

Dr. Daniel R. Millman

Dr. Daniel R. Millman is the Chief Technology Officer at Stratolaunch, and has extensive experience in hypersonic aerodynamics, hypersonic vehicle design, and flight test. As a Chief Engineer at Booz Allen Hamilton, he was named an Engineering Fellow for Hypersonics and co- led the Hypersonic Working Group for the firm. He has worked with the Air Force Research Labs to design new concepts for an extended range, maneuverable hypersonic glide vehicle. He received a patent for a flight control system using a flush air data system that is usable on various aircraft and missiles, including hypersonic re-entry vehicles. He designed an autopilot for an agile missile concept using reaction control jets for rapid turns. He advised the USAF on conceptual design methodologies for advanced aircraft, as well as tactical and cruise missiles. Dr. Millman served in the US Air Force as a B-52H Instructor Pilot and Air Force Test Pilot. He graduated from the USAF Test Pilot School (TPS) in 1998 and was the project pilot for the Advanced Weapons Integration Program on the B-52H. In 2004, he graduated from the Air Force Institute of Technology with a Ph.D. in Aeronautical Engineering. His three years of research led to four journal articles, four conference papers, and a session keynote address at an international conference. After earning his Ph.D., Dr. Millman returned to Edwards AFB where he instructed at TPS. Besides classroom instruction in compressible/hypersonic flow and modeling and simulation, he taught multi-engine flight test techniques in the B-52H and the C-12C. He was chosen to be the first director of the Hypersonic Combined Test Force (CTF) in 2006. His CTF was responsible for ground and flight testing of the X-37A, X-51A, and the development of the Blackswift Hypersonic Aircraft. He also conducted the first test flight of Fisher-Tropsche fuel on an Air Force aircraft – the B-52H. On May 26, 2010, he piloted a B-52H to 49,500 feet and performed the first launch of the X-51A, which set a world record for a climb using a scramjet. As a command pilot, he flew over 3600 hours in 35 different aircraft types.