JSF CAESAR: CONSTRUCTION OF A 3-D ANTHROPOMETRIC SAMPLE FOR DESIGN AND SIZING OF JOINT STRIKE FIGHTER PILOT CLOTHING AND PROTECTIVE EQUIPMENT

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The voluntary informed consent of the subjects used in this research was obtained as required by Air Force Instruction 40-402.

This technical report has been reviewed and is approved for publication.

FOR THE COMMANDER

//Signed//

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JSF CAESAR: Construction of a 3-D Anthropometric Sample for Design and Sizing of Joint Strike Fighter Pilot Clothing and Protective Equipment

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14. ABSTRACT
The Joint Strike Fighter (JSF) anthropometric Cases 1 through 8 were not intended to represent a statistical description for the variation important in the design of personal clothing and equipment for the JSF pilot. Instead, the anthropometric measures associated with the JSF Cases define the minimum level of physical accommodation for men and women in the Joint Strike Fighter cockpit. The statistical process of constructing representative cases used in the design of clothing and gear require an entirely different multivariate approach. CAESAR, a 3-D whole body database, was sampled to produce 1374 subjects (651 men and 723 women) that represent a modern equivalent to the JPATS population, but using projected demographics of JSF flyers in the Joint Services in the year 2010. After analysis, and overlay of the JSF Cases, 646 men and 693 women were identified as falling within weight allowances and the reconstructed ellipses of accommodation defined by the original JSF Cases. The forty traditional measures and the associated 3-D scans of these individuals represent the statistical base from which JSF flight clothing and equipment can be designed and/or sized.

15. SUBJECT TERMS
JSF CAESAR Pilot Size Summary Statistics, JSF Pilot Flight Equipment, JSF Cases 1-8, JPATS Cases 1-7, Multivariate Analysis, Principal Components Analysis
PREFACE

This research was conducted as part of the Cooperative Research and Design Agreement (CRADA) between General Dynamics AIES and the CARD Lab (AFRL/HECP). The work was commissioned and funded by Lockheed Martin (PO# 7073412) under the direction of Ken Waugh (JSF Pilot Flight and Survival Equipment IPT Lead). We appreciate all the support Ken has offered. We would also like to acknowledge the aid provided by Dr. Cate Harrison of the CARD Lab, as well as the efforts put forth by Scott Fleming, Mark Boehmer, Tina Brill, and Sherri Blackwell of General Dynamics AIES.
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INTRODUCTION

The anthropometric requirements for the Joint Strike Fighter (JSF) Program are represented by the JSF Cases 1 – 8. These anthropometric cases were originally derived during the Joint Primary Air Training System (JPATS) Program as a multivariate solution to describe variation in body size and proportion in an attempt to address concerns with adequate vision, reach to controls, and obstruction clearance specific to cockpit accommodation. The resulting JPATS Cases represented boundary conditions in the population which characterized extreme body size and proportion. They were selected from the results of separate multivariate analyses of men and women of the JPATS Population. (The origin of the JPATS Cases is noteworthy and its history, as described by their creator Dr. Greg Zehner, is included in Chapter 2.) Hence, the JSF Cases were never intended to represent a statistical description for the variation important in the design of personal clothing and equipment for the JSF pilot. In cockpit accommodation, it is assumed that if the extreme boundary Cases are accommodated so too are all members of the population that fall within the perimeter defined by the Cases, thus assuring a selected level of physical accommodation. This assumption is not necessarily true for design and sizing of personal flight apparel and equipment, where adequate representation in the central portion of the distribution is often the key to proper fit and sizing.

The statistical process of selecting representative cases for the design of clothing and personal equipment requires an entirely different multivariate approach. To support the JSF program, a modern USAF anthropometric database was used to construct a new statistical sample that will serve as a resource for the designers of JSF pilot clothing and equipment.

The Civilian American and European Surface Anthropometry Resource (CAESAR, Robinette et al. 1999, Robinette 2000, Harrison et al. 2002) is an international database of 3-D whole body scans combined with demographic data and 40 traditional anthropometric measurements. The North American portion of the Survey was sampled to produce 1374 subjects (651 men, 723 women), called the JSF CAESAR Sample that represents a modern equivalent to the JPATS population. This sampling was based on the desires and feedback from Ken Waugh and the JSF Life Support Working Group who wanted to represent the future flying population of the JSF as realistically as possible. This resulted in more realistic allowances for weight and age (with reservists in mind) as well as a projection of the demographics of JSF flyers in the US Joint Services to the year 2010. After a subsequent multivariate analysis, and overlay of the JSF Cases, the JSF CAESAR Sample was reduced to 646 men and 695 women who were identified as falling within the reconstructed ellipses of accommodation defined by the original JSF Cases 1-8 as well as within the weight limit of 103 - 245 pounds. These individuals constitute the JSF CAESAR Pilot-Size Sample, and all of them should be considered physically accommodated in the JSF. Hence, if JSF apparel or equipment is designed to accommodate 100% of all potential JSF pilots, they would need to design to fit all 646 men and 695 women in this sample. This sampling procedure is reported in Chapter 1 and the summary statistics for 99 anthropometric measures (40 traditional, 59 scan extracted) of the JSF CAESAR Pilot-Sized Sample are reported in Chapter 5.
The possible export of the JSF to other countries, characterized by anthropometry in their flying populations that sharply differ from that in the US, is an issue that needs to be addressed. Ideally, in the near future, anthropometric databases for each country's general population will be obtained and analyzed in detail—both for differences in physical accommodation in the cockpit as well as for size and shape variation relevant to apparel and gear. For the publication of this report, we have included (in Chapter 3) comparisons of country-specific current pilot requirements to the JSF CAESAR Sample for the following countries: United Kingdom, Canada, Australia, Norway, and Japan. Italy and The Netherlands were chosen for the CAESAR Survey, in conjunction with the US, to characterize NATO countries in general. The Netherlands has the tallest population in NATO and Italy is among the shortest. The Dutch portion of the CAESAR Survey was used to generate a Dutch Current Pilot-Sized Sample. The Dutch summary statistics are included electronically on the accompanying USB drive. We were not able to acquire the Italian current pilot requirements in time to produce a comparable Italian Current Pilot-Sized Sample. However, we are including the data from the entire Italian CAESAR Survey, as well as the Dutch CAESAR Survey, in the deliverable. Hence, if future samples are derived for Italy, or refined for the Netherlands, users will only need to be sent an updated Excel file, and not new sets of whole body scan files. The following deliverables are located on the accompanying USB Drive:

1. **JSF CAESAR (US) Sample**
   a) Excel file with JSF US Joint Services (N=1374) and “flagged” JSF Pilot Size Subjects (N=1354). File contains demographics, 40 traditional measures, and 59 scan-extracted measures. The race-weighted Covariance and Correlation of all 99 variables for the JSF CAESAR Pilot Size Sample are also included in this excel file.
   b) Compressed Whole Body Scan Files (2 seated, 1 standing) labeled by Subject Number (N=1374).

2. **CAESAR Netherlands**
   a) Excel file with ALL 1267 subjects from the CAESAR Survey in the Netherlands. File contains demographics, 40 traditional measures, and 59 scan-extracted measurements. Subjects that are considered Current Dutch Pilot Size are flagged: Male=332, Female=461.
   b) Compressed Whole Body Scan Files (2 seated, 1 standing) labeled by Subject Number (N=1267).

3. **CAESAR Italy**
   a) Excel file with ALL 801 subjects from the CAESAR Survey in Italy.
   b) Compressed Whole Body Scan Files (2 seated, 1 standing) labeled by Subject Number (N=801).

4. **FINAL REPORT - JSF CAESAR**: A Word document—“Construction of a 3-D Anthropometric Sample for Design and Sizing of Joint Strike Fighter Pilot Clothing and Protective Equipment.” This is the electronic copy of this final report.

5. **INTEGRATE Installation Files**: 3-D scan visualization and analysis tool.
CHAPTER 1: JSF CAESAR SAMPLE CONSTRUCTION

This chapter details the process of selecting and weighting the subjects that produced the JSF CAESAR Sample (651 males, 723 females) from the North American CAESAR Survey (1119 males, 1261 females). To validate the JSF CAESAR Sample for the specified levels of cockpit accommodation intended by the original JSF Cases, a multivariate analysis was run to replicate what was done for JPATS. The resulting multivariate distribution was then compared to overlays of the JSF Cases 1-8. Accommodation ellipses for both sexes were reconstructed through the plots of the original JSF Cases in this JSF CAESAR multivariate space. This allowed exact definition of the JSF CAESAR Pilot-Size Sample by marking subjects as inside (accommodated) or outside (dis-accommodated) of their respective ellipses. This resulted in 646 males and 695 females that comprise the JSF CAESAR Pilot-Size Sample. Chapter 5 reports the summary statistics on 99 anthropometric measures for this sample, while their covariance and correlation structure are reported electronically on the accompanying USB drive.

Figure 1-1: Flowchart for JSF CAESAR Sample Selection
In Figure 1-1, above, a flow chart has been drawn to illustrate the sequence of discussion for the JSF CAESAR Sample generation and validation.

Weight Selection

With the approval of the JSF Life Support Working Group it was decided to use a compilation of the Height-Weight Requirements in place by both the US Navy (OPNAVINST 6110.1G) and the US Air Force (AFI 48-123). The greater of the two maximum values, given a stature, was used. Below in Table 1-1, it can be seen that the USAF is more liberal with maximum weights for men, and the USN (save for a 58” Stature) is more liberal in weight maximums for the women. All subjects in North American CAESAR were screened on these tabled values and assigned a HT/WT Code as well as calculating their overweight value. Subjects were allowed to pass through the WEIGHT screening filter if they were within tabled limits or less than or equal to 10 lbs overweight given their stature. No minimum weights were used.

<table>
<thead>
<tr>
<th>Table 1-1: Joint Services</th>
<th>Maximum of upper Weight Limits Given Stature</th>
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<tbody>
<tr>
<td></td>
<td>Max WT</td>
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<tr>
<td>Stature (in.) Male (lbs.)</td>
<td>Female (lbs.)</td>
</tr>
<tr>
<td>58</td>
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<td>79</td>
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<td>80</td>
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</table>

*Code 0 assigned to those outside ranges.
Age Selection

All subjects who fell between 21 and 50 years of age, inclusively, passed through the AGE filter. This age range takes into consideration the large number of active reservists that remain flying well into middle age.

Race Weighting

After examining the Department of Defense (DoD) data on racial makeup from 1992 to 2002 in the Joint Services it was decided to consider only the major race categories for inclusion: European American, African American, Asian American, and Hispanic American. Upon further analysis it became evident that the distinct body size and shape variation that characterize the first three races was not evident in the Hispanics. Hence, the discussion below supports the assertion that Hispanic variation is included and described by the other races and is therefore not needed as a distinct category for an application based on unique shape and size variation in racial populations.

