

SIKORSKY
A LOCKHEED MARTIN COMPANY



Thursday,
November 17,
2016

5:00 p.m.

Zupnik
Lecture Hall,
1110 Kim
Engineering
Building

Co-Sponsored
by the
American
Helicopter
Society



THE DEPARTMENT of AEROSPACE ENGINEERING
Proudly Presents the

Lockheed Martin Sikorsky Aircraft Colloquium Series

*“PERSPECTIVES ON
HELICOPTER VIBRATION”*



Presented by

DR. THOMAS A. MILLOTT
SUPERVISOR
DYNAMICS & INTERNAL
ACOUSTICS GROUP
SIKORSKY AIRCRAFT
CORPORATION

Thursday, November 17, 2016

5:00 p.m.

Zupnik Lecture Hall
1110 Kim Engineering Building

SIKORSKY
A LOCKHEED MARTIN COMPANY

Thursday,
November 17,
2016

5:00 p.m.

Zupnik
Lecture Hall,
1110 Kim
Engineering
Building

Co-Sponsored
by the
American
Helicopter
Society



THE DEPARTMENT of AEROSPACE ENGINEERING

Proudly Presents the

**Lockheed Martin
Sikorsky Aircraft Colloquium Series**

“PERSPECTIVES ON HELICOPTER VIBRATION”



Presented by

DR. THOMAS A. MILLOTT

SUPERVISOR

DYNAMICS & INTERNAL ACOUSTICS GROUP
SIKORSKY AIRCRAFT CORPORATION

Dr. Thomas A. Millott has been with Sikorsky Aircraft Corporation since 1994, working in the area of design, development, implementation and testing of real-time, adaptive, MIMO feed-back control systems applied towards the reduction of helicopter noise and vibration to improve passenger ride quality. He has been the technical lead on the development and certification of active vibration control systems (AVCS) for a variety of Sikorsky helicopter platforms, including the S-92A®, S-76D®, UH-60M BLACK HAWK, SEAHAWK®, and the Canadian Maritime CH148 helicopter. He was also the AVCS lead for the X2 Technology™ Demonstrator aircraft and is currently supporting the S-97 RAIDER™ Helicopter demonstration program. Dr. Millott is currently the supervisor of the Dynamics & Internal Acoustics Group at Sikorsky Aircraft.

Dr. Millott has published and presented various papers on: 1) the active control of helicopter vibrations using an actively controlled trailing edge flap located on the blade; 2) the feasibility of actuating blade mounted control flaps using magnetostrictive actuation technology; 3) the active control of helicopter internal noise using inertial force generating actuators; 4) the active control of helicopter vibration using fuselage mounted force generating actuators. He also holds three patents related to adaptive MIMO feed-back control algorithms for the control of noise and vibration.

Thursday, November 17, 2016 | 5:00 p.m.

Zupnik Lecture Hall
1110 Kim Engineering Building