

# GHD

## Airborne Geophysical Survey Operations Report

### Cuprona



**Thomson Aviation Job  
F14103**



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# PART 1 - SPECIFICATIONS FOR AIRBORNE GEOPHYSICAL SURVEY

## 1.1 SURVEY DETAILS

Start Date	10/12/2014
End Date	13/12/2014
Time Base - Magnetics	20 Hz
Time Base - Radiometrics	2 Hz
Base Mag Locations	Wynyard
Ground Cals Locations	Wynyard
Test Line Locations	Wynyard
Block 1	F14103_Cuprona
Total Processed Line Kilometers	1559.2



## 1.2 LOCATION MAP

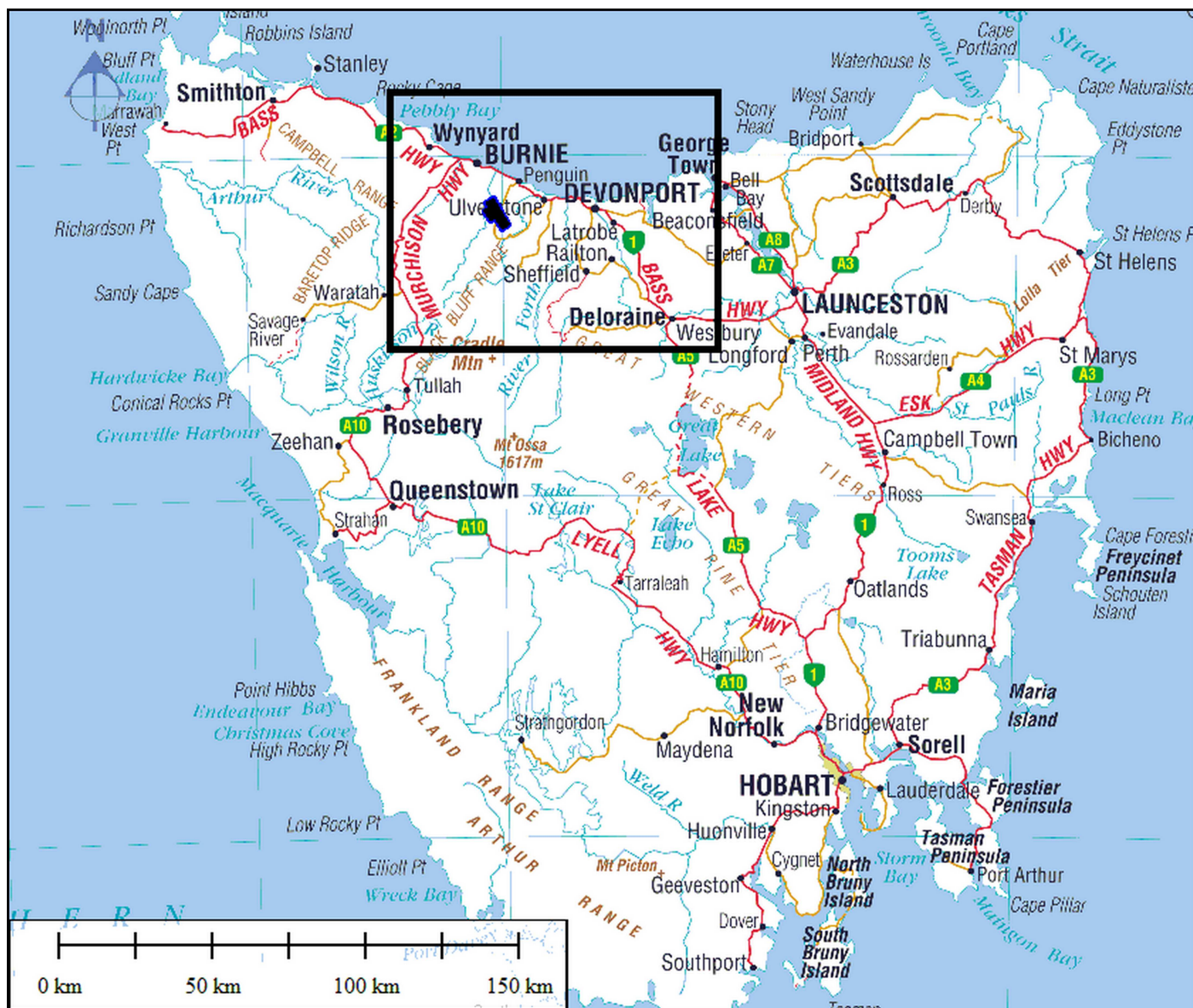


Figure 1 Cuprona



### 1.3 SURVEY SPECIFICATIONS

F14103_Cuprona	
Traverse line direction	58.4
Traverse line spacing	25 m
Tie line direction	148.4
Tie line spacing	250 m
Block Traverse Kilometers	1,360
Block Tie Kilometers	138
Block Total Kilometers	1,498

