

NAVAL HANDLING SYSTEMS

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WRIGHT**

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+ Products + Capabilities + Solutions



AIRCRAFT
HANDLING
SYSTEMS



AVIATION
SUPPORT
EQUIPMENT



UNDERWATER
SENSOR
HANDLING

INDAL NAVAL HANDLING SYSTEMS

Aircraft Handling Systems

ASIST	MAST HHS	RAST
TC-ASIST	MANTIS Aircraft Handler	Modeling and Simulation

Aviation Support Equipment

Horizon Reference System	Tracks and Tie-downs
Hangar Doors	Telescopic Hangars

Underwater Sensor Handling Systems

Active / Variable Depth Sonar Handling Systems	Towed Bodies
Towed Array Handling Systems: Surface Ships	Fairings and Tow Cables
Towed Array Handling Systems: Submarines	Modeling and Simulation



DELIVERING SUPERIOR SOLUTIONS TO THE WORLD'S NAVIES

Curtiss-Wright's INDAL facility combines a high level of engineering and manufacturing capability with expertise in the management of large and complex defense programs to produce specific solutions for the world's navies. With over 50 years of experience, we lead in the design and development of shipborne helicopter handling systems, undersea sensor handling systems and specialized on-deck structures.

Customers see unique value in:

- / Enhanced safety for both personnel and equipment
- / Superior performance at a competitive price
- / Reliable, long term support and services

All INDAL products are engineered to each customer's specifications and standards, and are backed by a comprehensive training, documentation and field support network. Extensive use of CAD, computer simulation, modeling and manufacturing resource planning aids in developing and producing high quality, custom products efficiently and economically.

About Curtiss-Wright Defense Solutions

Curtiss-Wright Defense Solutions, a division of Curtiss-Wright, is an industry-leading supplier of sophisticated electronic and electro-mechanical products. We are recognized around the world as one of the most innovative designers and manufacturers of highly engineered systems built to perform reliably in harsh conditions. We continue to lead the way in developing and marketing advanced solutions that address the rapidly evolving requirements of naval, aerospace and ground defense customers. With design and manufacturing facilities located across North America and Europe, and sales and support teams located around the globe, we are uniquely positioned to satisfy the most demanding electronics and systems challenges.



AIRCRAFT HANDLING SYSTEMS

INDAL brings unmatched experience and expertise to ship/helicopter integration and the design and fielding of integrated shipboard helicopter handling systems. INDAL systems and solutions are capable of supporting all critical phases of the shipboard helicopter handling evolution, including initial helicopter recovery support, on-deck securing, maneuvering and traversing operations. They are the preferred choice for today's sophisticated navies.

Our innovative engineers, using stringent manufacturing and test practices, deliver systems that meet the most demanding requirements and provide superior value to our customers.

To support our main helicopter handling system products, we have developed sophisticated computer simulations to evaluate the on-deck performance of manned maritime helicopters and unmanned rotary UAVs for various ship platforms.

Our integrated RAST (Recovery Assist, Securing and Traversing) and ASIST (Aircraft Ship Integrated Securing and Traversing) helicopter handling systems are established as the systems of choice with many international navies. These fully integrated systems are unique in that they not only enable helicopter pilots to safely land and take-off from the decks of relatively small ships in severe weather conditions and at night, but also to securely traverse the helicopter into and out of the hangar. TC-ASIST (Twin Claw Aircraft Ship Integrated Securing and Traversing) and MAST (Manual Aircraft Securing and Traversing) - a newly developed system, provides many similar features to RAST and ASIST but secure the helicopter in a different fashion.

The above systems employ an integrated lightweight track system to provide absolute security to the on deck helicopter and precise repeatable traversing to and from the confined hangar parking position. The track benefits from the use of extruded stainless steel shapes to minimize welding detail and provide the interfaces necessary for welding the modules into the ship structure during installation.

INDAL's product offering also now includes the specialized battery powered free-deck MANTIS aircraft handlers. The MANTIS provides the capability to maneuver helicopters and fixed wing aircraft within the physical and operational restrictions of a flight deck or shipboard hangar space.





/ ASIST System

Designed for ease of installation on new ship builds and retrofit to existing ships the ASIST (Aircraft Ship Integrated Securing and Traversing) system delivers all the benefits of INDAL's advanced handling technology in a lightweight, fully integrated 'wireless' system with unrestricted operations in up to sea state 6 conditions.

Using ASIST, helicopter landings are performed solely by the pilot during a quiescent period in ship motion. During landing the system's precision Helicopter Position Sensing System (HPSS) continuously tracks and monitors the exact position of the aircraft, relative to the designated landing area, and displays it to the pilot through a series of visual cues.

Position data is simultaneously relayed to the computer-controlled Rapid Securing Device (RSD), which automatically moves fore and aft along the flight deck track to maintain its position directly beneath the probe installed on the underside of the helicopter.

