



Designation: F801 – 21

Standard Test Method for Measuring Optical Angular Deviation of Transparent Parts¹

This standard is issued under the fixed designation F801; the number immediately following the designation indicates the year of original adoption or, in the case of revision, the year of last revision. A number in parentheses indicates the year of last reappraisal. A superscript epsilon (ϵ) indicates an editorial change since the last revision or reappraisal.

This standard has been approved for use by agencies of the U.S. Department of Defense.

1. Scope

1.1 This test method covers measuring the angular deviation of a light ray imposed by transparent parts such as aircraft windscreens and canopies. The results are uncontaminated by the effects of lateral displacement, and it is possible to perform the procedure in a relatively short optical path length. This is not intended as a referee standard. It is one convenient method for measuring angular deviations through transparent windows.

1.2 *This standard does not purport to address all of the safety concerns, if any, associated with its use. It is the responsibility of the user of this standard to establish appropriate safety, health, and environmental practices and determine the applicability of regulatory limitations prior to use.*

1.3 *This international standard was developed in accordance with internationally recognized principles on standardization established in the Decision on Principles for the Development of International Standards, Guides and Recommendations issued by the World Trade Organization Technical Barriers to Trade (TBT) Committee.*

2. Referenced Documents

- 2.1 *ASTM Standards:*²
- E691 Practice for Conducting an Interlaboratory Study to Determine the Precision of a Test Method
 - F733 Practice for Optical Distortion and Deviation of Transparent Parts Using the Double-Exposure Method
 - F2156 Test Method for Measuring Optical Distortion in Transparent Parts Using Grid Line Slope

3. Terminology

3.1 Definitions:

3.1.1 *angular deviation, n*—the departure of a light ray from its original path as it passes through a transparent material. The

¹ This test method is under the jurisdiction of ASTM Committee F07 on Aerospace and Aircraft and is the direct responsibility of Subcommittee F07.08 on Transparent Enclosures and Materials.

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² For referenced ASTM standards, visit the ASTM website, www.astm.org, or contact ASTM Customer Service at service@astm.org. For *Annual Book of ASTM Standards* volume information, refer to the standard's Document Summary page on the ASTM website.

change in angle of such a light ray. The displacement of an image due to the change in direction of the light ray.

3.1.2 *lateral (or linear) displacement, n*—the shift or movement of a light ray from its original path as it passes through a transparent material, while maintaining parallelism between the original and final paths. The change in location of an image due to this change in path.

3.1.3 *modulation transfer function (MTF), n*—the ratio of output modulation to the input modulation. The modulus of the Fourier transform of the optical spread function.

4. Summary of Test Method

4.1 This test method provides a basic procedure for measuring the angular deviation induced by a transparent part. Angular deviation measurements are made by an optoelectronic system employing collimated light from an appropriate target pattern, a field lens, and a position-detecting device/system such as linear diode arrays or a two-dimensional diode array. Hold the transparent part either in its installed angle or perpendicular to the collimated light source or any other orientation suitable for the purpose of making the measurement. One specific optoelectronic system suitable for conducting this test method is provided in [Appendix X2](#) and [Appendix X3](#) and in [Section 6](#) below.

5. Significance and Use

5.1 One of the measures of optical quality of a transparent part is its angular deviation. It is possible that excessive angular deviation, or variations in angular deviation throughout the part, will result in visible distortion of scenes viewed through the part. Angular deviation, its detection, and quantification are of extreme importance in the area of certain aircraft transparency applications, that is, aircraft equipped with Heads-up Displays (HUD). It is possible that HUDs will require stringent control over the optics of the portion of the transparency (windscreen or canopy) which lies between the HUD combining glass and the external environment. Military aircraft equipped with HUDs or similar devices require precise knowledge of the effects of the windscreen or canopy on image position in order to maintain weapons aiming accuracy.