Comparison of Racial Variation Effects on Anthropometry

The effect of racial/ethnic background on anthropometric dimensions is well documented (Krogman and Iscan, 1986; Trotter and Gleser, 1952; Giles and Elliot, 1962). Significant differences between racial/ethnic groups exist in many anthropometric dimensions as a result of climatic adaptations. The interest here is in how these differences affect the design of equipment that must closely fit the human body and the way an individual fits into a cockpit. Samples of 100 females and 200 males from four ethnic categories were selected from the U.S. Army data pool (Gordon 1989) for comparison. The racial/ethnic categories discussed here were established by interview during the 1988 Army survey. Four major groups are compared: European American (1), African American (2), Hispanic American (3), and Asian American (4). These categories were established by self-identification and interview during the 1988 US Army Anthropometric Survey. They are used for consistency and refer to American populations descended from specific geographic areas.

In Figures 1-2 and 1-3, below, Box and Whisker plots were used to demonstrate univariate differences between these groups. ANOVA and t-tests showed highly significant differences between these groups (except for Sitting Height where there is little difference between group 2 and group 3).
Figure 1-2: Plot of Buttock-Knee Length by Group.

Figure 1-3: Plot of Sitting Height by Group.

Differences in the limb and torso lengths in the extremes of these groups are immediately apparent. Simply expanding the analysis to two-dimensional space is enlightening (Figure 1-4). Allen's Rule (Roberts 1978) describes changes in the torso/limb proportions of a population relative to their proximity to equatorial regions. Climatic adaptations such as large torso sizes with large amounts of subcutaneous fat improve tolerance to the cold. Also, the relative amount
of exposed surface area is used as an explanation of differences in torso/limb proportions. These differences are also observed in the groups discussed here. The European American (large Sitting Height, short Buttock-Knee length) and African American (short Sitting Height, long Buttock-Knee length) samples show the predicted patterns of body proportions.

Figure 1-4: Euro-American (race 1) and African-American (race 2) Body Proportions.

Group 2 shows an interesting contrast in these two measurements. On the mean, African-Americans exhibit the largest Buttock-Knee lengths of the four groups and the smallest Sitting Heights. This pattern confirms Allen’s rule when compared to Group 1 (European-Americans). Group 1 also appears to confirm Allen’s rule (in reverse). The Hispanic-American and Asian-American classifications combine people from wide geographical areas (Asian includes the Pacific Islands to far northern populations), and recent emergence (Hispanics as a group have only been recognized a few hundred years). The results for these groups are inconclusive. The plots on the following page compare the other groups to Group 2.
Figure 1-5: African-American (race 2) and Hispanic-American (race 3) Body Proportions.

Figure 1-6: African-American (race 2) and Asian-American (race 4) Body Proportions.
The bivariate plot in Figure 1-7 compares Hispanic Americans and Asian Americans.

![Graph showing body proportions](image)

Figure 1-7: Asian-American (race 4) and Hispanic-American (race 3) Body Proportions.

The trend in torso height differences from African-Americans appears to exist in Hispanic-American and Asian-American groups to a lesser extent than the European-American and African-American samples. The limbs appear only slightly different as well. While the differences in these four groups are real, and significant, in all variables analyzed, the Hispanic-American group is completely encompassed by the other ethnic groups. The following figures highlight the distribution of Hispanic-Americans when compared to the other three groups on several different measurements.
Figure 1-8: Comparison of Hispanics to all Others for Sitting Height and Buttock-Knee Length

Figure 1-9: Comparison of Hispanics to all Others for Bideltoid Breadth and Hip Breadth
Figure 1-10: Comparison of Hispanics to all Others for Face Breadth and Head Circ

Figure 1-11: Comparison of Hispanics to all Others for Face Length and Nose Protrusion
This distribution was apparent for all variables analyzed. The Hispanic group is a mix of many "racial" types, and as expected, demonstrates a mix of anthropometric proportions that are exhibited to a higher degree by the three other groups described here. For that reason it is not necessary to include them in the JSF sample as a distinct group in themselves. Instead of removing the Hispanics in the Sample they were included with European Americans.

Prediction of 2010 Joint Services Racial Proportions

In Figure 1-12, below, ten years of data from the DoD on racial proportions for women in the Joint Services (Grade level O1 – O5) is plotted. The same is plotted for men in Figure 1-13. Linear regression was used to predict the Joint Service racial proportions for the year 2010.

Female Joint Service Officers (O1-O5)
Demographics by Race: 2010 Prediction
Asian American % = 7.6%
African American % =15.6%
White and Hispanic % = 76.8%

Figure 1-12: Prediction of Female Racial Proportions in Joint Services for Year 2010.
Male Joint Service Officers (O1-O5)
Demographics by Race: 2010 Prediction
Asian American % = 4.2%
African American % = 6.6%
White + Hispanic % = 89.1%

Figure 1-13: Prediction of Male Racial Proportions in Joint Services for Year 2010.

The 2010 predicted racial proportions were then used to statistically "weight" the data for both males and females. In this case, the weighting simply assigns a bias upward for the sample's underrepresented races in 2010, and bias downward for overrepresented races. Weighting allows all of the subjects to be used in the sample and not eliminated to force the 2010 proportion.
Table 1-2: Weighting for Joint Services 2010 Race Proportion Predictions

<table>
<thead>
<tr>
<th></th>
<th>Males N=651</th>
<th>Females N=723</th>
</tr>
</thead>
<tbody>
<tr>
<td>JSF CAESAR Proportions</td>
<td>2010 Jt Svc Pred.</td>
<td>Assigned Weight</td>
</tr>
<tr>
<td>White (517) + Hispanic (19)</td>
<td>0.8233</td>
<td>0.891</td>
</tr>
<tr>
<td>African American (58)</td>
<td>0.0891</td>
<td>0.066</td>
</tr>
<tr>
<td>Asian American (57)</td>
<td>0.0876</td>
<td>0.042</td>
</tr>
<tr>
<td>White (578) + Hispanic (10)</td>
<td>0.8133</td>
<td>0.768</td>
</tr>
<tr>
<td>African American (68)</td>
<td>0.0941</td>
<td>0.156</td>
</tr>
<tr>
<td>Asian American (67)</td>
<td>0.0927</td>
<td>0.076</td>
</tr>
</tbody>
</table>

Comparison to JSF 1-8: Validation for JSF CAESAR Sample

The resulting JSF CAESAR Sample is equivalent to the JPATS *population* which was used in the original multivariate analysis that initiated the definition of the JPATS Cases (see Chapter 2 for history of JPATS Cases). An analytical comparison to the eight JSF Cases was required to determine the validity of the JSF CAESAR Sample and ensure its appropriate use as the needed pilot-gear “augmentation” sample to the current cockpit accommodation Cases (JSF 1-8).

A Principal Components Analysis (PCA) was run on the JSF CAESAR Sample – men and women separately – to replicate the original step in the JPATS analysis. In simple terms, the PCA is a multivariate analysis that finds and simplifies the simultaneous variation in a large set of variables. In this analysis, a very large portion of the variation present in the seated “cockpit accommodation” variables (Buttock Knee Length, Knee Height, Sitting Height, Thumb Tip Reach, Sitting Eye Height, Shoulder Height) was simplified and explained by two new variables, called Principal Components (PCs). On the first component, or axis, all 6 variables increase or decrease together, hence we name this component “size”, thus PC 1 is responsible for describing the greatest type of variation in the sample. In the positive direction of PC 2 the limb dimensions increase while the torso dimensions decrease. In the negative direction on PC 2, the reverse is true. Thus, PC 2 describes the second most important trait in variation – a contrast in limb length and torso height. In the original JPATS analysis these two components described almost 90% of the variation in the 6 variables.

Below in Figures 1-14 and 1-15, the women and men, respectively, of the JSF CAESAR Sample have been plotted according to their scores on Principal Components 1 and 2. (These are standardized scores with a mean of 0 and a Standard Deviation of 1 on each PC). The JSF Cases 1-8 are overlaid on these plots after their scores on the axes were calculated (with the JSF CAESAR multivariate solution equations) using their specified anthropometry.

The original JPATS Cases were selected to represent the boundary ellipses that contain the desired accommodation percentage within their perimeter. The final JPATS Cases were an aggregate of the original mathematically selected cases (biggest cases from male ellipses, smallest cases from female ellipses) as well as some politically driven addition, deletion, and modification to the Cases (again, see Chapter 2). The resulting accommodation percentages afforded by the JPATS Cases were ~99% for males and ~97.5% for females. On the graphs
below, accommodation ellipses have been reconstructed using the actual plotting of JSF Cases 1 through 8. Remarkably, the resulting accommodation percentages for both sexes of the JSF CAESAR samples are comparable: Males 99.2%, and Females 97.9%. This means that the JSF CAESAR Sample more than adequately represents the physical variation of those that the JSF cockpit is designed to accommodate. (Non-cockpit variable comparisons are made in Chapter 2.) In the accompanying Excel spreadsheet (JSF CAESAR (US) Sample) there is a variable "JSFPILOT" which indicates, with a value of 1.0, the subjects that were included in these defined JSF ellipses of accommodation. Of the 723 females, 708 of them are physically accommodated in the JSF; however, 13 were below the 103 lb. JSF ejection seat weight minimum and were removed, leaving 695 total Pilot Size women. For the 651 males, 646 are considered accommodated. Two of the males fell outside the reconstructed ellipse but were retained as Pilot Size based on their proximity to JSF Case 8.

Figure 1-14: Principal Component Plot of JSF CAESAR women. Reconstructed accommodation ellipse through JSF Cases 1-8.
Figure 1-15: Principal Component Plot of JSF CAESAR men. Reconstructed accommodation ellipse through JSF Cases 1-8.
Discussion: Extrapolation of JSF Boundary Cases to non-cockpit accommodation applications.

