalies are generally typical of those caused by surface conductors and the zone is allocated priority 5.

Zone 94, 102, 109, 110, 111, 112, 115, 116, 117, 118, 121, 124, 125, 127, 139:

Each of the above anomalies or zones are considered to be similar to Zone 106 and in the absence of any magnetic expression are allocated priority 5.

Anomaly 95, 96:

These two anomalies although weak, are in a similar situation to Anomaly 83. Anomaly 96 has a possible flank magnetic anomaly of about 20 gammas.

The two anomalies should also be checked when 83 is checked.

Anomaly 97, 98:

These two anomalies are in a similar location to anomalies 86 and 87 and should be treated in a similar fashion.

Anomaly 100, 101, 103, 107, 108, 113:

These anomalies are all considered to be similar to Zone 106 and are allocated priority 5.

Anomaly 104:

This anomaly on the western end of Line 65, occurs within a magnetic low zone. The EM anomaly is fairly broad and seems likely to be due to surface conductors. It is allocated priority 5.

Zone 114, 119, 122, 126:

These anomalies are similar to Zone 106 and are allocated priority 5.

Zone 120, 123, 131, 132:

These two zones occur at the edge of a major magnetic gradient and possibly correlate with weak discrete magnetic responses. Some followup work may be desirable and they are allocated priority 4.

Zone 128, 129, 134, 141, 142:

These anomalies are characterised by a relatively high amplitude and generally low ratio with no correlation with magnetic anomalies. They are considered most likely to be due to surface conductors but may warrant some followup and have been allocated priority 4.

Anomaly 130, 133, 135, 137, 140, 144, 145, 146, 147, 148:

These anomalies are all of low amplitude and ratio, without magnetic anomaly correlation and have been allocated priority 5.

Zone 136:

On Line 89 a B class anomaly with a ratio of 0.8 has a possible correlation with a weak magnetic response. It correlates to the north and south with similar but weaker anomalies and has a limited strike length. The direct correlation is only over 3 lines, but a tentative correlation southward through a generally conductive area has been formed. The zone is considered to possibly have a metallic source and has been allocated priority 3.

TABLE 1

ELECTROMAGNETIC ANOMALY PARAMETERS

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Anomaly or Zone	Extent (No. of Lines)	Max. grade of anomaly	Max amplitude/ratio	Magnetic correlation/amplitude	Priority	Suggested initial followup
34)	33	A	11.0/0.6	flank, direct/ 200	1	Detailed ground magnetic survey, induced polarisation
44)						
45)						
49)						
59)						
60)						
64)						
65)						
67)						
33)	17	C	0.8/0.8	flank, direct/ 130	2	Detailed ground magnetic survey, induced polarisation.
38)						
39)						
40)						
46)						
52)						
25	2	C	1.0/0.5	flank / 90	3	Detailed geological mapping, geochemical sampling, detailed ground magnetic survey. Induced polarisation in favourable cases.
26	1	D	1.3/0.5	flank / 100	3	
37	3	C	2.9/0.5	nil	3	
53	7	C	2.2/0.6	nil	3	
136	3	B	4.6/0.8	direct / 10	3	

Anomaly or Zone	Extent (No. of Lines)	Max. grade of Anomaly	Max. amplitude/ratio	Magnetic correlation/amplitude	Priority	Suggested initial followup
6	2	D	1.1/0.6	nil	4	
18	1	E	-	edge / 20	4	
24	2	D	1.7/1.0	nil	4	
35	1	D	0.8/0.5	direct / 10	4	
42	1	D	1.0/0.4	direct / 5?	4	
43	1	D	2.0/0.3	nil	4	
48	1	D	1.2/0.4	nil	4	
58	1	D	1.1/0.9	nil	4	Detailed geological
62, 63	3	C	1.5/0.4	nil	4	mapping, geochemical
66	2	D	2.0/1.2	flank / 400	4	sampling
83	1	D	0.7/.4	flank / 150	4	
86, 87, 92	1	D	1.3/0.4	flank / 10?	4	
95, 96	1	D	0.7/0.7	flank / 20	4	
97, 98	1	D	1.7/0.7	flank / 10?	4	
120, 123,) 131, 132)	4	D	0.9/0.8	direct / 10?	4	
128, 129,) 134, 141,) 142)	3	C	3.0/0.6	nil	4	

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Anomaly or Zone	Extent (No. of Lines)	Max. grade of anomaly	Max amplitude/ratio	Magnetic correlation/amplitude	Priority	Suggested initial followup
1, 2	1	D	1.5/0.8	nil	5	
3	1	D	1.0/0.3	nil	5	
4, 5	1	D	1.0/1.0	nil	5	
7, 8	1	E	-	nil	5	
9	1	D	.6/.8	nil	5	
10	1	D	.6/.5	nil	5	
11	1	E	-	nil	5	
12	1	D	1.4/0.9	nil	5	
13	2	D	1.2/0.9	nil	5	
14	1	E	-	nil	5	Evaluation of location
15	2	D	1.0/0.5	nil	5	of anomalies within
16	1	E	-	nil	5	regional structure,
17	1	D	1.0/2.0	nil	5	and comparison of
19	1	D	.5/.3	nil	5	data from other
20	1	E	-	nil	5	techniques
21	1	D	1.4/.4	nil	5	
22	1	D	1.1/.5	nil	5	
23	1	D	.5/.3	nil	5	
27	1	D	1.0/0.5	-	5	
28	1	E	-	-	5	

Anomaly or Zone	Extent (No. of Lines)	Max. grade of Anomaly	Max. amplitude/ratio	Magnetic correlation/amplitude	Priority	Suggested initial followup
29	1	E	-	-	5	
30	1	E	-	-	5	
31	1	E	-	-	5	
32	1	E	-	-	5	
36	3	E	-	-	5	
41	2	D	1.0/0.5	nil	5	
47	1	D	0.5/0.3	nil	5	
50, 51	1	D	1.0/0.7	nil	5	
54	1	D	1.0/0.9	nil	5	Evaluation of location of anomalies within regional structure, and comparison of data from other techniques.
55	2	D	.8/.8	nil	5	
57	1	D	.8/1.0	nil	5	
61	1	E	-	-	-	
68, 69, 72, 73, 74	) ) 1	D	1.7/0.8	-	5	
70, 71, 75 76, 77	) ) 5	C	1.7/0.4	nil	5	
78, 79, 80 81, 82, 84 85, 88, 99	) ) ) 1	D	1.0/0.4	nil	5	
89, 90, 91	1	C	2.0/0.7	nil	5	

Anomlay or Zone	Extent (No. of Lines)	Max. grade of Anomaly	Max. amplitude/ratio	Magnetic correlation/amplitude	Priority	Suggested initial followup
93, 105, 106	8	C	1.0/0.4	nil	5	
94, 102, 109) 110, 111, 112,) 115, 116, 117,) 118, 121, 124,) 125, 127, 139)	4	D	1.4/0.9	nil	5	Evaluation of location of anomalies within regional structure, and comparison of data from other techniques.
100, 101, 103,) 107, 108, 113)	1	D	1.7/0.5	nil	5	
104	1	D	1.5/0.7	nil	5	
114, 119, 122) 126)	2	D	1.0/0.8	nil	5	
130, 133, 135,) 137, 140, 144,) 145, 146, 147,) 148)	2	D	1.0/0.5	nil	5	

5. CONCLUSIONS AND RECOMMENDATIONS:

The data shown in Table 1 include parameters for all anomalies detected during the survey and the anomalies and zones are grouped in decreasing order of priority of followup.

The philosophy employed in interpreting the EM data was that all recognisable anomalies were tabulated. This technique has the disadvantage that some "spurious" anomalies will be included.

However it is important to recognise that even quite weak EM anomalies can become favourable targets when supported by data from other disciplines.

The tabulation in order of decreasing priority is intended to simplify the task of followup of the anomalies.

Priority groups one and two are expected to be due to metallic mineralisation sources and warrant immediate followup using ground magnetic and induced polarisation methods.

Priority group three contains anomalies which may be due to mineralisation and should be considered for ground followup.

Priority group four contains anomalies which are probably not due to mineralisation but which warrant detailed geological mapping and perhaps geochemical sampling to evaluate their potential.

Priority group five contains those anomalies which are not, in their own right, sufficiently significant to warrant followup.

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However anomalies within this group should be considered with reference to data from other disciplines and individual priorities may then be altered.

GEOEX PTY. LTD.

J. E. Haigh
for J. E. HAIGH
Geophysicist.

DATED: 13th August, 1975.

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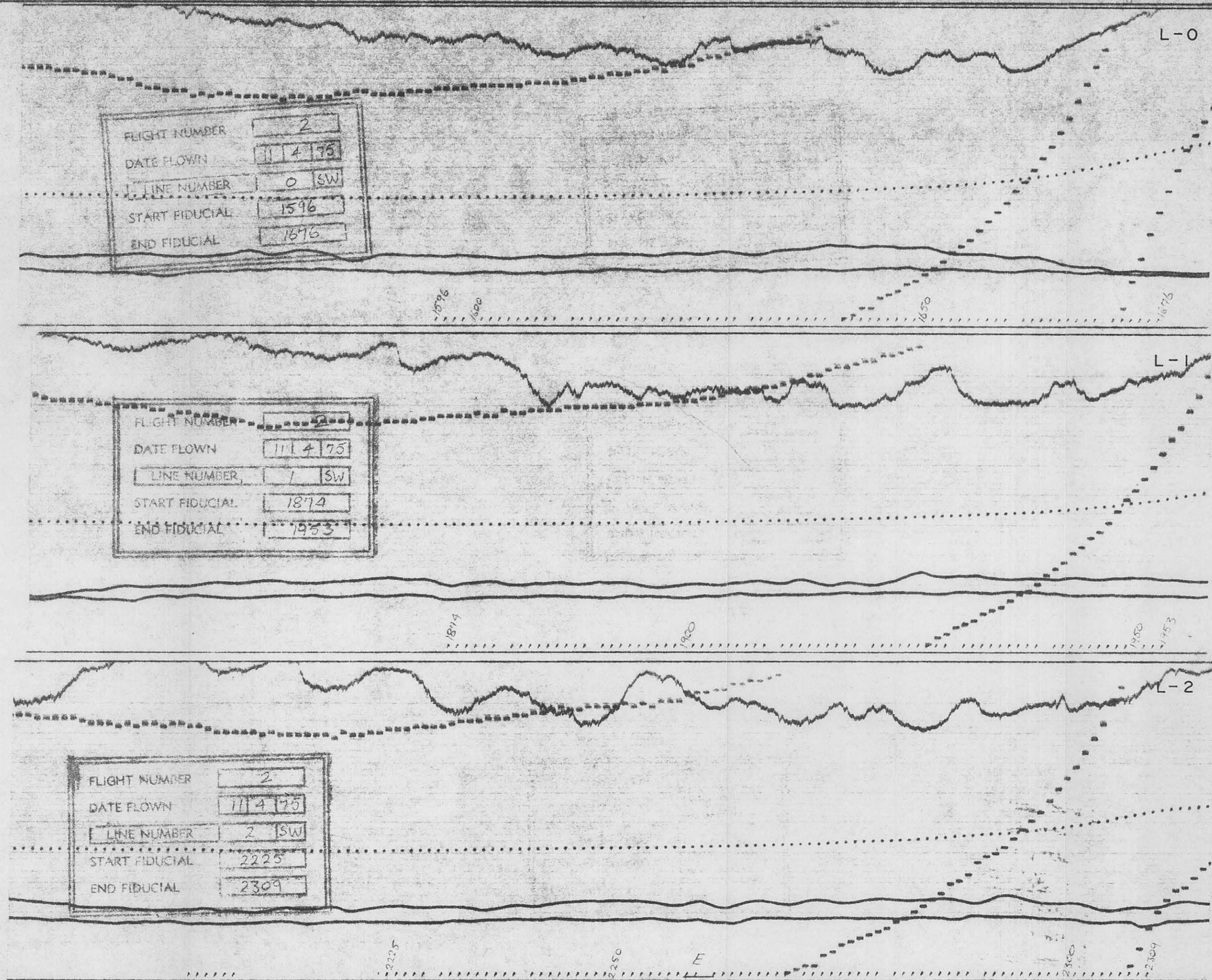
ELECTROMAGNETIC AND MAGNETIC SURVEY

FOR
 PACMINEX PTY. LIMITED
 ZEEHAN, TAS.

SURVEY SPECIFICATIONS

HELICOPTER	Bell Jet Ranger 206B VH-BLR
E.M. SYSTEM	McPhar H400 dual frequency sequential transmission 340 Hz and 1070 Hz
MAGNETOMETER	Geometrics G803 proton precession (reading accuracy $\pm 1 \gamma$)
DIURNAL RECORDER	Geometrics G806 proton precession magnetometer with Rustrak recorder and crystal clock
ALTIMETER	Bonzer radar
ANCILLIARY EQUIPMENT	Geox intervalometer Century 444 analogue light beam recorder Geox film digital recorder Vinten 16mm ground tracking camera
READING INTERVAL	1.023 seconds
NOMINAL AIRCRAFT SPEED	90 knots (mean reading spacing 47 metres)
NOMINAL AIRCRAFT SURVEY ALTITUDE	140 metres (E.M. bird 50 metres, Mag. bird 120 metres)

E.M. response lags tracking fiducial by approx. 1.5 fiducial intervals



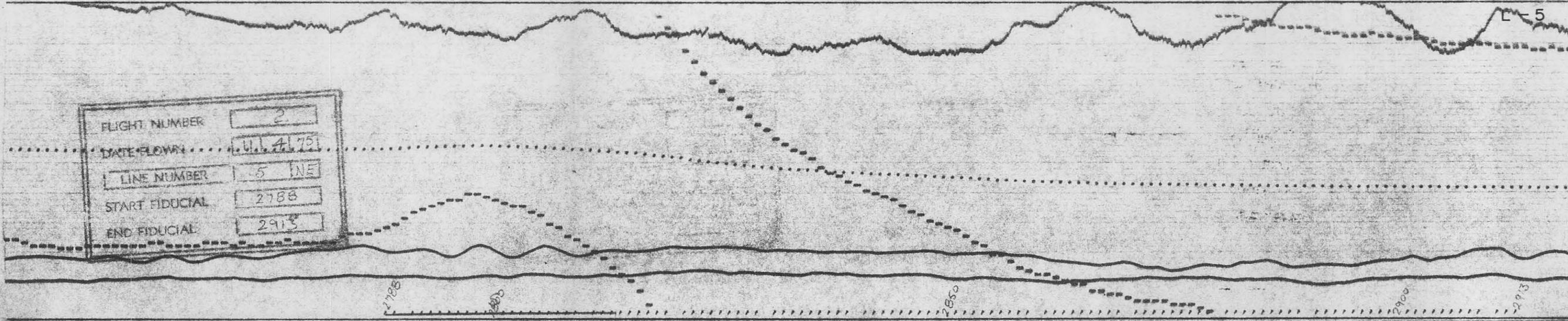
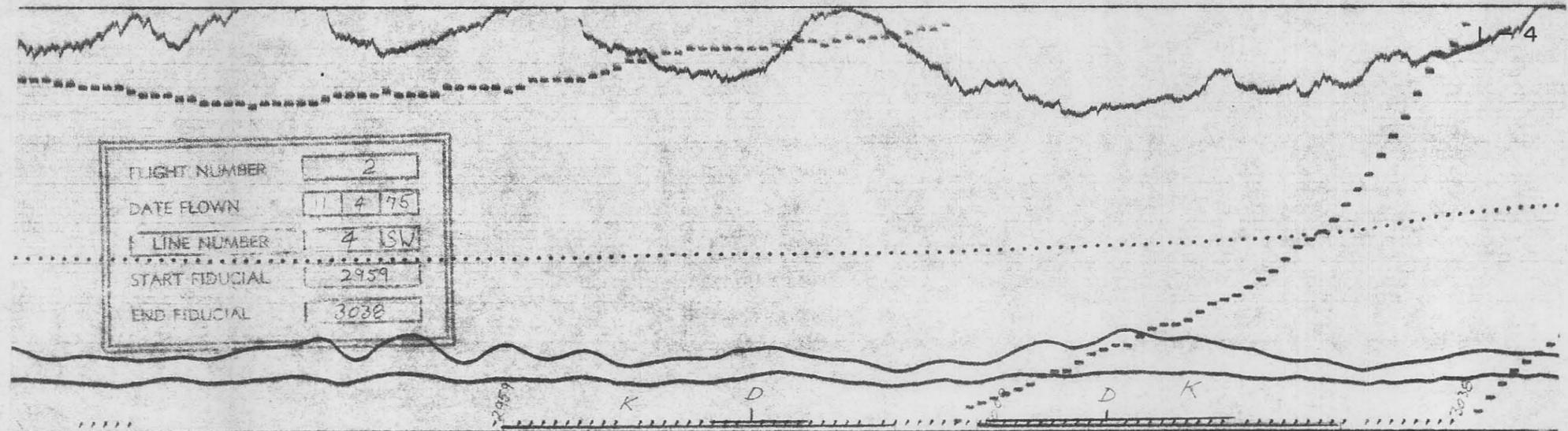
ELECTROMAGNETIC AND MAGNETIC SURVEY

FOR
PACMINEX PTY LIMITED
ZEEHAN, TAS.

SURVEY SPECIFICATIONS

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E. M. SYSTEM	McPhar H400 dual frequency sequential transmission 340 Hz and 1070 Hz
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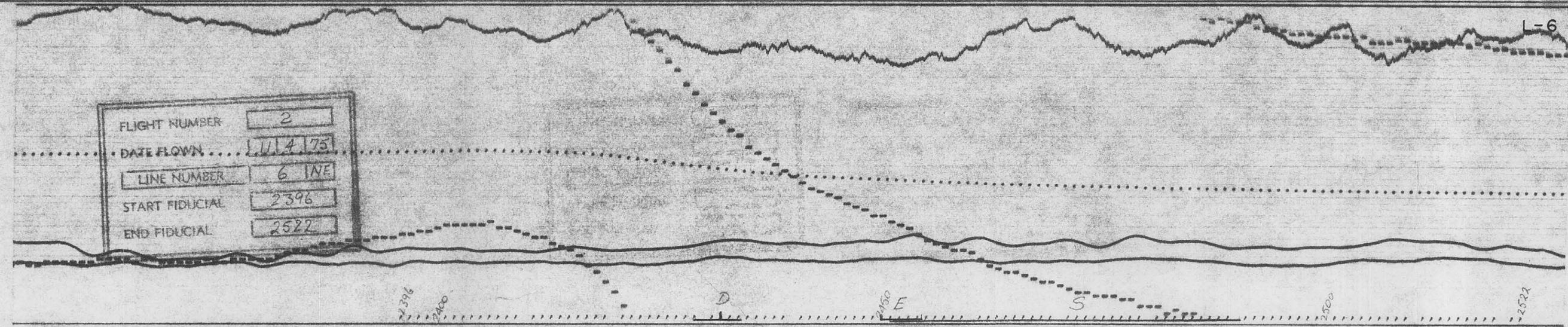
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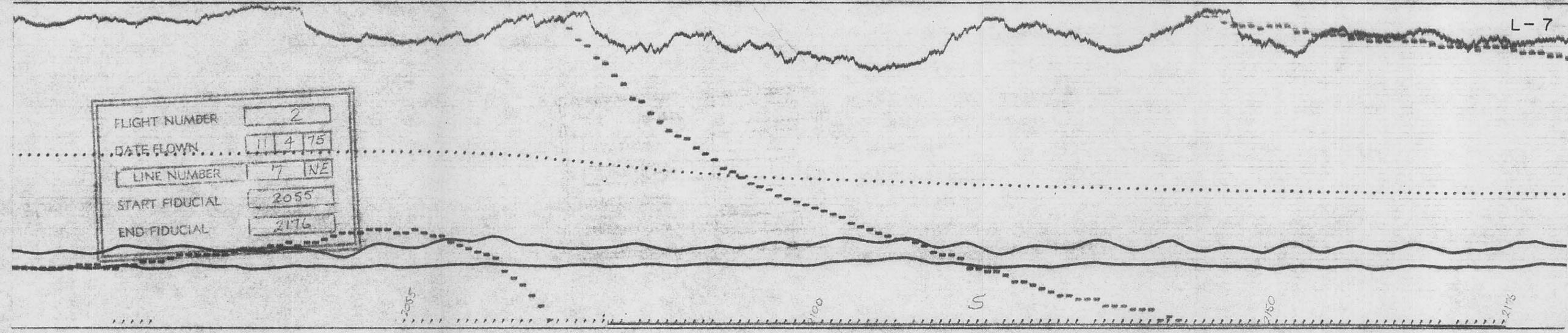
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READING INTERVAL	1-023 seconds
NOMINAL AIRCRAFT SPEED	90 knots (mean reading spacing 47 metres)
NOMINAL AIRCRAFT SURVEY ALTITUDE	140 metres (E.M. bird 50 metres, Mag. bird 120 metres)

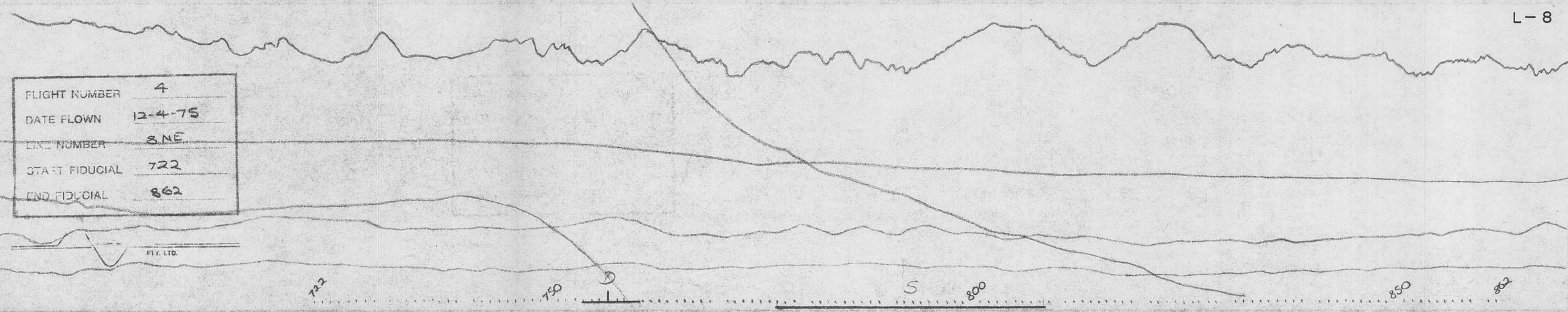
E.M. response lags tracking fiducial by approx. 1.5 fiducial intervals



FLIGHT NUMBER	2
DATE FLOWN	11-4-75
LINE NUMBER	6 NE
START FIDUCIAL	2396
END FIDUCIAL	2522



FLIGHT NUMBER	2
DATE FLOWN	11-4-75
LINE NUMBER	7 NE
START FIDUCIAL	2055
END FIDUCIAL	2176



FLIGHT NUMBER	4
DATE FLOWN	12-4-75
LINE NUMBER	8 NE
START FIDUCIAL	722
END FIDUCIAL	862

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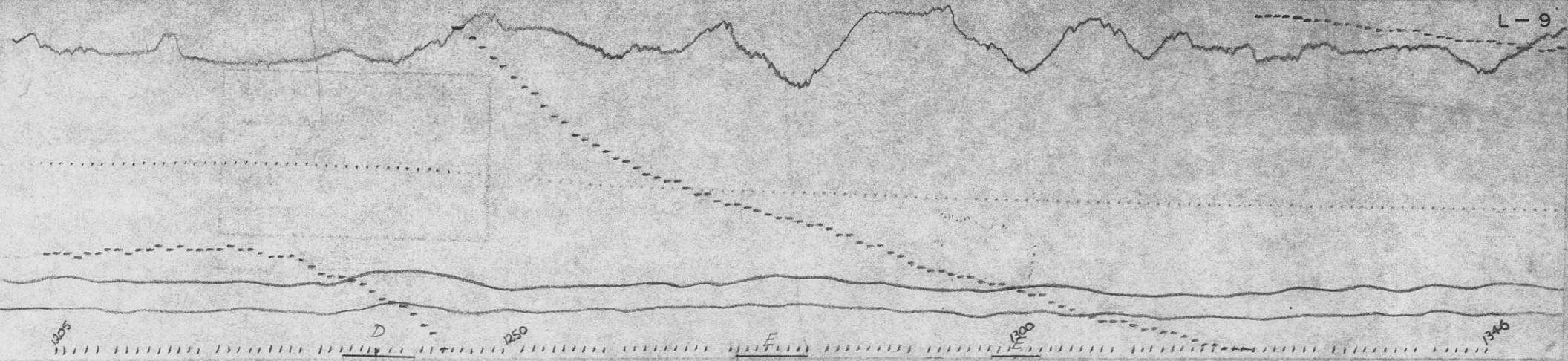
ELECTROMAGNETIC AND MAGNETIC SURVEY

FOR
PACMINEX PTY. LIMITED
ZEEHAN, TAS.

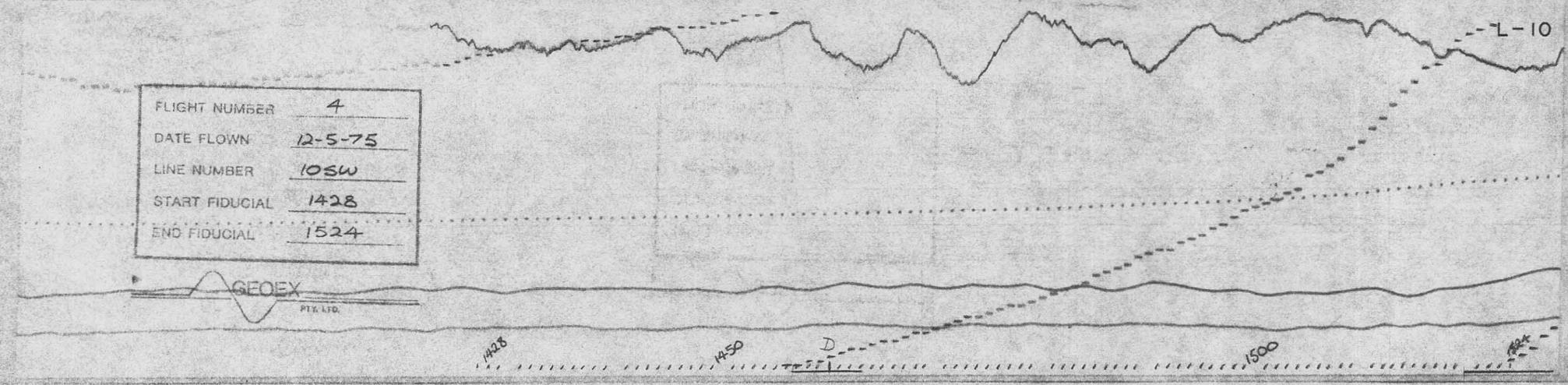
SURVEY SPECIFICATIONS

- HELICOPTER: Bell Jet Ranger 206B VH-BLR
 - E.M. SYSTEM: McPhar H400 dual frequency sequential transmission 340 Hz and 1070 Hz
 - MAGNETOMETER: Geometrics G803 proton precession (reading accuracy ±1 gamma)
 - DIURNAL RECORDER: Geometrics G805 proton precession magnetometer with Rustrak recorder and crystal clock
 - ALTIMETER: Bonzer radar
 - ANCILLIARY EQUIPMENT: Geox intervalometer
Century 444 analogue light beam recorder
Geox film digital recorder
Vinten 16 mm ground tracking camera
 - READING INTERVAL: 1.023 seconds
 - NOMINAL AIRCRAFT SPEED: 90 knots (mean reading spacing 47 metres)
 - NOMINAL AIRCRAFT SURVEY ALTITUDE: 140 metres (E.M. bird 50 metres, Mag. bird 120 metres)
- E.M. response lags tracking fiducial by approx. 1.5 fiducial intervals

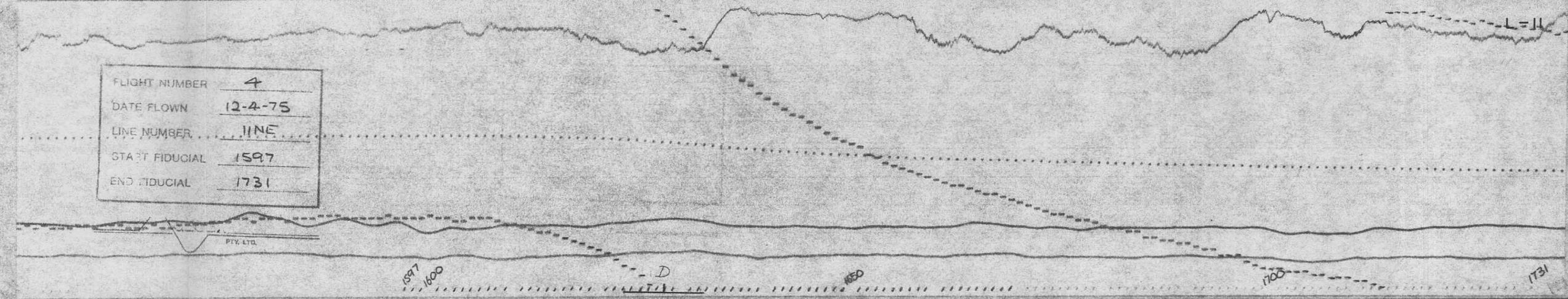
FLIGHT NUMBER 4
DATE FLOWN 12-4-75
LINE NUMBER 9NE
START FIDUCIAL 1205
END FIDUCIAL 1346



FLIGHT NUMBER 4
DATE FLOWN 12-5-75
LINE NUMBER 10SW
START FIDUCIAL 1428
END FIDUCIAL 1524



FLIGHT NUMBER 4
DATE FLOWN 12-4-75
LINE NUMBER 11NE
START FIDUCIAL 1597
END FIDUCIAL 1731



029

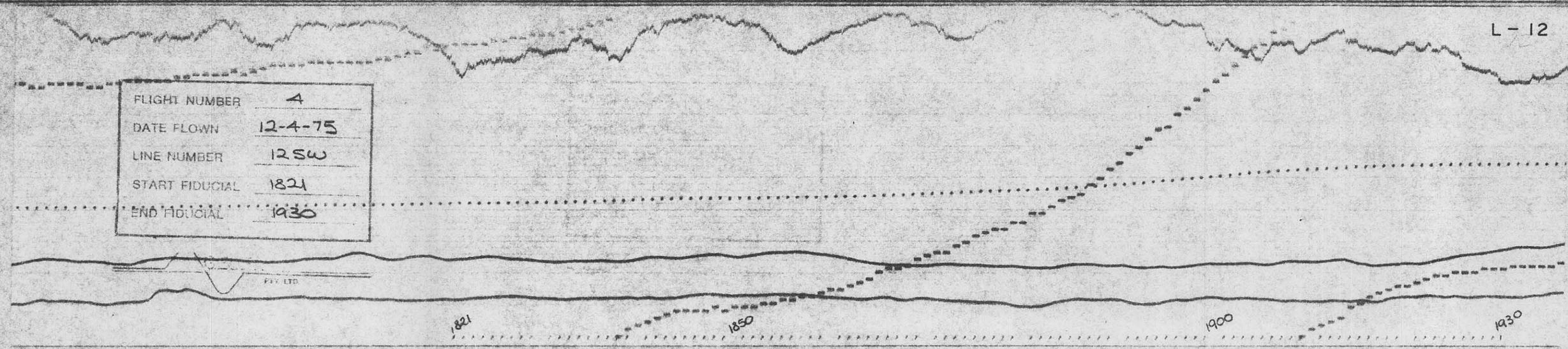
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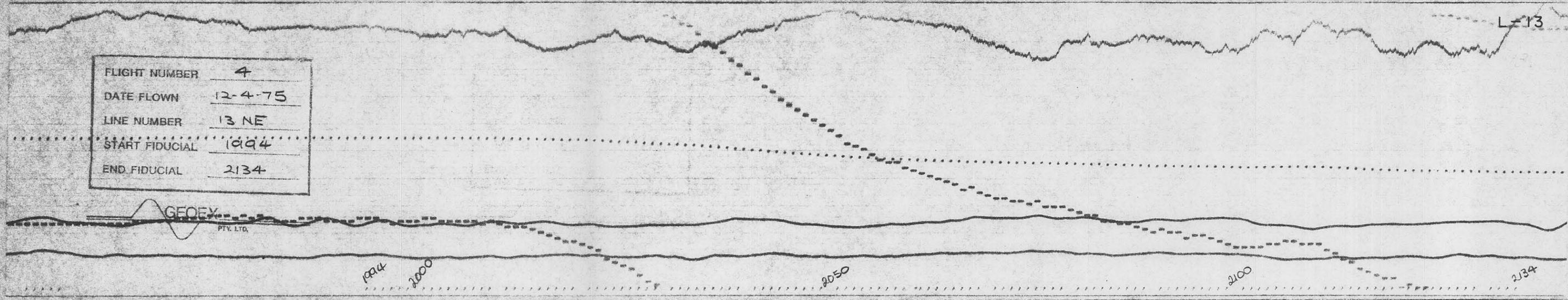
L-12

FLIGHT NUMBER	4
DATE FLOWN	12-4-75
LINE NUMBER	12 SW
START FIDUCIAL	1821
END FIDUCIAL	1930



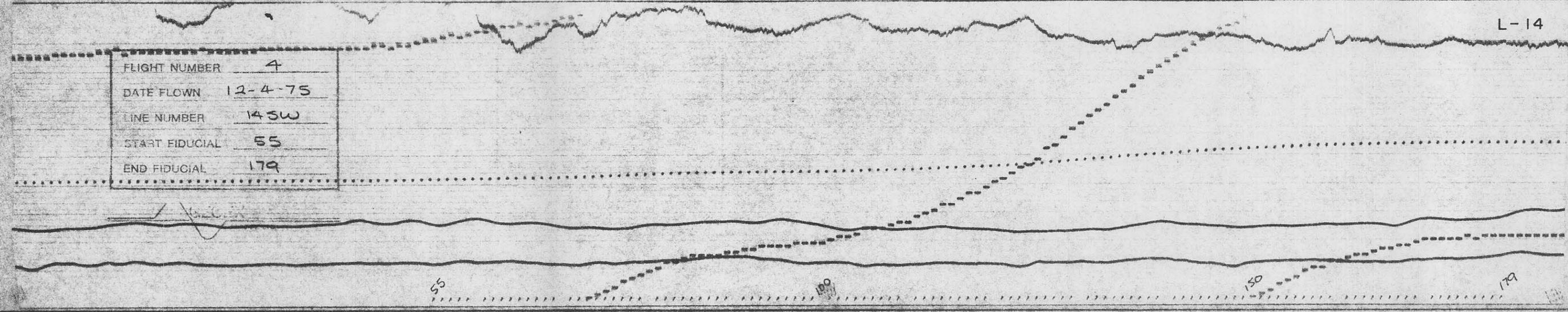
L-13

FLIGHT NUMBER	4
DATE FLOWN	12-4-75
LINE NUMBER	13 NE
START FIDUCIAL	1994
END FIDUCIAL	2134



L-14

FLIGHT NUMBER	4
DATE FLOWN	12-4-75
LINE NUMBER	14 SW
START FIDUCIAL	55
END FIDUCIAL	179



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ELECTROMAGNETIC AND MAGNETIC SURVEY

FOR
PACMINEX PTY. LIMITED
ZEEHAN, TAS.