5.2 Two optical parameters have the effect of changing image position. The first, lateral displacement, is inherent in

any transparency which is tilted with respect to the line of sight. The effect of lateral displacement is constant over distance, and seldom exceeds a fraction of an inch. The second parameter, angular deviation, is usually caused by a wedginess or nonparallelism of the transparency surfaces. The effect of angular deviation is related to the tangent of the angle of deviation, thus the magnitude of the image position displacement increases as does the distance between image and transparency. The quantification of angular deviation is then the more critical of the two parameters. Both parameters are illustrated in [Fig. X1.1](#).

6. Apparatus

6.1 *Transmitter*, capable of projecting collimated light rays from a suitable target. The target is allowed to be a small hole, a transparent cross, or an “L” with one arm horizontal and one arm vertical, embedded in an opaque background. The stroke width of the “L” or cross shall be uniform. Choice of an “L” or a cross is optional, since only one half of the cross target is used at any time. The transmitter shall be firmly affixed to the floor or other stationary fixture. Note that the choice of the transmitter target shall be compatible with the position detecting mechanism in the receiver.

6.2 *Receiver*, shall be firmly affixed to the floor or a stable platform, consisting of the following components:

6.2.1 *Displacement Compensation and Imaging Lens*—The sensitivity of the instrument is in part determined by the focal length of the lens. An appropriate focal length is likely to be (but is not limited to) 10 in. (254 mm).

6.2.2 *Optical Beam Splitter*, to separate the incoming light into two orthogonal elements; one for elevation and the other for azimuth. The type of beam splitter shall be chosen to keep both optical path lengths equal.

6.2.3 *Two Linear Charge Coupled Devices (CCD or diode) Arrays*, each located at the focal plane of the displacement compensating lens. One array is oriented horizontally (for the measurement of azimuthal changes), and the other oriented vertically (for the measurement of elevation changes). A convenient element spacing of the arrays is 0.001 in. (0.0254 mm). Using this element spacing, and the 10 in. (254 mm) lens, each diode represents the equivalent of 0.1 milliradian (mrad) angular deviation.

6.2.4 *Electronic System* capable of determining the center diode of the band of illuminated diodes on each CCD array.

6.2.5 *Electronics System* capable of converting the diode number to an angular deviation to be displayed on a digital readout.

6.3 *Transmitter and Receiver Lenses* are permitted to be of achromatic construction to reduce the effect of aberrations on the measurement.

6.4 *Dioptometer*, to verify attainment of collimated light.

6.5 For further information on the rationale and development of the design, see the appendixes ([Appendix X1](#) – [Appendix X4](#)).

7. Test Specimen

7.1 The part to be tested shall be positioned in such a manner as to approximate its installed configuration or posi-

tioned as specified by the agency requesting the test. No special conditioning other than cleaning is required.

8. Calibration and Standardization

8.1 Position the transmitter and receiver so that the optical axes of both are parallel and approximately colinear. The light from the transmitter shall pass through the test specimen to fall on the receiver lens. Depending on the configuration of the test specimen, locate the transmitter and receiver approximately 4 ft (1219 mm or less) apart. This distance depends on the specific equipment used and is not critical (see [Appendix X4](#) for more information).

8.2 If necessary, adjust the transmitter lens or target position to provide collimated light. A dioptometer is sufficient for this adjustment.

8.3 If necessary, adjust the receiver field lens and positions of the CCD arrays so each array is at the focal plane of the receiver lens. Perform rough adjustment by using the receiver lens to sharply focus the target from the previously adjusted transmitter. Check by interposing a thick optical flat (plane parallel-sided transparent plate) in the optical path, and tilting the flat with respect to the optical axis. When correctly adjusted, there will be no movement of the transmitter image at the plane of the CCD array. If the image moves (the readout varies by more than 0.1 mrad), adjust the position of the appropriate CCD array to eliminate this movement.