The JSF Cases represent boundary conditions for overall size and limb proportion. They are extreme examples of the distribution generated with the multivariate cockpit accommodation solution. In the past there have been requests to calculate a variable value (Head Breadth for example) for JPATS Case 7, or for any other JSF Case. It must be understood that although the JPATS Case specifications are used to derive a particular variable value, that value may not necessarily represent an extreme boundary condition for this new measure of interest. We are often presented with design or modification issues that require additional values (means, maximums, minimums etc.) to characterize anthropometric dimensions that are not part of the original JSF Case specification. If a needed dimension is highly correlated with one or more of the cockpit variables (e.g. Thumb Tip Reach, Buttock Knee Length, Knee Height Sitting, etc.) then additional anthropometric values for the JSF Cases may be usefully assigned. The value ranges for Shoulder Breadth and Chest Depth in the JSF specification are good examples. However, this will not be true of all dimensions. To illustrate, Figure 1-16, below, plots Head Breadth against Head Length for the men and women of the JSF CAESAR Pilot Size Sample. Subjects, selected as “Nearest Neighbors” to the JSF Cases in the original Principal Component Space (Figures 1-14 and 1-15), were identified and marked on the plots below. It is easily observed that the Nearest Neighbor Subjects are positioned throughout the distribution and are not defining a boundary perimeter as they do in Principal Component Space. In fact, none of the groups of Nearest Neighbor Subjects cluster as they did around their respective JSF Cases in Principal Component Space. Figure 1-17, below, illustrates the same Nearest Neighbor Subjects on a plot of Face Length and Bizygomatic Breadth. The same is true for these face dimensions, thus demonstrating that subjects with extreme overall size and/or limb proportion do not necessarily have extreme facial proportions.
Figure 1-16: Head Length vs. Head Breadth for JSF CAESAR Males and Females with Overlay of “Nearest Neighbor” JSF Cases.
Figure 1-17: Face Length vs. Bizygomatic Breadth for JSF CAESAR Males and Females with Overlay of “Nearest Neighbor” JSF Cases.
CHAPTER 2: COMPARISON TO THE JPATS POPULATION

Background on the Derivation of the JPATS Cases

Originally, the JPATS aircraft was to be designed to accommodate "All Current Pilots". In other words, those individuals meeting US Air Force and Navy body size entrance requirements for flight training. A multivariate approach was used to define eight cases representing all the size variability existing in the flying population. However, due to Congressional desire to expand the assignment of women in the military, a DoD working group was convened in the summer of 1993 to examine the anthropometric specifications which were being considered for the JPATS program. This working group attempted to determine the effects of the original JPATS specifications on accommodation of women in the cockpit.

One of the first tasks of the working group was to identify an appropriate anthropometric database that could be used by all involved, so that all anthropometric calculations would be comparable. The decision was made to use the 1988 US Army Anthropometric Survey (Gordon, et. al. 1989), and cull from it a sample which represented those females with the potential to become pilots if the anthropometric restrictions to enter flight training were not in place. The sample was based on the following criteria.

1. Age must be greater than 22 years since pilots in the USAF and USN must be college graduates. (This also assured that nearly all subjects had achieved their full adult body size.)

2. Racial mix was constructed to match the US college-graduate population in 1992 - approximately 86% White, 6% Black, 4% Hispanic, and 4% Asian. These data were retrieved from the US Department of Education.

3. Height and Weight tables for the USAF and USN were used to screen all potential subjects to assure they were within appropriate limits.

The resulting data sets consisted of 851 females and 1301 males. The next step was to determine the effect of the original JPATS specification on the percentage of females accommodated. Since the specification was based on the entire pilot population as defined by AFI 48-123, the real question was, "what are the effects of this regulation on the percentage of women eligible to become USAF pilots?" Figure 2-1 below shows a bivariate plot of the JPATS female population and the entrance requirements spelled out in AFI 48-123.
Figure 2-1: Effects of Body Sized Limits on Female Population.

Those individuals in the box would be accommodated by the original JPATS specification. While all current USAF pilots would have been eligible under the original specification, only 45% of the JPATS female sample would have been eligible. The next figure (Figure 2-2) is a similar plot of data for the JPATS male sample. Ninety-four percent of the males qualify.
While it is obvious that these restrictions have a severe effect on the percentage of the female population who are eligible to become USAF pilots, it is important to remember that these restrictions were in place long before women were permitted to fly in the Air Force - and they were based on male anthropometric data.

JPATS Cases One and Seven

When the Undersecretary of Defense for Acquisitions (Dr. John Deutch) was informed that the JPATS aircraft might eliminate approximately 55% of females from becoming pilots, he directed the working group to devise a solution that would permit at least 80% of eligible females (defined by the JPATS data sets) to operate the aircraft. Multivariate Case One replaced the original smallest person in the JPATS specification to accomplish that directive. Sitting Height was reduced to 32.8 inches and arm and leg lengths were reduced by approximately one inch from what was previously indicated for the smallest person. Case One Stature can be approximately 61 inches.

Soon after Case One was created, Congressional interest intensified and potential requirements were again expanded. Now it was proposed to accommodate 95% of both males and females. Multivariate Case Seven was developed to satisfy this level of accommodation. Multivariate Case Seven Stature can be approximately 58 inches. Sitting Height is 31 inches. Figure 2-3, below, shows both JPATS populations (male and female) with Cases One through Six illustrated.
Figure 2-3: JPATS Population with Cases 1-6.

Figure 2-4: JPATS Population with Cases 1-7.
Figure 2-4, above, shows the same population with Case Seven included. Notice the apparent holes in the pattern of cases surrounding the data. In the upper left part of the graph, the original Case 2 was removed. This case would have had a 45-inch Leg Length and 33 inch Sitting Height. The original Case 8 would have been in the lower left part of the graph, and would have had a ~48-inch Leg Length, and a 41 inch Sitting Height. Both of these Cases were removed by the JPATS Program Office. Case 8 was later restored by the JSF Program Office resulting in the now familiar JSF Cases 1-8, below in Table 2-1. For more technical detail on the JPATS Case selection, please refer to Zehner et al. (1993).

Table 2-1: JSF Multivariate Cases

<table>
<thead>
<tr>
<th></th>
<th>CASE 1</th>
<th>CASE 2</th>
<th>CASE 3</th>
<th>CASE 4</th>
<th>CASE 5</th>
<th>CASE 6</th>
<th>CASE 7</th>
<th>CASE 8</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thumb Tip Reach</td>
<td>Small</td>
<td>Medium</td>
<td>Medium</td>
<td>Tall</td>
<td>Overall</td>
<td>Longest</td>
<td>Overall</td>
<td>Largest</td>
</tr>
<tr>
<td></td>
<td>Build</td>
<td>Build</td>
<td>Sitting</td>
<td>Sitting</td>
<td>Large</td>
<td>Limbs</td>
<td>Small</td>
<td>Torso</td>
</tr>
<tr>
<td></td>
<td>Short</td>
<td>Long</td>
<td>Height</td>
<td>Height</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>27</td>
<td>27.6</td>
<td>33.9</td>
<td>29.7</td>
<td>35.6</td>
<td>36</td>
<td>26.1</td>
<td>33.3</td>
</tr>
<tr>
<td>Buttock-knee Length</td>
<td>21.3</td>
<td>21.3</td>
<td>26.5</td>
<td>22.7</td>
<td>27.4</td>
<td>27.9</td>
<td>20.8</td>
<td>25.4</td>
</tr>
<tr>
<td>Knee-height Sitting</td>
<td>18.7</td>
<td>19.1</td>
<td>23.3</td>
<td>20.6</td>
<td>24.7</td>
<td>24.8</td>
<td>18.1</td>
<td>23.2</td>
</tr>
<tr>
<td>Sitting Height</td>
<td>32.8</td>
<td>35.5</td>
<td>34.9</td>
<td>38.5</td>
<td>40</td>
<td>38</td>
<td>31</td>
<td>41</td>
</tr>
<tr>
<td>Eye Height Sitting</td>
<td>28</td>
<td>30.7</td>
<td>30.2</td>
<td>33.4</td>
<td>35</td>
<td>32.9</td>
<td>26.8</td>
<td>35.9</td>
</tr>
<tr>
<td>Shoulder Height Sitting</td>
<td>20.6</td>
<td>22.7</td>
<td>22.6</td>
<td>25.2</td>
<td>26.9</td>
<td>25</td>
<td>19.5</td>
<td>27.5</td>
</tr>
<tr>
<td>Shoulder Breadth Range</td>
<td>14.7-18.1</td>
<td>16.4-20.6</td>
<td>16.2-21.2</td>
<td>16.8-21.7</td>
<td>16.9-22.5</td>
<td>16.8-22.5</td>
<td>14.2-18.0</td>
<td>16.9-22.8</td>
</tr>
<tr>
<td>Chest Depth Range</td>
<td>7.4-10.9</td>
<td>6.9-10.6</td>
<td>7.2-11.3</td>
<td>7.1-11.0</td>
<td>7.3-12.1</td>
<td>7.4-12.2</td>
<td>7.2-10.2</td>
<td>7.4-12.4</td>
</tr>
<tr>
<td>Thigh Circumference Range</td>
<td>18.5-25.0</td>
<td>17.1-25.0</td>
<td>20.2-27.6</td>
<td>17.6-26.3</td>
<td>18.5-29.2</td>
<td>19.1-29.7</td>
<td>17.8-25.2</td>
<td>18.6-29.1</td>
</tr>
<tr>
<td>Weight Range</td>
<td>103 lbs to 245 lbs</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Note: All units are in inches unless otherwise specified.
Comparison of Samples: JPATS vs. JSF CAESAR

As described above, the sample that was derived from the Army 1988 Anthropometric Survey consisted of 851 females and 1301 males. The next step undertaken on this project was to compare the summary statistics from that sample with those computed for the JSF CAESAR sample. As seen in Table 2-2, below, there are significant differences in the mean values for the measurements selected for comparison.

<table>
<thead>
<tr>
<th>Table 2-2: Comparison of JSF and JPATS Female Samples</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>JSF CAESAR SAMPLE (inches)</strong></td>
</tr>
<tr>
<td>--------------------------------</td>
</tr>
<tr>
<td>ACRHTST</td>
</tr>
<tr>
<td>CHESTC</td>
</tr>
<tr>
<td>BUTKNELE</td>
</tr>
<tr>
<td>HEADC</td>
</tr>
<tr>
<td>HIPC</td>
</tr>
<tr>
<td>KNEHITST</td>
</tr>
<tr>
<td>SHOULDBR</td>
</tr>
<tr>
<td>SITTHT</td>
</tr>
<tr>
<td>STAT</td>
</tr>
<tr>
<td>THIC</td>
</tr>
<tr>
<td>TTR</td>
</tr>
<tr>
<td>WAISTTCP</td>
</tr>
<tr>
<td>WT (lbs)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>JPATS SAMPLE (inches)</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>VALID_N</td>
</tr>
<tr>
<td>---------</td>
</tr>
<tr>
<td>ACRHTST</td>
</tr>
<tr>
<td>CHESTC</td>
</tr>
<tr>
<td>BUTKNELE</td>
</tr>
<tr>
<td>HEADC</td>
</tr>
<tr>
<td>HIPC</td>
</tr>
<tr>
<td>KNEHITST</td>
</tr>
<tr>
<td>SHOULDBR</td>
</tr>
<tr>
<td>SITTHT</td>
</tr>
<tr>
<td>STAT</td>
</tr>
<tr>
<td>THIC</td>
</tr>
<tr>
<td>TTR</td>
</tr>
<tr>
<td>WAISTCP</td>
</tr>
<tr>
<td>WT (lbs)</td>
</tr>
</tbody>
</table>

This difference is due to different Height and Weight parameters used to compile the two samples. The JPATS sample used USAF requirements to select the sample where the JSF sample used the broader of the USAF or Navy Height Weight requirements. This produces a sample with a broader range of values (from smallest to largest) as well as a higher mean values. We believe this is an important addition to the data set because so many of the individuals
deployed in recent conflicts have been reservists. Reservists are generally older and less likely to be held to strict Height/Weight requirements. While it may be a few years before reservists fly the JSF we feel this group adds an important design consideration.