SURVEY SPECIFICATIONS

HELICOPTER	Bell Jet Ranger 206B VH-BLR
E.M. SYSTEM	McPhar H400 dual frequency sequential transmission 340 Hz and 1070 Hz
MAGNETOMETER	Geometrics GB03 proton precession (reading accuracy ± 1 gamma)
DIURNAL RECORDER	Geometrics GB06 proton precession magnetometer with Rüstrak recorder and crystal clock
ALTIMETER	Banzer radar
ANCILLIARY EQUIPMENT	Geox intervalometer Century 444 analogue light beam recorder Geox film digital recorder Vinten 16 mm ground tracking camera
READING INTERVAL	1.023 seconds
NOMINAL AIRCRAFT SPEED	90 knots (mean reading spacing 47 metres)
NOMINAL AIRCRAFT SURVEY ALTITUDE	140 metres (E.M. bird 50 metres, Mag. bird 120 metres)

E.M. response lags tracking fiducial by approx. 1.5 fiducial intervals

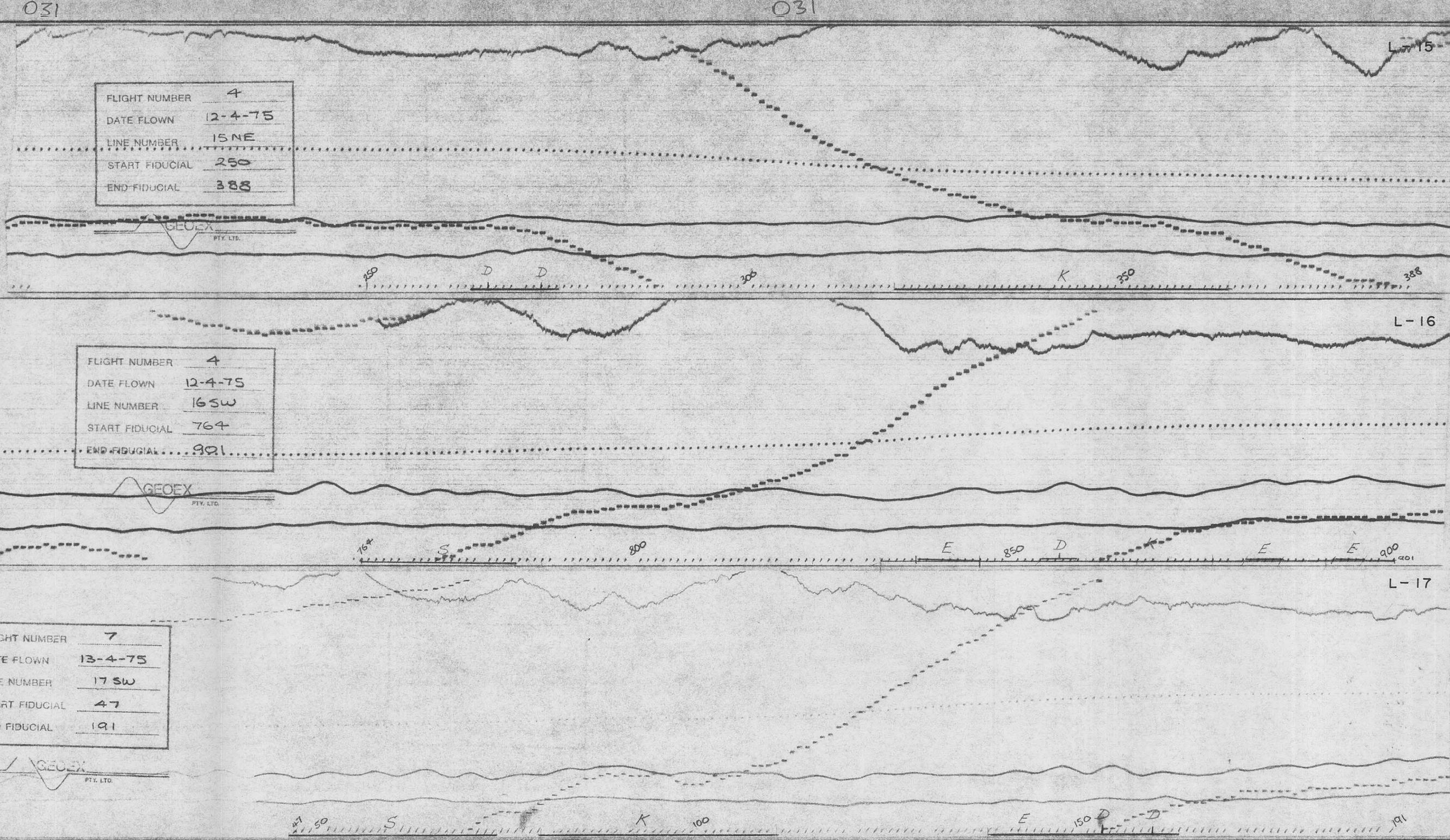
ELECTROMAGNETIC AND MAGNETIC SURVEY

FOR
PACMINEX PTY LIMITED
ZEEHAN, TAS.

SURVEY SPECIFICATIONS

HELICOPTER	Bell Jet Ranger 206B VH-BLR
E.M. SYSTEM	McPhar H400 dual frequency sequential transmission 340 Hz and 1070 Hz
MAGNETOMETER	Geometrics G803 proton precession (reading accuracy ± 1 gamma)
DIURNAL RECORDER	Geometrics G806 proton precession magnetometer with Rustrak recorder and crystal clock
ALTIMETER	Bonzer radar
ANCILLIARY EQUIPMENT	Geox intervalometer Century 444 analogue light beam recorder Geox film digital recorder Vinten 16mm ground tracking camera
READING INTERVAL	1.023 seconds
NOMINAL AIRCRAFT SPEED	90 knots (mean reading spacing 47 metres)
NOMINAL AIRCRAFT SURVEY ALTITUDE	140 metres (E.M. bird 50 metres, Mag. bird 120 metres)

E.M. response lags tracking fiducial by approx. 1.5 fiducial intervals



031

031

031

L-15

L-16

L-17

FLIGHT NUMBER 4
DATE FLOWN 12-4-75
LINE NUMBER 15 NE
START FIDUCIAL 250
END FIDUCIAL 388

FLIGHT NUMBER 4
DATE FLOWN 12-4-75
LINE NUMBER 16 SW
START FIDUCIAL 764
END FIDUCIAL 991

FLIGHT NUMBER 7
DATE FLOWN 13-4-75
LINE NUMBER 17 SW
START FIDUCIAL 47
END FIDUCIAL 191

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032

052

ELECTROMAGNETIC AND MAGNETIC SURVEY

FOR
PACMINEX PTY LIMITED
ZEEHAN, TAS.

SURVEY SPECIFICATIONS

- HELICOPTER: Bell Jet Ranger 206B VH-BLR
- E.M. SYSTEM: McPhar H400 dual frequency sequential transmission 340 Hz and 1070 Hz
- MAGNETOMETER: Geometrics G803 proton precession (reading accuracy ±1 gamma)
- DIURNAL RECORDER: Geometrics G806 proton precession magnetometer with Rustrak recorder and crystal clock
- ALTIMETER: Bonzer radar
- ANCILLIARY EQUIPMENT: Geox intervalometer, Century 444 analogue light beam recorder, Geox film digital recorder, Vinten 16 mm ground tracking camera

- READING INTERVAL: 1.023 seconds
- NOMINAL AIRCRAFT SPEED: 90 knots (mean reading spacing 47 metres)
- NOMINAL AIRCRAFT SURVEY ALTITUDE: 140 metres (E.M. bird 50 metres, Mag. bird 120 metres)

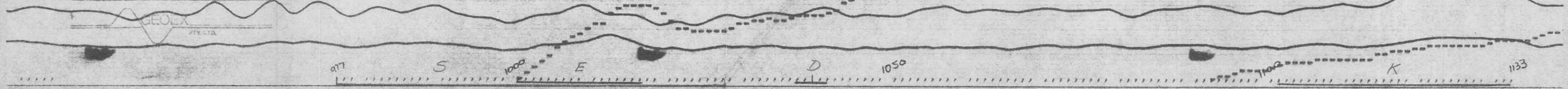
E.M. response lags tracking fiducial by approx. 1.5 fiducial intervals

FLIGHT NUMBER 7
 DATE FLOWN 13-4-75
 LINE NUMBER 18 SW
 START FIDUCIAL 476
 END FIDUCIAL 629



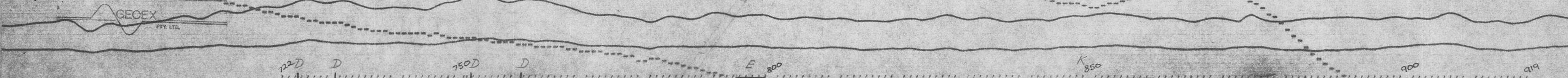
L-18

FLIGHT NUMBER 7
 DATE FLOWN 13-4-75
 LINE NUMBER 19 SW
 START FIDUCIAL 977
 END FIDUCIAL 1133



L-19

FLIGHT NUMBER 7
 DATE FLOWN 13-4-75
 LINE NUMBER 20 NE
 START FIDUCIAL 722
 END FIDUCIAL 919



L-20

033

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L-21

L-22

L-23

FLIGHT NUMBER	7
DATE FLOWN	13-4-75
LINE NUMBER	21 NE
START FIDUCIAL	242
END FIDUCIAL	423

FLIGHT NUMBER	2
DATE FLOWN	11-4-75
LINE NUMBER	22 SW
START FIDUCIAL	292
END FIDUCIAL	457

FLIGHT NUMBER	#1
DATE FLOWN	10-4-76
LINE NUMBER	23 NE
START FIDUCIAL	3859
END FIDUCIAL	4019

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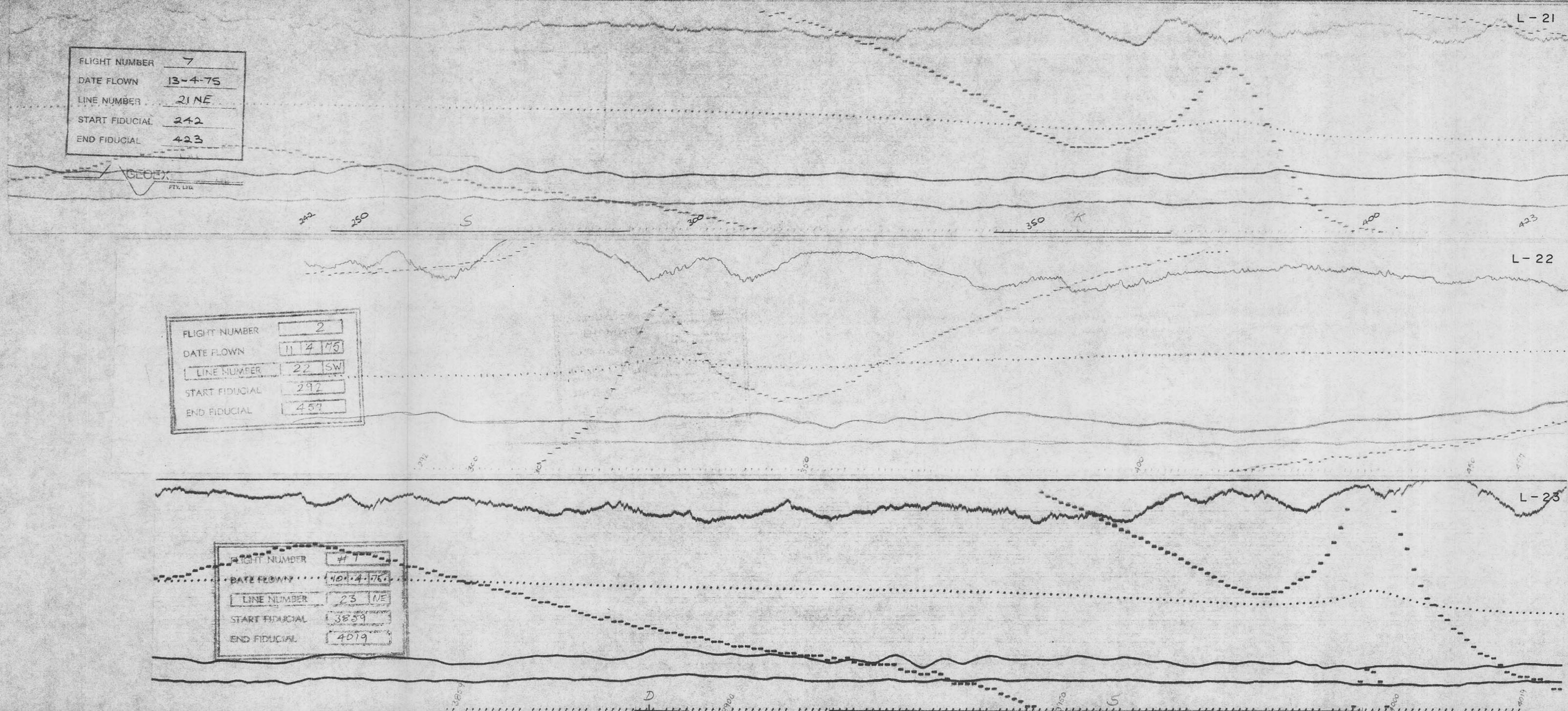
ELECTROMAGNETIC AND MAGNETIC SURVEY

FOR
PACMINEX PTY LIMITED
ZEEHAN, TAS.

SURVEY SPECIFICATIONS

- HELICOPTER: Bell Helicopter 206B VH-BLR
- E.M. SYSTEM: McPhar H400 dual frequency sequential transmission 340 Hz and 1070 Hz
- MAGNETOMETER: Geometrics G803 proton precession (reading accuracy ± 1 gamma)
- JOURNAL RECORDER: Geometrics G806 proton precession magnetometer with Rustrak recorder and crystal clock
- ALTIMETER: Bonzer radar
- ANCILLIARY EQUIPMENT: Geox intervalometer
Century 444 analogue light beam recorder
Geox film digital recorder
Vinten 16 mm ground tracking camera
- READING INTERVAL: 1-023 seconds
- NOMINAL AIRCRAFT SPEED: 90 knots (mean reading spacing 47 metres)
- NOMINAL AIRCRAFT SURVEY ALTITUDE: 140 metres (E.M. bird 50 metres, Mag. bird 120 metres)

E.M. response lags tracking fiducial by approx. 1-5 fiducial intervals

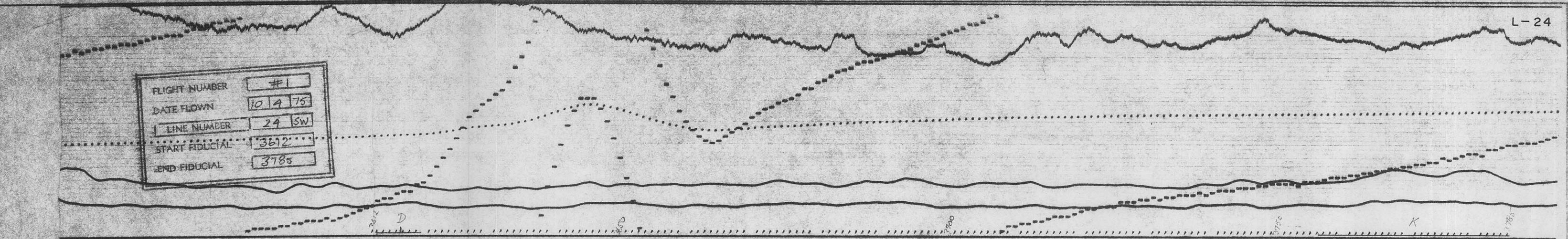


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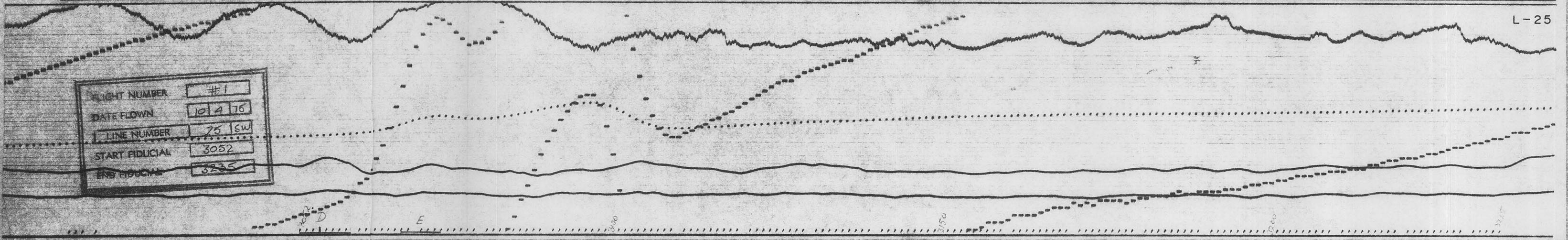
L-24

FLIGHT NUMBER	#1
DATE FLOWN	10/4/75
LINE NUMBER	24 SW
START FIDUCIAL	3612
END FIDUCIAL	3785



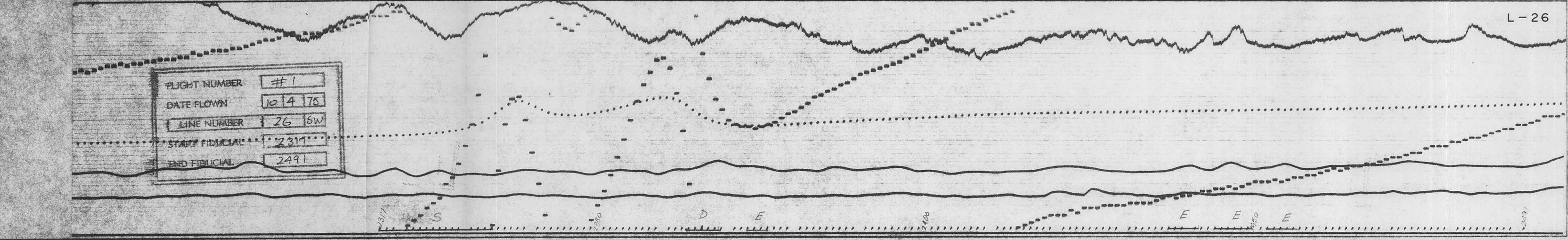
L-25

FLIGHT NUMBER	#1
DATE FLOWN	10/4/75
LINE NUMBER	25 SW
START FIDUCIAL	3052
END FIDUCIAL	3235



L-26

FLIGHT NUMBER	#1
DATE FLOWN	10/4/75
LINE NUMBER	26 SW
START FIDUCIAL	2317
END FIDUCIAL	2491



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ELECTROMAGNETIC AND MAGNETIC SURVEY

FOR
 PACMINEX PTY. LIMITED
 ZEEHAN, TAS.

SURVEY SPECIFICATIONS

- HELICOPTER: Bell Jet Ranger 206B VH-BLR
- E.M. SYSTEM: McPhar H400 dual frequency sequential transmission 340 Hz and 1070 Hz
- MAGNETOMETER: Geometrics G803 proton precession (reading accuracy ± 1 gamma)
- DIURNAL RECORDER: Geometrics G806 proton precession magnetometer with Rustrak recorder and crystal clock
- ALTIMETER: Bonzer radar
- ANCILLIARY EQUIPMENT:
 - Geoex intervalometer
 - Century 444 analogue light beam recorder
 - Geoex film digital recorder
 - Vinten 16 mm ground tracking camera
- READING INTERVAL: 1.023 seconds
- NOMINAL AIRCRAFT SPEED: 90 knots (mean reading spacing 47 metres)
- NOMINAL AIRCRAFT SURVEY ALTITUDE: 140 metres (E.M. bird 50 metres, Mag. bird 120 metres)
- E.M. response lags tracking fiducial by approx. 1.5 fiducial intervals

ELECTROMAGNETIC AND MAGNETIC SURVEY

FOR
PACMINEX PTY LIMITED
ZEEHAN, TAS.

SURVEY SPECIFICATIONS

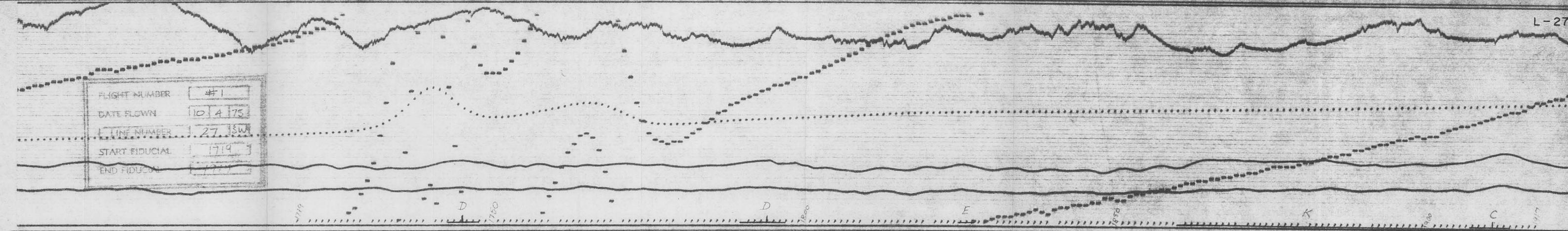
HELICOPTER	Bell Jet Ranger 206B VH-BLR
E.M. SYSTEM	McPhar H400 dual frequency sequential transmission 340 Hz and 1070 Hz
MAGNETOMETER	Geometrics G803 proton precession (reading accuracy ± 1 gamma)
DIURNAL RECORDER	Geometrics G806 proton precession magnetometer with Rustrak recorder and crystal clock
ALTIMETER	Benzler radar
ANCILLIARY EQUIPMENT	Geox intervalometer Century 444 analogue light beam recorder Geox film digital recorder Vinten 16 mm ground tracking camera
READING INTERVAL	1.023 seconds
NOMINAL AIRCRAFT SPEED	90 knots (mean reading spacing 47 metres)
NOMINAL AIRCRAFT SURVEY ALTITUDE	140 metres (E.M. bird 50 metres, Mag. bird 120 metres)

E.M. response lags tracking fiducial by approx. 1.5 fiducial intervals

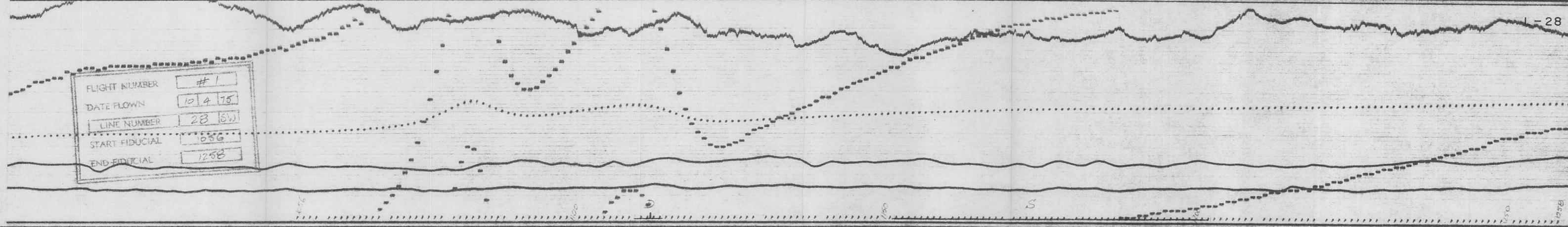
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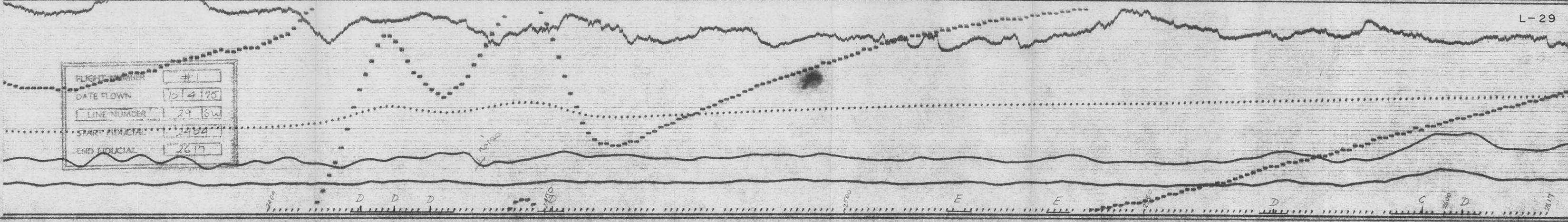
FLIGHT NUMBER	#1
DATE FLOWN	10/4/75
LINE NUMBER	27 SW
START FIDUCIAL	1719
END FIDUCIAL	1777



FLIGHT NUMBER	#1
DATE FLOWN	10/4/75
LINE NUMBER	28 SW
START FIDUCIAL	1256
END FIDUCIAL	1258



FLIGHT NUMBER	#1
DATE FLOWN	10/4/75
LINE NUMBER	29 SW
START FIDUCIAL	2484
END FIDUCIAL	2617

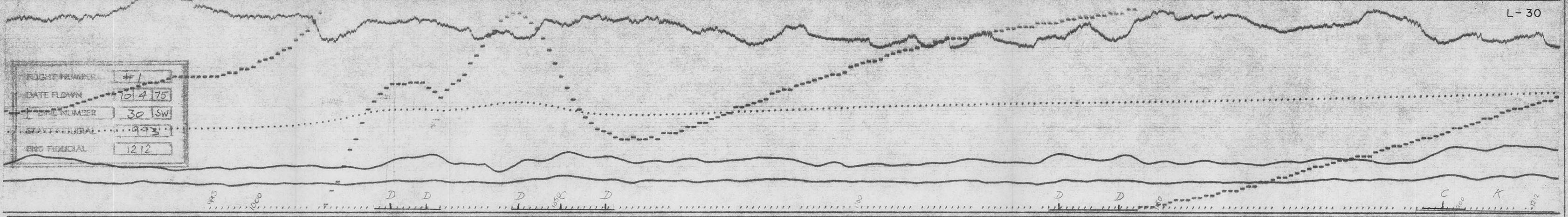


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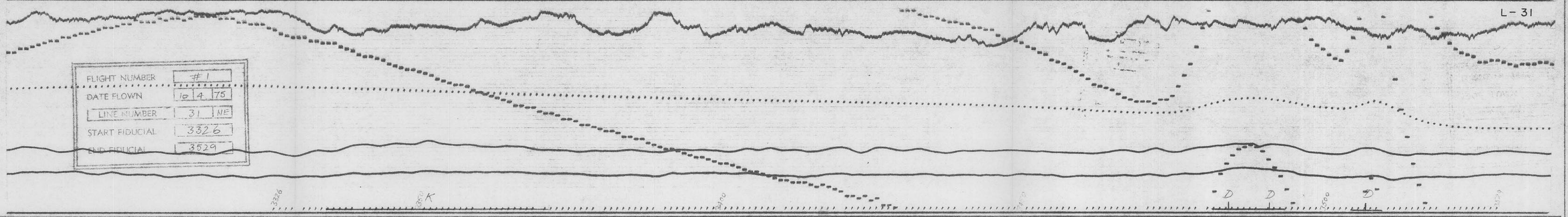
L-30

FLIGHT NUMBER	#1
DATE FLOWN	10/4/75
LINE NUMBER	30 SW
START FIDUCIAL	993
END FIDUCIAL	1212



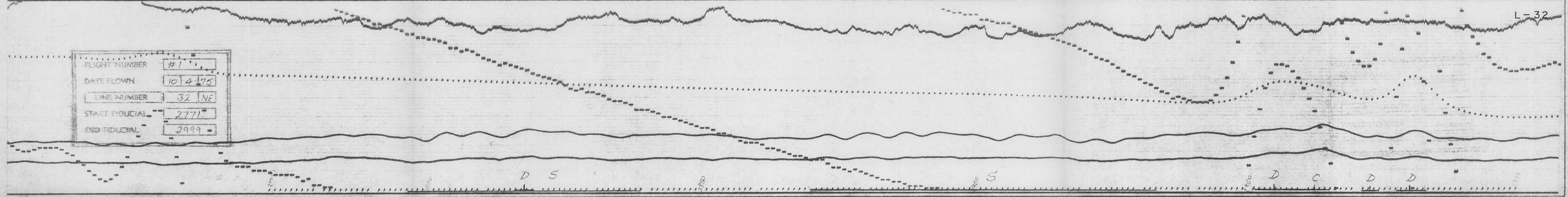
L-31

FLIGHT NUMBER	#1
DATE FLOWN	10/4/75
LINE NUMBER	31 NE
START FIDUCIAL	3326
END FIDUCIAL	3529



L-32

FLIGHT NUMBER	#1
DATE FLOWN	10/4/75
LINE NUMBER	32 NE
START FIDUCIAL	2771
END FIDUCIAL	2999



ELECTROMAGNETIC AND MAGNETIC SURVEY

FOR
PACMINEX PTY LIMITED
ZEEHAN, TAS.

