SURVEY AND LOGISTICS REPORT ON A HELICOPTER BORNE VERSATILE TIME DOMAIN ELECTROMAGNETIC (VTEM) SURVEY

on the

PLENTY RIVER AREA

AUSTRALIA

for

AUSQUEST LIMITED

by



Suite 7, Manor Lodge No. 3 Lodge Hill, St. Michael, Barbados Tel: 1-246-421-8129 Fax: 1-246-417-2999 www.geotechairborne.com e-mail: info@geotechairborne.com

> Project A528 April, 2009

TABLE OF CONTENTS

1. SURVEY SPEC	CIFICATIONS	3
1.1. General		3
1.2. VTEM fligh	nt plan on Google EARTH [™] Background	3
1.3. Survey blo	ock coordinates.	4
1.4. Survey blo	ock specifications	5
1.5. Survey sch	nedule	5
2. SYSTEM SPEC	CIFICATIONS	6
2.1. Instrument	tation	6
2.2. VTEM Cor	nfiguration	7
2.3. VTEM dec	ay sampling scheme	7
2.4. VTEM Tra	nsmitter Waveform over one half-period	8
3. PROCESSING	, I	9
3.1. Processing	g parameters	9
3.2. Flight Path	۱	9
3.3. Electromag	gnetic Data	9
3.4. Magnetic I	Data	10
3.5. Digital Terr	rain Model	10
4. DELIVERABLE	ES	11
5. PERSONNEL		13

APPENDICES

Α.	Modeling VTEM data14	1
В.	Geophysical Maps20)



SURVEY AND LOGISTICS REPORT ON A HELICOPTER-BORNE VTEM SURVEY

1. SURVEY SPECIFICATIONS

1.1. General

Job Number	A528		
Client	Ausquest Limited		
Project Area	Plenty River		
Location	Australia		
Number of Blocks	1 and test lines		
Total line kilometres	620		
Survey date	17 to 25 March, 2009		
Client Representative	Graeme Drew		
Client address	6 Kearns Crescent		
	Ardross, WA,		
	6153, Australia		
	Tel: +61 8 9364 3866		
	Fax: +61 8 9364 4892		
	Email: graeme@ausquest.com.au		
Client Consultant	Southern Geoscience Consultants		
	Russell Mortimer		
	russell@sgc.com.au		

1.2. VTEM flight plan on Google EARTH[™] Background



1.3. Survey block coordinates.

Easting UTM53S	Northing UTM53S
A528 – WES	T BLOCK
608270.00	7380300.00
615535.00	7374800.00
616300.00	7375800.00
627000.00	7367840.00
630140.00	7371725.00
612180.00	7385145.00
608270.00	7380300.00
A528 – WES	ST INFILL
607664.64140	7379955.7641
606479.80874	7380825.8073
608403.52229	7383191.1006
609570.86665	7382312.3132
607664.64140	7379955.7641
A528 – CENTF	RAL BLOCK
691109.09	7372229.55
691109.13	7368035.03
686605.97	7368034.95
686605.96	7372229.61
A528 – EAS	T BLOCK
695482.95	7381335.88
702179.27	7381335.89
702159.32	7379346.00
705666.43	7379431.46
705637.94	7375755.46
703871.18	7375698.46
703871.18	7373903.19
698770.36	7373903.19
698855.85	7377664.69
695482.95	7377693.18
695482.95	7381335.88



1.4. Survey block specifications

Survey block	Line spacing (m)	Line-km (contractual)	Line-km (delivered)	Flight direction	Line number
West	250	497	506	039°- 219°	L10010 – L10900
West Infill	290	18	18	039°- 219°	L40011 – L40060
Central	1000	21	25	000°- 180°	L20010 – L20170
East	1000	56	71	000°- 180°	L30010 – L30410

1.5. Survey schedule

Date	Flight #	Nominal Production Km flown	Comments
17-Mar-09			Mobilization from Adelaide to Coober Pedy
18-Mar-09			Mobilization from Coober Pedy to Alice Springs
19-Mar-09			Mobilization from Alice Springs to plenty River. Base camp setup
20-Mar-09			Loop assembly and waiting on helicopter arrival
21-Mar-09	2	97.2	Test and production flights on East and Central blocks
22-Mar-09	3, 4, 5	347.6	Production flights on the West block
23-Mar-09	6, 7	112.3	Production flights on the West block
24-Mar-09	8	45.9	Production flights on the West block
25-Mar-09	0	18.3	Infill flights on the West block. Survey complete.