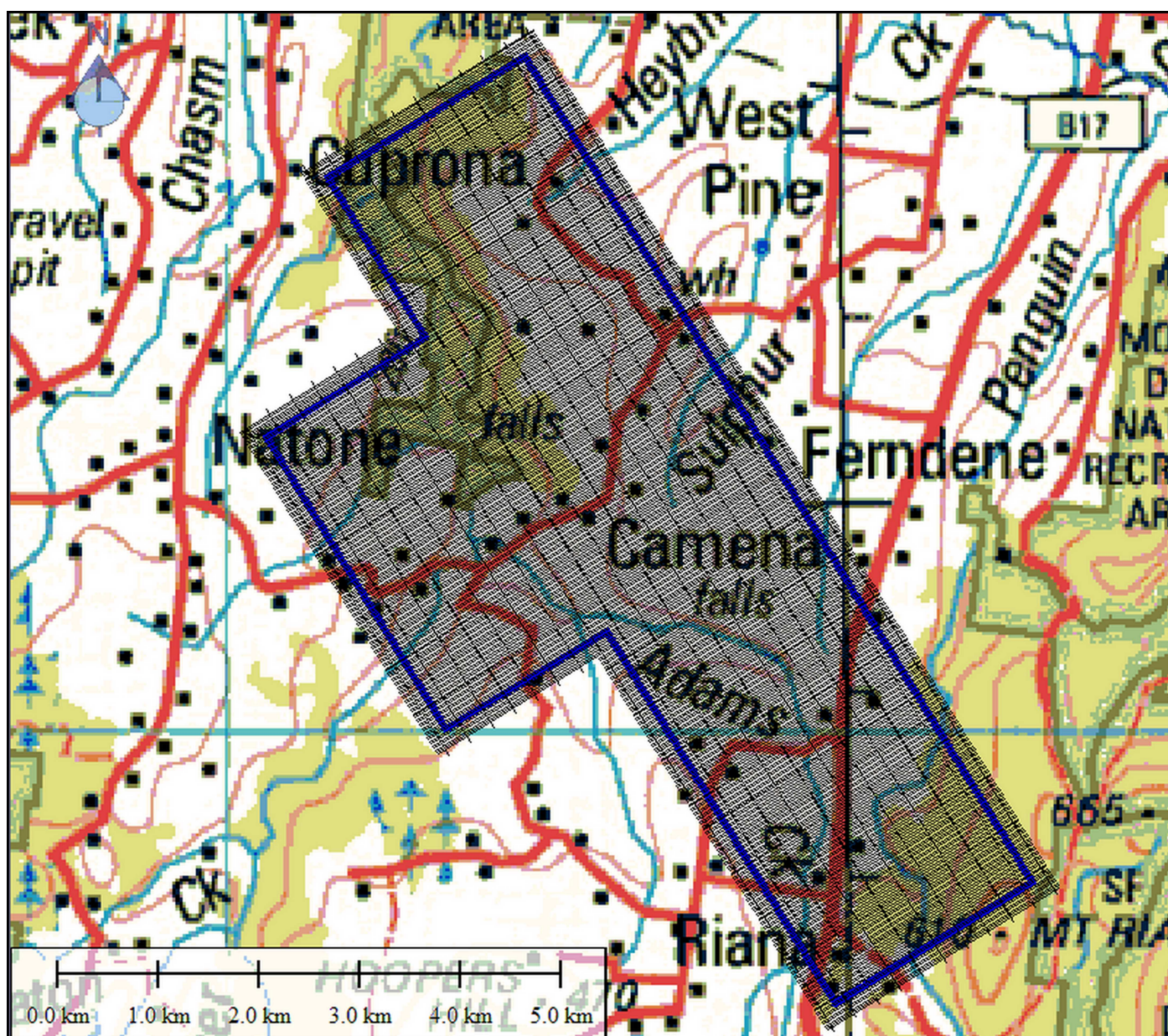


Figure 2 F14103\_Cuprona



## 1.4 CALIBRATION RANGE

The radiometric systems for each aircraft were calibrated using the Geoscience Australia calibration range in Carnamah WA to determine the ground concentration coefficients for the radiometric systems.

Cosmic stacks were flown over water to determine the aircraft and cosmic coefficients.

Height attenuation coefficients were determined from IAEA recommended attenuation coefficients.

## 1.5 IN FIELD CALIBRATION

### a) Spectrometer

The gamma ray spectrometer response was verified by exposing the system to thorium test samples for a time sufficient to accumulate 10,000 counts.

Frequency Before the first flight and after the last flight of each day when survey operations were conducted.