SURVEY SPECIFICATIONS

- HELICOPTER: Bell Jet Ranger 206B VH-BLR
- E. M. SYSTEM: McPhar H400 dual frequency sequential transmission 340 Hz and 1070 Hz
- MAGNETOMETER: Geometrics G803 proton precession (reading accuracy ±1 gamma)
- DIURNAL RECORDER: Geometrics G806 proton precession magnetometer with Rustrak recorder and crystal clock
- ALTIMETER: Bonzer radar
- ANCILLIARY EQUIPMENT: Geox intervalometer; Century 444 analogue light beam recorder; Geox film digital recorder; Vinten 16 mm ground tracking camera
- READING INTERVAL: 1.023 seconds
- NOMINAL AIRCRAFT SPEED: 90 knots (mean reading spacing 47 metres)
- NOMINAL AIRCRAFT SURVEY ALTITUDE: 140 metres (E.M. bird 50 metres, Mag. bird 120 metres)

E.M. response lags tracking fiducial by approx. 1.5 fiducial intervals

ELECTROMAGNETIC AND MAGNETIC SURVEY

FOR
PACMINEX PTY. LIMITED
ZEEHAN, TAS.

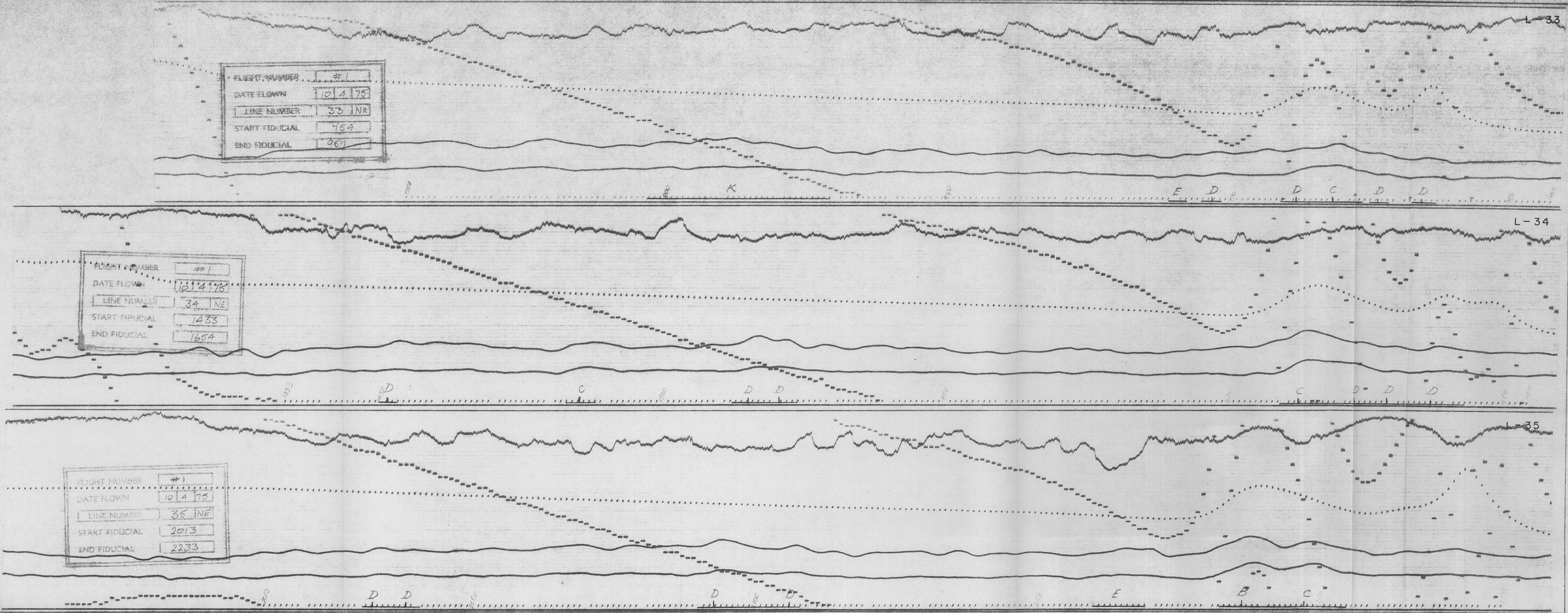
SURVEY SPECIFICATIONS

- HELICOPTER: Bell Jet Ranger 206B VH-BLR
 - E.M. SYSTEM: McPhar H400 dual frequency sequential transmission 340 Hz and 1070 Hz
 - MAGNETOMETER: Geometrics G803 proton precession (reading accuracy ± 1 gamma)
 - DIURNAL RECORDER: Geometrics G806 proton precession magnetometer with Rustrak recorder and crystal clock
 - ALTIMETER: Bonzer radar
 - ANCILLARY EQUIPMENT: Geox intervalometer
Century 444 analogue light beam recorder
Geox film digital recorder
Vinten 16mm ground tracking camera
 - READING INTERVAL: 1-023 seconds
 - NOMINAL AIRCRAFT SPEED: 90 knots (mean reading spacing 47 metres)
 - NOMINAL AIRCRAFT SURVEY ALTITUDE: 140 metres (E.M. bird 50 metres, Mag. bird 120 metres)
- E.M. response lags tracking fiducial by approx. 1.5 fiducial intervals

FLIGHT NUMBER	#1
DATE FLOWN	10/4/75
LINE NUMBER	33 NE
START FIDUCIAL	754
END FIDUCIAL	951

FLIGHT NUMBER	#1
DATE FLOWN	10/4/75
LINE NUMBER	34 NE
START FIDUCIAL	1433
END FIDUCIAL	1654

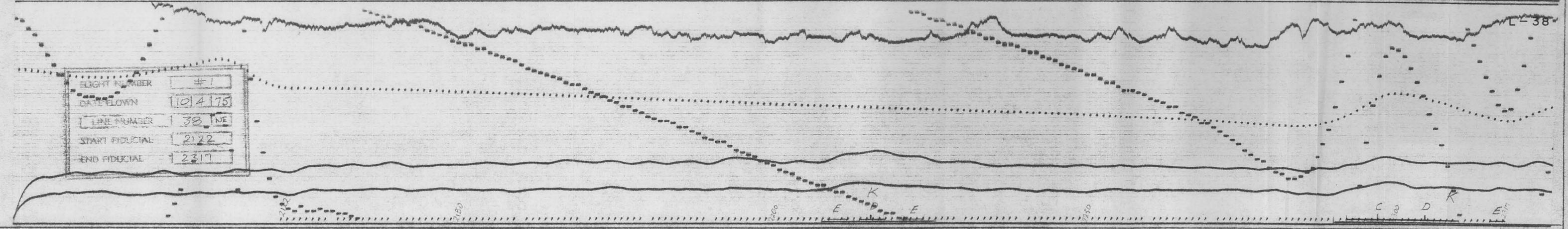
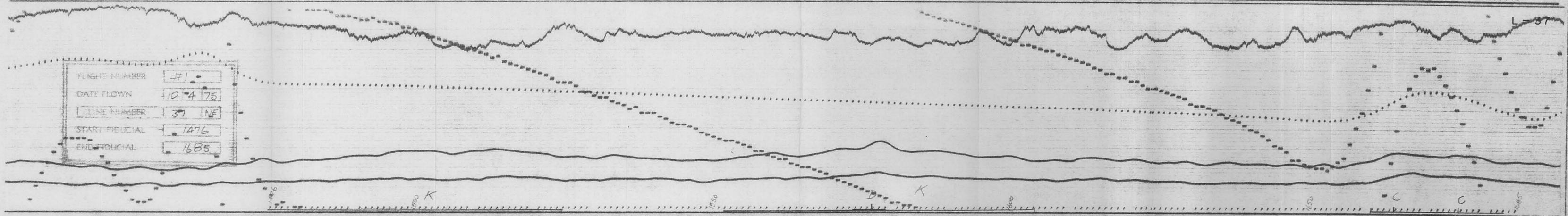
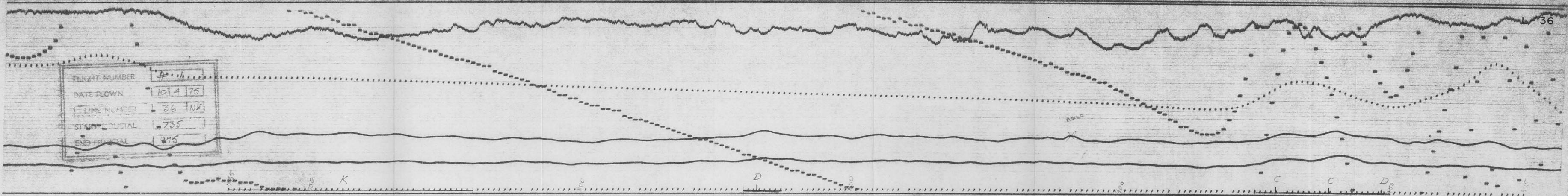
FLIGHT NUMBER	#1
DATE FLOWN	10/4/75
LINE NUMBER	35 NE
START FIDUCIAL	2013
END FIDUCIAL	2233



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**ELECTROMAGNETIC
AND MAGNETIC
SURVEY**

FOR
PACMINEX PTY LIMITED
ZEEHAN, TAS.

SURVEY SPECIFICATIONS

HELICOPTER Bell Jetranger 206B VH-BLR

E.M. SYSTEM McPhar H400 dual frequency sequential transmission 340 Hz and 1070 Hz

MAGNETOMETER Geometrics G803 proton precession (reading accuracy ± 1 gamma)

DIURNAL RECORDER Geometrics G806 proton precession magnetometer with Rustrak recorder and crystal clock

ALTIMETER Bonzer radar

ANCILLIARY EQUIPMENT Geox intervalometer
Century 444 analogue light beam recorder
Geox film digital recorder
Vinten 16 mm ground tracking camera

READING INTERVAL 1-023 seconds

NOMINAL AIRCRAFT SPEED 90 knots (mean reading spacing 47 metres)

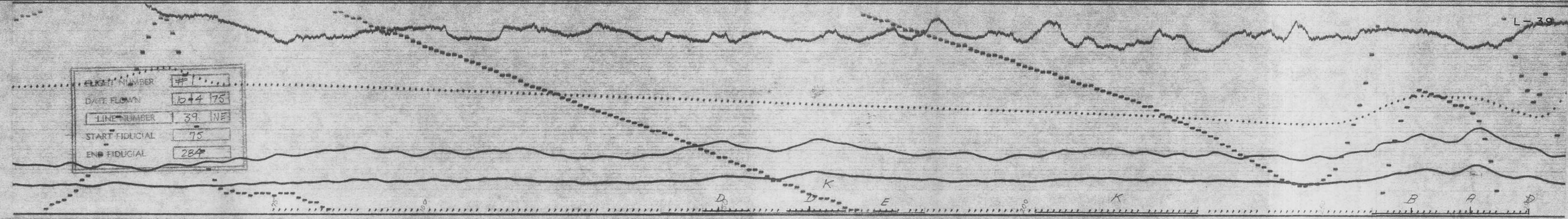
NOMINAL AIRCRAFT SURVEY ALTITUDE 140 metres (E.M. bird 50 metres, Mag. bird 120 metres)

E.M. response lags tracking fiducial by approx. 1-5 fiducial intervals

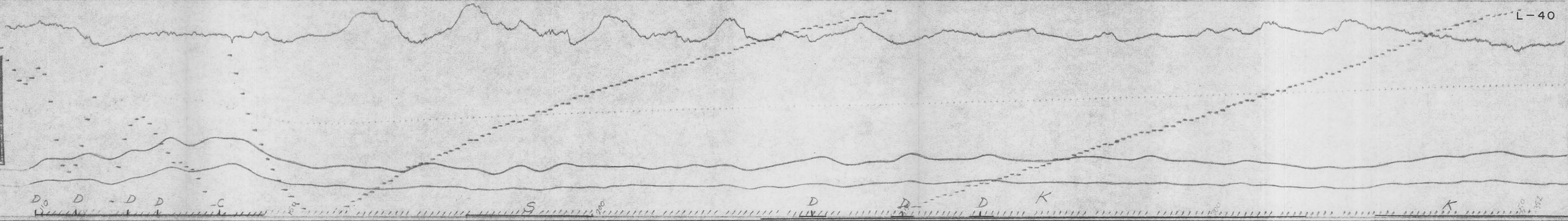
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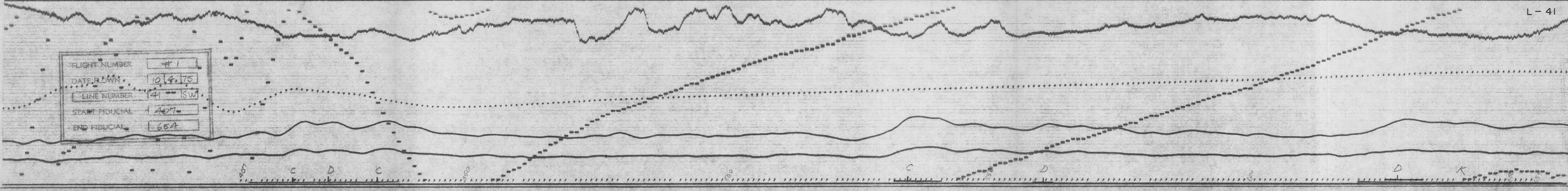
FLIGHT NUMBER	#1
DATE FLOWN	10/4/75
LINE NUMBER	39 NE
START FIDUCIAL	75
END FIDUCIAL	284



FLIGHT NUMBER	#1
DATE FLOWN	10/4/75
LINE NUMBER	40 SW
START FIDUCIAL	110
END FIDUCIAL	352



FLIGHT NUMBER	#1
DATE FLOWN	10/4/75
LINE NUMBER	41 SW
START FIDUCIAL	1407
END FIDUCIAL	654



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**ELECTROMAGNETIC
AND MAGNETIC
SURVEY**

FOR
PACMINEX PTY. LIMITED
ZEEHAN, TAS.

SURVEY SPECIFICATIONS

HELICOPTER Bell Jetranger 206B VH-BLR

E.M. SYSTEM McPhor H400 dual frequency sequential transmission 340 Hz and 1070 Hz

MAGNETOMETER Geometrics G803 proton precession (reading accuracy ±1 gamma)

DIURNAL RECORDER Geometrics G806 proton precession magnetometer with Rustrak recorder and crystal clock

ALTIMETER Benzer radar

ANCILLIARY EQUIPMENT Geox intervalometer
Century 444 analogue light beam recorder
Geox film digital recorder
Vinten 16mm ground tracking camera

READING INTERVAL 1.023 seconds

NOMINAL AIRCRAFT SPEED 90 knots (mean reading spacing 47 metres)

NOMINAL AIRCRAFT SURVEY ALTITUDE 140 metres (E.M. bird 50 metres, Mag. bird 120 metres)

E.M. response lags tracking fiducial by approx. 1.5 fiducial intervals

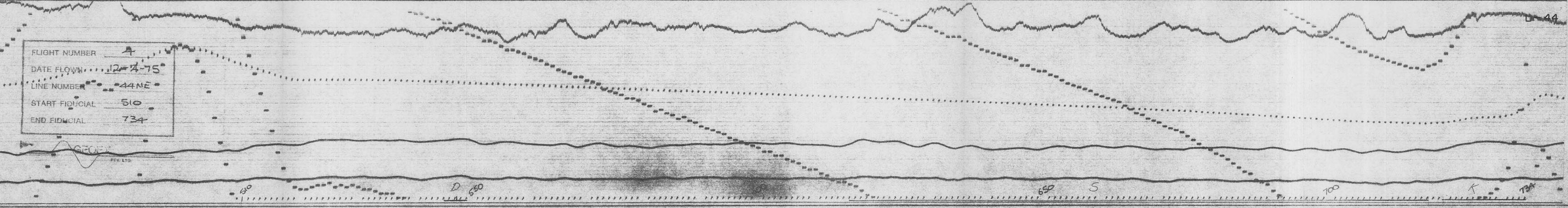
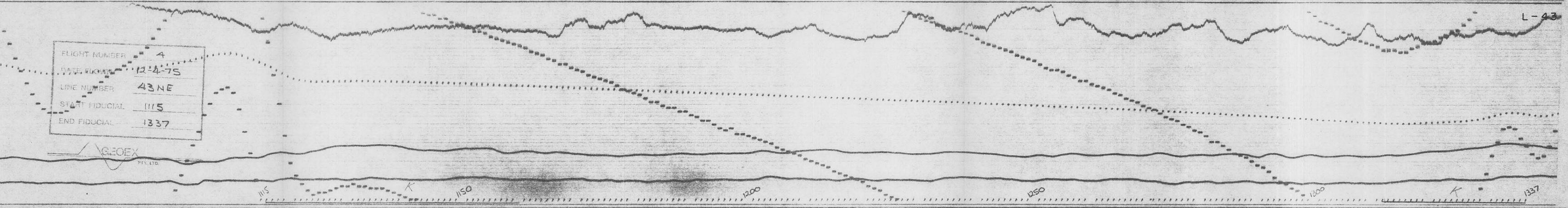
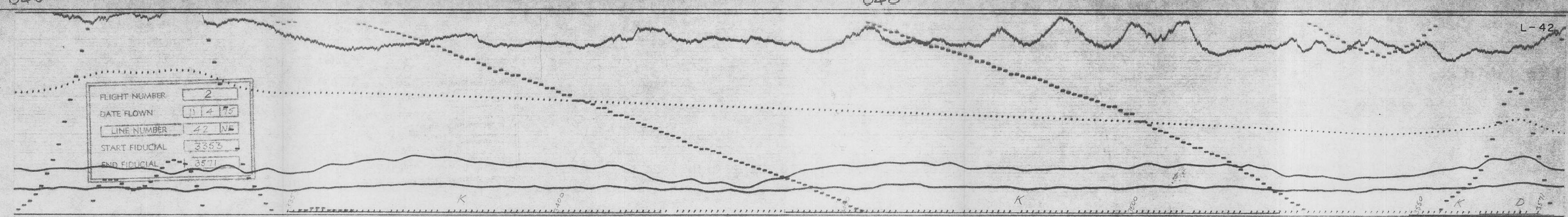
ELECTROMAGNETIC AND MAGNETIC SURVEY

FOR
PACMINEX PTY LIMITED
ZEEHAN, TAS.

SURVEY SPECIFICATIONS

HELICOPTER	Bell Jetranger 206B VH-BLR
E.M. SYSTEM	McPhar H400 dual frequency sequential transmission 340 Hz and 1070 Hz
MAGNETOMETER	Geometrics G803 proton precession (reading accuracy ± 1 gamma)
DIURNAL RECORDER	Geometrics G806 proton precession magnetometer with Rustrak recorder and crystal clock
ALTIMETER	Bonzer radar
ANCILLIARY EQUIPMENT	Geox interviometer Century 444 analogue light beam recorder Geox film digital recorder Vinten 16 mm ground tracking camera
READING INTERVAL	1.023 seconds
NOMINAL AIRCRAFT SPEED	90 knots (mean reading spacing 47 metres)
NOMINAL AIRCRAFT SURVEY ALTITUDE	140 metres (E.M. bird 50 metres, Mag. bird 120 metres)

E.M. response lags tracking fiducial by approx. 1.5 fiducial intervals

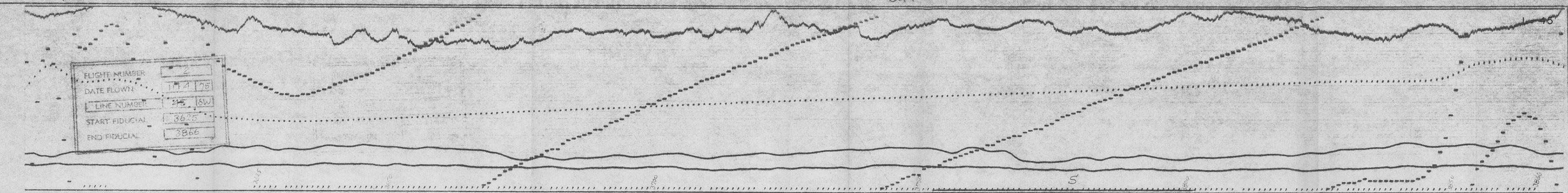


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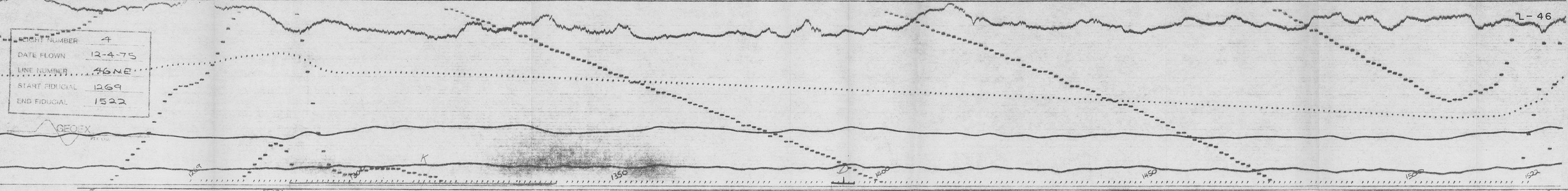
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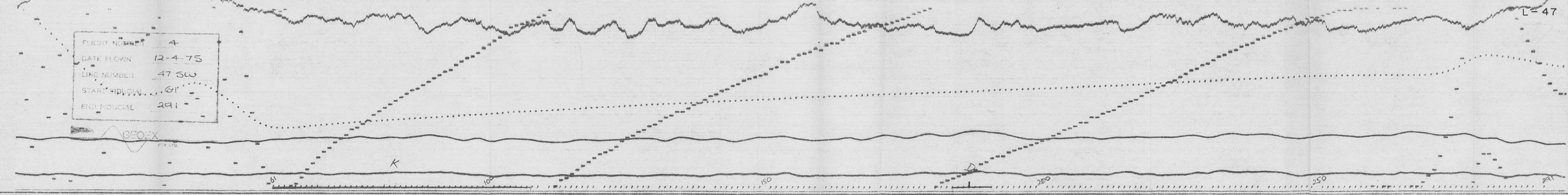
FLIGHT NUMBER	2
DATE FLOWN	11-4-75
LINE NUMBER	35 SW
START FIDUCIAL	3625
END FIDUCIAL	3866



FLIGHT NUMBER	4
DATE FLOWN	12-4-75
LINE NUMBER	46 NE
START FIDUCIAL	1269
END FIDUCIAL	1522



FLIGHT NUMBER	4
DATE FLOWN	12-4-75
LINE NUMBER	47 SW
START FIDUCIAL	61
END FIDUCIAL	291



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ELECTROMAGNETIC AND MAGNETIC SURVEY

FOR
PACMINEX PTY. LIMITED
ZEEHAN, TAS.

SURVEY SPECIFICATIONS

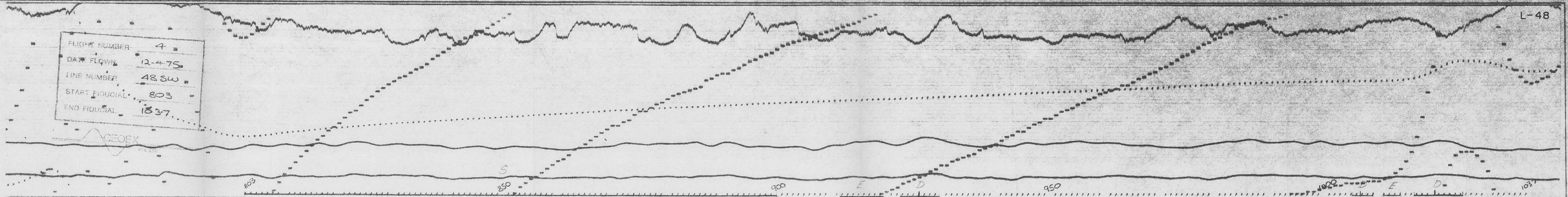
- HELICOPTER: Bell Jet Ranger 206B VH-BLR
- E.M. SYSTEM: McPhar H 400 dual frequency sequential transmission. 340 Hz and 1070 Hz
- MAGNETOMETER: Geometrics G803 proton precession (reading accuracy ± 1 gamma)
- DIURNAL RECORDER: Geometrics G806 proton precession magnetometer with Russtrak recorder and crystal clock
- ALTIMETER: Bonzer radar
- ANCILLIARY EQUIPMENT: Geox intervalometer
- Century 444 analogue light beam recorder
- Geox film digital recorder
- Vinten 16 mm ground tracking camera
- READING INTERVAL: 1-023 seconds
- NOMINAL AIRCRAFT SPEED: 90 knots (mean reading spacing 47 metres)
- NOMINAL AIRCRAFT SURVEY ALTITUDE: 140 metres (E.M. bird 50 metres, Mag. bird 120 metres)
- E.M. response logs tracking fiducial by approx. 1.5 fiducial intervals

042

042

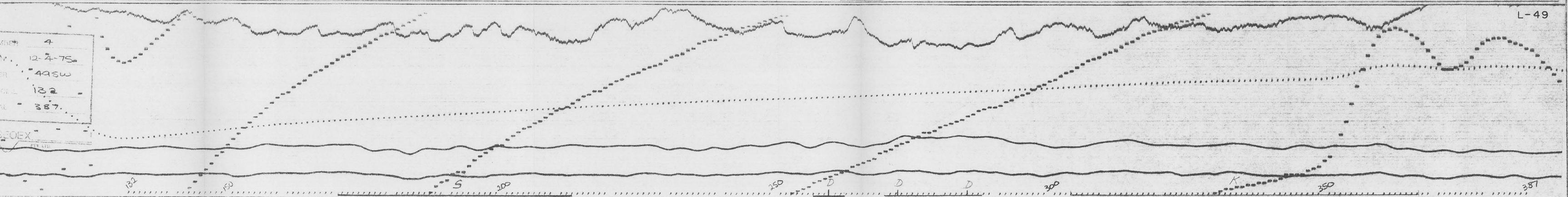
042

FLIGHT NUMBER 4
 DATE FLOWN 12-4-75
 LINE NUMBER 48 SW
 START FIDUCIAL 803
 END FIDUCIAL 1837



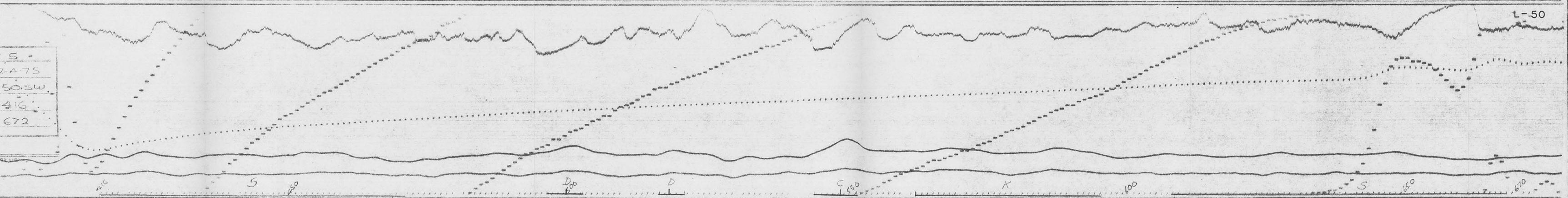
L-48

FLIGHT NUMBER 4
 DATE FLOWN 12-4-75
 LINE NUMBER 49 SW
 START FIDUCIAL 132
 END FIDUCIAL 387



L-49

FLIGHT NUMBER 5
 DATE FLOWN 12-4-75
 LINE NUMBER 50 SW
 START FIDUCIAL 416
 END FIDUCIAL 672



L-50

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ELECTROMAGNETIC AND MAGNETIC SURVEY

FOR
 PACMINEX PTY LIMITED
 ZEEHAN, TAS.

SURVEY SPECIFICATIONS

- HELICOPTER Bell JetRanger 206B VH-BLR
- E. M. SYSTEM McPhar H400 dual frequency sequential transmission 340 Hz and 1070 Hz
- MAGNETOMETER Geometrics G803 proton precession (reading accuracy ± 1 gamma)
- DIURNAL RECORDER Geometrics G806 proton precession magnetometer with Rustrak recorder and crystal clock
- ALTIMETER Bonzer radar
- ANCILLIARY EQUIPMENT Geox intervalometer
Century 444 analogue light beam recorder
Geox film digital recorder
Vinten 16 mm ground tracking camera
- READING INTERVAL 1-023 seconds
- NOMINAL AIRCRAFT SPEED 90 knots (mean reading spacing 47 metres)
- NOMINAL AIRCRAFT SURVEY ALTITUDE 140 metres (E.M. bird 50 metres, Mag. bird 120 metres)

E. M. response lags tracking fiducial by approx. 1.5 fiducial intervals

043

043

043

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ELECTROMAGNETIC AND MAGNETIC SURVEY

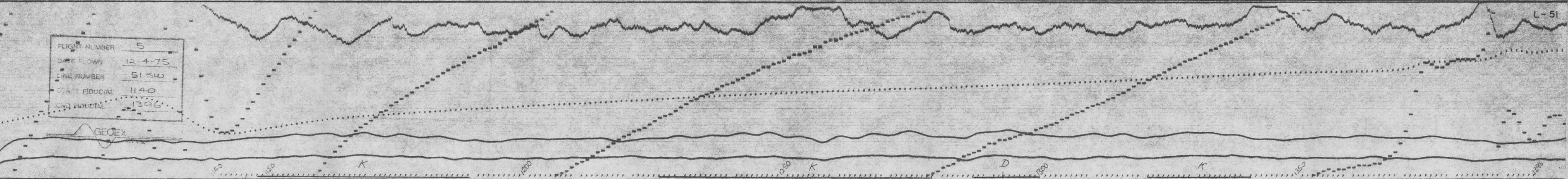
FOR
PACMINEX PTY. LIMITED
ZEEHAN, TAS.