2. SYSTEM SPECIFICATIONS

2.1. Instrumentation

Model AS 350 B3 Registration VH-VTN Operating Company United Aero Helicopters Nominal survey speed 80 km/h Nominal terrain clearance 80 m VTEM Transmitter Coil diameter 26 m Number of turns 4 Pulse repetition rate 25 Hz Peak current 200 Amp Duty cycle 37% Peak dipole moment 425,000 NIA Pulse width 7.33 ms Nominal terrain clearance 41 m VTEM Receiver Coil diameter 1.2 metre Number of turns 100 Effective area 113.1 m² Sampling interval 0.1 s Nominal terrain clearance 41 m Magnetometer Type Geometrics Model Optically pumped cesium vapour Sempting interval 0.1 s Cable length 13 m Nominal terrain clearance 69 m Prera TRA 3000/TRI 40 Position Beneath cockpit Sampling	Survey Helicopter			
Registration VH-VTN Operating Company United Aero Helicopters Nominal survey speed 80 km/h Nominal terrain clearance 80 m VTEM Transmitter Coil diameter 26 m Number of turns 4 Pulse repetition rate 25 Hz Peak durrent 200 Amp Duty cycle 37% Peak dipole moment 425,000 NIA Pulse repetition rate 25,000 NIA Pulse width 7.33 ms Nominal terrain clearance 41 m VTEM Receiver Coil diameter 1.2 metre Number of turns 100 Effective area 113.1 m ² Sampling interval 0.1 s Nominal terrain clearance 41 m Magnetometer Type Geometrics Model Optically pumped cesium vapour Sampling interval 0.1 s Cable length 13 m Nominal terrain clearance 69 m Prara TRA 3000/TRI 40 Position Beneath cockpit	Model	AS 350 B3		
Operating Company United Aero Helicopters Nominal survey speed 80 km/h Nominal terrain clearance 80 m VTEM Transmitter Coil diameter 26 m Number of turns 4 Pulse repetition rate 25 Hz Peak current 200 Amp Duty cycle 37% Peak current 200 Amp Nominal terrain clearance 41 m VTEM Receiver Coil diameter 1.2 metre Nominal terrain clearance 41 m VTEM Receiver Coil diameter 1.2 metre Number of turns 100 Effective area 113.1 m ² Sampling interval 0.1 s Nominal terrain clearance 41 m Magnetometer Type Geometrics Model Optically pumped cesium vapour Sensitivity 0.02 nT Sampling interval 0.1 s Cable length 13 m Nominal terrain clearance 69 m	Registration	VH-VTN		
Nominal survey speed 80 km/h Nominal terrain clearance 80 m VTEM Transmitter Coil diameter 26 m Number of turns 4 Pulse repetition rate 25 Hz Peak current 200 Amp Duty cycle 37% Peak dipole moment 425,000 NIA Pulse width 7.33 ms Nominal terrain clearance 41 m VTEM Receiver Coil diameter 1.2 metre Number of turns 100 Effective area 113.1 m ² Sampling interval 0.1 s Nominal terrain clearance 41 m Magnetometer Type Geometrics Model Optically pumped cesium vapour Sensitivity Scable length 13 m Nominal terrain clearance 69 m Radar Altimeter Type Terra TRA 3000/TRI 40 Position Beneath cockpit Sampling interval 0.2 s GPS navigation system Type NovAtel Model WAAS enabled OEM4-G2-3151W Antenna position Helicopter tail Sampling interval	Operating Company	United Aero Helicopters		
Nominal terrain clearance 80 m VTEM Transmitter Coil diameter 26 m Number of turns 4 Pulse repetition rate 25 Hz Peak current 200 Amp Duty cycle 37% Peak dipole moment 425,000 NIA Pulse repetition rate 25.000 NIA Pulse width 7.33 ms Nominal terrain clearance 41 m VTEM Receiver Coil diameter 1.2 metre Number of turns 100 Effective area 113.1 m² Sampling interval 0.1 s Nominal terrain clearance 41 m VTEM Receiver Coil diameter 1.2 metre Number of turns 100 Effective area 113.1 m² Sampling interval 0.1 s Model Optically pumped cesium vapour Sestitivity 0.02 nT Sampling interval 0.1 s Cable length 13 m Nominal terrain clearance 69 m	Nominal survey speed	80 km/h		
VTEM Transmitter Coil diameter 26 m Number of turns 4 Pulse repetition rate 25 Hz Peak current 200 Amp Dulty cycle 37% Peak dipole moment 425,000 NIA Pulse width 7.33 ms Nominal terrain clearance 41 m VTEM Receiver Coil diameter 1.2 metre Number of turns 100 Effective area 113.1 m² Sampling interval 0.1 s Nominal terrain clearance 41 m Magnetometer Type Geometrics Model Optically pumped cesium vapour Sensitivity 0.02 nT Sampling interval 0.1 s Cable length 13 m Nominal terrain clearance 69 m Radar Altimeter Type Terra TRA 3000/TRI 40 Position Beneath cockpit Sampling interval 0.2 s WAAS enabled OEM4-G2-3151W	Nominal terrain clearance	80 m		
VTEM TransmitterCoil diameter26 mNumber of turns4Pulse repetition rate25 HzPeak durrent200 AmpDuty cycle37%Peak dipole moment425,000 NIAPulse width7.33 msNominal terrain clearance41 mVTEM ReceiverCoil diameter1.2 metreNumber of turns100Effective area113.1 m²Sampling interval0.1 sNominal terrain clearance41 mMagnetometerTypeGeometricsModelOptically pumped cesium vapourSensitivity0.02 nTSampling interval0.1 sNominal terrain clearance69 mGeometricsModelOptically pumped cesium vapourSensitivity0.02 nTSampling interval0.1 sCable length13 mNominal terrain clearance69 mGPS navigation systemTypeTerra TRA 3000/TRI 40PositionBeneath cockpitSampling interval0.2 sGPS navigation systemTypeNovAtelModelWAAS enabled OEM4-G2-3151WAntenna positionHelicopter tailSampling interval0.2 sTypeGeometricsModelCesium vapourSensitivity0.001 nTSampling interval1 s				
Coil diameter 26 m Number of turns 4 Pulse repetition rate 25 Hz Peak current 200 Amp Duty cycle 37% Peak dipole moment 425,000 NIA Pulse vegetition rate 425,000 NIA Pulse width 7.33 ms Nominal terrain clearance 41 m VTEM Receiver Coil diameter 1.2 metre Number of turns 100 Effective area 113.1 m² Sampling interval 0.1 s Nominal terrain clearance 41 m Magnetometer Type Geometrics Model Optically pumped cesium vapour Sensitivity 0.02 nT Sampling interval 0.1 s Cable length 13 m Nominal terrain clearance 69 m Modeat Altimeter Type Terra TRA 3000/TRI 40 Position Beneath cockpit Sampling interval 0.2 s Geometrics	VTEM Tra	ansmitter		
