

Using the peripheral visual field for spatial orientation

Claes von Hofsten
Department of Psychology
Uppsala University

Lars Eriksson
Division of Human Sciences
Defence Research Establishment

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Division of Human Sciences

Uppsala University
Department of Psychology

Three primary sources of spatial orientation

1. **Vision** relates the orientation of the body to an externally fixed frame of reference. When visibility is good, vision dominates spatial orientation.
2. **The equilibrium sense (the otoliths)** assumes that the g-force is vertical. Often incorrect in the flight situation.
3. **Proprioception** relies on the g-force as well.

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- When visibility is bad, the otoliths and proprioception takes over spatial orientation which give rise to numerous illusions causing fatal misjudgements in the flight situation

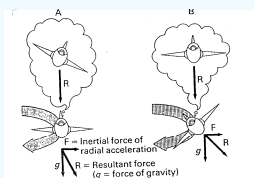


Figure 21.1 False perception of attitude—the somatogravic illusion—in a turn. The pilot equates the sustained resultant (R) with the vertical. Hence in a flat turn (A) he may feel as if rolled out of the turn. In the more usual co-ordinated turn (B) the resultant is aligned with his Z-axis and he has no sensation of being banked in attitude.

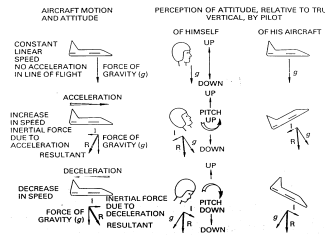


Figure 21.2 Somatogravic illusions during linear acceleration in the line of flight give error in the perception of pitch attitude.

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These illusions are overcome if structured visual information is provided.

It is the ambient visual field that mediates information for spatial orientation. No special priority for the fovea.

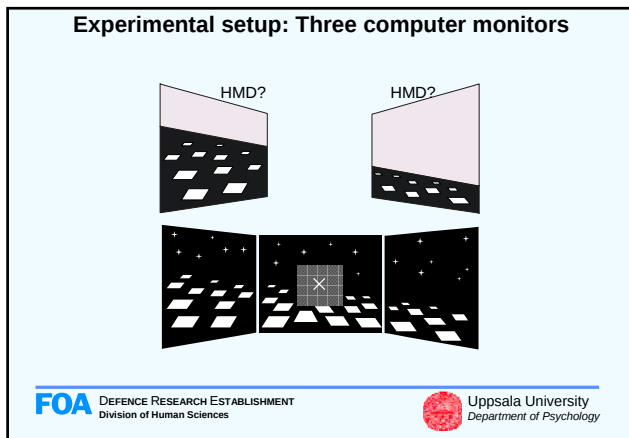
- a) Gunnar Johansson's experiments
- b) Lee's visual kinesthesia

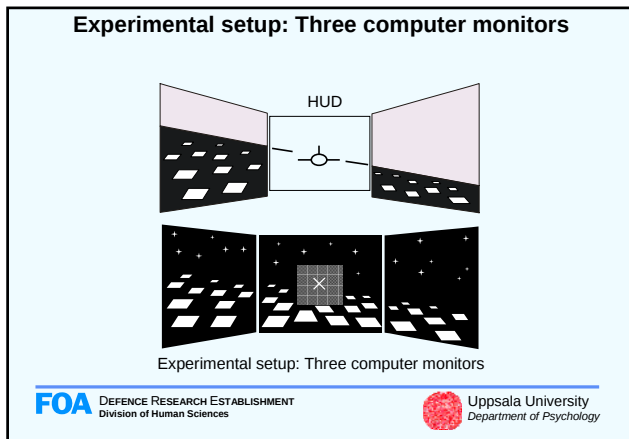
How should visual information be presented?

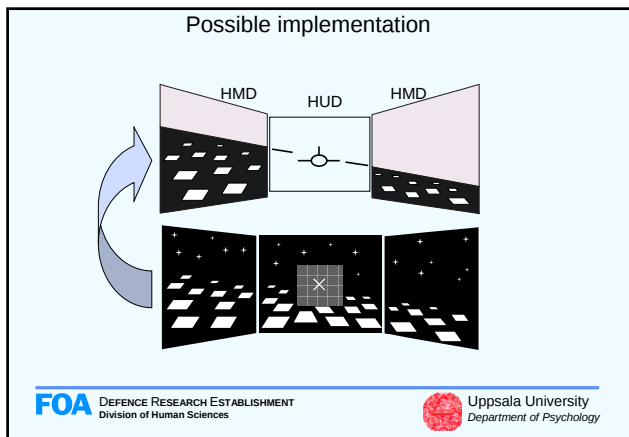
- The HDD are too cognitive. Does not resonate with the perceptual system
- The Malcolm horizon (wide field artificial horizon).
- Wide field artificial surrounding anchored to the external world. To be effective it has to fully compensate for the motion of the aircraft and the movements of the subject.

Experimental questions

1. How important is visual flow?
2. What kind of ground patterning should be used?
3. How much of the central visual field can be left out for other focal visual tasks?
4. How should the artificial visual field be presented?
HMD or displayed on the sides of the cockpit?







Experiments I & II GENERAL

Principle: Instead of studying how an externally anchored visual display stabilizes spatial orientation in an environment with varying g-force, we study how an independently changing visual display deteriorates spatial orientation in an environment with stable g-force (easier to implement).

The idea is that in each of these situations we can measure the importance of the visual determinants relative to the ones based on the g-force (proprioception and equilibrium sense).

Instead of measuring the effect of perceived spatial orientation on manoeuvring an aircraft, we measure its effect on balance.



Experiments I & II

The visual display

- Horizon with textured ground beneath it in the virtual world:

White rectangles distributed on a black ground with increasing texture element density towards a clearly defined horizon, and a starry sky.

- When in motion generating "optic flow":

Slow forward motion: 3 rectangle elements / s $\approx 1^\circ$ / 0.2 s

Fast forward motion: 12 rectangle elements / s $\approx 1^\circ$ / 0.05 s

- Roll sequences of horizon: slow and fast 15° roll motion

Slow = 15° in 3.3 s, 2.5 s in pos., 3.3 s back to horizontal

Fast = 15° in 0.6 s, 2.5 s in pos., 0.6 s back to horizontal



Experiments I & II

- Each of 3 displays 45° horizontally and 34° vertically
and gaps between displays of $7.5^\circ \times 2 = 150^\circ \times 34^\circ$