SURVEY SPECIFICATIONS

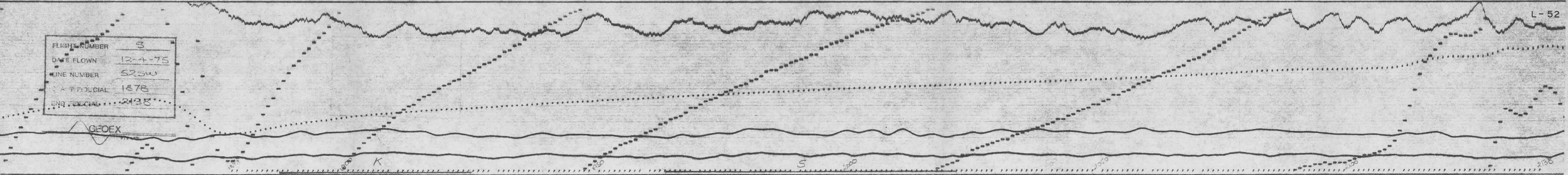
- HELICOPTER: Bell JetRanger 206B VH-BLR
- E.M. SYSTEM: McPhar H400 dual frequency sequential transmission 340 Hz and 1070 Hz
- MAGNETOMETER: Geometrics G803 proton precession (reading accuracy ± 1 gamma)
- DIURNAL RECORDER: Geometrics G806 proton precession magnetometer with Rustrak recorder and crystal clock
- ALTIMETER: Bonzer radar
- ANCILLIARY EQUIPMENT: Geox intervalometer, Century 444 analogue light beam recorder, Geox film digital recorder, Vinten 16 mm ground tracking camera
- READING INTERVAL: 1.023 seconds
- NOMINAL AIRCRAFT SPEED: 90 knots (mean reading spacing 47 metres)
- NOMINAL AIRCRAFT SURVEY ALTITUDE: 140 metres (E.M. bird 50 metres, Mag. bird 120 metres)

E.M. response lags tracking fiducial by approx. 1.5 fiducial intervals

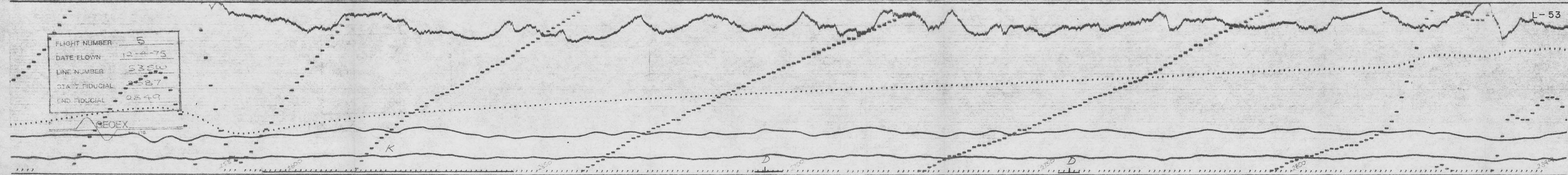
FLIGHT NUMBER 5
 DATE FLOWN 12-4-75
 LINE NUMBER 51 SW
 START FIDUCIAL 1140
 END FIDUCIAL 1396



FLIGHT NUMBER 5
 DATE FLOWN 12-4-75
 LINE NUMBER 52 SW
 START FIDUCIAL 1878
 END FIDUCIAL 2138



FLIGHT NUMBER 5
 DATE FLOWN 12-4-75
 LINE NUMBER 53 SW
 START FIDUCIAL 2587
 END FIDUCIAL 2849



044

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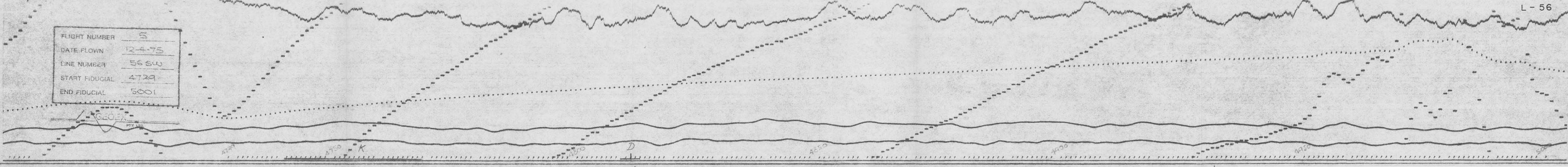
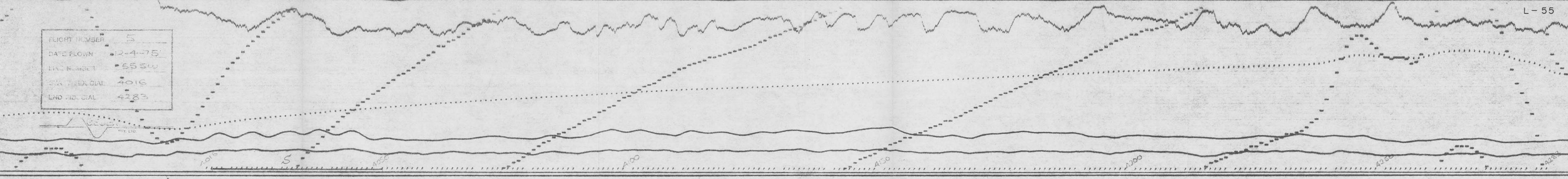
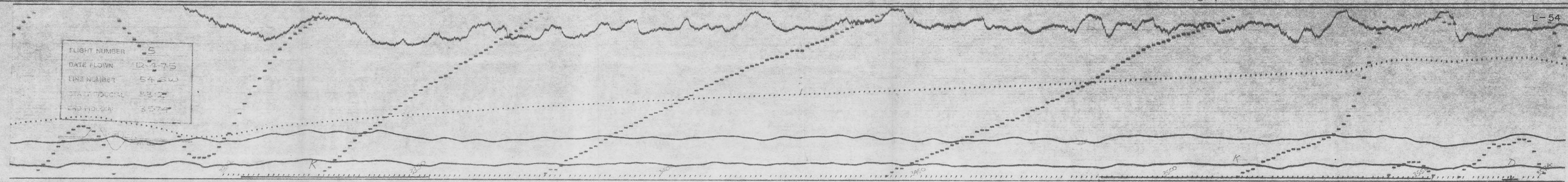
ELECTROMAGNETIC AND MAGNETIC SURVEY

FOR
PACMINEX PTY LIMITED
ZEEHAN, TAS.

SURVEY SPECIFICATIONS

HELICOPTER	Bell Jetranger 206B VH-BLR
E.M. SYSTEM	McPhar H400 dual frequency sequential transmission 340 Hz and 1070 Hz
MAGNETOMETER	Geometrics G803 proton precession (reading accuracy ± 1 gamma)
DIURNAL RECORDER	Geometrics G806 proton precession magnetometer with Rustrok recorder and crystal clock
ALTIMETER	Banzer radar
ANCILLIARY EQUIPMENT	Geox intervalometer Century 444 analogue light beam recorder Geox film digital recorder Vinten 16 mm ground tracking camera
READING INTERVAL	1.023 seconds
NOMINAL AIRCRAFT SPEED	90 knots (mean reading spacing 47 metres)
NOMINAL AIRCRAFT SURVEY ALTITUDE	140 metres (E.M. bird 50 metres, Mag. bird 120 metres)

E.M. response lags tracking fiducial by approx. 1.5 fiducial intervals



045

045

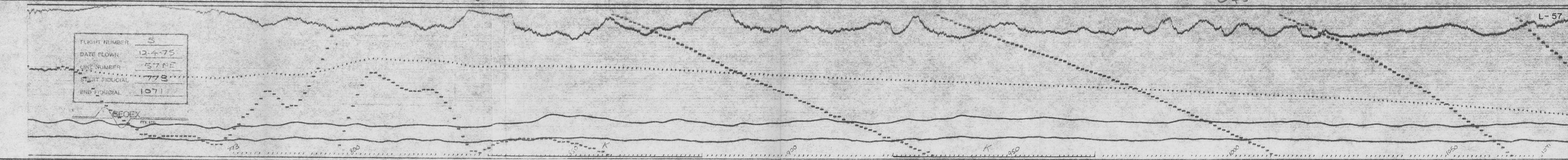
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L-57

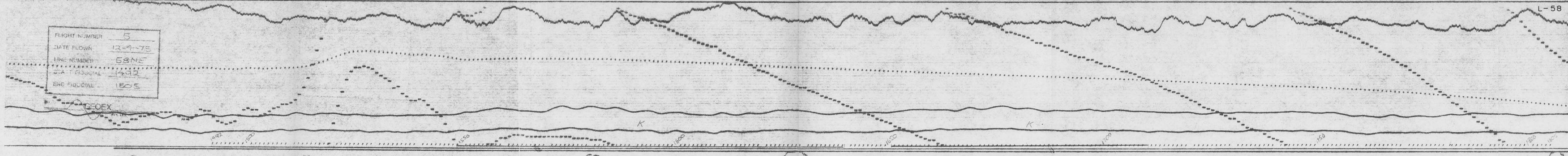
L-58

L-59

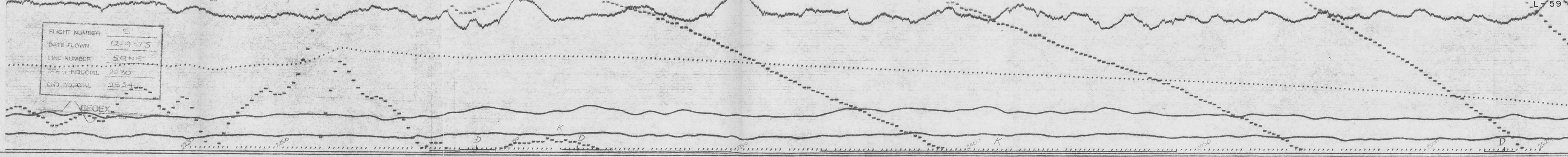
FLIGHT NUMBER 5
 DATE FLOWN 12-4-75
 LINE NUMBER 57 NE
 START FIDUCIAL 778
 END FIDUCIAL 1071



FLIGHT NUMBER 5
 DATE FLOWN 12-4-75
 LINE NUMBER 58 NE
 START FIDUCIAL 1492
 END FIDUCIAL 1805



FLIGHT NUMBER 5
 DATE FLOWN 12-4-75
 LINE NUMBER 59 NE
 START FIDUCIAL 2230
 END FIDUCIAL 2524



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**ELECTROMAGNETIC
 AND MAGNETIC
 SURVEY**

FOR
PACMINEX PTY. LIMITED
 ZEEHAN, TAS.

SURVEY SPECIFICATIONS

- HELICOPTER Bell Jetranger 206B VH-BLR
- E.M. SYSTEM McPhar H400 dual frequency sequential transmission 340 Hz and 1070 Hz
- MAGNETOMETER Geometrics G803 proton precession magnetometer with Rustrak recorder (reading accuracy ± 1 gamma)
- DIURNAL RECORDER Geometrics G806 proton precession magnetometer with Rustrak recorder and crystal clock
- ALTIMETER Bonzer radar
- ANCILLIARY EQUIPMENT Geox intervalometer
Century 444 analogue light beam recorder
Geox film digital recorder
Vinten 16 mm ground tracking camera
- READING INTERVAL 1.023 seconds
- NOMINAL AIRCRAFT SPEED 90 knots (mean reading spacing 47 metres)
- NOMINAL AIRCRAFT SURVEY ALTITUDE 140 metres (E.M. bird 50 metres, Mag. bird 120 metres)
- E.M. response logs tracking fiducial by approx. 1.5 fiducial intervals

046

046

046

ELECTROMAGNETIC
AND MAGNETIC
SURVEY

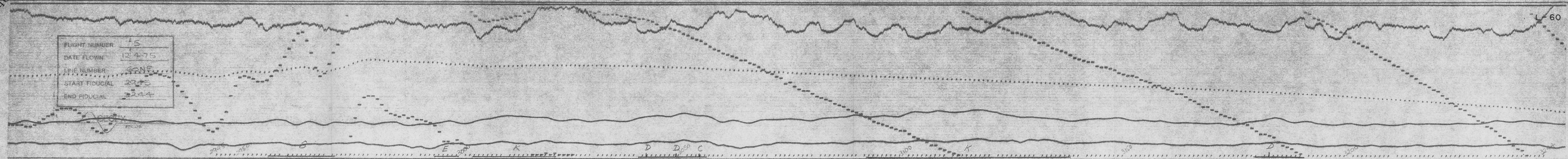
FOR
PACMINEX PTY LIMITED
ZEEHAN, TAS.

SURVEY SPECIFICATIONS

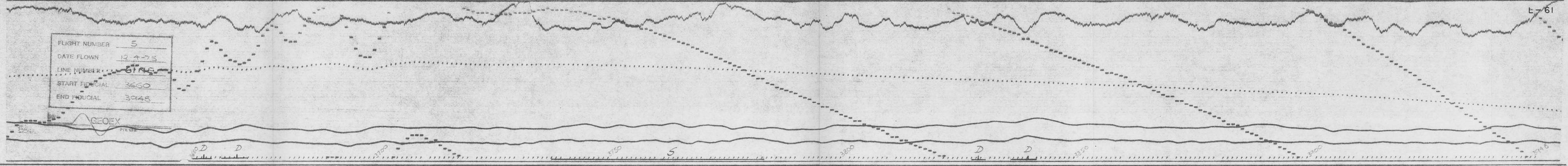
- HELICOPTER Bell Jet Ranger 206B VH-BLR
- E. M. SYSTEM McPhar H400 dual frequency sequential transmission 340 Hz and 1070 Hz
- MAGNETOMETER Geometrics G803 proton precession magnetometer (reading accuracy ±1 gamma)
- JOURNAL RECORDER Geometrics G806 proton precession magnetometer with Rustrak recorder and crystal clock
- ALTIMETER Bonzer radar
- ANCILLARY EQUIPMENT Geox intervalometer
Century 444 analogue light beam recorder
Geox film digital recorder
Vinten 16mm ground tracking camera
- READING INTERVAL 1/023 seconds
- NOMINAL AIRCRAFT SPEED 90 knots (mean reading spacing 47 metres)
- NOMINAL AIRCRAFT SURVEY ALTITUDE 140 metres (E.M. bird 50 metres, Mag. bird 120 metres)

E.M. response lags tracking fiducial by approx. 1.5 fiducial intervals

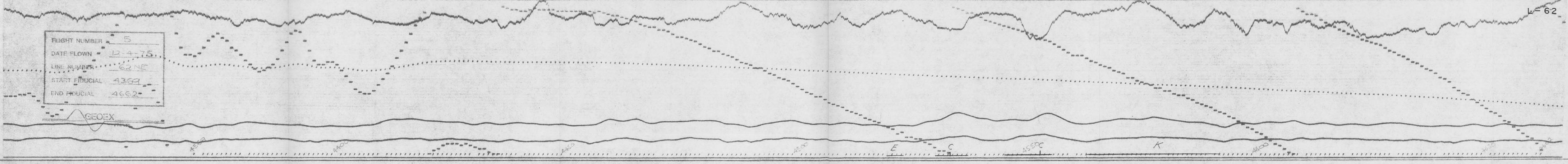
FLIGHT NUMBER 5
DATE FLOWN 12-4-75
LINE NUMBER 60 NE
START FIDUCIAL 2973
END FIDUCIAL 3244



FLIGHT NUMBER 5
DATE FLOWN 12-4-75
LINE NUMBER 61 NE
START FIDUCIAL 3660
END FIDUCIAL 3948



FLIGHT NUMBER 5
DATE FLOWN 12-4-75
LINE NUMBER 62 NE
START FIDUCIAL 4369
END FIDUCIAL 4662



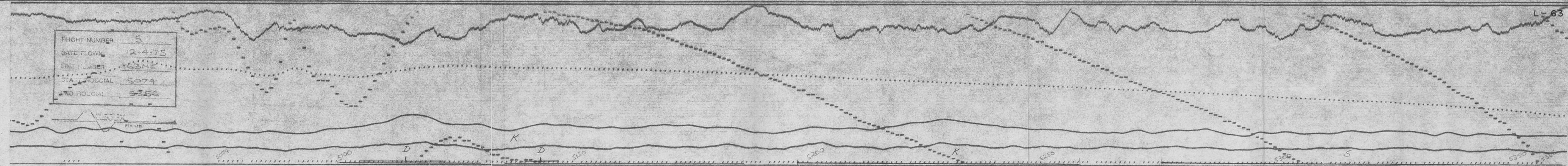
047

047

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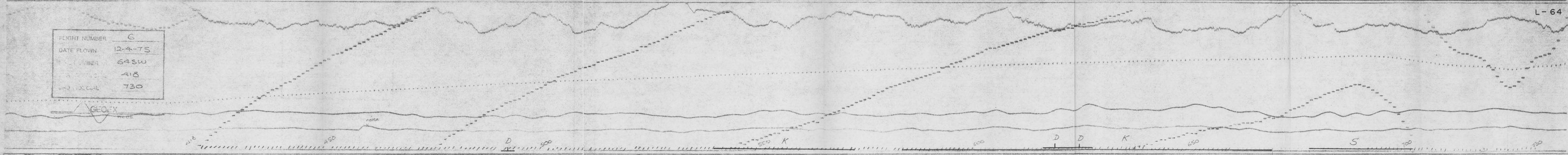
L-63

FLIGHT NUMBER 5
 DATE FLOWN 12-4-75
 LINE NUMBER 63NE
 STA. FIDUCIAL 5074
 END FIDUCIAL 5356



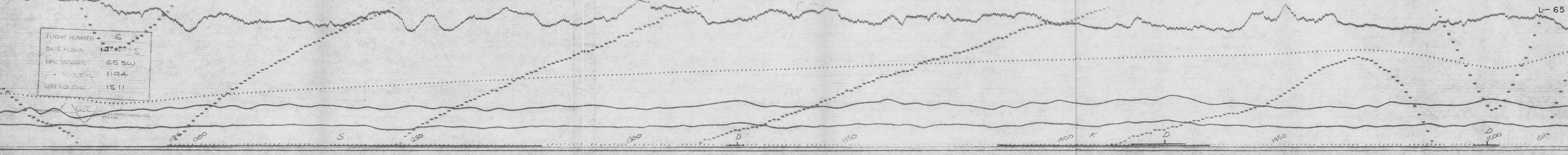
FLIGHT NUMBER 6
 DATE FLOWN 12-4-75
 LINE NUMBER 64SW
 STA. FIDUCIAL 418
 END FIDUCIAL 730

L-64



FLIGHT NUMBER 6
 DATE FLOWN 12-4-75
 LINE NUMBER 65SW
 STA. FIDUCIAL 1194
 END FIDUCIAL 1511

L-65



**ELECTROMAGNETIC
 AND MAGNETIC
 SURVEY**

FOR
 PACMINEX PTY LIMITED
 ZEEHAN, TAS.

SURVEY SPECIFICATIONS

- HELICOPTER Bell Jet Ranger 206B VH-BLR
- E.M. SYSTEM McPhor H400 dual frequency sequential transmission 340 Hz and 1070 Hz
- MAGNETOMETER Geometrics G803 proton precession (reading accuracy 21 gamma)
- DIURNAL RECORDER Geometrics G606 proton precession magnetometer with Rustrak recorder and crystal clock
- ALTIMETER Benzer radar
- ANCILLIARY EQUIPMENT Geox intervalometer
 Century 444 analogue light beam recorder
 Geox film digital recorder
 Vinten 16 mm ground tracking camera
- READING INTERVAL 1-023 seconds
- NOMINAL AIRCRAFT SPEED 90 knots (mean reading spacing 47 metres)
- NOMINAL AIRCRAFT SURVEY ALTITUDE 140 metres (E.M. bird 50 metres, Mag. bird 120 metres)

E.M. response lags tracking fiducial by approx. 1.5 fiducial intervals

ELECTROMAGNETIC AND MAGNETIC SURVEY

FOR
PACMINEX PTY LIMITED
ZEEHAN, TAS.

SURVEY SPECIFICATIONS

- HELICOPTER: Bell Jet Ranger 206B VH-BLR
- E.M. SYSTEM: McPhar H400 dual frequency sequential transmission 340 Hz and 1070 Hz
- MAGNETOMETER: Geometrics G803 proton precession (reading accuracy ± 1 gamma)
- DIURNAL RECORDER: Geometrics G806 proton precession magnetometer with Rustrak recorder and crystal clock
- ALTIMETER: Ponzer radar
- ANCILLIARY EQUIPMENT: Geox intervalometer; Century 444 analogue light beam recorder; Geox film digital recorder; Vinten 16 mm ground tracking camera
- READING INTERVAL: 1.023 seconds
- NOMINAL AIRCRAFT SPEED: 90 knots (mean reading spacing 47 metres)
- NOMINAL AIRCRAFT SURVEY ALTITUDE: 140 metres (E.M. bird 50 metres, Mag. bird 120 metres)

E.M. response logs tracking fiducial by approx. 1.5 fiducial intervals

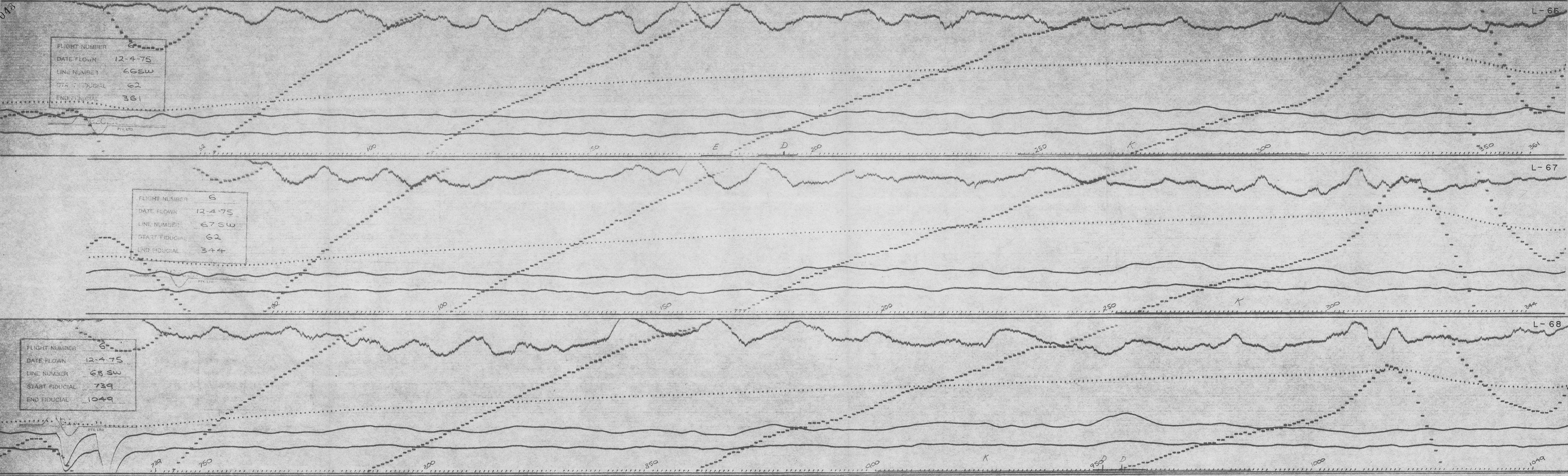
048

048

FLIGHT NUMBER 6
 DATE FLOWN 12-4-75
 LINE NUMBER 66 SW
 START FIDUCIAL 62
 END FIDUCIAL 361

FLIGHT NUMBER 6
 DATE FLOWN 12-4-75
 LINE NUMBER 67 SW
 START FIDUCIAL 62
 END FIDUCIAL 344

FLIGHT NUMBER 6
 DATE FLOWN 12-4-75
 LINE NUMBER 68 SW
 START FIDUCIAL 739
 END FIDUCIAL 1049



049

049

049

L-69

L-70

L-71

FLIGHT NUMBER 6
 DATE FLOWN 12-4-75
 LINE NUMBER 69 SW
 START FIDUCIAL 1609
 END FIDUCIAL 1904

FLIGHT NUMBER 6
 DATE FLOWN 12-4-75
 LINE NUMBER 70 SW
 START FIDUCIAL 2487
 END FIDUCIAL 2800

FLIGHT NUMBER 6
 DATE FLOWN 12-4-75
 LINE NUMBER 71 NE
 START FIDUCIAL 809
 END FIDUCIAL 1089

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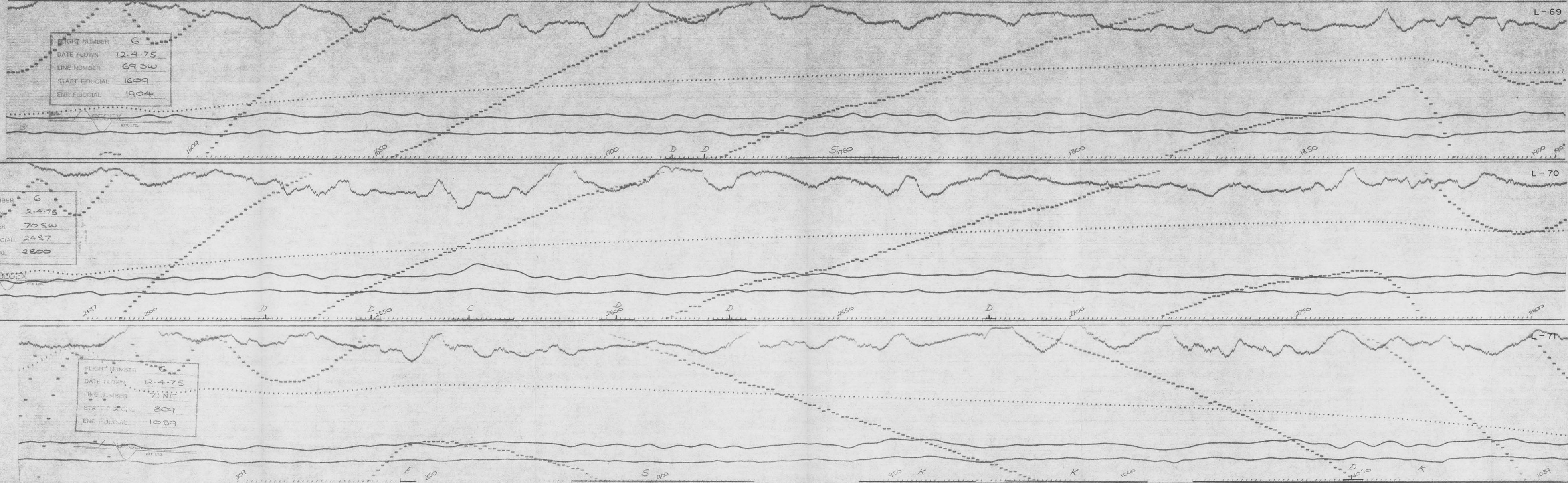
**ELECTROMAGNETIC
 AND MAGNETIC
 SURVEY**

FOR
 PACMINEX PTY. LIMITED
 ZEEHAN, TAS.

SURVEY SPECIFICATIONS

- HELICOPTER Bell Jet Ranger 206B VH-BLR
- E.M. SYSTEM McPhar H400 dual frequency sequential transmission 340 Hz and 1070 Hz
- MAGNETOMETER Geometrics G803 proton precession (reading accuracy ± 1 gamma)
- DIURNAL RECORDER Geometrics G806 proton precession magnetometer with Rusirok recorder and crystal clock
- ALTIMETER Bonzer radar
- ANCILLARY EQUIPMENT Geox intervalometer
Century 444 analogue light beam recorder
Geox film digital recorder
Vinten 16 mm ground tracking camera
- READING INTERVAL 1/023 seconds
- NOMINAL AIRCRAFT SPEED 90 knots (mean reading spacing 47 metres)
- NOMINAL AIRCRAFT SURVEY ALTITUDE 140 metres (E.M. bird 50 metres, Mag. bird 120 metres)

E.M. response lags tracking fiducial by approx. 1.5 fiducial intervals



050

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L-72

FLIGHT NUMBER 6
 DATE FLOWN 12-4-75
 LINE NUMBER 72 NE
 STA. FIDUCIAL 1590
 END FIDUCIAL 1660



1590 1600 D 1650 1700 K 1750 D 1800 K 1850 1860

L-73

FLIGHT NUMBER 6
 DATE FLOWN 12/4/75
 LINE NUMBER 73 NE
 STA. FIDUCIAL 412
 END FIDUCIAL 665



412 K 450 D 500 K 550 D 600 D 650 665

L-74

FLIGHT NUMBER 6
 DATE FLOWN 12-4-75
 LINE NUMBER 74 NE
 STA. FIDUCIAL 403
 END FIDUCIAL 649



403 E 450 500 D 550 D 600 D 649

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ELECTROMAGNETIC AND MAGNETIC SURVEY

FOR
 PACMINEX PTY. LIMITED
 ZEEHAN, TAS.

SURVEY SPECIFICATIONS

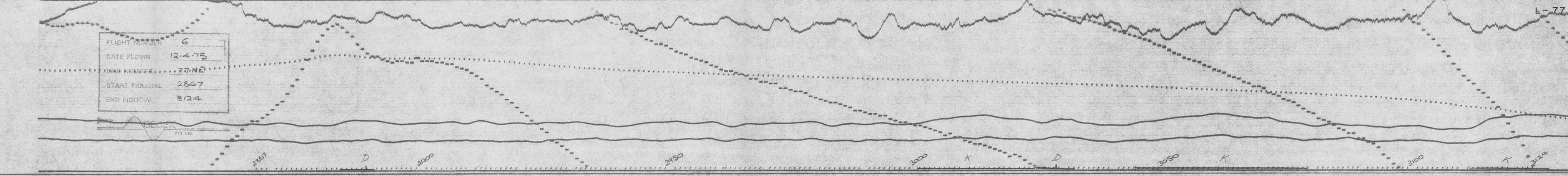
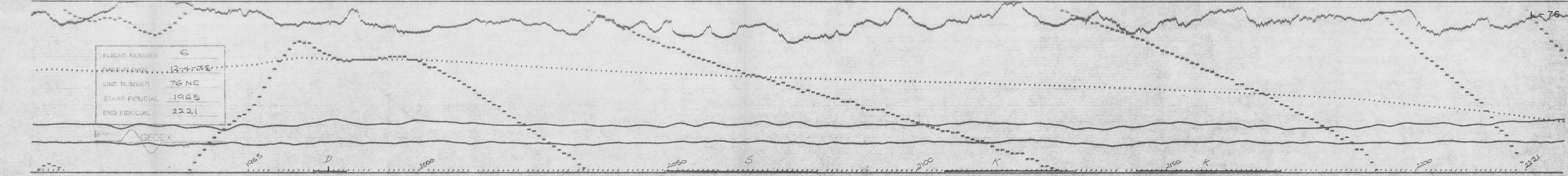
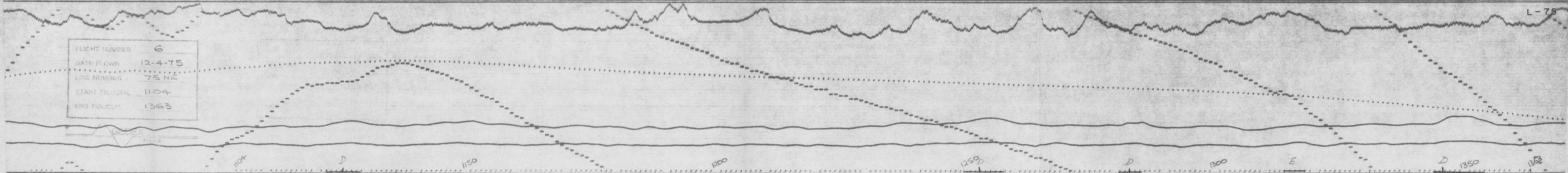
- HELICOPTER Bell Jetranger 206B VH-BLR
- E.M. SYSTEM MacPhar H40C dual frequency sequential transmission 340 Hz and 1070 Hz
- MAGNETOMETER Geometrics G803 proton precession (reading accuracy ± 1 gamma)
- JOURNAL RECORDER Geometrics G806 proton precession magnetometer with Rustrak recorder and crystal clock
- ALTIMETER Bonzer radar
- ANCILLIARY EQUIPMENT Geox intervalometer
Century 444 analogue light beam recorder
Geox film digital recorder
Vinten 16 mm ground tracking camera
- READING INTERVAL 1/023 seconds
- NOMINAL AIRCRAFT SPEED 90 knots (mean reading spacing 47 metres)
- NOMINAL AIRCRAFT SURVEY ALTITUDE 140 metres (E.M. bird 50 metres, Mag. bird 120 metres)

E.M. response lags tracking fiducial by approx 1.5 fiducial intervals

051

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**ELECTROMAGNETIC
 AND MAGNETIC
 SURVEY**

FOR
 PACMINEX PTY. LIMITED
 ZEEHAN, TAS.

