

IR diagnostic of Class 0/I jets

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OUTLINE

- Introduction
- Kinematics of Class I jets
- Physical properties of Class I jets
 - Electron density (n_e)
 - Mass ejection flux (\dot{M}_{jet})
- Work in progress

Low mass star formation

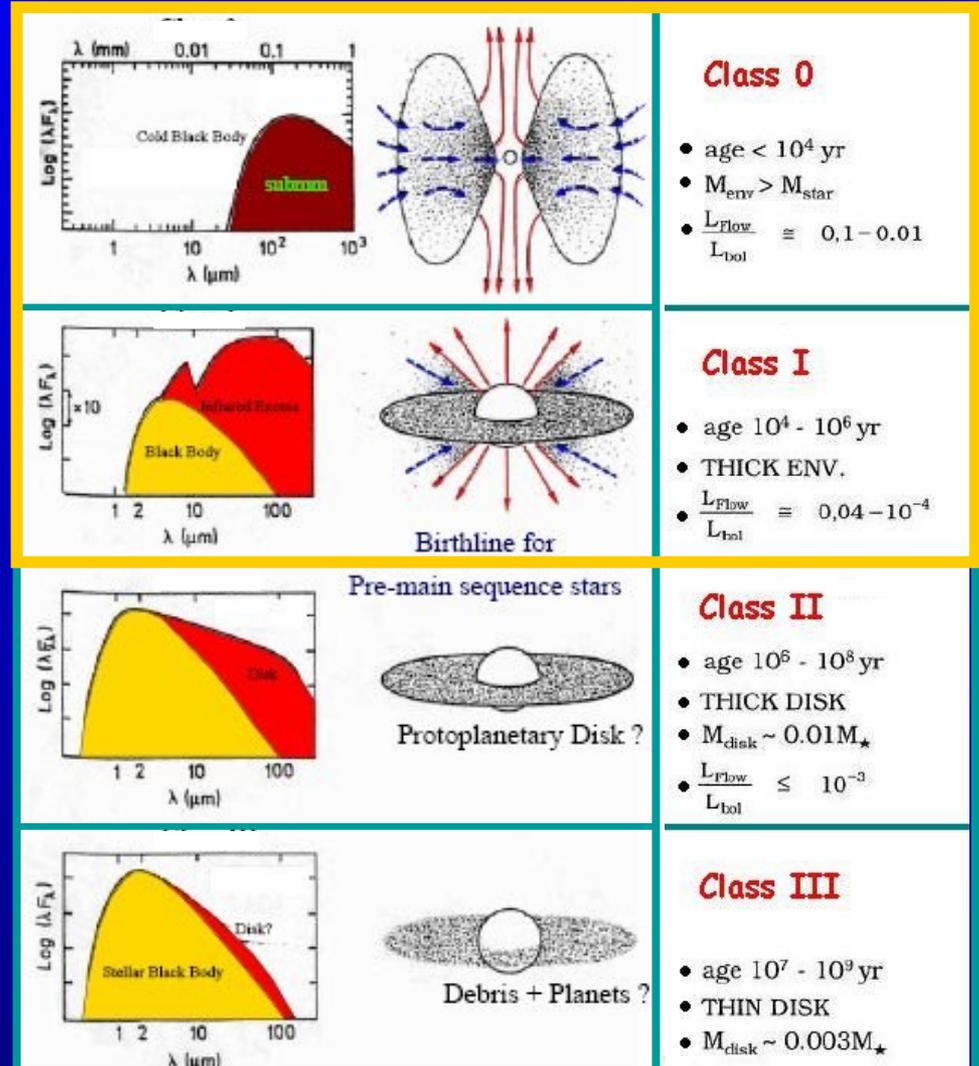
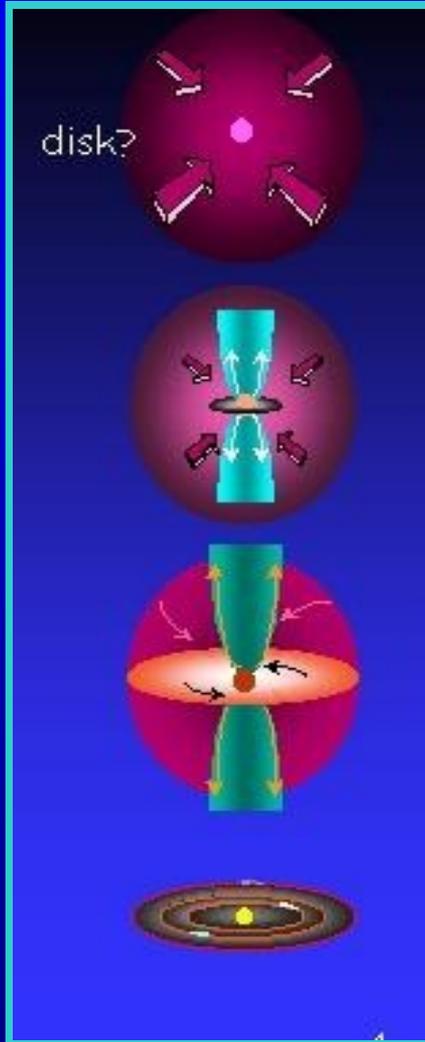
Time

0 - 10^4 yr
pre-stellar core
→ collapse
→ main accretion

$10^4 - 10^5$ yr
protostar

$10^6 - 10^7$ yr
T Tauri star

10^8 yr
debris disk
→ ZAMS star



Jets from T-Tauri stars

First studies: optically visible
(class II sources)