Within two seconds of touchdown, the probe is secured by the RSD and the aircraft is ready to be aligned and traversed into the hangar.

ASIST's aligning and traversing capability is a critical feature as a single operator in the hangar can perform the entire operation in a safe environment. No other personnel are required on the flight deck for any operations and the ship is cleared to maneuver with no restrictions once the helicopter has been secured. After initial securing, maneuvering and traversing to the hangar can be accomplished, even in the worst conditions, in less than 5 minutes.

Function	Description
General	Provides positive, uninterrupted securing provided at all times
Recovery Assist	Landing dispersion controlled through use of automated Helicopter Position Sensing System and pilot visual cues 100% free-deck landing
Capture Area	4~6 m ² [typical]
Maneuvering and Traversing	Achieved through single operator controlled movement of Rapid Securing Device along deck track Constant helicopter lateral positioning maintained during traversing

Performance/ Specifications	Description
Capture Time	2 seconds
Traverse Speed	Variable 0 ~ 0.3 m/sec
Operational Envelope	Sea state 5/6 (30° apparent roll & 10° apparent pitch)
Manpower Requirements	No on-deck personnel required for handling system related operations

Physical Characteristics	Description
System Configurations	Single and Dual configurations available All equipment typically mounted at flight deck level
Power Requirements	440V, 3 phase, 60 Hz 440V, 3 phase, 400 Hz 115V, 1 phase, 60 Hz

TC-ASIST System

While ASIST is a popular system for those navies that have probe-equipped helicopters, probe installation is not always possible. To support non-probe installed aircraft, INDAL offers the TC-ASIST (Twin Claw Aircraft Ship Integrated Securing and Traversing) system, a derivative of its already proven and successful ASIST system. Designed for operation with either harpoon deck lock and landing grids or as a standalone system, the TC-ASIST offers safe and effective deck securing and traversing capabilities especially for heavier maritime helicopters. It incorporates mature subsystem and component equipment designs from INDAL's ASIST system and represents a low risk solution for navies operating helicopters such as the AW101 or NH90.

The TC-ASIST system provides full security after landing and through all on-deck operations up to and including sea state 6. When initiated the Rapid Securing Device (RSD) moves from the standby position to align itself with the aircraft's position. The RSD is fitted with a pair of spring-loaded claw arms to capture and secure the wheel spurs installed on the aircraft main landing gear. The arms are brought in until sensors locate each tire at that time a spring force rotates each claw arm upwards to capture the wheel spur. The arms act independently, but with a mechanical interlock to ensure simultaneous operation.

Once the aircraft has been secured, it is ready to be aligned for traversing to the hangar or any intermediate location. All deck handling operations can be accomplished without the need for personnel on the flight deck. TC-ASIST provides a secure and rapid straightening and traversing function with no personnel or cables on the deck.

With additional optional equipment the TC-ASIST can operate more like ASIST and provide a fully automated capture upon landing removing the need for a harpoon deck lock and grid.



Function	Description
General	Provides positive, uninterrupted securing provided at all times
Recovery Assist	Optional ASIST style helicopter tracking system available to supplement standard deck cues and line up lines 100% free-deck landing
Capture Area	3~4 m ² [typical] Compatible with harpoon deck-lock grid
Maneuvering and Traversing	Achieved through single operator controlled movement of Rapid Securing Device along deck track Constant helicopter lateral positioning maintained during traversing

Performance/Specifications	Description
Capture Time	4 seconds
Traverse Speed	Variable 0 ~ 0.3 m/sec
Operational Envelope	Sea state 5/6 (30° apparent roll & 10° apparent pitch)
Manpower Requirements	No on-deck personnel required for handling system related operations

Physical Characteristics	Description
System Configurations	Single and Dual configurations available All equipment typically mounted at flight deck level
Power Requirements	440V, 3 phase, 60 Hz 440V, 3 phase, 400 Hz 115V, 1 phase, 60 Hz