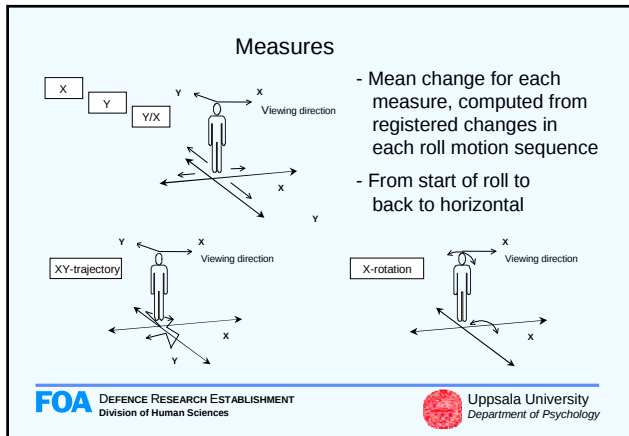
The procedure

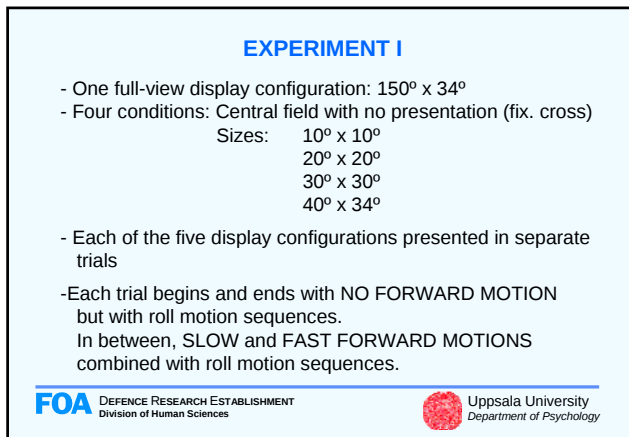
- Participants in the "Sharpened Romberg Stance"
Erect stance with one foot in front of the other (heel to toe)
16 participants in experiments I & II, respectively

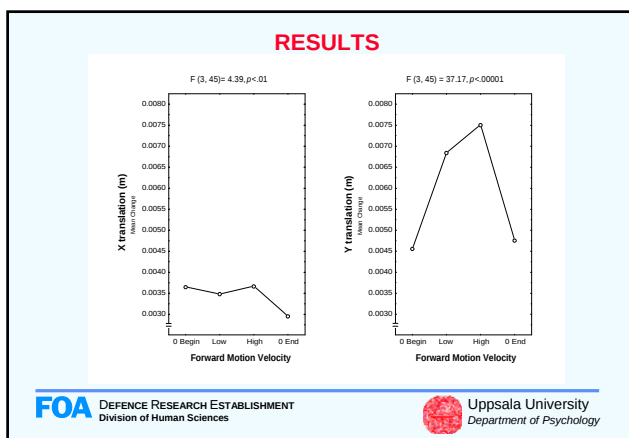
Recording of movements

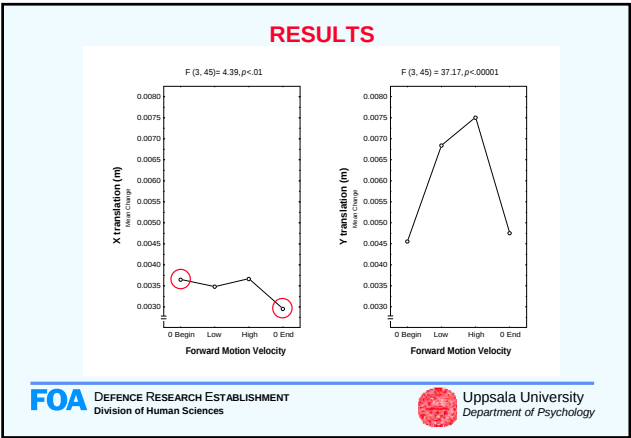
- Head-tracker system registers translational and rotational X, Y, Z changes of head position at 30 Hz

