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# ANNOTATED BIBLIOGRAPHY OF USAARL REPORTS

Revised by  
Linda M. Messer

October 1977



SPECIAL BIBLIOGRAPHY NO. 7, SUPPLEMENT NO. 2

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**FOREWORD**

Scientific reports and documents published at the U. S. Army Aeromedical Research Laboratory from June 1963 through September 1977 are included in this annotated bibliography of reports dated October 1977. Requests for copies should be directed to Defense Documentation Center, Cameron Station, Alexandria, Virginia 22314. Distribution is unlimited.

TABLE OF CONTENTS

ANNOTATED BIBLIOGRAPHY . . . . . 1  
AUTHOR INDEX . . . . . 112  
SUBJECT INDEX . . . . . 117  
CROSS INDEX OF JOINT REPORTS . . . . . 124

USAARL Report Number

63-1

Noise problems associated with the operation of U. S. Army aircraft, June 1963.

By Jimmy Hatfield and Donald Gasaway.

Describes and illustrates basic, as well as unique, characteristics of noise associated with the operation of Army aircraft. Summarizes the important facts relative to hazardous noise, its effects on man, the characteristics of noise generators, noise reduction concepts, and future noise problems. The purpose is to alert aviation medical officers, flight surgeons, and physicians in the Army to this problem, and provide guidance in those circumstances where a problem of potentially hazardous noise exists.

64-1

A survey of internal and external noise environments in U. S. Army aircraft, Dec. 1963.

By Jimmy Hatfield and Donald Gasaway.

Presents and describes representative internal and external noise environments for each major type of Army aircraft during normal operations. Measurements for all fixed-and rotary-wing aircraft are classified, when appropriate, into four major categories: ground operations, hovering flight, normal, and maximum cruise conditions. The contributions of major noise generators in each type of aircraft is discussed in detail.

65-1

Air drop of ACD whole blood, July 1964.

By Charles I. Wabner.

To evaluate the effects of air drop on ACD whole blood as a relation to the plasma hemoglobin levels before and after drop. Nineteen percent of the units of blood dropped were fractured and unusable due to impact shock. Those units remaining intact showed no significant elevation in plasma hemoglobin.

USAARL Report Number

Present methods of packaging blood for aerial drop are inadequate. Erythrocyte breakdown due to impact forces is not significant.

65-2

Color vision deficiencies in Army fliers, April, 1965.

By Robert W. Bailey.

Normal color vision has historically been an intrinsic part of the physical standards maintained for military and civilian aviators and aircrew members. This a priori requirement has not been challenged due to the abundant number of applicants versus the number of such positions available. There is no longer a surplus of such personnel.

In view of the percentage of the male population affected by imperfect color vision, this standard contributes significantly to the number of applicants rejected. An easement of this standard could be immediately converted to a larger number of otherwise qualified applicants.

This paper deals with a review of some color tests and a testing procedure employed to determine the number of color anomalous fliers in Army Aviation. Data collected indicate that this requirement may be unnecessary and that a new philosophical approach is long overdue.

65-3

Noise spectra of the Bell OH-13-T helicopter, May 1965.

By Robert T. Camp, Jr.

Overall sound pressure levels were measured and an octave band analysis was made of the internal and external noise of the Bell OH-13-T helicopter. The results of the tests show that the noise level in the OH-13-T is not considered to be significantly different than the levels that have been recorded in the OH-13-H helicopter. Ear plugs and efficient earmuffs or helmets will attenuate the noise to levels

USAARL Report Numbers

that are considered to be safe for operations of long durations.

65-4

Noise spectra of the Turbo-Beaver, May 1965.

By Robert T. Camp, Jr., and Robert W. Bailey.

Sound pressure levels were measured in various positions inside the Turbo-Beaver under various power conditions. A comparison of these data with comparable available data taken from measurements of sound pressure levels in the U-6A shows that the overall level and the lower portion of the spectrum in the U-6A had higher sound pressure levels. The octave bands of the Turbo-Beaver's noise spectrum, above the band centered around 500 cps, had higher sound pressure levels.

66-1

Preliminary carbon monoxide measurements in armed helicopters, March 1966.

By G. L. Hody and W. P. Schane.

The atmospheric concentration of carbon monoxide was measured in the cabins of UH-1B and CH-47A helicopters during weapons firing. These measurements are of interest not only because of the high toxicity of carbon monoxide but also as an indication of significant cabin air contamination with weapons exhaust (which contains a high concentration of carbon monoxide).

Concentrations of carbon monoxide as high as 1,000 PPM (0.1%) were noted to persist as long as sixty seconds after the firing of certain of the weapons. Subjective respiratory symptoms were also noted.

These findings point out the need for determination of weapons exhaust composition and development of suitable analytical methods for measuring carbon monoxide in test helicopters. The development of rugged, sensitive instruments

USAARL Report Number

with rapid response is needed. Additional consultation as well as laboratory research is planned.

66-2

Evaluation of two vibration insensitive catalytic detectors for carbon monoxide, Mar 66.

By G. L. Hody and R. L. Keiser.

The sensitivity, speed of response, and temperature stability of two catalytic (hopcalite) carbon monoxide detectors were measured. This work was performed as part of an evaluation of cabin atmosphere contamination in armed helicopters. The results were compared with requirements established on the basis of preliminary field studies. The devices tested do not meet these requirements primarily because of slow response but modifications utilizing heat transfer principles may result in sufficient improvement.

Because of the compactness as well as the shock and vibration resistance of these systems, further attempts will be made to develop design changes which will bring the specifications within the ranges desired. Results of these tests should not be interpreted as demonstrating inadequacy of the instruments when used as originally intended.

66-3

Combat aircrew debriefing. Report I (Personal interviews with non-medical pilots), March 1966.

By R. A. Avner.

As the initial step in a long range debriefing program, 50 Army aviators with recent combat experience were interviewed. A brief resume of information received in areas of environmental health, protective equipment and clothing, communications, survival equipment, medical equipment, medical evacuation, training, and morale is reported.

USAARL Report Number

66-4 Evaluation of "Tuffy" air lock container for free fall delivery of whole blood, April 1966.

By L. E. Spencer and M. S. Nix, Jr.

The purpose of this study was to evaluate the ability of the "Tuffy" air lock bag to protect blood during free fall delivery. The air lock bag appears to be adequate for free fall delivery of liquid filled glass and molded polyethylene containers.

66-5 Some crew space measurements in Army aircraft, May 1966.

By W. P. Schane and K. E. Slinde.

Measurements were made in the cockpits of every type of aircraft presently in the U. S. Army inventory, and in most prototype aircraft scheduled for delivery to the U. S. Army through FY 1970.

From these measurements it appears that a pilot of standing height greater than 76 inches or sitting height greater than 38 inches would be unable to comfortably and safely pilot many U. S. Army aircraft. This applies particularly to the aircraft used in both fixed and rotary wing pilot training.

66-6 Real-ear sound attenuation characteristics of thirty-six ear protective devices, May 1966.

By Robert T. Camp, Jr.

Real-ear attenuation characteristics of 36 ear protective devices have been summarized. Quartile values in decibels of  $Q_1$  through  $Q_3$  and deciles  $D_1$  through  $D_9$  for each of eight test frequencies are given in addition to the characteristics of individual devices. This recapitulation of attenuation data taken from measurements of all types of devices such as earplugs, earmuffs and helmets reflects the limits of the progress of attenuation efficiency since the early 1950's.

USAARL Report Number

- 66-7                    Expected injury rates for experimental airborne operations, June 1966.
- By R. A. Avner.
- Probability of injury for Army paratroopers under conditions of full combat load and unprepared drop zone was estimated to be .006 (standard error equals .002, N equals 5,253). Tables were computed to allow tests of departure from this rate under experimental conditions involving up to 50 jumpers.
- 67-1                    Comment on correlation coefficient use, July 1966.
- By R. A. Avner.
- In computing the Pearson  $r$ , observations are identified on a nominal scale. The values assigned these observations are measured on a ratio or interval scale. Confusion of these two facts has led to the mistaken assumption that the Pearson  $r$  can measure degree of association between nominally measured variables.
- 67-2                    Physiological training of HALO parachutists, September 1966.
- By W. P. Schane.
- Reviews the environment in which a HALO parachutist operates, indicates some areas in training which deserve special attention, and makes some specific operational recommendations which, if adopted, would reduce the possibility of injury or disease caused by the man-environment interaction.
- 67-3                    Loading of litter patients in Army aircraft, October 1966.
- By J. C. Rothwell and R. A. Avner.
- Two types of aircraft, the CV-2 "Caribou" and

USAARL Report Number

the CH-47 "Chinook", are presently available for medical evacuation of relatively large loads (14 and 24 litters respectively) from minimally prepared landing sites. This report indicates maximum rigging times for conversion of these aircraft to ambulance use, optimal crew sizes for minimum loading times, and some suggestions for loading methods and design of future large medical evacuation aircraft.

67-4

A rapid timing sequencer for toxic gas sampling, November 1966.

By G. L. Hody and H. W. Huffman.

As part of a study of toxic hazards, it is necessary to obtain samples of gases given off by rapid fire weapons and fast burning rocket motors. A solid state instrument was designed which can program solenoid valves for this purpose. The configuration chosen provides three individually adjustable interval timers. Each can be delayed from 25 to 5,000 milliseconds after firing of weapons, and can remain on for 30 to 4,000 milliseconds.

The very short sampling times which are available enable acquisition of gas samples at pressures considerably below ambient, if this is desired to protect analytical instruments or to minimize chemical interactions in the sample. By adjustment of R-C time constants, the time range can be extended further to provide a versatile tool for future timing applications. Circuit details and performance data are presented.

67-5

Approach to the evaluation of toxic hazards from weapons exhaust in armed helicopters, November 1966.

By G. L. Hody.

The complexity of flying and the environmental stresses encountered by pilots of armed helicopters are continuing challenges. Under

USAARL Report Number

such difficult conditions any interference with mental or sensory capabilities of the pilots can be reflected in an increased casualty rate. Helicopter mounted weapons release a toxic exhaust which could disturb vision and hearing and might adversely affect reaction time and the reasoning process.

A brief exploratory study confirmed the impression that the weapons exhaust can reach the crew in measurable concentrations. An objective assessment of the hazard is obviously needed before costly or inconvenient corrective measures need be considered. A careful search failed to reveal existing methods for the required evaluation which involves continuous measurement of rapidly changing contaminant concentrations in a confined and vibrating environment.

An experimental program designed to explore a technique for meeting the operational requirement is being implemented in cooperation with the Air Force Rocket Propulsion Laboratory. While the potential for a hazardous situation is very real in all armed aircraft, the concern is with the new, experimental helicopters, equipped with multiple rapid fire weapons systems, in addition to those armed helicopters now deployed in the field.

67-6

Sound attenuation characteristics of the Army APH-5 helmet, February 1967.

By Robert T. Camp, Jr. and Robert L. Keiser.

An evaluation of the real-ear sound attenuation characteristics of the Army APH-5 Crash Protective Helmet was done with procedures and equipment specified by ASA Z24.22 - 1957.

The results show that the APH-5 offers high attenuation between 75 and 2,000 Hz. In view of the poor sound attenuation characteristics of the APH-5, it has been recommended that the present earmuffs be replaced with high

USAARL Report Number

67-7

sound attenuation characteristics.

Continuous EKG recording during free-fall parachuting, June 1967.

By W. P. Schane and Kenneth E. Slinde.

This study is an attempt to determine heart rate and rhythm of experienced parachutists during free-fall and during the periods immediately before and after the jumps. It includes enough subjects so that statistical inferences can be made regarding a population of experienced parachutists.

Continuous EKG recordings were made of 29 experienced parachutists while each participated in free-fall parachuting exercises. A total of 98 individual exits from aircraft in flight were recorded. Mean R-R interval was 0.403 seconds just prior to exits from the aircraft, 0.363 seconds during freefall, 0.336 seconds immediately after parachute opening, 0.369 at landing, and 0.465 5 minutes after landing.

Although there was variation in the R-R interval among individuals, the progressive decrease of R-R interval throughout the exit and freefall with a nadir at parachute opening was the common thing. There is marked individual difference in the duration of tachycardia before and after jumps. Over the entire group, mean duration per subject was 19.4 minutes of tachycardia prior to exit, and 30.4 minutes of tachycardia after parachute opening.

In the individuals who made at least 2 jumps on any one day, the R-R intervals measured on a single individual on the first and second jumps were remarkably similar, and within the group not statistically different. A correlation matrix was computed to show relationships between various parameters studied. The correlation between R-R interval and total number of jumps was opposite in direction to that which was expected, and

USAARL Report Number

nearly attained values that were statistically significant.

67-8

Sound attenuation characteristics of the Navy SPH-3 (Modified) (LS) helmet, May 1967.

By Robert T. Camp, Jr. and Robert L. Keiser.

An evaluation of the real-ear sound attenuation characteristics of the Navy SPH-3 (Modified) (LS) Helmet was done with procedures and equipment specified by ASA Z24.22 - 1957. The results show that the SPH-3 (Modified) (LS) is a relatively efficient attenuator of sound throughout the audio spectrum. In view of the poor sound attenuation characteristics of the Army APH-5, it has been recommended that this helmet be replaced by the SPH-3 (Modified) (LS).

67-9

An improved C-ration sleeve litter, May 1967.

By V. V. Villa and W. P. Schane.

A field expedient litter improvised from discarded C-ration sleeves and two sturdy poles has been laboratory tested and found to be worthy of field use.

67-10

AFRPL-TR-  
67-203

The measurement of the exhaust composition of selected helicopter armament, June 1967.

By R. P. Scharf, B. B. Goshgarian, H. M. Nelson, and G. L. Hody.

Crew members of armed helicopters are exposed to exhaust products of rapid fire machine guns and rockets. The exhaust composition of the weapons, needed for toxic hazard prediction, is difficult to obtain. In a joint Army-Air Force exploratory study, methods of analysis were evaluated and exhaust compositions for the 50 cal and 7.62mm machine gun and the 2.75" rocket were determined. A rapid scan infrared spectrophotometer was used for immediate examination of effluent gases in order to detect reactive species. The exhaust gases

USAARL Report Number

were analyzed at concentrations as high as 1000 times those present in helicopters to minimize the chance of missing any significant toxic product. A qualitative and quantitative analysis of gas phase and aerosol components is given. It may well be that the proportion of carbon monoxide in the exhaust is so high that permissible exposure times can be selected on the basis of its concentration alone while still limiting exposures to all other toxic materials to safe levels. However, significant amounts of nitrogen dioxide, ammonia, carbonyl sulfide, hydrogen cyanide, lead and copper were found. Their contribution to the toxicity of the weapons exhaust is now being evaluated and will be reported in a subsequent paper.

68-1

Development of a scheme for increasing helicopter conspicuity, September 1967.

By James A. Bynum.

Six paint designs were applied to top surfaces of helicopter rotors to assess value as an aid to conspicuity. Stimuli were presented to 40 aviators by the method of pair comparisons in actual flight tests and rankings were obtained. Data analysis indicated as first choice a scheme incorporating glass white, fluorescent red-orange, and black.

68-2

Improving helicopter conspicuity through the use of painted main rotor blades, October 1967.

By John K. Crosley, Robert W. Bailey, and M. S. Nix, Jr.

An in-flight study was conducted to determine the effect of four paint schemes, applied to the main rotor blades of UH-1D helicopters, upon helicopter conspicuity. Twenty-three observers made a total of 138 comparisons of paired aircraft. The preferred scheme incorporated white, red-orange fluorescent, and black paints.

USAARL Report Number

68-3 Effects of downwash upon man, November 1967.

By W. P. Schane.

The threats imposed upon man by helicopter and VTOL downwash are explored. Information is derived from (1) reference material, (2) mathematical calculation (3) individual data collection, and (4) personal experience. Eight types of threat are explored in some detail, and conclusions are drawn concerning needs for protection.

68-4 Analog nystagmus analyzer, December 1967.

By George W. Beeler, Jr.

Rapid to-and-fro movements of the eye are classified as nystagmus. This movement is usually the consequence of reflex excitation of the extra ocular muscles associated with stimulation of the semicircular canals. An analog nystagmus analyzer is described that can produce continuous information concerning the duration, amplitude and slow-phase velocity of each nystagmic beat during experiments involving the vestibular apparatus.

68-5  
NAMI-1031 Ganglion cell response characteristics from the area centralis in the intact eye of the cat, February 1968.

By R. H. Steinberg.

Ganglion cell responses were recorded with microelectrodes from the intact eye to focused spots and annuli of light delivered by a dual-beam ophthalmoscope. Only concentrically organized circular receptive fields were analyzed. Thresholds for optimal center and surround stimuli were approximately equal, as were the latencies of on-responses from the center and surround. With whole-field stimulation center-dominance was a function of light intensity. Off-responses and center-surround interaction were observed with brief flashes

USAARL Report Number

(5msec, 10msec). With increases of flash duration, the duration of the on-response did not increase by the full increment of the flash until the flashes were 50 to 80 msec. At high-flash intensities the on-response extended into the off-period and the off-response weakened and disappeared; it occurred with both on-excitation and on-inhibition and for the responses of both center and surround. These intensity effects were also studied in an intracellular recording; at high intensities the rate of repolarization of the postsynaptic potential decreased and the latency of repolarization was delayed.

68-6 Sound attenuation characteristics of the Navy BPH-2 helmet, March 1968.

By Robert T. Camp, Jr.

An evaluation of the real-ear sound attenuation characteristics of the Navy BPH-2 helmet was done with procedures and equipment specified by ASA Z24.22-1957. The results show that the BPH-2 has acoustical characteristics superior to the standard Army APH-5 at frequencies from 125 Hz through 1000 Hz. In view of the high attenuation in the speech communications spectrum, it is recommended that this helmet be considered for use by the U. S. Army.

68-7 Tinted windscreens in U. S. Army aircraft, March 1968.

By John K. Crosley.

A spectrophotometric analysis was performed on the tinted windscreen of the U. S. Army AH-1G helicopter. The results of this test, considered in conjunction with the conclusions of other researchers working with both aircraft and automobile tinted windshields, have led to the recommendation that no tinted media should be positioned between the pilot and his normal field of view during heavy overcast days, at

USAARL Report Number

68-8  
NAMI-1034

twilight, or at night.

Environmental factors affecting the performance of infrared CO<sub>2</sub> analyzer and the estimation of alveolar CO<sub>2</sub> tension, March 1968.

By Pei Chin Tang.

Theoretical equations were derived from known physico-chemical laws to determine the effects of room temperature and barometric pressure on the performance of the infrared type of CO<sub>2</sub> analyzer. They were tested first experimentally and then against empirical equations derived from the Godart nomogram. These equations were found to be valid and useful in the estimation of the fractional concentration of CO<sub>2</sub> of gas mixtures under various environmental conditions.

Minimal gas temperature recorded with a thermistor probe at the inlet of the analyzer was used to estimate the water vapor pressure of gas samples in the analyzer chamber. This method was experimentally found to be valid in estimating CO<sub>2</sub> fractional concentrations of heated wet gas mixtures. It was used to estimate the alveolar CO<sub>2</sub> tension of human subjects with various end-tidal sampling methods. Methods used by others with this type of analyzer are discussed.

68-9  
NAMI-1040

A triaxial accelerometer module for vestibular application, May 1968.

By W. C. Hixson.

A brief description is given of a 6-channel instrumentation module developed for collection of preliminary acceleration data for the a priori determination of optimal characteristics for transducers to be installed permanently on various aircraft and man-rated research devices for the measurement of vestibular-significant acceleration stimuli. The module utilizes three linear and three angular

USAARL Report Number

accelerometers, all of the standard, commercially available, servo type, to measure the triaxial linear and triaxial angular accelerations, along and about, respectively, the roll, pitch, and yaw axes of the test device or vehicle. Signal-conditioning amplifiers equipped with feedback circuitry to facilitate in-flight adjustment of gain and high-frequency rolloff characteristics are provided for optimal utilization of the dynamic range capabilities of magnetic tape data storage recorders. Though the instrument is used primarily to collect acceleration data in the 0-5 cps spectrum, the linear channels can also be used in determining vibration levels in the 0-100 cps range.

68-10  
NAMI-1043

Instrumentation for measurement of vestibular-significant forces in helicopters, May 1968.

By W. C. Hixson and J. I. Niven.

The report describes an airborne instrumentation system developed at minimal cost from standard commercially available components for the in-flight acquisition and storage of helicopter low-frequency motion data pertinent to the investigation of vestibular-related pilot disorientation. System components provided to measure and record the instantaneous triaxial linear acceleration and instantaneous triaxial angular velocity of the aircraft at a given crew station include three potentiometer readout linear accelerometers, three similar gimballess rate gyros, six signal-conditioning amplifiers, and a 7-channel battery-powered, IRIG-compatible, magnetic tape recorder.

68-11

Painted helicopter main rotor blades and flicker-induced vertigo, June 1968.

By James A. Bynum and John A. Stern.

Painting the main rotor blades of UH-1 helicopters led to the question of the

USAARL Report Number

possibility of flicker-induced vertigo in formation flights involving these helicopters. In the first of two experiments designed to answer the question, subjective responses of 38 instructors and students were obtained and evaluated after their participation in formation flights in helicopters with painted blades. In the second experiment, 10 student pilots were screened from a group of 37 on the basis of their psychophysiological and subjective responses to photic stimulations in the laboratory. These ten then flew in formations while EEG, EOG, and eye blink data were recorded during the flight and they were debriefed immediately following the flight. Results of both experiments did not indicate the painted blades to be a source of flicker vertigo.

69-1

User evaluations of two aircrew protective helmets, August 1968.

By James A. Bynum.

Two aircrew protective helmets were evaluated by 24 instructor pilots who were divided equally into groups subjected to three ambient noise environments. Pilots rated the Army APH-5 and the SPH-3X (Experimental) on eight categories designed to assess relative comfort, acceptability, and noise attenuation. Ratings were compared, using a Split-Plot Factorial Analysis of Variance. Significant differences were found between helmets on 7 of the 8 characteristics rated and results favored the SPH-3X in 6 characteristics.

69-2

Selected anthropometric measurements of 1640 Warrant Officer Candidate flight trainees, February 1969.

By W. P. Schane, D. E. Littell, and C. G. Moultrie.

The results of nine anthropometric measurements conducted upon 1,640 U. S. Army warrant officer

USAARL Report Number

candidates are presented. The nine measurements were selected as those which contribute most to aircrew workspace design in aircraft. Comparison of these data was performed against similar measurements conducted upon flying personnel in five separate studies by other military services.

69-3

An evaluation of ophthalmic plastic (CR-39) lenses in the U. S. Army aviation environment, February 1969.

By John K. Crosley, Robert W. Bailey, and Frank H. Fischer.