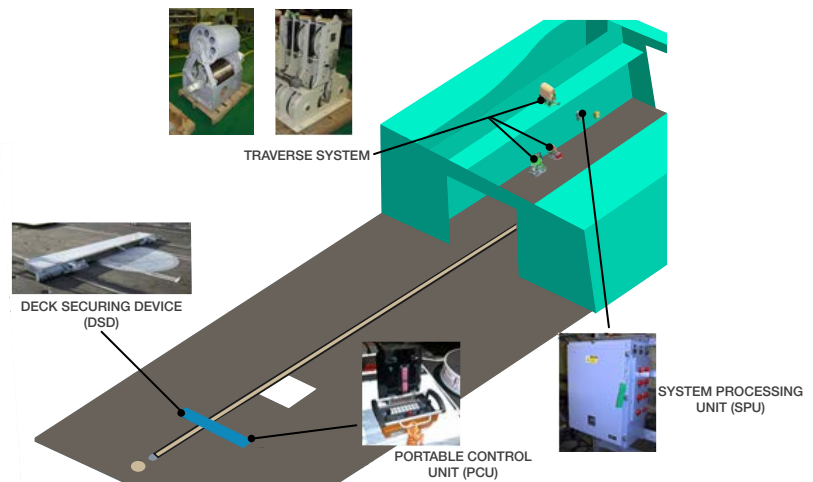
MAST System

Similar to our proven TC-ASIST, the Manual Aircraft Securing & Traversing (MAST) Aircraft Handling System (AHS) provides an affordable alternative for securing a helicopter to the flight deck during maneuvering and traversing operations. The MAST connects to the helicopter through a simple main landing gear interface, which eliminates the need for a probe to be integrated into the airframe.

The MAST is a single operator controlled AHS that provides a safe and secure method of maneuvering and traversing a helicopter between the flight deck and the hangar in conditions up to sea state 6.

The MAST system operates in conjunction with a deck-lock grid system to provide safe helicopter operations from initial recovery through on-deck handling evolutions and on to ultimate aircraft launch/disembarkation.

The MAST system's affordability is achieved through the elimination of the more complex automatic controls found on the TC-ASIST system and the use of a single deck track.



Function	Description
General	Provides positive, uninterrupted securing at all times
Helicopter Securing:	Achieved via operator manual control of the Deck Securing Device Compatible with a Lynx, EH101 or Dauphin helicopter (or other helicopters whose main landing gear can be gagged) Compatible with harpoon deck-lock grid or 100% free-deck landing
Maneuvering and Traversing	Achieved through single operator controlled movement of Rapid Securing Device along deck track Constant helicopter lateral positioning maintained during traversing

Performance/ Specifications	Description
Helicopter Evolution Time:	Between landing area and hangar approximately 5 minutes Helicopter is secured by the deck-lock until the DSD is engaged or the sea state is low enough to allow a free deck landing
Traverse Speed	Variable 0 ~ 0.3 m/sec
Operational Envelope	Sea state 6 (30° apparent roll & 10° apparent pitch)
Manpower Requirements	One on-deck personnel required to manually operate the Portable Control Unit for handling system related operations

Physical Characteristics	Description
System Configurations	All equipment typically mounted at flight deck level
Power Requirements	440V, 3 phase, 60 Hz

MANTIS Aircraft Handler

The MANTIS aircraft handler is designed specifically for deck and ground handling of military helicopters and fighter aircraft. It provides the capability to maneuver helicopters and fixed wing aircraft within the confines of a flight deck or shipboard hangar space or a ground apron to support shore-based maintenance activities. Offering fast, precise control from an umbilical-connected operator chest pack, the MANTIS fits wholly within the aircraft footprint to permit high precision, high parking densities and make the best use of valuable parking space. The operator has full visibility of all points of the aircraft and surrounding area while carrying out the maneuvering operation.



The MANTIS interfaces directly with the aircraft, using the unique matrix head, and with no requirement for tow bars or airframe modifications. The low-profile design and resultant under-fuselage clearance allows the handling of a wide range of helicopters and fixed wing aircraft in both land-based and marine operations. The unit will operate with aircraft with deflated tires or collapsed oleos, and with nose installed radomes.

The electrically operated MANTIS handler provides significant continuous operating time with high payload aircraft from a single charge of its purpose-designed batteries. Traction management, regenerative braking and charging are all computer-managed and require no operator intervention. Digital speed 'ramping' during acceleration and deceleration operations maintains aircraft loadings within design limits. Careful material selection ensures long life and reliability in both land-based and marine embarked operations.

The MANTIS has the ability to drive in four directions and spin on the spot around the tow point.

Function	Description
Recovery Assist	Standard deck cues and line up lines 100% free-deck landing
Capture Area	Maneuvers to aircraft landing spot
Maneuvering	Achieved via operator control of MANTIS Turning circle of 0 meters
Traversing	Self-propelled; relies on frictional force between MANTIS unit and deck surface

Performance/Specifications	Description
Capture Time	11 seconds
Traverse Speed	Variable 0 to 1.2 m/sec [4.2 km/hr]
Operational Envelope	Ship and helicopter specific
Manpower Requirements	One MANTIS unit system operator using umbilical chest pack control module

Physical Characteristics	Description
System Configurations	Single and double configurations available All equipment typically mounted at flight deck level
Power Requirements	High frequency transformer charging Unit - Primary 96 to 260 VAC input 3.5 hours continuous operation on a single charge with 18,000 kg a/c
Steering	2 steer wheels in base unit MANTIS, 4 wheel steer with Mantis ELP

RAST System

Navies around the world rely on INDAL's RAST (Recovery Assist, Secure and Traverse) system to support shipborne helicopter operations.

RAST is a fully integrated shipboard system able to accommodate a wide range of helicopters, even in the most demanding marine environments. More than two hundred shipsets have been delivered to the navies of Australia, Canada, Japan, Spain, Taiwan and the United States.