Distance ~ 140 pc

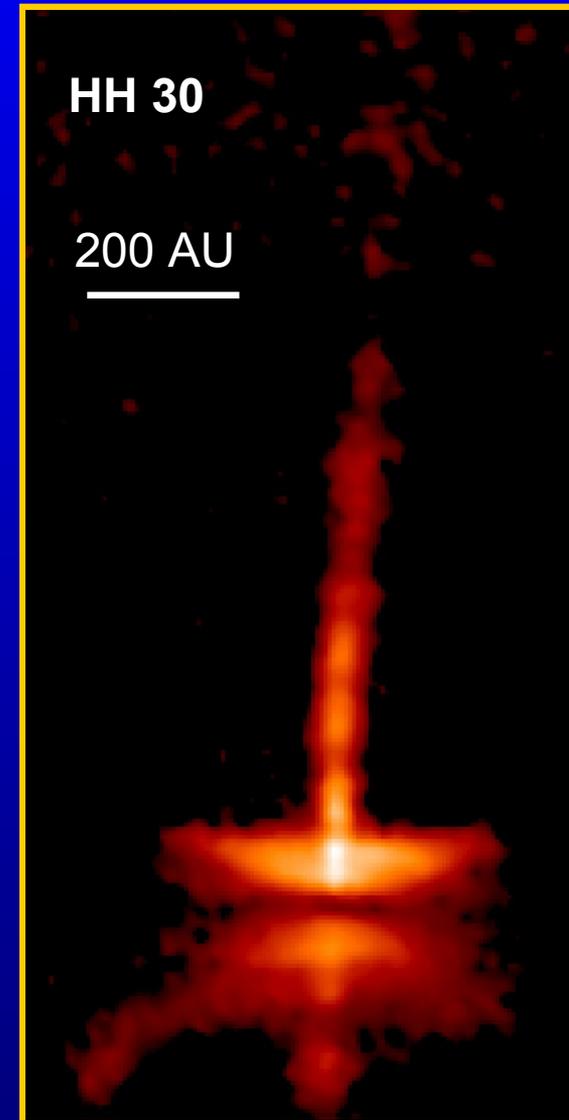


High spatial resolution

Physical properties:

$$\dot{M}_{\text{acc}} \sim 10^{-8} M_{\odot}/\text{yr}$$

$$\dot{M}_{\text{jet}} \sim 10^{-9} M_{\odot}/\text{yr}$$



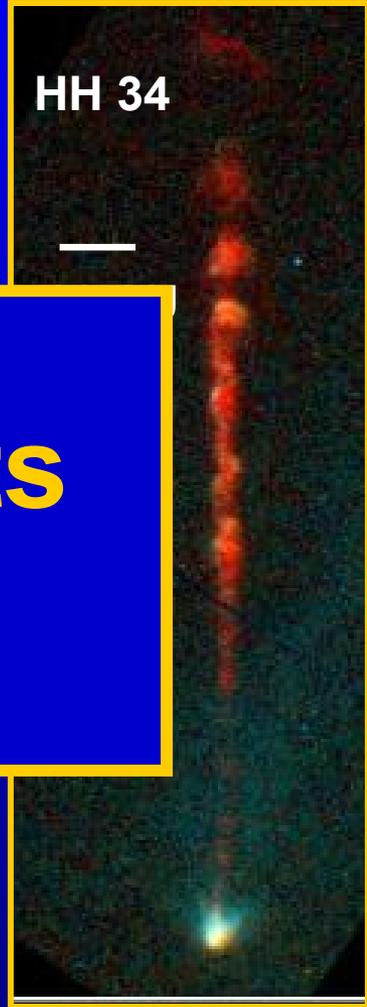
Jets from class I sources

Less evolved than T-Tauri jets

High A_V near the source

Do class I and T-Tauri jets
form in the same way ?

HH 34



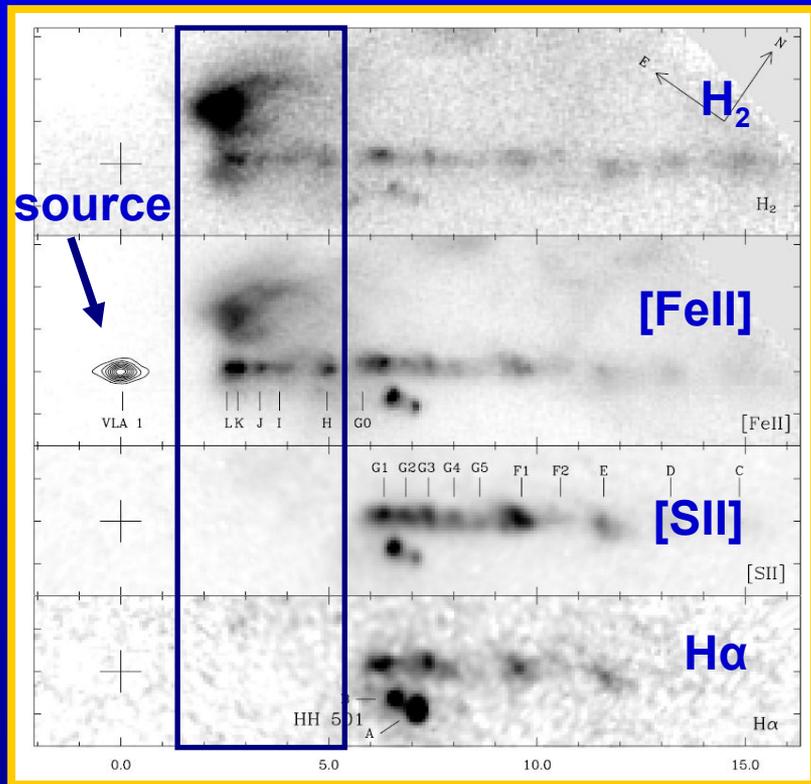
Physical properties:

$$\dot{M}_{\text{acc}} \sim 10^{-7} M_{\odot}/\text{yr}$$

$$\dot{M}_{\text{jet}} \sim 10^{-8} M_{\odot}/\text{yr}$$

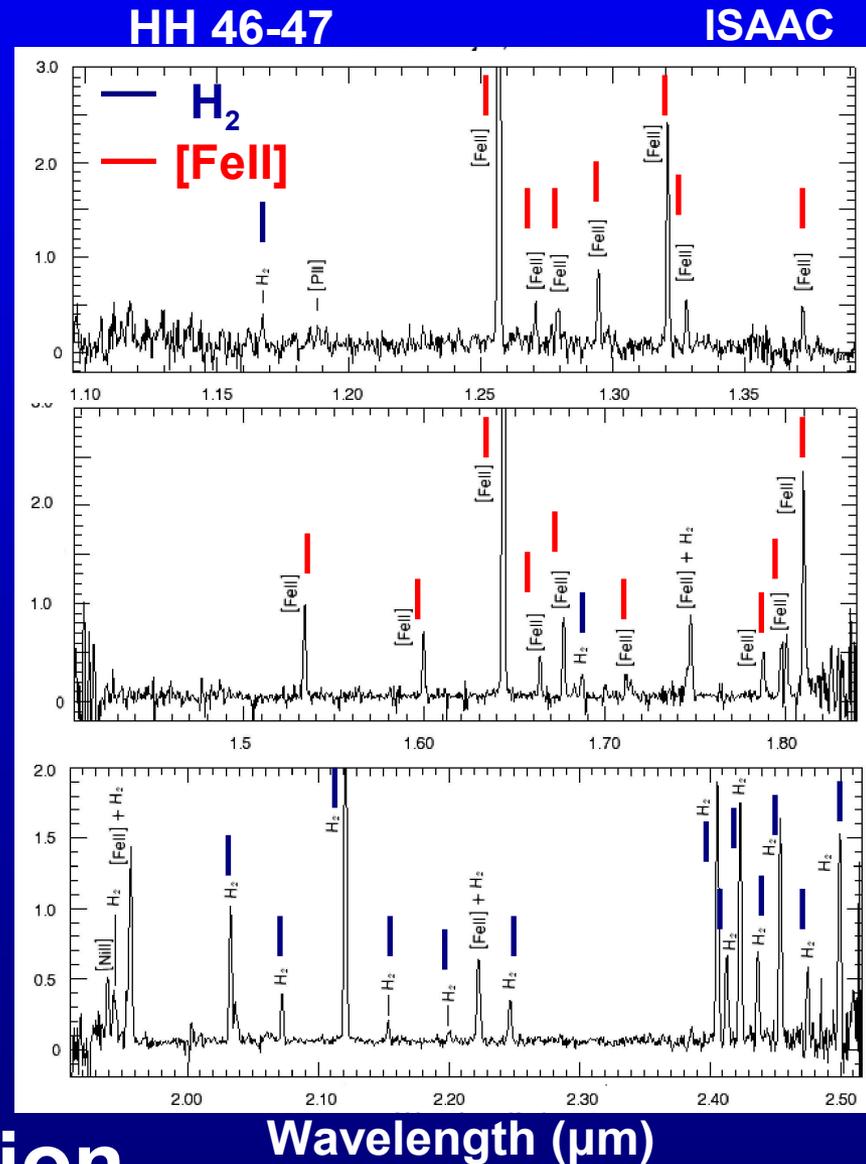
Class I jets through NIR

Embedded objects



$$A_k \sim 0.1 A_v$$

Trace gas at low excitation



Wavelength (μm)

Observations

NIR spectroscopy

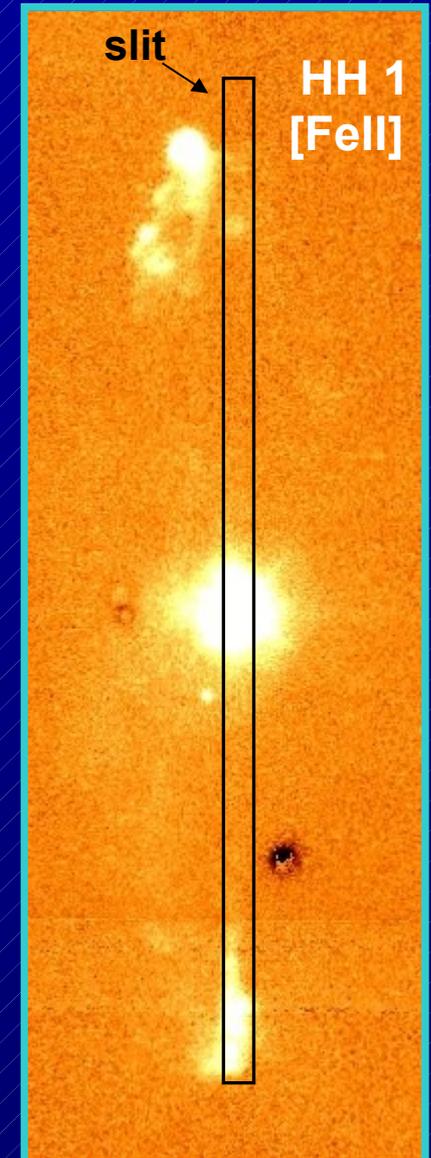
Instrument: ISAAC@VLT

Slit parallel to the jet axis

**Medium resolution: H ~ 10000
K ~ 8900**

Spatial resolution: 0.148"/pixel

**Set of class 0/I jets: HH1, HH34,
HH46-47, ...**



Kinematics

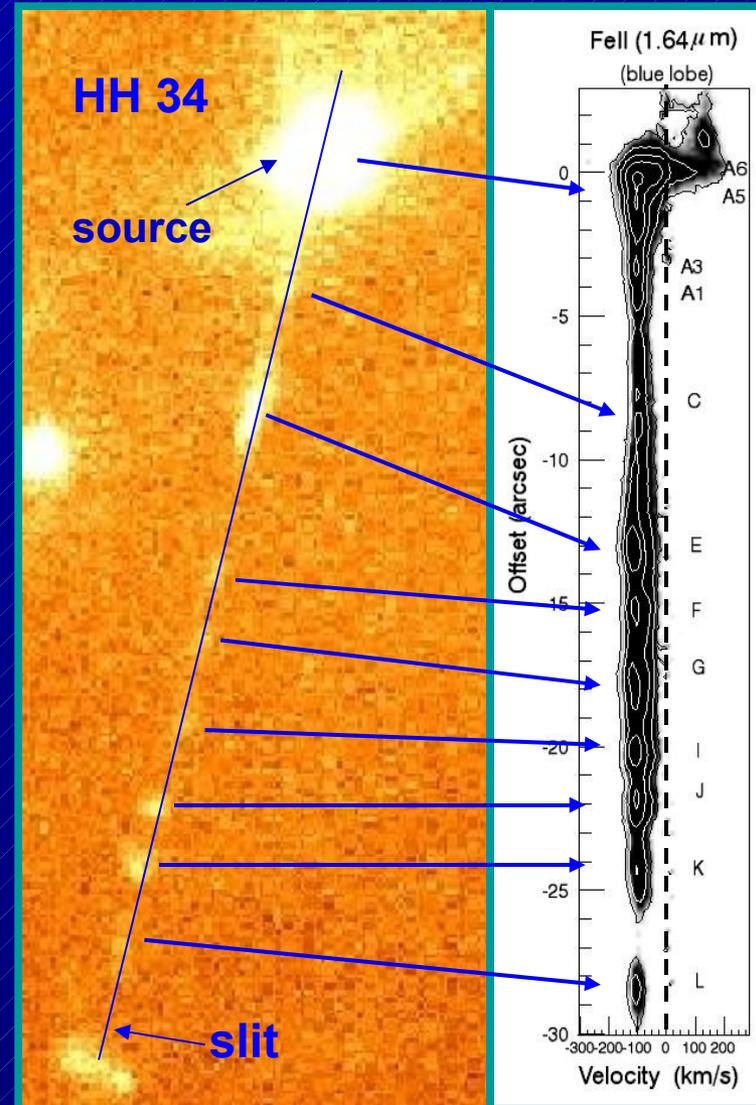
Kinematics

Position-Velocity Diagram (PVD)