All background corrected counts fell within +/- 3% of the mean over the survey period.

Results of thorium test sample measurements can be found in Appendix B and Appendix C.

### b) Test Line

Test lines are flown at the specified survey height to verify magnetometer, spectrometer and barometric altimeter baselines.

Length 10km

Direction Bi-Directional

Frequency Before the first flight and after the last flight of each day when survey operations were conducted.

The test line thorium counts fell within +/- 7% of the mean over the survey period.

Results of test line thorium counts can be found in Appendix B and Appendix C

### c) Compensation Flight

The compensation flight was carried out to determine what manoeuvring effects the aircraft will have while collecting magnetic data. These effects are removed during data processing to produce true magnetic data.

Frequency Before the commencement of the survey project and after each scheduled maintenance operation.



## 1.6 IN FIELD VERIFICATION AND PROCESSING

Thomson Aviation conducts stringent real time data validity checks.

The following products were generated on site from the ChrisDBF database program and Thomson Aviation proprietary software:

- Flight path plots, to demonstrate quality of navigation
- Magnetic stacked profiles, to demonstrate character of magnetic data
- Statistical summary of line data
- Magnetometer base station plots
- Progressive image presentation of magnetic and topographic data
- Daily plots of aircraft parking locations to verify GPS position

## 1.7 NAVIGATION AND POSITIONING

Navigation was provided using a mobile Novatel OEMV-1 VBS receiver. This equipment provides flight guidance to the pilot as well as flight path information which was recorded for subsequent processing.

Differential GPS data was obtained in real time using static GPS data obtained from the Omnistar wide area GPS service.

Position relative to the survey line was displayed to the pilot by an accurate and effective system proprietary to Thomson Aviation.

Under normal circumstances differential GPS is expected to yield positional accuracies in the order of 5 meters RMS or better.



## PART 2 - AIRCRAFT

The aircraft used for survey operations combine good manoeuvrability with a magnetically clean base to provide maximum magnetic sensor performance.

### 2.1 VH-THS

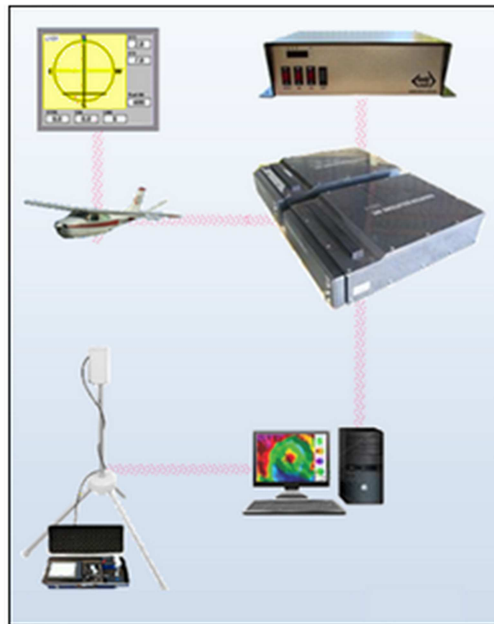
Aircraft Information	
Engine	Piston
Fuel	AVGAS
Fuel Burn	65 litres per hour
Typical Survey Speed	130 knots
Stall Speed	60 knots



**Figure 3** Example Aircraft: Cessna C210



## PART 3 - SURVEY INSTRUMENTATION



**Figure 4** System Outline

### 3.1 MAGNETOMETER

The Geometrics G822A Magnetometer is a highly sensitive unit incorporating an optically pumped sensor. The constant harmonic frequency from the sensor is proportional to the surrounding scalar magnetic field. This frequency is resolved by the Counter / Processor which provides the magnetic field to a nominal accuracy of 0.01nT with a data capture rate of 20 times per second both in analog and digital formats.

The sensor and pre-amp are mounted in a stinger assembly which may be attached to the front or rear of the survey aircraft.



**Figure 5** G822A Magnetometer and Typical Stinger Mounts

## 3.2 RADAR ALTIMETER

Type: King KR 495B Radar Altimeter



**Figure 6** Radar Altimeter

This unit is a high resolution, short pulse ratio altitude system designed for automatic continuous operation over a wide variations of terrain and weather conditions, target reflectivity, and aircraft altitude. It provides an accurate terrain clearance indication ranging from 0 to 650m (0 to 2,000ft).

## 3.3 BAROMETRIC ALTIMETER

Type: Setra 276 Pressure Transducer



**Figure 7** Pressure transducer

This type of pressure transducer over a range of 600 to 1100 mB and has infinite resolution (limited only by system noise). The sensor is referenced to the height given by the GPS.

## 3.4 DATA ACQUISITION SYSTEM

Type: GeOZ-DAS Digital Data Acquisition System



**Figure 8** Zdas System

The GeOZ system manages the data acquisition and saves the data to removable Flash Cards.