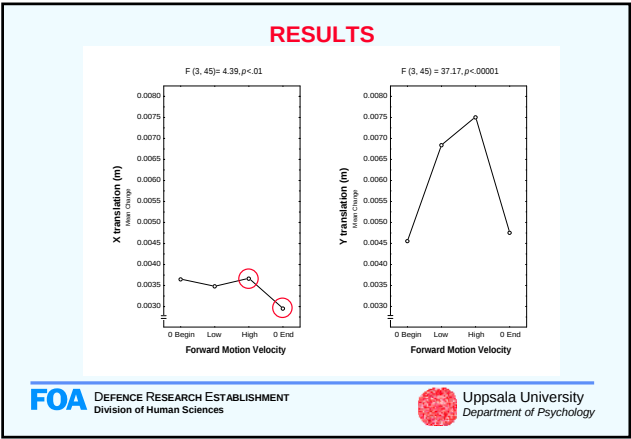


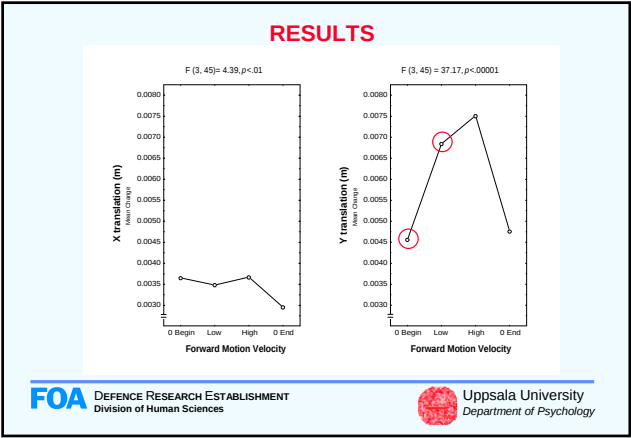


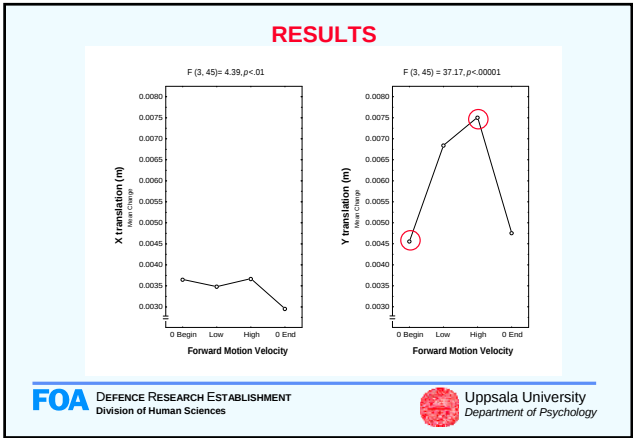


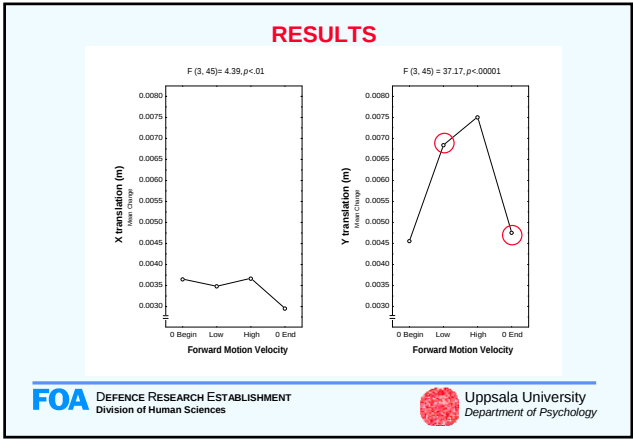


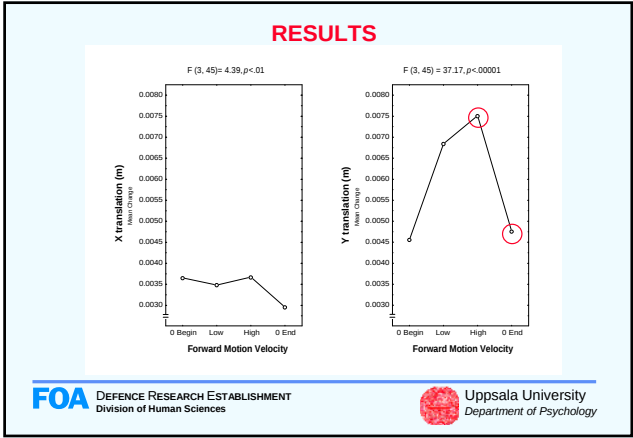


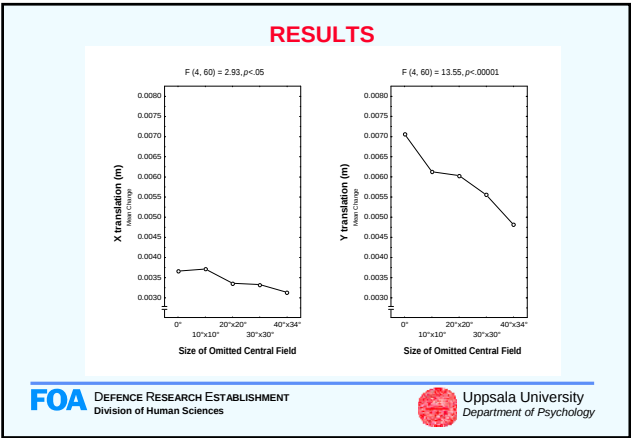


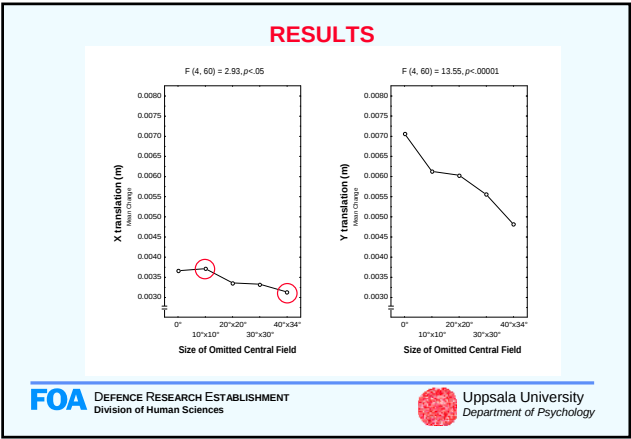


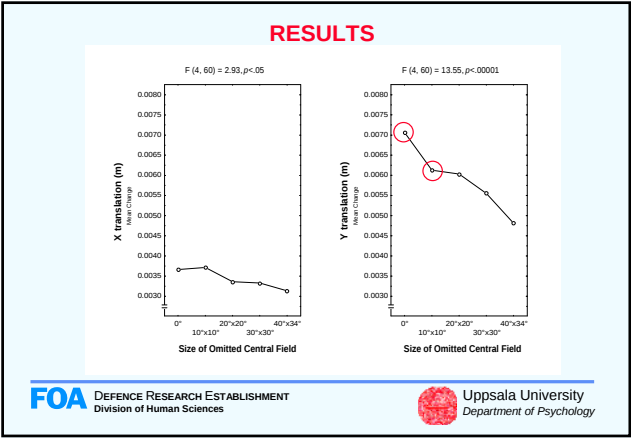


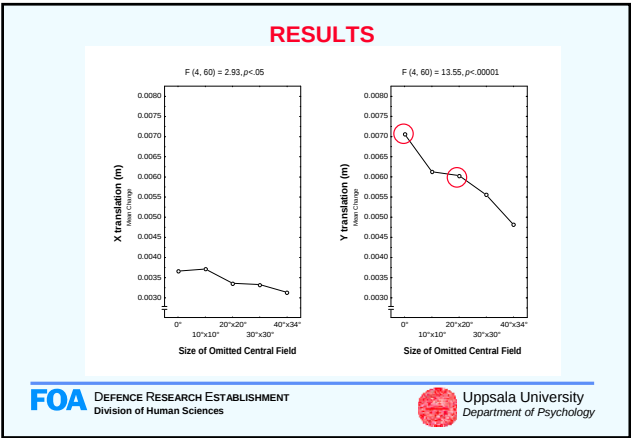


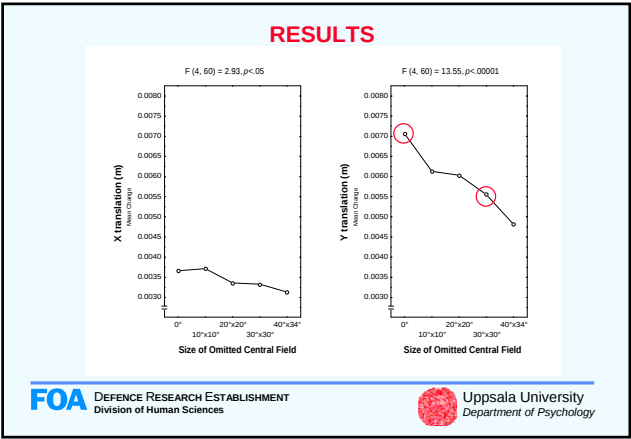


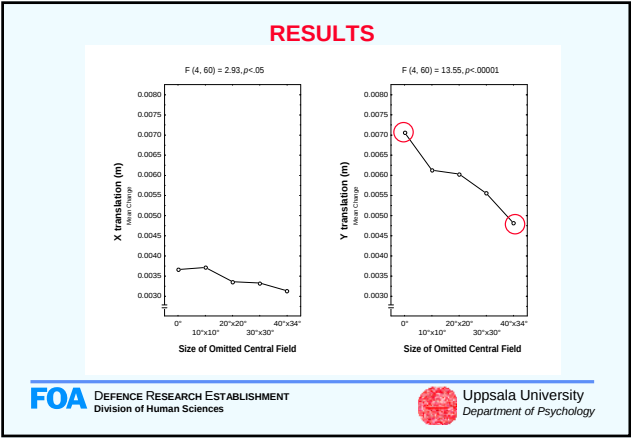


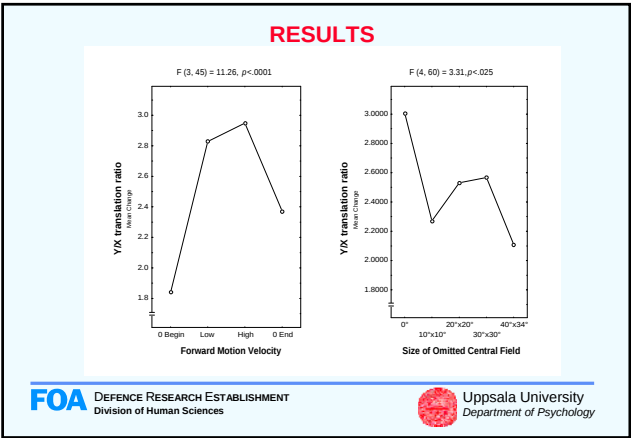