SURVEY SPECIFICATIONS

- HELICOPTER Bell Jetranger 206B VH-BLR
- E. M. SYSTEM McPhar H400 dual frequency sequential transmission 340 Hz and 1070 Hz
- MAGNETOMETER Geometrics G803 proton precession (reading accuracy 21 gamma)
- DIURNAL RECORDER Geometrics G806 proton precession magnetometer with Rustrak recorder and crystal clock
- ALTIMETER Bonzer radar
- ANCILLIARY EQUIPMENT Geox intervalometer
 Century 444 analogue light beam recorder
 Geox film digital recorder
 Vinten 16 mm ground tracking camera
- READING INTERVAL 1.023 seconds
- NOMINAL AIRCRAFT SPEED 90 knots (mean reading spacing 47 metres)
- NOMINAL AIRCRAFT SURVEY ALTITUDE 140 metres (E.M. bird 50 metres, Mag. bird 120 metres)
- E. M. response lags tracking fiducial by approx. 1.5 fiducial intervals

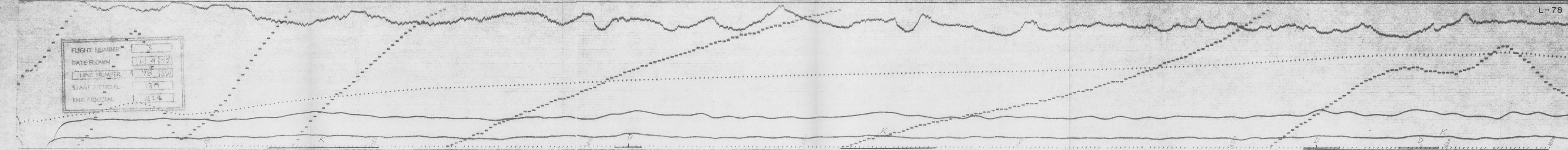
J52

052

052

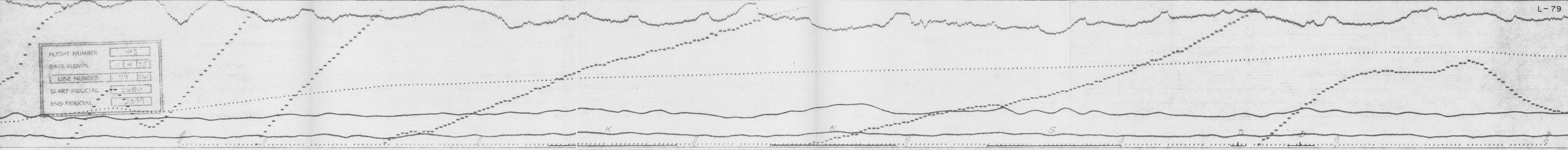
L-78

FLIGHT NUMBER	78
DATE FLOWN	11/4/75
LINE NUMBER	78 SW
START FIDUCIAL	137
END FIDUCIAL	1624



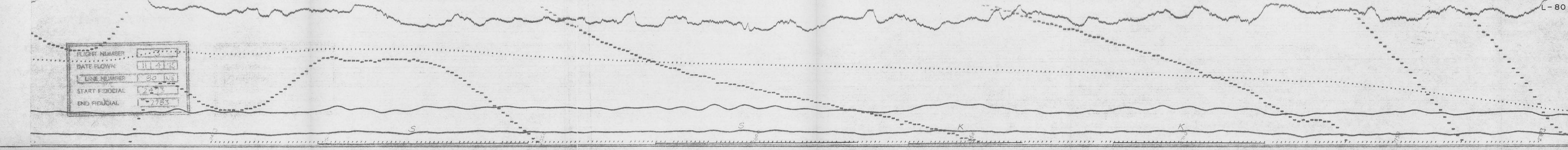
L-79

FLIGHT NUMBER	79
DATE FLOWN	11/4/75
LINE NUMBER	79 SW
START FIDUCIAL	2280
END FIDUCIAL	2399



L-80

FLIGHT NUMBER	80
DATE FLOWN	11/4/75
LINE NUMBER	80 NE
START FIDUCIAL	2473
END FIDUCIAL	2783



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ELECTROMAGNETIC AND MAGNETIC SURVEY

FOR
PACMINEX PTY LIMITED
ZEEHAN, TAS.

SURVEY SPECIFICATIONS

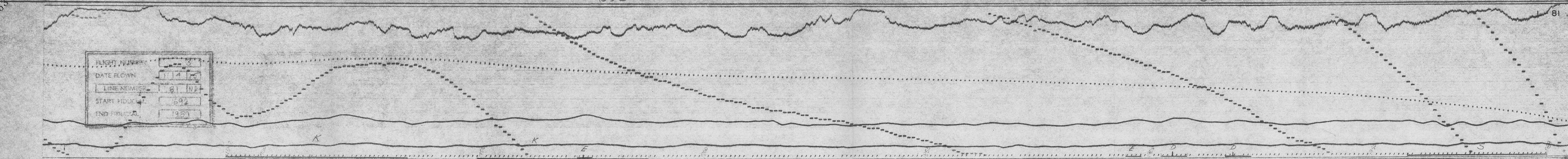
- HELICOPTER: Bell Jet Ranger 206B VH-BLR
- E.M. SYSTEM: McPhar H400 dual frequency sequential transmission 340 Hz and 1070 Hz
- MAGNETOMETER: Geometrics G803 proton precession (reading accuracy ±1 gamma)
- DIURNAL RECORDER: Geometrics G806 proton precession magnetometer with Rustrok recorder and crystal clock
- ALTIMETER: Bonzer radar
- ANCILLIARY EQUIPMENT: Geox Intervalometer; Century 444 analogue light beam recorder; Geox film digital recorder; Vinten 16mm ground tracking camera
- READING INTERVAL: 1.023 seconds
- NOMINAL AIRCRAFT SPEED: 90 knots (mean reading spacing 47 metres)
- NOMINAL AIRCRAFT SURVEY ALTITUDE: 140 metres (E.M. bird 50 metres, Mag. bird 120 metres)
- E.M. response lags tracking fiducial by approx. 1.5 fiducial intervals

053

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81

FLIGHT NUMBER	3
DATE FLOWN	11/4/75
LINE NUMBER	81 NE
START FIDUCIAL	692
END FIDUCIAL	1987



K

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E

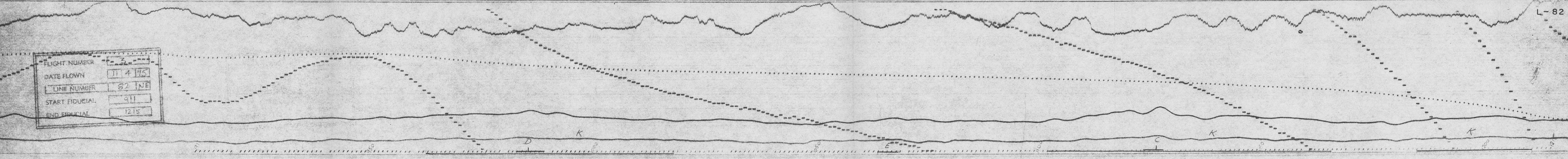
E

D

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S

FLIGHT NUMBER	3
DATE FLOWN	11/4/75
LINE NUMBER	82 NE
START FIDUCIAL	911
END FIDUCIAL	1215



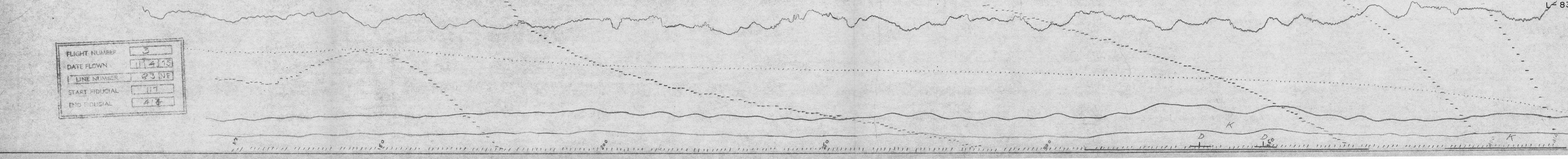
D

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K

FLIGHT NUMBER	3
DATE FLOWN	11/4/75
LINE NUMBER	83 NE
START FIDUCIAL	117
END FIDUCIAL	414



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ELECTROMAGNETIC AND MAGNETIC SURVEY

FOR

PACMINEX PTY LIMITED

ZEEHAN, TAS.

SURVEY SPECIFICATIONS

- HELICOPTER: Bell JetRanger 206B VH-BLR
- E.M. SYSTEM: McPhar H400 dual frequency sequential transmission 340 Hz and 1070 Hz
- MAGNETOMETER: Geometrics G803 proton precession (reading accuracy ± 1 gamma)
- DIURNAL RECORDER: Geometrics G806 proton precession magnetometer with Rustrak recorder and crystal clock
- ALTIMETER: Bonzer radar
- ANCILLIARY EQUIPMENT: Geox intervalometer, Century 444 analogue light beam recorder, Geox film digital recorder, Vinten 16mm ground tracking camera
- READING INTERVAL: 1/2025 seconds
- NOMINAL AIRCRAFT SPEED: 90 knots (mean reading spacing 47 metres)
- NOMINAL AIRCRAFT SURVEY ALTITUDE: 140 metres (E.M. bird 50 metres, Mag. bird 120 metres)

E.M. response lags tracking fiducial by approx. 1.5 fiducial intervals

ELECTROMAGNETIC AND MAGNETIC SURVEY

FOR
PACMINEX PTY LIMITED
ZEEHAN, TAS.

SURVEY SPECIFICATIONS

HELICOPTER	Bell Jet Ranger 206B VH-BLR
E.M. SYSTEM	McPhar H400 dual frequency sequential transmission 340 Hz and 1070 Hz
MAGNETOMETER	Geometrics G803 proton precession (reading accuracy ± 1 gamma)
DIURNAL RECORDER	Geometrics G806 proton precession magnetometer with Rustrak recorder and crystal clock
ALTIMETER	Bonzer radar
ANCILLIARY EQUIPMENT	Geox intervalometer Century 444 analogue light beam recorder Geox film digital recorder Vinten 16 mm ground tracking camera

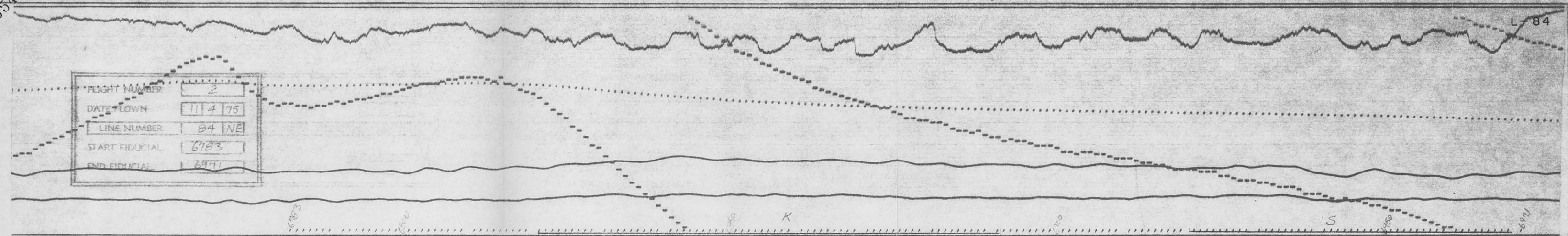
READING INTERVAL 1:023 seconds
NOMINAL AIRCRAFT SPEED 90 knots (mean reading spacing 47 metres)
NOMINAL AIRCRAFT SURVEY ALTITUDE 140 metres (E.M. bird 50 metres, Mag. bird 120 metres)

E.M. response lags tracking fiducial by approx. 1.5 fiducial intervals

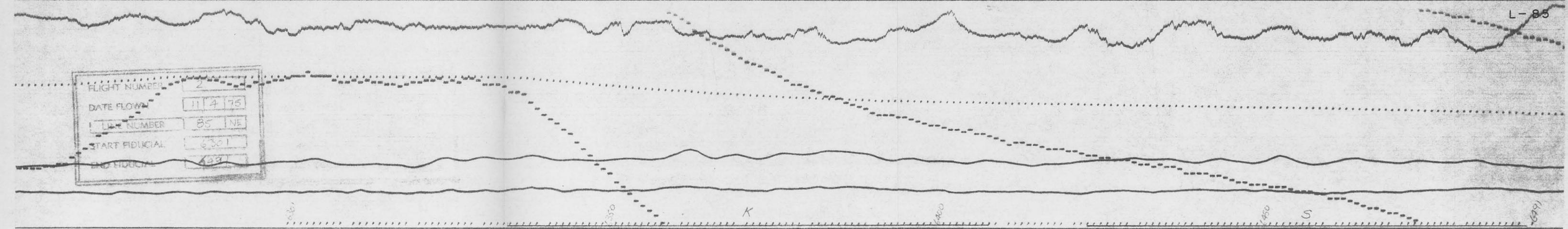
054

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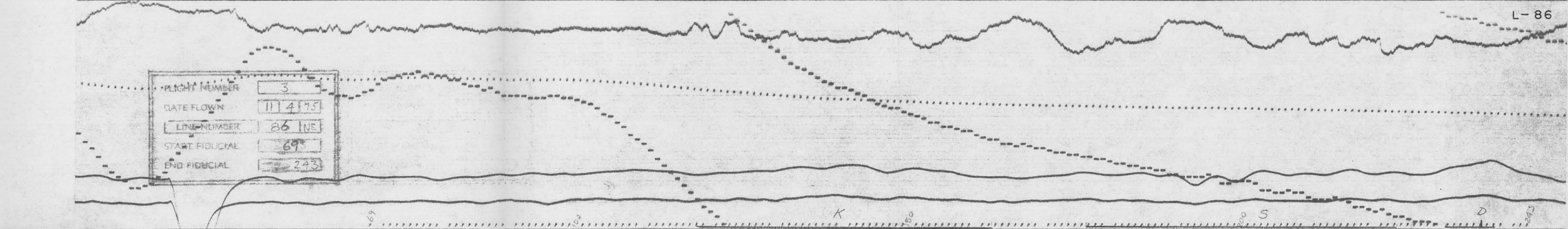
FLIGHT NUMBER	2
DATE FLOWN	11/4/75
LINE NUMBER	84 NE
START FIDUCIAL	6783
END FIDUCIAL	6971



FLIGHT NUMBER	2
DATE FLOWN	11/4/75
LINE NUMBER	85 NE
START FIDUCIAL	6301
END FIDUCIAL	6491



FLIGHT NUMBER	3
DATE FLOWN	11/4/75
LINE NUMBER	86 NE
START FIDUCIAL	695
END FIDUCIAL	243



055

055

GEOEX

PTY. LTD.

510056

ELECTROMAGNETIC AND MAGNETIC SURVEY

FOR
PACMINEX PTY. LIMITED
ZEEHAN, TAS.

SURVEY SPECIFICATIONS

- HELICOPTER: Bell Jetranger 206B VH-BLR
- E.M. SYSTEM: McPhor H400 dual frequency sequential transmission 340 Hz and 1070 Hz
- MAGNETOMETER: Geometrics G803 proton precession (reading accuracy ± 1 gamma)
- DIURNAL RECORDER: Geometrics G806 proton precession magnetometer with Rustrak recorder and crystal clock
- ALTIMETER: Bonzer radar
- ANCILLIARY EQUIPMENT: Geox intervalometer
Century 444 analogue light beam recorder
Geox film digital recorder.
Vinten 16mm ground tracking camera
- READING INTERVAL: 1.023 seconds
- NOMINAL AIRCRAFT SPEED: 90 knots (mean reading spacing 47 metres)
- NOMINAL AIRCRAFT SURVEY ALTITUDE: 140 metres (E.M. bird 50 metres, Mag. bird 120 metres)

E.M. response lags tracking fiducial by approx. 1.5 fiducial intervals

FLIGHT NUMBER: 3
 DATE FLOWN: 11/4/75
 LINE NUMBER: 87 SW
 START FIDUCIAL: 327
 END FIDUCIAL: 513

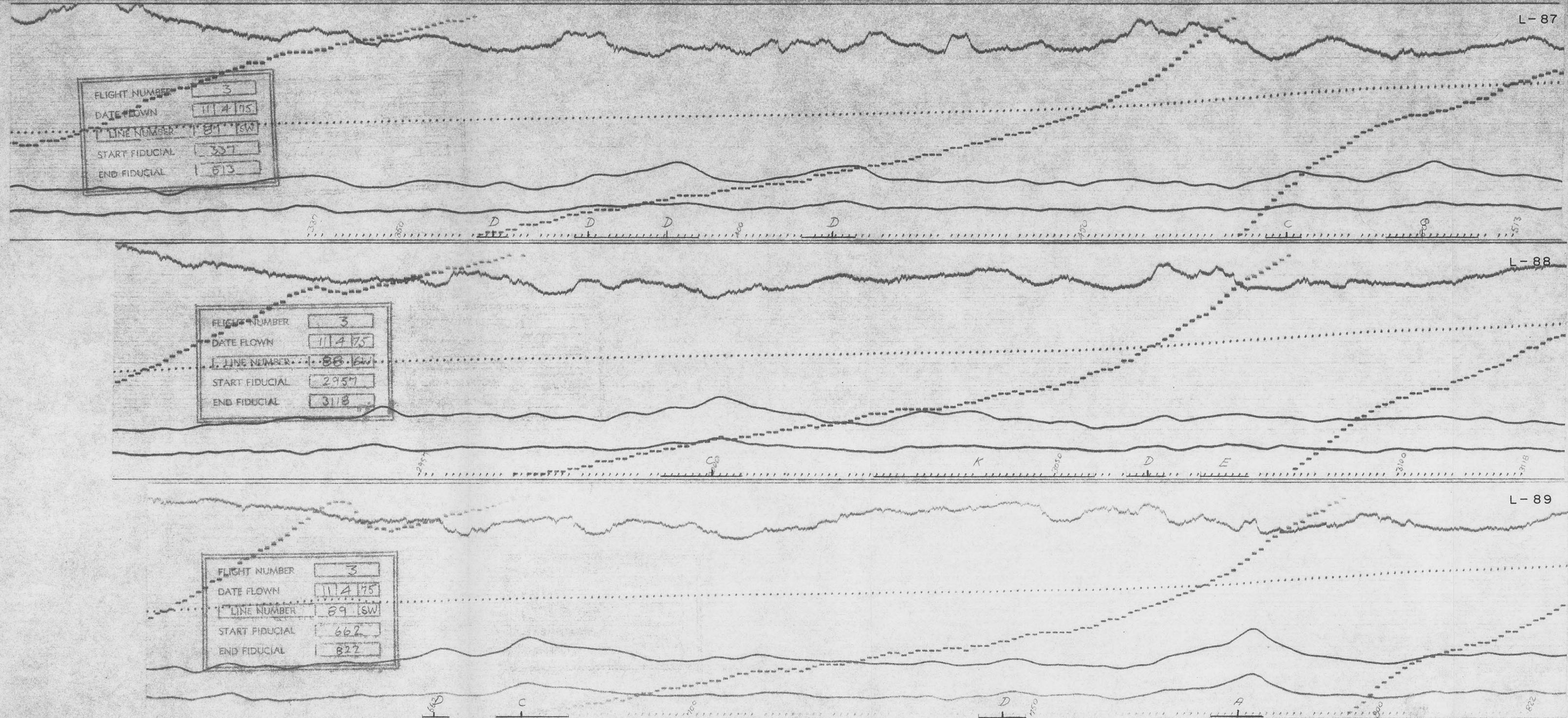
L-87

FLIGHT NUMBER: 3
 DATE FLOWN: 11/4/75
 LINE NUMBER: 88 SW
 START FIDUCIAL: 2957
 END FIDUCIAL: 3118

L-88

FLIGHT NUMBER: 3
 DATE FLOWN: 11/4/75
 LINE NUMBER: 89 SW
 START FIDUCIAL: 662
 END FIDUCIAL: 827

L-89



ELECTROMAGNETIC AND MAGNETIC SURVEY

FOR
PACMINEX PTY. LIMITED
 ZEEHAN, TAS.

SURVEY SPECIFICATIONS

HELICOPTER	Bell Jet Ranger 206B VH-BLR
E M SYSTEM	McPhor H400 dual frequency sequential transmission 340 Hz and 1070 Hz
MAGNETOMETER	Geometrics G803 proton precession (reading accuracy ±1 gamma)
DIURNAL RECORDER	Geometrics G806 proton precession magnetometer with Rustak recorder and crystal clock
ALTIMETER	Bonzer radar
ANCILLIARY EQUIPMENT	Geox intervalometer Century 444 analogue light beam recorder Geox film digital recorder Vinten 16 mm ground tracking camera
READING INTERVAL	1.023 seconds
NOMINAL AIRCRAFT SPEED	90 knots (mean reading spacing 47 metres)
NOMINAL AIRCRAFT SURVEY ALTITUDE	140 metres (E.M. bird 50 metres, Mag. bird 120 metres)

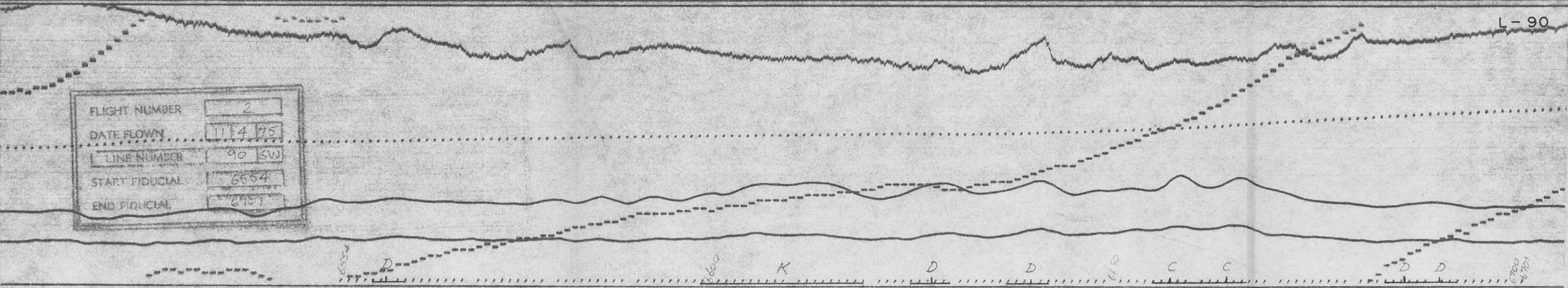
E.M. response lags tracking fiducial by approx. 1.5 fiducial intervals.

056

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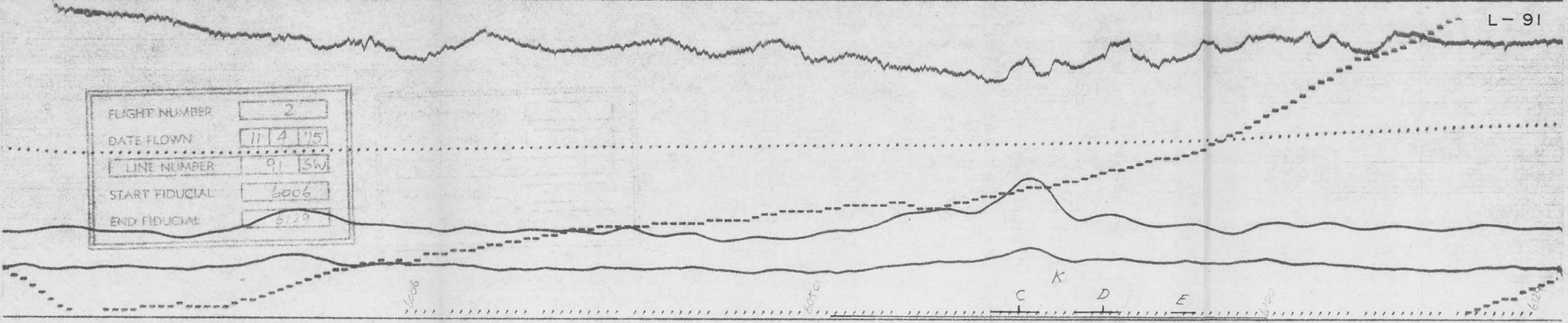
L-90

FLIGHT NUMBER	2
DATE FLOWN	11/4/75
LINE NUMBER	90 SW
START FIDUCIAL	6554
END FIDUCIAL	6707



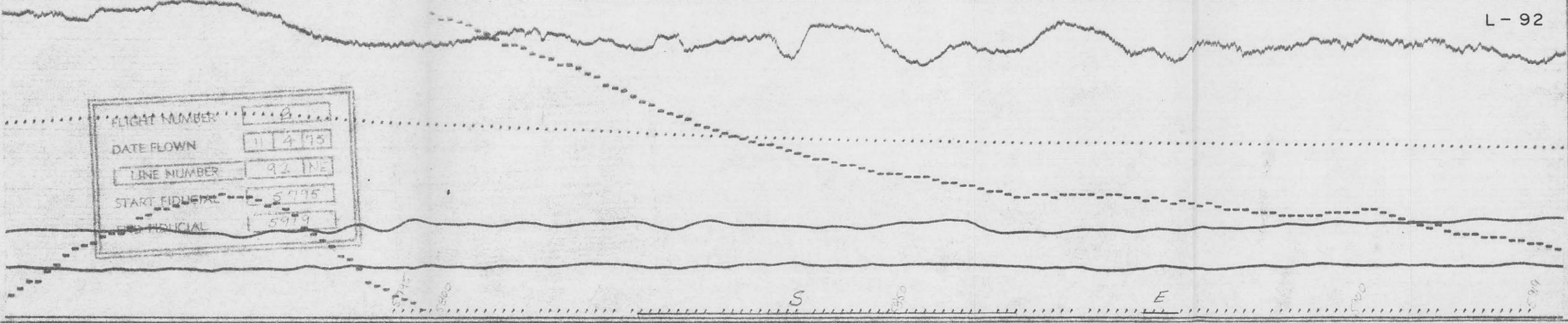
L-91

FLIGHT NUMBER	2
DATE FLOWN	11/4/75
LINE NUMBER	91 SW
START FIDUCIAL	6006
END FIDUCIAL	6129



L-92

FLIGHT NUMBER	2
DATE FLOWN	11/4/75
LINE NUMBER	92 NE
START FIDUCIAL	5795
END FIDUCIAL	5979



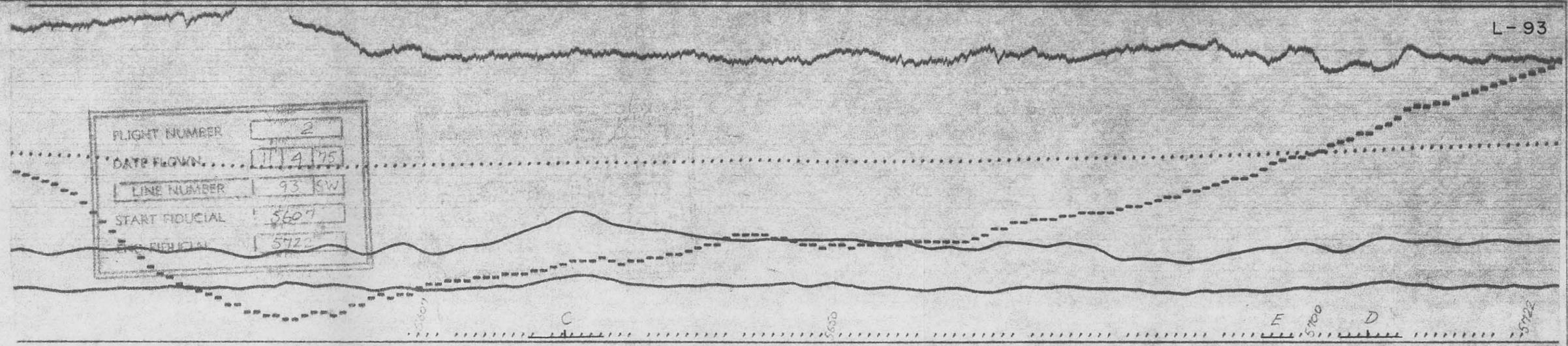
ELECTROMAGNETIC AND MAGNETIC SURVEY

FOR
PACMINEX PTY LIMITED
ZEEHAN, TAS.

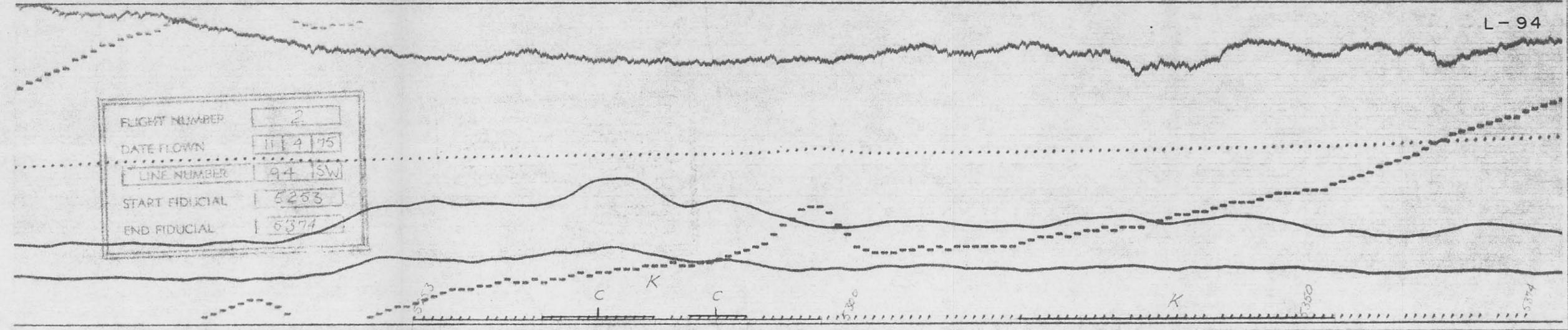
SURVEY SPECIFICATIONS

HELICOPTER	Bell Jet Ranger 206B VH-BLR
E.M. SYSTEM	McPhar H400 dual frequency sequential transmission 340 Hz and 1070 Hz
MAGNETOMETER	Geometrics G803 proton precession (reading accuracy ± 1 gamma)
DIURNAL RECORDER	Geometrics G806 proton precession magnetometer with Rustrak recorder and crystal clock
ALTIMETER	Bonzer radar
ANCILLIARY EQUIPMENT	Geox intervalometer Century 444 analogue light beam recorder Geox film digital recorder Vinten 16 mm ground tracking camera
READING INTERVAL	1/023 seconds
NOMINAL AIRCRAFT SPEED	90 knots (mean reading spacing 47 metres)
NOMINAL AIRCRAFT SURVEY ALTITUDE	140 metres (E.M. bird 50 metres, Mag. bird 120 metres)

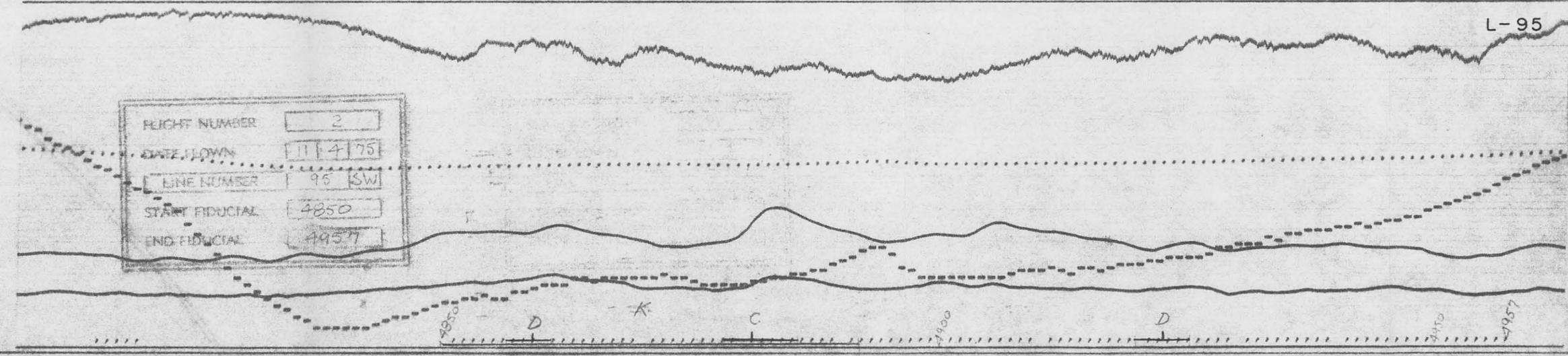
E.M. response lags tracking fiducial by approx. 1.5 fiducial intervals