It provides guidance and real time error diagnostics for the pilot.

Acquired data is transferred to a field computer on completion of the flight for both verification and archiving prior to being shipped to the processing centre.



## 3.5 NAVIGATION EQUIPMENT

Type: Novatel OEMV-1VBS GPS Receiver

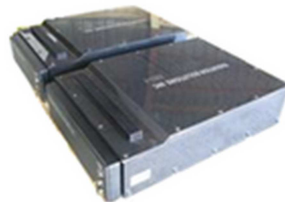


**Figure 9** GPS Receiver

This equipment is a 12 channel parallel tracking receiver capable of providing sub-meter resolution at 5Hz and is integrated with the GeOZ-DAS acquisition unit.

## 3.6 GAMMA RAY SPECTROMETER SYSTEM

Type: Radiations Solutions Inc. RS 400 Spectrometer



**Figure 10** RS 400 Systems

These units deliver high-resolution spectral information from 0.33 MeV to 3.0 MeV including the five primary regions of interest; Total Count, Potassium, Uranium, Thorium and Cosmic.

The Gamma Ray Spectrometer is interfaced to a NaI (TI) crystal detector pack with a total volume of 33 liters (2048 cubic inches). These detector packs embody the latest techniques whereby the elimination of dead time in the counting process yields up to 30% more counts over other commercial systems.

Superior calibration facilities included the visual real time monitoring of full spectrum data and in flight monitoring of gain drift relative to the selected isotope window maintain long-term data quality.

Enhancement of the spectrometer data is achieved by noise reduction techniques (NASVD or MNF), followed by dead time correction, energy calibration, cosmic/aircraft background correction and atmospheric radon removal all applied to the 256 channel data. Spectral stripping, height correction and conversion to radio-element concentrations are then applied prior to gridding and micro-levelling.

The gamma ray spectrometer response was verified by exposing the system to thorium test samples for a time sufficient to accumulate 10,000 counts.



### 3.7 BASE STATION MAGNETOMETER

Two units are used in tandem for diurnal monitoring. These units run continuously during the survey periods and record the data in digital format.

Base station magnetometer instruments record data to a sensitivity of 0.1nT every 6 seconds.

During data acquisition, if the non-linear diurnal variation was greater than 5 nt in 5 minutes, or the deviation from a straight line chord of length 10 minutes exceeded 10 nT, the line was reflowed.



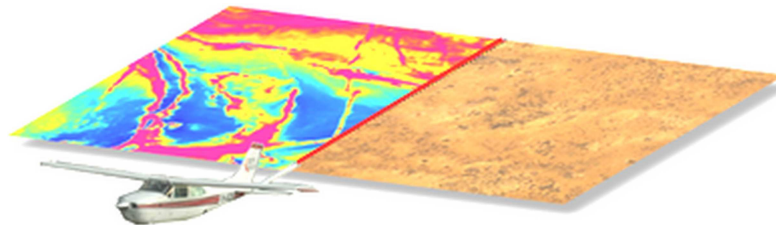
**Figure 11** Setting up base station magnetometer



**Figure 12** Magnetometer and Data Consol

## PART 4 - CONTACT INFORMATION

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# PART 5 - APPENDICES

## APPENDIX A DAILY REPORTS



Daily Log								
Date	Flt Num	Block(s)	Operator(s)	Aircraft	SBY	MNT	SUS	Comments
10/12/2014	1	F14103_Cuprona	C Dixon	VH-THS				Compbox carried out
11/12/2014	2	F14103_Cuprona	C Dixon	VH-THS				
11/12/2014	3	F14103_Cuprona	C Dixon	VH-THS				
12/12/2014	4	F14103_Cuprona	C Dixon	VH-THS				
12/12/2014		F14103_Cuprona			0.5			Low cloud with showers, High Diurnal activity
13/12/2014		F14103_Cuprona			1.0			Strong winds
14/12/2014	5	F14103_Cuprona	C Dixon	VH-THS				Diurnal activity
14/12/2014		F14103_Cuprona			0.5			Strong winds
15/12/2014	6	F14103_Cuprona	C Dixon	VH-THS				
15/12/2014	7	F14103_Cuprona	C Dixon	VH-THS				All Data Checked and ok***Survey Complete***



