

**THE FLIGHT TESTING OF HUD
WEAPON DELIVERY ACCURACY**

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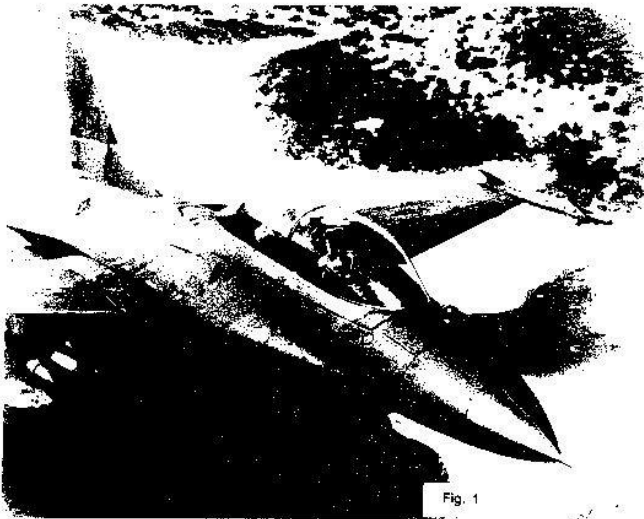
INTRODUCTION

The author is aware that the background of most of the audience lies principally in the design and testing of airframes and engines and directly related aspects. Most are not concerned directly with avionics. Even if the audience comprised mostly avionics specialists it is probable that a technical Head-Up Display paper would soon become too deep for the immediate easy understanding of most.

(FIGURE 1)

It is therefore, the author's intention not to be very specific but to give a broad description of what a Head-Up Display (HUD) comprises and what, in general, is involved with testing a HUD when it is retrofitted to an aircraft. A variety of real problems and situations will also be described.

(FIGURE 2)



The testing of a HUD in a new aircraft is a task which is planned and managed by the airframe contractor and in this case the immediate role of the subcontractor (ie my company) is most particularly to repair the unit when it is broken.

The task of the HUD of providing a night vision display for low level flight and air-to-air and air-to-ground weapon aiming will not be discussed.