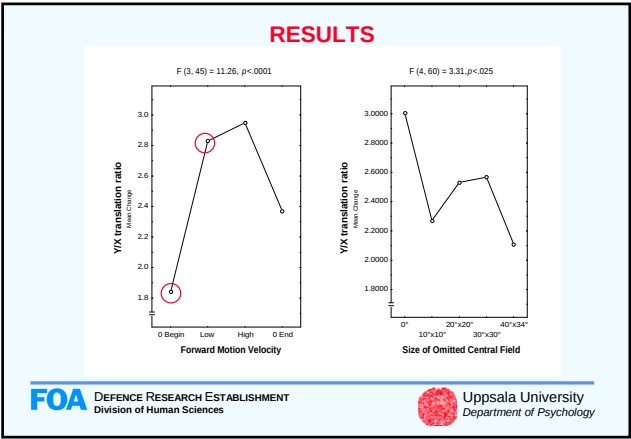


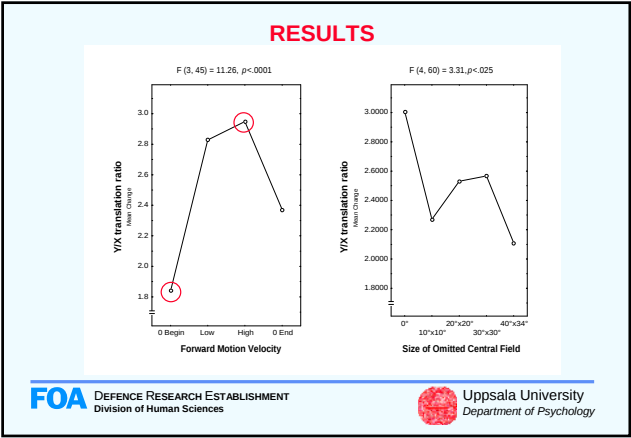


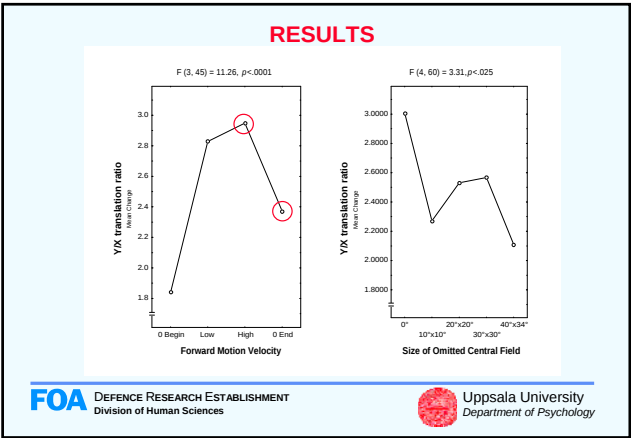


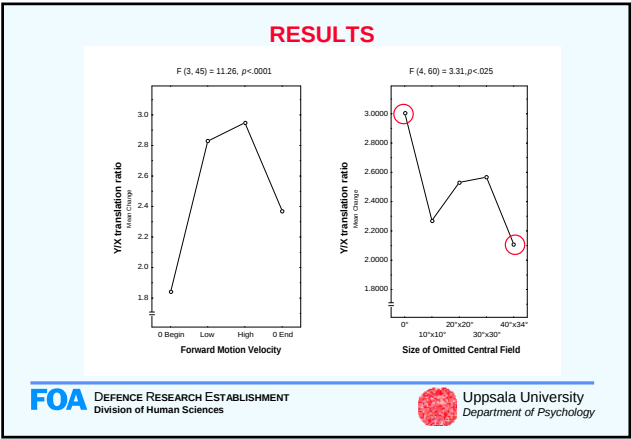


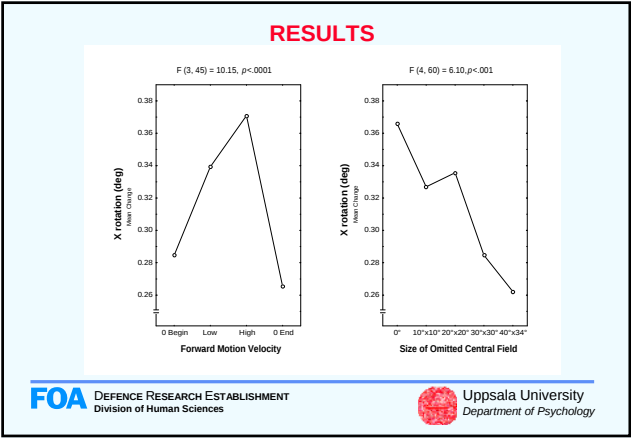


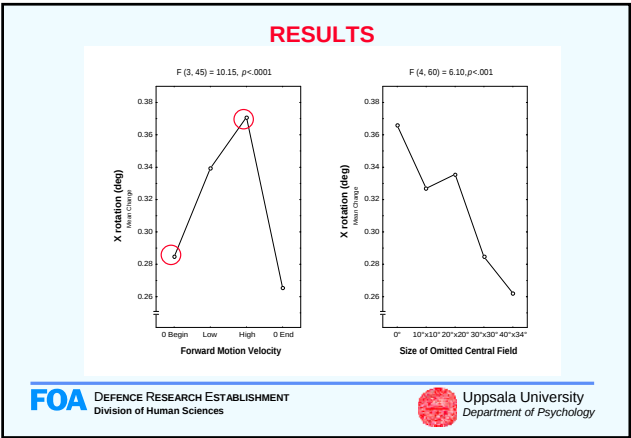


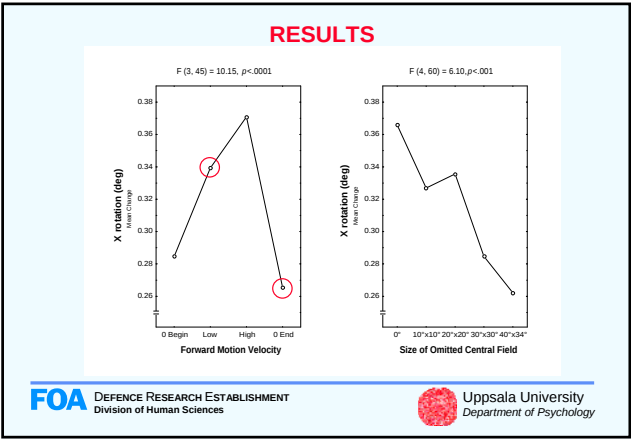


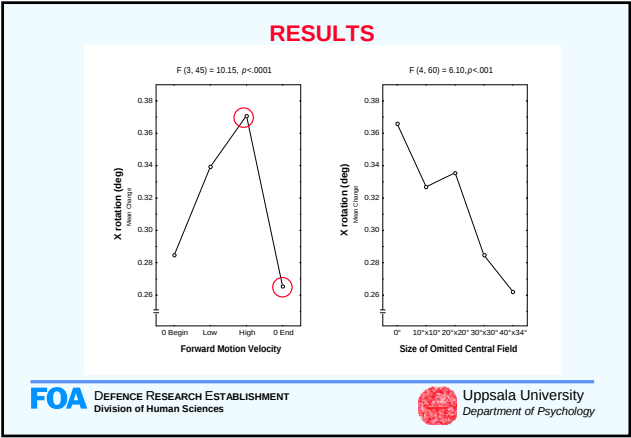


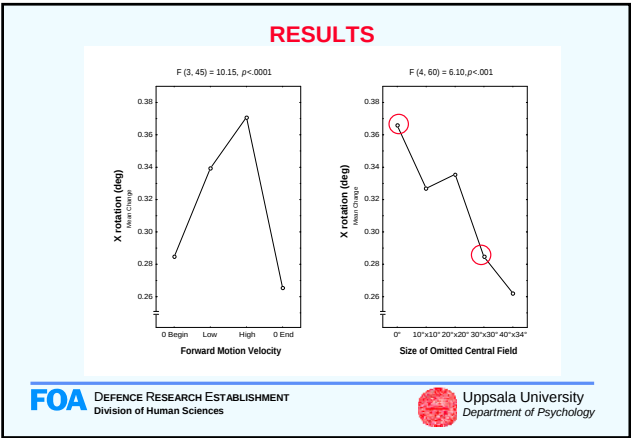


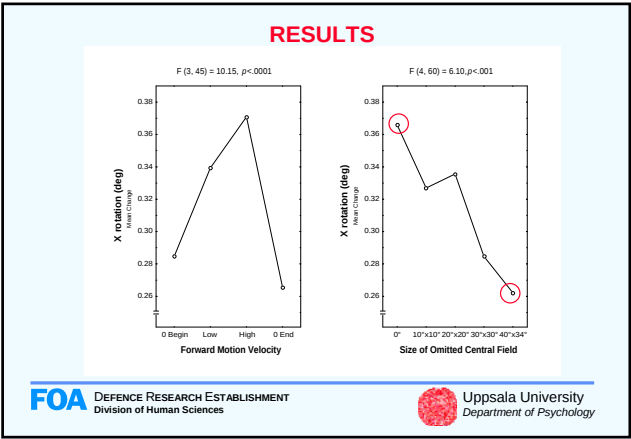


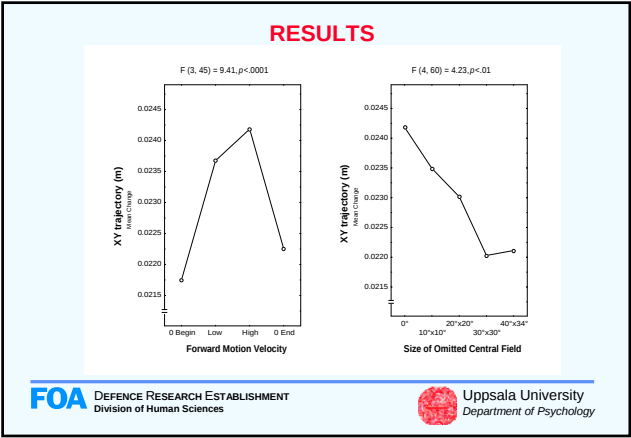


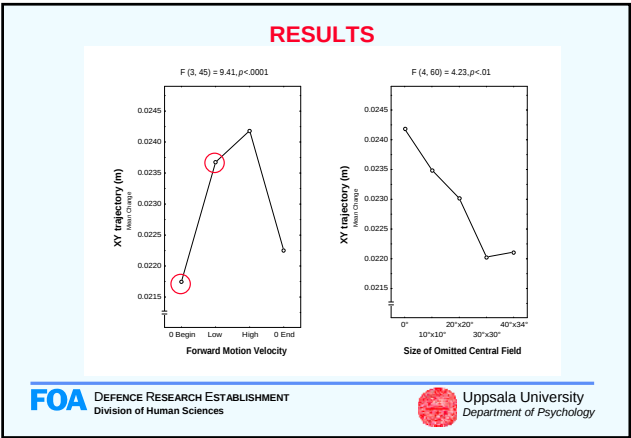