Number of turns 4 Pulse repetition rate 25 Hz Peak current 200 Amp Duty cycle 37% Peak dipole moment 425,000 NIA Pulse width 7.33 ms Nominal terrain clearance 41 m VTEM Receiver Coil diameter 1.2 metre Number of turns 100 Effective area 113.1 m² Sampling interval 0.1 s Nominal terrain clearance 41 m Magnetometer Type Geometrics Model Optically pumped cesium vapour Sensitivity 0.02 nT Sampling interval 0.1 s Cable length 13 m Nominal terrain clearance 69 m Radar Attimeter Type Terra TRA 3000/TRI 40 Position Beneath cockpit Sampling interval 0.2 s GPS navigation system Type NovAtel Model WAAS enabled OEM4-G2-3151W Antenna position Helicopter tail Sa	Coil diameter	26 m		
Pulse repetition rate 25 Hz Peak current 200 Amp Duty cycle 37% Peak dipole moment 425,000 NIA Pulse width 7.33 ms Nominal terrain clearance 41 m VTEM Receiver Coil diameter 1.2 metre Number of turns 100 Effective area 113.1 m² Sampling interval 0.1 s Nominal terrain clearance 41 m Magnetometer Type Geometrics Model Optically pumped cesium vapour Sensitivity 0.02 nT Sampling interval 0.1 s Cable length 13 m Nominal terrain clearance 69 m Gers navigation system Type Terra TRA 3000/TRI 40 Position Beneath cockpit Sampling interval 0.2 s Gers navigation system Type NovAtel Model WAAS enabled OEM4-G2-3151W Antenna position	Number of turns	4		
Peak current 200 Amp Duty cycle 37% Peak dipole moment 425,000 NIA Pulse width 7.33 ms Nominal terrain clearance 41 m VTEM Receiver Coil diameter 1.2 metre Number of turns 100 Effective area 113.1 m² Sampling interval 0.1 s Nominal terrain clearance 41 m Vage Geometrics Model Optically pumped cesium vapour Sensitivity 0.02 nT Sampling interval 0.1 s Cable length Nominal terrain clearance 69 m GPS navigation system Type Terra TRA 3000/TRI 40 Position Beneath cockpit Sampling interval 0.2 s GPS navigation system Type NovAtel Model WAAS enabled OEM4-G2-3151W Antenna position Helicopter tail Sampling interval 0.2 s Sampling interval <td>Pulse repetition rate</td> <td>25 Hz</td>	Pulse repetition rate	25 Hz		
Duty cycle 37% Peak dipole moment 425,000 NIA Pulse width 7.33 ms Nominal terrain clearance 41 m VTEM Receiver Coil diameter 1.2 metre Number of turns 100 Effective area 113.1 m² Sampling interval 0.1 s Nominal terrain clearance 41 m Magnetometer Type Geometrics Model Optically pumped cesium vapour Sensitivity 0.02 nT Sampling interval 0.1 s Cable length 13 m Nominal terrain clearance 69 m Position Beneath cockpit Sampling interval 0.2 s GPS navigation system Type NovAtel Model WAAS enabled OEM4-G2-3151W Antenna position Helicopter tail Sampling interval 0.2 s Model	Peak current	200 Amp		
Peak dipole moment 425,000 NIA Pulse width 7.33 ms Nominal terrain clearance 41 m VTEM Receiver Coil diameter 1.2 metre Number of turns 100 Effective area 113.1 m² Sampling interval 0.1 s Nominal terrain clearance 41 m Magnetometer Type Geometrics Model Optically pumped cesium vapour Sampling interval 0.1 s Sampling interval 0.1 s Sampling interval 0.1 s Cable length 13 m Nominal terrain clearance 69 m GPS navigation system Type Terra TRA 3000/TRI 40 Position Beneath cockpit Sampling interval 0.2 s GPS navigation system Type NovAtel Model WAAS enabled OEM4-G2-3151W Antenna position Helicopter tail Sampling interval 0.2 s Sampling interval Model Cesium vapour	Duty cycle	37%		
Pulse width 7.33 ms Nominal terrain clearance 41 m VTEM Receiver Coil diameter 1.2 metre Number of turns 100 Effective area 113.1 m² Sampling interval 0.1 s Nominal terrain clearance 41 m Magnetometer Type Geometrics Model Optically pumped cesium vapour Sampling interval 0.1 s Cable length 13 m Nominal terrain clearance 69 m Radar Altimeter Type Terra TRA 3000/TRI 40 Position Beneath cockpit Sampling interval 0.2 s GPS navigation system Type NovAtel Model WAAS enabled OEM4-G2-3151W Antenna position Helicopter tail Sampling interval 0.2 s Sampling interval	Peak dipole moment	425,000 NIA		
Nominal terrain clearance 41 m VTEM Receiver Coil diameter 1.2 metre Number of turns 100 Effective area 113.1 m² Sampling interval 0.1 s Nominal terrain clearance 41 m Magnetometer Type Geometrics Model Optically pumped cesium vapour Sensitivity 0.02 nT Sampling interval 0.1 s Cable length 13 m Nominal terrain clearance 69 m Radar Altimeter Type Terra TRA 3000/TRI 40 Position Beneath cockpit Sampling interval 0.2 s GPS navigation system Type NovAtel Model WAAS enabled OEM4-G2-3151W Antenna position Helicopter tail Sampling interval 0.2 s Sampling interval O.2 s Sampling interval	Pulse width	7.33 ms		
VTEM Receiver Coil diameter 1.2 metre Number of turns 100 Effective area 113.1 m² Sampling interval 0.1 s Nominal terrain clearance 41 m Magnetometer Type Geometrics Model Optically pumped cesium vapour Sensitivity 0.02 nT Sampling interval 0.1 s Cable length 13 m Nominal terrain clearance 69 m Radar Altimeter Type Terra TRA 3000/TRI 40 Position Beneath cockpit Sampling interval 0.2 s GPS navigation system Type NovAtel Model WAAS enabled OEM4-G2-3151W Anterna position Helicopter tail Sampling interval 0.2 s Base Station Magnetometer/GPS Type Geometrics Model Cesium vapour Sampling interval 0.2 s	Nominal terrain clearance	41 m		