**APPENDIX B**

**CALIBRATION AND TEST LINE VARIATION TABLES**





**Ground Cals - VH-THS - Wynyard**

Date	Flt	Position			Hand Sample				Background				Normalized				Th Cal Results		TH Chg	Diff
		East	North	GPS Ht	TC	Pot	Ura	Tho	TC	Pot	Ura	Tho	TC	Pot	Ura	Tho	ThPeak	% FWHM		
11/12/2014	2	392750.66	5461157.48	19.8	5999.6	278.2	146.4	370.9	967.2	127.2	26.7	25.7	5032.4	151.0	119.7	345.2	217.50	4.43	0.8	0.0
11/12/2014	3	392752.28	5461158.26	18.6	6060.0	289.9	147.6	371.1	1013.3	137.0	27.1	27.2	5046.7	152.9	120.5	343.9	217.76	4.42	0.4	1.8
12/12/2014	4	392752.11	5461158.72	19.2	6011.8	290.5	144.5	369.2	987.1	137.1	25.1	25.6	5024.7	153.4	119.4	343.6	217.67	4.47	0.3	1.9
12/12/2014	4	392752.95	5461159.45	18.1	6019.1	286.1	145.1	372.9	968.5	134.1	24.6	25.3	5050.6	152.0	120.5	347.6	217.67	4.47	1.5	3.0
14/12/2014	5	392752.41	5461159.06	18.7	6035.3	285.5	145.0	368.9	988.4	133.3	25.8	26.6	5046.9	152.2	119.2	342.3	217.34	4.42	0.0	2.4
14/12/2014	5	392752.33	5461157.11	18.0	5945.9	279.3	143.8	365.6	953.9	125.0	26.4	26.2	4992.0	154.3	117.4	339.4	217.34	4.42	-0.9	1.7
15/12/2014	6	392752.33	5461157.11	18.0	5945.9	279.3	143.8	365.6	953.9	125.0	26.4	26.2	4992.0	154.3	117.4	339.4	217.34	4.42	-0.9	1.7
15/12/2014	7	392752.33	5461157.11	18.0	5944.4	279.5	143.6	364.6	953.2	126.0	26.8	26.6	4991.2	153.5	116.8	338.0	217.34	4.44	-1.3	1.7



Av Normalized Th: 70.2 Min TH: 68.9 Max TH: 71.4 Standard Deviation: 1.8

**Test Lines - VH-THS - Wynyard**

		801				802				Normalized				TH Chg	
Date	Flt	TC	Pot	Ura	Tho	Flt	TC	Pot	Ura	Tho	TC	Pot	Ura	Tho	+/- 7%
11/12/2014	2	1594.1	114.7	51.5	67.9	3	1687.2	120.1	54.9	74.8	-93.1	-5.4	-3.4	71.4	1.8
14/12/2014	5	1682.6	118.5	54.6	72.5										
15/12/2014	6	1657.1	117.8	53.8	72.2	7	1501.1	107.3	47.5	65.6	156.0	10.5	6.3	68.9	-1.8



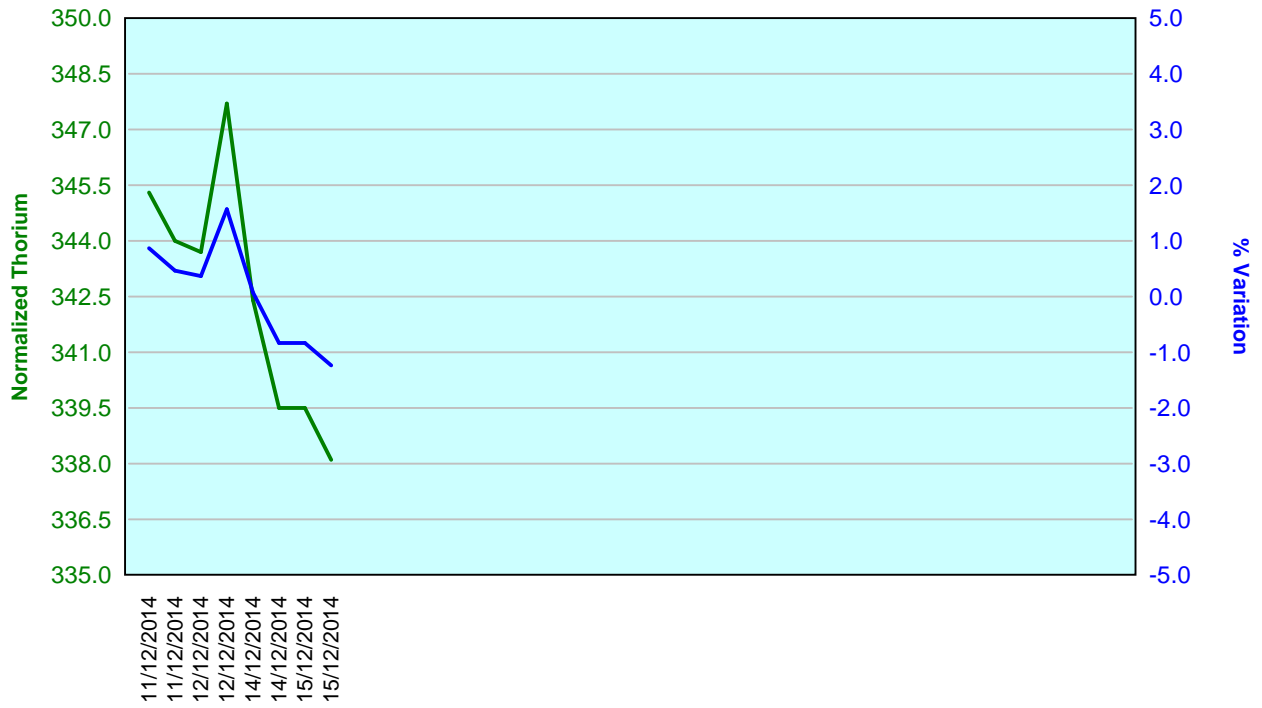
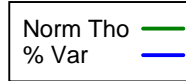
**APPENDIX C**