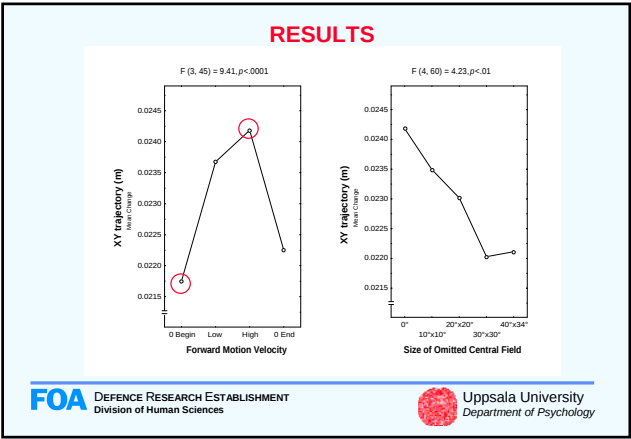


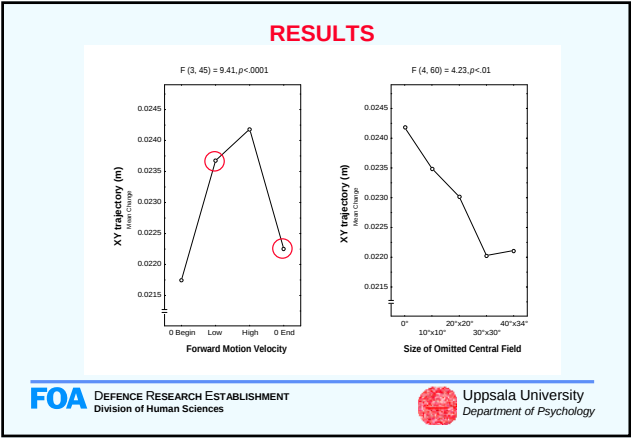


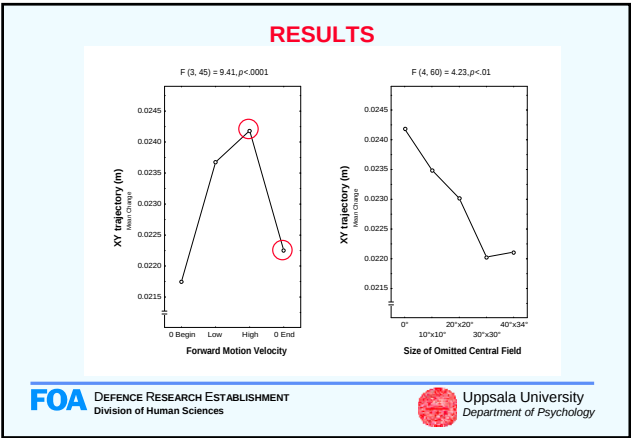


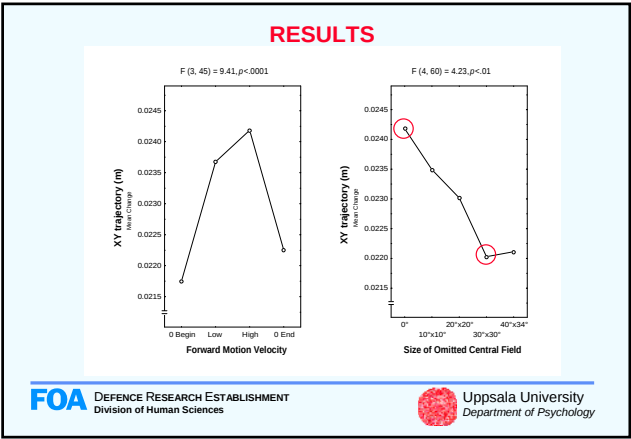


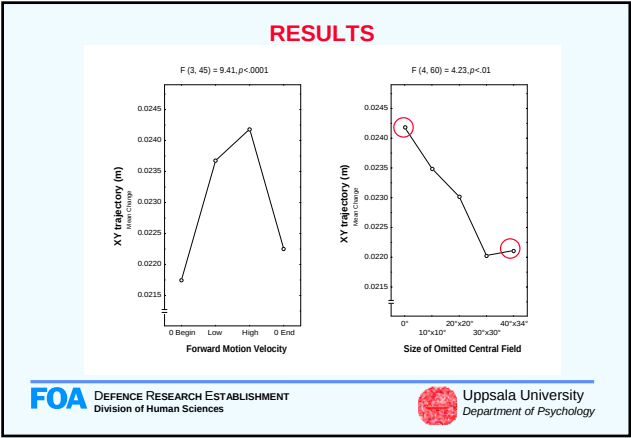












CONCLUSIONS Experiment I

Overall,

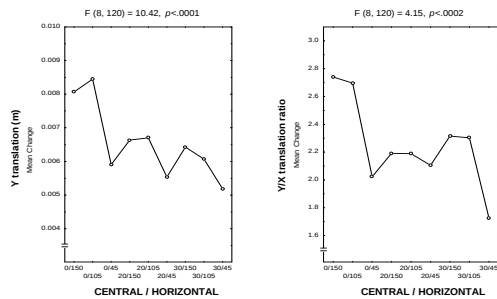
- Greater postural instability with SLOW and FAST forward motions as compared with the conditions with zero forward velocity
- Up to 20° x 20° of the central visual field can be omitted with postural instability as effectively caused as with a full-view display