Y-axis: distance from the source (arcsec)

X-axis: radial velocity with respect to the source (km/s)

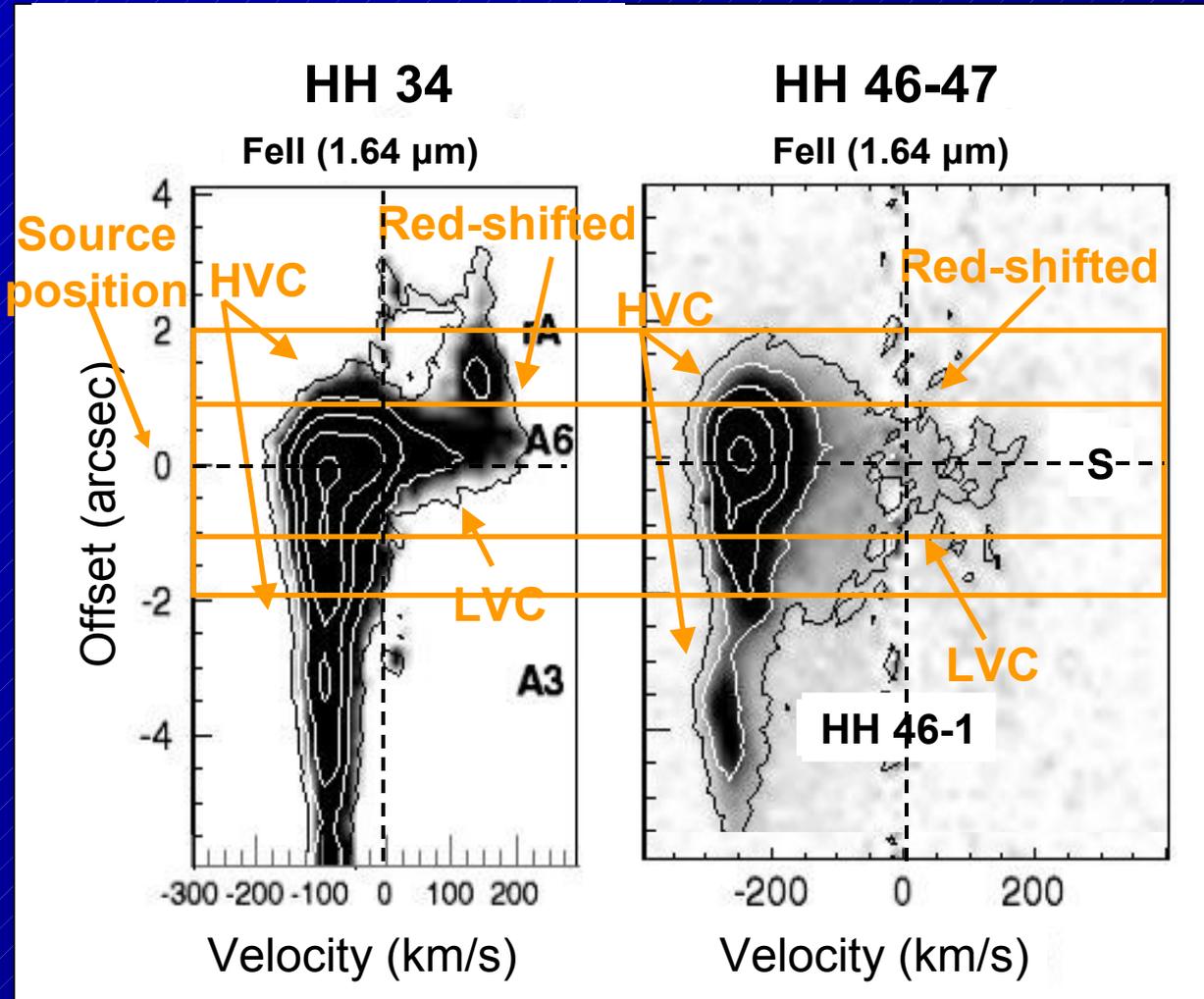
V. variation: along the axis



Kinematics

Atomic component: [FeII] emission

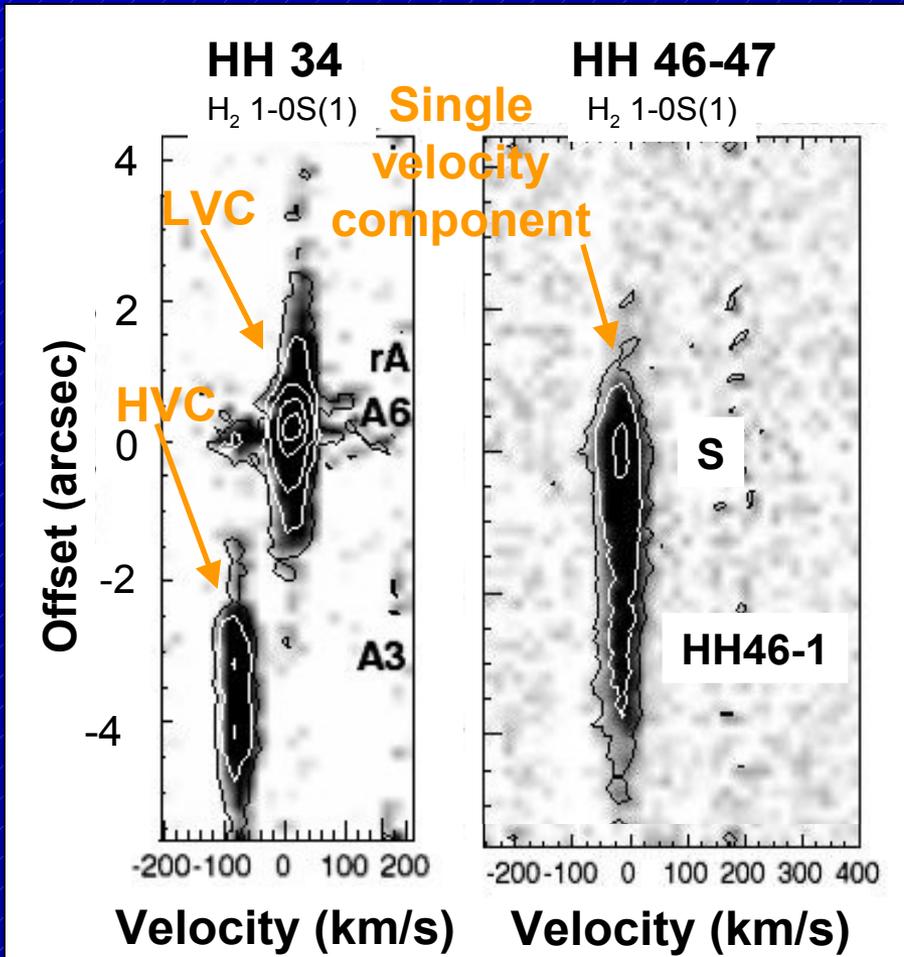
D=400 pc, 1" = 400 AU