**CALIBRATION AND TEST LINE VARIATION CHARTS**



### Sample Variations

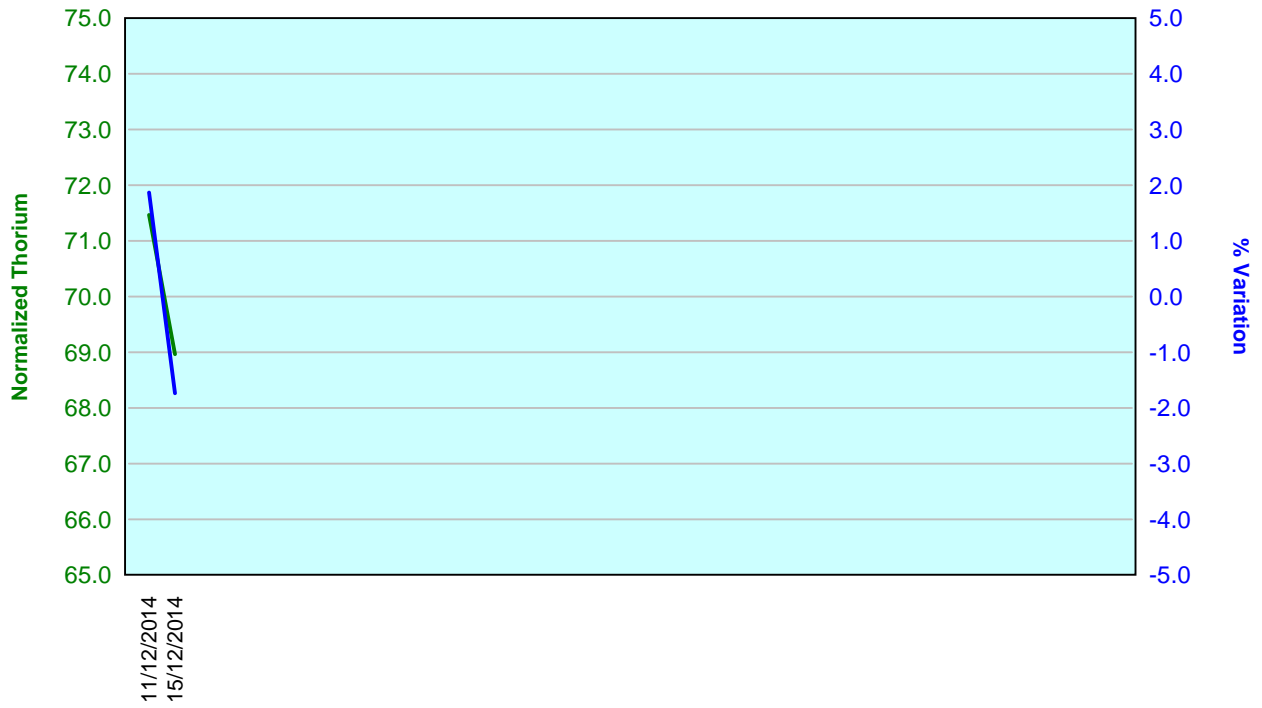
Aircraft: VH-THS Base: Wynyard



### Test Line Variations

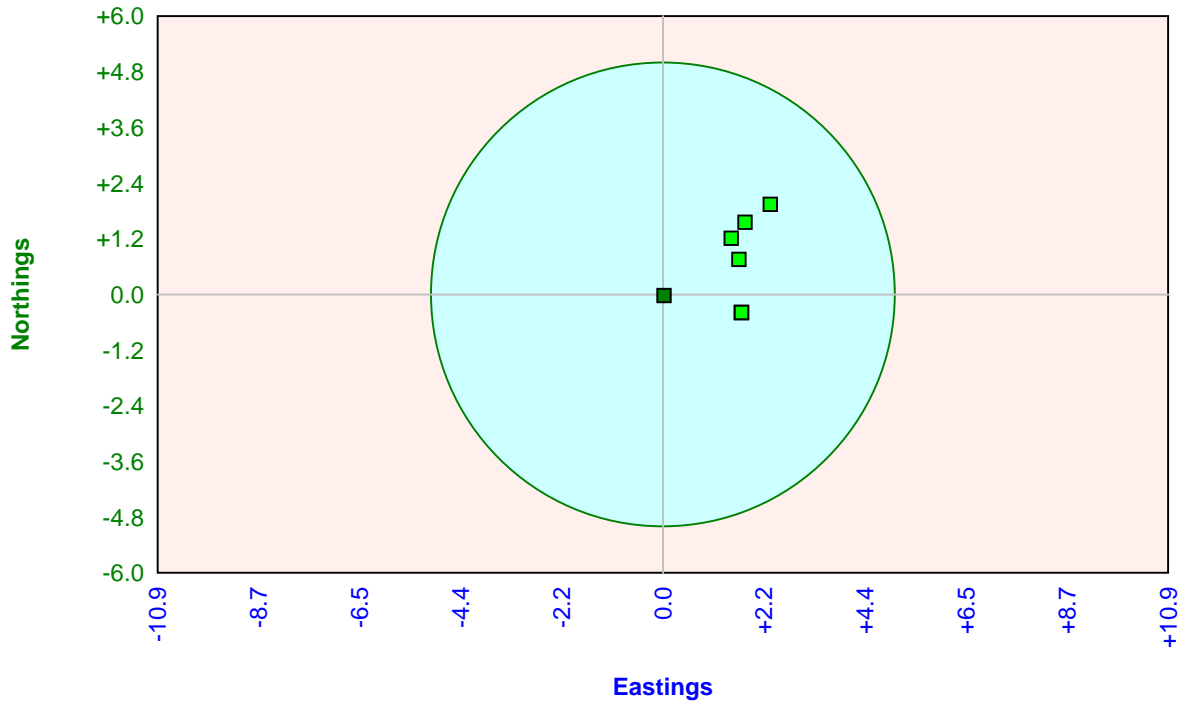
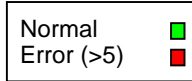