The Figures 2-5 and 2-10, below, are bivariate charts showing overlays of these two samples for cockpit variables. Notice that in all figures the distribution of the JSF CAESAR sample encompasses the JPATS sample. This is primarily due to weight differences and is what we expected based on the summary statistics.

Figure 2-5: Height/Weight Comparison for Males.
Figure 2-6: Height/Weight Comparison for Females.

Figure 2-7: Chest Circumference and Waist Circumference Comparison for Males.
Figure 2-8: Shoulder Height and Thumb-Tip Reach Comparison for Females

Figure 2-9: Buttock-Knee and Knee Height Sitting Comparison for Males
Figure 2-10: Thigh Circumference and Hip Circumference Comparison for Females

A number of additional plots were run (and not reported) and the results were clearly the same. The JSF sample is slightly broader in all directions than the JPATS sample. The mean differences are generally a few tenths of an inch. While statistically significant due to the large sample sizes, these differences will make very little difference in design parameters for JSF apparel and equipment.
CHAPTER 3: FOREIGN FLYING POPULATIONS AND JSF ACCOMMODATION

The foreign anthropometric analysis portion of this project needs to be considered an ongoing process. In the Statement of Work it was stated that we would attempt to gain access to anthropometric databases and pilot requirements for possible foreign users of the JSF. Continuing attempts are being made to do so. The countries and their current pilot requirements, that we have obtained, are included in Table 3-1 below.

<table>
<thead>
<tr>
<th>COUNTRY</th>
<th>Service</th>
<th>HT/WT Reqs.</th>
<th>Pilot Physical Standards (Min and Max)</th>
<th>Women to fly JSF?</th>
</tr>
</thead>
<tbody>
<tr>
<td>UK</td>
<td>Royal AF</td>
<td></td>
<td>STATURE: -</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>SITHTH: 86.5 cm - 101.0 cm.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>BUTKNEL: 56.0 cm - 66.0 cm</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>LEG LENGTH: 100.0 cm - 120.0 cm</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Functional Reach: 74.0 cm - 90.0 cm</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>WEIGHT: 131.2 - 212.8 lbs. (59.5 - 96.5 kilos)</td>
<td></td>
</tr>
<tr>
<td>Royal Navy</td>
<td></td>
<td></td>
<td>STATURE: 167.5 cm - 193.0 cm</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>SITHTH: 83.0 cm - 100.5 cm</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>BUTKNEL: 53.5 cm - 66.0 cm</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>LEG LENGTH: 98.0 cm - 122.0 cm</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>Functional Reach: -</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>WEIGHT: 131.2 - 212.8 lbs. (59.5 - 96.5 kilos)</td>
<td></td>
</tr>
<tr>
<td>Army Air Corps</td>
<td></td>
<td></td>
<td>STATURE: 167.5 cm - 193.0 cm</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>SITHTH: 83.0 cm - 100.5 cm</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>BUTKNEL: 53.5 cm - 66.0 cm</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>LEG LENGTH: 96.0 cm - 122.0 cm</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Functional Reach: -</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>WEIGHT: 131.2 - 212.8 lbs. (59.5 - 96.5 kilos)</td>
<td></td>
</tr>
<tr>
<td>Canada</td>
<td>AF</td>
<td></td>
<td>STATURE: 157.0 cm - 194.0 cm</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>SITHTH: 86.4 cm - 100.3 cm</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>BUTKNEL: 54.6 cm - 67.3 cm</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>LEG LENGTH: 99.60 cm - 123.2 cm</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Functional Reach: -</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>WEIGHT: -</td>
<td>Yes</td>
</tr>
<tr>
<td>Australia</td>
<td>RAAF</td>
<td></td>
<td>STATURE: 163.0 - 193.0 cm</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>SITHTH: &lt; 100.0 cm max</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>BUTKNEL: &lt; 63.5 cm max</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Leg Length: &lt; 112 cm max</td>
<td></td>
</tr>
<tr>
<td>Netherlands</td>
<td>Air Force</td>
<td>None.</td>
<td>STATURE: &lt; 193 cm, Weight IAW ACES II</td>
<td></td>
</tr>
<tr>
<td>Norway</td>
<td>NoAF</td>
<td></td>
<td>STATURE: 163.0 - 193.0 cm</td>
<td>Few</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>SITHTH: 83.0 - 99.0 cm</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>(BUTKNEL?) Thigh Length 57.0 - 66.0 cm</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>WEIGHT: ACES II Limit of 100 Kg (220.5 lbs.)</td>
<td></td>
</tr>
<tr>
<td>Japan</td>
<td></td>
<td></td>
<td>Given Height: WEIGHT: 158.0 - 190.0 cm</td>
<td>NO</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>SITHTH: NONE</td>
<td></td>
</tr>
<tr>
<td>Italy</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>South Korea</td>
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<td>Singapore</td>
<td></td>
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</tr>
<tr>
<td>Turkey</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Denmark</td>
<td></td>
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</tr>
</tbody>
</table>

30
In Figure 3-1, below, the JSF CAESAR Pilot Size Sample has been plotted for Sitting Height and Buttock Knee Length. Females and males are combined. The univariate maximums and minimums specified by the specific countries are included as range bars. For the UK, the Royal Navy and Air Force ranges were combined to form the broadest ranges. Australia did not have minimums. The same was done for Stature and Leg Length, (Figure 3-2) which allowed range plotting of Japan and The Netherlands who only have Stature as an anthropometric measure specification. For all four variables the JSF CAESAR Pilot Size Sample adequately covers the ranges defined by each country’s Pilot Size Criteria.

Figure 3-1: Univariate Pilot Requirements for Canada, Australia, United Kingdom (broadest of combined services), and Norway.
CAESAR Dutch Samples

The Netherlands Survey contains a total of 1267 subjects. All of their whole body scans and traditional and scan-extracted measurements are included on the accompanying USB drive. In the Excel file, “CAESAR Netherlands,” the variable Current Dutch Pilot has been included. If a subject is marked with a “1” then they have met the pilot size specifications for the country (Stature < 193 cm, and Weight 103 to 245 lbs.), and an age requirement of 21-50 years old. Two of the males were removed from “current pilot size” assignment. One had incredibly short legs (15.5” Buttock Knee Length, 14.5” Knee Height Sitting) and the other had an “Under Bust Circumference” measurement taken. This resulted in 461 females and 332 males to comprise the CAESAR Dutch Current Pilot Size Sample. Note, however, that there is no predictive weighting of any variables for the year 2010, and that current pilot requirements were used. The summary statistics for this Current Pilot Size Sample of Dutch, for both men and women, are included as separate worksheets in the CAESAR Netherlands excel file.

The Dutch represent the tallest individuals in NATO. In Figure 3-3, below, a plot of the distributions for the Dutch Pilot Size Sample is overlaying the JSF CAESAR Pilot Size Sample. Men and women have been combined. There are 12 Dutch Pilot Size CAESAR Subjects that are outside the distribution coverage of the JSF CAESAR Pilot Size Sample. Since the JSF Pilot
Size Sample was defined using JSF Cases 1-8 and their reconstructed accommodation ellipses, these individuals are OUTSIDE the range of JSF Accommodation, but at the same time, are size-qualified to fly in the Dutch Air Force. Although this is not surprising, it demonstrates the need for apparel designers to examine the impact of these very large potential Dutch JSF Pilots.

![Graph showing sitting height vs. buttock knee length for JSF CAESAR Pilot Size, Male and Female (N=1341) and Dutch CAESAR Current Pilot Size (N=795).]

Figure 3-3: Comparison of Dutch CAESAR Pilot Size Sample to JSF CAESAR Pilot Size.
Figure 3-4: Head Breadth vs. Length for the Pilot Size Dutch and JSF CAESAR Pilot Size women.

In Figure 3-4, above, head breadths and lengths are examined between the Dutch Pilot Size females and the JSF CAESAR Pilot Size females. Upon visual examination, in general, the heads of Dutch women appear to be narrower and longer than the JSF women. And, in Figure 3-5, below, it is apparent that facial shape variation is greater in the Dutch women demonstrated by the plot of these measures of facial height (Sellion to Supramenton) and width (Bizygomatic Breadth). The Dutch women, with a smaller sample size, actually span a greater area of variation than the JSF women.
Figure 3-5: Bizygomatic Breadth vs. Sellion to Supramenton Length for the Pilot Size Dutch women and JSF CAESAR Pilot Size women.

The same contrasting pattern of head shape in the women is also seen in the men, but to a much lesser degree. The head shape variation in the men of the JSF CAESAR Pilot Size Sample is highlighted by a handful of specimens with relatively broader and shorter heads (bottom right of graph) than Dutch men (Figure 3-6, below). The men’s variation in facial shape (Figure 3-7, below) also demonstrates a trend for the faces of JSF men to be proportionally broader, rather than taller. These differences in facial variation are not as strong as that in the women, however. For the JSF Sample men, more variation is found in the vertical dimension of the face (Sellion to Supramenton) than in the width (Bizygomatic), while the Dutch men are highlighted by the opposite relationship – they vary greater on facial breadth than on height.
Figure 3-6: Head Breadth vs. Length for the Pilot Size Dutch men and JSF CAESAR men.
Figure 3-7: Bzygomatic Breadth vs. Sellion to Supramenton Length for the Pilot Size Dutch men and JSF CAESAR men.