Garcia Lopez, et al. (2008)

Kinematics

Molecular component: H₂ emission



- **HH34**

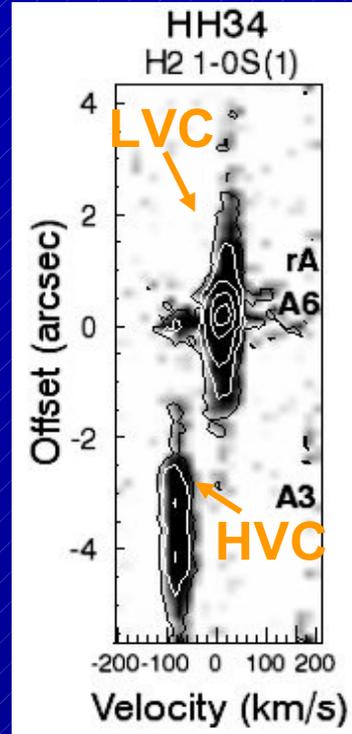
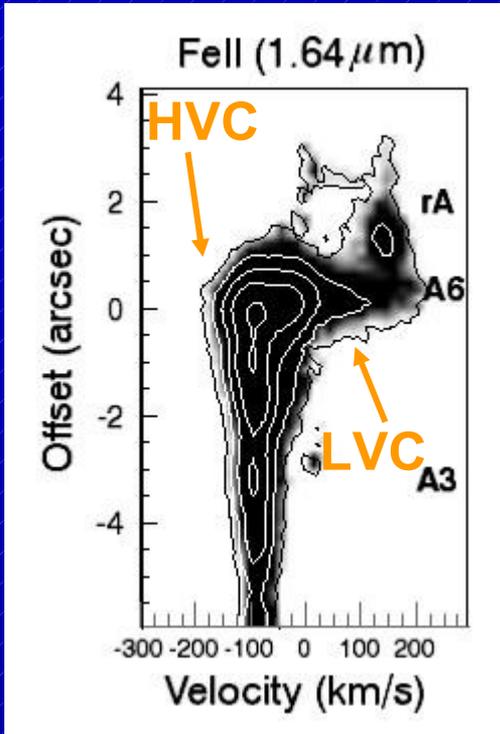
HVC + LVC

No emission in between

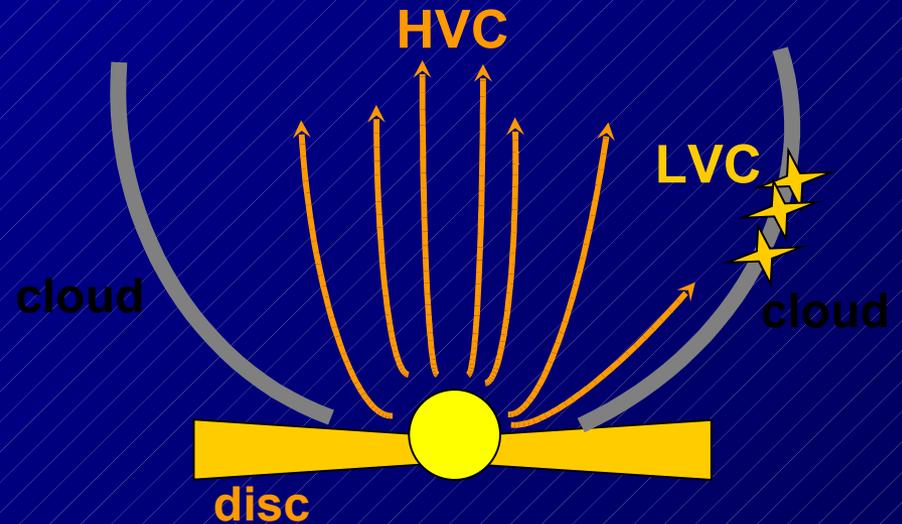
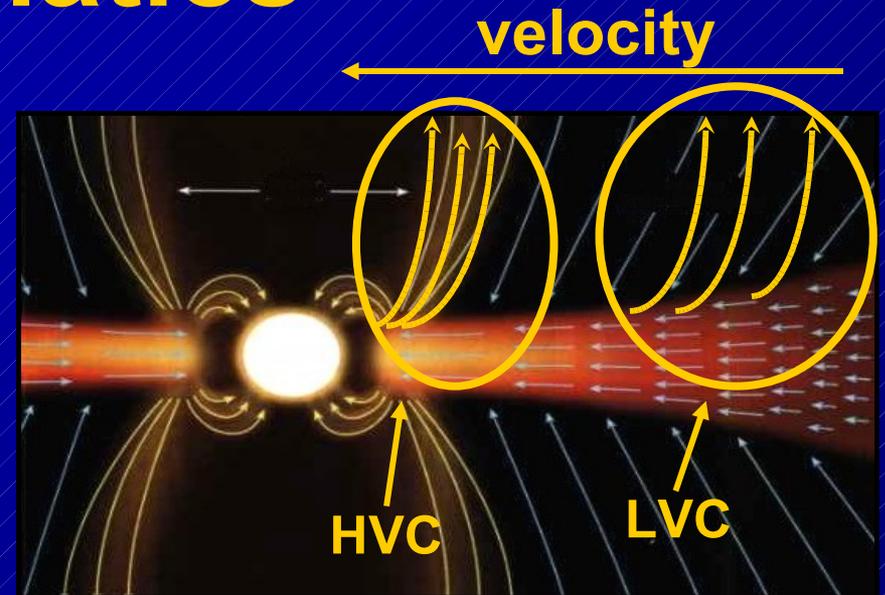
- **HH 46-47**