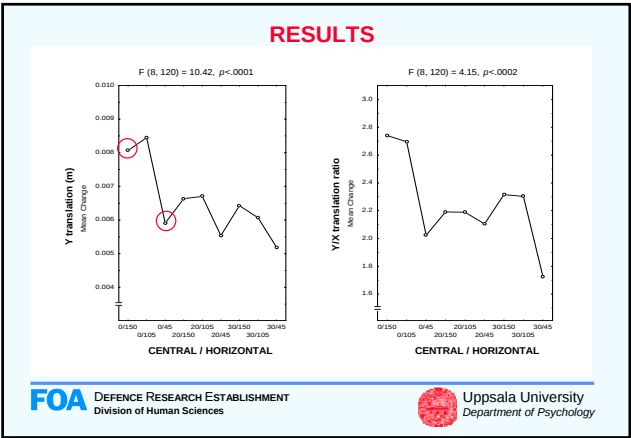
EXPERIMENT II

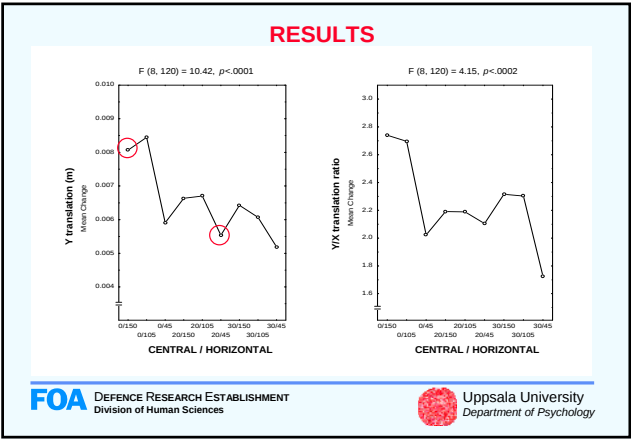
- Nine displays: Central field / Horizontal field

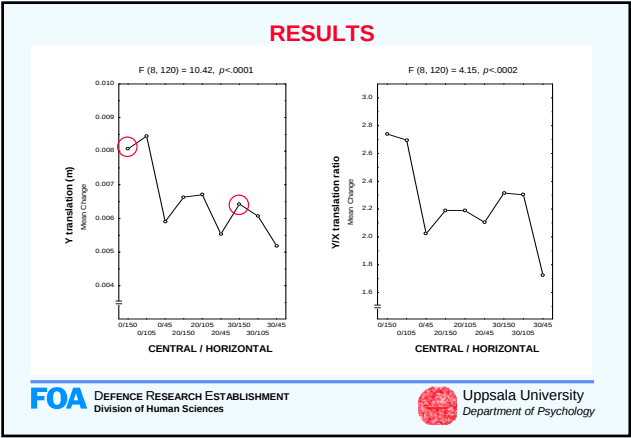
0° / 150°	0° / 105°	0° / 45°
20°x20° / 150°	20°x20° / 105°	20°x20° / 45°
30°x30° / 150°	30°x30° / 105°	30°x30° / 45°
- Each of the nine display configurations presented in separate trials
- Every trial: SLOW and FAST FORWARD motions combined with roll motion sequences