Aircraft: VH-THS Base: Wynyard

Norm Tho —  
% Var —



### Hand Sample Calibration Positions

Aircraft: VH-THS Base: Wynyard



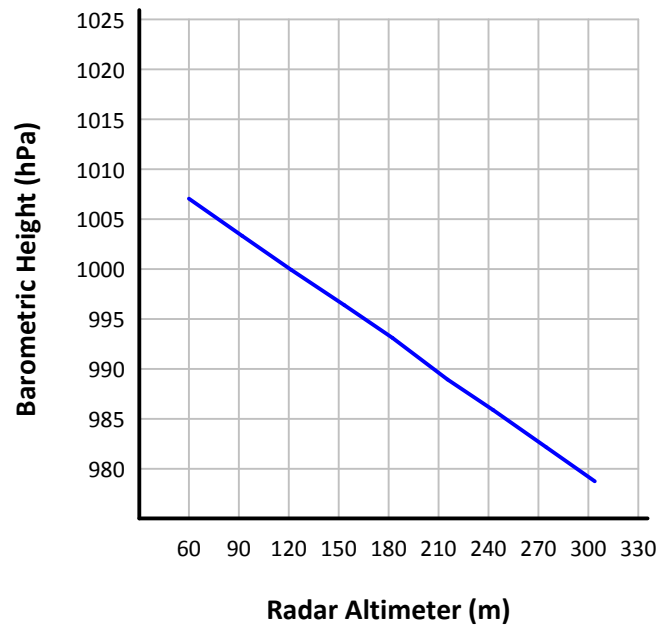
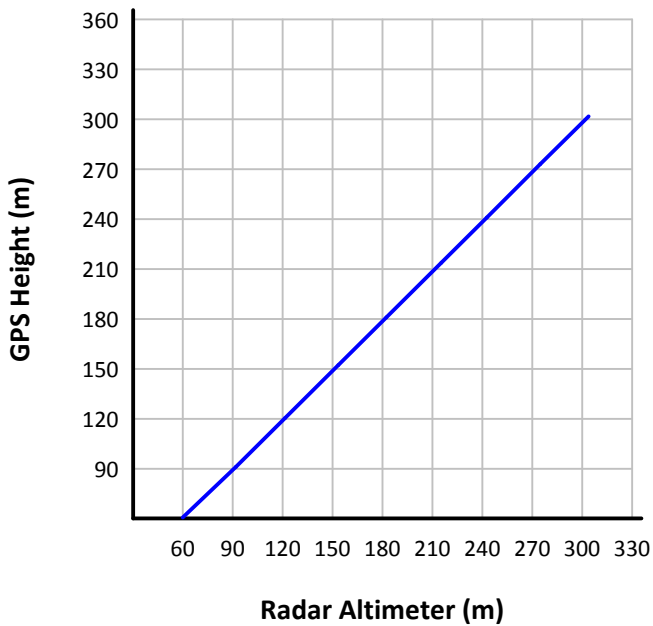
## APPENDIX D