Single velocity component

Kinematics



Garcia Lopez et al. (2008)



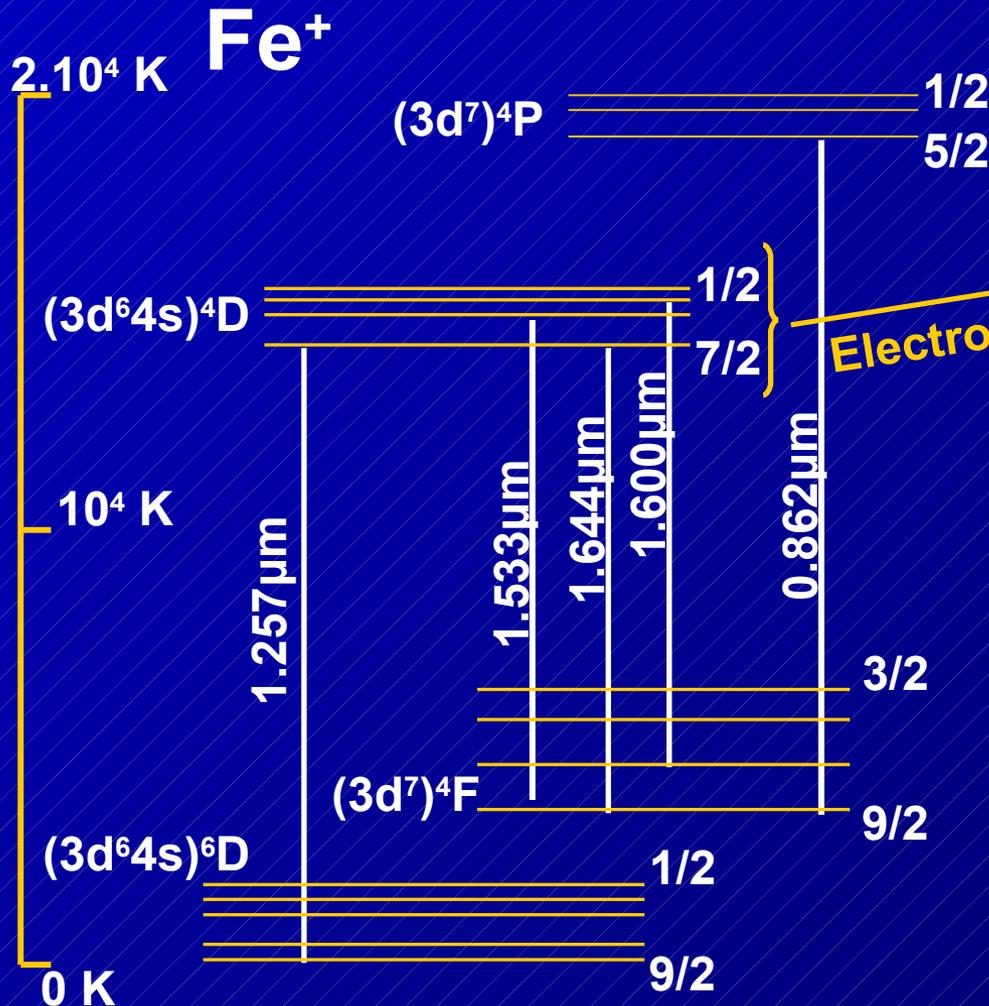
Physical properties

Diagnostic with IR lines

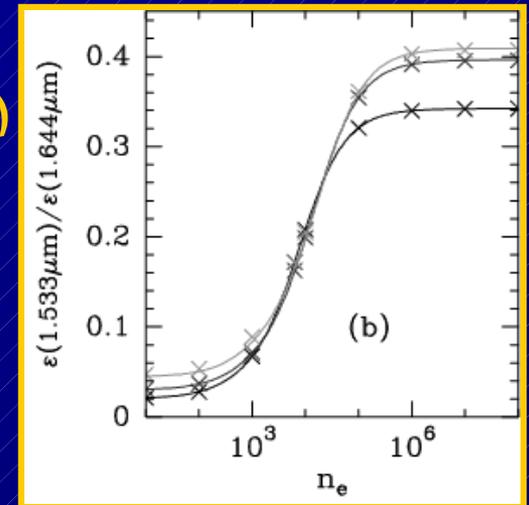
Basic assumption: lines

optically thin

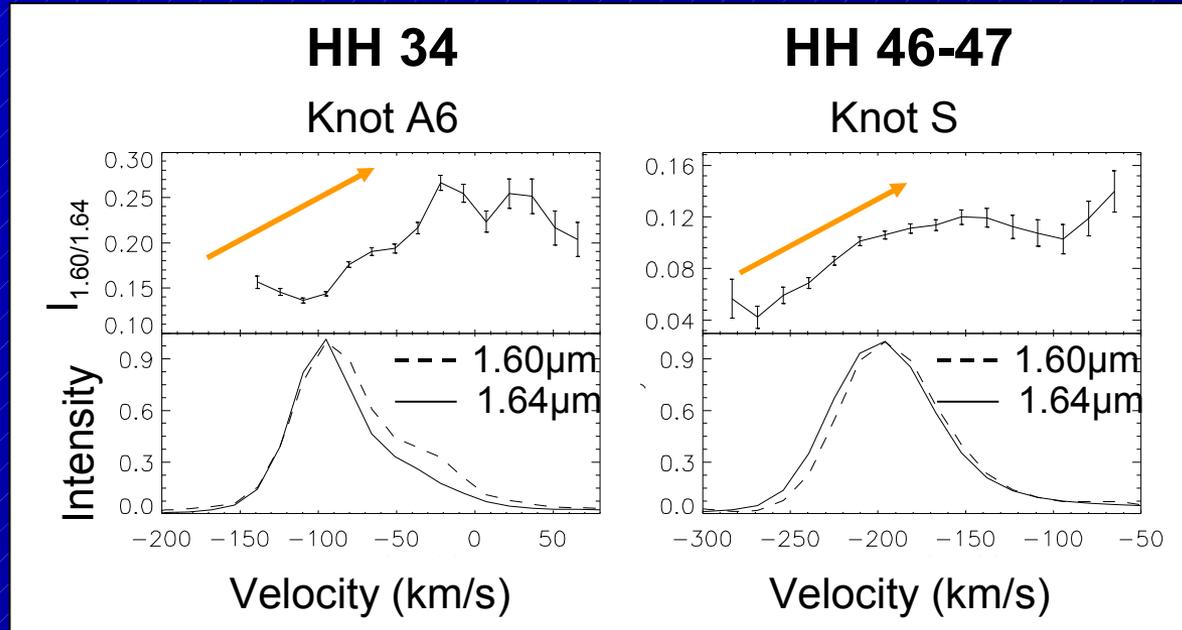
excited by collisions



Electron density (n_e)