FLIGHT NUMBER	2
DATE FLOWN	11/4/75
LINE NUMBER	93 SW
START FIDUCIAL	5607
END FIDUCIAL	5722



FLIGHT NUMBER	2
DATE FLOWN	11/4/75
LINE NUMBER	94 SW
START FIDUCIAL	5253
END FIDUCIAL	5374

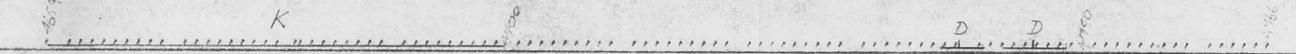


FLIGHT NUMBER	2
DATE FLOWN	11/4/75
LINE NUMBER	95 SW
START FIDUCIAL	4850
END FIDUCIAL	4957

058

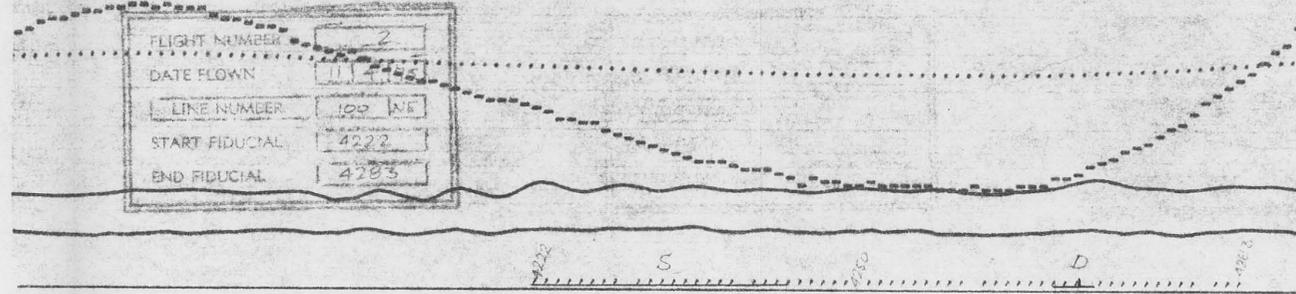
L-99

FLIGHT NUMBER	2
DATE FLOWN	11/4/75
LINE NUMBER	99 NE
START FIDUCIAL	4659
END FIDUCIAL	4766



L-100

FLIGHT NUMBER	2
DATE FLOWN	11/4/75
LINE NUMBER	100 NE
START FIDUCIAL	4222
END FIDUCIAL	4283



058

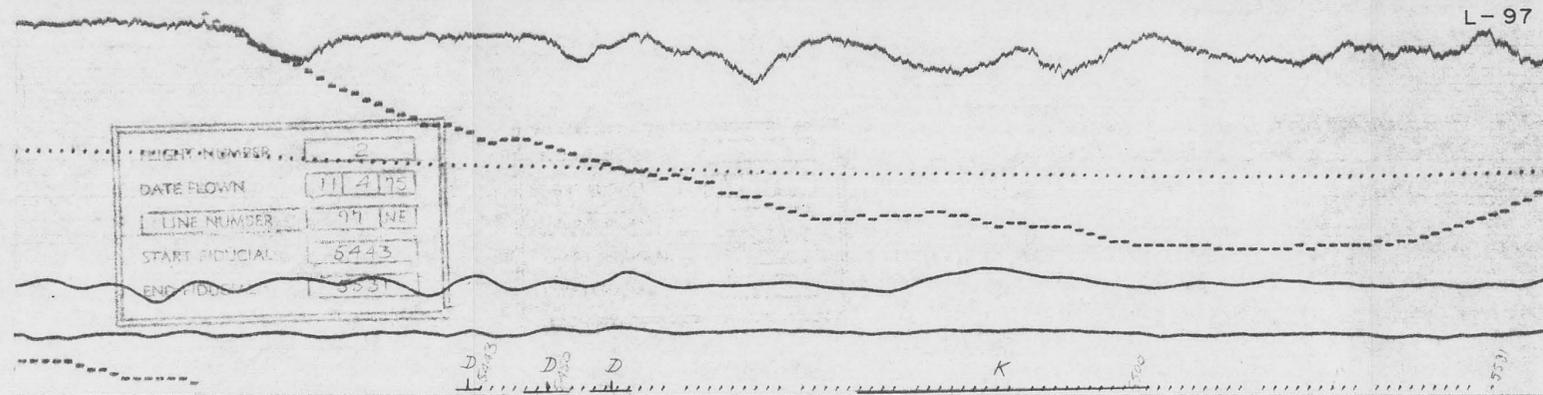
L-96

FLIGHT NUMBER	2
DATE FLOWN	11/4/75
LINE NUMBER	96 SW
START FIDUCIAL	4493
END FIDUCIAL	4599



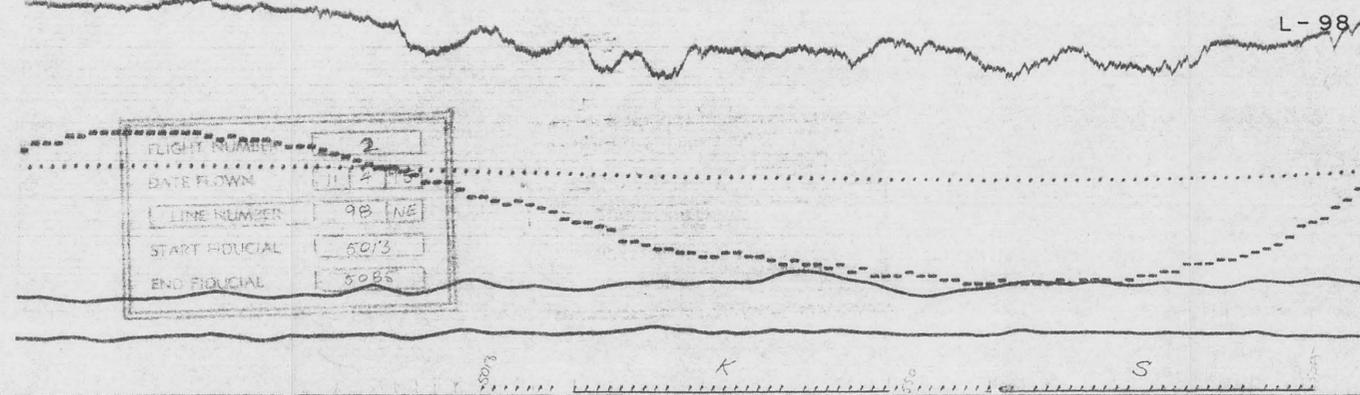
L-97

FLIGHT NUMBER	2
DATE FLOWN	11/4/75
LINE NUMBER	97 NE
START FIDUCIAL	5443
END FIDUCIAL	5551



L-98

FLIGHT NUMBER	2
DATE FLOWN	11/4/75
LINE NUMBER	98 NE
START FIDUCIAL	5013
END FIDUCIAL	5085



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510059

ELECTROMAGNETIC AND MAGNETIC SURVEY

FOR
 PACMINEX PTY LIMITED
 ZEEHAN, TAS.

SURVEY SPECIFICATIONS

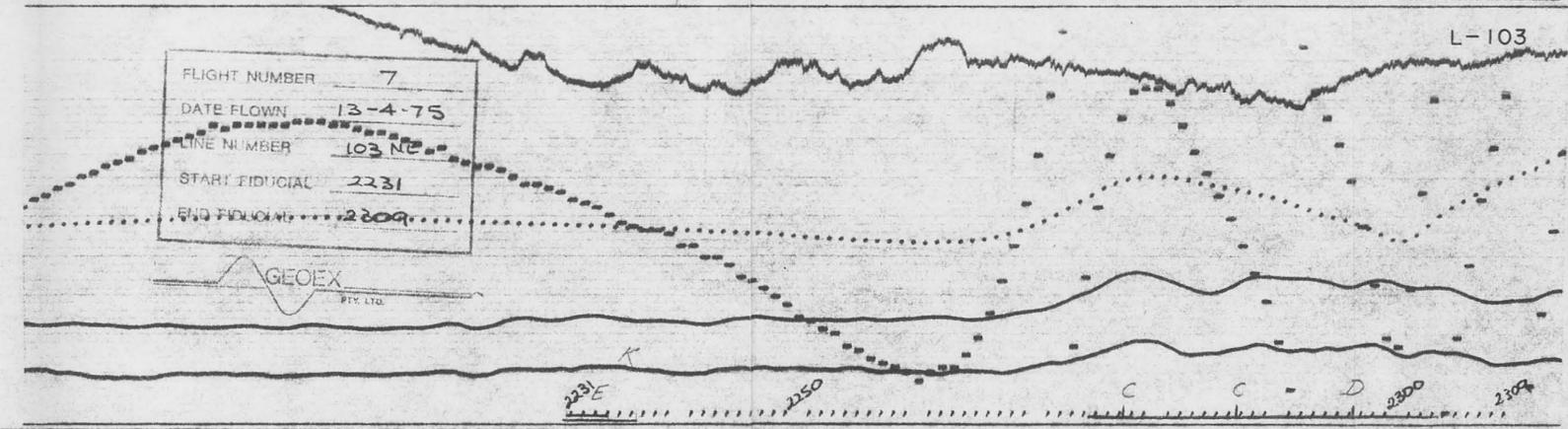
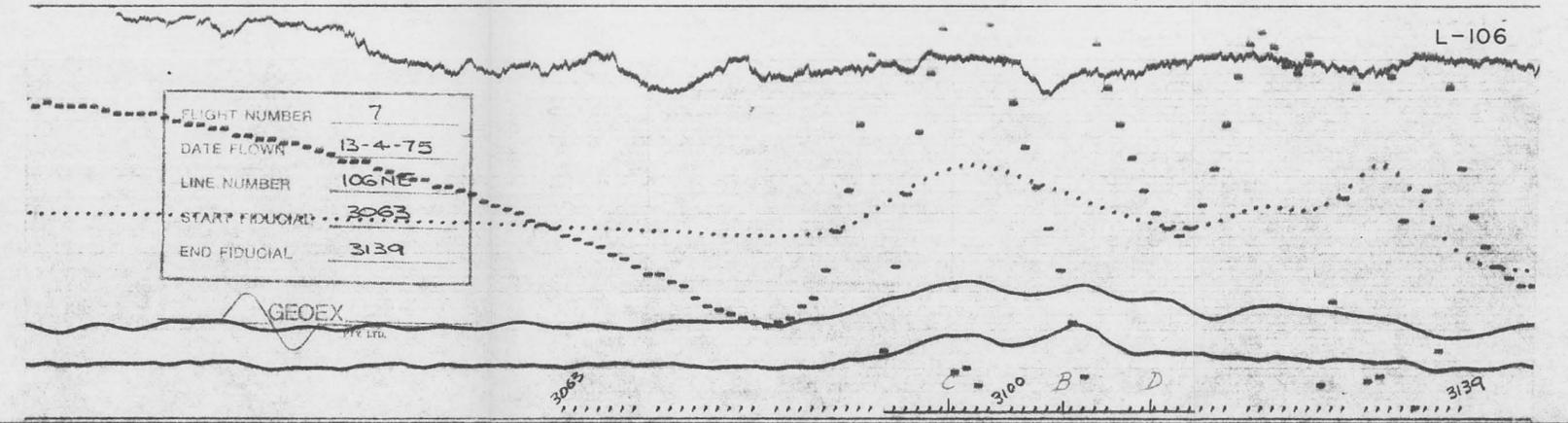
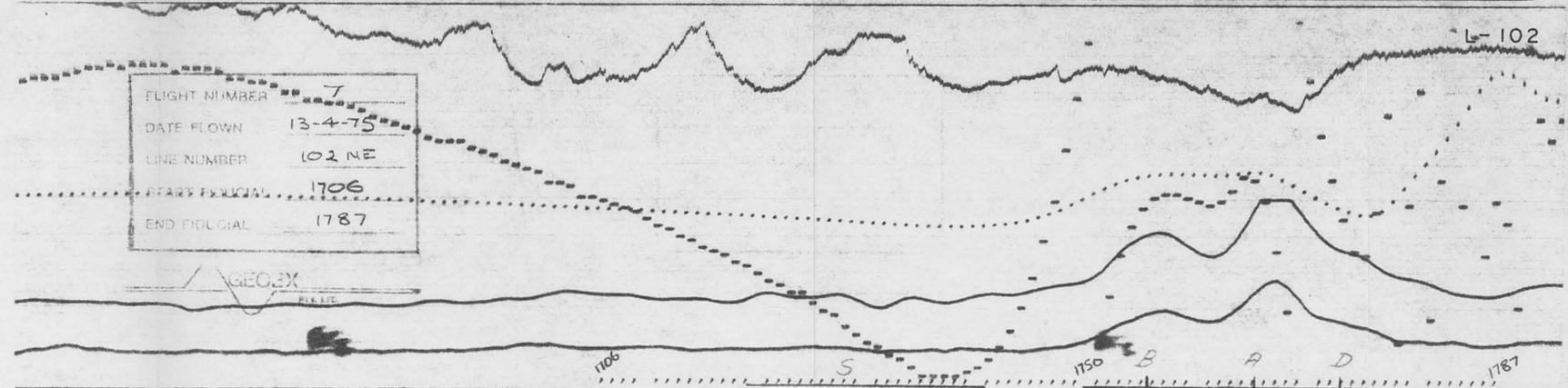
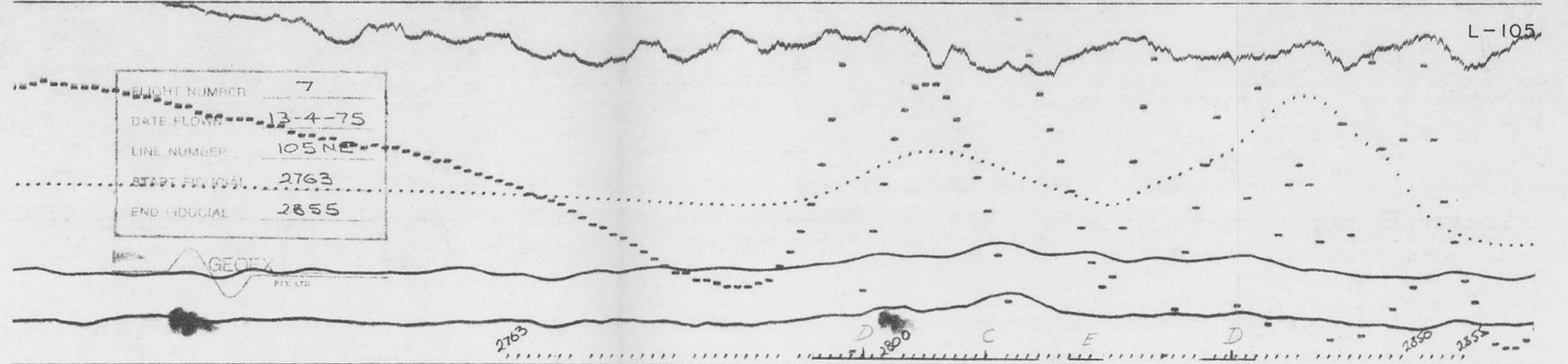
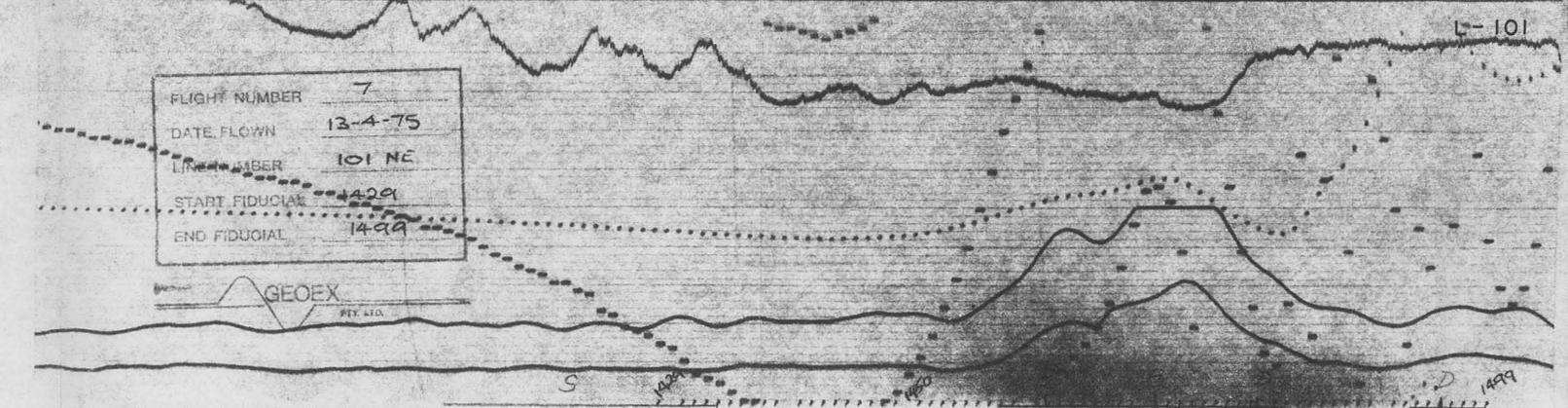
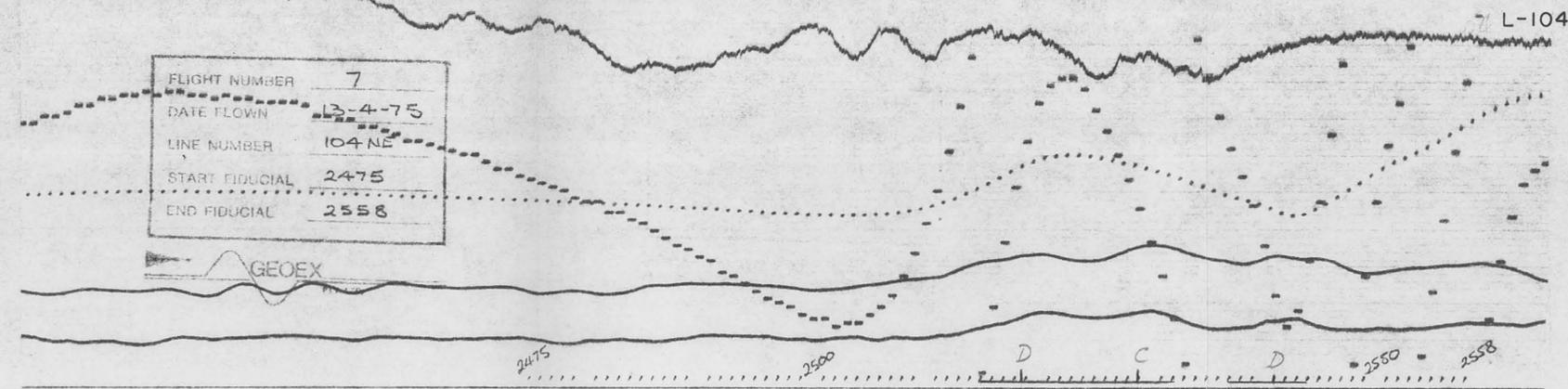
- HELICOPTER: Bell Jetrainger 206B VH-BLR
- E.M. SYSTEM: McPhar H400 dual frequency sequential transmission 340 Hz and 1070 Hz
- MAGNETOMETER: Geometrics G803 proton precession (reading accuracy ±1 gamma)
- DIURNAL RECORDER: Geometrics G806 proton precession magnetometer with Rustrak recorder and crystal clock
- ALTIMETER: Bouzer radar
- ANCILLIARY EQUIPMENT: Geox intervalometer, Century 444 analogue light beam recorder, Geox film digital recorder, Vinten 16mm ground tracking camera
- READING INTERVAL: 1.023 seconds
- NOMINAL AIRCRAFT SPEED: 90 knots (mean reading spacing 47 metres)
- NOMINAL AIRCRAFT SURVEY ALTITUDE: 140 metres (E.M. bird 50 metres, Mag. bird 120 metres)

E.M. response logs tracking fiducial by approx. 1.5 fiducial intervals

059

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510080

ELECTROMAGNETIC AND MAGNETIC SURVEY

FOR
PACMINEX PTY LIMITED
ZEEHAN, TAS.

SURVEY SPECIFICATIONS

- HELICOPTER Bell Jetranger 206B VH-BLR
- E.M. SYSTEM McPhar H400 dual frequency sequential transmission 340 Hz and 1070 Hz
- MAGNETOMETER Geometrics G803 proton precession (reading accuracy ± 1 gamma)
- DIURNAL RECORDER Geometrics G806 proton precession magnetometer with Rustrak recorder and crystal clock
- ALTIMETER Bonzer radar
- ANCILLIARY EQUIPMENT Geox intervalometer
Century 444 analogue light beam recorder
Geox film digital recorder
Vinten 16 mm ground tracking camera
- READING INTERVAL 1.023 seconds
- NOMINAL AIRCRAFT SPEED 90 knots (mean reading spacing 47 metres)
- NOMINAL AIRCRAFT SURVEY ALTITUDE 140 metres (E.M. bird 50 metres, Mag. bird 120 metres)

E.M. response lags tracking fiducial by approx. 1.5 fiducial intervals

060

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GEOEX

PTY. LTD
510091

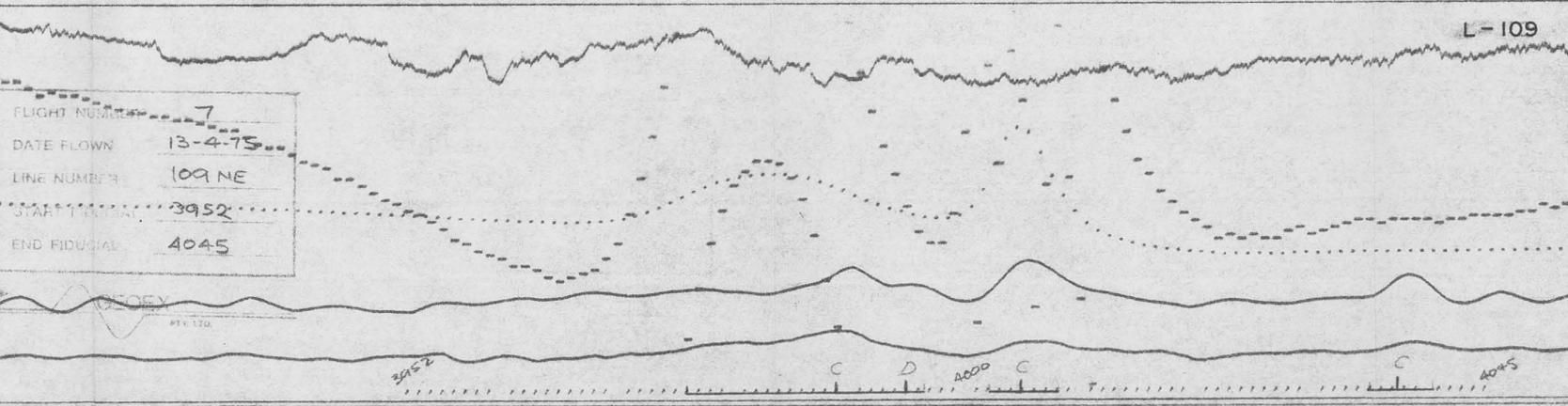
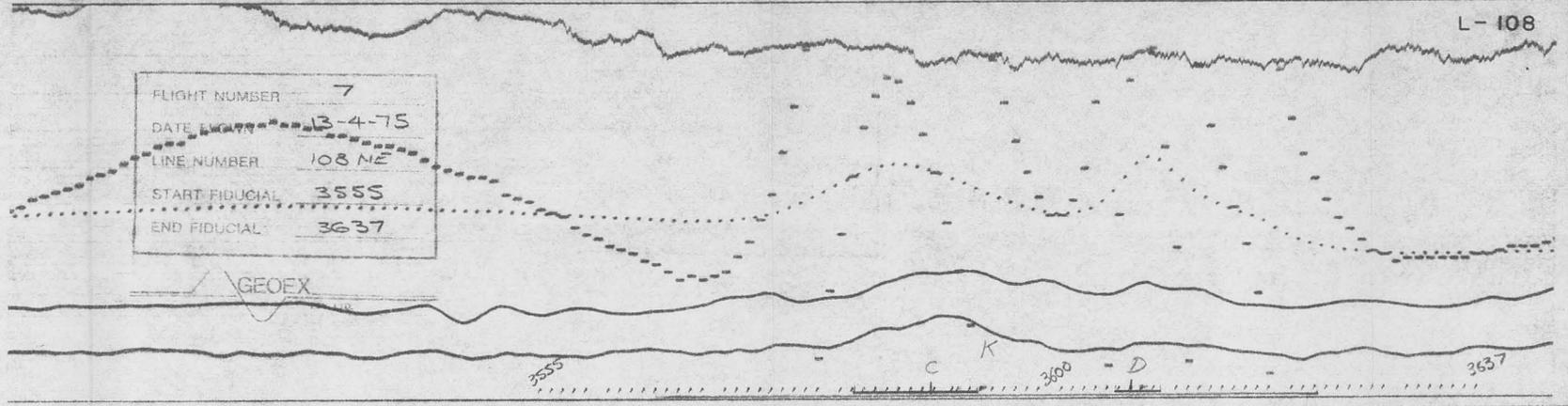
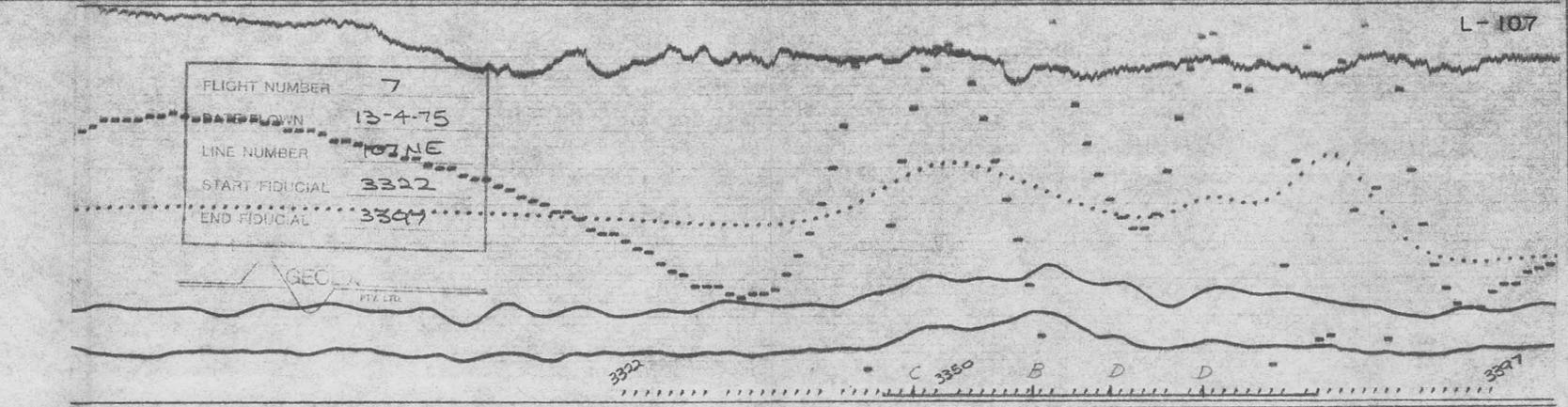
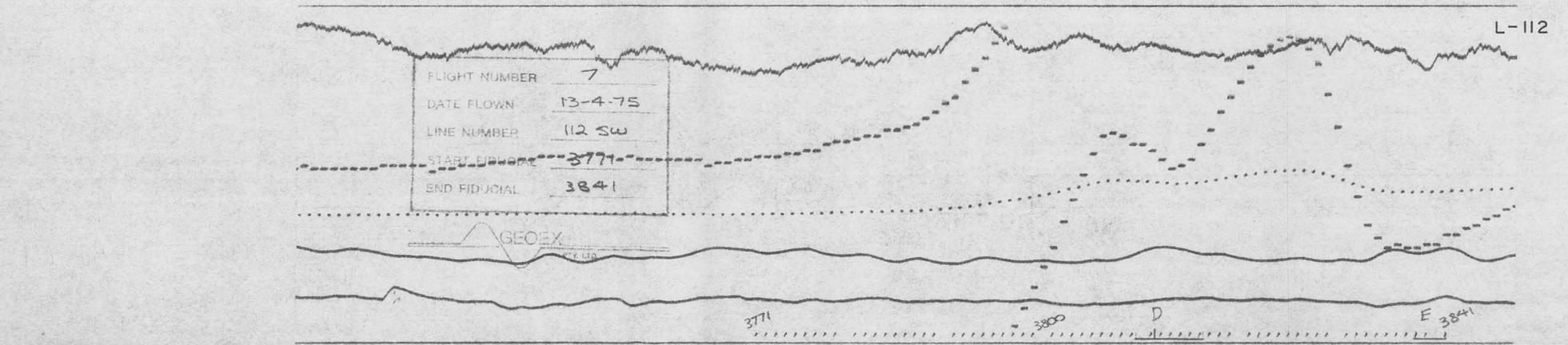
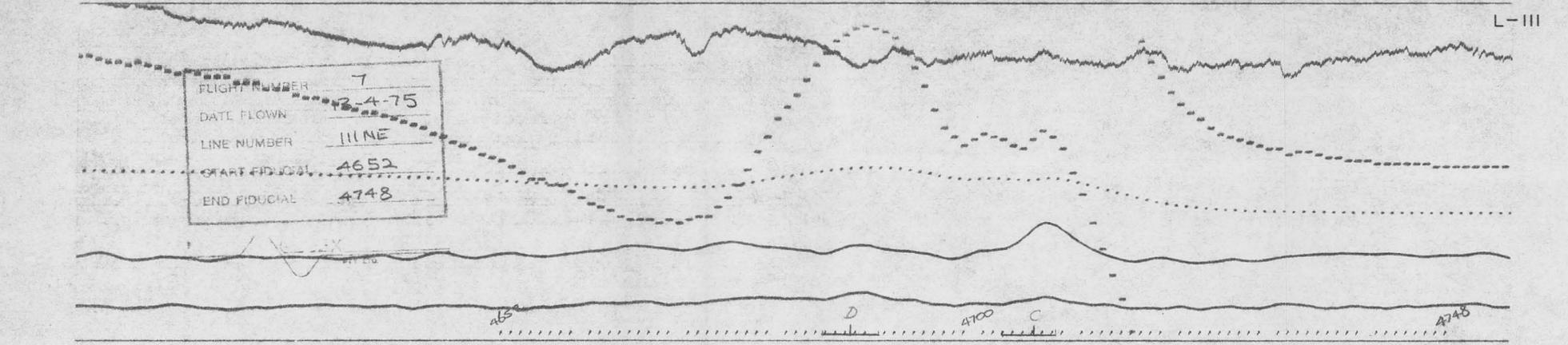
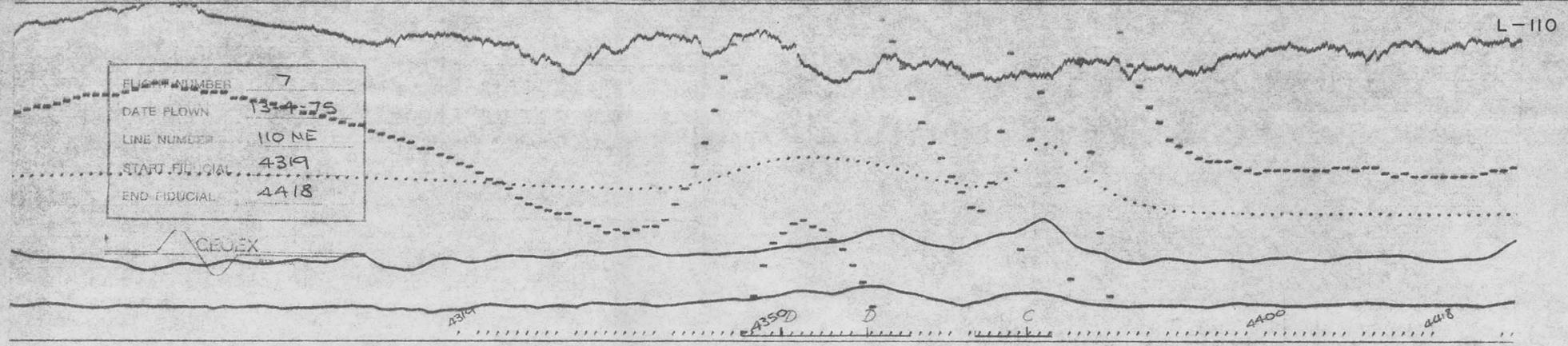
ELECTROMAGNETIC AND MAGNETIC SURVEY

FOR
PACMINEX PTY LIMITED
ZEEHAN, TAS.