8.4 A method of conducting an accuracy test is made by interposing a standard or highly accurate optical wedge in the light path between transmitter and receiver. The display shall accurately indicate the angular deviation imposed by the optical wedge in both the vertical or horizontal meridians. An alternative method would be to tilt the transmitter or receiver on an accurate tilt table. The tilt, converted to milliradians, shall equal that shown on the display. The latter method is usually preferable since it yields a continuous accuracy check over the entire range of measurement.

8.5 A method of performing a check to ensure operation of all diodes is performed by illuminating the entire CCD array and noting the default reading on the display. (This default reading is also dependent on the specific circuitry used, but is ideally a constant).

NOTE 1—The area of transparency being measured at any one time is related to the smallest diameter lens being used at the transmitter or receiver. The system will average angular deviations throughout a subset of this area. Use of lenses of significantly larger or smaller diameters will affect repeatability of measurement from one instrument to another. Use of lenses with small diameters will improve performance on transparencies with rapidly changing angular deviations, but will reduce available light energy at the CCD array, possibly below its threshold. Lens size is further discussed in the Appendixes.

8.6 It is possible that certain variations will be as a result of the following sources of error:

8.6.1 Transmitter or receiver lens malfocus. Noncollimated light from the transmitter will cause the receiver to measure some lateral displacement as well as angular deviation.

8.6.2 Poor transparency optics (MTF or modulation transfer function losses) will cause a blurred image on CCD arrays. If this blur is asymmetric, it is possible that some error will be

introduced. If the MTF loss is great enough, it is possible that the light energy will fall below the threshold of the CCD array, and a no-reading condition will result.

9. Procedure

9.1 Mount the transparent part on a fixture that allows accurate determination of the elevation and azimuth position of the part.

9.2 Locate and firmly mount the transmitter at an appropriate position corresponding to the observational point of interest (for example: pilot design eye position), or along a line connecting this point with the receiver lens.

9.3 Locate and firmly mount the receiver external to the transparent part and at a suitable distance from the transmitter (see [Appendix X4](#)).

9.4 Establish a baseline or zero determination without a transparency in the optical path. Record the number as displayed on the digital readout under this condition (depending on the electronic system used, this value will be zero or adjustable to zero).

9.5 Locate the transparency between the transmitter and receiver. Take readings at points specified by the using activity by rotating the canopy about a critical point such as the pilot design eye position or other position of interest specified by the using activity. The difference between these readings and the baseline figures represent the angular deviation in milliradians through each point.

10. Calculation

10.1 With appropriate selection of receiver lens focal length and CCD array diode separation, the display readout will be in 0.1 milliradian increments. It is possible to vary the sensitivity of the instrument by altering either of these parameters. Assuming a 0.001 in. (0.025 mm) diode spacing as standard, increasing the focal length will improve the sensitivity as follows:

$$a = \text{arc tan}(0.001/f)$$

where:

a = sensitivity (minimum measurable angle), mrad and
 f = focal length of receiver lens, in.

10.2 Although the separation distance between the projector and receiver is not critical and does not affect the measurement accuracy, it does have an effect on both the light energy at the image plane and the maximum amounts of angular deviation that can be measured. Calculate the largest distance from the optical axis at the image plane that does not produce vignetting as follows:

$$H = f_2 \times (d_2 - d_1)/2S$$

where:

H = maximum unvignetted ray height at image plane,
 d_2 = diameter of receiver lens,
 d_1 = diameter of transmitter lens,
 S = separation between transmitter and receiver, and
 f_2 = focal length of receiver lens

10.3 A linear CCD array containing 512 elements, each with a 0.001 in. (0.025 mm) spacing, has an active surface 12.5 mm long. Calculate the maximum angular deviation that can be detected by such an array as follows.

$$M = 2 \times \text{arc tan}(12.5/f_2)$$

where:

M = maximum angular deviation from one end of array to the other and
 f_2 = focal length of receiver lens

11. Report

11.1 Draft a graph or chart, derived from the digital data, showing the angular deviation found at each point of interest.