VTEM ReceiverCoil diameter1.2 metreNumber of turns100Effective area113.1 m²Sampling interval0.1 sNominal terrain clearance41 mMagnetometerTypeGeometricsModelOptically pumped cesium vapourSensitivity0.02 nTSampling interval0.1 sCable length13 mNominal terrain clearance69 mTypeRadar AltimeterTypeTerra TRA 3000/TRI 40PositionBeneath cockpitSampling interval0.2 sGPS navigation systemTypeNovAtelModelWAAS enabled OEM4-G2-3151WAntenna positionHelicopter tailSampling interval0.2 sTypeGeometricsModelQAAS enabled OEM4-G2-3151WAntenna positionHelicopter tailSampling interval0.2 sSampling interval0.2 s				
Coil diameter 1.2 metre Number of turns 100 Effective area 113.1 m² Sampling interval 0.1 s Nominal terrain clearance 41 m Magnetometer Type Geometrics Model Optically pumped cesium vapour Sensitivity 0.02 nT Sampling interval 0.1 s Cable length 13 m Nominal terrain clearance 69 m Radar Altimeter Type Terra TRA 3000/TRI 40 Position Beneath cockpit Sampling interval 0.2 s GPS navigation system Type Model WAAS enabled OEM4-G2-3151W Antenna position Helicopter tail Sampling interval 0.2 s Base Station Magnetometer/GPS Type Geometrics Model Cesium vapour Sampling interval 0.2 s Sampling interval	VTEM R	eceiver		
Number of turns 100 Effective area 113.1 m² Sampling interval 0.1 s Nominal terrain clearance 41 m Magnetometer Type Geometrics Model Optically pumped cesium vapour Sensitivity 0.02 nT Sampling interval 0.1 s Cable length 13 m Nominal terrain clearance 69 m Radar Altimeter Type Terra TRA 3000/TRI 40 Position Beneath cockpit Sampling interval 0.2 s GPS navigation system Type NovAtel Model WAAS enabled OEM4-G2-3151W Antenna position Helicopter tail Sampling interval 0.2 s Base Station Magnetometer/GPS Type Geometrics Model Cesium vapour Sampling interval 0.2 s	Coil diameter	1.2 metre		
Effective area 113.1 m² Sampling interval 0.1 s Nominal terrain clearance 41 m Magnetometer Type Geometrics Model Optically pumped cesium vapour Sensitivity 0.02 nT Sampling interval 0.1 s Cable length 13 m Nominal terrain clearance 69 m Radar Altimeter Type Terra TRA 3000/TRI 40 Position Beneath cockpit Sampling interval 0.2 s GPS navigation system Type NovAtel Model WAAS enabled OEM4-G2-3151W Antenna position Helicopter tail Sampling interval 0.2 s Base Station Magnetometer/GPS Type Geometrics Model Cesium vapour Sensitivity 0.001 nT Sampling interval 1 s	Number of turns	100		
Sampling interval 0.1 s Nominal terrain clearance 41 m Magnetometer Type Geometrics Model Optically pumped cesium vapour Sensitivity Sensitivity 0.02 nT Sampling interval 0.1 s Cable length 13 m Nominal terrain clearance 69 m Radar Altimeter Type Terra TRA 3000/TRI 40 Position Beneath cockpit Sampling interval 0.2 s GPS navigation system Type NovAtel Model WAAS enabled OEM4-G2-3151W Antenna position Helicopter tail Sampling interval 0.2 s EBase Station Magnetometer/GPS Type Geometrics Model V2 s Base Station Magnetometer/GPS Type Geometrics Model Cesium vapour Sensitivity 0.001 nT Sampling interval 1 s	Effective area	113.1 m ²		
Nominal terrain clearance 41 m Magnetometer Type Geometrics Model Optically pumped cesium vapour Sensitivity 0.02 nT Sampling interval 0.1 s Cable length 13 m Nominal terrain clearance 69 m Radar Altimeter Type Terra TRA 3000/TRI 40 Position Beneath cockpit Sampling interval 0.2 s GPS navigation system Type NovAtel Model WAAS enabled OEM4-G2-3151W Antenna position Helicopter tail Sampling interval 0.2 s Base Station Magnetometer/GPS Type Geometrics Model V2 s	Sampling interval	0.1 s		
Magnetometer Type Geometrics Model Optically pumped cesium vapour Sensitivity 0.02 nT Sampling interval 0.1 s Cable length 13 m Nominal terrain clearance 69 m Radar Altimeter Type Terra TRA 3000/TRI 40 Position Beneath cockpit Sampling interval 0.2 s GPS navigation system Type NovAtel Model WAAS enabled OEM4-G2-3151W Antenna position Helicopter tail Sampling interval 0.2 s Base Station Magnetometer/GPS Type Geometrics Model Cesium vapour Sampling interval 0.01 nT Sampling interval 1 s	Nominal terrain clearance	41 m		
MagnetometerTypeGeometricsModelOptically pumped cesium vapourSensitivity0.02 nTSampling interval0.1 sCable length13 mNominal terrain clearance69 mRadar AltimeterTypeTerra TRA 3000/TRI 40PositionBeneath cockpitSampling interval0.2 sTypeNovAtelModelWAAS enabled OEM4-G2-3151WAntenna positionHelicopter tailSampling interval0.2 sSampling interval0.2 s				
Type Geometrics Model Optically pumped cesium vapour Sensitivity 0.02 nT Sampling interval 0.1 s Cable length 13 m Nominal terrain clearance 69 m Radar Altimeter Type Terra TRA 3000/TRI 40 Position Beneath cockpit Sampling interval 0.2 s GPS navigation system Type NovAtel Model WAAS enabled OEM4-G2-3151W Antenna position Helicopter tail Sampling interval 0.2 s Base Station Magnetometer/GPS Type Geometrics Model 0.2 s	Magnet	ometer		
Model Optically pumped cesium vapour Sensitivity 0.02 nT Sampling interval 0.1 s Cable length 13 m Nominal terrain clearance 69 m Radar Altimeter Type Terra TRA 3000/TRI 40 Position Beneath cockpit Sampling interval 0.2 s GPS navigation system Type NovAtel Model WAAS enabled OEM4-G2-3151W Antenna position Helicopter tail Sampling interval 0.2 s Base Station Magnetometer/GPS Type Geometrics Model Cesium vapour Sensitivity 0.001 nT Sampling interval 1 s	Туре	Geometrics		