Throughout its long and successful history, INDAL's RAST system has been continuously improved. The latest versions employ advanced, solid-state electronic subsystems and ultra-lightweight components and tracks. More recently, the RAST has been modified to the hybrid 'RAST Mark 6 System' configuration to incorporate the additional functionality offered by the ASIST Rapid Securing Device.

In operation for over 40 years RAST has been the system of choice for many navies. Fully mature, the system has performed flawlessly in the most demanding of seaway conditions. The first of INDAL's integrated shipboard helicopter handling system suite of products, it has fully demonstrated its extensive functionality and capability.



Function	Description
General	Provides positive, uninterrupted securing at all times
Recovery Assist	Landing dispersion controlled via mechanical Recovery Assist cable connection from ship to helicopter
Capture Area	1 m ²
Maneuvering	Achieved via external auxiliary wheel winch cables
Traversing	Achieved through controlled movement of Rapid Securing Device along deck track. Constant helicopter securing and lateral positioning maintained.

Performance/ Specifications	Description
Capture Time	2 seconds
Traverse Speed	Variable 0 ~ 0.3 m/sec
Operational Envelope	Sea state 5/6 (30° apparent roll & 10° apparent pitch)
Manpower Requirements	On-deck personnel required for: (i) attachment of RA cable; and (ii) attachment of auxiliary wheel winch cables

Physical Characteristics	Description
System Configurations	Single and double configurations available. Requires below deck machinery room space
Power Requirements	440V, 3 phase, 60 Hz 440V, 1 phase, 60 Hz 208V, 3 phase, 400 Hz



Modeling & Simulation of Naval Helicopter Handling Systems

Sophisticated dynamic interface analysis methodology and computational tools provide INDAL with a unique insight and capability for the design, manufacture and operation of naval helicopter handling systems.

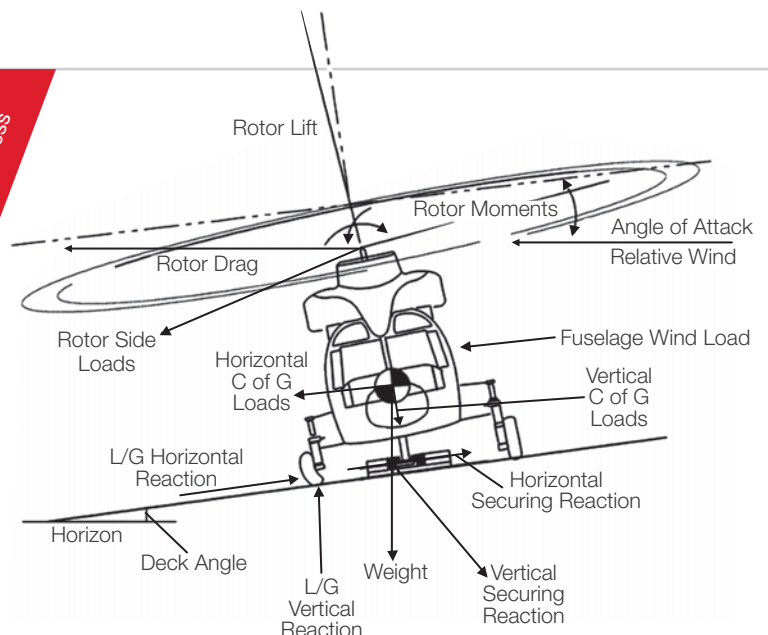
Aircraft on ships experience complex loading as the result of ship motion, wind, and inertial effects. This loading, combined with the highly nonlinear aircraft response characteristics, creates a complex dynamic interface between the secured aircraft and the ship. By actively applying mathematical modeling and computer simulation INDAL is able to ensure the efficiency and safety of our engineered products and solutions.

Central to our analysis capability is Dynaface®, which solves the nonlinear dynamic equations governing the response of a secured helicopter to ship accelerations and environmental influences. The results provide insights into peak securing forces, operational envelopes, deck clearances, and fatigue spectra for the secured aircraft.

INDAL's modeling and simulation capability also extends to the analysis of hovering aircraft. Our hover and landing simulation is a Monte Carlo simulation designed to predict pilot workload and helicopter landing dispersions under a variety of environmental conditions. As the dominant excitation acting on embarked aircraft is ship motion, INDAL has also developed simulation tools for accurately generating representative flight deck motions for the complete range of conditions in which helicopters must be secured. ShipSim evaluates time histories of flight deck motions as well as a number of additional parameters that are used to indicate the potential severity of securing conditions when the amplitudes of ship motions are small to moderate.

