BONAPARTE GULF BASIN

CLUMP ISLAND SHELF

GUNN CHANNEL FAULT

DRIFTWOOD ISLAND FAULT

MOYLE RIVER FAULT

TURTLE POINT BASEMENT HIGH

STEELES BORE FAULT

INDIAN HILL FAULT

PROTEROZOIC LEGUNE BASEMENT

AIRBORNE SURVEY EQUIPMENT

AIRCRAFT :	Piper PA-31 Chieftain VH-WJK
MAGNETOMETER SENSOR :	Scintrex Cesium Vapour Sensor Model V-201 mounted in a tail stinger
MAGNETOMETER SENSITIVITY :	0.01 nT
RECORDING INTERVAL :	0.125 seconds
SAMPLE INTERVAL :	Approx 8.5 metres
COMPENSATION :	RMS Automatic Aeromegnetic Digital Compensator operating in real time
DATA ACQUISITION SYSTEM :	Geometrics G-714 recording on magnetic tape at 800 bpi
FLIGHT LINE RECORD :	Digitally recorded electronic positioning data from a Maxiran II system. VHS-PAL Colour Video System

AIRBORNE SURVEY SPECIFICATIONS

TRAVERSE LINE SEPARATION	500 and 1000 metres
TIE LINE SEPARATION :	4000 metres
TRAVERSE LINE DIRECTION	130 - 310 degrees True
SURVEY ALTITUDE :	300 metres above sea level
FLIGHT PATH RECOVERY :	Calculated from electronically measured ranges

LEGEND

Fault

1000 — Depth to magnetic basement (Depth below sea level in metres)

W — Werner deconvolution

N — Nabighian analytic signal

Anticline

Syncline

V — Antrim Plateau Volcanics

0 1 2 3 4 5 6 7 8 9 10 Km

SCALE 1:100000

SURVEYED BY
KEVRON GEOPHYSICS PTY LTD
JOB No 1009

PR87/053

J. SLADE & ASSOCIATES PTY. LTD.

BARBARA INVESTMENTS PTY LTD.

MAGNETIC BASEMENT INTERPRETATION

E.P.3 NORTHERN TERRITORY

Date : September 1987 | Dwg. No.2