Sensitivity 0.02 nT Sampling interval 0.1 s Cable length 13 m Nominal terrain clearance 69 m Radar Altimeter Type Terra TRA 3000/TRI 40 Position Beneath cockpit Sampling interval 0.2 s GPS navigation system Type NovAtel Model WAAS enabled OEM4-G2-3151W Antenna position Helicopter tail Sampling interval 0.2 s Geometrics Model WAAS enabled OEM4-G2-3151W Antenna position Helicopter tail Sampling interval 0.2 s Sampling interval	Model	Optically pumped cesium vapour		
Sampling interval0.1 sCable length13 mNominal terrain clearance69 mRadar AltimeterTypeTerra TRA 3000/TRI 40PositionBeneath cockpitSampling interval0.2 sGPS navigation systemTypeNovAtelModelWAAS enabled OEM4-G2-3151WAntenna positionHelicopter tailSampling interval0.2 sComparisonGeometricsModelWAAS enabled OEM4-G2-3151WAntenna positionHelicopter tailSampling interval0.2 sModelCesium vapourSensitivity0.001 nTSampling interval1 s	Sensitivity	0.02 nT		
Cable length 13 m Nominal terrain clearance 69 m Radar Altimeter Type Terra TRA 3000/TRI 40 Position Beneath cockpit Sampling interval 0.2 s GPS navigation system Type NovAtel Model WAAS enabled OEM4-G2-3151W Antenna position Helicopter tail Sampling interval 0.2 s Commentation of the system Type NovAtel Model WAAS enabled OEM4-G2-3151W Antenna position Helicopter tail Sampling interval 0.2 s Commenter/GPS Type Geometrics Model Cesium vapour Sensitivity 0.001 nT Sampling interval 1 s	Sampling interval	0.1 s		
Nominal terrain clearance 69 m Radar Altimeter Type Terra TRA 3000/TRI 40 Position Beneath cockpit Sampling interval 0.2 s GPS navigation system Type NovAtel Model WAAS enabled OEM4-G2-3151W Antenna position Helicopter tail Sampling interval 0.2 s Geometrics Model WAAS enabled OEM4-G2-3151W Antenna position Helicopter tail Sampling interval 0.2 s Geometrics Model Cesium vapour Sensitivity 0.001 nT Sampling interval 1 s	Cable length	13 m		
Radar Altimeter Type Terra TRA 3000/TRI 40 Position Beneath cockpit Sampling interval 0.2 s GPS navigation system Type NovAtel Model WAAS enabled OEM4-G2-3151W Antenna position Helicopter tail Sampling interval 0.2 s Commentation Base Station Magnetometer/GPS Type Geometrics Model Cesium vapour Sensitivity 0.001 nT Sampling interval 1 s	Nominal terrain clearance	69 m		
Hadar Altimeter Type Terra TRA 3000/TRI 40 Position Beneath cockpit Sampling interval 0.2 s GPS navigation system Type NovAtel Model WAAS enabled OEM4-G2-3151W Antenna position Helicopter tail Sampling interval 0.2 s Geometrics Model Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2"Colspan="2">Colspan="2"Colspan="2"Colspan="2"Colspan="2">Colspan="2"Col				
Type Terra TRA 3000/TRI 40 Position Beneath cockpit Sampling interval 0.2 s GPS navigation system Type NovAtel Model WAAS enabled OEM4-G2-3151W Antenna position Helicopter tail Sampling interval 0.2 s Geometrics Model Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2"Colsp	Radar A	ltimeter		
Position Beneath cockpit Sampling interval 0.2 s GPS navigation system Type NovAtel Model WAAS enabled OEM4-G2-3151W Antenna position Helicopter tail Sampling interval 0.2 s Construction Base Station Magnetometer/GPS Type Geometrics Model Cesium vapour Sensitivity 0.001 nT Sampling interval 1 s	Туре	Terra TRA 3000/TRI 40		
Sampling interval 0.2 s GPS navigation system Type NovAtel Model WAAS enabled OEM4-G2-3151W Antenna position Helicopter tail Sampling interval 0.2 s Base Station Magnetometer/GPS Type Geometrics Model Cesium vapour Sensitivity 0.001 nT Sampling interval 1 s	Position	Beneath cockpit		
GPS navigation system Type NovAtel Model WAAS enabled OEM4-G2-3151W Antenna position Helicopter tail Sampling interval 0.2 s Base Station Magnetometer/GPS Type Geometrics Model Cesium vapour Sensitivity 0.001 nT Sampling interval 1 s	Sampling interval	0.2 s		
GPS navigation system Type NovAtel Model WAAS enabled OEM4-G2-3151W Antenna position Helicopter tail Sampling interval 0.2 s Base Station Magnetometer/GPS Type Geometrics Model Cesium vapour Sensitivity 0.001 nT Sampling interval 1 s	0.50			
Type NovAtel Model WAAS enabled OEM4-G2-3151W Antenna position Helicopter tail Sampling interval 0.2 s Base Station Magnetometer/GPS Type Geometrics Model Cesium vapour Sensitivity 0.001 nT Sampling interval 1 s	GPS navigat	tion system		
Model WAAS enabled OEM4-G2-3151W Antenna position Helicopter tail Sampling interval 0.2 s Base Station Magnetometer/GPS Type Geometrics Model Cesium vapour Sensitivity 0.001 nT Sampling interval 1 s	Type			
Antenna position Helicopter tail Sampling interval 0.2 s Base Station Magnetometer/GPS Type Geometrics Model Cesium vapour Sensitivity 0.001 nT Sampling interval 1 s	IVIOQEI	WAAS enabled OEM4-G2-3151W		
Sampling interval 0.2 s Base Station Magnetometer/GPS Type Geometrics Model Cesium vapour Sensitivity 0.001 nT Sampling interval 1 s	Antenna position	Helicopter tail		
Base Station Magnetometer/GPS Type Geometrics Model Cesium vapour Sensitivity 0.001 nT Sampling interval 1 s	Sampling interval	0.2 S		
Base Station Magnetometer/GPS Type Geometrics Model Cesium vapour Sensitivity 0.001 nT Sampling interval 1 s				
Type Geometrics Model Cesium vapour Sensitivity 0.001 nT Sampling interval 1 s	Base Station Mag	gnetometer/GPS		
Model Cesium vapour Sensitivity 0.001 nT Sampling interval 1 s		Geometrics		
Sensitivity 0.001 n1 Sampling interval 1 s				
Samping merval 1 S	Sensilivity			
	Sampling Interval	15		