In extreme seas, conventional ship response simulation methods fail due to the dominance of nonlinear effects. For this operating scenario, INDAL has developed SPLASHMo® – the Simulation Program for Large Amplitude Ship Motion. SPLASHMo considers the instantaneous ship position, orientation, velocity, and acceleration in the surrounding wave field to evaluate the instantaneous hydrodynamic hull pressures that are used to propagate the solution forward in time. The benefit of this approach is that all significant nonlinear effects can be preserved in the solution. Detailed ship motion simulation capability ensures accurate input data for subsequent aircraft response analysis.

Typical input parameters used in the modeling process



AVIATION SUPPORT EQUIPMENT

INDAL provides a numbers of products to support aviation facilities onboard naval ships, these include; telescopic hangars, hangar doors, Horizon Reference Systems (HRS), deck tracks and tie-downs.

INDAL's hangar doors and telescopic hangars are in service aboard over 350 ships in navies around the world. HRS is used on board all RAST and ASIST equipped ships, providing an invaluable aid to landing safety.

INDAL has broad experience in overcoming the challenges of operating helicopters and UAV's from small ships and provides design service and support to navies around the world. Our services range from engineering feasibility studies to providing complete turn-key ship aviation.

Horizon Reference System

INDAL's portfolio of aviation facility support equipment includes a Horizon Reference System (HRS) that extends shipborne helicopter operations during periods of reduced visibility, high sea states and at night. The HRS provides a steady artificial horizon reference while the ship rolls during heavy seas or maneuvering.



The HRS position, when compared to the fixed lights on the ship's hangar or deck, provides the pilot with the degree and periodicity of the ship's roll. The system incorporates two fixed panels and one foot lighted panel that are mounted at the end of and parallel to the roll bar. The HRS can also be installed as part of a more comprehensive lighting or landing aid package to further enhance the visual cues to the pilot, thus reducing workload and enhancing safety. The HRS remains the key element in providing the pilot the "true horizon" when preparing to land.

The HRS system is in use with almost every INDAL RAST system worldwide. It can be supplied as a standalone product and is modified to incorporate additional pilot visual cues when sold with the INDAL ASIST.

Telescopic Hangars

INDAL designs and manufactures a variety of customized shipboard hangars for use on surface vessels where available upper deck space is limited. In addition to providing lightweight, space-saving security for aircraft between missions, INDAL's patented telescopic hangars can also be designed for low Radar Cross Section (RCS) applications. Unique configurations and rugged aluminum alloy construction provide maximum protection, enabling these hangars to withstand severe shock and blast overpressures.

The telescopic helicopter hangar design includes one or more coaxial sections extending and retracting from within a fixed section. The extended length, retracted length, minimum headroom and clear door opening are sized to suit the specified helicopter to be operated onboard the ship, and the overall deck space available for launch and recovery.

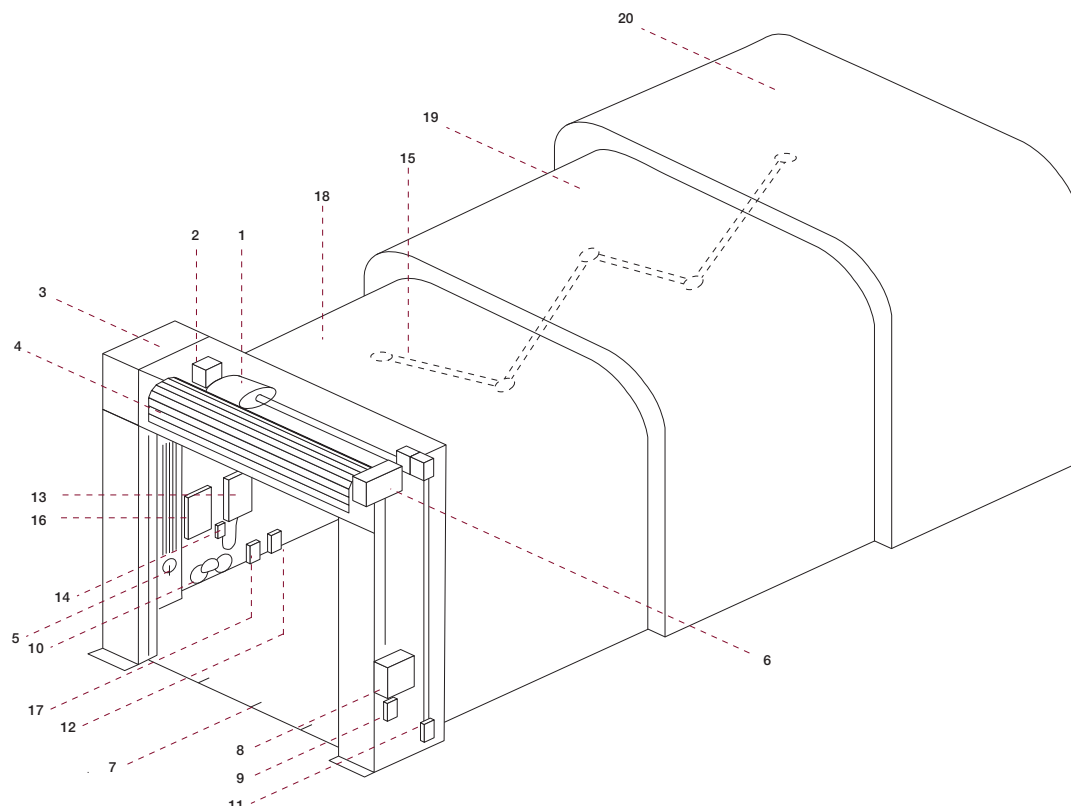


INDAL has supplied over 200 telescopic hangars around the world for both Naval Ship and Coast Guard Cutter applications.