To explore the possibility that these contrasts in head and face shape variation are due to differences in racial make up of the samples, the European American (white) portion of the JSF CAESAR Pilot Size Sample was used exclusively. Below in Figure 3-8, the distributions for Head Breath and Length (using only white JSF Pilot Size women) has diminished the contrast seen above, when all races from JSF were used. However, as expected, reducing the sample size for the JSF women, by selecting only whites, could not “expand” their facial variation to match that of the Dutch women. It is likely that the Dutch sample included races or ethnic groups (hence adding face shape diversity to their sample) that are not included in the JSF CAESAR Pilot Size Sample. During the Dutch Survey recording of race could only be Dutch – born in the Netherlands, and Dutch – not born in the Netherlands. Thus, the contrast in head shape variation was most likely due to non-white variation introduced by the JSF CAESAR sample, while the contrast in facial variation was probably a product of ethnic variation in the CAESAR Dutch Sample, but unfortunately could not be identified and removed for examination. Further below, in Figures 3-10 and 3-11, the same is demonstrated for the men as was for the women above. The differences in head shape variation (Figure 3-10) were diminished by selecting only the white men of the JSF CAESAR Pilot Size Sample. The contrasting variation in facial shape (Figure 3-11) was retained, however.
Figure 3-8: Head Breadth vs. Length for the Pilot Size Dutch women and JSF CAESAR white women.
Figure 3-9: Bzygomatic Breadth vs. Sellion to Supramenton Length for the Pilot Size Dutch women and JSF CAESAR white women.
Figure 3-10: Head Breadth vs. Length for the Pilot Size Dutch men and JSF CAESAR men.
Figure 3-11: Bizygomatic Breadth vs. Sellion to Supramenton Length for the Pilot Size Dutch men and JSF CAESAR white men.
CHAPTER 4: VISUAL INDEX

This chapter contains a visual index of measurements. This index is useful for identifying the name of the variable of interest, in order to locate the summary statistics for that variable within this document.
6. Armscyce Circumference (Scye Circumference over Acromion)
12. Crotch Height
23. Hip Circumference, Maximum
24. Hip Circumference, Maximum, Height
29. Stature (Body Height)
33. Thumb Tip Reach, Right
34. Total Crotch Length
36. Vertical Truck Circumference, Right
38. Waist Front Length
39. Waist Height, Preferred
30. Subscapular Skinfold, Right
35. Triceps Skinfold
40. Weight (Mass)
3. Arm Length (Shoulder-Elbow)
4. Arm Length (Shoulder-Wrist)
5. Arm Length (Spine-Wrist)
8. Bust/Chest Circumference
9. Bust/Chest Circumference Under Bust
11. Chest Girth (Chest Circumference at Scye)
26. Neck Base Circumference
27. Shoulder Breadth (Bideltoid)
31. Thigh Circumference, Maximum, Right
37. Waist Circumference, Preferred
1. Acromial Height, Sitting
10. Buttock-Knee Length, Right
13. Elbow Height, Sitting, Right
14. Eye Height, Sitting, Right
22. Hip Breadth, Sitting
25. Knee Height, Sitting, Right
28. Sitting Height
32. Thigh Circumference, Maximum, Sitting, Right
2. Ankle Circumference
7. Bisygomatic Breadth
15. Face Length (Menton-Sellion Length)
16. Foot Length, Right
17. Hand Circumference, Right
18. Hand Length, Right
19. Head Breadth
20. Head Circumference
21. Head Length
42. Acromial Height, Standing, Right
44. Acromion-Radia Length, Right
48. Axilla Height, Right
56. Cervicale Height
59. Elbow Height, Standing, Right
69. Malleolus Height, Lateral, Right
74. Radiale-Styli Length, Right
77. Sleeve Outseam Length, Right

56. Cervicale Height
65. Interscye Distance
66. Knee Height, Standing, Left
67. Knee Height, Standing, Right
83. Waist Back (Cervicale to Waist) Length
41. Acromial Height, Standing, Left
43. Acromion-Radiale Length, Left
47. Axilla Height, Left
56. Cervicale Height
58. Elbow Height, Standing, Left
68. Malleolus Height, Lateral, Left
73. Radiale-Styliion Length, Left
76. Sleeve Outseam Length, Left

54. Bi-Trochanteric Breadth, Standing
55. Bustpoint-Bustpoint Breadth
57. Chest Height
80. Suprasternale Height
81. Trochanter Height, Left
82. Trochanter Height, Right
41. Acromial Height, Standing, Left
42. Acromial Height, Standing, Right
47. Axilla Height, Left
48. Axilla Height, Right
49. Biacromial Breadth
62. Infraorbitale Height, Standing, Left
63. Infraorbitale Height, Standing, Right
68. Malleolus Height, Lateral, Left
69. Malleolus Height, Lateral, Right

45. Arm Inseam, Left
46. Arm Inseam, Right
50. Bi-Cristale Breadth
51. Bi-Spinous Breadth
52. Bigonial Breadth
53. Bitragion Breadth
60. Foot Breadth, Left
61. Foot Breadth, Right
64. Inter-pupillary Distance
70. Malleolus Height, Medial, Left

71. Malleolus Height, Medial, Right
72. Neck Height
75. Sellion-Supramenton Length
78. Sphyrion Height, Left
79. Sphyrion Height, Right
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93. Femoral Epicondyle, Lateral, Right to Malleolus, Lateral (Comfortable), Right
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86. Bi-lateral Femoral Epicondyle Breadth, Sitting (Comfortable)
87. Bi-lateral Humeral Epicondyle Breadth, Sitting (Comfortable)
88. Bi-Trochanteric Breadth, Sitting (Comfortable)
94. Infraorbitale Height, Sitting (Comfortable), Left
95. Infraorbitale Height, Sitting (Comfortable), Right
89. Buttock to Trochanter Length (Comfortable)
CHAPTER 5: JSF CAESAR PILOT-SIZE SAMPLE - SUMMARY STATISTICS

This chapter contains the sample size, weighted sample size, mean, minimum and maximum, standard error of the mean (SE Mean), standard deviation (STD), and selected percentiles for both men (N = 646) and women (N = 695). They are reported in both English (in. or lbs) and Metric (mm or kgs) units for: Traditional Measurements (1-40), Standing Scan-Extracted Measurements (41-83), and Seated Scan-Extracted Measurements (84-99). All statistics employing weighted data were analyzed with Stata SE 7.0 (Stata Corporation 2002), while Statistica 5 (Statsoft, Inc. 1998) and Microsoft Excel (2002) were used to organize the data.
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ISO Reference No. 4.2.4
ISO Name: Shoulder Height, Sitting

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ISO Reference No. N/A
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| ISO Reference No. | N/A |

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ISO Reference No. 4.4.7

**ISO Name:** Buttock-Knee Length

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ISO Reference No. 4.1.7
ISO Name: Crotch Height

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ISO Reference No. 4.2.5  
ISO Name: Elbow Height, Sitting

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![Diagram of a person sitting with elbow height measurement indicated.]

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ISO Name: Eye Height, Sitting  

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ISO Name: Hand Length

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ISO Name: Head Breadth

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**ISO Reference No:** 4.2.11  
**ISO Name:** Hip Breadth, Sitting

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ISO Reference No. N/A
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ISO Reference No. 4.2.14  
ISO Name: Knee Height

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ISO Reference No. 4.2.1  
ISO Name: Sitting Height (Erect)

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ISO Reference No. 4.1.2
ISO Name: Stature (Body Height)

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![Image of human height]

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|             | 66.50        | 61.42          |
|             | 67.68        | 62.44          |
|             | 68.11        | 63.03          |
|             | 70.08        | 64.72          |
|             | 72.13        | 66.61          |
|             | 72.64        | 67.09          |
|             | 74.13        | 68.50          |
|             | 75.47        | 69.61          |
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|             | 77.95        | 71.22          |

84
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### ISO Reference No.: N/A

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ISO Reference No. 4.1.4
ISO Name: Shoulder Height

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42. CAESAR Name: ACROMIAL HEIGHT, STANDING, RIGHT  
ISO Reference No. 4.1.4  
ISO Name: Shoulder Height, Right

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**ISO Reference No.:** 4.2.6  
**ISO Name:** Shoulder-Elbow Length

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ISO Reference No. 4.2.6
ISO Name: Shoulder-Elbow Length

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![Diagram of a frontal view of a human head with measurements highlighted.](image)

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ISO Reference No. 4.1.5
ISO Name: Elbow Height

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ISO Reference No: 4.1.5
ISO Name: Elbow Height

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MALLEOLUS HEIGHT, MEDIAL, RIGHT

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ACROMIAL HEIGHT, SITTING (COMFORTABLE), RIGHT

### ISO Reference No.
N/A

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BI-LATERAL FEMORAL EPICONDYLE BREADTH, SITTING (COMFORTABLE)

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APPENDIX: RESOURCE LISTING – CARD LAB FIT-MAPPING STUDIES

1. Accommodation and Occupational Safety for Pregnant Military Personnel (Pregnant Women’s Study (PWS)) – The purpose of this study was to collect a set of traditional anthropometric data and three-dimensional (3-D) whole-body scan data set for a sample population of pregnant women. The study objectives were: to characterize size and shape changes for a sample population of pregnant women, and to provide recommendations for future research to evaluate the occupational constraints placed on pregnant women due to their changing body size and physical capabilities.

Results: Many of the changes in body dimensions were calculated as percentage changes from one session to the baseline session. For most traditional measurements, there was an increase from Session 1 to Session 5, then a sharp decrease from Session 5 to Session 6, as expected. The most obvious changes are in weight, the waist region, and abdominal protrusion. One unexpected change occurred in the traditional dimension, Tenth Rib Height. On average, there was a significant increase in Tenth Rib Height over the course of pregnancy from Session 1 to Session 5. The ribs flared outward and upward to make room for the growing fetus. As a result, the Tenth Rib Height increased. 25 pregnant women had their bodies scanned throughout their pregnancy.

Sample Size: The sample size was 25 females. Sixteen were civilians and nine were military members. Eighteen subjects were employed (9 military and 9 civilians), and 7 (civilians) were unemployed. Eight of the military members were in the Air Force and the other was in the Navy.

Demographic Questions: Standard Demographic Questions (*), as well as what Type of Job they had: Desk or Non-Desk; Standing or Sitting; Typing; and if they encounter any Reach Problems performing their job duties.

Measurements Taken: Thumb Tip Reach Rt., Weight, Stature, Cervicale Height, Suprasternale Height, Chest Height, Chest Height Below Bust, Tenth Rib Height, Waist Height Preferred, Waist Height Omphalion, Patella Top Height, Chest Breadth, Chest Breadth Below Bust, Waist Breadth Preferred, Waist Breadth Omphalion, Hip Breadth, Chest Depth, Chest Depth Below Bust, Waist Depth Preferred, Waist Depth Omphalion, Chest Circumference, Chest Circumference Below Bust, Waist Circumference Preferred, Waist Circumference Omphalion, Hip Circumference, Thigh Circumference, Calf Circumference, Ankle Circumference, Foot Breadth, Sitting Height, Cervicale Height Sitting, Buttock-Knee Length, Abdominal Ext. Depth Sitting, Hip Breadth Sitting, Hand Breadth

Scanning Landmarks: Standing: Axilla(2), Bustpoint(2), Substernale, Tenth Rib(2), Waist Level Preferred(4), Waist Level Omphalion(4), PSIS(2), ASIS(2), Illiocristale(2), Buttock Point(3), Suprapatella(2), Malleolus Lateral(2), Malleolus Medial(2), Metatarsal I(2), Metatarsal V(2)
Scanning Landmarks: Sitting: Tragion(2), Infraorbitale(2), Suprasternale, Cervicale, Spine(3), Acromion(2), Humeral Epicondyles(4), Radial Styliion(2), Ulnar Stylioids(2), Metacarpale II(2), Metacarpale V(2), Femoral Epicondyles(4)

Scanning Postures:

Data Status: There are traditional measurements available for twenty-four subjects in Excel format. Also available are 205 three-dimensional scans of these twenty-four subjects in .iv format. These scans can be made accessible to most CAD programs for further measurement extractions if needed.