2.2. VTEM Configuration



Configuration		
Cable angle with vertical	23 °	
Cable length (EM receiver) 42 m		
Cable length (Magnetometer) 12 m		

2.3. VTEM decay sampling scheme

VTEM B-field System Decay Sampling scheme				
Array	Microseconds			
Index	Middle	Start	End	Width
8	83	78.1	88.5	10.4
9	99	88.6	109.4	20.8
10	120	109.4	130.2	20.8
11	141	130.2	151.0	20.8
12	167	151.1	182.3	31.2
13	198	182.3	213.5	31.2
14	234	213.6	255.2	41.6
15	281	255.2	307.3	52.1
16	339	307.3	369.8	62.5
17	406	369.8	442.7	72.9
18	484	442.7	526.0	83.3
19	573	526.1	619.8	93.7
20	682	619.8	744.8	125.0
21	818	744.8	890.6	145.8
22	974	890.6	1057.3	166.7
23	1151	1057.3	1244.8	187.5
24	1370	1244.8	1494.8	250.0
25	1641	1494.8	1786.5	291.7
26	1953	1786.5	2119.8	333.3
27	2307	2119.8	2494.8	375.0
28	2745	2494.8	2994.8	500.0
29	3286	2994.8	3578.1	583.3
30	3911	3578.1	4244.8	666.7
31	4620	4244.8	4994.8	750.0
32	5495	4994.8	5994.8	1000.0
33	6578	5994.8	7161.5	1166.7
34	7828	7161.5	8494.8	1333.3





2.4. VTEM Transmitter Waveform over one half-period (March 2009)



3. PROCESSING

3.1. Processing parameters

Coordi	nates
Projection	Map Grid of Australia zone 53
Datum	GDA94
Spheroid	GRS 1980
Spherics rejection (EM	1 and Magnetic data)
Non-linear filter	5 point
Non-linear filter sensitivity	0.0001
Low-pass filter wavelength	25 m
Lag correction of other s	ensors to GPS position
EM receiver	8 m
Radar	10 m
Magnetometer	3 m

3.2. Flight Path

The flight path, recorded by the acquisition program as WGS 84 latitude/longitude, was converted into the UTM coordinate system in Oasis Montaj. The flight path was drawn using linear interpolation between x,y positions from the navigation system. Positions are updated every second and expressed as UTM eastings (x) and UTM northings (y).

3.3. Electromagnetic Data

A three stage digital filtering process was used to reject major sferic events and to reduce system noise. Local sferic activity can produce sharp, large amplitude events that cannot be removed by conventional filtering procedures. Smoothing or stacking will reduce their amplitude but leave a broader residual response that can be confused with geological phenomena. To avoid this possibility, a computer algorithm searches out and rejects the major sferic events.

The signal to noise ratio was further improved by the application of a low pass linear digital filter. This filter has zero phase shift which prevents any lag or peak displacement from occurring, and it suppresses only variations with a wavelength less than the specified filter wavelength.



3.4. Magnetic Data

The processing of the magnetic data involved the correction for diurnal variations by using the digitally recorded ground base station magnetic values. The base station magnetometer data was edited and merged into the Geosoft GDB database on a daily basis. The aeromagnetic data was corrected for diurnal variations by subtracting the observed magnetic base station deviations.

A micro-levelling procedure was applied. This technique is designed to remove persistent low-amplitude components of flight-line noise.

The corrected magnetic data was interpolated between survey lines using a random point gridding method to yield x-y grid values for a standard grid cell size of a quarter of the line spacing. The Minimum Curvature algorithm was used to interpolate values onto a rectangular regular spaced grid.

3.5. Digital Terrain Model

Subtracting the radar altimeter data from the GPS elevation data creates a digital elevation model. To correct for minor elevation differences that are evident in this data when gridded, Shuttle Radar Topography Mission (SRTM) data have been used.