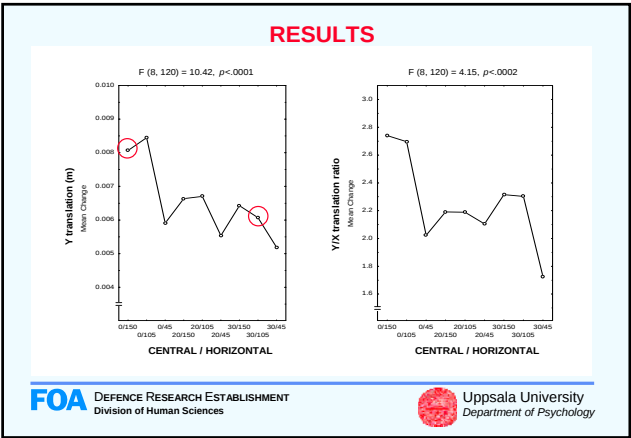
RESULTS

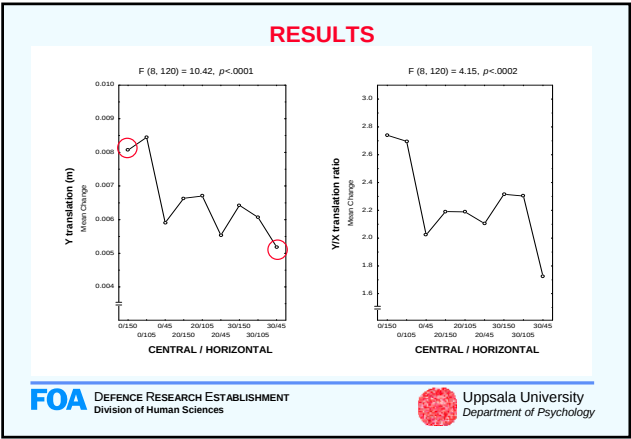


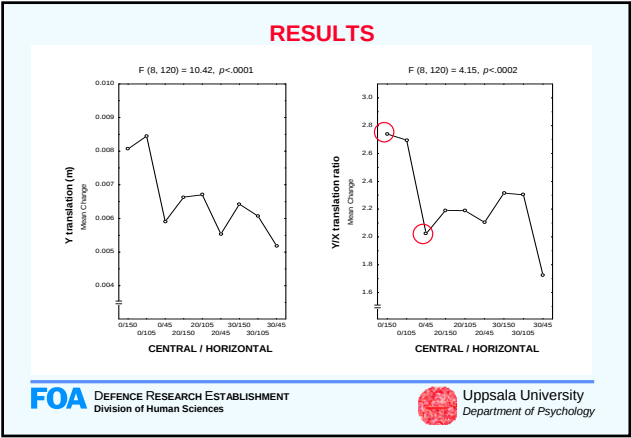


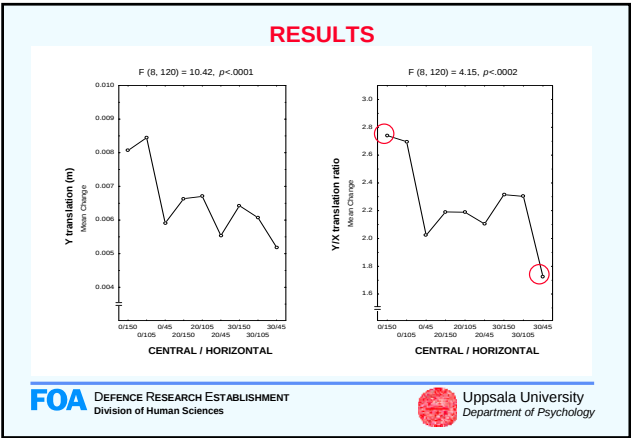


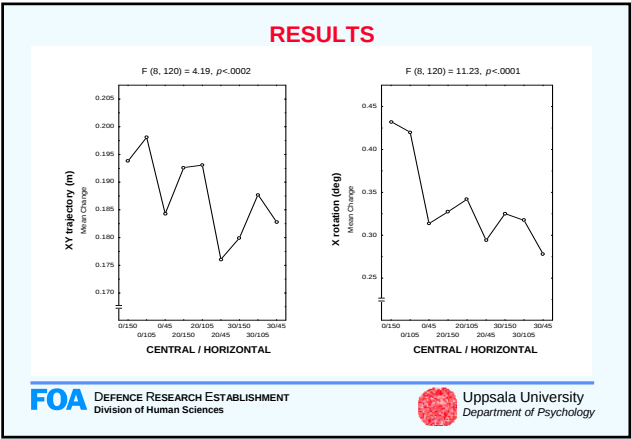


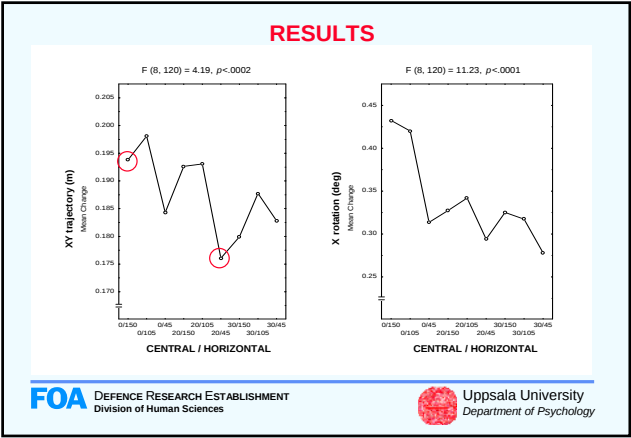


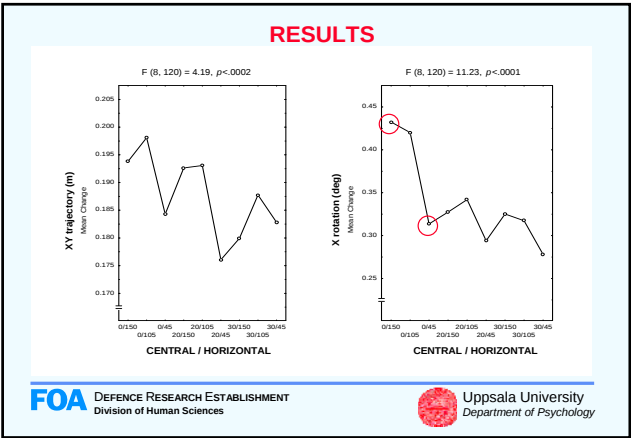


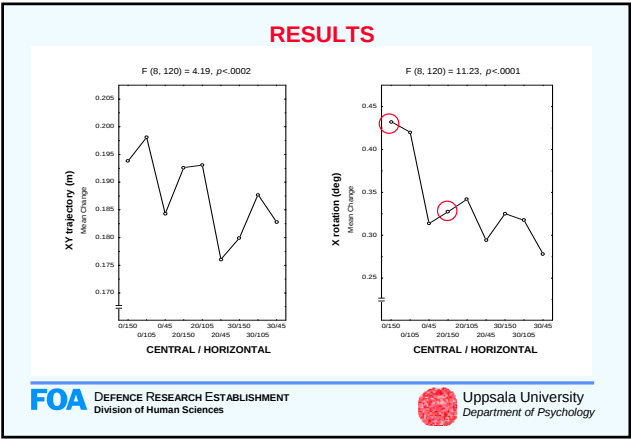


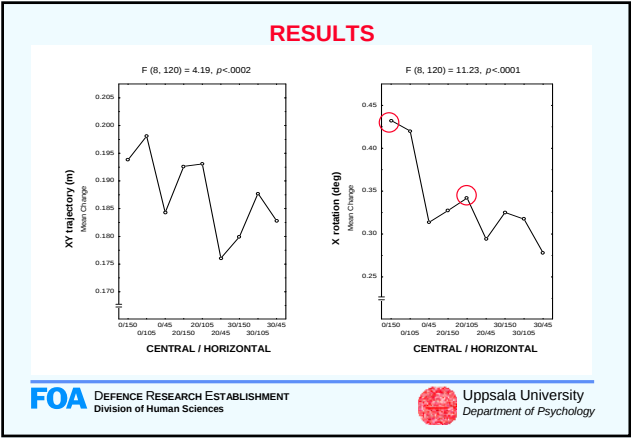