Customization

Every ship is different, and the variety of mission requirements is endless. That's why INDAL offers such a wide range of options and capabilities for each telescopic hangar.

Basic Hangar Components	Optional Equipment
Fixed and/or Moveable Hangar Sections	Hardened fixed section for mounting other systems
Deck Tracks	Workshop and outfitting
Hangar Drive System	Firefighting facilities
Hangar Door	Interior and exterior lighting and mountings to facilitate all weather operations and night operations
Door Drive System	Horizon Reference System
Controls	Low radar cross section



- | | |
|-----------------------------------|-------------------------------------|
| 1. Electric Motor (Hangar Drive) | 11. Hangar Drive Pinion Gear |
| 2. Hangar Drive Worm Gear Reducer | 12. Limit Switches (Traverse) |
| 3. Door Hood Assembly | 13. Hangar Traverse Control Panel |
| 4. Door Curtain Assembly | 14. Hangar Traverse Pendant Control |
| 5. Manual Hangar Drive Assembly | 15. Cable Linkage |
| 6. Door Drive Worm Gear Reducer | 16. Door Drive Control Panel |
| 7. Deck Loops | 17. Brake Assembly |
| 8. Door Drive Unit | 18. Lead Section |
| 9. Door Drive Switch Assembly | 19. Intermediate Section |
| 10. Hangar Wheels | 20. Trailing Section |

Hangar Doors

Customized marine doors are designed and manufactured by INDAL for a variety of shipborne applications. Since 1979, over 400 doors have been produced. These include helicopter hangar doors, fire-curtain doors, cargo elevator doors and a series of innovative doors for weapons and torpedo handling systems.

INDAL's custom hangar doors are found aboard vessels of the world's leading navies, and are available in roller, folding, sliding and bi-folding panel configurations.

Previous door applications have included the FFG-7 Perry Class ships worldwide, the Royal Australian Navy's ANZAC and THSS Class ships, the Republic of Korea Navy's KDX 1 and AOE Class ships, the U.S. Coast Guard's WAGB-20 Polar Icebreaker, Canada's City Class Frigates (CPF), U.S. Navy's CG-47, DD-963 and DDG 1000 surface combatant ships and the U.S. Military Sealift Command's largest TAKR-300 Class and LPD-17 Class.



Customization

INDAL offers a wide range of door options and capabilities to meet the specific requirement of ship.

Door Types

Roller curtain (counter balanced and non-counterbalanced)