Acknowledgements: The research activities of the Accommodation and Occupational Safety for Pregnant Military Personnel project were conducted by Sytronics, Inc. through U.S. Army Medical Research and Materiel Command Grant DAMD17-96-1-6311. Government resources (traditional anthropometric tools and whole-body scanner) were used extensively in performing the required research. These resources are the property of the Computerized Anthropometric Research and Design (CARD) Laboratory of the Crew System Interface Division, Human Effectiveness Directorate, Air Force Research Laboratory (AFRL) at Wright-Patterson Air Force Base, Ohio. Access to these resources was gained through United States Air Force (USAF) Cooperative Research and Development Agreement (CRDA) 97-066-AL-01. Ms. Sacelia Heller (MCMR-AAA-A) was the government point of contact for the research grant and Ms. Kathleen Robinette (AFRL/HECP) for the CRDA.
2. **An Evaluation of Pilot Uplook For A U.S. Air Force and U.S. Navy Helmet-Mounted cueing System** (Uplook Angle Study) – The Uplook Angle study was undertaken in order to determine human limitations in head and neck range of motion in the vertical plane, while seated in a variety of ejection seats, and while wearing different ensembles of protective equipment. The primary goal of the Uplook Angle study was to measure dorsal flexion capability (in a vertical plane) of the current aircrew population in order to establish a physiological baseline.

The Uplook Angle Study was approached in two phases. First, the single and double-circle air-to-air engagements were deemed to be the most radical or difficult cueing tasks, a simple X-Z plane (vertical) measure of dorsal neck flexion was undertaken. This phase, Phase I, is described in the main body of the report. The second phase of the study, Phase II, was to establish the full three-dimensional head motion envelope the pilot was able to obtain. Phase II (Motion Envelope) testing uses a motion-sensor tracking system to determine the regions within which a pilot can point his or her helmet. A description of Phase II appears in the Appendix B of the report.

Data from the study will serve as input into a joint service system which will enhance aircraft lethality and survivability by reducing the amount of time aircrews need to acquire targets. The objective is to have the JHMCS integrated into existing aircraft (F-15, F/A-18, F-16, F-22, F-14, and AV-8B) with varying parameters defining a reference location for the pilot.

**Results:** Overall, the smallest envelope measured was the estimated Hi-G in the F-15 seat, wearing the HGU-55P helmet and the life preserver. Any helmet-mounted rearward sighting devices, then, should be designed to accommodate this condition. In addition, one should note that in all cases, the ability to look rearward decreases rapidly outside a range of ±60 degrees azimuth relative to straight forward.

**Sample Size:** The final sample included 44 men (23 of whom were rated pilots) and 30 women. The 30 female subjects participated in the Phase I testing only. Of the 44 males, 22 participated in Phase I, including one pilot from the 422 Squadron 57 TG, Nellis Air Force Base, Nevada. The remaining 22 male subjects were pilots who participated in both the Phase I and the Phase II portions of the testing. These pilots were from the 57 TG at Nellis.

**Demographic Questions:** Standard Demographic Questions (*), as well as HGU-55/P Size, HGU-86/P Size, Mask used: MBU-5/P, MBU-12/P, Mask Size, Aircrew personnel, Non-rated or rated Aircrew personnel, Aircraft Type, Familiarity with NVS, High-G Experience

**Measurements Taken:** Weight, Stature, Sitting Height, Eye Height Sitting, Neck Base Circumference, Head Circumference, Head Length, Head Breath, Bitragion Breadth, Bizygomatic (Face) Breadth, Menton-Sellion Length, Neck Length Anterior, Neck
Length Posterior –Inion, Neck Length Posterior –Nuchale, I.P.D. (total), I.P.D. Right, I.P.D. Left

**Data Status:** The data is contained on floppy disc as .dat and .lab file formats. Data is encrypted and needs to be deciphered.

**Acknowledgements:** This study was conducted in support of the Air Force/Navy Joint Helmet-Mounted Cueing System (JHMCS) program, which is directed by Aeronautical Systems Center’s JHMCS Integrated Product Team (ASC/LYOC). The authors wish to acknowledge the following contributors and thank them for their help: Jerry Woods (URDI), for collecting the data at Nellis AFB and editing the data upon his return; Greg Zehner (AL/CFHD), for helping set up the analysis, and providing consultation on the interpretation of the analysis; Dr. Joe W. McDaniel (AL/CFHD), for assistance in designing the experiment and reviewing and editing this report; Patrick Files (Sytronics, Inc.), for helping to edit this report.

3. **An Investigation of the Usefulness of 3-D Digitized Facial Images for the Issuance of the MCU-2/P Protective Mask** – The primary objective of this effort was to explore the usefulness of measurements extracted from digitized images in producing an issuance method which will afford each user the greatest protection in the MCU-2/P. The primary co-objectives were:
   • to quantify the expected greatest protection and establish that value as the nominal fit factor of a correctly issued mask,
   • to explore the mean changes in fit factor if one or more mask sizes are eliminated,
   • to identify testing pitfalls and use that information to determine how to design a verification test of a new issuance method, and
   • to identify users who are unable to get an acceptable fit in any size of the MCU-2/P.

The secondary objective of this effort was to characterize where the seal of a best fit mask sits on the face, and how that location changes during facial movement.

**Results:** It is not necessarily surprising that issuing and tailoring methods can be fine tuned by incorporating more dimensions. For the subsample, the bestfit method required taking several measurements relating to 6 landmarks (menton, gonion, tragion, zygion, glabella and the center of the lips), in order to provide a 29% increase [(310,000 – 240,000)/240,000] in nominal fit factor over the current caliper method, which required taking one measurement between two landmarks (menton and sellion). Clearly, the bestfit method would require non-contact measurement, image processing and data processing to be feasible for issuance and tailoring. The question of whether or not the benefits of the bestfit method are worth the added complexity and implied design changes can only be answered by those cognizant of both the perceived threat environments and the bestfit method benefits.

**Sample Size:** A total of 115 subjects were tested. Of these, the first three had outlying fit factor scores which seemed to be due to external environment conditions; consequently, they were eliminated from further study. The remaining sample of 112 was used in the
preliminary dependent variable (fit factor scores) analyses. Of the 112 subjects, 37 were selected for inclusion in the preliminary independent variable (facial dimensions) analyses and the final analyses. The subsample selection method is outlined below:

- Does the subject have a complete and ostensibly accurate facial dimension data set? 47 subjects were eliminated for this reason.
- Of the remaining subjects, does the subject’s fit factor score clearly place him or her in a unique best fit size? 28 subjects were eliminated for this reason, leaving the selected subsample of 37.

Demographic Questions: Age, Sex, Reported Height, and Reported Weight

Measurements Taken: Tragion-Top of Head Length, Head Circumference, Coronal Arc, Minimum Frontal Arc, Subnasale Arc, Submandibular Arc, Head Length, Head Breadth, Bizygomatic Breadth, Bigonial Breadth, Menton-Sellion Length, Nose Breadth

Scanning Landmarks: Tragion(2), Zygion(2), Gonion(2), Zygofrontale(2), Infracapitale(2), Glabella, Sellion, Pronasale, Menton, Maskpoints 1 to 20

Scan Data (Derived): Polygonal Perimeter, Delta, Menton-Sellion Length (MNSELL), Menton Glabella Length (MNGLAB), Sellion-Gonion Length (SELONDON), Left Zygion-Right Gonion length (XZYGON), Left Zygion-Left Gonion Length (ZYGON), Menton Maskpoint 1 Length (MNPT1), Menton Maskpoint 11 Length (MNPT11), Menton Maskpoint 6 Length (MNPT6), Bizygomatic Breadth (ZYGZYG), Bigonial Breadth (BZG+BZG), Maskpoint 6 to 16 Breadth (6+16), Maskpoint 1 to 11 Length (P1P11), MNPT1 – MNGLAB (GLBPT1)

Data Status: 115 landmark files representing both the subject and the subject’s mask are available.

Acknowledgements: The research described in this report was conducted as a Phase 1 SBIR (contract number F33615-88-C-0552), issued by the Air Force Systems Command, Aeronautical Systems Division to Arkline Research, Cherry Hill, NJ. The period of performance was April 1989 to April 1990. Data for the effort was obtained and preprocessed at Wright-Patterson Air Force Base, Dayton, OH in cooperation with the effort’s sponsor, the Human Engineering Group of the Armstrong Aerospace Medical Research Laboratory.

4. A Statistical Analysis of the Sizing System for the Advanced Technology Anti-G Suit (ATAGS) – The Advanced Technology Anti-G Suit (ATAGS) is an extended-cover anti-G garment designed to replace the standard U.S. Air Force G-Suit, the CSU-13B/P. A fit test of the ATAGS was conducted by investigators from the Human Engineering and the Crew Technology divisions at Armstrong Laboratory. The objectives were to assess the anthropometric sizing issues as they pertain to the Air Force male and female aircrew population currently flying, or expecting assignment to, fighter aircraft.
Results indicate that the current anti-G suit sizing system is adequate for the male target population. It covers approximately 98.5% of that population, as is. However, some recommendations can be made to improve the fit of the patterns. Furthermore, it appears that three sizes could be eliminated with an expected population coverage drop to 94%. Waist Circumference (at Iliocristale) and Crotch Height were identified as the key anthropometric dimensions for distinguishing suit size. A new size selection chart and procurement tariff was developed.

**Results:** A complete set of six female-proportioned sizes are recommended in the event that pilot training entrance requirements are changed to permit entry of more females. Four of these sizes are needed to accommodate the current female pilot population. It is also recommended that more lacing cord be added to the adjustment laces in the waist area of the women’s sizes to allow a better fit in the waist-to-hip region. The recommended women’s sizes should be prototyped and fit tested in order to determine whether the sizing system described in this report is adequate.

**Sample Size:** Results indicate that the current anti-G suit sizing system is adequate for the male population, therefore females were the target for this study. Five active-duty female pilots, who had experience with anti-G suits, were tested in the ATAGS. With only five subjects, the analytical approach was to determine expected relevant gender-proportional differences, make inferences about the ATAGS females based on other studies, and make recommendations regarding an ATAGS sizing system that will accommodate women.