Thirty rated U. S. Army aviators with various types of refractive errors were selected to wear-test both clear and tinted plastic (CR-39) ophthalmic lenses for a period of six months. Subjective evaluations were made in the areas of impact resistance, scratch resistance, weight, optical clarity, comfort, cleaning ease, resistance to breakage, and accumulation of foreign material. User acceptance was quite good. Lens scratching was not found to be a significant problem. Favorable recommendations are made concerning the general use of plastic ophthalmic lenses for U. S. Army aviation personnel.

69-4  
NAMI-1056

The somatic chromosomes of the Mongolian gerbil (Meriones unguiculatus), January 1969.

By Steven P. Pakes.

This study was initiated to characterize the somatic chromosomes of the Mongolian gerbil (Meriones unguiculatus) prior to conducting experiments concerned with the effects of various environmental factors encountered in space flight on mammalian chromosomes.

From the study of bone marrow cells after intraperitoneal injection of colchicine, it was determined that the diploid number of chromosomes for the Mongolian gerbil is 44.

The karyotype was constructed by arranging the

USAARL Report Number

chromosomes into four distinct groups and includes 32 meta- or submetacentric and 10 acrocentric autosomal chromosomes. The X element was identified as a large submetacentric chromosome and the Y element as a medium-sized-submetacentric chromosome.

69-5

Continuous EKG recording of helicopter instructor pilots—an interim evaluation, April 1969.

By William P. Schane.

Fifty-three instructor pilots were studied with one lead of EKG for a full work day. Mean heart rates were tabulated from the record during: administrative work (87.2 beats per minute), automobile driving (85.5 beats per minute), eating (90.1 beats per minute), and flying (92.0 beats per minute).

Using Tukey's multiple comparison of means, significant differences were found between heart rates during flying and heart rates noted while driving, and while performing administrative duties.

Means of "lowest heart rate recorded" and "highest heart rate recorded" for each subject were reported (means of 71.8 and 140.4 respectively). The activities in which the subjects were engaged at the time is reported.

(71.7%) of the subjects engaged in no regular schedules of physical training or sports participation. An 11 x 11 correlation matrix indicates only that subjects who have high heart rates during one activity will have comparably high heart rates during all activities, and vice versa.

Four of the 53 subjects showed arrhythmias at some time during the recording; one had 38 unifocal ventricular premature contractions during the recording period; three had atrial premature contractions.

USAARL Report Number

69-6  
NAMI-1064

Dynamic response of the head and neck of the living human to  $-G_x$  impact acceleration-I. Experimental design and preliminary experimental data, March 1969.

By Channing L. Ewing, Daniel J. Thomas, George W. Beeler, Lawrence M. Patrick, and David B. Gillis.

Under the direction of the principal author, a joint Army-Navy research study, in cooperation with Wayne State University, is underway to determine the dynamic response of the head and neck of living human subjects to  $-G_x$  impact acceleration, using transducers to measure differential displacements and differential angular and linear accelerations of the head with reference to the base of the neck in response to the input acceleration measured at that point. A redundant photographic data system is being used for validation. Preliminary results are presented.

69-7  
NAMI-1073

Assessment of semicircular canal function: I. measurements of subjective effects produced by triangular waveforms of angular velocity, June 1969.

By Fred E. Guedry, Gale G. Owens, and Joel W. Norman.

Two methods were compared for measuring subjective angular displacement produced by triangular waveforms of angular velocity while subjects (N equals 11) were enclosed in a vertical-axis rotation device that excluded visual and auditory cues of angular motion. Accuracy of subjective estimates was influenced by the methods and by the magnitudes of the acceleration comprising the stimulus waveforms. Results suggest that one of the methods, with slight modification, will provide reliable indication of the subjective effects of controlled semicircular canal stimulation. A follow-up experiment, reported separately as Part II, deals with this modification.

USAARL Report Number

69-8  
NAMI-1066

Autonomic responses to vestibular stimulation,  
April 1969.

By Pei Chin Tang and Bo E. Gernandt.

Decerebrate, paralyzed cats were used to determine some autonomic effects of vestibular stimulation and to establish through which peripheral links this vestibulofugal activity was transmitted. Vestibular stimulation increased both rate and depth of respiration, as demonstrated by phrenic and recurrent laryngeal nerve recording, and a marked elevation in blood pressure accompanied this effect. When the strength of stimulation was reduced and the evoked respiratory effect weak or questionable, the stemic blood pressure declined. Vestibular stimulation elicited strong responses from the neck vagus nerve, but this vestibulovagal activity was found to be conducted exclusively in the recurrent laryngeal nerve and not in the vagus nerve proper. Only the sympathetic portion of the autonomic system responded to vestibular stimulation, thus providing vestibular impulses a channel for reaching different effector organs. The responses obtained from the neck sympathetic nerve were analyzed and their characteristics described.

69-9

Evaluation of the human body as an airfoil,  
May 1969.

By W. P. Schane and Dean Borgman.

Five subjects were used to determine the lift and drag characteristics of the human body held in a tracking attitude. The effects of eight different parachute pack configurations were tested to evaluate the influence of the pack upon lift and drag.

The mean  $C_L$  of our unencumbered subjects (0.374) corresponded to the  $C_L$  attributed to Straumann & ski-jumpers (0.43).

Changes in parachute pack configuration signi-

USAARL Report Number

ificantly changed L/D,  $C_L$  and  $C_D$ . Subjects appeared to be homogeneous.

Design of a pack tray is described which, by test, had a significantly higher L/D than any currently available parachute pack tray configuration.

Man is not an ideal subject to test as an airfoil in the wind tunnel.

69-10  
NAMI-1071

Rod and cone contributions to S-potentials from cat retina, June 1969.

By Roy H. Steinberg.

The problem of whether the rods contribute to S-potentials was studied in the intact eye of the cat. S-potentials from luminosity units (L-units) were evoked by small spots of relatively monochromatic light in dark- and light-adapted retinæ.

Dark-adapted responses to blue light suggested that rods were excited because both the "on" and "off" latencies were long over a 3.0-log range of intensities. The spectral sensitivity curve for dark-adapted S-potentials had its maximum at 500 nm and resembled Granit's scotopic dominator.

Scotopically balanced blue and orange lights produced equal-amplitude responses in dark adapted retinæ. After light adaptation the same S-potentials were always more sensitive to the orange light. The Purkinje shift suggested by this result was confirmed by calculating the light- and dark-adapted spectral sensitivities of several individual S-potentials.

The spectral sensitivity curve for light-adapted S-potentials had its maximum at 560 nm and resembled Granit's photopic dominator. In light-adapted retinæ, in re-

sponse to orange light, response latencies even at threshold were always much faster than in dark adaptation.

It is concluded that the rhodopsin rods contribute to S-potentials (L-type) in the cat and that cones contribute to the same responses. If the horizontal cells produce these responses, then either rods and cones synapse with the same cells or rod and cone horizontal cells connect with each other.

69-10a  
NAMRL-1114

The effect of performance relevance and feedback upon resistance to anticipatory stress, August 1970.

By Xenia Coulter.

This study sought to demonstrate that, in a threatening situation, if occurrence of harm depends upon performance (relevance) and information is supplied regarding performance quality (feedback), resistance to stress will be enhanced even though stress magnitude (probability of harm) remains unchanged.

Eighty aviation officer candidates were experimental subjects; ten others were controls. A subject-paced, four-choice discrimination task was used, and all subjects were allowed an initial 5-minute practice session. Subjects anticipated either a noxious event (electric shock) or a benign event (bell).

Within each condition, four groups performed the task, each with a different combination of feedback and relevance: with neither, with both, or with one or the other. Controls simply performed the task a second time.

Results indicate that: 1) anticipation in itself may be stressful; 2) measured by changes in performances across time, stress resistance is enhanced by both feedback and relevance; 3) stress magnitude is best measured by performance variability; and 4) performance level, which is related by a U-shaped function to stress, may reflect motivational aspects of stress.

USAARL Report Number

69-11  
NAMI-1072

Rod-cone interaction in S-potentials from cat retina, June 1969.

By Roy H. Steinberg.

Rod-cone interaction in cat S-potentials was studied by analyzing the effect of wavelength and intensity upon the form of dark-adapted responses. Flashes of white light and relatively monochromatic flashes produced responses that seemed to originate from the excitation of both receptor types. The rod response changed as a function of intensity, peaking at  $\sim 2.5$  log above threshold and increasing in duration at  $\sim 3.0$  log above threshold. The cone response seemed in some way to add to the changing rod response. V-Log I curves showed that the rod responses reached a ceiling (initial peak voltage) at  $\sim 3.5$  log above threshold while the maintained voltage leveled off at a lower intensity. Both ceilings were obscured by the apparent addition of the cone contribution. Cone and rod responses to brief orange and blue lights of moderate intensity, separated in time, added together across a complete range of intervals.

69-12

Automated column chromatographic analysis of deacylated phospholipids, June 1969.

By J. G. Wetmur and C. R. Wilson.

A procedure is fully described for isolation and deacylation of phospholipids from serum or tissue. Control experiments are described that ensure maximum yield with minimum degradation. A completely automated system is described for column chromatographic resolution and quantitative analysis of the fractions. Elution profiles for human serum and red cells and for rat liver deacylated phospholipids are shown. All of the seven fractions are identified.

USAARL Report Number

69-13  
NAMI-1074

Assessment of semicircular canal function: II. individual differences in subjective angular displacement produced by triangular waveforms of angular velocity, June 1969.

By Gale G. Owens and Fred E. Guedry, Jr.

Mean estimates (N equals 26) of short arcs of passive whole-body rotation about an earth-vertical axis were accurate when subjects used a psychophysical procedure that involved counterdisplacement of a pointer on a dial. The required retrospective displacement judgements yielded more accurate mean estimates of angular displacement than were obtained in an earlier experiment which probably involved concurrent velocity matching.

The differences in response curves in the various conditions of the two experiments clearly illustrate the importance of attention to psychophysical procedures prior to attempting to develop models of the vestibular endorgans to explain results. The method used in this experiment is sufficient to detect prominent individual differences within a sample of aviation training candidates, and the results obtained thus far indicate high test-retest reliability ( $r_{12}$  equals .94).

69-14  
NAMI-1075

The rod after-effect in S-potentials from cat retina, 18 June 1969.

By Roy H. Steinberg.

The relation of the rod after-effect to percentage rhodopsin bleached was studied in S-potentials from cat retina. At threshold, flashes which produced the rod after-effect bleached only very small quantities of rhodopsin; and at a fixed flash duration, the duration of the after-effect increased as a function of log intensity.

The after-effect's threshold occurred at about the intensity which saturated the maintained

USAARL Report Number

voltage. With flash intensity fixed (6.5 log td. scotopic) and flash duration increased (0.5 to 64.0 sec) the duration of the after-effect was a linear function of exposure time. The duration continued to increase after an exposure of 16 sec, even though at least 99 per cent of the rhodopsin had been bleached. It is concluded that the after-effect originates from something which accumulates after the maintained voltage in rod pathways reaches a ceiling. The accumulation can continue at a fixed rate irrespective of the bleaching rate.

69-15

Forms of closed circular DNA in rat liver during regeneration and following aminoazo-dye carcinogenesis, June 1969.

By James G. Wetmur and Charles R. Wilson.

The closed circular forms of DNA of rat liver have been observed during aminoazo-dye carcinogenesis, during regeneration following partial hepatectomy and in control animals. Paucidisperse multiple mitochondrial forms were not observed. Polydisperse smaller molecules were observed following treatment with chemical carcinogens. The cumulative frequency histogram shows the same profile as others observed in HeLa cells. The relative quantity of the small circles to the mitochondrial circles normally present was extremely small.

No conclusions could be drawn regarding the source of these molecules. We conclude that neither regeneration nor carcinogenesis results in an alteration of the genetic recombination apparatus of a magnitude which might yield significant quantities of the two aberrant forms of closed circular DNA.

69-16

Temperature dependence of venom phospholipase A and related haemolysis, June 1969.

By W. P. Schane, J. G. Wetmur, and C. R. Wilson.

USAARL Report Number

Phospholipase A activity of the venom of *Crotalus admanateus* was found to increase by a factor of two for every 10 degree C. increase in temperature. A percentage of haemolysis of red cells by lysolecithin produced by phospholipase A occurred at two times lower lysolecithin concentration for every 10 degree C. decrease in temperature. Under all conditions, percent lysis increased with decreasing temperature, although initially the temperature dependence is small. At any time, decreasing the temperature in a complex reaction mixture would be expected to produce an instantaneous increase in the percentage of cells lysed.

69-17

Effects of cyanide and 2 deoxyglucose on proximal tubular function in the rat kidney, June 1969.

By Stephen W. Weinstein.

A series of 13 experiments were performed to study the effects of cyanide, an oxidative inhibitor, and 2 deoxyglucose (2DG), a glycolytic inhibitor, on the function of the proximal tubule of the rat's kidney. The technique utilized was split oil droplet microperfusion of surface proximal nephron segments with sequential photomicrography. Isotonic saline was the control perfusion fluid. Cyanide reduced the reabsorptive rate of the perfused nephron segments to 50% of the control. 2DG had no effect on saline reabsorption. Cyanide plus 2DG perfused simultaneously in saline inhibited reabsorption to the same degree as did cyanide alone. These results are interpreted as indicating almost total dependence of proximal tubular reabsorption of filtrate upon energy available from oxidative metabolism. Since reabsorption of filtrate in this segment is mediated through active sodium transport, it would appear that oxidative metabolism and not glycolysis is the energy source for this process.

USAARL Report Number

69-18

Effects of 2,4 dinitrophenol on proximal tubular sodium reabsorption and permeability to non-electrolytes in the rat kidney, June 1969.

By Stephen W. Weinstein.

A series of 19 experiments were performed to study the effects of 2,4 dinitrophenol (2,4 DNP), an uncoupler of oxidative phosphorylation on the capacity of the proximal tubule of the rat kidney to reabsorb isotonic sodium chloride and to limit passive permeation of nonelectrolytes. The technique utilized was sequential photomicrography of split oil droplet microperfusions of surface proximal convolutions. The perfusion fluids were isotonic solutions of saline, mannitol, sucrose and raffinose.

The addition of 2,4 DNP had no effect on isotonic saline absorptive rate. However, it increased the rate of reabsorption of the non-electrolytes.

The results suggest an intimate linkage in the proximal convolution of sodium transport directly to the electron transport system since 2,4 DNP prevents oxidative phosphorylation without inhibiting electron transport. In contrast permeability of this tubular segment to nonelectrolytes is enhanced by 2,4 DNP. At least two mechanistic and two functional explanations are possible for this effect. These are discussed and their implications considered.

69-19

NAMI-1077

The effect of prior exposure to a harmful event upon subsequent performance under threat, June 1969.

By Xenia B. Coulter and Mary Anne Overman.

Earlier research stressed the need for controlling magnitude of threat when measuring susceptibility to fear of harm (electric shock). Level of threat was manipulated before testing by varying the intensity of demonstrated shock and the stated probability of receiving

USAARL Technical Reports

shock at a specified point during a given experimental performance task.

The present study investigated effects of:  
1) the stated probability at .25 versus .85 with no pretest shock demonstration and 2) pretest shock demonstration versus no demonstration with the stated probability held constant at .65.

Subjects were 70 entering aviation trainees. The task was a subject-paced four-choice discrimination task. Ten subjects were used as controls, with the remainder divided among the experimental conditions. A 5-minute practice period without threat preceded a 5-minute experimental period for all conditions. It was concluded that: 1) shock demonstration is not necessary, and its elimination would provide a more useful range for individual difference measurement; 2) .65 probability is better for producing measurable performance decrement than either the lower or higher extremes of .25 and .85; 3) threat perception as measured by mean performance level across time may be as useful a parameter as performance decrement immediately preceding the anticipated harmful stimulus.

70-1

Micropercutaneous studies on the mechanism of sulfate excretion by the rat kidney, July 1969.

By Stephen W. Weinstein.

A series of free flow micropercutaneous experiments were performed on rats undergoing sodium sulfate diuresis. End proximal tubular fluids and ureteral urines from the punctured kidney were collected. The data indicates that tubular fluid/plasma (TF/P) ratios for sulfate remained close to 1.0 and filtrate reabsorption was quantitatively normal during sulfate infusion in the proximal tubule. Final urine analysis suggested that all sulfate leaving the proximal convolution is excreted.

The data is interpreted as evidence that sulfate

USAARL Technical Report

is not handled by a  $T_M$  limited mechanism in the rat kidney. Rather it appears dependent upon filtration rate, proximal tubular reabsorptive rate and plasma concentration of the anion. A comparison of bicarbonate reabsorption during carbonic anhydrase inhibition to sulfate reabsorption in the rat nephron suggests greater proximal passive permeability to sulfate than bicarbonate and equally restricted distal nephron permeability.

70-2

Real-ear sound attenuation characteristics of CBS Laboratories' Mark II earphone inclosures, July 1969.

By Robert T. Camp, Jr., and Ronald F. Kovacs.

The real-ear attenuation characteristics of the CBS Laboratories' MARK II earphone inclosures were mounted in an Army APH-5 helmet. The results of the tests show that the MARK II earphone inclosures do improve the attenuation characteristics of the APH-5 at frequencies from 75 to 500 Hz. At higher frequencies between 3K and 8K Hz the attenuation was less than that offered by the standard APH-5 earmuff. A comparison of the overall sound attenuation characteristics of the MARK II inclosures and the SPH-3 (Modified) shows that the latter has superior attenuation characteristics.

70-3

Visibility from the rear seat of the U. S. Army O-1A (Bird Dog) aircraft, August 1969.

By John K. Crosley and Robert W. Bailey.

The dynamic visual field of view was measured from the rear seat of the U. S. Army O-1A (Bird Dog) aircraft. Subjects from the 5 and 95 percentile level sitting eye heights were used to determine the changes in field of view when the short man occupied the front seat and the tall man the rear, and vice versa. Changes occurring as a result of using a cushion, sitting in a fixed position, or moving the extent of the seat harness were

USAARL Technical Report

also measured. Recommendations are made concerning seat adjustment characteristics, rear window design, the availability of instruments to the instructor pilot in the rear seat, and the weather standards for dual VFR flight.

70-4

Interaction between stress, vigilance and task complexity in flight personnel.

This report was not published and is not available.

70-5

Measurement of toxic hazard due to firing the weapons of the UH-1B armed helicopter, August 1969.

By G. L. Hody.

The toxic exhaust products of machine guns and rockets fired from armed helicopters can create a hazard for the crew. A toxic hazard evaluation was carried out with the UH-1B armed helicopter. Special methods were used to measure rapidly changing levels of carbon monoxide in the helicopter during actual flight testing. The exposure to metallic particles was also recorded. No toxic levels of weapons exhaust were present in the cabin during any practical mission profile with the specific weapons tested. These tests are part of a continuing armed helicopter toxic hazard study program at USAARL.

70-6

NAMI-1093

The effect of semicircular canal stimulation during tilting on the subsequent perception of the visual vertical, November 1969.

By Charles W. Stockwell and Fred E. Guedry.

When a man is accelerated on a centrifuge, the direction of gravito-inertial vertical changes relative to his body. However, a lag occurs in his perception of this change. The hypothesis has been advanced that the perceptual lag in this situation is partly the result of a conflict between signals arising from the

USAARL Report Number

semicircular canals and from the otolith organs. To test this hypothesis, subjects were tilted in such a way that they received consistent semicircular canal and otolith signals. This was accomplished simply by tilting them 30 deg from upright in their frontal plane. Immediately after being tilted, these subjects made estimates of the vertical which were approximately accurate, and they continued to make accurate estimates throughout a 140-sec judgment period. The absence of a perceptual lag under these circumstances supports the hypothesis.

70-7  
NAMI-1094

Sample helicopter flight motion data for vestibular reference, November 1969.

By W. C. Hixson and J. I. Niven.

This report presents low-frequency linear and angular motion flight data collected on a noninterference basis aboard the following military helicopters: AH-1G, UH-1B, UH-1D, OH-6A, CH-54, CH-47, and UH-2B. Measurement data recorded during various tactical maneuvers and routine flight operations included the triaxial linear accelerations occurring along the roll pitch, and yaw axes and the triaxial angular velocities occurring about the same three reference axes.

70-8  
NAMI-1092

The semiautomated test system: a tool for standardized performance testing, November 1969.

By H. Rudy Ramsey.

For performance tests to be truly standardized, they must be administered in a way that will minimize variation due to operator intervention and errors. Through such technological developments as low-cost digital computers and digital logic modules, automatic test administration without restriction of test content has become possible. A Semiautomated Test System (SATS), incorporating programmable digital logic modules

USAARL Report Number

for control, has been developed to allow an experimental psychologist, unassisted and with a minimum of special training, to set up and modify tests or experiments; thus, it is especially useful for exploratory studies. The structure of the SATS is described and an example is presented to clarify the operations involved in its use.

70-9

The design of a literature file in aircraft-related environmental medicine, November 1969.

By G. L. Hody.

The U. S. Army Aeromedical Research Laboratory is often required to make specialized measurements and perform applied research in aircraft-related areas of environmental medicine. Rapid access to the periodical literature is essential for the completion of many of these projects.

A growing file of reprints from the periodical literature is available at USAARL. A method for the orderly storage of the reprints in printed form and a separate scheme for rapid retrieval of abstracts was developed for the file. Both methods were based upon the natural organization of the data. Storage of papers within the file will be based on the major topic of each reprint while retrieval will be accomplished by the use of key words. The combined system is expandable and can be easily adapted to a variety of mechanical, electro-optical and computer storage and retrieval methods.

70-10  
NAMI-1097

Influence of vestibular stimulation and display luminance on the performance of a compensatory tracking task, February 1970.

By Richard D. Gilson, Alan J. Benson, and Fred E. Guedry, Jr.

Loss of acuity for visual details in aircraft during unusual maneuvers has been documented by Melvill Jones. Recent investigations of this

USAARL Report Number

problem have served to define the magnitude of semicircular canal stimulation necessary to produce nystagmus of sufficient strength to degrade visual acuity. Present work extends former observations by investigating the effects of levels of illumination during semicircular canal stimulation on the performance of a task requiring vision. The illumination levels were selected to encompass the range used in aircraft cockpits.

A compensatory tracking task with an aircraft instrument as the display provided an indirect measure of this loss of visual acuity and a direct practical measure of performance. It was found that decreasing the luminance of the display over a range from the highest to the lowest levels normally used in cockpits significantly magnified the degradation of tracking performance resulting from vestibular stimulation, while producing only small changes in nystagmus. Without vestibular stimulation, the same changes in luminance resulted in no significant alterations in tracking performance. It appears that for a given level of nystagmus, performance of visual tasks may or may not be impaired depending on the level of illumination. It is suggested that the adverse effects of retinal smear resulting from nystagmus-produced image movement across the retina are augmented by decreases in luminance. Application of these results to aircraft operation is discussed.

70-11  
NAMI-1099

Two procedures for applied and experimental studies of stress, February 1970.