4. DELIVERABLES

VTEM Survey and logistics report			
Format	PDF		
Copies	2 x Digital (DVD/CD) 2 x Hard copy		
	Dat	abase	
Format	Digital Geosoft (.GDB)		
Channels	Name	Description	
onanneis	Х	X positional data	
	Υ	Y positional data	
	Lon	Longitude data	
	Lat	Latitude data	
	Z	GPS antenna elevation (metres above sea level)	
	Radar	Helicopter terrain clearance from radar altimeter (metres above ground level)	
	RxAlt	EM Receiver and Transmitter terrain clearance (metres above ground level)	
	DTM	Digital terrain model (metres)	
	Gtime1	UTC time (seconds of the day)	
	MagTF	Raw Total Magnetic field data (nT)	
	MagBase	Magnetic diurnal variation data (nT)	
	MagDiu	Total Magnetic field diurnal variation and lag corrected data (nT)	
	MagMicL	Microleveled Total Magnetic field data (nT) (if required)	
	dBdt[8] to dBdt[34]	dB/dt, Time Gates 83 μs to 7828 μs (pV/A/m ⁴)	
	BField[8] to BField[34]	B-field, Time Gates 83 μs to 7828 μs (pV.ms/A/m ⁴)	
	PLM	Power line monitor	
E a mar a l		Arids	
⊢ormat	Digital Geosoft (.GRD and		
Grida	Name	Description	
Gilus	A528_ bik ⁻ _Mag	Total Magnetic field (nT)	
Formet	N Digital Googoft (MAD)	naps	
Scale			
	Name D	escription	
	A528 blk Mag	Total Magnetic field colour contours	
Maps	A528_ blk _dBdt_Log	VTEM dB/dt profiles, Time Gates 0.234 – 7.828 ms in linear - logarithmic scale	
	A528_ blk_ Bfield_Log	VTEM B-field profiles, Time Gates 0.234 – 7.828 ms in linear - logarithmic scale	

¹ A Geosoft .GRD file has a .GI metadata file associated with it, containing grid projection information. ² _*blk* indicates the block name

Waveform			
Format	Digital Excel Spreadsheet (A528_VTEM_Waveform.xls)		
	Name Description		
Columns	Time	Sampling rate interval, 10.416 µs	
	Volt	Output voltage of the receiver coil (volt)	
	Current	Transmitter current (normalised to 1A peak)	

Google Earth Flight Path files	
Format	Google Earth A528_blk.kml where blk indicates the block name
	Free version of Google Earth software can be downloaded from, <u>http://earth.google.com/download-earth.html</u>



5. PERSONNEL

Geotech Airborne Limited Personnel			
Crew chief	Jon Lambert		
System chief operator	Kath Lambert		
Technical Support	Stephen Carter		
Data Processing (Preliminary)	Kim Bignell		
Data Processing (Final) /Reporting	Alain Kapitho		
Final data supervision	Malcolm Moreton Data Processing Manager (malcolm@geotechairborne.com)		
Overall project management	Keith Fisk Managing Partner and Director (keith@geotechairborne.com)		



APPENDIX A

GENERALIZED MODELING RESULTS OF THE VTEM SYSTEM (by Roger Barlow)

Introduction

The VTEM system is based on a concentric or central loop design, whereby, the receiver is positioned at the centre of a 26.1 metres diameter transmitter loop that produces a dipole moment up to 625,000 NIA at peak current. The wave form is a bipolar, modified square wave with a turn-on and turn-off at each end. With a base frequency of 25 Hz, the duration of each pulse is approximately 7.5 milliseconds followed by an off time where no primary field is present.

During turn-on and turn-off, a time varying field is produced (dB/dt) and an electromotive force (emf) is created as a finite impulse response. A current ring around the transmitter loop moves outward and downward as time progresses. When conductive rocks and mineralization are encountered, a secondary field is created by mutual induction and measured by the receiver at the centre of the transmitter loop.

Measurements are made during the off-time, when only the secondary field (representing the conductive targets encountered in the ground) is present.

Efficient modeling of the results can be carried out on regularly shaped geometries, thus yielding close approximations to the parameters of the measured targets. The following is a description of a series of common models made for the purpose of promoting a general understanding of the measured results.

Variation of Plate Depth

Geometries represented by plates of different strike length, depth extent, dip, plunge and depth below surface can be varied with characteristic parametres like conductance of the target, conductance of the host and conductivity/thickness and thickness of the overburden layer.

Diagrammatic models for a vertical plate are shown in figures A and G at two different depths, all other parametres remaining constant. With this transmitter-receiver geometry, the classic **M** shaped response is generated. Figure A shows a plate where the top is near surface. Here, amplitudes of the duel peaks are higher and symmetrical with the zero centre positioned directly above the plate. Most important is the separation distance of the peaks. This distance is small when the plate is near surface and widens with a linear relationship as the plate (depth to top) increases. Figure G shows a much deeper plate where the separation distance of the peaks is much wider and the amplitudes of the channels have decreased.

Variation of Plate Dip

As the plate dips and departs from the vertical position, the peaks become asymmetrical. Figure B shows a near surface plate dipping 80^o. Note that the direction of dip is toward the high shoulder of the response and the top of the plate remains under the centre minimum.

As the dip increases, the aspect ratio (Min/Max) decreases and this aspect ratio can be used as an empirical guide to dip angles from near 90° to about 30° . The method is not sensitive enough where dips are less than about 30° . Figure E shows a plate dipping 45° and, at this angle, the minimum shoulder starts to vanish. In Figure D, a



flat lying plate is shown, relatively near surface. Note that the twin peak anomaly has been replaced by a symmetrical shape with large, bell shaped, channel amplitudes which decay relative to the conductance of the plate.