**Demographic Questions:** Standard Demographic Questions (*), as well as reported height and reported weight.

**Measurements Taken:** Weight, Stature, Rt.10th Rib Height, Rt. Iliocristale Height, Buttock Height, Lt. 10th Rib Height, Lt. Iliocristale Height, Waist Height Preferred, Waist Height Omphalion, Crotch Height, 10th Rib Circumference, Waist Circumference Preferred, Waist Circumference Omphalion, Waist Circumference at Iliocristale, Mid-Knee Height, Calf Height, Buttock Circumference, Maximum Buttock Circumference, Thigh Circumference, Knee Circumference, Calf Circumference, Foot Circumference, Foot Length, Foot Breadth, Hip Breadth Sitting

**Data Status:** Anthropometric measurements and statistical evaluations for 269 subjects, including the targeted six female subjects, are available.

**Acknowledgements:** This study was conducted under contracts F33615-89-C-0572 and F41624-93-C-6001 with Armstrong Laboratory, Wright-Patterson Air Force Base, Ohio. The authors wish to thank Master Sergeant Durrell Bess and Staff Sergeant Kent Lewis of the Crew Technology Division at Brooks Air Force Base, and Ms. Sherri Blackwell and Mr. Henry Case of Anthropology Research Project, Inc. for their expertise in anthropometry and their outstanding efforts in planning and conducting data collection. The authors also wish to thank Mrs. Stacie Taylor and Mr. Patrick Files of Sytronics, Inc. for preparing numerous graphics and providing editorial support.
5. **Body Size Accommodation in USAF Aircraft** (Cockpit Accommodation Study) – The USAF is considering relaxing body size entrance requirements for Undergraduate Pilot Training (AFI 48-123) to provide equal opportunity for both genders. The research described here was undertaken from 1997 through 2000 to determine the smallest and largest people that can safely and efficiently operate each current USAF aircraft. In the past, aircraft were measured during the procurement process, to ensure they met the specifications set by the USAF, but not to determine the absolute limits of body size accommodation. Body size limit data for each aircraft will help policy makers determine if a change to AFI 48-123 is the best interest of the USAF by indicating:

1) If pilots of extreme size are safely accommodated in specific cockpits
2) If there are adequate career paths available for pilots of extreme body size within the current and future USAF aircraft inventory, and
3) If there are cost effective modifications that could increase accommodation levels.

Our approach in the anthropometric portion of this research is to use numerous test subjects representing the extremes of body sizes within the potential user population to create a list of Anthropometric Operational Requirements for each cockpit for 21 aircrafts.

**Results:** Aircraft Functional Anthropometric Requirements are broken down by each of the 21 aircrafts in the Appendix of the report.

**Sample Size:** This research was carried out using live subject trials N=~25 in each aircraft, and then used multiple regression to provide the best estimate for a particular accommodation parameter.

**Demographic Questions:** None

**Measurements Taken Inside Cockpit:**
1) Overhead Clearance  
2) Rudder Pedal Operation  
3) Internal and External Visual Field  
4) Static Ejection Clearances of the Knee, Leg, and Torso with Cockpit Structures  
5) Operational Leg Clearances with the Main Instrument Panel  
6) Operational Leg Clearance with the Control Stick Motion Envelope (the pilot’s ability to move the stick through its full range of travel)  
7) Hand Reach to Controls

**Data Status:** Consent needed to view data. Data is available in Excel format.

**Acknowledgements:** This research project was a group effort. A number of people participated in various stages of its’ completion. Dr. Ken Kennedy, who has been our friend and mentor at AFRL, helped develop the aircraft measurement methods, assisted in gathering data, and wrote many of the reports that formed the foundation of this publication. The measuring team of Beth Rogers, David Dixon, Becky Brown, and Patrick Files spent many months away from their families and were an outstanding group.
to work with. Patrick also did the initial editing of the manuscript. Jenny Andrews and LaDonna Davis were our AETC/SAS partners in this effort. In addition to gathering data they arranged aircraft and pilot access. Bob Billings of ASC/EN helped secure the funding for the program and supported us a great deal over the years. Finally, over 150 people participated as test subjects during the three years duration of this project. To each of these people we offer our thanks.

6. **Dexterity Testing of Chemical Defense Gloves** – The goal of this study was to determine the relative effects of four different types of chemical defense (CD) gloves on hand dexterity. While a number of tests for evaluating gloves have been developed and conducted over the past 25 years, they have varied considerably in purpose, format, and method of administration. No one appears to have developed or documented a standard set of tests or procedures designed to test dexterity. For this reason, considerable attention was devoted to the tests themselves. The battery developed here was used to compare scores of subjects without gloves and while wearing each of the following glove types:

- 12.5 mil Epichlorohydrin/Butyl (EB 12.5)
- 14 mil Epichlorohydrin/Butyl (EB 14)
- 14 mil Butyl (B 14)
- 7 mil Butyl with Nomex overglove (B 7/Nomex)

**Results:** Results indicate that subjects tended to perform best without gloves (as expected) and better with either of the two EB gloves than with the other gloves. Analysis of the test results also suggested that not only glove types but glove fit significantly affected performance.

**Sample Size:** The 30 subjects (15 males and 15 females) were paid volunteers from an established subject pool. The majority of the subjects were undergraduate students from Wright State University, many of them in the ROTC. Three females had participated in prior dexterity studies and well as three males.

**Demographic Questions:** Standard Demographic Questions (*), as well as Right or Left Handed, Glove Size, Liner Size, Nomex Size, and any Prior Dexterity Testing

**Measurements Taken:** Hand Breadth, Hand Breadth w/ Thumb, Hand Depth, Crotch Height, Digit 1 Length, Digit 2 Length, Hand Length, Digit 4 Length, Digit 5 Length, Digit 1 Circumference, Digit 2 Circumference Base, Digit 2 Circumference Tip, Digit 3 Circumference Base, Digit 3 Circumference Tip, Digit 4 Circumference Base, Digit 4 Circumference Tip, Digit 5 Circumference Base, Digit 5 Circumference Tip, Hand Circumference, Hand Circumference w/ Thumb

**Data Status:** Raw data are no longer available

**Acknowledgements:** This study was conducted by the Anthropology Research Project, Inc. under Air Force Contract F33615-82-C-0510 (Project 718408) with the U.S. Air Force Aerospace Medical Research Laboratory, Wright-Patterson Air Force Base, Ohio.
The authors would like to thank Captain Jerry Brown, Aerospace Medical Division, Brooks Air Force Base, for his support of the project and for providing the gloves worn by the subjects during testing. They also wish to acknowledge Ms. Donna Bagdonovich for supplying the glove liners and for her helpful suggestions. Ms. Ilse Tebbetts and Ms. Jane Reese, Anthropology Research Project, edited and prepared the manuscript for publication.

7. **Fit Evaluation of Female Body Armor** – An increasing number of women are joining the ranks of the Air Force security police, but because of their shape, there is some concern that females are less well protected than are men by the currently-issued military body armor, the MS-1 (Natick) vest. On some individuals, this vest leaves a large oval-shaped area exposed around the shoulder and chest, and a gap between the breastbone and the vest. The purpose of this research effort was to evaluate the fit of the MS-1 vest and several other commercial armor vests, and to suggest possible design and/or sizing modifications for currently available female body armor.

**Results:** Several areas of this evaluation required decisions based on trade-offs between fit, coverage, and comfort. Some of the fit problems of the MS-1 can be directly related to its Velcro strap system. In addition to the need for an improved fastening system, shorter sizes are needed. It is possible that the addition of two shorter sizes and improved Velcro fastenings may markedly improve the overall fit and coverage of this vest. A four-size system (Medium Regular, Medium Short, Large Regular, and Large Short) may suffice to solve some of the problems without major redesign of the vest.

**Sample Size:** Thirty-seven female Air Force security police trainees participated.

**Demographic Questions:** Age, Date, Vest Size, Bra Size, Reported Height, Reported Weight, Body Armor Fit questions, Body Armor Usage questions.

**Measurements Taken:** Weight, Height, Suprasternale, Waist Height, Cervicale Height, Chest Circumference, Interscye Front, Waist Front, Interscye Back, Waist Back, Chest Depth (midsagittal), Chest Depth (Bustpoint), Suprasternale Height Sitting, Cervicale Height Sitting
Data Status: Raw data are no longer available

Acknowledgements: This study was conducted by the Anthropology Research Project, Inc. under Air Force Contract F33615-85-C-0531 (Task 718408) with the Harry G. Armstrong Aerospace Medical Research Laboratory, Wright-Patterson Air Force Base, Ohio. Kathleen M. Robinet was the contract monitor. The authors would like to thank members of 5280th TCHTG, especially Col Doran, Major Barlow, and SMSGT Eull, Lackland Air Force Base, San Antonio, Texas, for providing test subjects and for making arrangements for the fit testing; and to the 2750th SP/SPO, Wright-Patterson Air Force Base for providing subjects and much needed feedback for the preliminary testing. We would also like to acknowledge Mrs. Belva Hodge for preparation of the manuscript and Mrs. Ilse O. Tebbets for editing.

8. Flight Suit Sizes for Women – Creating female flight suit sizes by simply scaling the men’s proportions down clearly does not address the proportioning problem. Data from fit tests can be used to determine exactly how to re propor tion the men’s sizes so that women will be accommodated better. The purpose of this study is to develop a sizing system for women based on the analyses of the 1992 MEAFFS fit test and the 1995 MEAFFS female fit test. During this study the following questions were addressed: 1) Is there an overlap in sizes that can accommodate both men and women? 2) How many new sizes are needed that are exclusively proportioned for women? 3) How should these sizes be proportioned? 4) How much should they be changed? 5) What is an estimate of the pattern measurements for the female sizes?

Results: In general, it is recommended that all flight suit dimensions except chest, hip, thigh, waist, and crotch height decrease with respect to all other dimensions. The table below illustrates these changes in terms of existing sizes. Most areas change one size down in dimension.

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<td>38R</td>
<td>40S</td>
<td>40R</td>
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</tbody>
</table>

* indicates that the size specifications are estimated
** indicates that the dimensions for these areas do not change
() indicates that the proposed dimension does not follow trend or violates smooth grade
Previous study recommendations for female flight suit sizing were based on the fitter’s overall rating. These recommendations included: adding an XS (Extra Short) length to the sizing system to accommodate subjects needing a shorter waist height (leg outseam) and crotch height (leg inseam), dropping the L (Long) length, and making the shoulders and waists smaller in circumference with respect to hip circumference. The review of neighboring size data, however, indicates that the XS length is unnecessary, since subjects with length problems could be accommodated with a different size. Thus, we recommend no changes to the waist height or crotch height.

Sample Size: Data from the 1992 Air Force MEAFFS (stock number 8415-01-351-0324) survey of 476 male and 71 female aircrew, as well as the data from the 1995 Navy MEAFFS survey of 89 female aircrew was used.

Demographic Questions: None

Measurements Used: Reported Height, Reported Weight, Acromial Height, Biacromial Breadth, Cervical Height, Chest Circumference, Crotch Length, Crotch Height, Hip Circumference Maximum, Crotch Height Adjusted, Hip Height, Shoulder Circumference, Total Sleeve Length, Stature, Upper Thigh Circumference, Waist Circumference Preferred, Waist Height Preferred, Waist Back Length, Waist Front Height

Data Status: Fit test data available for up to 50 subjects wearing different size flight suits.

