



## **R. C. Bill Short Bio**

Dr. Robert C. Bill  
Deputy Director For Propulsion  
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Dr. Robert Bill has worked for the Army at the NASA Glenn (formerly Lewis) Research Center in Cleveland, Ohio since 1970. His first assignments were with the Mechanical Components Branch where he was involved as a research engineer in Tribology and Materials Science. Areas of special interest included fretting wear and fatigue, and high energy wear phenomena as related to gas turbine engine seal problems.

In 1981 he was selected to head NASA's Fatigue Research Section of the Structures Division, where material behavior models and life prediction codes were being developed for high temperature propulsion materials, especially including the then emergent single crystal superalloy material systems. From January 1987 to May 1991 he served as Chief of the Army Propulsion Laboratory's Engine and Transmission Systems Division, responsible for advanced propulsion system research programs and a broad range of in-house and contracted research projects. Starting August of 1992 he had been serving as Directorate Executive of the Vehicle propulsion Directorate of the Army research Laboratory until 1996, when the Vehicle Propulsion Directorate was combined with the Vehicle Structures Directorate to form the Vehicle Technology Directorate where he served as Deputy Director For Propulsion until retiring from government service in 2005. Starting in January 2006 he has been employed by The Pennsylvania State University as a Research Associate serving in an adjunct faculty capacity, affiliated with the Vertical Lift Research Center of Excellence.

Dr. Bill's professional society affiliations include membership in ASME (Fellow member status) and AHS. He served as technical editor for ASME's Journal of Tribology from 1984 to 1991. He has authored and co-authored more than 40 technical publications and has been granted six patents.

From 1986 to 1992 he was actively involved with the AGARD Propulsion Energetics Panel, and served as chairman of the Engine Life Assessment Working Group.

Dr. Bill received his bachelor's degree in mechanical engineering from the University of Delaware in 1966, and his doctorate in mechanical engineering from the University of Michigan in 1970.