By Robert S. Kennedy.

To compensate for the low reliability of physiological manifestations of sympathetic nervous system activity two methods are offered. The first method requires a major research program by which a valid criterion of stress would be determined by experimentation, and then predictors of this criterion would be obtained empirically by correlational techniques.

USAARL Report Number

These predictors could then be crossvalidated. By using the predictors, the influences of psychological stress and physiological stress could be separated. Whether a functional relationship exists between the magnitude of the response to stress and the probability of its occurrence could then be determined. The second method is similar but less exact. It has been used successfully in motion sickness studies and avoids the necessity of a long exploratory program with numerous pilot studies.

A procedure for the control and the regulation of the perception of the magnitude of the stress to the organism (human and infrahuman) is offered for use with the two methods. The lack of suitable control of this factor is discussed in connection with previous research.

70-12  
NAMI-1106

A comparison of subjective responses to semicircular canal stimulation produced by rotation about two axes, May 1970.

By C. W. Stockwell and R. D. Gilson.

A practical procedure has been developed for obtaining reliable measures of sensation associated with semicircular canal stimulation. Theoretically these measures can be used along with measures of nystagmus to estimate several vestibular response system parameters relevant in the clinical assessment of pilot vertigo. In this experiment, response produced by stimulation of the horizontal semicircular canals are compared with those produced by stimulation of the vertical canals.

Group mean estimates of subjective angular displacement obtained from 40 naval flight students were approximately accurate for stimulation of both horizontal and vertical canals. Significant individual differences were found within the group. From the responses obtained, mean estimates of vestibular system parameters were calculated. The method

USAARL Report Number

appears to be a reliable and practical means of measuring the  $K_c$  parameter which has not been assessed in the past due to lack of a suitable method. The theoretical basis of the method is discussed.

70-13  
USAFA  
R-1948

The composition of the exhaust products of military weapons: a comparison of calculated and experimental results, March 1970.

By Ludwig Stiefel and George L. Hody.

The composition of the combustion products of the weapons used in armed aircraft and other military vehicles must be known accurately before their potential for creating a toxic hazard for crew members can be evaluated. Experimental determination is technically difficult and expensive, while computer-assisted calculation, the alternate method, is of unknown applicability. Due to the joint efforts of the USAARL, the Air Force Rocket Propulsion Laboratory, and the Frankford Arsenal Pitman-Dunn Laboratories, some experimental and calculated data for the same weapons systems became available. In this report, the results of the two studies are presented and contrasted, and the usefulness of computation methods in exhaust composition prediction is discussed.

70-14  
NAMRL  
1107

Orientation-error accidents in regular Army aircraft during Fiscal Year 1967: relative incidence and cost, June 1970.

By W. C. Hixson, J. I. Niven, and E. Spezia.

This report is the first in a longitudinal series of reports dealing with the magnitude of the pilot disorientation/vertigo accident problem in regular Army fixed wing and rotary wing flight operations. Factors involved in the development of an operational definition of the orientation-error class of aircraft accidents are discussed. Incidence and cost data presented for Fiscal Year 1967 include a

USAARL Report Number

total of 57 major and minor orientation-error accidents (19 which were fatal), resulting in 45 fatalities, 105 nonfatal injuries, and a total aircraft damage cost of 10,144,034 dollars. The contribution of rotary wing orientation-error accidents to this total was 55 accidents (18 of which were fatal), resulting in 44 fatalities, 104 nonfatal injuries, and a total aircraft damage cost of 10,116,847 dollars.

71-1  
NAMRL  
1108

Orientation-error accidents in regular Army UH-1 aircraft during Fiscal Year 1967: relative incidence and cost, August 1970.

By W. C. Hixson, J. I. Niven, and Emil Spezia.

This report is the first in a longitudinal series of reports dealing with the magnitude of the pilot disorientation/vertigo accident problem in regular Army UH-1 helicopter operations. Incidence and cost data presented for Fiscal Year 1967 include a total of 50 major and minor orientation-error accidents (15 of which were fatal), resulting in 38 fatalities, 88 nonfatal injuries, and a total UH-1 aircraft damage cost of 7,542,177 dollars.

71-2  
NAMRL  
1109

Major orientation-error accidents in regular Army UH-1 aircraft during Fiscal Year 1967: accident factors, October 1970.

By W. C. Hixson, J. I. Niven, and E. Spezia.

Individual case history data extracted from the USABAAR master aircraft accident files are presented on 44 UH-1 major orientation-error accidents that occurred during Fiscal Year 1967. Summary data listings involving a variety of operational and pilot-related accident factors are presented for each of the 44 cases. The listings are arranged to distinguish between those factors and events present before takeoff, i.e., the initial conditions associated with a given accident,

USAARL Report Number

and those that occurred or were manifested during the actual airborne phase of the accident flight.

71-3

A program for analyzing data with more than one score per subject, by X. B. Coulter.

This report was not published and is not available.

71-4  
NAMRL  
1113

Lighting factors affecting the visibility of a moving display, August 1970.

By R. D. Gilson and R. H. Elliott.

Compensatory tracking performance was shown to be substantially degraded by oscillation of the visual display at both 1.0 Hz and 2.0 Hz. The severity of this decrement was significantly altered by changes in both the color and the intensity of the display illumination. Performance was significantly better with red light illuminating the display at 0.05 mL than with blue light at the equivalent luminance. This improvement in performance was similar in magnitude to that found for an increase in broadband illumination of the display where luminance was increased from one-half log unit below to one-half log unit above 0.05 mL. Visual mechanisms that may have been responsible for these findings are suggested and practical considerations of instrument lighting are discussed.

71-5

Family health education and its place in the training of student aviators - a method, August 1970.

By Stanley C. Knapp.

Flight surgeons are often poorly understood; and their real missions are not realized by military aviation students and their families. The flight surgeon, because of his prominent position in selection and retention of the student aviator, may represent a threat to the aviator's career. The Army Aviation Training Program is rapidly expanding. Formal student-flight surgeon was realized by the

USAARL Report Number

Department of Aeromedical Education and Training,  
Army Aviation School, Fort Rucker, Alabama.  
A method of health education discussions with  
the wives of student aviators was developed.

The aims of the discussions were twofold. In  
the first place, improving the image of the  
flight surgeon by early and informal contact and  
enlisting the help of the wives in the care of  
their husbands as part of the flight surgeon's  
mission, and the presentation of a number of  
vital aviation topics pertinent to the health  
and safety of the husband-aviators.

71-7  
NAMRL  
1115

Reliability and validity of the brief vestibular  
disorientation test compared under 10-  
RPM and 15-RPM conditions, August 1970.

By Rosalie K. Ambler and Fred E. Guedry, Jr.

A Brief Vestibular Disorientation Test (BVDT)  
was developed that involves observer assessment  
of subjects' reactions produced by head move-  
ments in a rotating chair. Reliability of  
observers has been demonstrated, and significant  
validation and cross-validation coefficients  
have been reported for criteria of pass versus  
various types of separation from pilot training.

It has also been established that the BVDT  
score significantly augmented the multiple  
correlation of existing aviation selection  
variables with the same criteria. The purpose  
of this study was to determine if reliability,  
validity, and augmentation of correlation could  
be obtained with less disturbance to the subject  
than that caused by the 15-RPM speed of rotation  
used thus far in the BVDT. Reduced disturbance  
and aftereffects are desired because the BVDT  
is now envisioned as becoming part of the  
entering flight physical, and procedures that  
might either impair performance on the other  
tests or require recovery periods must be  
held to a minimum. The BVDT procedure used  
here was identical to two previous studies ex-  
cept that a speed of 10 RPM was used instead of  
15-RPM. Subjects were 157 flight students who

USAARL Report Number

were tested within the first four days of reporting for training. Retesting of 72 of the subjects was conducted 9 weeks later. The test-retest and rater reliability coefficients obtained were not quite so high as for those who had the 15-RPM procedure, but they were of acceptable magnitude. The validity coefficients were approximately the same as those obtained for 15-RPM, and significant augmentation of the existing selection battery and cost effectiveness was demonstrated. It was concluded, therefore, that the 10-RPM BVDT was a feasible procedure. It was also concluded that, because the mean score for the 10-RPM group was lower than the mean for either of the two 15-RPM groups used previously, subject disturbance had been reduced.

71-8  
NAMRL  
1116

Analyzing affects of threatened harm, by X. Coulter.

This report was not published and is not available.

71-9

Medical and physiologic effects of ejection and parachuting; an overview, August 1970.

By Stanley C. Knapp.

Design requirements for ejection seats and personal survival equipment sometimes omit as a criteria-man's physiologic and psychologic limitations. Man's ability to come through the ejection and parachute descent sequences uninjured is influenced directly by the design of the equipment and his experience in the techniques of proper use. Many limiting physiologic factors must be considered. Response to multiple accelerations in multiple axes, wind blast, effects of temperature extremes, anthropomorphic problems, and neuromuscular response are among the factors discussed.

Engineers will find a knowledge of human factors vital to the design of seat restraint systems, cushions, accessory packs, control placement, catapults, the parachute, and etc. This broad overview reviews significant literature on sport

USAARL Report Number

free fall, military static line, HALO, and ejection parachuting statistics. Modes of injury and morbidity during ejection and parachuting are detailed.

71-10

Problems of adaptation to long range large scale aerial troop deployments, September 1970.

By Stanley C. Knapp.

Discusses the demonstrated stresses and adaptation problems during large scale, long range, rapid reaction time, aerial troop deployments. NATO Exercise REFORGER I, January 1969, and other recent large scale aerial troop deployments are discussed. Long range aerial troop transport and deployment is a technological achievement of the 1960's that has influenced and shaped international political thinking and military strategy. "Super transport aircraft", capable of around-the-world troop lifts, are a reality in the military inventory. Careful consideration has been given to the aircrews that operate these aircraft. It is necessary to carefully assess the position, role, and regard for the individual soldier, the "passenger", whom all of this aviation technology and engineering supports.

Historically, soldiers have proven to be flexible, well-motivated, and capable of great personal and group ingenuity and adaptation in the face of stress. These factors create fighting forces that are able to go almost anywhere, at any time, by any means, and remain efficient and effective.

Certain human factors and parameters of personal adjustment and adaptation, however, are relatively fixed or slow. Among them are requirements for sleep, food, fluids, exercise, warmth, shelter, sensory stimulation, recreation, periods of quiet, and physical and psychological support. Man has proven biological or circadian rhythm that are essentially unalterable over prolonged periods of stress, let alone abrupt exposure. Man does not immediately adapt to

USAARL Report Number

71-11  
NAMRL-1122

sudden environmental changes, i. e., sea level to mountainous, arctic to equatorial, tropical to arid, or pastoral to aquatic.

Living human dynamic response to  $-G_x$  impact acceleration - II. Accelerations measured on the head and neck, October 1970.

By Channing L. Ewing, Daniel J. Thomas, Lawrence M. Patrick, George W. Beeler, and Margaret J. Smith.

A methodical investigation and measurement of human dynamic response to impact acceleration was conducted as a Joint Army-Navy-Wayne State University investigation. Details of the experimental design were presented at the Twelfth Stapp Car Crash Conference in October 1968.

Linear accelerations were measured on the top of the head, at the mouth, and at the base of the neck. Angular velocity was also measured at the base of the neck and at the mouth. A redundant photographic system was used for validation. All data were collected in computer-compatible format and data processing was by digital computer. Selected data in a stage of interim analysis on 18 representative human runs of the 236 human runs completed to date are presented.

Review of this data indicates that peak accelerations measured at the mouth are higher than previous estimates. The time relationship of the peak resultant mouth accelerations to the peak sled acceleration for this particular accelerator and restraint system is described. The maximum peak resultant mouth acceleration was 47.8g and the peak mouth angular velocity on another run exceed 30 rad/sec, on nominal 10 g, 250 g/sec runs with no evidence of unconsciousness or neurological deficit attributable to the acceleration.

Representative plots of the human dynamic response are presented, discussed, and compared.

USAARL Report Number

A first-order linear regression analysis for the peak mouth resultant acceleration and the peak mouth angular velocity obtainable from the peak sled acceleration is presented. Important similarities discovered in the time phasing of the human dynamic response to impact accelerations are presented and discussed.

71-12  
NAMRL  
1123

Comparison of tracking task performance and nystagmus during sinusoidal oscillation in yaw and pitch, October 1970.

By A. J. Benson and F. E. Guedry, Jr.

Sinusoidal torsional oscillation (0.04 Hz, peak angular velocity  $\pm 60$  to  $\pm 159$  deg/sec) degraded subjects' performance of a compensatory tracking task because inappropriate nystagmic eye movements impaired visibility of the display. Responses to angular oscillation in yaw and pitch were compared. During angular motion in the pitch-forward direction the nystagmus frequency and slow phase velocity, and the consequent performance decrement, were significantly greater than during the pitch-back half cycle. No such asymmetry was found during oscillation in yaw where the nystagmus measures and error scores were similar to those obtained in the pitch-back half cycle. The poorer suppression of vestibular nystagmus during pitch-forward motion is attributed to the higher frequency and smaller amplitude of downbeating nystagmus. Angular oscillation in pitch induced motion sickness more rapidly than a comparable yaw-axis stimulus.

71-13

The use of high intensity xenon lighting to enhance U. S. Army aircraft day/night conspicuity, January 1971.

By John K. Crosley, William E. McLean, Ronald G. Tabak, and Robert W. Bailey.

In-flight studies were performed at Fort Wolters, Texas to compare the effectiveness of aircraft-mounted, high-intensity Xenon

USAARL Report Number

flashtube lights for increasing the conspicuity of small trainer helicopters (TH-55) during both daytime and nighttime flights. Twenty-eight subjects rated both lighted and non-lighted aircraft visibility as viewed from the ground and from air to air in differing flight modes. Data are presented to indicate the increase in aircraft conspicuity available through the application of this type of lighting.

71-14

Effect of Isoniazid on performance, February 1971.

By Richard O. Nossman and Mark A. Hofmann.

Nine aviators who converted from negative to positive on a tuberculosis tine test performed a variety of laboratory tests given before, during and after INH therapy. INH was administered prophylactically at dosage levels of 300mg per day. The tasks consisted of reaction time (auditory and visual), rotary pursuit tracking, mental multiplication and digit span. The data did not indicate that the drug adversely affected performance on any of the tasks utilized.

71-15  
NAMRL  
1129

Nystagmus responses during rotation about a tilted axis, March 1971.

By C. W. Stockwell, G. T. Turnipseed, and F. E. Guedry, Jr.

A persistent horizontal nystagmus response is elicited when a man is rotated at constant velocity about an Earth-horizontal axis. This response comprises two components: a directional bias and a cyclic modulation of the bias level. Observations were made of the effects of three stimulus variables: rate of initial acceleration, rate of steady rotation, and angle of tilt of the rotation axis. Bias and cyclic modulation were affected differently by stimulus variables, especially by rate of steady rotation, suggesting the presence of two separate response mechanisms. Previous experiments indicate that both mechanisms depend upon the otolith system, although

USAARL Report Number

the possibility of a semi-circular canal contribution remains. Thus it is reasonable to conclude that these response components provide a means of assessing the dynamics of otolith-regulated responses.

71-16  
NAMRL  
1131

Nystagmus and visual performance during sinusoidal stimulation of the vertical semicircular canals, March 1971.

By Fred E. Guedry, Jr., and Alan J. Benson.

Men were positioned on their sides and oscillated sinusoidally (0.04Hz, peak velocity  $\pm 90$  deg/sec) about an Earth-vertical axis. Initially, nystagmus slow phase velocity was about equal during the forward- and backward-pitch halves of the stimulus cycle in darkness; but when subjects tracked a dimly illuminated aircraft instrument, slow phase velocity during forward pitch was about ten times that during backward pitch. Consequently, tracking errors were much greater during forward pitch. Change in luminance level from 0.01 ft-L to 1.0 ft-L produced small, statistically significant decrements in slow phase velocity and substantial improvements in tracking performance. Following this part of the experiment, nystagmus was again recorded in darkness. There was a differential decline in slow phase velocity, the slow-phase-down response showing significantly greater decline. Stimulus-response phase relations were also altered for the slow-phase-down response, but were unaltered for the slow-phase-up response. It is proposed that interactions between eyelid and eyeball movements caused different frequencies of upbeatting and downbeating nystagmus which, in turn, produced different visual suppression of slow phase velocity in the two halves of the stimulus cycle. The asymmetric visual suppression may have contributed to the asymmetric habituation of the two reactions.

71-17

Crash injury economics; the costs of training, maintaining and replacing an Army aviator, April 1971.

USAARL Report Number

By Armand E. Zilioli.

While the hardware costs of Army aviation accidents are known, the monetary costs of injuries and fatalities have not been determined. In order to ascertain these costs, the training and maintenance costs of aviators are needed. This report presents a study of training and maintenance costs of Army aviators in all grade levels from training up to, including, and after an accidental death.

A random sample of five Army aviators in each grade level was used in the study. Cost data following their hypothetical death in an Army aircraft accident were projected using Social Security Administration and Veterans Administration actuarial figures, data, and tables. The minimum cost for training a bachelor rotary wing Warrant Officer Candidate with no previous military experience is 38,035 dollars. The total cost to the United States Government up to and after the accidental death of an Army aviator in an Army aircraft can range from 102,670 to 759,954 dollars.

Monetary costs to replace the aircraft crew often exceed by several times the cost to replace the aircraft.

71-18

Crash injury economics: injury and death costs in Army UH-1 accidents in Fiscal Year 1969, December 1971.

By Armand E. Zilioli and Jay C. Bisgard.

Injury and fatality costs of Army aircraft accidents have never been determined. During FY69, there were a total of 546 major and minor noncombat aircraft accidents involving UH-1 type helicopters. This report presents an economic study of the 160 individuals with major injuries and 227 fatalities which occurred in 129 of these accidents. Minor injuries were not considered in this study.

USAARL Report Number

Personnel costs of aircraft accidents were evaluated using hospitalization and convalescence times and costs, pay costs, replacement costs, funeral costs, death benefits and Veterans Administration and Social Security Administration benefits. These costs were computed using the least expensive method. Human costs, such as pain, suffering, deformity, or the loss of earning power are factors which are real costs but which cannot be determined. The total treatment time for the 160 injured individuals was 19,097 days. When considered on the basis of a 246 day work year, the total treatment time equaled 77.6 work years. The average personnel costs of an aircraft accident ranged from 38,227 dollars for a survivable accident to 408,757 dollars for a nonsurvivable accident. The average hardware cost of an aircraft accident was 220,772 dollars. The monetary cost of injuries and fatalities can often considerably exceed the sum required to replace an aircraft.

71-19

Engineering test of lightweight underwear of the winter flight clothing system: thermal protection, June 1971.

By Francis S. Knox, George R. McCahan, Jr., Thomas L. Wachtel, Walter P. Trevethan, Andrew S. Martin, David R. DuBois, and George M. Keiser.

Describes the use of a bioassay technique to evaluate the fire resistant and thermal protection capabilities of the lightweight underwear of the Army winter flight clothing system. Samples of fabrics under consideration for inclusion in the Army winter flight clothing system were mounted on a template and held in contact with the side of a pig. Thus protected, the pig was exposed to a flame source calibrated to simulate a well developed JP-4 fire.

Exposure times of 1.75, 3.50, and 7.0 seconds were used. Evaluation of resultant skin burns shows that none of the fabric systems as evaluated, meet the essential requirement of 10 seconds protection. Single-layered fabric

USAARL Report Number

(Nomex shell fabric) offers slight protection and double-layered fabric systems (Nomex outer shell with either Nomex underwear or 50% cotton/50% wool underwear) offer more than three times the protection of single layers, but still fail to provide 10 seconds of protection. The 50% cotton/50% wool underwear offers equal or better protection than experimental Nomex underwear worn under standard Nomex outer shell. Washing does not affect thermal protection. The data further indicate that the method using pigs provides a very consistent and meaningful way of evaluating thermal protective fabrics.

71-20  
NAMRL  
1133

Effects of alcohol ingestion on tracking performance during angular acceleration, May 1971.

By William E. Collins, Richard D. Gilson, David J. Schroeder, and Fred E. Guedry, Jr.

Following practice, two groups of 10 subjects each were given pre- (baseline) tests of tracking performance in both static (stationary) and dynamic (whole body angular acceleration) conditions. One group then received orange juice which contained 2.0 ml of 100-proof vodka per kg of subject weight; the other group drank orange juice with a few drops of rum extract added. All subjects were led to believe that they were receiving alcohol. Additional tests were conducted 1, 2, 4, 8, and 10 hours after drinking.

All tests were in total darkness with the exception of the visual display which was illuminated to a level recommended for cockpit instruments. Static tracking error declined slightly for the control group, but increased over the pre-drinking level during the 1-, 2-, and 4-hour tests for the alcohol group; only the 1-hour scores differed significantly from the pre-scores for the alcohol group.

In comparing the two groups, static tracking

errors for alcohol subjects were significantly higher than those of control subjects only at the 4-hour session when the effects of alcohol were beginning to wane. However, in the dynamic tests, alcohol subjects made significantly more tracking errors than control subjects during the 1-, 2-, and 4-hour sessions. These data suggest that eye-hand coordination may show little or no impairment following alcohol ingestion in static situations, yet may be seriously degraded during motion.

71-21

Environmental effects on attack helicopter crew task performance in the NATO Theater. May 1971.

Edited by Stanley C. Knapp.

Addresses the unique tasks, requirements and demands upon attack helicopter crews and the effects of the environment upon the performance of these tasks. Night operations under low ceilings, reduced visibility, high or low speeds, nap-of-the-earth flight profiles and a threat of sophisticated anti-aircraft weaponry is defined as the "worst-credible-environment" for the NATO Theater. In this environment, the attack helicopter and its crew will be expected to fly a large percentage of its missions and deliver its ordnance with a high degree of accuracy.

Task performance is outlined in a detailed matrix. Collective tasks are grouped into functional task clusters. The effects of climatic conditions, the hostile threat, social and civil factors upon performance of these task clusters are discussed. The effects of the machine/mission created environment are presented and include hypoxia, toxic products, temperature extremes, visual and optical problems, acoustics, vibration and human factors. Aircraft safety and reliability are directly affected by all of these factors.

Simple and practical solutions for nearly all factors presented are available with current technology. Application and implementation

USAARL Report Number

of these solutions, with explicit consideration given to environmental factors and human capability, will insure maximum performance from both men and machines.

71-22

The neurological effects of INH, December 1971.

By J. E. Jordan, Stephen Shields, and Dan Bochneak.

INH was given to a group of 28 volunteer civilian aviators. Neurological examinations, mental status examinations, EEG's, and visual evoked potentials were monitored at control, six months and twelve months. Minor changes were observed in all the measures; none of these changes were severe enough to be of great concern. No evidence was found to justify restriction of flying during INH administration, although the results of this study suggest that careful monitoring of patients taking INH is indicated.