Physical properties- n_e



Garcia Lopez et al. (2008)

Jet, knot	r_t (")	$n_e(\text{HVC})$ (10^3cm^{-3})	$n_e(\text{LVC})$ (10^3cm^{-3})
HH34, A6	(-2.6,+0.9)	10.5	22.5
HH46-47, S	(-3.4,+2.8)	5.4	7.0

$n_e(\text{LVC}) > n_e(\text{HVC})$

Physical properties- Mass flux (\dot{M}_{jet})

From the [FeII] 1.64 μm line luminosity:

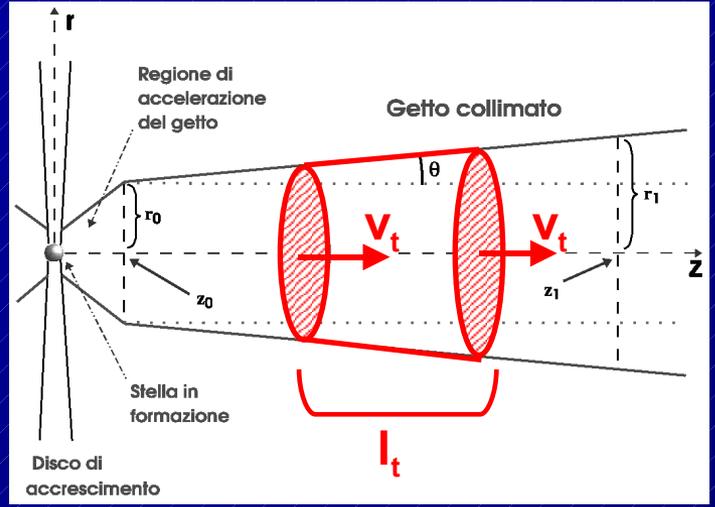
$$\dot{M} = \mu m_H \times (n_H V) \times v_t / I_t$$

m_H , proton mass $\mu=1.24$, average atomic weight

n_H , total density

V , emitting volume

v_t, I_t , velocity and length of the knot, projected
perpend. to the line of sight



$$n_H V = L([\text{FeII}]1.64\mu\text{m}) (h\nu A_i f_i (\text{Fe}^+/\text{Fe}) ([\text{Fe}]/\text{H}))^{-1}$$

Assumptions:

- $\text{Fe}^+/\text{Fe} = 1$

A_i, f_i , radiative rate and fractional pop. upper level
 Fe^+/Fe , ionisation fraction
 $[\text{Fe}]/\text{H}$, total abundance with respect to hydrogen

Lower limit

- $[\text{Fe}]/\text{H} = 2.8 \cdot 10^{-5}$ (Asplund et al. 2005) \rightarrow No dust depletion

Physical properties- Mass flux (\dot{M}_{jet})

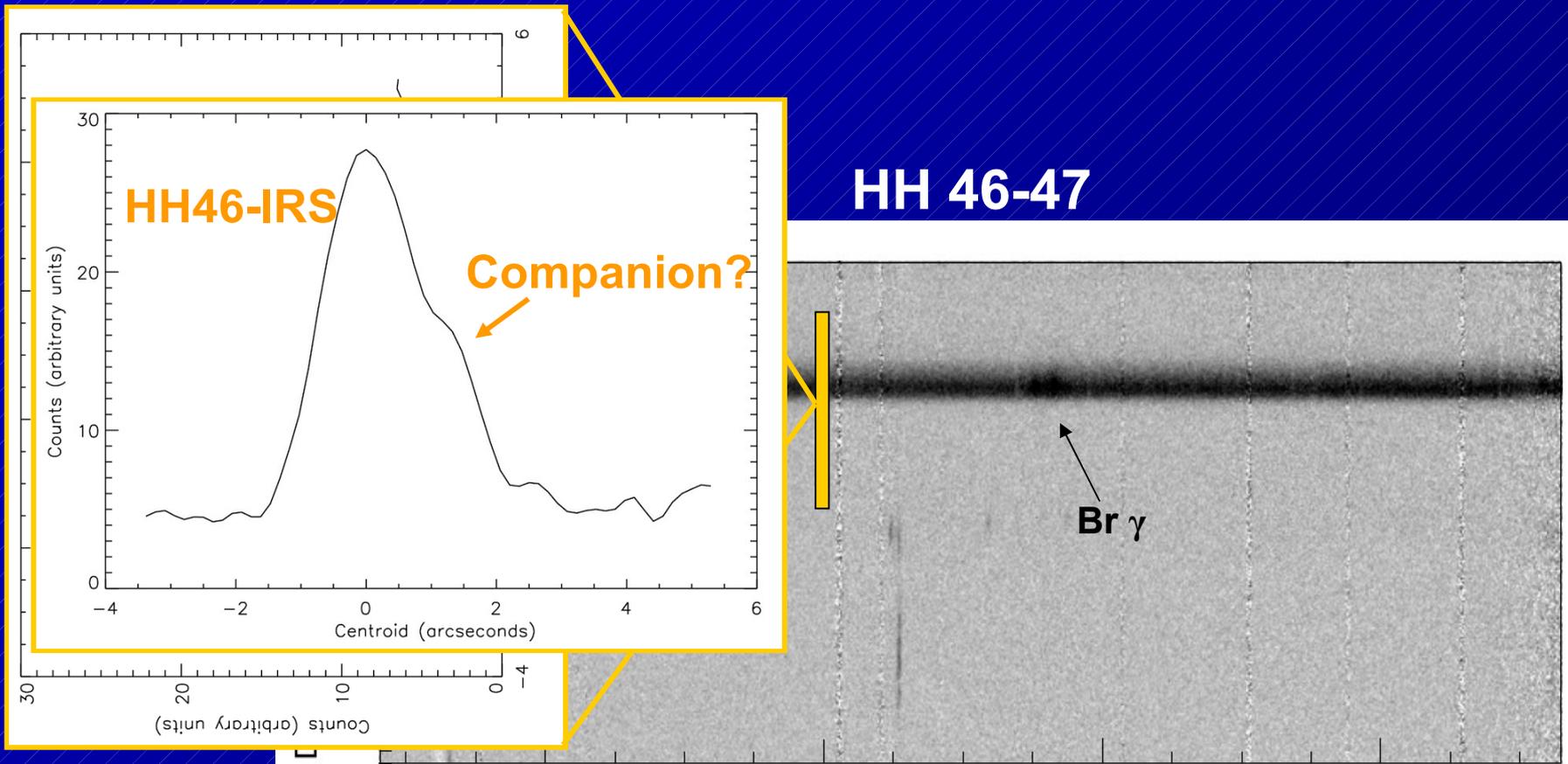
Jet, knot	r_t (")	A_v (mag)	T_e (10^3 K)	\dot{M}_{jet} (HVC) (M_{\odot}/yr)	\dot{M}_{jet} (LVC) (M_{\odot}/yr)
HH34, A6	(-2.6,+0.9)	7.1	7.0	$5.2 \cdot 10^{-8}$	$6.6 \cdot 10^{-9}$
HH46-47, S	(-3.4,+2.8)	6.6	15.0	$2.6 \cdot 10^{-8}$	$2.5 \cdot 10^{-9}$

