



Designation: ~~F1165~~—~~10~~ F1165 – 15

Standard Test Method for Measuring Angular Displacement of Multiple Images in Transparent Parts¹

This standard is issued under the fixed designation F1165; 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 reapproval. A superscript epsilon (ϵ) indicates an editorial change since the last revision or reapproval.

1. Scope

1.1 This test method covers measuring the angular separation of secondary images from their respective primary images as viewed from the design eye position of an aircraft transparency. Angular separation is measured at 49 points within a 20 by 20° field of view. This procedure ~~may be performed~~ is designed for performance on any aircraft transparency in a laboratory or in the field. However, the procedure is limited to a dark environment. Laboratory measurements are done in a darkened room and field measurements are done at night.

1.2 The values stated in SI units are to be regarded as standard. No other units of measurement are included in this standard.

1.2.1 *Exception*—The values in parentheses are for information only.

1.3 *This standard may involve possibly involves hazardous materials, operations, and equipment. This standard does not purport to address all of the safety concerns, associated with its use. It is the responsibility of the user of this standard to establish appropriate safety and health practices and determine the applicability of regulatory limitations prior to use.*

2. Referenced Documents

2.1 *ASTM Standards:*²

[E177 Practice for Use of the Terms Precision and Bias in ASTM Test Methods](#)

[E691 Practice for Conducting an Interlaboratory Study to Determine the Precision of a Test Method](#)

3. Terminology (see Fig. 1)

3.1 *primary image*—the image formed by the rays transmitted through the transparency without being reflected (solid lines).

3.2 *secondary image*—the image resulting from internal reflections of light rays at the surfaces of the transparency (dashed lines).

3.3 *angular displacement*—the apparent angular separation of the secondary image from the primary image as measured from the design eye position (θ).

3.4 *installed angle*—the part attitude as installed in the aircraft; the angle between the surface of the windscreen and the pilot's 0° azimuth, 0° elevation line of sight.

4. Summary of Test Method

4.1 The procedure for determining the angular displacement of secondary images entails photographing a light array of known size and distance from the transparency. The photograph is then used to make linear measurements of the image separation, which can be converted to angular separation using a scale factor based on the known geometry.

5. Significance and Use

5.1 With the advent of thick, highly angled aircraft transparencies, multiple imaging has been more frequently cited as an optical problem by pilots. Secondary images (of outside lights), often varying in intensity and displacement across the windscreen, can

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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.

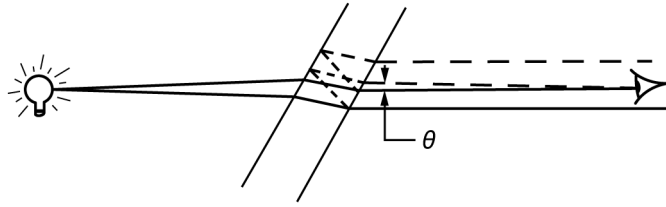


FIG. 1 Drawing of Light Ray Paths that Cause an Apparent Angular Separation (θ) Between the Primary Image and the Secondary Image

give the pilot deceptive optical cues of his altitude, velocity, and approach angle, increasing his visual workload. Current specifications for multiple imaging in transparencies are vague and not quantitative. Typical specifications state “multiple imaging shall not be objectionable.”

5.2 The angular separation of the secondary and primary images has been shown to relate to the pilot’s acceptability of the windscreen. This procedure provides a way to quantify angular separation so a more objective evaluation of the transparency can be made. ~~It may be used.~~ This procedure is of use for research of multiple imaging, quantifying aircrew complaints, or as the basis for windscreen specifications.

5.3 ~~It should be noted~~ is of note that the basic multiple imaging characteristics of a windscreen are determined early in the design phase and are virtually impossible to change after the windscreen has been manufactured. In fact, a perfectly manufactured windscreen has some multiple imaging. For a particular windscreen, caution ~~should be taken~~ is advised in the selection of specification criteria for multiple imaging, as ~~the inherent multiple imaging characteristics may have the potential to vary significantly depending upon windscreen thickness, material, or installation angle.~~ Any tolerances that might be established ~~should~~ are advised to allow for inherent multiple imaging characteristics.

6. Apparatus

6.1 *Light Array*—The light array is a 7 by 7 matrix of small incandescent lights (flashlight bulbs) mounted on a metal frame. The separation of the lights is 406.4 mm (16 in.) on center making the overall dimensions of the array 2.44 by 2.44 m (8 by 8 ft). A suitable power supply, such as a rechargeable 12-V dc gel cell, is also required. A backdrop of nonreflective material (such as black velvet) ~~should be velvet~~, placed several inches behind the array, blocks out background lights and prevent/prevents reflections.

6.2 *Camera/film*—No special camera or modification is needed for this process. ~~The lens should have a~~ A lens focal length of about 50 mm ~~or as is necessary~~ preferred, to permit the light array to fill most of the field of view of the camera. ~~The film should be black and white.~~ Black and white film is preferred.³ Digital cameras are an acceptable alternative to film-based cameras.

7. Test Specimen

7.1 Position the part to be measured in the installed angle (or installed in the aircraft for a field measurement) such that the camera lens is located in the pilot’s design eye position. No special conditioning other than cleaning is required.

8. Procedure

8.1 The procedure for taking the multiple image photograph ~~should be~~ is optimally performed in a darkened room to reduce ambient light that decreases the visibility of the secondary images seen through the transparency. If the procedure is performed in the field at night, turn off nearby lights that affect the visibility of the secondary images.

8.2 Set up the light array so the center light is 7 m (23 ft \pm 5 %) from the design eye position on the line of sight corresponding to 0 azimuth, 0 elevation (Fig. 2). ~~The array should be~~ Set the array perpendicular ($\pm 5^\circ$) to the line of sight. For field measurements, ~~it may be necessary to attach the array to a maintenance stand to elevate it to the appropriate height.~~ Care should be taken to ensure height, if necessary. Ensure that the array is securely attached to the maintenance stand railing and avoid hitting the nose of the aircraft when moving the elevated array. If wind conditions present a hazard, do not attempt to measure.

8.3 Turn the array board on.

8.4 Place the camera in the design eye position and adjust the camera such that the array is centered in the field of view; focus the lens on the center light of the array.

8.5 Set the camera aperture to f/16 and the shutter speed to an appropriate setting.

8.6 Take the picture(s) and produce 8 by 10 prints or a suitable enlargement.

³ Kodak Tri-X ASA 400 has been found ~~satisfactory, also an equivalent may be used.~~ satisfactory. An equivalent film is also permitted.