71-23

Effect of Isoniazid on performance II, June 1971.

By Mark A. Hofmann and Richard O. Nossaman.

Seventeen aviators who converted from negative to positive on a tuberculosis tine test performed a variety of laboratory tests given before, during and after INH therapy. INH was administered prophylactically at dosage levels of 300 mg. per day for one year. The tasks consisted of reaction time (auditory and visual) rotary pursuit tracking, mental multiplication and digit span. The data did not indicate that the drug adversely affected performance on any of the tasks utilized.

71-24

The testing of thermal protective clothing in a reproducible fuel fire environment, a feasibility study, June 1971.

By John D. Albright, Francis S. Knox, David R. DuBois, and George M. Keiser.

USAARL Report Number

Sets forth the conceptual design for a facility intended for development and evaluation of thermal protective clothing in a reproducible fuel fire environment. The methods developed relate thermal characteristics of fabrics to biomedical aspects of burn prevention. A number of bioengineering problems are identified, the resolution of which is expensive and time consuming.

It is concluded that construction of the facility designed is technically feasible. Due to the magnitude and complexity of the bioengineering problems identified, and because of advances in laboratory testing methods, however, construction of such a facility is not considered to be a prudent expenditure of public funds at this time. Operationally oriented bioengineering/aeromedical evaluation of thermal protective clothing systems remains essential.

72-1  
NAMRL  
1138

Nystagmus responses during triangular waveforms of angular velocity about the Y- and Z- axes, July 1971.

By R. D. Gilson, C. W. Stockwell, and F. E. Guedry, Jr.

Nystagmus response parameters were estimated by a test procedure using short triangular waveforms of angular velocity. Mean estimates were determined as follows:  $\pi/\Delta = 15.5$  seconds and  $K_n(\theta/\Delta) = 8.0$  seconds for the horizontal semi-circular canals, and  $\pi/\Delta = 6.8$  seconds and  $K_n(\theta/\Delta) = 5.4$  seconds for the vertical semi-circular canals. The  $\pi/\Delta$  values are consistent with results obtained by other methods. Values of  $K_n(\theta/\Delta)$  have not been heretofore assessed. Determination of the effects of stimulus distortion on the values of the response parameters and estimates of intersubject and intrasubject variability are included. Also included are nomograms that permit a simple and accurate method for calculating  $\pi/\Delta$  and  $K_n(\theta/\Delta)$ .

USAARL Report Number

72-2  
NAMRL  
1140

Effects of different alcohol dosages and display illumination on tracking performance during vestibular stimulation, July 1971.

By Richard D. Gilson, David J. Schroeder, William E. Collins, and Fred E. Guedry, Jr.

A previous investigation showed that alcohol impairs the ability to suppress vestibular nystagmus, thus degrading visual compensatory tracking performance during angular acceleration. Reduced display illumination, independently, has also been shown to degrade tracking performance during vestibular stimulation. The present study investigated the way in which low and moderate dosages of alcohol and two levels of instrument-display illumination combined to affect tracking performance a) in a static (no motion) environment, and b) in a dynamic (whole-body motion) environment. Mean blood-alcohol levels as low as 0.027 per cent significantly ( $p < .05$ ) decreased tracking performance during whole-body motion, yet caused little change in performance in a stationary environment. Impairment was much more pronounced with dim display lighting (0.1 ft-L) than with bright lighting (1.0 ft-L). These results suggest that serious problems may even be encountered by the pilot who drinks lightly and who considers flying, especially at night.

72-3

Static comparison of vertical tape and vertical light emitting diode displays, August 1971.

By Robert H. Schrimsher, Andrew S. Martin, Kurt E. Lidke, Mark A. Hofmann, Erwin G. Braun, John K. Crosley, Ronald G. Tabak, and Edgar C. White, Jr.

This study was performed in three parts. The first part consisted of comparing a prototype light emitting diode vertical display with a current vertical tape display, for reading speed and accuracy, under two viewing angles, three levels of illumination, and two time

USAARL Report Number

conditions. The results indicated that the sixteen (16) aviators (subjects) over-estimated the LED instrument while the vertical tape instrument was under-estimated. In addition, absolute errors in reading were greater for the LED display than they were for the vertical display. Time conditions and angles did not have a significant effect, while illumination level for the LED's was of importance.

Part II consisted of a human factors facial design evaluation for one vertical tape display and four prototype LED displays. All displays were found to be deficient when compared to military standards and research recommendations.

Part III consisted of a photometric evaluation of the four LED displays. The results showed that these displays were unacceptable for viewing under high ambient light conditions and that gross luminance differences between individual diodes existed within the same display.

72-4  
NAMRL  
1143

Orientation-error accidents in regular Army aircraft during Fiscal Year 1968: relative incidence and cost.

By Jorma I. Niven, W. Carroll Hixson, and Emil Spezia.

This report is the second in a longitudinal series of reports dealing with the pilot/disorientation/vertigo accident problem in Army fixed wing and rotary wing flight operations. Incidence and cost data presented for Fiscal Year 1968 include a total of 75 major and minor orientation-error accidents (26 of which were fatal), resulting in 91 fatalities, 75 nonfatal injuries, and an over-all aircraft damage cost of 12,381,805 dollars. The contribution of rotary wing accidents to these totals was 66 accidents (21 of which were fatal), resulting in 80 fatalities, 70 nonfatal injuries, and an

USAARL Report Number

72-5  
NAMRL  
1145

over-all aircraft damage cost of 9,077,065 dollars.

Orientation-error accidents in regular Army UH-1 aircraft during Fiscal Year 1968: relative incidence and cost, October 1971.

By Jorma I. Niven, W. Carroll Hixson, and Emil Spezia.

This report is the second in a longitudinal series of reports dealing with the magnitude of the pilot disorientation/vertigo accident problem in Regular Army UH-1 helicopter operations. Incidence and cost data presented for Fiscal Year 1968 include a total of 53 major and minor orientation-error accidents (17 of which were fatal), resulting in 74 fatalities, 60 nonfatal injuries, and 8,224,607 dollars aircraft damage.

72-6  
NAMRL  
1147

Major orientation-error accidents in regular Army UH-1 aircraft during Fiscal Year 1968: accident factors, October 1971.

By W. Carroll Hixson, Jorma I. Niven, and Emil Spezia.

This report is the second in a longitudinal series of reports dealing with the pilot disorientation/vertigo problem in Regular Army UH-1 helicopter operations. Individual case history data extracted from the USABAAR master aircraft accident files are presented on 52 major orientation-error accidents that occurred in UH-1 aircraft during Fiscal Year 1968. Summary data listings involving a variety of operational and pilot-related accident factors are presented for each of the cases. The listings are arranged to distinguish between those factors and events present before takeoff; i.e., the initial conditions associated with a given accident, and those which occurred or were manifested during the actual airborne phase of the accident.

USAARL Report Number  
72-7

Dynamic and crashworthy evaluation of the UH-1B, C, D, H, medical attendant's seat, January 1972.

By Errol B. Barber, Stanley C. Knapp, G. E. Tornquist, S. P. Desjardins, and Felix T. Aguilar.

The challenge was to evaluate the crashworthiness of the UH-1 Medical Attendant's Seat and investigate the feasibility of modifications to improve the seat and its restraint system. This report is a record of USAARL's involvement, from researching the background to achieve a proper direction for study, through accident statistics, stress analysis, dynamic test program, reduction of data, interpretation conclusion and finally feasible recommendations.

The seat was found to be completely noncrashworthy and a direct contributor of serious injuries to its occupants mostly to the upper torso and head because of poor occupant restraint. Its construction and manufacture did not meet all of the design criteria of military seat specifications. The dynamic tests of the seat demonstrated that with the addition of an inertia reel, shoulder harness, and attachment of the lap belt to the floor a seat occupant could be satisfactorily restrained despite serious seat failure during a crash. The proposed modifications in kit form will provide the seat's occupant with the greatest increase in safety and retention, should crash occur, for the lowest dollar investment and "down time" required for its installation. This seat should not be considered for incorporation into any future military aircraft.

72-8

Real-ear sound attenuation characteristics of sixty-three ear protective devices, by R. T. Camp, Jr.

This report was not published and is not available.

USAARL Report Number

72-9

Studies of fluorometric assay procedures for Lysergic Acid Diethylamide, February 1972.

By Peter J. Kasvinsky.

Studies of the available fluorometric assay procedures for LSD-25 are described for possible clinical application. Variability of plasma 'blank' background fluorescence values were found to prohibit the use of standard fluorometric procedures without modification. A little known fluorometric procedure is described, which minimizes this problem and maintains the sensitivity of the assay at the nanogram level. Modifications of this method are suggested which could increase the sensitivity of this method to the subnanogram level.

72-10

Evaluation of the Grumman MK-J5D ejection seat in respect to spinal alignment, February 1972.

By Burton H. Kaplan.

Three aviators from the U. S. Army Aviation Test Board were selected because of their representative anthropometric sitting heights and seated in the Grumman Ejection Seat, Type MK-J5D. Spinal alignments were evaluated by radiographic analysis in each of two firing positions. Under static conditions, no significant intra-subject variations were noted in spinal alignment between the primary face curtain or secondary "D" ring firing position. Thoracic flexion was found to be reduced in the MK-J5D when compared to the MK-JA, B Ejection Seat. The 5th and 95th percentile sitting height crewmembers appear to be more predisposed to vertebral fracture than the 40th percentile due to seat-back contour design. The MK-J5D was subjectively more comfortable than the MK-J5A, B Ejection Seat when evaluated under optimal static conditions.

USAARL Report Number

72-11

Helicopter in-flight monitoring system,  
March 1972.

By Harlie W. Huffman, Mark A. Hofman, and  
Michael R. Sleeter.

This paper deals with the description of a  
helicopter in-flight monitoring system. This  
system measures and records in real time, all  
six degrees of freedom of the aircraft,  
cyclic, collective, and pedal inputs as well  
as some status values.

72-12

Vietnam returnee survey, March 1972.

By Kurt E. Lidke, Mark A. Hofmann, and  
Andrew S. Martin.

This paper presents some results of a  
questionnaire given to 300 Army aviators who  
served in the Republic of Vietnam. The  
questions analyzed were primarily those  
concerned with work patterns, physical  
conditions, medical care, groundings and  
accidents.

72-13  
NAMRL  
1161

Orientation-error accidents in Regular Army  
aircraft during Fiscal Year 1969: relative  
incidence and cost, April 1972.

By W. C. Hixson, J. I. Niven, and E. Spezia.

This report is the third in a longitudinal  
series of reports dealing with the pilot  
disorientation/vertigo accident problem in  
Army fixed wing and rotary wing flight opera-  
tions. Incidence and cost data presented for  
Fiscal Year 1969 include a total of 71 major  
and minor orientation-error accidents (22 of  
which were fatal), resulting in 51 fatalities,  
79 nonfatal injuries, and 11,928,660 dollars  
aircraft damage. The contribution of rotary  
wing accidents to these totals was 65 acci-  
dents (20 of which were fatal), resulting in  
46 fatalities, 78 nonfatal injuries, and 11,  
724,852 dollars aircraft damage.

USAARL Report Number

72-14

Differential velocity and time prediction of motion, April 1972.

By Kent A. Kimball, Mark A. Hofmann, and Richard O. Nossaman.

This investigation examined the effects of differential target velocity, horizontal or vertical plane conditions and air traffic controller experience on the intersection time estimation accuracy of two converging targets. Performance accuracy on this task was not significantly affected by horizontal or vertical conditions nor by air traffic controller experience. However, accuracy in magnitude and direction was found to significantly vary as a function of cursor speed with slower speeds producing the poorer performance. A differential effect for various speed combinations was also noted. Estimation accuracy on the slowest cursor speed when paired with the two faster speeds was decreased while accuracy on the intermediate speed was degraded when combined with either slower or faster speeds. Estimations on the fastest speed were not affected by differential pairings.

72-15

Improving U. S. Army aircraft propeller and tail rotor blade conspicuity with paint, May 1972.

By John K. Crosley, Ronald G. Tabak, Erwin C. Braun, and Robert W. Bailey.

Rotating propellers and tail rotors represent a potential hazard for personnel while aircraft are on the ground. This study was conducted to ascertain if rotating blades could be visually detected more easily by the judicious application of paint. A total of 21 observers rated nine different paint schemes for effectiveness. The results showed that (1) the two schemes presently being used on Army aircraft rated the poorest of all those investigated, and (2) the most conspicuous scheme was one which had (from the tip toward the hub)

USAARL Report Number

a four inch section painted red-orange fluorescent, with the remaining surface divided into thirds and painted alternately flat black and gloss white. The black and white sections of the other half of the blade were reversed to provide a non-concentric pattern.

72-16  
NAMRL  
1163

Orientation-error accidents in regular Army UH-1 aircraft during Fiscal Year 1969: relative incidence and cost, August 1972.

By W. C. Hixson, J. I. Niven, and E. Spezia.

This report is the third in a longitudinal series of reports dealing with the magnitude of the pilot disorientation/vertigo accident problem in Regular Army UH-1 helicopter operations. Incidence and cost data presented for Fiscal Year 1969 include a total of 46 major and minor orientation-error accidents (16 of which were fatal), resulting in 39 fatalities, 67 nonfatal injuries, and 8,130,297 dollars aircraft damage.

73-1  
NAMRL  
Monograph 21

Human head and neck response to impact acceleration, August 1972.

By Channing L. Ewing and Daniel J. Thomas.

A methodical investigation and measurement of human dynamic response to impact acceleration conducted as a Joint Army-Navy-Wayne State University investigation.

Description of the experimental design data collection, and processing is given in detail. Ancillary research efforts in support of the program are also described.

Representative plots of the human kinematic response are presented, discussed and compared. Repeatability and quality control plots are also presented. There are a total of 755 computer drawn plots illustrating a characteristic, repeatable response of human subjects to impact acceleration.

USAARL Report Number

73-2  
NAMRL  
1169

Major orientation-error accidents in Regular Army UH-1 aircraft during Fiscal Year 1969: accident factors, October 1972.

By W. C. Hixson, J. I. Niven, and E. Spezia.

This report is the third in a longitudinal series of reports dealing with the pilot disorientation/vertigo accident problem in Regular Army UH-1 helicopter operations. Individual case history data extracted from the USAAVS master aircraft accident files are presented on 44 UH-1 major orientation-error accidents that occurred during fiscal year 1969. Summary data listings involving a variety of operational and pilot-related accident factors are presented for each of the 44 cases. The listings are arranged to distinguish between those factors and events present before takeoff, i.e., the initial conditions associated with a given accident, and those that occurred or were manifested during the actual airborne phase of the accident flight.

73-3

Development of a Bio-Pac for cardiac evaluation of porcine research animals, August 1972.

By Thomas L. Wachtel, G. R. McCahan, and Lynn A. Alford.

This report describes a technique for implanting central venous and aortic catheters via the jugular veins and carotid arteries in miniature swine and the device designed and utilized to protect these catheters. Such indwelling catheters were easily maintained for fourteen days in unrestrained, free-roaming pigs while serial blood samples, pressure recording, electrocardiographic monitoring, and cardiac output measuring were conducted and infusion of precise amounts of fluids or drugs administered.

73-4

The contractile response of the spleen of miniature swine to intra-arterial infusion of

USAARL Report Number

of epinephrine, September 1972.

By Thomas L. Wachtel, G. R. McCahan, and William M. McPherson.

The spleen of miniature swine is a blood organ which contracts with intra-arterial injection of epinephrine (and presumably other stressful stimuli) and thus autotransfuses the animal. We recommend the removal of the spleen of miniature swine prior to use of this animal for any shock studies.

73-5

Determining the surface areas of miniature swine and domestic swine by geometric design-- a comparative study, October 1972.

By Thomas L. Wachtel, G. R. McCahan, William I. Watson, and Michael Gorman.

The geometric design method provides an accurate means of deriving the total body surface area (TBSA) of miniature swine and also the percentage of the TBSA for a given area. The formulae for TBSA derived for domestic swine and the "Rules of 5" are not applicable to miniature swine. The equation  $S = 0.121 W^{.575}$  provides a more accurate quick assessment of TBSA of miniature swine.

73-6

Anesthesia or Immobilization of domestic and miniature swine - methods and some problems, December 1972.

By G. R. McCahan, and T. L. Wachtel.

Anesthetic procedures, care, and handling of both miniature swine and domestic swine have been outlined. Practical techniques to overcome some of the former difficulties associated with endotracheal intubation are described. Atropine and halothane were considered the best agents.

USAARL Report Number

73-7

Bump protection evaluation of the Standard T56-6 and prototype DH-132 Combat Vehicle Crewman's Helmet, January 1973.

By Burton H. Kaplan, Thomas D. Casey, Stanley C. Knapp, Robert K. Shirck, and Richard A. Tucker.

Prototypes of the Gentex Combat Vehicle Crewman's Helmet Model DH-132 and Standard Combat Vehicle Crewman's Helmet T56-6 were evaluated for their ability to provide bump protection. All prototype DH-132 helmets proved to be superior to the Standard T56-6 helmets. It was concluded that the Standard T56-6 helmet represented an obsolete design which was unsuitable for modification. The first prototype (DH-132-1) failed to meet the technical performance criteria of the material need document. It was found that the fiberglass layers in the helmet shell (DH-132-1) were unevenly distributed. This resulted in the presence of higher load concentrations over small areas of the inner liner. In order to meet the bump criteria, USAARL recommended that the fiberglass lay-up be uniform and that a thicker inner liner be incorporated. This was accomplished in the second prototype (DH-132-2 (5/8")) which did meet the military need criteria and current accepted biomedical standards. This helmet is recommended to be classified Standard A.

73-8

Real-ear sound attenuation characteristics of the DH-132 helmet for armored vehicle crewman, February 1973.

By Robert T. Camp, Jr., Robert W. Bailey, Ben T. Mozo, Gordon A. Schott, Rohinton N. Guzdar, and Timothy M. Hinkel.

The U. S. Army Aeromedical Research Laboratory was requested by the Preventive Medicine Division of the Office of the Surgeon General to test "off-the-shelf" helmets that would be

USAARL Report Number

suitable for replacement of the standard T-56-6 CVC helmet. Audiometric data taken from samples of tank crewmen revealed hearing losses which indicated that there is an urgent need for the development of a helmet that would protect against the adverse acoustic environments associated with tank operations. Previous evaluation by real-ear tests of sound attenuation established the T-56-6 to be an inadequate acoustic protective device for armored vehicle crewmen.

Three "off-the-shelf" helmets were tested and recommended as suitable for consideration as a possible replacement for the Standard CVC helmet. The DH-132 was identified by the Armor Center as their choice of the three presented as most appropriate for the armor environment.

A Materiel Need (MN) document was prepared and staffed to procure the DH-132. The first group procured for engineering and service test DH-132-1 was found less efficient than the original DH-132. This identified deficiency was corrected in a second prototype DH-132-2. Data in this report confirms the DH-132-2 meeting or exceeding all acoustic attenuation requirements of the MN and medically acceptable as an acoustic protector for armored vehicle crewmen. Therefore, type classification Standard A is recommended for the DH-132-2 helmet.

USAARL Report Number

73-9

A comparison of methods of preparing porcine skin for bioassay of thermal injury, March 1973.

By Thomas L. Wachtel and G. R. McCahan, Jr.

Clipping, shaving, and depilation methods of hair removal were evaluated on porcine skin in preparation for its use as a bioassay substrate for thermal injury. Each method provides distinct advantages and disadvantages. Criteria for selecting the proper methodology are identified for a bioassay substrate for thermal injury studies.

73-10

Rectal temperatures of miniature and domestic swine, March 1973.

By T. L. Wachtel, G. R. McCahan, and D. A. Perez-Poveda.

This report was not published and is not available.

73-11

Military anti-shock trouser, April 1973.

By Burton H. Kaplan.

Acute hypovolemia may occur with blood loss, fluid shifts within tissue compartments and vasodilatation. Pre-hospital treatment has consisted of positioning patient, control of environment, oxygen administration, wound dressing, and more recently, intravenous fluid therapy in terms of time factors, quantities administered, and effect periods. Even more controversial are the effects of pressor agents in such states as a primary method of choice.

The U. S. Army's Aeromedical Research Laboratory at Fort Rucker, Alabama, has produced an anti-shock garment of novel design which is extremely fast and easy to apply, fits nearly all size and body configurations, and is extremely effective. It has been evaluated by City of Miami Fire Rescue in a series of trauma cases involving lower extremity,

USAARL Report Number

pelvis, and abdomen. It results in prompt return of vital signs in the patient where neither pulse nor blood pressure were obtainable. The time of application and return of vital signs has been less than three minutes in all cases. Although intravenous fluids also were started, the amount administered was less than 100 cc in each case cited. The device enables some degree of auto-transfusion from each lower extremity, while at the same time limiting the circulation to the lower half of the body.

Its effect in states of cardiac arrest remains to be defined. By its shunting action, it might be extremely beneficial by diverting marginal cardiac output to the upper body and brain. The device is shown and cases regarding its use are presented.

73-12

Porcine burn shock--development of a reliable model and response to sodium, water, and plasma loads administered for resuscitation June 1973.

By Thomas L. Wachtel and G. R. McCahan.

Miniature swine are a sensitive and responsive animal for the study of burn shock resuscitation. The sodium loads requisite for resuscitation of burned swine can exert roughly the same effects when administered in volumes of from 25% to 50% less than those commonly employed clinically. Sodium excretion is more dependent upon the sodium load than upon the concentration of the saline solution. Plasma administration had no demonstrable resuscitative effect over and above that provided by the sodium and volume given in this model.

73-13

Bump protection evaluation of the Standard P/N 791 Combat Vehicle Crewman's Helmet, May 1973.

By Thomas D. Casey, Robert K. Shirek and Richard Tucker.

A prototype of the Sierra Combat Vehicle Crewman's Helmet model P/N 791 was evaluated for its

USAARL Report Number

ability to provide bump protection. The P/N 791 failed to meet the technical performance criteria of the material need document.

73-14

Real-ear sound attenuation characteristics of the Sierra P/N 791 AVC Helmet, June 1973.

By Robert T. Camp, Alan L. Croshaw, Ben T. Mozo, Gordon A. Schott, Rohinton N. Guzdar, and Timothy M. Hinkel.

The U. S. Army Aeromedical Research Laboratory was requested by the Preventive Medicine Division of the Office of the Surgeon General to test "off-the-shelf" helmets that would be suitable for the replacment of the standard T-56-6 CVC helmet. Previous evaluation by real-ear tests of sound attenuation established the T-56-6 to be an inadequate hearing protector for armored vehicle crewman.

Three "off-the-shelf" helmets were tested and recommended as suitable for consideration as a possible replacement for the standard CVC helmet. The DH-132 was identified by the Armor Center as their choice of the three presented helmets as being most appropriate for the armor environment. Recently another helmet, the Sierra P/N 791 AVC helmet, has been submitted for consideration as a second helmet for armored vehicle crewmen.