Vertical folding and sliding panel

Horizontal sliding panel

Bi-fold

Basic Door Components

Door curtain and panel

Drive systems – powered and manual

Dogging systems – ganged or individually activated

Optional Items

Multi-door configurations, incorporating moveable pilasters

Integrated personnel access doors

SOLAS fire rated curtain

Audible and visual alarms

Curtain insulation

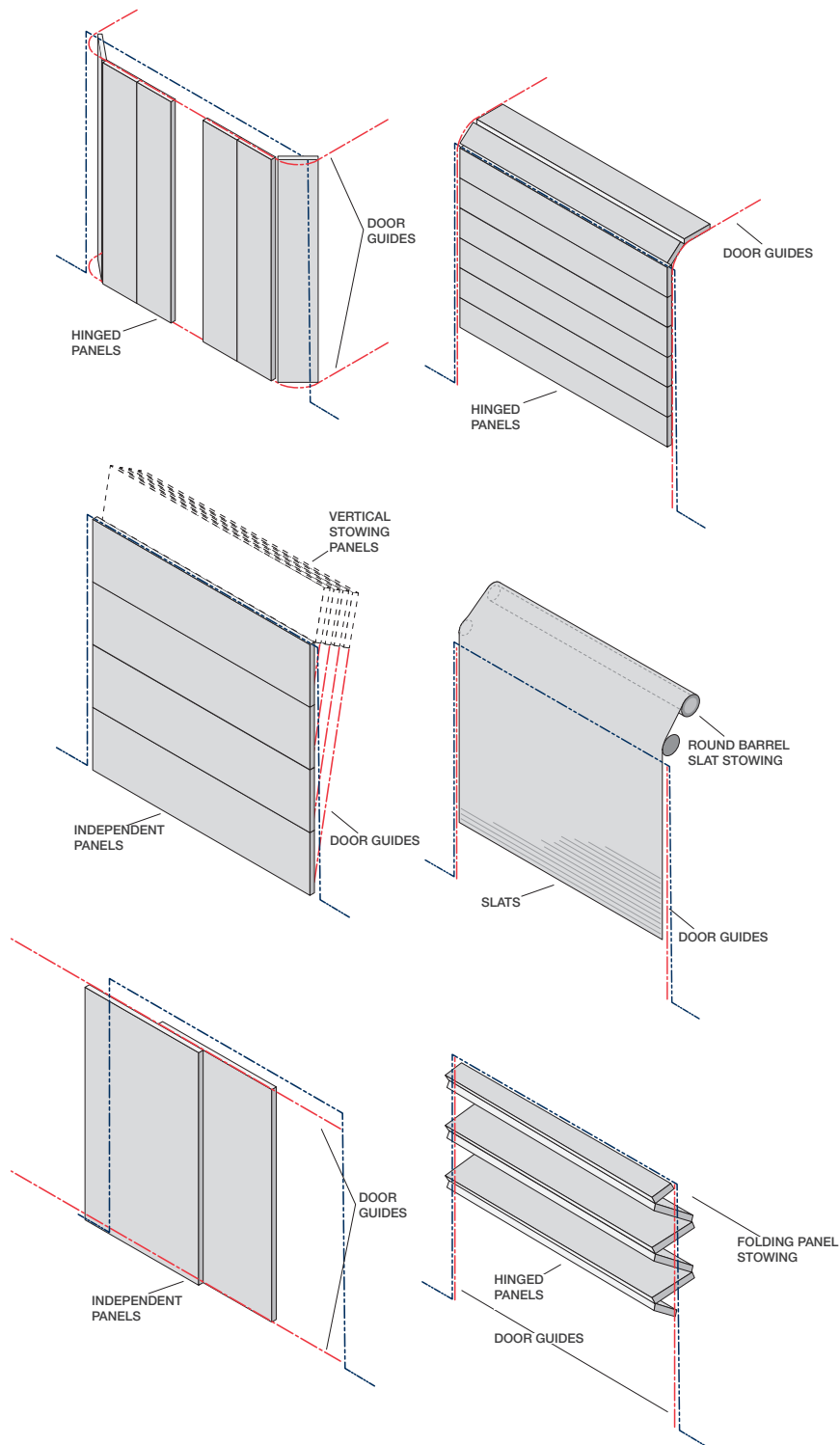
Dual internal/external controls

Explosion proof electrical assemblies

Automatic internal space light switching for daytime/nighttime operations

Modular door system; for ease of installation to ship's structure

Low radar cross section





HELICOPTER TIE-DOWNS

INDAL has used its innovative skills and extensive knowledge of the sea environment, high-grade materials and welding techniques to develop and design a range of helicopter tie-downs. The tie-downs offer superior corrosion resistance and greater security for shipboard helicopters. These characteristics, combined with a simple construction and ease of installation, result in a cost-effective solution for shipboard helicopter securing.

Shackle Type

The Shackle is designed to interface with deck thickness ranging from 10 to 17 mm, and comprises of a flip up shackle that interfaces with the hook end of a helicopter lashing to assist with securing helicopters to the flight deck. This configuration is currently installed on board the United Kingdom's HMS Ark Royal, HMS Invincible, and all Type 45 Frigates.



Cruciform Type

The Cruciform is designed to interface with deck thickness ranging from 14.5 to 36mm and comprises of a stainless cruciform that interfaces with the hook end of a helicopter MC2 Storm Lashing to assist with securing helicopters to the flight deck. This configuration is currently being installed on board the United Kingdom's Queen Elizabeth Class Aircraft Carriers.



UNDERWATER SENSOR HANDLING SYSTEMS

INDAL specializes in customized undersea sensor handling systems designed to operate safely in high sea states and at high speeds, meeting the specialized requirements for surface ship, submarine helicopter, and unmanned vehicle host platform applications.

The INDAL product line is recognized as offering innovative, lightweight and automated solutions to meet the complex naval mission demands of undersea sensor handling and towing systems for anti-submarine warfare, mine and torpedo countermeasures and USV/AUV operations. Each system is customized to meet the diverse weight, space and operational challenges presented by individual vessel configurations.

Active / Variable Depth Sonar Handling Systems

Navies from around the globe utilize INDAL's Variable Depth Sonar (VDS) cable handling systems, towed sonar bodies and faired tow cable systems.

INDAL has a variety of VDS handling system models designed to meet a wide range of sonar frequencies, depth requirements and vessel sizes—from fast patrol craft to destroyers. Systems are designed as modular, self-contained units.