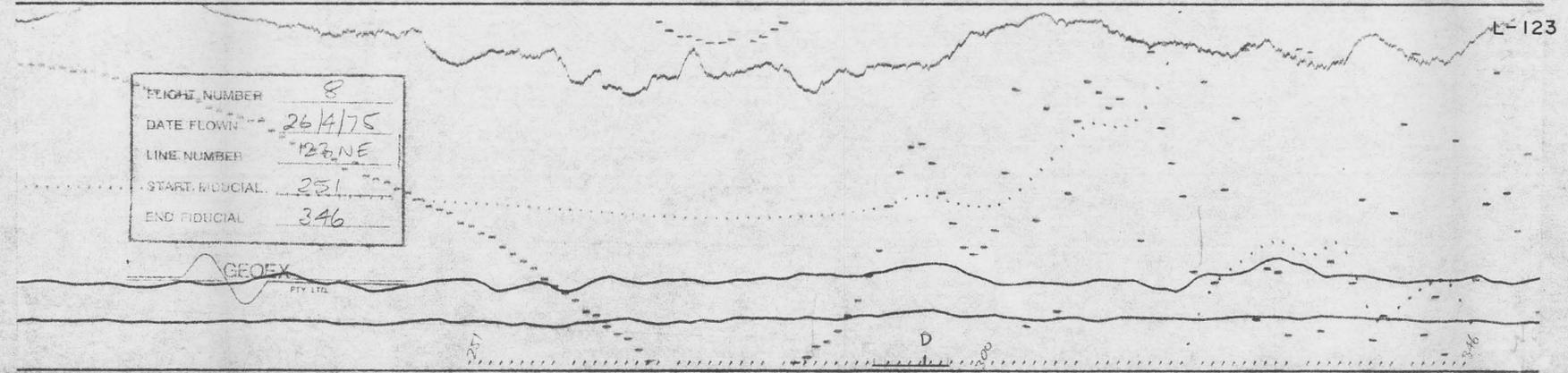
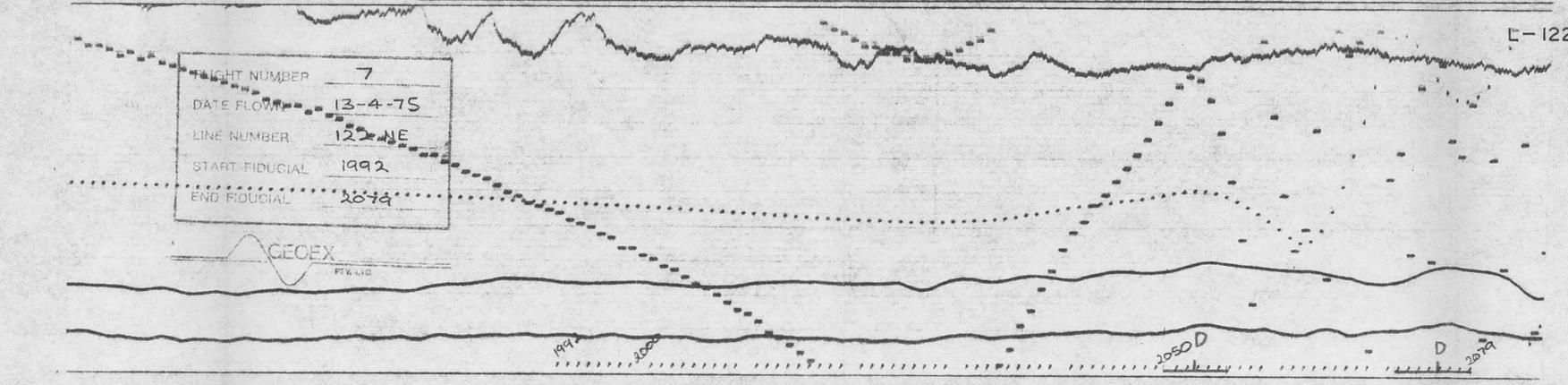
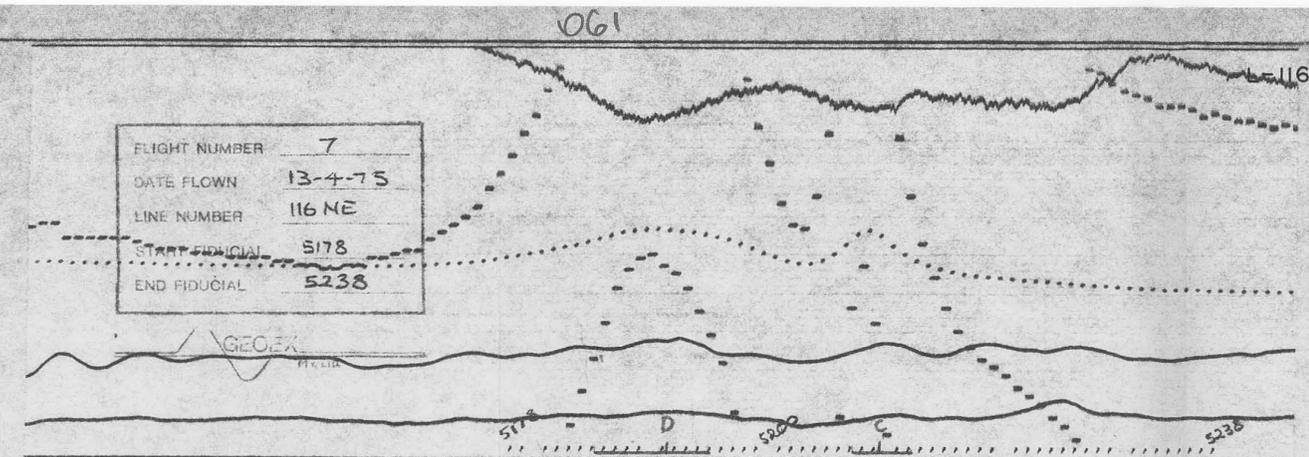
SURVEY SPECIFICATIONS

- HELICOPTER: Bell Jet Ranger 206B VH-BLR
- E.M. SYSTEM: McPhar H400 dual frequency sequential transmission 340 Hz and 1070 Hz
- MAGNETOMETER: Geometrics G803 proton precession (reading accuracy ± 1 gamma)
- DIURNAL RECORDER: Geometrics G806 proton precession magnetometer with Rustrak recorder and crystal clock
- ALTIMETER: Bonzer radar
- ANCILLARY EQUIPMENT: Geox intervalometer
Century 444 analogue light beam recorder
Geox film digital recorder
Vinten 16mm ground tracking camera
- READING INTERVAL: 1.023 seconds
- NOMINAL AIRCRAFT SPEED: 90 knots (mean reading spacing 47 metres)
- NOMINAL AIRCRAFT SURVEY ALTITUDE: 140 metres (E.M. bird 50 metres, Mag. bird 120 metres)

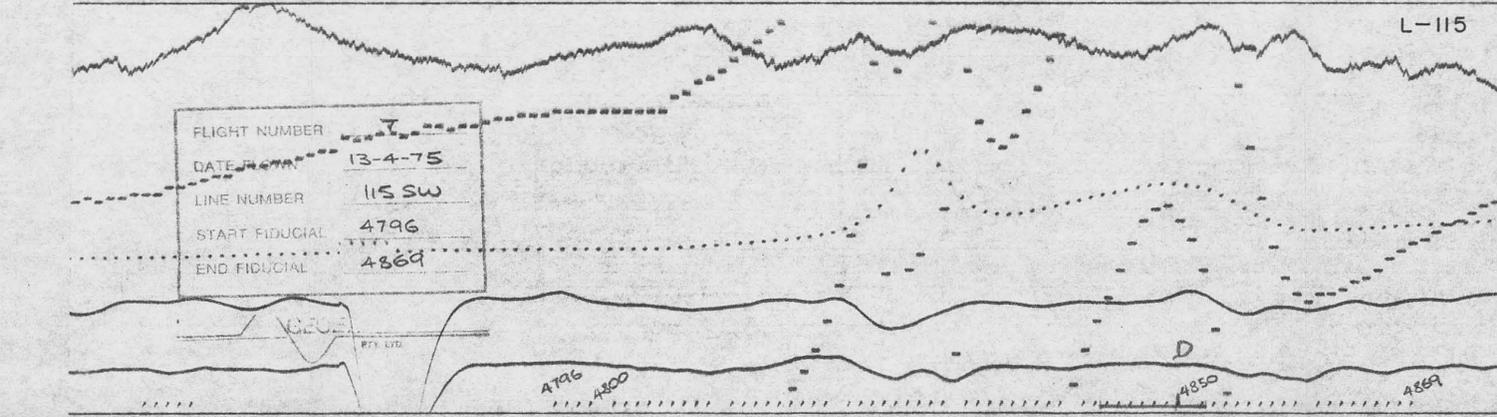
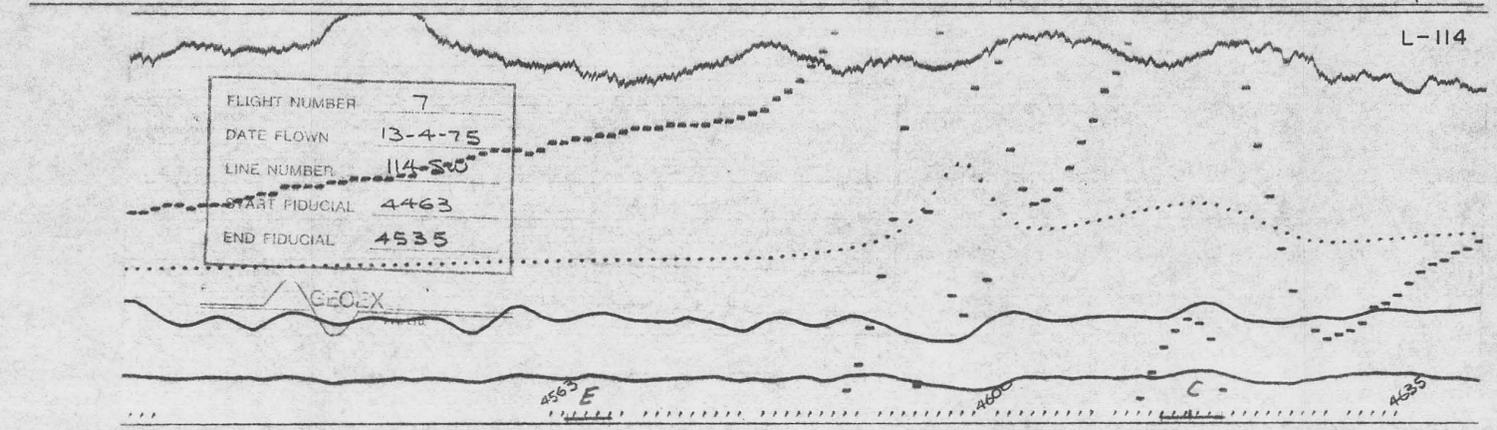
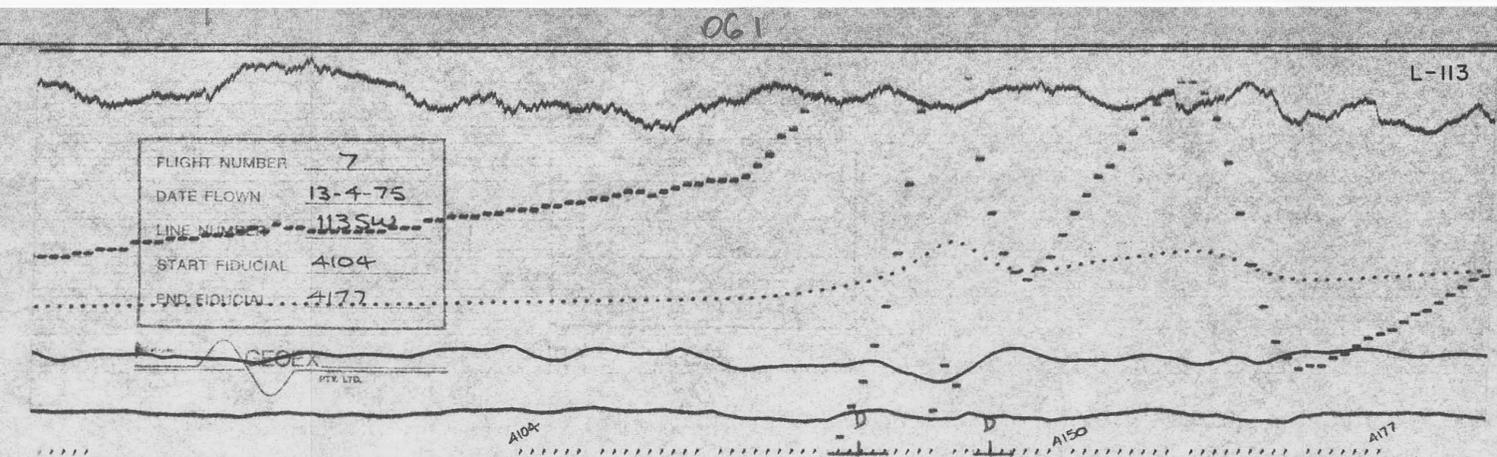
E.M. response lags tracking fiducial by approx. 1.5 fiducial intervals



061



061



**ELECTROMAGNETIC
AND MAGNETIC
SURVEY**
FOR
PACMINEX PTY. LIMITED
ZEEHAN, TAS.

SURVEY SPECIFICATIONS

- HELICOPTER: Bell JetRanger 206B VH-BLR
 - E.M. SYSTEM: McPhar H400 dual frequency sequential transmission 340 Hz and 1070 Hz
 - MAGNETOMETER: Geometrics G803 proton precession (reading accuracy ± 1 gamma)
 - DIURNAL RECORDER: Geometrics G806 proton precession magnetometer with Rustrak recorder and crystal clock
 - ALTIMETER: Bonzer radar
 - ANCIILIARY EQUIPMENT: Geox intervalometer
Century 444 analogue light beam recorder
Geox film digital recorder
Vinten 16 mm ground tracking camera
 - READING INTERVAL: 1/23 seconds
 - NOMINAL AIRCRAFT SPEED: 90 knots (mean reading spacing 47 metres)
 - NOMINAL AIRCRAFT SURVEY ALTITUDE: 140 metres (E.M. bird 50 metres, Mag. bird 120 metres)
- E.M. response lags tracking fiducial by approx. 1.5 fiducial intervals

062

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GEOEX

PTY. LTD.

510093

ELECTROMAGNETIC AND MAGNETIC SURVEY

FOR
PACMINEX PTY LIMITED
ZEEHAN, TAS.

SURVEY SPECIFICATIONS

- HELICOPTER: Bell Jet Ranger 206B VH-BLR
- E. M. SYSTEM: McPhar H-400 dual frequency sequential transmission 340 Hz and 1070 Hz
- MAGNETOMETER: Geometrics G803 proton precession (reading accuracy ± 1 gamma)
- DIURNAL RECORDER: Geometrics G806 proton precession magnetometer with Rustrak recorder and crystal clock
- ALTIMETER: Bonzer radar
- ANCILLIARY EQUIPMENT: Geox intervalometer
- Century 444 analogue light beam recorder
- Geox film digital recorder
- Vinten 16 mm ground tracking camera

READING INTERVAL: 1.023 seconds

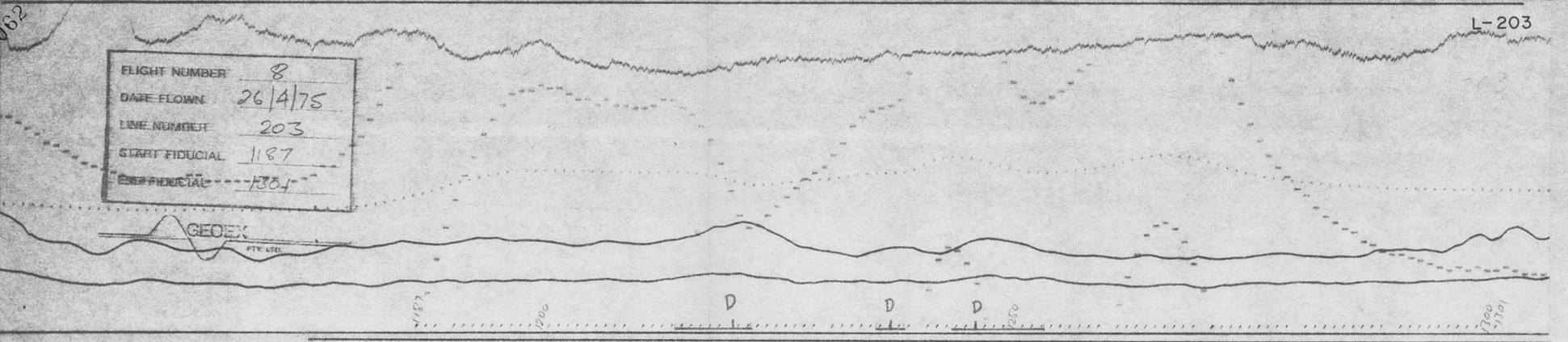
NOMINAL AIRCRAFT SPEED: 90 knots (mean reading spacing 47 metres)

NOMINAL AIRCRAFT SURVEY ALTITUDE: 140 metres (E.M. bird 50 metres, Mag. bird 120 metres)

E. M. response lags tracking fiducial by approx. 1.5 fiducial intervals

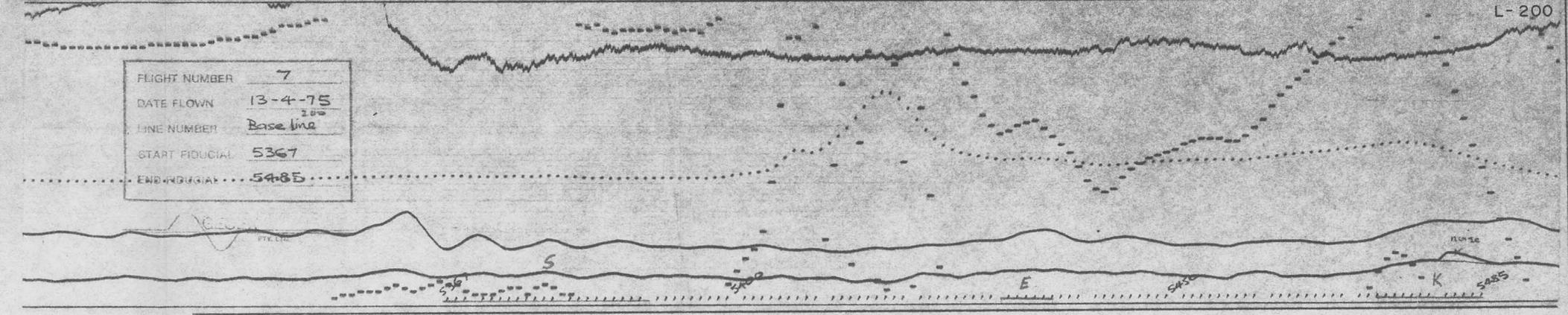
L-203

FLIGHT NUMBER 8
DATE FLOWN 26/4/75
LINE NUMBER 203
START FIDUCIAL 1187
END FIDUCIAL 1304



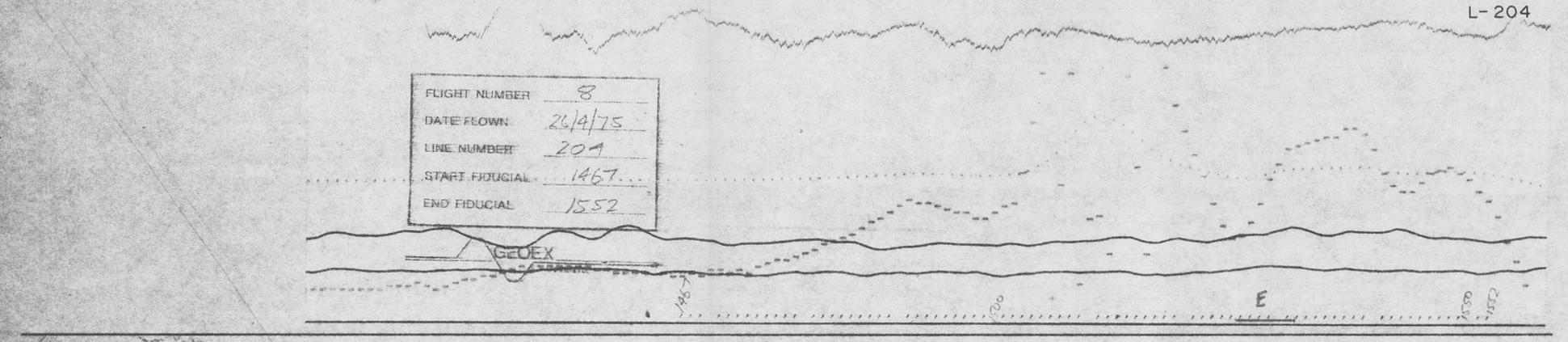
L-200

FLIGHT NUMBER 7
DATE FLOWN 13-4-75
LINE NUMBER Base line
START FIDUCIAL 5367
END FIDUCIAL 5485



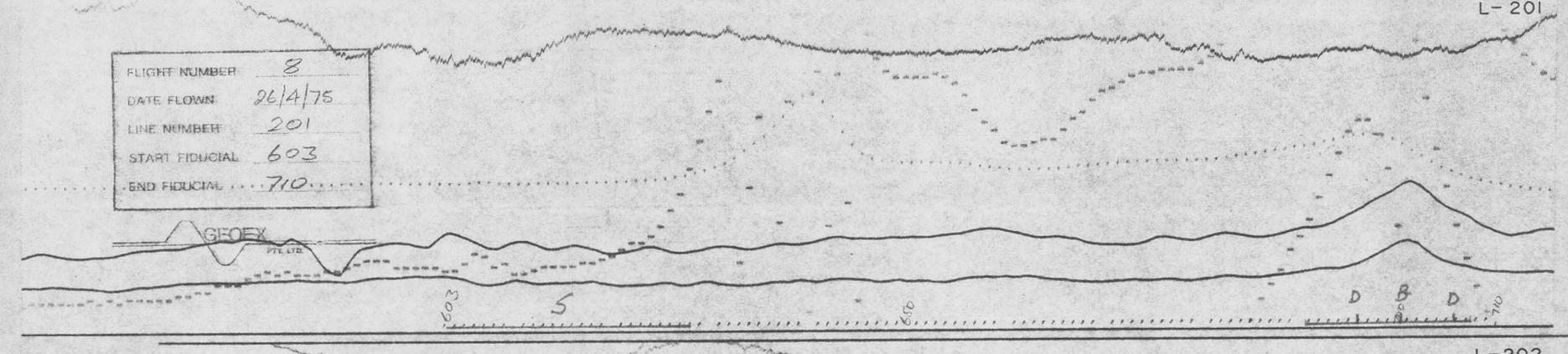
L-204

FLIGHT NUMBER 8
DATE FLOWN 26/4/75
LINE NUMBER 204
START FIDUCIAL 1467
END FIDUCIAL 1552



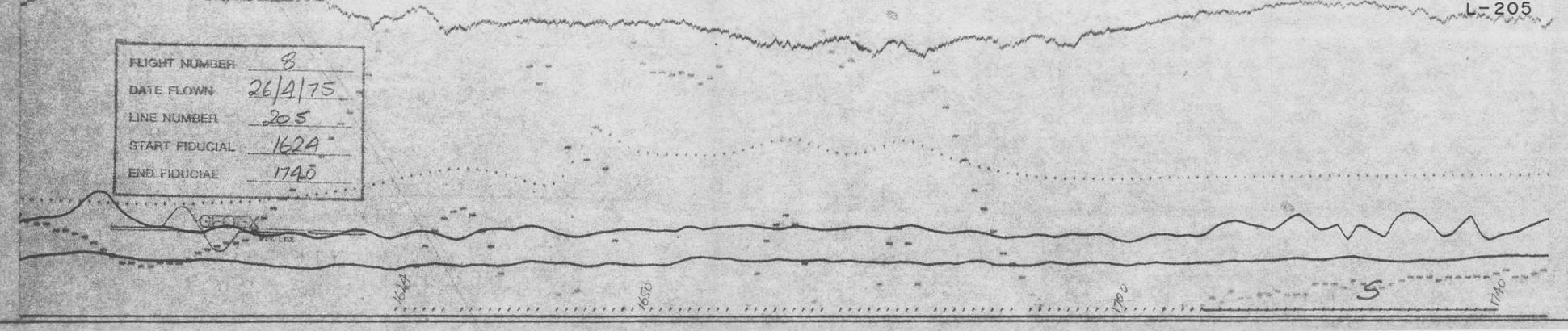
L-201

FLIGHT NUMBER 8
DATE FLOWN 26/4/75
LINE NUMBER 201
START FIDUCIAL 603
END FIDUCIAL 710



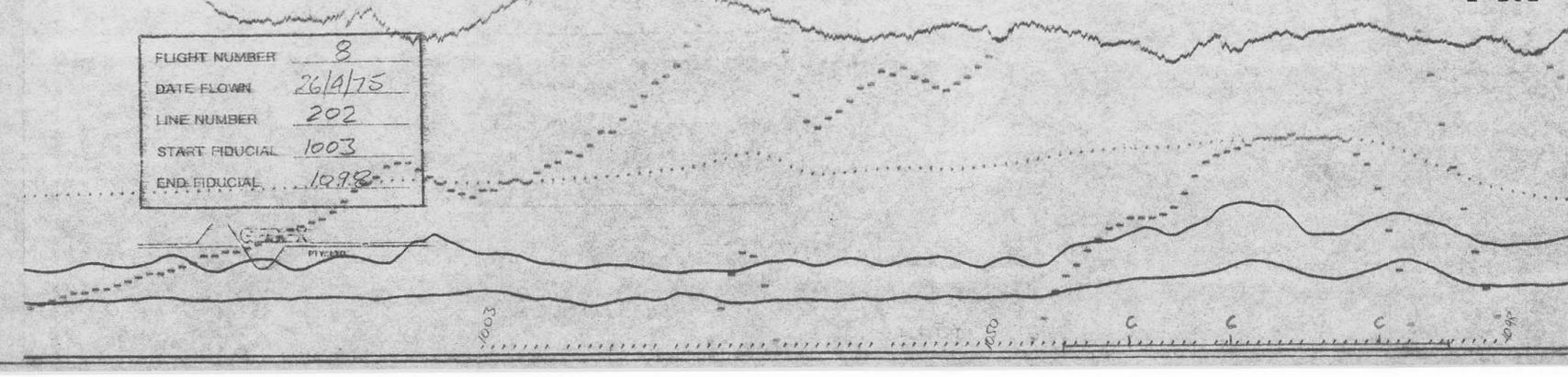
L-205

FLIGHT NUMBER 8
DATE FLOWN 26/4/75
LINE NUMBER 205
START FIDUCIAL 1624
END FIDUCIAL 1740



L-202

FLIGHT NUMBER 8
DATE FLOWN 26/4/75
LINE NUMBER 202
START FIDUCIAL 1003
END FIDUCIAL 1098



ELECTROMAGNETIC AND MAGNETIC SURVEY

FOR

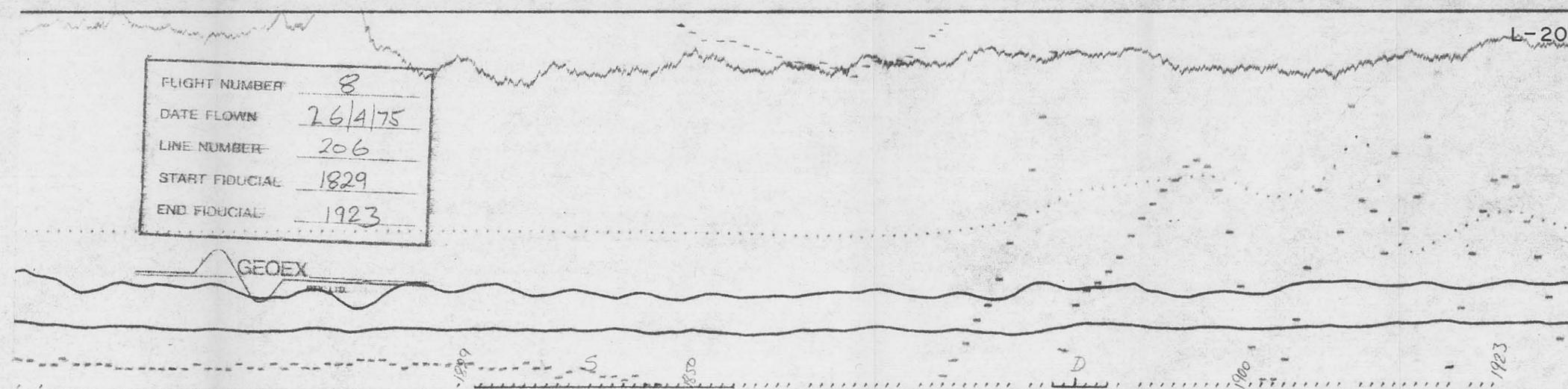
PACMINEX PTY. LIMITED

ZEEHAN, TAS.