The real-ear attenuation test results show that the Sierra helmet significantly failed the attenuation tests and therefore did not meet the attenuation requirements established by the Surgeon General. The Sierra helmet in its present configuration is not acceptable as a hearing protector for U. S. Army tank personnel.

73-15

Study of flight environment effects on helicopter gunner, June 1973.

By Carl Larson, Edward Wells, and Burton H. Kaplan.

USAARL Report Number

Disorientation periods of a helicopter gunner in the conduct of his task during a planned flight profile were investigated through the use of a computerized mathematical model of the vestibular system. Flight attitude and crewman seat change data were used as input to the model and crewman nystagmus rates and perceived angular sensations were predicted. These output data were then compared to actual onboard flight observations of crewman status and well being. The mathematical model was found to accurately predict periods of disorientation that coincided with those observed and were manifested by either excess nystagmus rates, perceived sensations of motion, or a combination of both. Rapid changes in seat angle were attributed as the primary cause of disorientation with vehicle attitude changes cross-coupled with seat angle changes, producing a secondary effect.

73-16

Preliminary evaluation of portable aviation oxygen systems, July 1973.

By Jay C. Bisgard, Roderick J. McNeil, and Frank S. Pettyjohn.

The problem was to determine the requirements for portable aviation oxygen systems during Army high altitude rescue and medical evacuation missions, and then to determine the necessity for R&D efforts by evaluating the potential of currently available system components to fulfill the identified requirements. This preliminary report is a record of USAARL'S involvement in the area of Army Aviation oxygen systems to include researching the background to achieve a proper direction for study, selection of promising systems for altitude chamber evaluation study results, conclusions, and feasible recommendations. It was found that immediate Army requirements can be satisfied by currently available military and commercial oxygen system components. Prior to procurement approval, however, the recommended systems should be obtained for field testing by three operational rescue units, the results

USAARL Report Number

of which will provide the basis for the final report of this study. Although an R&D effort is not absolutely required, a short term effort would be desirable if limited to modification of prototype components to maximize their potentials while decreasing their ultimate costs.

74-1

Chronic transdermal electrodes, August 1973.

By William P. Schane.

Five-tenths (0.5) mm diameter (20 mil) 80% platinum - 20% iridium wire was used to make chronically implanted transcutaneous electrodes for use in 14 subjects over a 19 week period. The techniques of implantation and management are described. The advantages and disadvantages of the implanted electrodes are discussed. Suggestions are made to improve future application.

74-2

Army autorotation accidents, August 1973.

By Kent A. Kimball, Donald F. Harden, and Mark A. Hofmann.

This report is a review of autorotation accidents occurring during the Fiscal Years 1970 through 1972. This work presents information on these accidents and their relation to total rotary wing accidents, accident rates, geographical areas, specific aircraft, costs, fatalities, and injuries. Data delineating the causative factors of these accidents are also presented and discussed.

74-3  
NAMRL  
1188

Orientation-error accidents in regular Army aircraft during Fiscal Year 1970; relative incidence and cost, August 1973.

By J. I. Niven, W. C. Hixson, and E. Spezia.

This report is the fourth in a longitudinal series of reports dealing with the pilot disorientation/vertigo accident problem in

USAARL Report Number

Army fixed wing and rotary wing flight operations. Incidence and cost data presented for Fiscal Year 1970 include a total of 81 major and minor orientation-error accidents (25 of which were fatal), resulting in 80 fatalities, 104 nonfatal injuries, and an over-all aircraft damage cost of 19,355,689 dollars. The contribution of rotary wing accidents to this total was 75 accidents (24 of which were fatal), resulting in 79 fatalities, 98 nonfatal injuries, and an over-all aircraft damage cost of 17,060,490 dollars.

74-4

Parachute escape from helicopters, August 1974.

By William P. Schane.

Experimental evidence shows that a parachutist experiences no major difficulty in achieving vertical and horizontal separation from an autorotating helicopter. At high rates of descent, there is a 0.5-0.75 second delay after exit before expected separation begins.

74-5  
NAMRL  
1192

Orientation-error accidents in regular Army UH-1 aircraft during Fiscal Year 1970: relative incidence and cost, September 1973.

By J. I. Niven, W. C. Hixson, and Emil Spezia.

This report is the fourth in a longitudinal series of reports dealing with the magnitude of the pilot disorientation/vertigo accident problem in regular Army UH-1 helicopter operations. Incidence and cost data presented for Fiscal Year 1970 include a total of 43 major and minor orientation-error accidents (17 of which were fatal), resulting in 66 fatalities, 67 nonfatal injuries, and a total UH-1 aircraft damage cost of 7,706,191 dollars.

74-6

The effects of initial spinal configuration on pilot ejection, September 1973.

USAARL Report Number

By Y. King Liu, Uwe R. Pontius and Ronald R. Hosey.

The effect of initial spinal alignment on the location and magnitude of maximum vertebral stress during ejection was studied using the Orne-Liu discrete parameter model of the spine. Face curtain, shoulder harness, and seat back restraints were added to the model as linear springs. Results indicated that a state of nearly uniform axial stress exists in the column during ejection and thus the location of maximum bending stress dictates the spinal location of the maximum normal stress. Hence, initial spinal alignment, in terms of the curvature of the column, is a major determinant of the location and magnitude of maximum normal stress for a given set of restraints.

74-7

Aviator visual performance in the UH-1H, October 1973.

By Thomas L. Frezell, Mark A. Hofmann, and Richard E. Oliver.

This study monitored, via the corneal reflection technique, visual performance of Army aviators while flying a number of maneuvers in a UH-1H. Visual performance to include time and transition information, was gathered over 13 cockpit areas. In addition to the objective recordings, subjective assessments by the aviators with regard to their visual performance were also attained. Results acquired by both techniques are provided.

74-8

Instrument flight preference and field dependence, January 1974.

By Eric R. George and Mark A. Hofmann.

This research investigated the possible relationship between field dependence-independence, as measured by the Rod and

USAARL Report Number

Frame Test (RFT), and aviator attitudes regarding IFR flight. Degree of aviator preference for actual instrument flight (determined by questionnaire and personal interview) served as a basis for dividing the aviator sample (43 pilots) into high and low preference groups. These groups were examined relative to three field dependence measures derived from RFT performance. The IFR preference factor did not contribute significantly to the variation in RFT performance for any of the measures. Demographic data of both subject groups were also reduced and examined.

74-9

Static evaluation of Absolute Altimeter Display designs - Study I, February 1974.

By Thomas L. Frezell, Donald F. Harden, Paul D. Hunt, and Mark A. Hofmann.

Six absolute altimeter display designs were evaluated in the static mode. Performance was measured with respect to subjects' reading accuracy, speed and preference. The subjects consisted of experienced Army aviators and non-flying college students. The results showed a significant difference between display types as well as between aviators and students.

74-10

Soft (Hydrophilic) contact lenses in U. S. Army Aviation: an investigative study of the Bausch and Lomb Soflens<sup>TM</sup>, March 1974.

By John K. Crosley, Erwin G. Braun, and Robert W. Bailey.

The use of standard acrylic or "hard" contact lenses has been relatively unsuccessful in the military aviation environment, particularly when worn by personnel flying rotary wing aircraft. The purpose of this study was to evaluate the applicability of one type of hydrophilic lens to U. S. Army aviation. Nineteen volunteer helicopter

USAARL Report Number

pilots served as subjects and three specific areas were investigated. These were: (1) clinical procedures, (2) foreign body involvement, and (3) the effect of extended (72 hours) continuous wear. The results indicate that the Soflens <sup>TM</sup> offers certain advantages over acrylic lenses for this specialized application. There were, however, distinct problems encountered which may be lessened with the introduction of new lens material and aseptizing techniques.

74-11  
NAMRL  
1200

Individual differences in vestibular information as a predictor of motion disturbance susceptibility, April 1974.

By H. J. Moore and F. E. Guedry, Jr.

Certain facts suggest that motion disturbances may be related to the amount of vestibular information contributing to sensory conflict. Individual differences in motion disturbance susceptibility might, therefore, correlate positively with differential accessibility of vestibular sensory information to the spatial perceptual process. The results of two experiments, while not inconsistent with this hypothesis, did not demonstrate a relationship between a vestibular response variance measure and motion disturbance susceptibility at the conventional significance level. The test-retest reliability of the response variance measure was not found to be favorable. The slope of the vestibular stimulus-response relationship was not found to predict motion disturbance susceptibility.

74-12  
NAMRL  
1202

Major orientation-error accidents in regular Army UH-1 aircraft during FY 1970: accident factors, June 1974.

By W. C. Hixson, J. I. Niven, and Emil Spezia.

This report is the fourth in a longitudinal series of reports dealing with the pilot

USAARL Report Number

disorientation/vertigo accident problem in regular Army UH-1 helicopter operations. Individual case history data extracted from the USAAVS master aircraft accident files are presented on major UH-1 orientation-error accidents that occurred during Fiscal Year 1970. Summary data listings involving a variety of operational and pilot-related accident factors are presented for each of the 42 cases. The listings are arranged to distinguish between those factors and events present before takeoff, i. e., the initial conditions associated with a given accident, and those which occurred or were manifested during the actual airborne phase of the accident flight.

75-1

Personality aspects of pilot error accident involvement, July 1974.

By Michael G. Sanders, Mark A. Hofmann, Paul D. Hunt, and Alan C. Snow, Jr.

The consistently high frequency of pilot error accidents in both military and civilian aviation programs does much to support exploratory research which might help alleviate the problem. Cattell's Sixteen Personality Factor Questionnaire (16PF) and a dynamic decision making task (under risk) were given to 51 Army aviators. Accident files were then examined in order to classify the aviators as to their prior pilot error accident involvement. Stepwise discriminant analyses revealed that the decision making task scores were unrelated to the pilot error accident groupings while the 16 PF scores were able to correctly classify 86% of the aviators as to whether or not they had been previously listed as a cause factor in a military aviation accident.

75-2  
NAMRL  
1206

Some effects of alcohol on various aspects of oculomotor controls, August 1974.

USAARL Report Number

By F. E. Guedry, R. D. Gilson, D. J. Schroeder, and W. E. Collins.

Recent studies have shown that alcohol interferes with visual control of vestibular nystagmus. The present study was designed to assess three partially independent systems of oculomotor control. Performance on three tasks was measured before and after mild alcohol dosage. One task involved visual suppression of vestibular nystagmus; a second involved smooth oculomotor tracking of a moving target, and a third required repetitive rapid voluntary shifts in gaze. Oculomotor control was degraded on the first two tasks with recovery toward the initial performance level 4 hours after drinking. Performance on the third task was not obviously degraded, although it is possible that improvement with practice was retarded. Results are discussed in terms of neurological systems involved and kinds of flight tasks potentially affected.

75-3

Aviator performance during local area, low-level and nap-of-the-earth flight, August 1974.

By Kent A. Kimball, Thomas L. Frezell, Mark A. Hofmann, and Allen C. Snow, Jr.

This paper presents baseline data concerning aviator performance and aircraft state variables during local area, low level and nap-of-the-earth flights. Further, information is provided concerning differences in aviator control inputs per unit of time across the three profiles. From the data, it is evident that NOE flight places more demands on both crews and aircraft than the other two types of flight.

75-4

Review of the U. S. Army Aeromedical Research Laboratory Conference on Aeromedical Evacuation, 15-16 January 1974, September 1974.

USAARL Report Number

By Frank S. Pettyjohn.

The U. S. Army Aeromedical Research Laboratory has supported the helicopter medical evacuation mission throughout its rapid growth. The concept of dedicated evacuation helicopters and crews has been well proven during the Vietnam Conflict. Concurrent with this development has been the rapid emergence of the civilian emergency medical services within the Continental U. S. The utilization of the military helicopter in a joint role with the civilian community, The Military Assistance to Safety and Traffic, as well as in its combat evacuation role requires combined emphasis and upgrading of medical equipment and procedures.

This conference represents a unique approach to the problems of maintaining pace with the rapid developing field of aeromedical evacuation. The informal seminar structure provided the helicopter unit, the user, an opportunity to discuss problem areas of medical and operational needs with the U. S. Army Aeromedical Research Laboratory, the developer. In addition, this conference represented a first in bringing together operational helicopter unit personnel from both the U. S. Army and the U. S. Air Force to discuss common problems.

The concepts, ideas and suggestions presented should insure the continued improvement of medical equipment and techniques to provide the highest degree of medical care to the U. S. Military Forces.

75-5

The In Vivo dynamic material properties of the canine spinal cord: a feasibility study, August 1974.

By Y King Liu, K. B. Chandran, and William C Van Buskirk.

A study was completed which showed the

USAARL Report Number

feasibility of determining the in vivo dynamic material properties of the spinal cord in mongrel dogs. In the initial phase, sinusoidal pressure waves were induced on a fluid-filled thin-walled penrose surgical drainage tube and the wave front was monitored by two micropressure transducers. The wave speed obtained from these measurements was inserted into the Moens-Korteweg relation to determine the Young's modulus for the penrose tubing. The value obtained for the modulus was in excellent agreement with values cited in the literature. In the second phase, a portion of the spinal cord of three dogs was exposed by a laminectomy and then the cord subjected to an identical wave propagation method of procedure as determined in the initial phase. It was important to block the spinal cord jerk reflex by a local anesthetic, Xylocaine<sup>®</sup>, distal to the test section of the cord before the start of the experiment. Thus, the surgical tools, electro-mechanical equipment and accessories, and the method of procedure required for the successful determination of some of the in vivo dynamic material properties of the spinal cord of dogs was established.

75-6  
NAMRL  
1209

Orientation-error accidents in regular Army aircraft during FY 1971: relative incidence and costs. November 1974.

By W. C. Hixson and E. Spezia.

This report is the fifth in a longitudinal series of reports dealing with the pilot disorientation/vertigo accident problem in Army fixed wing and rotary wing flight operations. Incidence and cost data presented for Fiscal Year 1971 include a total of 50 major and minor orientation-error accidents (25 of which were fatal), resulting in 65 fatalities, 67 nonfatal injuries, and an over-all aircraft damage cost of 11,404,119 dollars. The contribution of rotary wing accidents to this total was

USAARL Report Number

47 accidents (23 of which were fatal), resulting in 62 fatalities, 67 nonfatal injuries, and an over-all aircraft damage cost of 11,191,377 dollars.

75-7  
NAMRL  
1210

The brief vestibular disorientation test as an assessment tool for non-pilot aviation personnel, October 1974.

By R. K. Ambler and F. E. Guedry, Jr.

Past research has demonstrated the value of the Brief Vestibular Disorientation Test (BVDT) as a screening tool for student pilots. This study is concerned with the extension of this technique for use in assessing the potential Naval Flight Officer (NFO).

The rater BVDT procedure was used here, and in addition, a performance task involving a short-term memory task in the auditory mode was introduced in order to measure performance decrement. Representative groups of entering NFO students were first administered the performance task under the exact conditions of the previous BVDT procedure, but without rotation. Observer assessments were made during this rotation sequence. The results indicate that those students who later failed NFO training exhibited greater performance decrement under rotary conditions as compared to static than did successful students. This technique is of potential value in screening NFO's.

75-8

Oxygen toxicity in the mammalian brain, December 1974.

By Dennis A. Baeyens and Joseph O. Bonnett.

The lactate dehydrogenase (LDH) activity of mouse brain homogenates was examined after exposure to hyperbaric oxygen (5763.8 mm Hg  $PO_2$ ) and compared to room air controls (158.8 mm Hg  $PO_2$ ). The effect of reduced glutathione on LDH activity after hyperbaric

USAARL Report Number

oxygen was significantly diminished when compared with controls. In the presence of reduced glutathione, homogenates exposed to hyperbaric oxygen demonstrated higher activity than did homogenates incubated without glutathione. It is concluded that oxygen induced inhibition occurs through the oxidation of essential free sulfhydryl groups and that this oxidation can either be prevented by reduced glutathione or the disulfide bridges may be reduced to free sulfhydryl groups by the glutathione after oxidation.

75-9

Evaluation of proposed electroplated HGU-4/P frames. February 1975.

By Roger W. Wiley, Frank S. Pettyjohn, and David D. Glick.

A gold electroplated frame has been recommended to replace the standard gold-filled aviator frame. Since the proposed frame contains a nickel-silver based metal, the frame was evaluated under field and laboratory conditions at the U. S. Army Aeromedical Research Laboratory. Of the 18 subjects who wore the test frames for three months, one subject, an aviator, developed a mild dermatitis along the frontal and supraorbital portion of the face. Chemical analysis indicated "free" nickel in sufficient quantity to cause a reaction from nickel sensitive individuals. This study has shown that some skin reaction can be expected from a small percentage of wearers if the gold electroplated frame replaces the fold-filled frame.

75-10

Oxygen induced inhibition of mouse brain lactate dehydrogenase, February 1975.

By D. A. Baeyens.

The lactate dehydrogenase (LDH) activity of mouse brain homogenates was examined after exposure to hyperbaric oxygen (5761.8 mm Hg

USAARL Report Number

PO<sub>2</sub> ) and compared to room air controls (158.8 mm Hg PO<sub>2</sub> ). The effect of reduced glutathione on LDH activity after hyperbaric oxygen exposure was also examined. The activity of LDH after treatment with hyperbaric oxygen was significantly diminished when compared with controls. In the presence of reduced glutathione, homogenates exposed to hyperbaric oxygen demonstrated higher activity than did homogenates incubated without glutathione. It is concluded that oxygen induced inhibition occurs through the oxidation of essential free sulfhydryl groups and that this oxidation can either be prevented by reduced glutathione or the disulfide bridges may be reduced to free sulfhydryl groups by the glutathione after oxidation.

75-11

Aviator visual performance in the UH-1H, Study II, February 1975.

By Thomas L. Frezell, Mark A. Hofmann, Allen C. Snow, and Richard P. McNutt.

This study monitored, via the corneal reflection technique, visual performance of Army aviators while flying incline maneuvers in a UH-1 helicopter. Visual performance, to include time and transition information, was gathered over 13 sectors. In addition to visual data, performance measurements were recorded simultaneously on an incremental digital recorder. Results acquired by both techniques are provided.

75-12  
NAMRL  
1213

Development of a prototype experimental plan to evaluate stabilized optical viewing devices:  
I. Inflight measurement of visual acuity, March 1975.

By David D. Glick, Roger W. Wiley, Fred E. Guedry, W. Carroll Hixson, and Joel W. Norman.

An improved XM-76 stabilized viewing device

USAARI Report Number

was tested in a scout helicopter flight scenario. Target acquisition performance was significantly correlated with the airsickness ratings of an onboard experimenter. Since there was no significant difference between the magnitude of the symptoms observed when the device was stabilized and the magnitude when caged, the stabilization feature proper could not be identified as a problem source. Parts II and III of the report (in preparation) will deal with inflight measures of airsickness potential and the laboratory evaluation of individual susceptibility to airsickness respectively.

75-13

Communication during terrain flight,  
March 1975.

By Michael G. Sanders, Mark A. Hofmann,  
Donald F. Harden, and Thomas L. Frezell.

Safe and efficient terrain flight requires that the copilot or navigator give verbal navigation instructions that allow the pilot to respond quickly and effectively with minimum confusion and head-in-cockpit time. The intracockpit communications of forty-seven nap-of-the-earth (NOE) training flights were tape recorded. NOE communication questionnaires were developed and administered to sixty student pilots and seventy-four instructor pilots. Analysis of the tapes and questionnaire data indicated that the crew members were spending 30.1 percent of their time in communication concerning navigation. Analysis of the tape recordings also indicated that new student pilot (SP) flight crews exhibited a greater density of communication ( $t$  equals 10.07,  $df$  equals 45,  $p < .05$ ) than did the SP flight crews that had been flying together. Seventy-seven percent of the IPs indicated that formal navigation communication instructions presented in the classroom would be more desirable than IPs teaching their students individually the navigation terms and

USAARL Report Number

75-14  
USAAVS  
75-2

and techniques that should be used.

Report of cold climate clothing and survival equipment workshop, April 1975.

By Russel D. Nelson, Emil Spezia, William R. Brown, William B. Durand, and Huey P. Lang.

Report of Cold Climate Clothing and Survival Equipment Workshop held 24-27 September 1974 at Fort Rucker, Alabama.

Recognition of needs for improvement in aviation cold climate equipment prompted the U. S. Army Agency for Aviation Safety and the U. S. Army Aeromedical Research Laboratory to jointly sponsor a workshop to identify shortcomings in the Army's cold climate clothing and survival equipment and recommend solutions. The workshop focused on specific problems encountered by Army aviation in Alaska. However, requirements of aviation units operating in other cold climates were also addressed.

The workshop resulted in identification of deficiencies in cold climate flight clothing, cold climate survival kits, individual vest-type survival kits, cold climate training, emergency locator transmitters, and management of life support equipment.

Attendees were representatives of concerned agencies and commands. They recommended actions to expedite short-term improvement of U. S. Army Alaska's cold climate equipment and to effect long-term overall improvement in Army aviation's cold climate life support and survival equipment and management.

Also included is a report on the Workshop to Draft Requirements for a Cold Weather Flight Clothing System held at Fort Rucker 9-13 December 1974.

USAARL Report Number

75-15  
USAAVS  
75-3

A cross-validation study of the personality aspects of involvement in pilot-error accidents, March 1975.

By Michael G. Sanders, Mark A Hofmann,  
and Thomas A. Neese.

Pilot-error accidents have dominated accident statistics consistently from the 1940s to the present. Sanders and Hofmann (1975) found that three factors from Cattell's Sixteen Personality Factor Questionnaire (16PF) showed significant differences ( $p < .05$ ) between pilot-error accident groups and were used to correctly classify 86% of the aviators tested as to their previous pilot-error accident involvement. Sixty-six aviators were given the 16 PF in the present study in an attempt to cross-validate the findings reported in the original study. The results indicate that the personality factors did not significantly discriminate between the pilot-error accident groups. The primary personality differences between the present sample and the original sample were due to variations in the pilot-error accident free groups. The findings indicate that individual differences in personality characteristics of the aviators prevent consistent identification of traits associated with pilot-error groups.

75-17

In-flight evaluation of hand-held stabilized optical viewing devices, April 1975.

By David D. Glick and Roger W. Wiley.

Five hand-held stabilized optical viewing devices were compared in-flight. Three were prototype models and two were commercially available. Considering size, weight, complexity and performance in a target identification task, one of the prototypes looks very promising.

75-18

Word intelligibility of two types of synthe-

USAARL Report Number

sized voice warning systems, April 1975.

By Alan L. Croshaw, James H. Patterson,  
Robert T. Camp, and Ben T. Mozo.