12. Precision and Bias

12.1 *Precision*—The data used to develop this section was obtained as the result of a round-robin test reported at the September 1990 F7.08 subcommittee meeting. The written report was entitled “Angular Deviation Revisited: Results of a Round Robin Test” and is available from ASTM International headquarters.³ Note also that there are only a few organizations capable of making these types of measurements on aircraft transparencies. At the time of the inter-laboratory test program, there were only 5 measurement devices available at 3 facilities. Although this is a lower number than that recommended by Practice [E691](#), the results provide a reasonable indication of the expected repeatability and reproducibility of the procedure. If more measurement systems become available in the future, it becomes possible to repeat the interlaboratory test to obtain an updated estimate of precision and bias.

12.1.1 There are two primary sources of error with this procedure: (1) those dealing with the measurement device itself, and (2) those dealing with the positioning of the part to be measured. Since this procedure only addresses the measurement device and not the positioning equipment, this section will be confined to data relating to the precision of the measurement device itself.

12.1.2 Measurements of azimuth and elevation angular deviation of two windscreens by two organizations using precise positioning equipment resulted in a total of 880 data points. These 880 points were measured twice to determine repeatability. 832 of the 880 points, or 94 %, were within ± 0.1 milliradian from the first measurement to the second measurement. Thus the 95 % confidence interval for repeatability for this test method is ± 0.1 (note that the least count of the device described in this test method is 0.1 milliradian so the confidence interval value has been rounded off to the nearest 0.1 milliradian even though the statistically calculated confidence interval would be slightly more than 0.1 milliradians). The third organization that participated in these tests had a less precise manual positioning device that was not capable of repositioning the windscreens as accurately as the automated systems. Since the objective of the interlaboratory test was to

³ Supporting data have been filed at ASTM International Headquarters and may be obtained by requesting Research Report RR:F07-1002. Contact ASTM Customer Service at service@astm.org.

assess the measurement device and not the positioning equipment, these data were not included in the determination of repeatability.

12.1.3 A calibrated optical wedge with an angular deviation of 5.07 milliradians was used to determine overall precision and bias of this test procedure. A total of 5 devices located in 3 laboratories were used in this evaluation. The wedge was positioned in each of 4 orientations (up, down, right, left) and two locations (in front of the receiver and in front of the transmitter) for a total of 8 readings per device. The standard deviation between the average readings of the 5 devices was 0.095 milliradians indicating a 95 % confidence interval for reproducibility between devices of ± 0.2 milliradians (rounded to the nearest 0.1 milliradians) or about ± 4 %. The overall standard deviation for all 40 data points (5 devices times 8

readings each) was 0.15 milliradians indicating an overall 95 % confidence interval of ± 0.3 milliradians or about ± 6 %.

12.2 *Bias*—The average reading for the 5 devices was 5.17 milliradians indicating an average positive bias of 0.1 milliradians or about 2 %. However, the standard deviation for this average measurement was 0.15 milliradians indicating this average was not statistically different from the value of the calibrated wedge. Since there is nothing inherent in the procedure that produces a bias, and since the average measured value was not statistically different than the optical wedge value, it is concluded that there is no bias in this procedure.

13. Keywords

13.1 aiming accuracy; aiming error; angular deviation; deviation; refraction

APPENDIXES

(Nonmandatory Information)

X1. DIRECT MEASUREMENT OF ANGULAR DEVIATION⁴

X1.1 This procedure bypasses the problems inherent in various grid line slope measures (for example: Test Method F2156 and Practice F733) by directly measuring the angular deviation of a light ray passing through the transparency. Distortion has often been defined as the rate of change of deviation. Deviation is defined as the angular change of direction of a light ray as it passes through the transparency. If we could find a sufficiently sensitive and accurate method of measuring angular deviation and employ this method with sufficient measurement density, it ought to be possible to determine the distortion in any transparency.