SURVEY SPECIFICATIONS

HELICOPTER	Bell Jetranger 206B VH-BLR
E. M. SYSTEM	McPhar H400 dual frequency sequential transmission 340 Hz and 1070 Hz
MAGNETOMETER	Geometrics G803 proton precession (reading accuracy ± 1 gamma)
DIURNAL RECORDER	Geometrics G806 proton precession magnetometer with Rustrak recorder and crystal clock
ALTIMETER	Banzer radar
ANCILLIARY EQUIPMENT	Geox intervalometer Century 444 analogue light beam recorder Geox film digital recorder Vinten 16 mm ground tracking camera
READING INTERVAL	1.023 seconds
NOMINAL AIRCRAFT SPEED	90 knots (mean reading spacing 47 metres)
NOMINAL AIRCRAFT SURVEY ALTITUDE	140 metres (E.M. bird 50 metres, Mag. bird 120 metres)

E.M. response lags tracking fiducial by approx. 1.5 fiducial intervals



064

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064

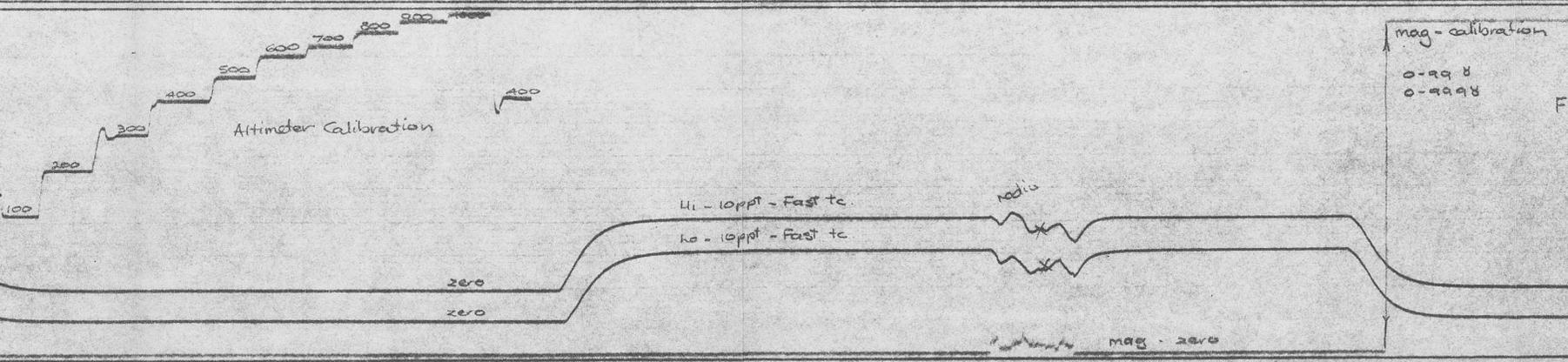
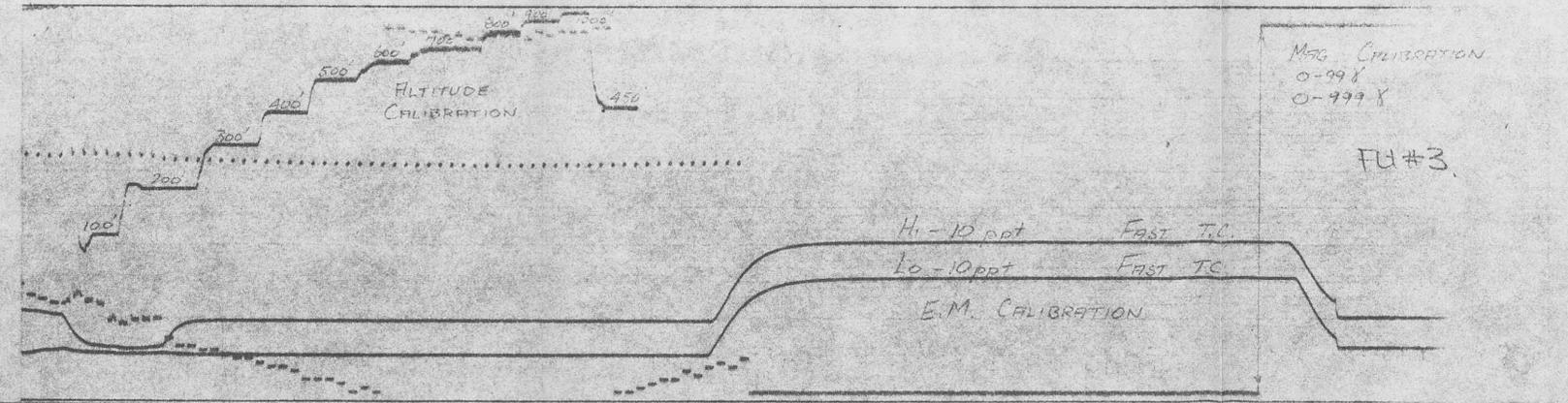
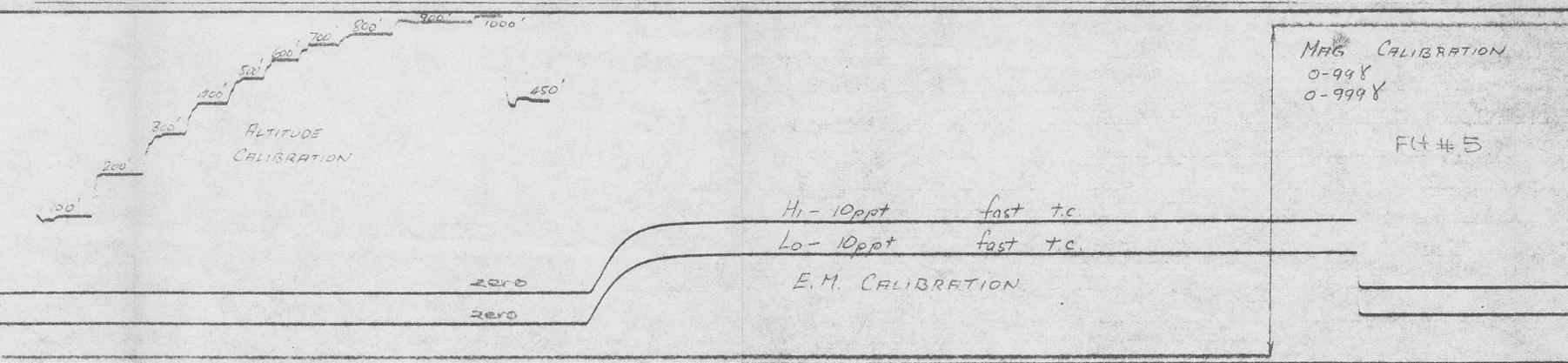
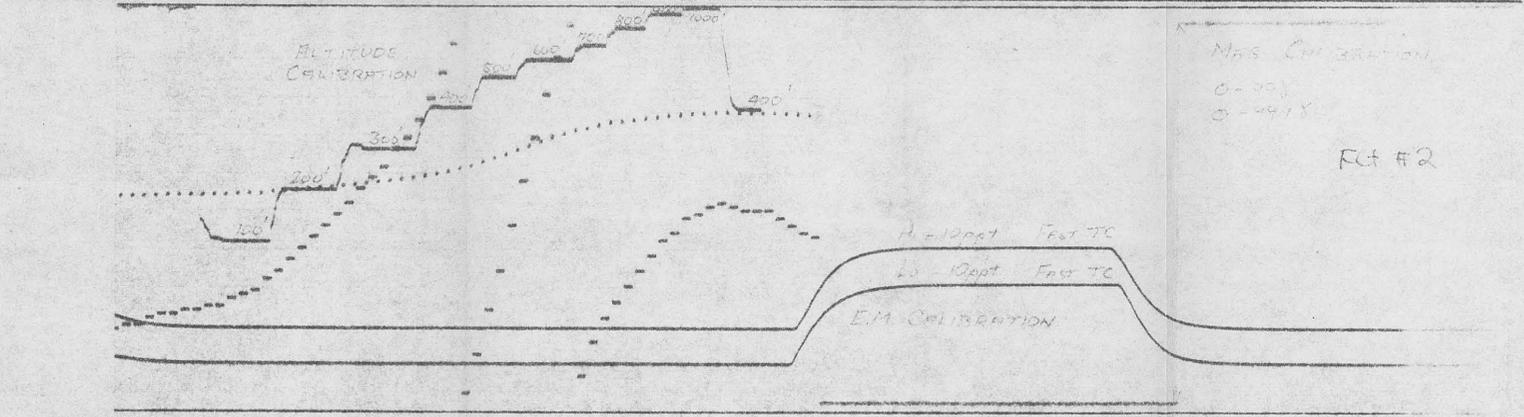
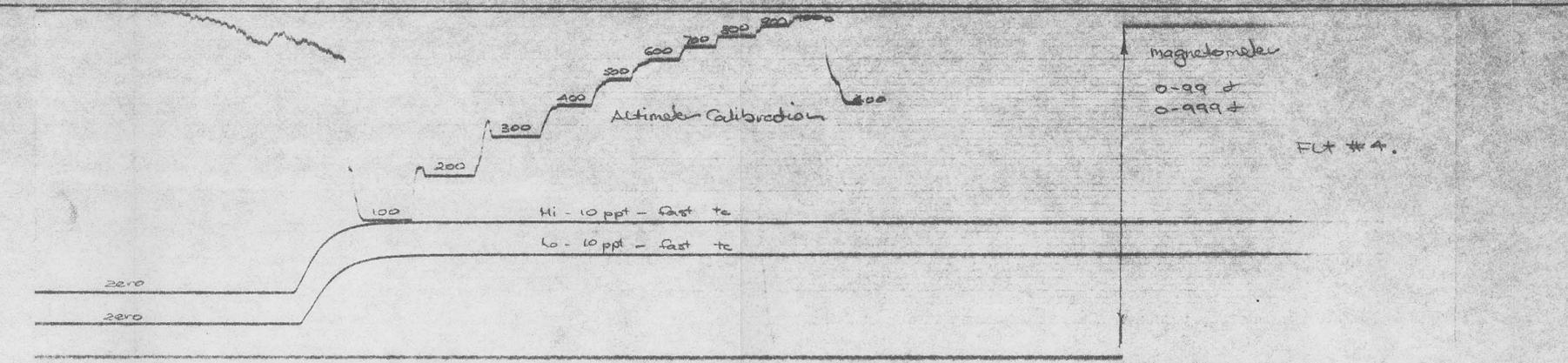
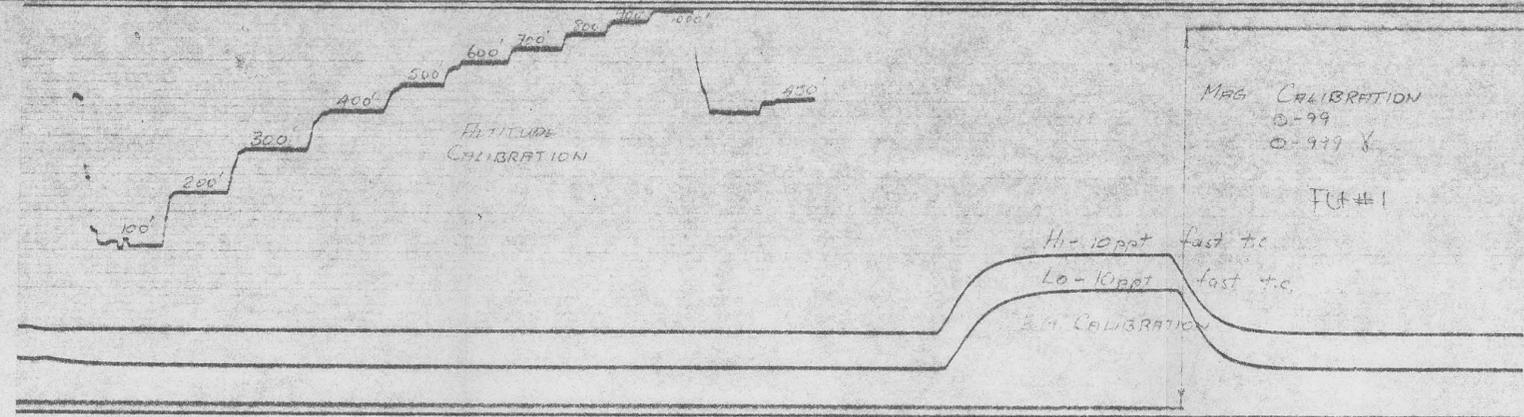
ELECTROMAGNETIC AND MAGNETIC SURVEY

FOR
PACMINEX PTY. LIMITED
ZEEHAN, TAS.

SURVEY SPECIFICATIONS

- HELICOPTER: Bell Jeppanger 206B VH-BLR
- E.M. SYSTEM: McPhar H400 dual frequency sequential transmission 340Hz and 1070 Hz
- MAGNETOMETER: Geometrics G803 proton precession (reading accuracy ± 1 gamma)
- DIURNAL RECORDER: Geometrics G806 proton precession magnetometer with Rustrak recorder and crystal clock
- ALTIMETER: Bonzer radar
- ANCILLIARY EQUIPMENT: Geox Intervalometer
Century 444 analogue light beam recorder
Geox film digital recorder
Vinten 16 mm ground tracking camera
- READING INTERVAL: 1.023 seconds
- NOMINAL AIRCRAFT SPEED: 90 knots (mean reading spacing 47 metres)
- NOMINAL AIRCRAFT SURVEY ALTITUDE: 140 metres (E.M. bird 50 metres, Mag. bird 120 metres)

E.M. response tags tracking fiducial by approx. 1.5 fiducial intervals.



75-1110

OPEN FILE

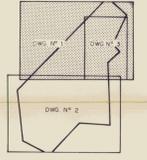
REPORT ON THE
HELICOPTER-BORNE *mines*
COMBINED ELECTROMAGNETIC *dept*
AND MAGNETIC SURVEY
IN THE
ZEEHAN AREA OF WESTERN TASMANIA
FOR
PACMINEX PTY. LTD.
VOLUME II

Drawings 1-5



FOR ANOMALY ANNOTATIONS
ON LINES 10-18
122-123
200-206
SEE DWS. NO. 3

SHEET INDEX



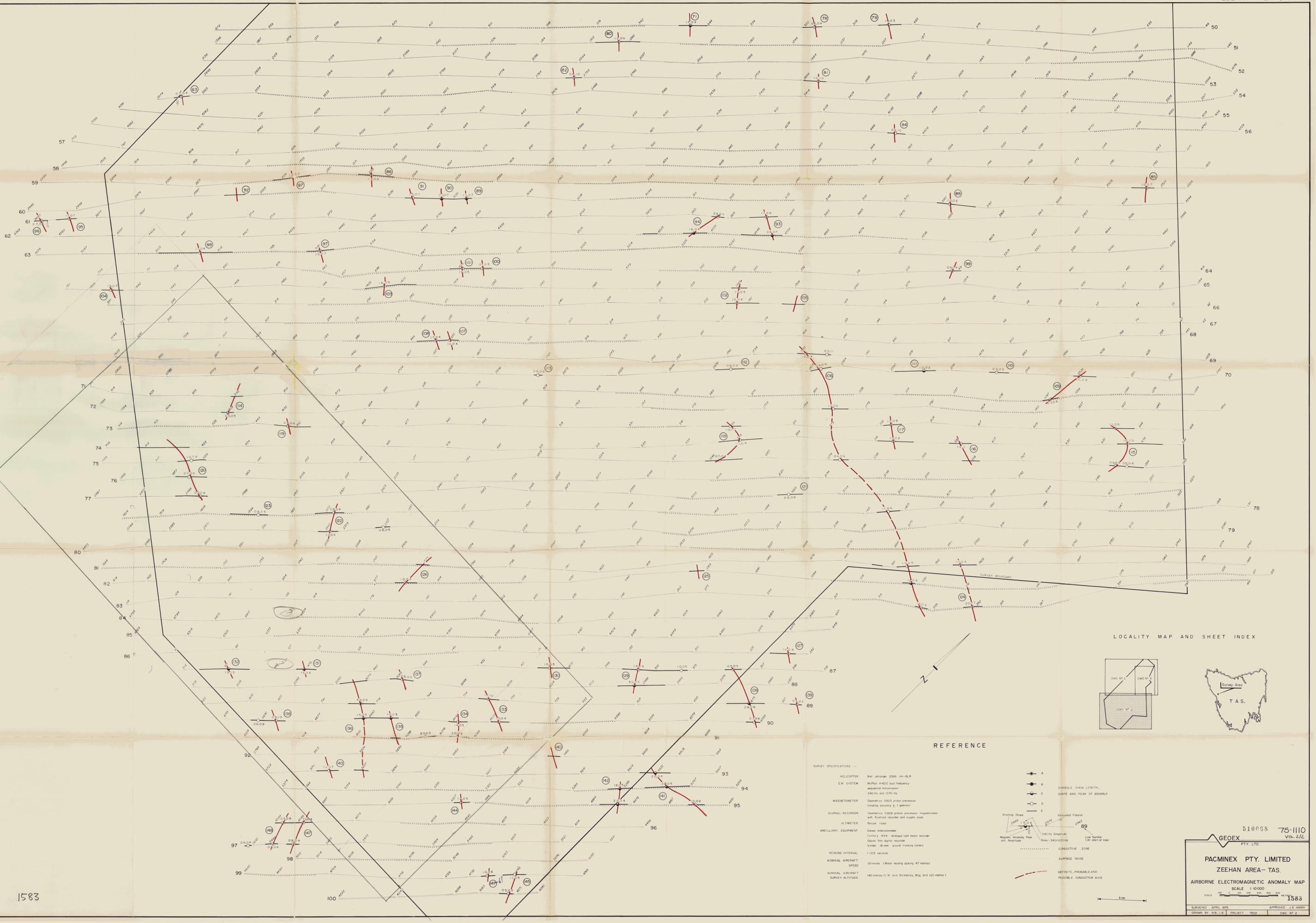
FOR REFERENCE SEE
DWS. NO. 2

50m

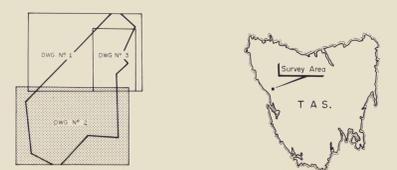
510667 75-1110
PTV. LTD. VOL. 2/2

GEOEX
PACMINEX PTY. LIMITED
ZEEHAN AREA-TAS.
 AIRBORNE ELECTROMAGNETIC ANOMALY MAP
 SCALE 1:10000 1582
 SURVEYED APRIL 1975 APPROVED J.E. HANST
 DRAWN BY H.B. J.B. PROJECT 7002 DWS. NO. 1

1582



LOCALITY MAP AND SHEET INDEX



REFERENCE

- SURVEY SPECIFICATIONS -**
- HELICOPTER: Bell Jet Ranger 206B VH-BLR
 - E.M. SYSTEM: McPhor H400 dual frequency sequential transmission 140 Hz and 500 Hz
 - MAGNETOMETER: Geometrics G803 proton precession (grading accuracy ± 1 gamma)
 - DIP/NAUTAL RECORDER: Geometrics S808 proton precession magnetometer with fluxgate recorder and crystal clock
 - ALTIMETER: Rosemount
 - ANCILLARY EQUIPMENT: Geacx intercom; Century 444 analogue light beam recorder; Geacx film digital recorder; Vinten 16 mm ground tracking camera
 - READING INTERVAL: 1.023 seconds
 - NOMINAL AIRCRAFT SPEED: 90 knots (Mean reading spacing 47 metres)
 - NOMINAL AIRCRAFT SURVEY ALTITUDE: 140 metres (1 M. and 50 metres, Mag. and 120 metres)
- SYMBOLS SHOW LENGTH, SHAPE AND PEAK OF ANOMALY**
- A: Anomaly Shape
 - B: Magnetic Anomaly Peak and Amplitude
 - C: Required Fixation
 - D: Line Number (at start of line)
 - E: 140 Hz Amplitude (Rate = 340/1070 Hz)
- CONDUCTIVE ZONE**
- SURFACE NOISE
 - DEFINITE, PROBABLE AND POSSIBLE CONDUCTOR AXIS

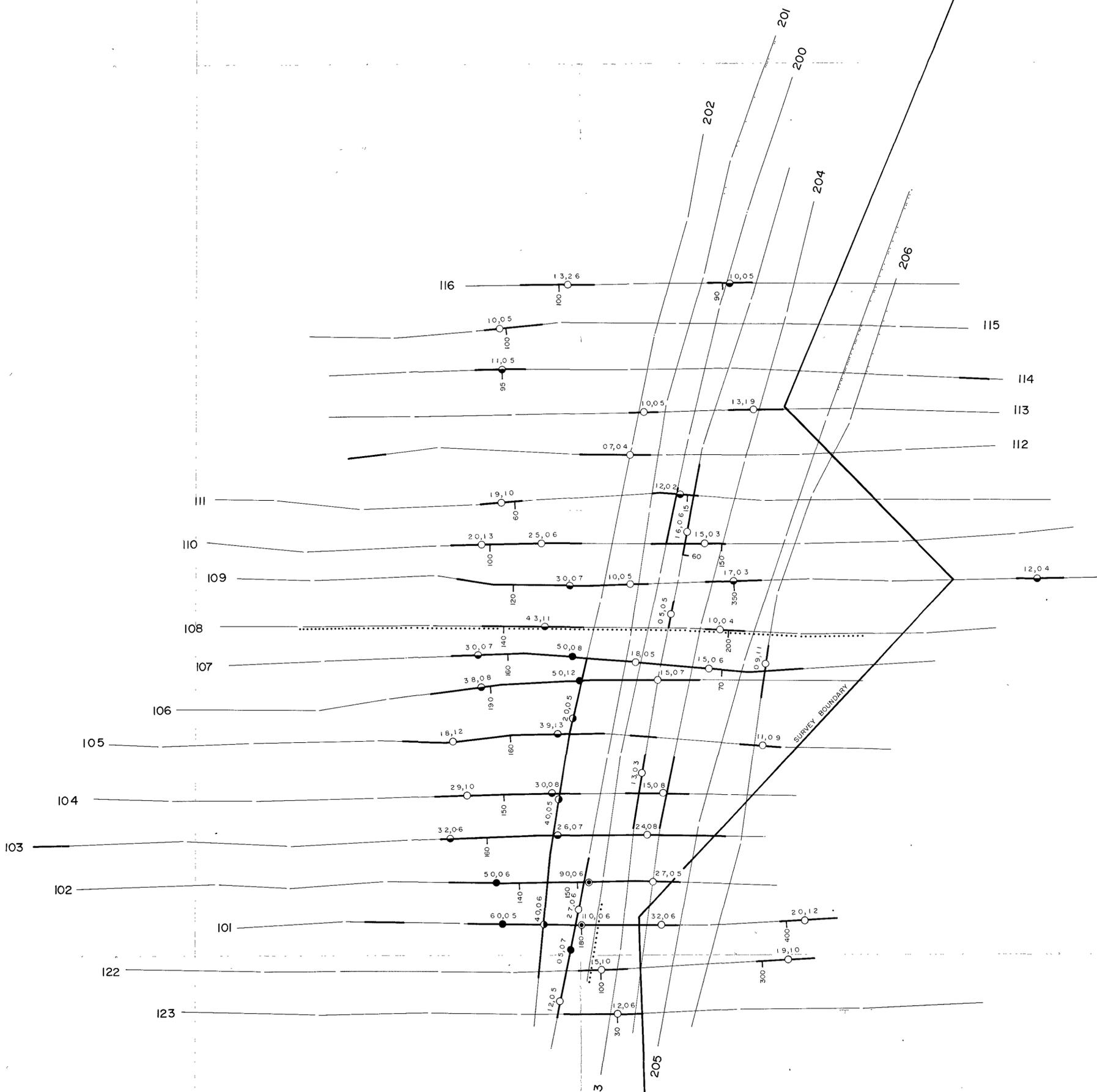
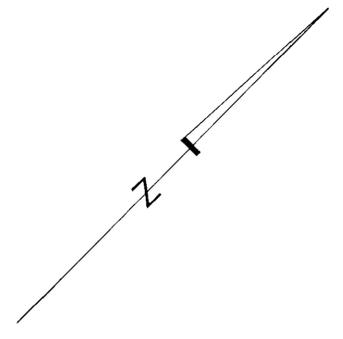
1583

5100GS 75-1110
 PTY. LTD. Vol. 2/2

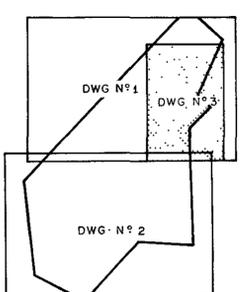
PACMINEX PTY. LIMITED
 ZEEHAN AREA - TAS.
 AIRBORNE ELECTROMAGNETIC ANOMALY MAP
 SCALE 1:10000

1583

SURVEYED: APRIL 1975 APPROVED: J.E. HUGH
 DRAWN BY: R.B. L.B. PROJECT: 7500 DWG. NO. 2



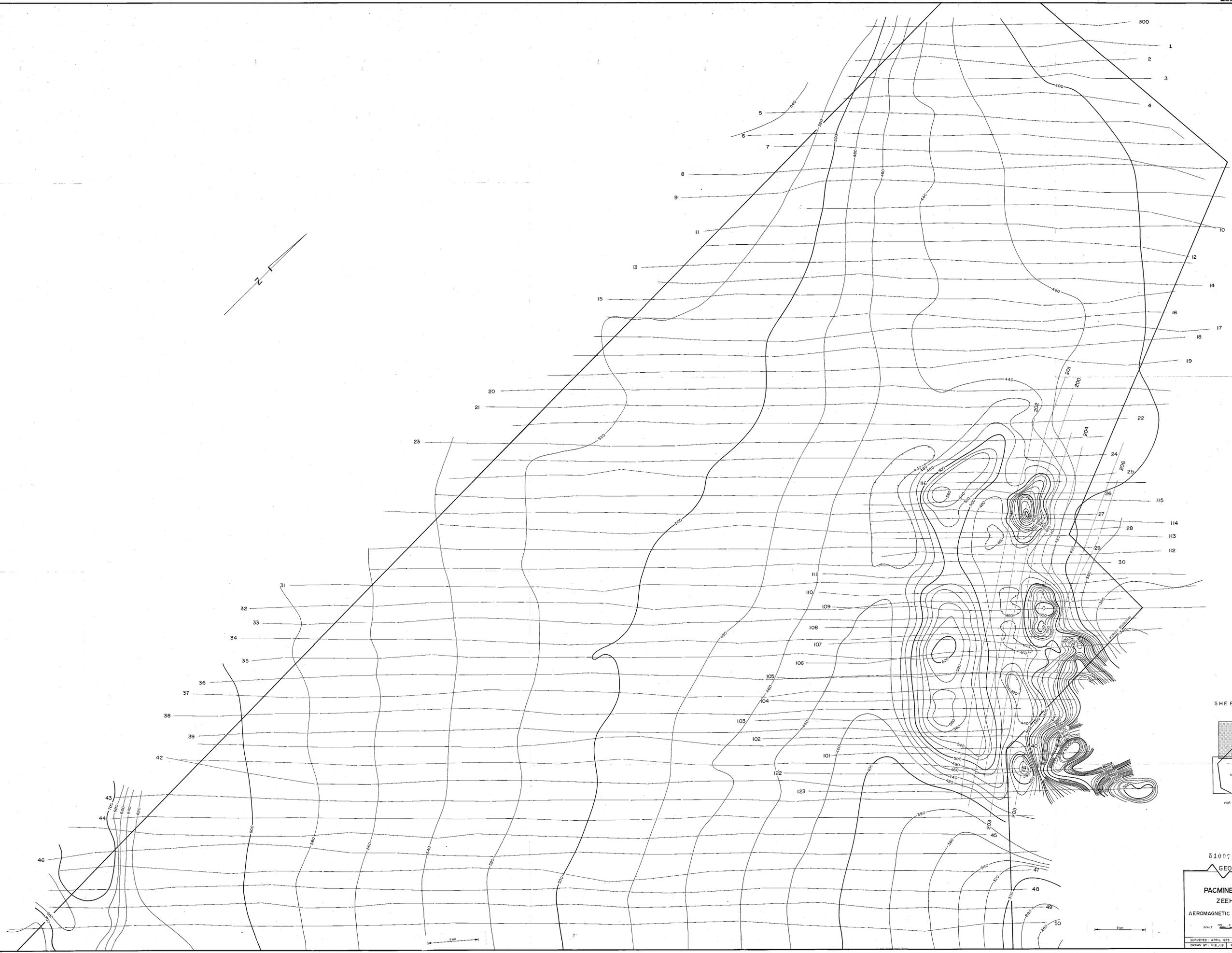
SHEET INDEX



FOR REFERENCE SEE DWG. N° 2

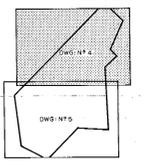


510069 75-1110
 GEOEX VOL. 2/2
 PTY. LTD
PACMINEX PTY. LIMITED
 ZEEHAN AREA - TAS.
 AIRBORNE ELECTROMAGNETIC ANOMALY MAP
 SCALE 1:10000
 SCALE 0 100 200 300 400 500 METRES
1585
 SURVEYED APRIL 1975 APPROVED J. E. HAIGH
 DRAWN BY N.B. 1.B PROJECT 7502 DWG. N° 3



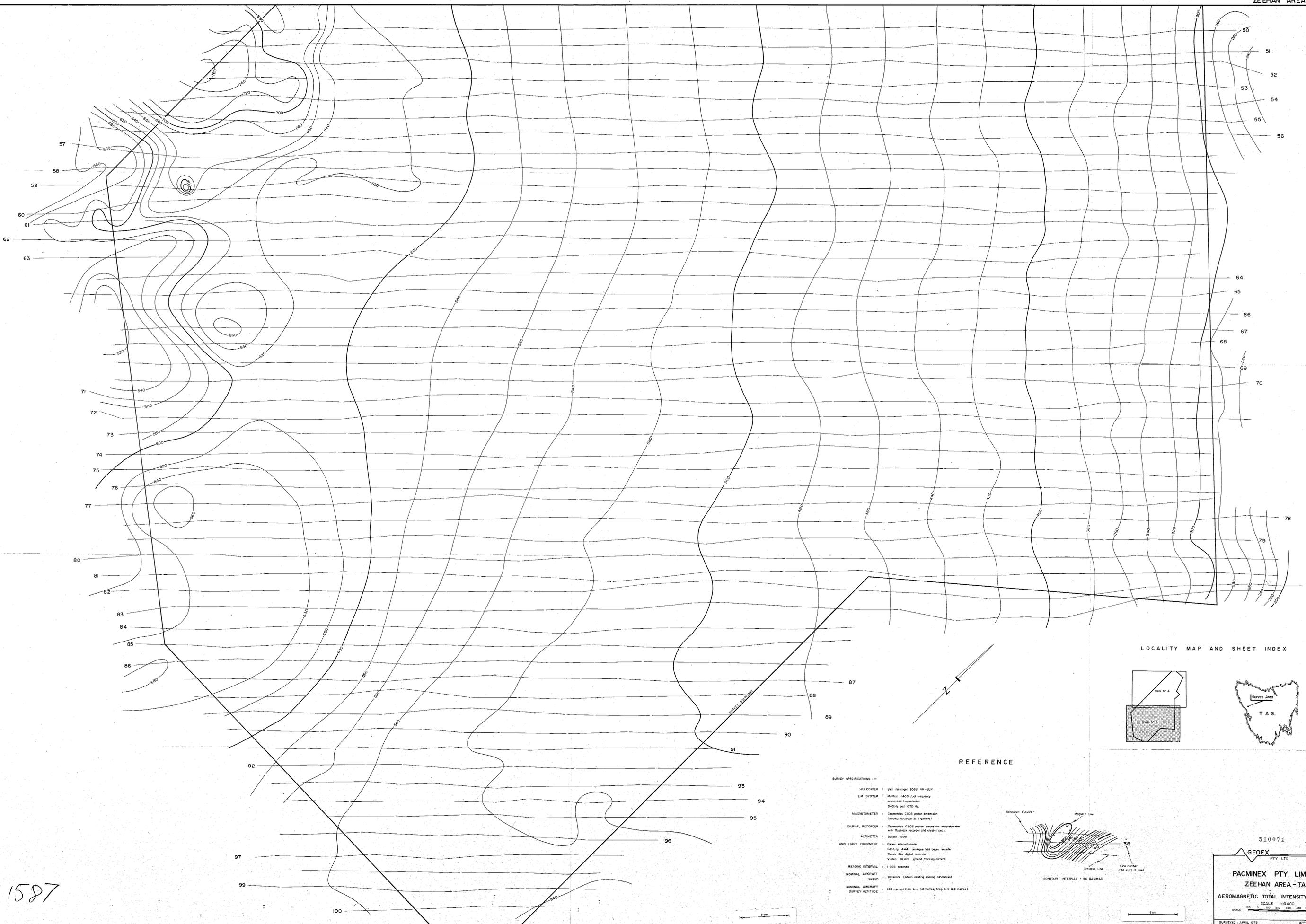
1586

SHEET INDEX



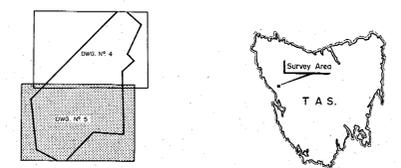
FOR REFERENCE SEE DWS-NP-5

510070 75-1110
 GEOEX PTY. LTD. VOL-2/2
PACMINEX PTY. LIMITED
 ZEEHAN AREA - TAS.
 AEROMAGNETIC TOTAL INTENSITY CONTOURS
 SCALE 1:10000
 SCALE 100 0 200 300 400 500 600 METRES
1586
 SURVEYED APRIL 1975 APPROVED J.E. HAIGH
 DRAWN BY H.W.J.B. PROJECT 7522 DWS-NP-4



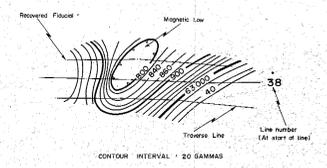
1587

LOCALITY MAP AND SHEET INDEX



REFERENCE

- SURVEY SPECIFICATIONS :-
- HELICOPTER : Bell Jet Ranger 2068 VM-BLR
 - E.M. SYSTEM : McPhar H 400 dual frequency sequential transmission, 240 Hz and 4070 Hz.
 - MAGNETOMETER : Geometrics G803 spin procession (reading accuracy ± 1 gamma)
 - JOURNAL RECORDER : Geometrics G806 spin procession magnetometer with fluxloop recorder and crystal clock.
 - ALTIMETER : Barco 208R
 - ANCILLARY EQUIPMENT : Geomac magnetometer, Century 4-44 analogue light beam recorder, Geac 514 digital recorder, Vinten 16 mm ground tracking camera.
 - READING INTERVAL : 1/200 seconds
 - NOMINAL AIRCRAFT SPEED : 90 knots (Main reading spacing 47 metres)
 - NOMINAL AIRCRAFT SURVEY ALTITUDE : 140 metres (E.M. and 50 metres, Mag. 510 120 metres)



510071 75-1110
 VOL-2/2
GEOEX PTY. LTD.
PACMINEX PTY. LIMITED
 ZEEHAN AREA - TAS.
 AEROMAGNETIC TOTAL INTENSITY CONTOURS
 SCALE 1:10000
 0 100 200 300 400 500 METRES
 1587
 SURVEYED : APRIL 1973 APPROVED : J.E. HADRI
 DRAWN BY : N.B. I.E. PROJECT : 7502 DWG. NO : 5