At the request of the U. S. Army Aviation Systems Command, the U. S. Army Aeromedical Research Laboratory conducted speech intelligibility tests of two types of synthesized voice warning systems produced by Northrop Corporation and McDonnell Douglas Corporation. The purpose of the tests was to determine the intelligibility of the synthesized speech samples when presented at normal conversational levels and to compare the relative intelligibility of the two productions with each other. Mean intelligibility scores ranged roughly from 40 to 65 percent. The scores obtained with the McDonnell Douglas simulated male and female voices and the Northrop simulated male voice were not significantly different.

However, recordings of the Northrop simulated female voice yielded significantly lower scores than the samples of the other three simulated voices. Familiarization of the subjects with test words and synthesized voice significantly improved intelligibility over those not given the familiarization training. None of the samples evaluated yielded intelligibility scores which could be considered functionally adequate.

75-19

Repair of acrylic aircraft transparencies:  
a comparison of two commercial products,  
May 1975.

By Frank F. Holly.

This study was undertaken to determine the relative merits of Polysand<sup>R</sup> and CL polish when used to remove abrasions from the acrylic transparencies of Army aircraft. The results of this study showed that for abrasions of a magnitude at least as great

USAARL Report Number

as moderate-to-heavy windshield wiper abrasions (one of the most common types of abrasive failure) CL polish represents a faster and easier means of removing the abrasions. For deep scratches, however, a product such as Polysand or Micromesh must be used.

75-20

Effects of oxygen and reduced glutathione on the oxygen consumption of mouse liver, May 1975.

By Dennis A. Baeyens and Mary J. Meier.

The effects of hyperbaric oxygen tensions on the oxygen consumption of mouse liver homogenates were investigated. Hyperbaric oxygen rapidly inhibits the oxidative metabolism of the mammalian liver. Mouse liver homogenate exposed to a  $PO_2$  of 3837.8 mm Hg for 30 minutes showed a 50.6% reduction in oxygen consumption compared to controls exposed to nitrogen at ambient pressure. The effect of reduced glutathione (GSH) as a protective agent against hyperbaric oxygen toxicity was also examined. Liver homogenates pretreated with GSH and exposed to high oxygen tensions demonstrated greater activity than untreated controls. It is concluded that: (1) GSH protects important enzymes of oxidative metabolism by keeping them in a reduced and viable state, and (2) GSH can stimulate oxygen consumption by increasing succinate formation through a GSH-succinate shunt.

75-21  
NAMRL  
1218

Orientation-error accidents in regular Army UH-1 aircraft during Fiscal Year 1971: relative incidence and cost, June 1975.

By W. C. Hixson and E. Spezia.

This report is the fifth in a longitudinal series of reports dealing with the magnitude of the pilot disorientation/vertigo

USAARL Report Number

accident problem in regular Army UH-1 helicopter operations. Incidence and cost data presented for Fiscal Year 1971 include a total of 31 major and minor orientation-error accidents (15 of which were fatal), resulting in 44 fatalities, 52 nonfatal injuries, and a total UH-1 aircraft damage cost of 6,337,446 dollars.

75-22

The use of opaque louvres and shields to reduce reflections within the cockpit: a mathematical treatment, June 1975.

By Wun C. Chiou and Frank F. Holly.

Opaque shields can be used to channel light and thereby reduce reflections in the cockpit. These shielding devices range from the standard glare shield on top of the instrument panel to the more experimental use of Light Control Film<sup>R</sup> and Micromesh<sup>R</sup> for this purpose. Because of the need to determine the best position, width, spacing, etc. of these shielding devices, it was felt that a systematic approach would be highly desirable. This work shows a mathematical approach to this problem and includes derivations, examples, and a suggested figure of merit.

USAARL Report Number

76-1 Major orientation-error accidents in regular Army UH-1 aircraft during Fiscal Year 1971: accident factors, 7 July 1975.

By W. C. Hixson, and Emil Spezia.

This report is the fifth in a longitudinal series of reports dealing with the pilot disorientation/vertigo accident problem in Regular Army UH-1 helicopter operations. Individual case history data extracted from the USAAVS master aircraft accident files are presented on major UH-1 orientation-error accidents that occurred during Fiscal Year 1971. Summary data listings involving a variety of operational and pilot-related accident factors are presented for each of the 31 cases. The listings are arranged to distinguish between those factors and events present before take-off, i.e., the initial conditions associated with a given accident, and those which occurred or were manifested during the actual airborne phase of the accident flight.

76-2 Buettner cueing concept for helicopter flight control, Aug. 1975.

By Robert H. Wright.

Familiarization was obtained with a helicopter flight control cueing concept developed by a retiring senior flight instructor, with emphasis on its potential application to night vision imaging systems. It consisted of a simple set of windshield marks arranged to provide precision in contact control of pitch attitudes. Students trained with it seemed to find advanced contact and instrument training much easier than traditionally trained students, and experienced helicopter pilots introduced to the concept felt it provided substantial improvement in their control precision. Conclusions from this exploratory familiarization were that Buettner-type cue sets (a) have potential for reducing perceptual ambiguities in helicopter control with night

USAARL Report Number

vision devices, (b) increase precision and lead in helicopter contact control, (c) should provide a high level of transfer to instrument training, (d) with slight extention have potential as an approach aid, particularly for an underslung night vision device, and (e) appear to have potential for very simple helicopter simulator visual displays that should have considerable value for initial or transition training.

76-3

Perceived velocity and altitude judgments during rotary wing aircraft flight, Sept. 1975.

By Richard N. Armstrong, Mark A. Hofmann, Michael G. Sanders, Lewis W. Stone, and Charles A. Bowen.

Eight Army rotary wing aviators made judgments concerning the ground speed and altitude of a UH-1 helicopter. Combinations of three ground speeds and four altitudes were used across four visual conditions including daylight and simulated night environments. In general, the results indicate: (1) absolute error in ground speed estimations increased as altitude increased. (2) at ground speeds above 50 knots there was a tendency to underestimate ground speeds, and below 50 knots ground speed estimates were dependent upon visual conditions. (3) Absolute error in altitude judgment increases with aircraft altitude. (4) At low altitudes the trend is toward underestimation and as altitude and airspeed increase the tendency is to overestimate altitude. These and other results are discussed as well as their possible implications for conduct of safe flight.

76-4

The use of opaque louvres and shields to reduce reflections within the cockpit: a trigonometrical and plane geometrical approach.

By Chun K. Park and Franklin F. Holly.

USAARL Report Number

Opaque shields can be used to channel light and thereby reduce reflections within the cockpit. These shielding devices range from the standard glare shield on top of the instrument panel to the more experimental use of Light Control Film (R) and Micromesh (R) for this purpose. Because of the need to determine the best position, width, spacing, etc. of these shielding devices, it was felt that a systematic approach would be highly desirable. This work describes a mathematical analysis to assess the applicability of those devices to resolve aircraft windscreen reflection problems.

76-5

Object visibility patterns in low level flight, Sept. 1975.

By Robert H. Wright and J. Nicholas DeBonis.

Line of sight viewing angle, range and time distributions are given for a 70 kilometer sample of tree-top level annular (fisheye) imagery, and comparisons made between these data and theoretical random single tree line of sight distributions. The effects of location over open and tree covered terrain are assessed and limited data on the effect of altitude presented. Relative azimuth, elevation and range of objects when they first emerged into view were recorded by type of object. Relative angle of crossing linear features was determined, along with the duration that information of navigational value could be determined.

When over trees the actual masking function was grossly different from the theoretical curves, while over open terrain actual masking approximated the five percent cover theoretical curve at close range and the one percent curve at 1000 meters. Over trees, masking for tank size vehicles ranged from 83 to 93 percent, and over open terrain from 10 to 77 percent masking. Only 12.5 percent of linear features were found to be oriented within plus or minus 30 degrees of the nose at crossing, while 58.3 percent were within plus or minus 30 degrees

USAARL Report Number

of perpendicular to the nose. This finding implies viewing of the sides as an aircraft crosses features is necessary in order to see the feature details that will provide positive geographic orientation. The detailed viewing along linear features required for positive geographic orientation was available for an average of 24 meters, or one second at 50 knots. Limited data are presented on the effect of altitude on duration of line of sight to objects that provide information of value in geographic orientation.

76-6

The use of opaque louvres and shields to reduce reflections within the cockpit: computer programs for two approaches to the problem, Nov. 1975.

By Wun C. Chiou, Frank F. Holly, Chun K. Park, and Alford A. Higdon.

Opaque shields can be used to channel light and thereby reduce reflections within the cockpit. These shielding devices range from the standard glare shield on top of the instrument panel to the more experimental use of Light Control Film (R) and Micromesh (R) for this purpose. Previous work in this series has demonstrated two mathematical approaches to a specific reflection problem in the AH-1 aircraft, namely, the reflections coming from the portion of canopy directly above the gunner's head. It was felt that it would be useful to demonstrate the compatibility of these two approaches and to publish the computer programs (FORTRAN) for each approach for possible use by others.

76-7

Bio-Optical evaluation of specialized eyewear: laser safety and dark adaptation devices, November 1975.

By Wun C. Chiou and David D. Glick.

USAARL Report Number

This report provides quantitative data and color vision evaluations for several types of goggles. The first two types are laser safety devices and the other three are for dark adaptation purposes. It is found that He-Ne laser safety eyewear conforms to the Army Regulation specification. It is recommended that one type of the safety device cannot be used for only one specific purpose. Furthermore, the laser safety device cannot be used when a detection of a read display or a red light source is required. Results from the dark adaptation devices show that the spectral transmission characteristics possess virtually a common distribution.

76-8

Photometric and colorimetric characteristics of chemiluminescence - Cyalume (R), Nov. 1975.

By Wun C. Chiou and Danny N. Price.

This report presents an analysis of the photometric as well as colorimetric characteristics of chemiluminescence-Cyalume (R). It has been demonstrated that the chemical light offers advantages over other light sources because it generates light without thermal energy. It is suitable for situations where the use of conventional light could be hazardous. It works in all weather conditions and under water as well. On the other hand, its disadvantages include the relatively short lifetime of useful light, the poor color discrimination because of the narrow band spectral emission and a slight chromatic variation as a function of time. Nonetheless, it has potential military applications such as emergency lighting in aircraft, a guide for hoist missions, a set of heliport markers, a ground guide, or a parachute locator.

USAARL Report Number

76-9

Real-ear sound attenuation of selected communication headsets available through the Federal Supply System, Dec. 1975.

By Alan L. Croshaw, James H. Patterson, Ben T. Mozo, and Robert T. Camp.

Eight different headsets submitted by Defense Electronics Supply Center (DESC) and an H-312/AIC headset were compared for the amount of real-ear sound attenuation they provide. The H-312/AIC, a "state-of-the-art" device, was superior to all of the other eight devices tested. Among the headsets submitted by DESC, the H-140(B)/U, H-157/AIC, David Clark Prototype and USAMC P/N 10673294-1 provide the most attenuation, and the H-158/AIC, H-161(C)/GR, H-173(B)/AIC and H-251/U provide the best.

76-10

Aviator performance measurement during low altitude rotary wing flight with the AN/PVS-5 night vision goggles, Dec. 1975.

By Michael G. Sanders, Kent A Kimball, Thomas L. Frezell, and Mark A. Hofmann.

Aviators were required to fly a UH-1 helicopter at night with and without night vision goggles (AN/PVS-5). Three types of goggles were used: 40 degree field-of-view (FOV), 60 degree FOV, and 40 degree FOV with a 30% bifocal cut. During flight, data was acquired on over twenty aircraft status and control input variables. These data, for purposes of performance comparison, were subjected to both univariate and multivariate analyses. The six subjects (instructor pilots) also responded to a questionnaire regarding preference, training and estimated capabilities of each type intensification system. The major finding of both the subjective and objective measures are provided.

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USAARL Letter Reports

76-11

Some specific effects of hypobaric hypoxia on cellular metabolism, Jan. 1976.

By Dennis A. Baeyens and Mary J. Meier.

The lactate dehydrogenase (LDH) and succinate dehydrogenase (SDH) activity of mouse liver homogenates were examined after exposure to an equivalent altitude of 36,000 feet and compared to controls kept at ground level. After 6 and 12 hour incubation periods, the altitude exposed samples demonstrated a significantly higher LDH activity than controls. SDH activity remained unchanged from controls after 6 hours but was significantly lower than controls after 12 hour exposures to altitude. It is concluded that the changes in enzyme activity reflect a metabolic control mechanism to maintain adequate energy production during periods of exposure to hypobaric hypoxic stress.

76-12

The effect of behavioral paradigm on auditory discrimination learning: a literature review, Feb. 1976.

By Charles K. Burdick.

The ability of animals to discriminate sounds has been investigated using either go/no-go or two-choice paradigms. A review of the literature shows that for easy distinctions such as tone vs. noise, go/no-go procedures are generally learned within 200-400 trials while two-choice procedures have taken considerably longer to be learned. The minimum amount of training with two-choice procedures has generally been 1200-1400 trials and thousands of trials have often been necessary. The effect is found across species and in both positive and negative reinforcement situations. Until further investigations are conducted, the question remains as to whether the difficulty in training is due to methodological shortcomings or to biological limitations on the ability of animals to associate sounds

USAARL Report Number

76-13

and responses. The review illustrates that there is a dearth of information concerning the parameters of auditory discrimination learning. It is recommended that investigators interested in the auditory capabilities of animals use go/no-go procedures.

Computer modeling of the body-head-helmet system, vol. I, Feb. 1976.

By Warten A. Jemian and Nan-Heng Lin.

Three dimensional finite element methods of analysis were applied to the body-head-helmet structural system under conditions of static equilibrium and to the head-helmet assembly in a dynamic mode. Computer programs were written to generate and display results of the structural analyses. Structural analyses were performed using Structural Analysis Program IV supplied by the University of California. Static analysis, using a fixed configuration is applicable to the description of displacement and stress component fields in the system. The results of this mode of analysis have the potential of yielding information related to loss of consciousness due to impact situations. Dynamic structural analysis was performed on a computer generated pseudospherical model simulating the drop test. Results provide time traces of the displacement, velocity, acceleration, and stress components at selected nodal points and elements of the system. Methods were demonstrated for the determination of a number of parameters of potential or proven value in evaluating crash protection or crash severity. These include linear acceleration profile, rotational acceleration profile, shear stress, skull deflection, severity index, mass moments of inertia, and regional centers of gravity. Six specific recommendations were made for steps to be taken in applying finite element simulation to helmet design. These include the development of a head form simulation in the dynamic mode and the addition of elements to represent nonlinear and anisotropic materials behavior to portions of the system as appropriate.

USAARL Report Number  
76-14

Visible and near infrared spectral transmission characteristics of windscreens in Army aircraft, Feb. 1976.

By Wun C. Chiou.

This report represents an analysis of the spectral transmission characteristics from 360 to 1080 nm spectral range of sixteen Army aircraft windscreen samples. Those samples were from six fixed wing and seven rotary wing aircraft windscreens. We have found that the spectral transmittance varies from sample to sample in the visible portion of the spectrum (i.e., 360-700 nm) and remains quite flat for all the samples across the near infrared portion of the spectrum (i.e., 700-1080 nm). The tinted sample in AH-1 Hueycobra has about 27% reduction from that of the clear one across the visible spectrum. This reduction could constitute a dangerous loss of visibility for the aviator during periods of reduced illumination and at night. Furthermore, the variance from a flat spectral transmission would result in distorted color perception by the aviator viewing through the tinted windscreen. In short, the reference data enable potential users of electro-optical devices such as night vision goggles to compute the light stimulus presented to the aviator after transmission through a transparency.

76-15  
NAMRL 1223

Development of a prototype experimental plan to evaluate stabilized optical viewing devices: II. Inflight measures of airsickness potential, March 1976.

By W. Carroll Hixson, Fred E. Guedry, Joel W. Norman, D. D. Glick, and Roger W. Wiley.

Investigators at the Naval Aerospace Medical Research Laboratory and the U. S. Army Aeromedical Research Laboratory conducted a combined field and laboratory study to evaluate observer performance while using an improved XM-76 stabilized viewing device. Air-to-

USAARL Report Number

ground observations were made in a UH-1 aircraft, flying maneuvers modeled in part after a scout helicopter scenario. The experimental protocol was such that visual acuity data was collected under three different observation conditions: with the naked eye, with XM-76 operated in its normal stabilized mode, and with the XM-76 operated in a caged or nonstabilized mode.

Measures of selected airsickness symptoms were derived from an on-board flight observer and from postflight questionnaires. The resulting data indicate that the level of airsickness symptoms manifested by the subject group while using the device was higher than the baseline level present when the observations were made without the device. This rise in symptom level was found to be present whether the XM-76 optics were stabilized or nonstabilized. Importantly, no statistically significant difference could be found between the magnitude of the symptoms present when the device was stabilized and the magnitude when caged. In contradistinction to the hypothesis that the stabilization feature of such devices increases the airsickness potential, the general trend of the data showed the opposite effect. A previous report detailed the results of the visual acuity aspects of the project. The present report pertains primarily to the inflight measures of airsickness potential. A third report will describe the results of the laboratory evaluation of airsickness susceptibility of the individual subjects.

76-16

Preliminary medical assessment of the acoustic hazard of a prototype mechanized infantry combat vehicle, March 1976.

By James H. Patterson, Ben T. Mozo, and Robert T. Camp.

This report contains a preliminary medical assessment of the noise hazard inside the Mechanized Infantry Combat Vehicle (MICV). Sound pressure levels were measured at four

USAARL Report Number

positions inside a prototype MICV. Analysis of the data from measurements at three speeds on two road surfaces indicates the levels inside the MICV greatly exceed the limits of TB MED 251 and MIL-STD-1474A (MI). Further analysis indicates that even when commonly available hearing protectors are used, the effective sound pressure levels at the ears of the crewmen are greater than 85 dBA. It is recommended that the noise inside this vehicle be reduced before further development.

76-17

Marijuana and human performance: an annotated bibliography (1970-1975), March 1976.

By Melody L. Pagel and Michael G. Sanders.

The effects of marijuana upon human performance is currently an area of major concern. No place is this concern more acute than in complex man-machine systems, such as those found in aviation, where degradations in psychomotor and/or cognitive performance can result in catastrophic losses. This annotated bibliography consisting of 199 references was compiled to aid the reader in determining the impact of this drug on psychomotor, cognitive, and physiological factors considered pertinent to flight performance. The bibliography contains an index which categorizes the references into the following areas: (1) Reviews or overviews of issues, literature or research; (2) psychological effects of marijuana use; (3) physiological and pharmacological research; (4) medical comments and research critiques; and (5) additional reference sources. The basic period of coverage is 1970-1975, although selected studies from earlier years are also included.

76-18

Pilot opinion of flight displays and monitoring gauges in the UH-1 helicopter, April 1976.

By Ronald R. Simmons, Mark A. Hofmann, and Michael A. Lees.

Subjective responses were acquired from 54 Army aviators concerning the UH-1 instrument panel. The aviator subjects were drawn from three experience levels: student, "tac-ticket," and fully instrument rated pilots. They were asked to rank instruments with regard to frequency of use, order of preference, reliability and readability. The instruments were divided into flight displays and monitoring gauges. Ranks were requested for various profile and flight conditions. Data analyses examined the amount of agreement between experience levels as well as the rankings concerning the areas mentioned above. It was determined that all experience levels were in high agreement with regard to their opinions concerning the frequency with which they used the various monitoring gauges and flight displays while hovering, climbing, cruising, and descending in both IFR and VFR conditions. The flight displays thought to be most often used were the airspeed indicator followed by the altimeter. For the monitoring gauges, engine RPM and the gas producer were ranked 1 and 2 respectively for frequency of use.

76-19

Aeromedical review of oxygen requirements of US Army aviators, April 1976.

By Frank S. Pettyjohn and Roderick J. McNeil.

Aeromedical review of US Army aircraft oxygen design criteria and military specification indicates physiologic inconsistencies. Oxygen duration charts in use for U-21 aircraft are computed on the basis of military specification using inspiratory minute volume (IMV) of 13.12 liters per minute (LPM), normal temperature (70 degrees F), pressure, dry (NTPD). Current oxygen duration charts for the RU-21 aircraft using constant flow regulator have overstated oxygen availability of 62.3% at 10,000 feet and 18.7% at 15,000 feet. Type regulator and dilution schedule are listed for U-21 series aircraft. The current design inspiratory minute volume of 13.12 LPM NTPD is the basic design deficiency. The effects of the activity and

USAARL Report Number

stress of flight require an increase of design IMV.

76-20

Lens material evaluation (goggles, sun, wind, and dust), May 1976.

By Isaac Behar and Roger W. Wiley.

Optical evaluations of lenses considered as candidates to replace the visor in combat vehicle crewman's protective goggles are described. The four areas of optical evaluation were: spectral transmission, haze, optical distortion, and abrasion resistance. All of the lenses were found to have adequate properties of transmissivity and freedom from haze. However, none of the lenses submitted for evaluation were medically acceptable because of excessive optical distortion. The optical coatings under consideration to increase scratch resistance of the polycarbonate lenses provided only negligible improvement. If polycarbonate is determined to be the material of choice, a higher optical quality should be used and a better method of providing abrasion resistance should be sought.

76-21

Reduction of glare from the landing lights of the OH-58; an evaluation of four potential solutions, May 1976.

By Frank F. Holly.

Four potential solutions to the OH-58 landing lights glare problem were evaluated. The four solutions consisted of: (1) placing a metal shield beneath each landing light; (2) placing shields on each side of the cockpit extending out laterally and forward from the instrument panel; (3) taping over the inside one-half of each chinbubble; and (4) taping over the sides of the plexiglass sheet and light well. The first three solutions were all found to be very effective but the preferred solution was the placing of shields beneath the landing lights (solution 1) since this involved no visibility loss or extra material inside the cockpit. However, the overheating

of the plexiglass sheet over the light well caused by these metal shields will have to be overcome before this solution is acceptable. It was also found that the tape over the inside one-half of each chinbubble is a very good field-expedient "quick fix."

76-22

Head injury pathology and its clinical, safety and administrative significance.

By Stanley C. Knapp and Thomas M. Erhardt.

The occurrence of head trauma is so common that its true importance as a major statistic associated with accidental injury and death may be overlooked. A review of head trauma in war, vehicular accidents, sports, and aviation demonstrates that while the head constitutes roughly 9 percent of the body's weight, surface area and volume, it is implicated in 7 out of 10 body injuries. Generally speaking, head trauma causes an unacceptable 1 in 4 deaths and for motorcycling it causes a staggering 1 out of every 2 deaths. Head protective devices have been available since antiquity; but except in isolated circumstances they cannot be shown to have had a mitigating effect on the magnitude of the injury rate. Yet, the technology exists to prevent head-injury deaths and to greatly reduce injury severity in survivable accidents, especially in aviation.