Acknowledgements: This study was carried out under contract F41624-93-C-6001 with Armstrong Laboratory, Wright-Patterson Air Force Base, Ohio. Funding was provided by the Defense Women’s Health Research Program. Several clothing specialists were involved in this project. The authors wish to thank Margaret Altenau and Deborah Klensch of Juman Systems Center for providing garment patterns and valuable instruction on pattern measurement and sizing system development. Holli Williams, Scena Proodian, and Colleen Swavely of the Naval Aircraft Warfare Center provided supportive data collaboration. Bruce Bradtmiller of Anthropology Research Project, Inc. was particularly helpful as our technical editor.

9. Human Integration Evaluation of Three Helmet Systems (I-NIGHTS Study) – As personal protective equipment becomes more complex, more sophisticated tests of fit and function must be designed to determine and assess the effects of interactions between the user and various elements of the equipment. Among the newest protective ensembles available on the market are helmets with built-in Night Vision Goggles (NVGs) or Helmet Mounted Displays (HMDs). A program called the Interim-Night Integrated Goggle and Head Tracking System (I-NIGHTS) was established to examine such helmets. Under this program, the Helmet Mounted Systems Technology (HMST) Program Office undertook a series of fit and performance tests of three candidate systems manufactured by GEC Avionics, Kaiser Electronics, and Honeywell, Inc. This report
documents the fit, or human integration, evaluation designed to determine how well each helmet accommodated test subjects for comfort, stability, and optical placement.

**Results:** The results of the fit assessment indicate key areas of concern for the I-NIGHTS helmets.

1) **GEC** - For GEC the major concern is optical placement. The GEC method of liner preparation and helmet placement may play a role in this. Because helmet placement is critical to optical placement and therefore, optical performance, GEC may wish to reconsider its current method of liner preparation in order to improve the optical placement results. The GEC helmet was praised for the strap adjustments on the ear cups and at the nape of the neck. These adjustment methods were considered superior by many of the test subjects. Several of the subjects commented that GEC should add combiner stowing capabilities to their helmet.

2) **Honeywell** - The data for the Honeywell helmet indicate that the main area of concern was stability. Test subject comments were that the helmet was "too loose front to back, but too tight side to side" as well as the occurrence of numerous hot spots around the ear and on the side of the head indicate that Honeywell might want to consider some redesign of the shape of its helmet. The Honeywell optics provided excellent visual clarity when the optical system was inactive. The level of visual clarity diminished somewhat when the system was activated because of helmet instability, but overall the quality of the optics was considered good.

3) **Kaiser** - The Kaiser helmet data show frequent and extreme instances of instability. Comments from the test subjects (Appendix D in report) reveal that the weight of the helmet is not well distributed. Many of the subjects further complained that the helmet felt heavy due to poor weight distribution. Poor weight distribution may also be a factor contributing to the instability of the helmet. Kaiser might be well advised to examine this problem and consider whether redistributing the weight of the helmet would improve the stability of the system as a whole. The optical adjustment system of the Kaiser helmet was considered outstanding by the test subjects. They were particularly impressed with the flip-up method of stowing the combiners. Considered equally impressive was the level of visual clarity in the Kaiser optical system.

**Sample Size:** A total of 37 test subjects participated in the fit assessment. Those subjects can be grouped as follows:

- Twelve test subjects (two rated and ten none-rated) from the Combined Stress Branch of the Biodynamics/Bioengineering Division, scheduled for performance testing in the centrifuge.
- Twelve non-rated test subjects from the Escape and Impact Protection Branch, formerly the Crew Protection Branch of the Biodynamics/Bioengineering Division, scheduled for performance testing on the drop tower.
- Thirteen pilots from Ellsworth AFB, SD, Moffett Field, CA, and Hurlburt Field, FL scheduled for in-flight performance testing.
Demographic Questions: Standard Demographic Questions(*), as well as, Rated or Non-Rated, Military or Civilian, Wearer/Non-Wearer of Glasses, Hair Length, and Adjustment/Stability Questions regarding the helmet.

Measurements Taken Without Cap: Pupil to Top of Head, Tragion to Top of Head, Head Circumference, Head Length, Head Breadth

Measurements Taken With Cap: Pupil to Top of Head, Tragion to Top of Head, Head Circumference, Coronal Arc, Minimum Frontal Arc, Subnasale Arc, Menton Arc, Submandibular Arc, Head Length, Hed Breadth, Face Breadth, Bigonial Breadth, Face Length, Nose Breadth, Ear Length, Ear Breadth, IPD

Data Status: Over 200 three-dimensional scans of 37 subjects wearing different helmets available. A few scans have color files associated with them.

Acknowledgements: This study was carried out under contract F33615-89-C-0572 with Armstrong Laboratory Wright-Patterson Air Force Base, Ohio. Funding and test support for the effort was provided by the Helmet Mounted Systems Technology Program Office. Program managers were Captain Kevin Cooper and Mr. P. Scott Hall. Mr. James Stiffler of Ball Systems Engineering Division provided invaluable assistance in coordinating the various tests, and lent his expertise to the fitting of the helmet liners. The authors are also grateful to Mr. Ronald Yates From the Human Engineering Division of Armstrong Laboratory who ably assisted in the fitting of the helmets and the liners, to Mr. Jennifer Whitestone from the Human Engineering Division of Armstrong Laboratory, for her assistance in the planning and execution of the 3-D helmet scanning, and to Captain John Crist from the Human Engineering Division of Armstrong Laboratory, and Mr. Joseph Riegler of Logicon Technical Services, Inc. Ms. Mary Gross of Beecher Research Company and Ms. Joyce Robinson of Systems Research Laboratory assisted with the statistics. Thanks go also to Ms. Ilse Tebbetts of Anthropology Research Project who
served as technical editor, and to Ms. Jennifer Schinhofen, who assisted in the production of this report.

10. JSLIST Fit-Test Procedures – The purpose of this fit-test was to verify the number, and proportioning of the prototype sizes as well as to develop size selection charts and purchasing tariffs for four chemical protective (CP) suits: 1) an undergarment (UG), 2) an overgarment (OG), 3) a duty uniform (DG), and 4) Army Aviation Overgarment (AA). This study was conducted by a joint-service team and requires careful coordination and documentation to ensure the test runs smoothly. This report documents the detailed procedures as determined during dry-run testing.

Results: Size selection charts were generated for the four garments: an undergarment (UG), an overgarment (OG), a duty uniform (DG), and Army Aviation Overgarment (AA)

Sample Size: Generally, subjects for a fit test are intended to represent some larger population, and they must be randomly selected. For this test a systematic stratified sample will be used. Three individuals will be selected from each of 11 stature and weight categories for each sex, for a total of 33 people of each sex. These categories were established based upon the bivariate distributions from several surveys. This sampling method is intended to indicate the anthropometric fit boundaries for the sizes available for the items. Once the boundaries of fit are established they can be applied to other anthropometric survey data already available to derive the information needed.

Demographic Questions: Standard Demographic Questions (*), as well as Branch of Service

Measurements Taken: Weight, Upper Thigh Circumference, Maximum Hip Circumference, Hip Height, Neck Circumference, Shoulder Circumference, Chest Circumference, Waist Circumference Preferred, Waist Back Length, Total Sleeve Length, Sleeve Outseam, Sleeve Inseam, Stature, Cervical Height, Neck Height, Preferred Waist Height, Crotch Height, and Biacromial Breadth

Data Status: Contact the Navy Clothing and Textile Research Facility at Natick, Massachusetts for status.

Acknowledgements: This study was conducted as a joint effort of the United States Army, Navy, Air Force and Marine Corps. The authors thank the following people for their contributions to the effort. Mr. Ed Hennessy of the U.S. Army Natick Research, Development and Engineering Center assisted in the anthropometric measuring during the dry-run testing and provided editorial comments for both the measuring and fit evaluation portions of this report. Captain Ron Cilek of the U.S. Air Force Human Systems Center at Brooks AFB, TX participated in the dry-run testing as a fit evaluator and provided guidance as to the assessment of fit. MSgt Richard Dennis of the U.S. Air Force Human Systems Center at Brooks AFB, TX provided guidance as to the “concept of fit” definitions and test procedures. Capt John Crist of the U.S. Air Force Armstrong
Laboratory at Wright-Patterson AFB, OH and Ms. Mary Pohlenz of Sytronics, inc. assisted in the dry-run testing.

11. **TH-67 Size Accommodation Report** – If small or very large pilots cannot safely fly existing trainers, it may be pointless to allow them to enter Undergraduate Pilot Training. Currently, the Bell Jet Ranger (designated TH-67 by the US Army) is part of the training pipeline that all USAF Helicopter pilots must go through. For this reason it was necessary to assess the anthropometric accommodation of the TH-67 cockpit. Numerous different test subjects were used that closely represent the extremes of body sizes within the potential user population.

**Results:** There are two accommodation problem areas in the TH-67: Overhead clearance for tall pilots, and Over the Nose vision for short pilots. We cannot recommend that USAF pilot candidates larger than the current USAF Sitting Height limit of 40 inches be allowed to fly this aircraft. To do so places them at increased risk of injury in case of crash. A Maximum Buttock-knee length of 27.9” is recommended (this is larger than the USF primary trainer). For small pilot candidates, the minimum values for Sitting Eye Height should be 30” until flight tests demonstrate that less vision over the nose is acceptable. Forward vision could be easily improved by replacing the vision blocking device on the right side glare shield with something that can be completely stowed.

Based on the difficulty our experienced TH-67 pilot had, Minimum Comboleg should be 41.4”. Arm reach to controls is not a problem with this aircraft.

**Sample Size:** This research was carried out using live subject trials N=~25, and then used multiple regression to provide the best estimate for a particular accommodation parameter.

**Demographic Questions:** None

**Measurements Taken Inside Cockpit:**
1) Overhead Clearance
2) Rudder Pedal Operation
3) Internal and External Visual Field
4) Static Ejection Clearances of the Knee, Leg, and Torso with Cockpit Structures
5) Operational Leg Clearances with the Main Instrument Panel
6) Operational Leg Clearance with the Control Stick Motion Envelope (the pilot’s ability to move the stick through its full range of travel)
7) Hand Reach to Controls

**Data Status:** Consent needed to view data. Data is available in Excel format.

**Acknowledgements:** None

(*)Standard Demographic Questions: Name, Rank, Age, D.O.B., Place of Birth, Date, Location, Race, Sex, AF Specialty Code, MAJCOM
REFERENCES


Stata Corporation (2002) Stata/SE 7.0 for Windows. College Station, TX: Stata Corporation.


# INDEX: ANTHROPOMETRIC MEASURES

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