# RADAR ALTIMETER AND BAROMETRIC ALTIMETER CHECKS



# VH-THS

Radar Altimeter (m)	Barometric Height (hPa)	GPS Height (m)
59.97	1007.06	60.63
91.81	1003.35	91.07
121.25	999.92	120.34
153.42	996.38	152.20
182.39	993.11	181.01
215.43	988.95	213.94
242.73	985.88	240.89
274.88	982.13	273.03
303.85	978.73	301.80



Calibration flights for VH-THS were flown on 19/12/2013





**APPENDIX E**

**BOUNDARY COORDINATES**



**F14103\_Cuprona, Datum: GDA 94, Zone: 55**

Eastings	Northings
412954.78	5446710.07
417979.66	5438523.23
416022.74	5437322.13
413752.82	5441015.61
412170.62	5440042.74
410388.51	5442941.03
411970.71	5443913.90
410997.86	5445508.96



**APPENDIX F**

**LINE SPECIFICATIONS**

















### F14103\_Cuprona (Cont)

Line	Type	Easting	Northing	Easting	Northing	Direc	Length	Tv Cumul	Ti Cumul
103910	Trav	410850.65	5445366.19	413147.12	5446778.99	58.4	2.7	1335.6	0.0
103920	Trav	410837.63	5445387.54	413134.04	5446800.30	58.4	2.7	1338.3	0.0
103930	Trav	410824.62	5445408.88	413120.97	5446821.61	58.4	2.7	1341.0	0.0
103940	Trav	410811.60	5445430.22	413107.89	5446842.91	58.4	2.7	1343.7	0.0
103950	Trav	410798.58	5445451.56	413094.81	5446864.22	58.4	2.7	1346.4	0.0
103960	Trav	410785.57	5445472.91	413081.74	5446885.52	58.4	2.7	1349.1	0.0
103970	Trav	410772.55	5445494.26	413068.66	5446906.83	58.4	2.7	1351.8	0.0
103980	Trav	410759.53	5445515.60	413055.58	5446928.14	58.4	2.7	1354.5	0.0
103990	Trav	410746.51	5445536.94	413042.50	5446949.44	58.4	2.7	1357.2	0.0
104000	Trav	410733.49	5445558.28	413029.43	5446970.75	58.4	2.7	1359.9	0.0
190010	Tie	412963.05	5446977.97	418232.63	5438412.41	148.4	10.1	1359.9	10.1
190020	Tie	412741.52	5446841.83	418010.99	5438276.47	148.4	10.1	1359.9	20.1
190030	Tie	412520.03	5446705.71	417789.35	5438140.53	148.4	10.1	1359.9	30.2
190040	Tie	412298.49	5446569.56	417567.72	5438004.60	148.4	10.1	1359.9	40.2
190050	Tie	412077.01	5446433.45	417346.08	5437868.66	148.4	10.1	1359.9	50.3
190060	Tie	411855.47	5446297.30	417124.46	5437732.74	148.4	10.1	1359.9	60.3
190070	Tie	411633.97	5446161.18	416902.81	5437596.80	148.4	10.1	1359.9	70.4
190080	Tie	411412.46	5446025.05	416681.17	5437460.86	148.4	10.1	1359.9	80.4
190090	Tie	411190.94	5445888.91	416459.54	5437324.93	148.4	10.1	1359.9	90.5
190100	Tie	410969.44	5445752.79	416237.91	5437189.00	148.4	10.1	1359.9	100.6
190110	Tie	410747.91	5445616.64	416016.27	5437053.06	148.4	10.1	1359.9	110.6
190120	Tie	411499.79	5443898.29	413523.25	5440609.21	148.4	3.9	1359.9	114.5
190130	Tie	411278.34	5443762.07	413302.14	5440472.42	148.4	3.9	1359.9	118.3
190140	Tie	411056.89	5443625.85	413081.04	5440335.63	148.4	3.9	1359.9	122.2
190150	Tie	410835.43	5443489.62	412859.92	5440198.83	148.4	3.9	1359.9	126.1
190160	Tie	410613.97	5443353.39	412638.82	5440062.04	148.4	3.9	1359.9	129.9
190170	Tie	410387.90	5443206.99	412413.09	5439915.06	148.4	3.9	1359.9	133.8
190180	Tie	410165.43	5443067.95	412190.98	5439775.47	148.4	3.9	1359.9	137.7