While it is accepted that helmets, indeed, provide significant protection, most systems of accident investigation, injury analysis and data recording do not recognize head trauma as endemic or even epidemic. Thus, the problem has not been approached epidemiologically. Instead, the bulk of head injury research is directed toward improved treatment and prevention of disability. These efforts are on the secondary and tertiary levels of prevention. Head trauma is expensive, as is the technology to avert it; but the authors contend that available statistical data cannot support the cost effectiveness of preventing head injury. In the future, examination of head trauma,

USAARL Report Number

its cost and the effectiveness of provided protection must apply the analytic tools of epidemiology not only to the injury but to the equipment as well. Prevention requires anticipatory action, based on the knowledge of protective performance history, in order to make the onset or further occurrence of injury unlikely.

76-23

Attenuation of light transmission in Army aircraft transparencies due to slanting. June 1976.

By Wun C. Chiou, Chun K. Park, and Chris E. Moser.

The rates of light transmission reduction due to the slanting in eight fixed wing and 14 rotary wing aircraft transparencies have been examined. We found that the optical quality at various portions of the UH-1 transparencies and all the fixed wing samples possess similar characteristics of transmission reduction. The windscreen and the armor glass of CH-54 samples are similar too. But the tinted versus the clear AH-1G transparencies are quite different. The tinted sample generally has 27% spectral transmission loss compared to that of the clear sample. This reduction could constitute a dangerous loss of visibility for the aviator, especially during periods of reduced illumination and at night. The results presented in this study enable the potential users of the optical as well as the electro-optical devices to compute the amount of transmission reduction in most of the current Army aircraft.

76-24

Dynamic visual acuity in fatigued pilots.

By Isaac Behar, Kent A. Kimball, and D. A. Anderson.

Six rotary wing aviators were subjects in a continuous operation regimen involving some 12 hours of flying and 3.5 hours sleep daily for five days. Estimates of performance on a dynamic visual acuity (DVA) task were ob-

USAARL Report Number

tained several times each day during the study using target velocities of 25 degrees and 40 degrees/sec. DVA performance varied significantly during the fatigue regimen when measurements were made with target velocities of 40 degrees/sec; with lower velocity targets differences in DVA scores were not significant. This indicates the need to tax the oculomotor system to demonstrate fatigue effects. Fatigue effects were partially obscured by practice effects which are considerable in the DVA task. DVA scores correlated only modestly with subjective estimates of fatigue intensity and flying performance, and IP ratings of performance, but the cluster of correlations provided a consistent picture.

76-25

Depth perception with the AN/PVS-5 night vision goggle, July 1976.

By Roger W. Wiley, David D. Glick, Carol T. Bucha, and Chun K. Park.

*Laboratory measures of stereopsis and field measures of relative depth discrimination while using the AN/PVS-5 night vision goggle were determined and compared with data of unaided eye performance. Using a modified Howard-Dolman apparatus, the stereoscopic threshold was found to be considerably degraded with the man-goggle system when compared to photopic unaided eye performance. Field measurements of relative depth discrimination using all available visual cues showed that performance of the man-goggle system was statistically equivalent only at intermediate distances of 500 feet or less. However, performance was inferior to unaided viewing at distance greater than 500 feet. These results are attributed primarily to the loss in resolution with the man-goggle system and thus a failure to appreciate subtle visual cues normally available for depth discrimination.*

76-26

Versatile manova: design and documentation, August 1976.

By Thomas R. Schori.

Recognizing the complexity inherent in human performance, investigators typically utilize multiple dependent variables in human factors or ergonomics research. It is apparent from the literature, though, that they often employ a series of univariate analyses to analyze their data, when a single multivariate analysis would be appropriate. In many cases, the investigator may be aware that a multivariate analysis should be employed.

However, the appropriate multivariate analysis may never have been described or it may produce results which the investigator is unable to interpret. Therefore, the investigator must resort to a series of univariate analyses. To rectify this situation, the writer prepared the computer program Versatile MANOVA, a copy of which is included in the Appendix. This program can handle five multivariate analysis of variance (MANOVA) designs that are frequently encountered in human factors and ergonomics research: (1) one-way MANOVA, independent groups design; (2) one-way MANOVA, repeated measures on subjects design; (3) two-way MANOVA, independent groups design; (4) two-way MANOVA, subjects repeated on one factor design and (5) two-way MANOVA, subjects repeated on both factors. Each design incorporates the "interpretation enhancement" feature that is normally only associated with multiple discriminant analysis. In order to provide the potential user with some basic understanding of the analyses, this paper fully describes and documents the five MANOVA designs in Versatile MANOVA.

USAARL Report Number

76-27

In-flight performance with night vision goggles during reduced illumination, August 1976.

By Michael A. Lees, David D. Glick, Kent A. Kimball, and Allen C. Snow, Jr.

At the present time the U. S. Army is striving to attain around-the-clock operational capability for its tactical forces. The Night Vision Goggles have been developed to aid the Army pilot in attaining near-daytime capability at night. Previous research at the U. S. Army Aeromedical Research Laboratory has demonstrated the requirement for an investigation of the effects of low illuminance levels on aviator performance while wearing night vision goggles.

The current investigation examined man-helicopter system performance across several levels of reduced illumination. Neutral density filters were used to present six standard illumination conditions to aviators wearing night vision goggles, and to simulate unaided eye conditions to aviators wearing welder's goggles.

Significant differences in system performance were observed when aviators wore the night vision goggles. The results of the multivariate analysis of variance and recommendations based on observed performance are presented in this report.

USAARL Report Number

77-1

Mass spectroscopic analysis of polyether and polyurethane foam plastics degeneration in the SPH-4 helmet, October 1976.

By Roderick J. McNeil and Frank S. Pettyjohn.

Two components of plastic manufacture, n-butylphthalate and ethyl-methyl ketone, have been found in high concentrations contained in the low gaseous transfer coefficient polyethylene protective bag for the SPH-4 aviator helmet. These agents are the cause of the deterioration of the SPH-4 helmet polyether and polyurethane foam lining material.

The use of mass spectrographic and gas chromatographic techniques provided the sampling of chemical compounds contained within the polyethylene bag. The solution to prevent foam liner deterioration is to remove the SPH-4 helmet from the protective bag.

77-2

Effects of oxygen and glutathione on the oxygen consumption and succinate dehydrogenase activity of liver, October 1976.

By Dennis A. Baeyens and Mary J. Meier.

The effects of hyperbaric oxygen tensions on the oxygen consumption and succinate dehydrogenase (SDH) activity of mouse liver were investigated. Mouse liver homogenate exposed to a PO<sub>2</sub> of 3837.8 mm Hg for 30 minutes showed a 50.6% reduction in oxygen consumption compared to controls exposed to nitrogen at ambient pressure. The SDH activity of mouse liver was significantly reduced after a 3 hour exposure to a PO<sub>2</sub> of 3796 mm Hg.

The effect of glutathione as a protective agent against oxygen toxicity was also examined. Liver pretreated with reduced glutathione and exposed to high oxygen tensions demonstrated greater activity than untreated controls. Oxidized glutathione protected SDH against hyperbaric oxygen toxicity. It is

USAARL Report Number

It is concluded that glutathione can stimulate oxygen consumption and maintain SDH activity after exposure to hyperbaric oxygen by increasing succinate formation through the glutathione-succinate shunt.

77-3

Aviator performance during day and night terrain flight, December 1976.

By Michael A. Lees, Kent A. Kimball, Mark A. Hofmann, and Lewis W. Stone.

Terrain flying, both day and night, is now an Army aviation tactical requirement. The present investigation compared terrain flight during Low Level (LL) and Nap-of-the-Earth (NOE) profiles for: (1) day flight with the unaided eye; (2) night flight with the unaided eye; and (3) night flight using night vision goggles. Data were acquired through use of the Helicopter In-Flight Monitoring System (HIMS). The total sets of inflight measures were analyzed separately for both LL and NOE with further analysis on the subsets of pilot control variables and aircraft status variables.

Multiple discriminant analysis techniques were used to determine which measures best discriminated between visual conditions. For the LL flight profiles, the results indicate that performance factors describing air speed and the frequency of small control inputs best discriminated between visual conditions. For NOE flight profiles, it was determined that performance factors measuring severity of roll angles, and the frequency and magnitude of control input, best discriminated between the three visual conditions.

77-4

Measurement of aviator visual performance and workload during helicopter operations, December 1976.

By Ronald R. Simmons, Kent A. Kimball, and Jamie J. Diaz.

USAARL Report Number

This report was initiated to review the techniques and modifications developed by the U. S. Army Aeromedical Research Laboratory for assessing visual performance/workload of pilots during helicopter operations. Although the corneal reflection technique for gathering eye movement data is not new, innovative modifications had to be developed to permit accurate data collection in this flight environment. This study reports on these techniques, modifications, and applications.

77-5

The in vivo dynamic material properties of the canine spinal cord, December 1976.

By Y. King Liu, K. B. Chandran, and J. K. Wickstrom.

A wave propagation study was completed to determine the in vivo dynamic material properties of the dura mater in mongrel dogs. A portion of the thoracic spinal cord was exposed by laminectomy. The dog was artificially respired after its muscles were paralyzed to prevent any jerk reflex initiated by the spinal cord during the experiment. In the pressure wave experiments, sinusoidal pressure signals were induced on the in vivo and in situ spinal cord with a probe attached to an electromagnetic vibrator. At two other locations, signals were monitored by pressure transducers pressed gently against the cord. The speed of the wave propagation was determined at various frequencies from the measured time lag and the distance between the transducers. Assuming a model of an elastic tube filled with inviscid fluid, the Young's modulus for the dura in the circumferential direction was computed via the so-called Moens-Korteweg equation. Similar measurements were made on the axial and torsional waves. These waves were induced by attaching a specially designed adapter to the vibrator. The propagation of these waves was monitored at two other locations, where targets with an optical discontinuity (black and yellow interface) were mounted. The movement of these targets as a

USAARL Report Number

result of the wave transit, were followed by an electro-optical tracking system. The results showed that the spinal dura mater behaved like an anisotropic medium, being stiffest when loaded normal to its surface and softest under torsional loading. Based on the experimental data, mean values for the circumferential and axial Young's moduli and shear modulus, useful for the frequency range of these tests were recommended.

77-6

Preliminary evaluation of oxygen use rates in US Army aircraft. Part I - RU-21H, November 1976.

By Frank S. Pettyjohn and Mary J. Meier.

Accurate inspiratory minute volume (IMV) is required for US Army fixed and rotary wing aircraft oxygen system design. This initial study evaluated oxygen usage rates of US Army aircrew conducting operational missions at altitudes of 19,000 to 25,000 feet flying RU-21H twin turbopropeller driven unpressurized aircraft. Inspiratory minute volume (IMV) was calculated from the crew dilutor demand oxygen regulator pressure gauge and timed mission profiles. The IMV results were consistent with consideration of the limited accuracy of the pressure gauge through 56 flights with 112 pilot and copilot crewmembers. The average IMV was  $8.09 \pm 2.14$  Standard Deviation (SD), liters per minute (LPM) at normal temperature (70°F), pressure (760 mmHg) and dry (NTPD). The range of IMV was 4.47 to 13.25 LPM NTPD per crewman. The upper limit exceeds the current military design specification of 13.12 LPM NTPD indicating an inadequate safety margin for life support equipment.

77-7

Aeromedical evaluation of UH-1 internal advanced personnel rescue hoists Western Gear Corporation Hoist Models 42277R1 and 42305R1, Breeze Corporation Hoist ECP-720 modification, February 1977.

USAARL Report Number

By Frank S. Pettyjohn, Terry E. Gee, Lloyd A. Akers, George P. Rice, William F. Carroll, Pierre Allemond, Stephen M. Bailey, Raymond T. Burden, and Thomas G. Harrison.

The US Army Aeromedical Research Laboratory was tasked to provide aeromedical evaluation of advanced high performance helicopter personnel rescue hoists. Physiologic effects of increased hoist speed were evaluated and proven to be minimal at speeds of 500 feet per minute. Available helicopter electrical power provides speed up to 250 feet per minute under load limitation. State-of-the-art "off the shelf" rescue hoists were sought to provide immediate relief of the current "life or death" restriction of the US Army Helicopter Air Ambulance units. Safety, continuous cycle function, improved speed and increased operational capabilities were specifically evaluated. The Western Gear Corporation two speed hoist met the design and operational requirements.

77-8

Medical assessment of acoustic protective devices proposed for use in a prototype mechanized infantry combat vehicle, March 1977.

By William R. Nelson, James H. Patterson, Claude E. Hargett, Jr., and Robert T. Camp, Jr.

This report contains a medical assessment of a variety of proposed hearing protective devices and combinations of devices performed in an effort to identify a means of providing adequate hearing protection to personnel exposed to the high intensity noise associated with the Mechanized Infantry Combat Vehicle (MICV). Real-ear sound attenuation data for each protected condition were obtained according to ANSI Standard Z24.22-1957. Estimated effective dBA noise exposure levels were calculated from previous noise data and allowable exposure durations estimated IAW TB MED 251. It was recommended that E-A-R ear-plugs be required for all personnel at all times during operation of the MICV. Additional studies are needed to assess the adequacy of the

USAARL Report Number

communications system in the MICV.

77-9

Use of inspiratory minute volumes in evaluation of rotary and fixed wing pilot workload, April 1977.

By Frank S. Pettyjohn, Roderick J. McNeil, Lloyd A. Akers, and James M. Faber.

Inspiratory minute volume (IMV) measurements by Mueller Respirometer were utilized in the evaluation of US Army aircrew workload and stress in helicopter and fixed wing aircraft. The IMV data obtained demonstrates a significant stress and/or workload level of the aviator in performance of helicopter day nap-of-the-earth (NOE), night nap-of-the-earth (NNOE) and with the use of night vision devices (NVD). IMV of 20.05 to 38.11 liters per minute NTPD were obtained during the performance of these combat operational techniques. IMV determination in-flight is considered a valuable clinical tool in the assessment of aircrew stress and/or workload.

77-10

Aeromedical evaluation of the Army molecular sieve oxygen generator (AMSOG) systems, March 1977.

By Frank S. Pettyjohn, Roderick J. McNeil, Lloyd A. Akers, George P. Rice, and Charles F. Piper.

Molecular sieve technology has been considered as an alternative source of oxygen for US Army operational fixed and rotary wing aircraft. With the constraints of weight, size, and electrical power, the Army molecular sieve oxygen generator (AMSOG) appeared to meet operational needs. Initial design was predicated on direct replacement of current oxygen equipment for the two man crew OV-1 Mohawk surveillance aircraft. Initial bench and hypobaric chamber testing demonstrates a capability to provide 90-94% oxygen at sea level using engine bleed or compressed air at 40 PSIG, 20 to 22 liters per minute (LPM),

USAARL Report Number

normal temperature 70°F, pressure 760 Torr, dry (NTPD). Ninety-four percent (94%) oxygen is expected to support both physiologic needs and provide denitrogenation capabilities for US Army aircrew. Argon is concentrated to levels of 6-8% and is considered to be low; however, physiologic effects have not been fully defined. In-flight studies and toxicology evaluation are continuing.

77-11

Comparison of oculomotor performance of monocular and binocular aviators during VFR helicopter flight, March 1977.

By Mark A. Hofmann and Thomas L. Frezell.

This investigation provides data concerning the visual performance of six binocular Army aviators and one monocular Army aviator during eleven flight maneuvers. All maneuvers were performed in a JUH-1H helicopter and visual data were acquired by means of a corneal reflection technique. Data were recorded on video tape and 16mm film. Thirteen visual areas were used to include: eight windscreen sectors; two side windows and chin bubbles; and an inside cockpit sector. Data presented include percentage of time spent in each sector, average dwell time per sector and sector transition (permutation) values. In addition to the objective data, a discussion of the retraining period for the monocular aviator is provided. The data revealed that, in general, both the monocular aviator and binocular aviators used the same visual sectors. However, the total percentage of time they spent in these sectors were often different and so were the dwell times. The most dramatic differences in visual performance appeared when aircraft movement was in the direction of the monocular aviator's visual deficiency and in terms of the time spent inside the cockpit. The monocular aviator was found to perform all maneuvers in a most acceptable manner.

USAARL Report Number

77-12

Subjective ratings of annoyance produced by rotary-wing aircraft noise, May 1977.

By James H. Patterson, Jr., Ben T. Mozo, Paul D. Schomer, and Robert T. Camp, Jr.

Subjective ratings of annoyance caused by helicopter noise relative to that caused by fixed-wing aircraft were obtained. Comparison of the subjective ratings with various physical predictors of annoyance indicated that the integrated A-weighted level (dBA) predicted as well as any of the predictors with the D2-weighted level and EPNL almost equivalent. The B-weighted level and C-weighted level did not predict as well. No correction factor for the impulsive character (blade slap) of the helicopter noise was required. No substantial penalty for helicopters compared to fixed-wing aircraft noise was required.

77-13

Bio-medical evaluation of the standard M-1 and candidate personnel armor system for ground troops (PASGT) helmets-safety evaluation for use in airborne operations, June 1977.

By Pierre Allemond and John Current.

Three candidate Personnel Armor System for Ground Troops (PASGT) helmets were evaluated in comparison with the standard airborne configuration M-1 helmet for their ability to provide impact protection and helmet retention during airborne operations. The three candidate PASGT helmets were initially found to be inferior to the airborne configuration M-1 helmet in terms of impact protection afforded, and chin strap strength and retention. In order for the candidate PASGT helmets to perform equally or superior to the standard M-1 helmet, USAARL recommended a change in the foam nape pad material, and a change in the chin strap fabric. These changes were accomplished, and after further evaluations, it was concluded that the candidate PASGT helmets were superior to the standard airborne configuration M-1 helmet in terms of impact protection

USAARL Report Number

provided and chin strap strength and retention. It is recommended that the modified candidate PASGT helmets be granted a safety release for use during airborne operations.

77-14

Visual and optical analyses of XM-29 and M-24 protective masks, June 1977.

By Roger W. Wiley, Isaac Behar, Wun C. Chiou, Frank F. Holly, Emery R. Spring, Carol T. Bucha, Hal Chaikin, and Carole A. Sherry.

USAARL was tasked to provide medical guidance and assessment relative to visual and optical aspects in the development of the XM-29 protective mask. In fulfillment of this responsibility, complete optical and visual tests have been completed on the new mask prior to its validation. To provide baseline and comparison information, identical optical testing was also performed on the M-24 aviator's protective mask, and visual performance testing was completed with the XM-29 mask, the M-24 mask, and unobstructed vision. Of the 13 optical and visual tests used, performance of the XM-29 mask was inferior to the M-24 mask on 8 of them; equivalent performance was obtained with the two masks on 4 tests, while the XM-29 mask was better on 1 test. Several of the optical properties are unacceptable in the present design configuration of the XM-29 mask. Recommendations are made which should be considered prior to validation of a new protective mask.

77-15

Frequency dependence of impulse noise attenuation, June 1977.

By James H. Patterson, Jr., Ben T. Mozo, and Robert T. Camp, Jr.

Attempts have been made to use a single auditory value of attenuation to assess the hazard to hearing from exposure to high intensity impulse noise and to establish maximum allowable impulse noise exposure levels. This procedure ignores the interaction of the attenuation characteristics of the hearing protector and the energy density

spectrum of the impulse. This report demonstrated that errors as large as 17 dB can result from failing to account for this interaction.

77-16

Auditory discrimination learning by the chinchilla: Comparison of go/no-go and two-choice procedures, April 1977.

By Charles K. Burdick.

The formulation of damage-risk criteria to protect the hearing of Army personnel relies upon an adequate technological data base. Animal models are used to provide much of the relevant data because of the necessity of exposing healthy ears to damaging sounds. Behavioral conditioning procedures used with animals in noise-damage research must be studied to improve our capabilities to test and extract relevant information from the subjects. Parameters of potential importance to the improvement of current conditioning and testing procedures were evaluated by conditioning chinchillas, a major subject for auditory research, on three behavioral procedures to indicate whether a tone or noise was presented. The efficiency of learning each procedure was compared. The three procedures were: (1) go/no-go; (2) two-choice with visual and response homogeneity; and (3) two-choice with visual and response heterogeneity. Subjects were trained on each procedure on one of three schedules of stimulus introduction: (1) non-graduated, in which each stimulus was presented on 50% of the trials throughout conditioning; (2) 0-50%, in which one stimulus was introduced on 50% of the trials after the response to the other stimulus was learned; and (3) 0-17-33-50%, in which one stimulus was introduced on a gradually increasing proportion of trials after the response to the other stimulus was learned. The effect of punishment in the two-choice procedures was investigated. The reinforcement in all procedures was shock avoidance. Avoidance conditioning trials were presented while water-deprived chinchillas licked a drinking tube in the center compartment of a three-compartment shuttle box for water. It was found that

USAARL Report Number

go/no-go procedures were learned faster than the two-choice procedures; there was no difference between the homogeneous and heterogeneous conditions; punishment did not have a beneficial effect upon learning; and the schedule of stimulus introduction substantially affected the rate of acquisition in all procedures.

77-17

Optical characteristics of laser safety devices, June 1977.

By Wun C. Chiou.

Six types of laser protective eyewear were evaluated in terms of their optical properties and spectral characteristics. These six types cover the protection for almost the entire visible spectrum. Type GG-9 and Type OG530 can be used to protect the He-Ne laser (@ 633nm), type OG-590 and RG-610 are for argon laser (@ 500 nm). Type BG-18 is for Ruby laser (@694 nm) and type KG-3 are for Nd: glass laser (@ 1060 nm) or CO<sub>2</sub> laser (@ 1060 nm). The optical properties and spectral characteristics are investigated by means of average and full spectral transmittance as well as their corresponding CIE chromaticity coordinate values. Results suggested that one type of the protective device should be used only for the specific laser. Furthermore, the device should not be used when a detection of a chromatic display or light source is required.

77-18

Toxicologic gas evaluation of the utility tactical transport aircraft system (UH-60), July 1977.

By Richard L. Schumaker and Gary D. Pollard.

Accumulation of toxic gases in the aircraft environment can produce a critical operational hazard for the aircrew. In addition to obvious symptoms, such as burning and irritation of mucous membranes and difficulty in breathing, other more subtle effects are noted as a general decrement in performance. This study

USAARL Report Number

evaluates toxic gas accumulation as a result of aircraft engine operation and toxic products generated by armament/weapons firing in the Utility Tactical Transport Aircraft System (Sikorsky UH-60) helicopter. On-board mass spectrographic analysis was utilized to identify toxic compounds during a detailed series of aircraft operational maneuvers. Carbon monoxide (CO), nitrogen dioxide (N<sub>2</sub>O), nitric oxide (NO), sulfur dioxide (SO<sub>2</sub>), and hydrogen cyanide (HCN) were within acceptable limits. Hydrogen sulfide (H<sub>2</sub>S) was found on random samples to exceed the Occupational Safety and Health Administration (OSHA) standards. Techniques to evaluate H<sub>2</sub>S on-line are being developed continuously to quantify this toxic product.