$$\dot{M}_{\text{jet}}(\text{HVC}) > \dot{M}_{\text{jet}}(\text{LVC})$$

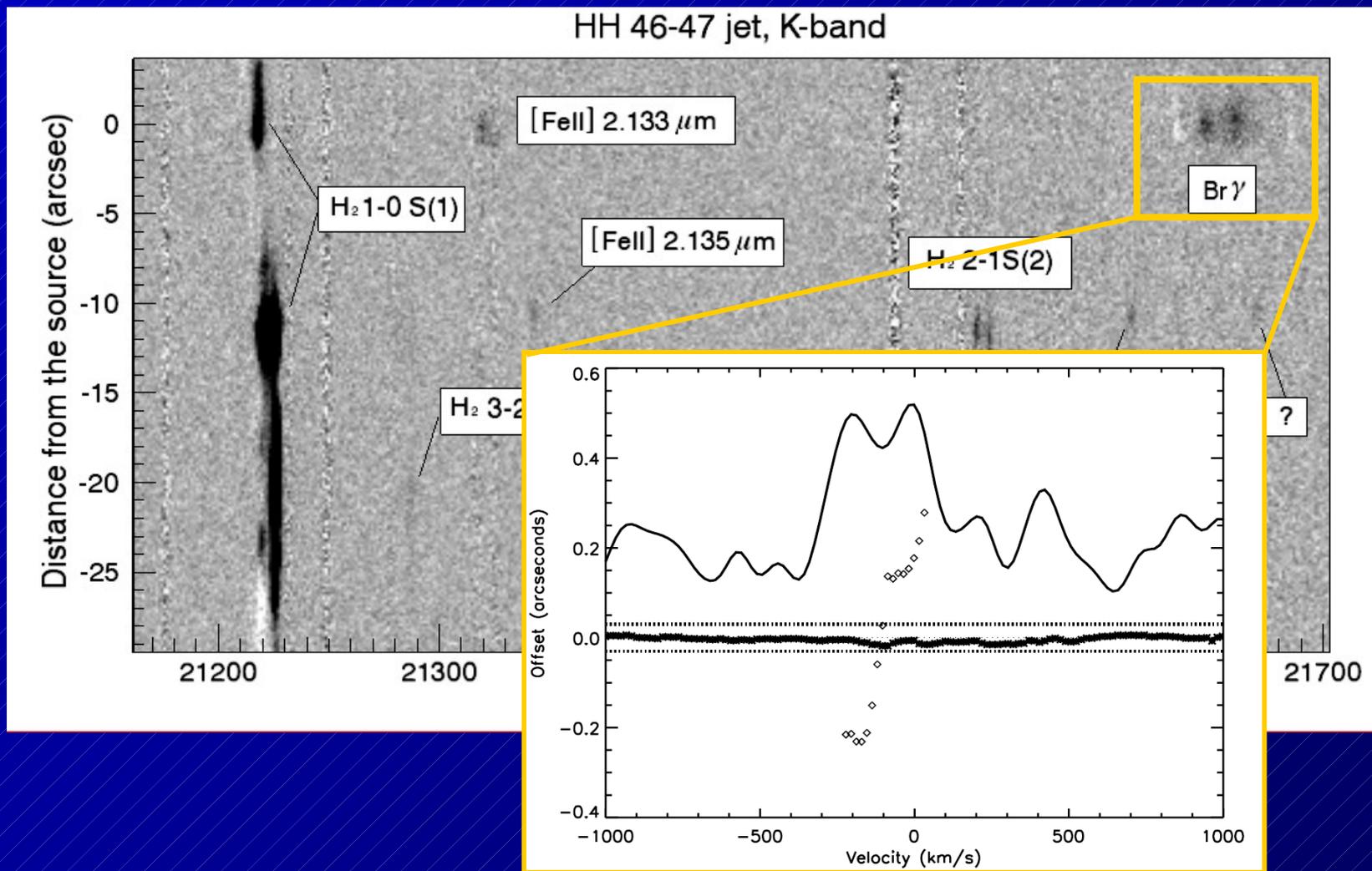
	$\dot{M}_{\text{jet}}/\dot{M}_{\text{acc}}$
HH 34	0.01
HH 46-47	0.1

(\dot{M}_{acc} from Antonucci et al. 2008)

Work in progress: spectro-astrometry



Work in progress: spectro-astrometry



Conclusions

Kinematics

- FeII : HVC, LVC
- H_2 $\left\{ \begin{array}{l} \text{HH34: HVC, LVC} \\ \text{HH46-47: single v. component} \end{array} \right.$
- HH34, HH46-47 : LVC reaches redshift. velocities at 0''

Physical properties

$$\text{HH34, HH46-47: } n_e(\text{LVC}) > n_e(\text{HVC})$$

$$\dot{M}_{\text{jet}}(\text{HVC}) > \dot{M}_{\text{jet}}(\text{LVC})$$