X1.2 Whenever a ray of light passes through a transparency at an angle other than the normal (a “normal” is a line drawn perpendicular to the transparency surface), several events occur (see Fig. X1.1). One of these events results in the lateral

displacement of the ray by a relatively small and constant amount. This lateral displacement is usually operationally insignificant beyond a few meters, but contaminates angular deviation measures made with short “throw distances.”

X1.3 A second event causes the light ray to undergo an angular directional change. This angular error can be quite significant when considering its effect on apparent target position as seen by the pilot. For each milliradian of error, the target’s true position will be displaced from its apparent position by 1 ft (0.3 m) for each 1000 ft (300 m) of range. In other words, a transparency inducing a mere 10 mrad error can move the apparent position of a target located 3000 ft (900 m) away a distance of 30 ft (9 m), more than enough to miss the target.

X1.4 Angular deviation is caused by both relatively local areas of nonparallelism, as well as overall nonparallelism of the surfaces of the transparency. The angle of installation, pilot’s line of sight, and other factors contribute to modifying the severity of this problem. The end result of this problem is

⁴ Genco, L. V., and Task, H. L., *Aircraft Transparency Optical Quality: New Methods of Measurement*, AFAMRL-TR-81-21, February 1981, Air Force Aerospace Medical Research Laboratory, Aerospace Medical Division, Air Force Systems Command, Wright-Patterson Air Force Base, OH 45433.

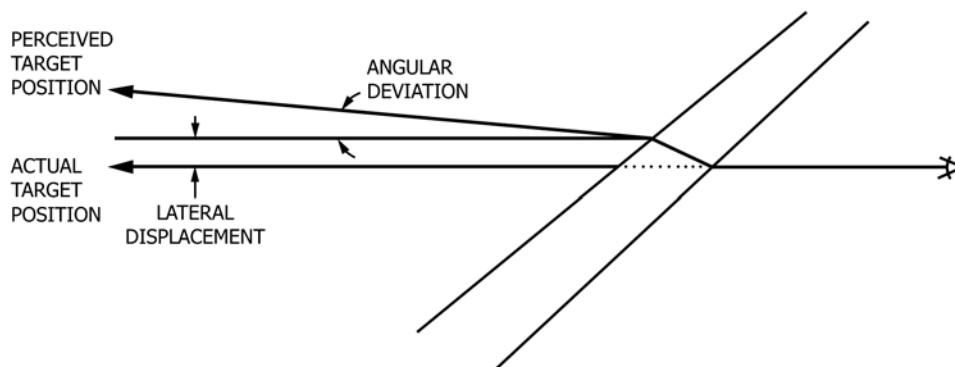


FIG. X1.1 Lateral Displacement and Angular Deviation Effects of Aircraft Transparencies

to produce a nonlinear mapping of external objects. In other words, the actual position of the target does not correspond

with its apparent position as seen from the cockpit.

X2. DESCRIPTION OF DEVICE⁴

X2.1 Fig. X2.1 shows a pictorial top view of the optical system. From left to right, light from an incandescent lamp is collected by a condensing lens to illuminate the target slide. The projection lens is located 1 focal length from the target slide such that it collimates the image of the target slide. This portion of the system is positioned such that the projection lens is approximately at the design eye position or observer position for the transparency under test. The remainder of the system (the receiver) is located on the other side of the transparency.

X2.2 The receiving lens compensates for lateral displacement (thus eliminating that error source) and images the target

slide one focal length away. A beam splitter divides the light into two approximately equal intensities: one channel to measure azimuth (horizontal) deviation and one to measure elevation (vertical) deviation. Except for a 90° rotation about the optical axis, both channels are identical. In each channel, a segment of the target slide image intersects a charge coupled device (CCD) linear array and its associated electronics. The positional change of this intersection between windscreen and no windscreen conditions is mathematically related to the angular deviation of the windscreen at the point measured.

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