Figure H shows a special case where two plates are positioned to represent a synclinal structure. Note that the main characteristic to remember is the centre amplitudes are higher (approximately double) compared to the high shoulder of a single plate. This model is very representative of tightly folded formations where the conductors where once flat lying.

Variation of Prism Depth

Finally, with prism models, another algorithm is required to represent current on the plate. A plate model is considered to be infinitely thin with respect to thickness and incapable of representing the current in the thickness dimension. A prism model is constructed to deal with this problem, thereby, representing the thickness of the body more accurately.

Figures C, F and I show the same prism at increasing depths. Aside from an expected decrease in amplitude, the side lobes of the anomaly show a widening with deeper prism depths of the bell shaped early time channels.





General Modeling Concepts

A set of models has been produced for the Geotech VTEM[®] system with explanation notes (see models A to I above). The reader is encouraged to review these models, so as to get a general understanding of the responses as they apply to survey results. While these models do not begin to cover all possibilities, they give a general perspective on the simple and most commonly encountered anomalies.

When producing these models, a few key points were observed and are worth noting as follows:

- For near vertical and vertical plate models, the top of the conductor is always located directly under the centre low point between the two shoulders in the classic **M** shaped response.
- As the plate is positioned at an increasing depth to the top, the shoulders of the **M** shaped response, have a greater separation distance.
- When faced with choosing between a flat lying plate and a prism model to represent the target (broad response) some ambiguity is present and caution should be exercised.
- With the concentric loop system and Z-component receiver coil, virtually all types of conductors and most geometries are most always well coupled and a response is generated (see model H). Only concentric loop systems can map this type of target.

The modelling program used to generate the responses was prepared by PetRos Eikon Inc. and is one of a very few that can model a wide range of targets in a conductive half space.

General Interpretation Principals

Magnetics

The total magnetic intensity responses reflect major changes in the magnetite and/or other magnetic minerals content in the underlying rocks and unconsolidated overburden. Precambrian rocks have often been subjected to intense heat and pressure during structural and metamorphic events in their history. Original signatures imprinted on these rocks at the time of formation have, it most cases, been modified, resulting in low magnetic susceptibility values.

The amplitude of magnetic anomalies, relative to the regional background, helps to assist in identifying specific magnetic and non-magnetic rock units (and conductors) related to, for example, mafic flows, mafic to ultramafic intrusives, felsic intrusives, felsic volcanics and/or sediments etc. Obviously, several geological sources can produce the same magnetic response. These ambiguities can be reduced considerably if basic geological information on the area is available to the geophysical interpreter.



In addition to simple amplitude variations, the shape of the response expressed in the wave length and the symmetry or asymmetry, is used to estimate the depth, geometric parameters and magnetization of the anomaly. For example, long narrow magnetic linears usually reflect mafic flows or intrusive dyke features. Large areas with complex magnetic patterns may be produced by intrusive bodies with significant magnetization, flat lying magnetic sills or sedimentary iron formation. Local isolated circular magnetic patterns often represent plug-like igneous intrusives such as kimberlites, pegmatites or volcanic vent areas.

Because the total magnetic intensity (TMI) responses may represent two or more closely spaced bodies within a response, the second derivative of the TMI response may be helpful for distinguishing these complexities. The second derivative is most useful in mapping near surface linears and other subtle magnetic structures that are partially masked by nearby higher amplitude magnetic features. The broad zones of higher magnetic amplitude, however, are severely attenuated in the vertical derivative results. These higher amplitude zones reflect rock units having strong magnetic susceptibility signatures. For this reason, both the TMI and the second derivative maps should be evaluated together.

Theoretically, the second derivative, zero contour or colour delineates the contacts or limits of large sources with near vertical dip and shallow depth to the top. The vertical gradient map also aids in determining contact zones between rocks with a susceptibility contrast, however, different, more complicated rules of thumb apply.

Concentric Loop EM Systems

Concentric systems with horizontal transmitter and receiver antennae produce much larger responses for flat lying conductors as contrasted with vertical plate-like conductors. The amount of current developing on the flat upper surface of targets having a substantial area in this dimension, are the direct result of the effective coupling angle, between the primary magnetic field and the flat surface area. One therefore, must not compare the amplitude/conductance of responses generated from flat lying bodies with those derived from near vertical plates; their ratios will be quite different for similar conductances.

Determining dip angle is very accurate for plates with dip angles greater than 30°. For angles less than 30° to 0°, the sensitivity is low and dips can not be distinguished accurately in the presence of normal survey noise levels.

A plate like body that has near vertical position will display a two shoulder, classic **M** shaped response with a distinctive separation distance between peaks for a given depth to top.

It is sometimes difficult to distinguish between responses associated with the edge effects of flat lying conductors and poorly conductive bedrock conductors. Poorly conductive bedrock conductors having low dip angles will also exhibit responses that may be interpreted as surfacial overburden conductors. In some situations, the conductive response has line to line continuity and some magnetic correlation providing possible evidence that the response is related to an actual bedrock source.

The EM interpretation process used, places considerable emphasis on determining an understanding of the general conductive patterns in the area of interest. Each area has different characteristics and these can effectively guide the detailed process used.



The first stage is to determine which time gates are most descriptive of the overall conductance patterns. Maps of the time gates that represent the range of responses can be very informative.

Next, stacking the relevant channels as profiles on the flight path together with the second vertical derivative of the TMI is very helpful in revealing correlations between the EM and Magnetics.

Next, key lines can be profiled as single lines to emphasize specific characteristics of a conductor or the relationship of one conductor to another on the same line. Resistivity Depth sections can be constructed to show the relationship of conductive overburden or conductive bedrock with the conductive anomaly.



APPENDIX B

GEOPHYSICAL MAP IMAGES (not to scale)