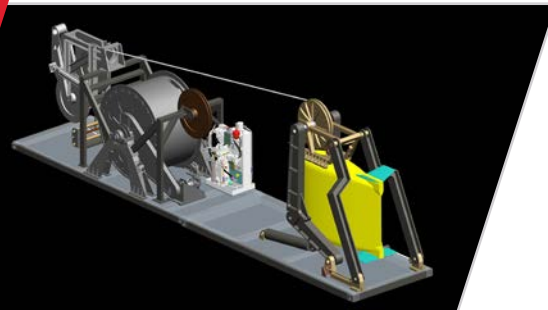
INDAL employs an extensive database of real-world towing performance information during the design of each system. We also utilize sophisticated dynamic analysis based computational tools. INDAL's proprietary 6DOFTOW modeling tool simulates the response of towed systems to ship/submarine motions and is used to optimize the design of underwater towed bodies and associated handling systems and tow cabling. By examining factors such as towed body depth and trail, cable tensions and system drag, INDAL ensures that ship speed and sea state operating windows are maximized.

Many VDS handling systems employ a winch/hoist assembly, INDAL's Flexnose® faired tow cable system and an acoustically transparent, hydrodynamically stable towed body.

INDAL also offers innovative single-tow active/passive handling systems, where the towed receive array is attached to an active source body.



Lightweight handling systems can be containerized and installed on the weather deck or between decks on frigates and destroyers



INDAL produces towed array winch systems designed to deploy and retrieve the array with high reliability and with no array damage



Towed Array Handling Systems: Submarines

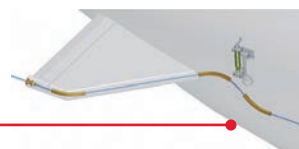
INDAL designs and manufactures towed array handling systems for submarines, for handling of both “Fat Line” and “Thin Line” arrays. These systems allow the towed array to be smoothly and quietly deployed, positioned and retrieved to maximize operational efficiency. INDAL’s innovative and proven flushing deployment system guarantees extended array life by eliminating the need for mechanical capstans, cable traction or linear transfer mechanisms that can damage expensive towed arrays.

INDAL offers both electric and hydraulically driven submarine towed array winches with fail-safe, redundant systems, video monitoring, automatic and back-up controls to ensure submarine safety and maneuverability.

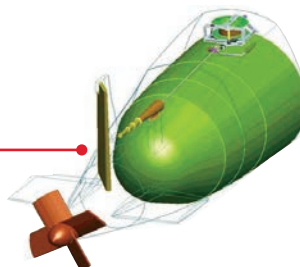


Clip-On and Reelable Towed Array Handling Systems supplied to BAE SYSTEMS for the Royal Navy’s ASTUTE Class submarine

Complex deployment paths using flushing



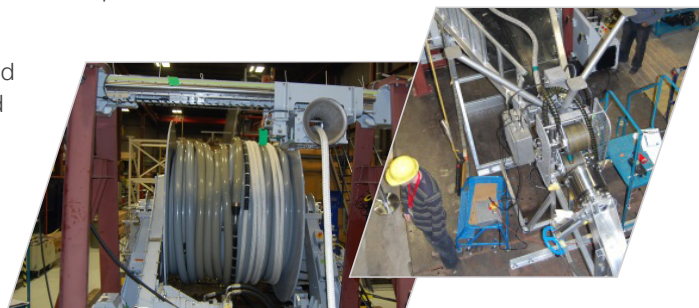
Compact electric winches for diesel electric submarines



Towed Array Handling Systems: Surface Ships

Lightweight automated towed array handling and stowage systems produced by INDAL are in operation with multiple navies. For surface ships, these systems enable deployment and retrieval of the array at high speeds without impeding ship operations. Systems are designed for either open weather deck or closed compartment operations as specified by the customer.

INDAL towed line array winch systems are designed to deploy and retrieve with 100% reliability. The systems feature software controlled “smart levelwind” technology to automatically spool multi-diameter and multilayer tow cables and arrays efficiently onto a winch drum without over-stressing the array elements.



Towed Bodies

INDAL's towed bodies are acoustically transparent and provide a stable hydrodynamic platform for enhanced sonar operations.



Navies all around the world use INDAL's VDS handling systems

Fairings and Cables

One of the key components of any towing system is the tow cable. Reducing drag is critical to attaining the maximum possible depth, operating speed and stability.

For applications where speed and depth are crucial, INDAL's Flexnose® fairings have a demonstrated record of high performance. These fairings are the lowest drag coefficient fairings commercially available and are used by numerous navies and leading oceanographic firms.



INDAL's patented Flexnose fairings maximize towing performance



Find Your Sales Representative

 curtisswrightds.com/INDALtech

 ds@curtisswright.com

Technical Support

 curtisswrightds.com/support

 INDALservice@curtisswright.com

Additional Contact Details

 INDAL Technnologies
3570 Hawkestone Road
Mississauga, Ontario L5C 2V8
Canada
 +1.905.275.5300

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