77-19  
NAMRL  
1238

Incidence and cost of orientation error accidents in regular Army aircraft over a 5 year study period, 28 Sep 1977.

By W. Carroll Hixson and Emil Spezia.

No abstract available.

77-20

The effect of Nap-of-the-Earth (NOE) helicopter flying on pilot blood and urine biochemicals, July 1977.

By David B. Anderson, Roderick J. McNeil, Martha L. Pitts, and Dorolyn A. Perez-Poveda.

Selected blood and urine chemistries were compared in helicopter pilots flying alternately nap-of-the-earth (NOE) and routine flight profiles. The NOE flights resulted in significantly higher urinary catecholamine excretion (P .05), serum uric acid (P .05) and blood lactic acid (P .01). Preflight cortisol was significantly higher than post-flight (P .01), and post-flight catecholamine excretion rate was higher than during the three hour post-flight sample period (P .01). The biochemical results are consistent with the reports that NOE flight is physically more demanding in terms of muscular strain. The increased catecholamine excretion

USAARL Report Number

may indicate the perception of NOE flight as a more demanding and stressful activity than flight at higher altitudes. In light of previous work, the higher serum uric acid levels prior to NOE flight may provide a measure of the pilot's psychological preparation and possible performance during NOE flight.

77-21

Physiological parameters associated with extended helicopter flight missions: an assessment of pupillographic data, September 1977.

By David B. Anderson and Wun C. Chiou.

Six Army aviators served as subjects in a study of various psychological and physiological parameters associated with extended helicopter flight missions. This report presents the results of the initial pupillographic data collected in this study as well as the problems encountered and the recommended solutions. It was shown that the waveform characteristics of the pupillary reflex response to light were irregular. Furthermore, the blinking frequency increased and the pupillary amplitude varied as a function of loaded flight task. Results also revealed that the average pupillary diameter was smaller in the morning than in the evening. This report recommends the future use of pupillography in which an evaluation of pilot alertness is needed.

AUTHOR INDEX

- Aguilar, Felix T. - 53  
Akers, Lloyd A. - 104, 105  
Albright, John D. - 48  
Alford, Lynn A. - 58  
Allemond, Pierre - 104, 107  
Ambler, Rosalie - 37, 74  
Anderson, D. A. - 97  
Anderson, David B. - 111, 111a  
Armstrong, Richard N. - 84  
Avner, R. A. - 4, 6
- Baeyens, Dennis A. - 74, 75, 81, 89, 100  
Bailey, Robert W. - 2, 3, 11, 17, 28, 41, 56, 60, 68  
Bailey, Stephen M. - 104  
Barber, Errol B. - 53  
Beeler, George W., Jr. - 12, 19, 40  
Behar, Isaac - 95, 97, 108  
Benson, Alan J. - 31, 41, 43  
Bisgard, Jay C. - 44, 64  
Bochneak, Dan - 48  
Bonnett, Joseph O. - 74  
Borgman, Dean - 20  
Bowen, Charles A. - 84  
Braun, Erwin G. - 50, 56, 68  
Brown, William R. - 78  
Bucha, Carol T. - 98, 108  
Burden, Raymond T. - 104  
Burdick, Charles K. - 89, 109  
Bynum, James A. - 11, 15, 16
- Camp, Robert T., Jr. - 2, 3, 5, 8, 10, 13, 28, 53, 60, 63, 80, 88, 92,  
104, 107, 108  
Carroll, William F. - 104  
Casey, Thomas D. - 60, 62  
Chaikin, Hal - 108  
Chandran, K. B. - 72, 102  
Chiou, Wun C. - 82, 86, 87, 91, 97, 108, 110, 111a  
Collins, William E. - 26, 50, 71  
Coulter, Xenia - 21, 26, 36, 38  
Croshaw, Alan L. - 63, 80, 88  
Crosley, John K. - 11, 13, 17, 28, 41, 50, 56, 68  
Current, John - 107

DeBonis, Nicholas J. - 85  
Desjardins, S. P. - 53  
Diaz, Jamie J. - 101  
DuBois, David R. - 45, 48  
Durand, William B. - 78

Elliott, R. H. - 36  
Erhardt, Thomas M. - 96  
Ewing, Channing L. - 19, 40, 57

Faber, James M. - 105  
Fischer, Frank H. - 17  
Frezell, Thomas L. - 67, 68, 71, 76, 77, 88, 106

Gasaway, Donald - 1  
Gee, Terry E. - 104  
George, Eric R. - 67  
Gernandt, Bo E. - 20  
Gillis, David B. - 19  
Gilson, Richard D. - 31, 33, 36, 46, 49, 50, 71  
Glick David D. - 75, 76, 79, 86, 91, 98, 99a  
Gorman, Michael - 59  
Goshgarian, B. B. - 10  
Guedry, Fred - 19, 23, 29, 31, 37, 41-43, 46, 49, 50, 69, 71, 74, 76, 91  
Guzdar, Rohinton N. - 60, 63.

Harden, Donald F. - 65, 68, 77  
Hargett, Claude E. - 104  
Harrison, Thomas G. - 104  
Hatfield, Jimmy - 1  
Higdon, Alfred A. - 86  
Hinkel, Timothy M. - 60, 63  
Hixson, W. C. - 14, 15, 30, 34, 35, 51, 52, 55, 56, 57, 58, 65, 66, 69,  
73, 76, 81, 83, 91, 111  
Hody, G. L. - 3, 4, 7, 10, 29, 31, 34  
Hofmann, Mark A. - 42, 48, 50, 55, 56, 65, 67, 68, 70, 71, 76, 77, 79,  
84, 88, 93, 101, 106  
Holly, Frank F. - 80, 82, 84, 86, 95, 108  
Hosey, Ronald R. - 67  
Huffman, Harlie W. - 7, 55  
Hunt, Paul D. - 68, 70

Jemian, Warten A. - 90  
Jordan, J. E. - 48

Kaplan, Burton H. - 54, 60, 61, 63  
Kasvinsky, Peter - 54  
Keiser, George M. - 45, 48  
Keiser, Robert L. - 4, 8, 10  
Kennedy, Robert S. - 32  
Kimball, Kent A. - 56, 65, 71, 88, 97, 99a, 101  
Knapp, Stanley C. - 36, 38, 39, 47, 53, 60, 96  
Knox, Francis S. - 45, 48  
Kovacs, Ronald F. - 28

Lang, Huey P. - 78  
Larson, Carl - 63  
Lees, Michael A. - 93, 99a, 101  
Lidke, Kurt E. - 50, 55  
Lin, Nan-Heng - 90  
Littell, D. E. - 16  
Liu, Y. King - 67, 72, 102

McCahan, George R., Jr. - 45, 58, 59, 61, 62  
McLean, William E. - 41  
McNeil, Roderick J. - 64, 94, 100, 105, 111  
McNutt, Richard P. - 76  
McPherson, William M. - 59

Martin, Andrew S. - 45, 50, 55  
Meier, Mary J. - 81, 89, 100, 103  
Moore, H. J. - 69  
Moultrie, C. G. - 16  
Moser, Chris E. - 97  
Mozo, Ben - 60, 63, 80, 88, 92, 107, 108

Neese, Thomas A. - 79  
Nelson, H. M. - 10  
Nelson, Russel D. - 78  
Nelson, William R. - 104  
Niven, Jorma I. - 15, 30, 34, 35, 51, 52, 55, 57, 58, 65, 66, 69  
Nix, M. S. - 5, 11  
Norman, Joel W. - 19, 76, 91  
Nossman, Richard O. - 42, 48, 56

Oliver, Richard - 67  
Overman, Mary Anne - 26  
Owens, Gale G. - 19, 23

Pagel, Melody L. - 93  
Pakes, Steven P. - 17  
Park, Chun K. - 84, 86, 97, 98  
Patrick, Lawrence M. - 19, 40  
Patterson, James H. - 80, 88, 92, 104, 107, 108  
Perez-Poveda, D. A. - 61, 111  
Pettyjohn, Frank - 64, 72, 75, 94, 100, 103, 104, 105  
Piper, Charles F. - 105  
Pitts, Martha L. - 111  
Pollard, Gary D. - 110  
Pontius, Uwe - 67  
Price, Danny N. - 87

Ramsey, H. Rudy - 30  
Rice, George - 104, 105  
Rothwell, J. C. - 6

Sanders, Michael G. - 70, 77, 79, 84, 88, 93  
Schane, William P. - 3, 5, 6, 9, 10, 12, 16, 18, 20, 24, 65, 66  
Scharf, R. P. - 10  
Schomer, Paul D. - 107  
Schori, Thomas R. - 99  
Schott, Gordon, A. - 60, 63  
Schrimsher, Robert H. - 50  
Schroeder, David J. - 46, 47, 48, 49, 50, 71  
Schumaker, Richard L. - 110  
Sherry, Carole A. - 108  
Shields, Stephen - 48  
Shirck, Robert K. - 60, 62  
Simmons, Ronald R. - 93, 101  
Sleeter, Michael R. - 55  
Slinde, Kenneth E. - 5, 9  
Smith, Margaret J. - 40  
Snow, Alan C. - 70, 71, 76, 99a  
Spencer, L. E. - 5  
Spezia, Emil - 34, 35, 51, 52, 55, 57, 58, 65, 66, 69, 73, 78, 81, 83, 111  
Spring, Emery R. - 108  
Steinberg, Roy H. - 12, 22, 23  
Stern, John A. - 15  
Stiefel, Ludwig - 34  
Stockwell, Charles W. - 29, 33, 42, 49  
Stone, Lewis W. - 84, 101

Tabak, Ronald G. - 41, 50, 56  
Tang, Pei Chin - 14, 20

Thomas, Daniel J. - 19, 40, 57  
Tornquist, G. E. - 53  
Trevethan, Walter P. - 45  
Tucker, Richard A. - 60, 62  
Turnipseed, G. T. - 42

Van Buskirk, William C. - 72  
Villa, V. V. - 10

Wabner, Charles I. - 1  
Wachtel, Thomas L. - 45, 58, 59, 61, 62  
Watson, William I. - 59  
Weinstein, Stephen W. - 25, 26, 27  
Wells, Edward - 63  
Wetmur, J. G. - 22, 24  
White, Edgar C. - 50  
Wickstrom, J. K. - 102  
Wiley, Roger - 75, 76, 79, 91, 95, 98, 108  
Wilson, Charles - 22, 24  
Wright, Robert H. - 83, 85

Zilioli, Armand E. - 44

## SUBJECT INDEX

- Absolute altimeter - 68
- Acceleration medicine - 14, 30, 40, 53, 57, 90
- Acoustics - 2, 3, 5, 8, 13, 28, 60, 63, 88, 107, 108
- Adaptation - 39
- Aerodynamics - 20
- Aeromedical Evacuation - 6, 10, 70, 71
- Afterimage - 12
- Airborne operations - 107
- Aircraft accidents - 34, 35, 51, 52, 55, 57, 58, 65, 66, 69, 70, 73, 81, 83
- Aircraft cabin atmosphere - 3
- Aircraft lighting - 41, 42
- Aircraft paint - 56
- Aircraft oxygen systems - 64, 94, 103
- Aircraft types - OIA - 28
- Aircraft transparencies - 97
- Aircraft, Military - 28, 95
- Air drop operations - 1, 5
- Airsickness - 91
- Air-to-ground observation - 91
- Alcohol - 46, 50, 70, 71
- Altimeter displays - 68
- Altitude judgments - 84
- Altitude physiology - 6
- Alveolar carbon dioxide tension - 14
- Anesthesia - 59
- Angular acceleration - 14, 19, 30, 40, 46, 49
- Animal psychophysics - 89
- Anthropometry - 5, 16
- Armed helicopters - 3, 7, 10, 29, 47
- Army aircraft - 5
- Army aviation - 1
- Auditory discrimination learning - 89, 109
- Autorotation - 65
- Aviation medicine - 4, 6, 7, 12, 36, 39, 47, 51, 52, 53, 55, 57, 58, 65, 66, 69, 73, 81, 83, 91
- Aviation personnel - 16, 37, 74
- Aviation safety - 34, 35, 41, 42, 47, 48, 49, 51, 52, 53, 55, 57, 58, 65, 66, 69, 73, 79, 81, 83
- Aviation training costs - 43, 44, 45
- Aviator frames - 75
- Aviator injuries - 43, 44, 45

Bioengineering - 40, 57  
Biomechanics - 19, 40, 57, 67, 72, 73  
Blood plasma - 1, 5  
Bump protection - 59, 60, 62  
Burns - 45, 48, 61, 62

Cannabis - 93  
Carbon monoxide - 3, 4, 10, 29, 34  
Carcinogenesis - 24  
Catherization - 58  
Central effect of Gallamine - 20  
Chemiluminescence-Cyalume (R) - 87  
Chin strap strength - 107  
Chinchillas - 109  
Circadian rhythm - 39  
Cockpit visibility - 13, 84, 86  
Cold climate survival - 78  
Color discrimination - 87  
Color perception - 11  
Color vision - 2, 11, 86  
Communication procedures - 77, 79, 80, 92  
Compensatory tracking - 31, 32, 36, 41, 43  
Computer programs - 86, 98  
Computers in behavioral sciences - 30, 31  
Conspicuity - 11, 41, 42, 56  
Contact lenses - 68, 69  
Correlation - 6  
Crash survivability - 53  
Crew space dimensions - 5

DNA - 24  
Dark adaptation device - 86  
Data acquisition system - 55  
Differential displacements - 19  
Disorientation - 15, 19, 23, 30, 33, 34, 35, 37, 47, 51, 52, 55, 57, 58,  
63, 64, 65, 66, 69, 73, 81, 83  
Displacement - 90  
Display illumination - 36  
Downwash - 12  
Drugs - 42, 48, 54  
Dynamic material properties - 102

Ejection injuries - 38, 67  
Ejection seats - 54, 67  
Electrocardiography - 9, 18

Electrodes - 65  
Emergency resuscitation - 61  
Emotion - 32, 33  
Equilibrium - 19, 23, 33  
Escape systems - Helicopter - 66  
Evacuation - 6, 7, 10, 71, 72, 103  
External catheter protection device - 58  
Eye movements - 15, 67, 76, 101, 106  
Eyeglass frames - 75

Fatality costs - 44, 45  
Fatigue - 97, 111a  
Field dependence - 67, 68  
Field of view - 28  
Flicker - 15  
Flight clothing - 78  
Flight displays - 93  
Flight equipment - 4  
Fluorometry - 54  
Free fall - 5, 9

Ganglion cell - 12  
Glare reduction - 95  
Glutathione - 81, 100  
Goggles - 86, 88, 95, 98  
Gravitation - 29, 30

Haemolysis - 24  
Head injuries - 96  
Headsets - 88  
Health education - 36  
Hearing - 1, 2, 3, 5, 8, 9, 13, 28, 60, 63, 88, 92, 104  
Helicopter accidents - 44, 45  
Helicopter control - 83  
Helicopter In-flight Monitoring System (HIMS) - 101  
Helicopter oxygen systems - 64  
Helicopter pilots - 18, 111  
Helicopter rescue hoist - 103  
Helicopter types - UH-1B - 29, 53  
Helicopters - 12, 15, 30, 55  
Helmets - 16, 59, 60, 62, 90, 100, 107  
Hemoglobin - 1  
Hoists, Electrical - 103  
Human body - 20  
Human dynamic response - 19

Human engineering - 4, 16, 47  
Hypobaric - 89  
Hypoxia - 47, 89

INH - 48  
Illuminance - 87  
Imagery symbology - 83  
Impact acceleration - 40, 57  
Impact engineering - 19, 53, 59  
Impact protection - 107  
Implanted electrodes - 65  
Impulse noise - 108  
In Vivo studies - 72, 73  
Information storage and retrieval - 31  
Infrared carbon dioxide analyzer - 14  
Instrument flight - 67, 68  
Instrument panel - 93  
Instrumentation - 15, 50, 93  
Ion transport - 27, 28  
Isoniazid - 42, 48

Kidney - 25, 26

Laboratory animals - 17, 58, 59, 61, 62  
Lactate dehydrogenase - 74, 75, 89  
Landing light - 95  
Laser safety eyewear - 86, 110  
Lenses - 17, 95  
Light shields - 84, 86  
Lighting - 41, 42  
Line of sight - 85  
Linear acceleration - 14, 15, 19, 40, 42  
Litter - 10  
Low level flight - 71, 77, 85, 88, 101  
Luminance - 87  
Lysergic Acid Diethylamide (LSD) - 54

MANOVA - 98  
Man-machine systems - 47, 84  
Marijuana - 93  
Masks, protective - 108  
Mass spectroscopy - 100  
Metabolism - 25, 26  
Miniature swine - 58, 59

Molecular Sieve Oxygen Generator - 105  
 Mongolian gerbil - 17  
 Monitoring gauges - 93  
 Motion perception - 56  
 Motion sickness - 76  
 Multiple regression - 32, 33  
 Multivariate analysis - 98

Nap-of-the-earth flight - 71, 77, 85, 88, 101, 111  
 Navigation features - 85  
 Near infrared spectrum - 91  
 Nephron permeability - 27, 28  
 Night flying - 88  
 Night vision goggle - 88, 98, 99a  
 Noise - 1, 2, 3, 92, 104, 107, 108  
 Nystagmus - 12, 42, 43, 46, 49, 50, 70, 71

OH-58 - 95  
 Optical devices - 91  
 Oxygen regulators - 94  
 Oxygen systems - 64, 94, 103, 105  
 Oxygen toxicity - 74, 75, 81, 100

PASGT see Personnel Armor System for Ground Troops  
 Parachuting - 6, 9, 20, 38, 66  
 Perception - 29, 30, 47, 56, 63, 64, 83, 98  
 Personnel Armor System for Ground Troops - 107  
 Personnel selection - 30, 31  
 Phospholipase - 24  
 Phospholipids - 22  
 Physical standards - 2  
 Pilot-error accidents - 70, 79  
 Pilot performance - 67, 84, 99a, 101, 106  
 Polishing acrylic surfaces - 82  
 Propeller visibility - 56  
 Psychological testing - 30, 31  
 Psychoacoustics - 104, 107  
 Psychophysics - 89, 109  
 Pupillography - 111a

Reflections - 84, 86  
 Renal micropuncture - 27, 28  
 Restraint systems - 53  
 Retina - 12, 22, 23  
 Rod and frame test - 67, 68

Rod-cone interaction - 22

Seat design - 53, 54  
Semicircular canals - 19, 23, 33, 49, 69  
Sequential timer - 7  
Shock - 61, 62  
Simulators - 83  
Slanting transparencies - 97  
Sleep loss - 97  
Soft contact lenses - 68, 69  
Somatic chromosomes - 17  
Spectacles - 17, 75  
Spectral transmittance - 86, 87, 91  
Spinal cord - 102  
Spinal injury - 67  
Spleen contraction - 59  
Stabilized viewing - 79  
Statistics - 6  
Stress - 4, 21, 22, 26, 32, 33, 47, 105, 111  
Structural analysis - 90  
Succinate Hydrogenase - 100  
Sulfate - 27, 28  
Survival equipment - 78  
Synthesized voice warning system - 79, 80

Tail rotor visibility - 56  
Target acquisition - 78  
Target masking - 85  
Thermal injury - 61, 62  
Thermal protective clothing - 45, 48, 49  
Threat - 21, 26  
Toxic gas sampling - 7, 110  
Toxicology - 3, 4, 10, 29  
Tracking performance - 46  
Transfer of training - 83  
Transmission reduction - 97  
Transparent enclosure repair - 80, 81  
Transparent enclosures - 82  
Triangular waveforms of angular velocity - 49  
Troop deployments - 39

UTTAS (UH-60) - 110

Velocity - 56, 84

Venom - 24, 25  
Vertical displays - 50  
Vertigo - 15, 34, 51, 55, 57, 58, 65, 66, 69, 73, 76, 81, 83  
Vestibular function - 19, 23, 33, 37, 63, 64  
Vestibular stimulation - 20, 29, 30, 31, 32, 41, 43, 46, 50, 69, 74  
Vestibulo-vagal response - 20  
Vietnamese Conflict - aviators - 55  
Vision - 2, 11, 12, 13, 17, 28, 31, 32, 41, 43, 47, 68, 69, 76, 91, 97,  
101, 106, 108  
Visual displays - 83  
Visual vertical - 29, 30  
Vitamin - B6 - 48  
Voice communication - 104  
Voice warning system - 79, 80

Weapons exhaust toxicology - 3, 7, 10, 29, 34, 47, 110  
Windscreen - 13, 91  
Windscreen scratch repair - 80, 81  
Workload - 101, 103, 105, 106

XM-76 Stabilized viewing device - 76, 77, 91

CROSS INDEX OF JOINT REPORTS

<u>AGENCY AND REPORT NUMBER</u>	<u>USAARL REPORT NUMBER</u>
<u>Air Force Rocket Propulsion Laboratory</u>	
AFRPL TR 67-203	67-10
<u>Frankford Arsenal</u>	
USAFA R-1948	70-13
<u>Naval Aerospace Medical Institute</u>	
NAMI 1031	68-5
NAMI 1034	68-8
NAMI 1040	68-9
NAMI 1043	68-10
NAMI 1056	69-4
NAMI 1064	69-6
NAMI 1066	69-8
NAMI 1071	69-10
NAMI 1072	69-11
NAMI 1073	69-7
NAMI 1074	69-13
NAMI 1075	69-14
NAMI 1077	69-19
NAMI 1092	70-8
NAMI 1093	70-6
NAMI 1094	70-7
NAMI 1097	70-10
NAMI 1099	70-11
NAMI 1106	70-12
NAMRL 1107	70-14
NAMRL 1108	71-1
NAMRL 1109	71-2
NAMRL 1113	71-4
NAMRL 1114	69-10a
NAMRL 1115	71-7
NAMRL 1116	71-8
NAMRL 1122	71-11
NAMRL 1123	71-12
NAMRL 1129	71-15
NAMRL 1131	71-16
NAMRL 1133	71-20
NAMRL 1138	72-1

AGENCY AND REPORT NUMBER

USAARL REPORT NUMBER

NAMRL 1143	72-4
NAMRL 1145	72-5
NAMRL 1147	72-6
NAMRL 1161	72-13
NAMRL 1163	72-16
NAMRL 1169	73-2
NAMRL 1188	74-3
NAMRL 1192	74-5
NAMRL 1200	74-11
NAMRL 1202	74-12
NAMRL 1206	75-2
NAMRL 1209	75-6
NAMRL 1210	75-7
NAMRL 1213	75-12
NAMRL 1218	75-21
NAMRL 1223	76-15
NAMRL 1238	77-19

NAMRL Monograph 21	73-1
--------------------	------

U. S. Army Agency for Aviation Safety

USAAAVS 75-2	75-14
USAAAVS 75-3	75-15