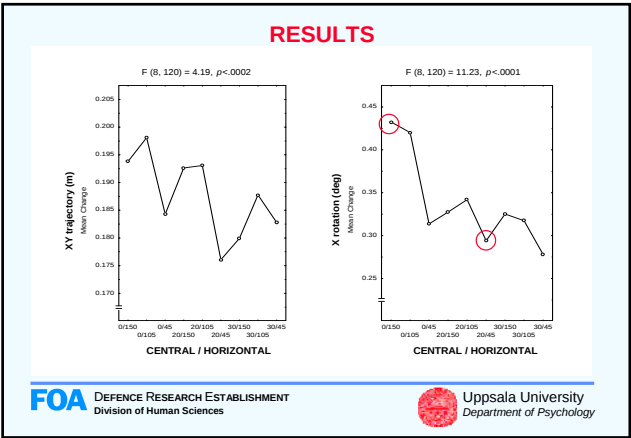


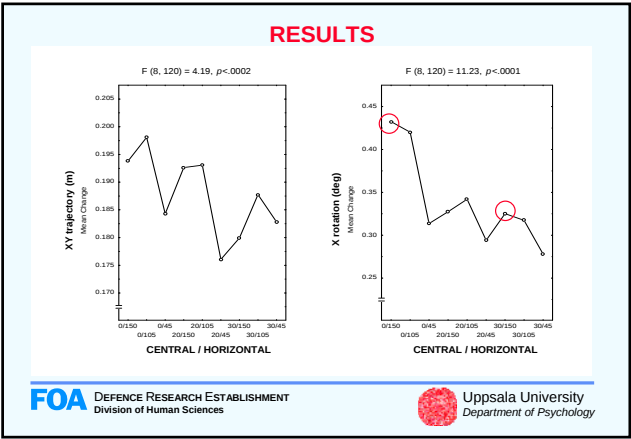


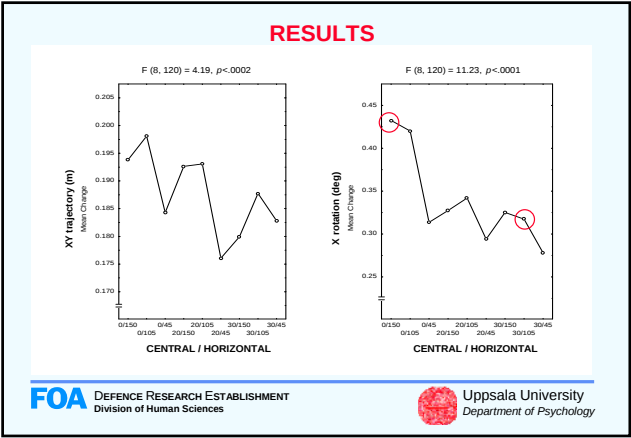


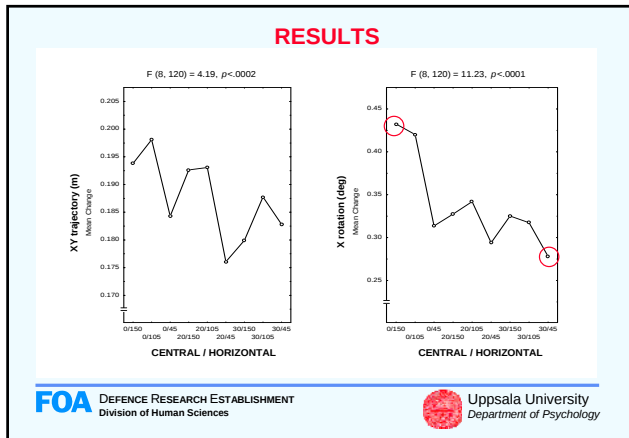


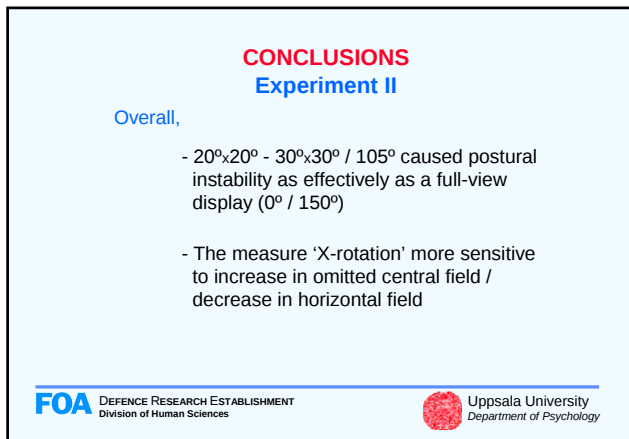


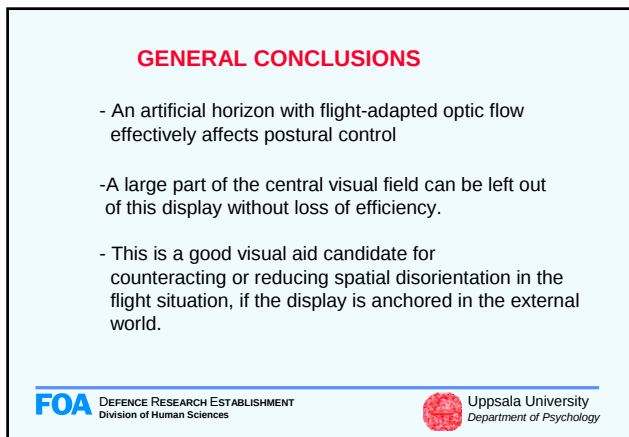












Future directions

- To build and test a HMD peripheral display.
- To conduct validating experiments in an environment with varying g-force.