



JINDIVIK



T A R G E T A I R C R A F T S Y S T E M

JINDIVIK

COST EFFECTIVE AND RELIABLE

- Operates up to four 90 minute flights per working day or night
- Low cost per flight due to launch and retrieval methods
- Low loss rate

Losses due to all causes other than intentional missile damage

1:150 (there have been instances of Jindiviks achieving in excess of 300 flights)

- Modular construction and conventional aircraft systems lead to ease of maintenance or repair of weapons trials damage
- Turn around time between flights in less than one hour
- Easily fitted wing extensions allow for considerable performance versatility
- Full factory product support
- A full range of post design services
- Aircraft systems are readily adaptable to meet Customers' special requirements.

JINDIVIK ACCESSORIES

ADDITIONAL PAYLOAD

JINDIVIK MK 4 B

The following accessories are available in order to enhance the performance capabilities of Jindivik:

Tows Tonic tow

Bae tow

Hutts tow

Flare pack installation

Navigation transponder

Chaff dispenser pods

Miss distance systems Miss distance transponder

WRETAR camera

AMPOR camera

Radar altimeter installation

Camera packs

Passive targets

Front Fuselage

Radio crate, port, rear

0.3cuft

Radio crate, stbd. rear

0.5cuft

Battery tray, stbd.

0.3cuft

Winch tray (if winch not fitted)

2.2cuft

Wing Pods

Each Pod

0.9cuft

Hard points exist for the mounting of external stores at the

inboard end of each wing, (normally used for tows or chaff dispenser) and at the tail (normally used for flare packs).

ASTA has a policy of continual product development. The Jindivik ongoing development plan features the following enhancements:

Fuel system modifications to the Viper engine

Greater fuel capacity giving greater range

Greater payload capacity

Reduction in take off run

Additional safety features

Digital autopilot

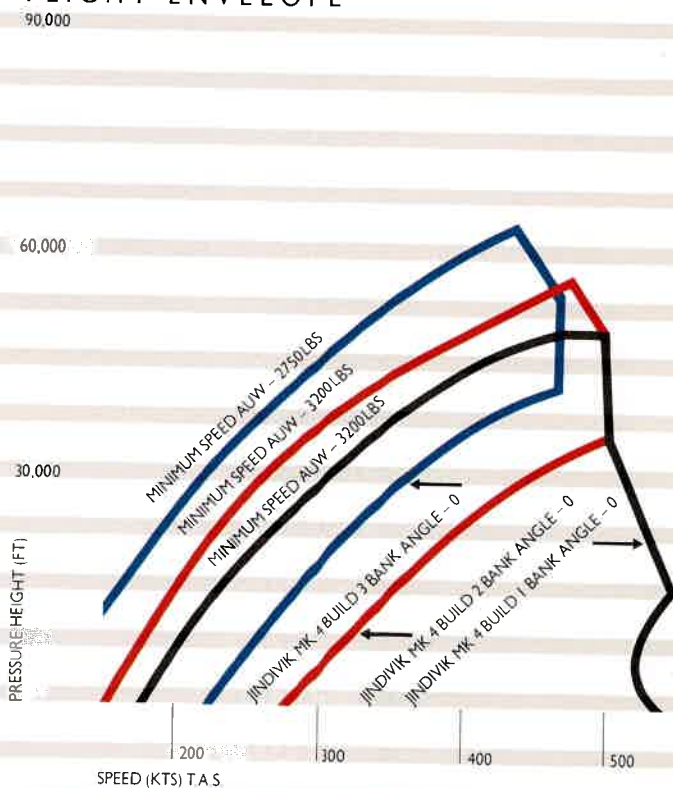
Global positioning navigation

PCM telemetry for greater control and increased flexibility

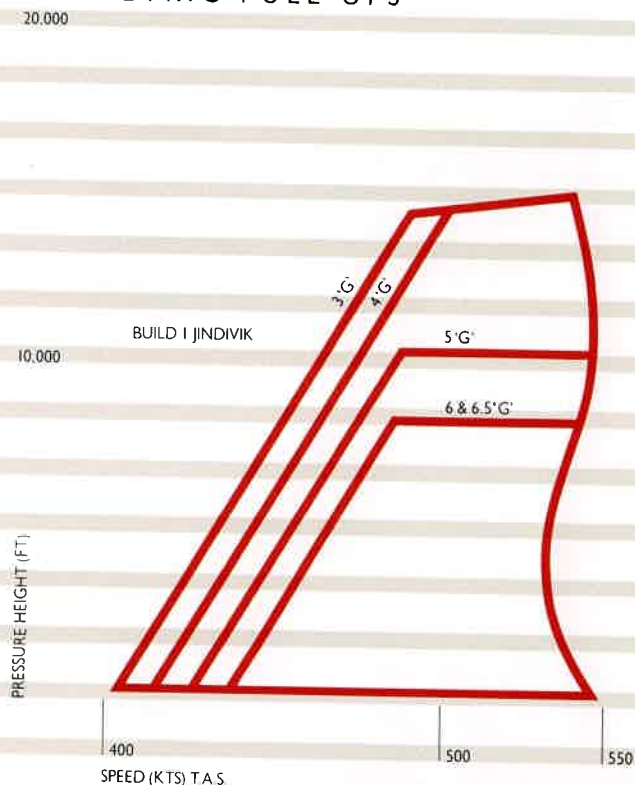
Increase in reliability to achieve an anticipated loss rate of 1:300 flights from all causes other than intentional missile damage.



FLIGHT ENVELOPE



SYMMETRIC PULL-UPS



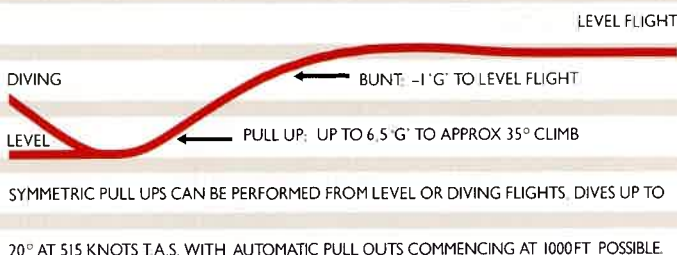
JINDIVIK MK 4 LEADING PARTICULARS

Dimensions:

Length overall; incl. nose probe	26'-6"	(8.0m)
Length overall; excl. nose probe	23'-3.75"	(7.1m)
Height overall, skid extended	6'-9.85"	(2.0m)
Wing span (Build I)	20'-9.88"	(6.3m)
Wing area, gross (Build I)	76.0sqft	(7.0m ²)



PULL-UP PROFILE



LOW ALTITUDE LIMITATIONS

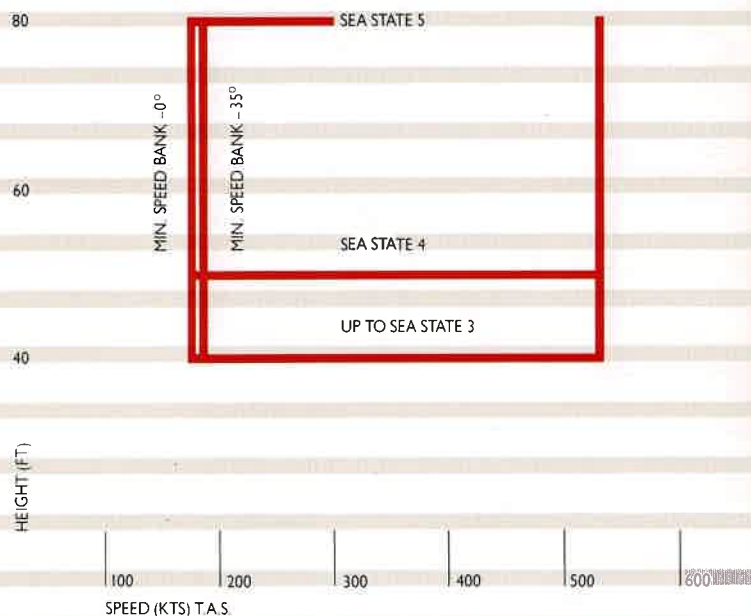
LOW ALTITUDE FLYING PROFILE

RADAR ALT. CLOSED LOOP CONTROL AT ALTITUDES UP TO 2500 FT



N.B. LOW LEVEL PRESENTATION MAY BE TERMINATED BY MANOEUVRE

UP TO 6.5 G' PULL UP



Weights:

Weight empty, equipped (min.)	2900lbs	(1315 kg)
Max. payload	550lbs	(249 kg)
Max. T.O. weight	4200lbs	(1905 kg)

Performance:

Max. level speed	540ktsEAS	(or Mach .86)	(1000k/h)
Min. operating height	40ft		(12m)

Max. operational ceiling	52,000ft	(1600m)
Time to max. operational ceiling	26 min.	
Typical max. on station endurance	1 hr 35 min.	
Max. range	825NM.	(1530km)
Manoeuvre	To 6.5 g'	
Sustained Turns	To 78° bank	
Preprogrammed manoeuvres	As required	