Theodoros A. Spanos

PRESENTER BIOGRAPHY

Theodoros A. Spanos was born in Ft. Lauderdale, Florida and grew up with a strong interest in math and science. During high-school, Theo joined the Civil Air Patrol and earned his Private Pilot certificate before graduation in 2001. Pursuing his interests, Theo attended Embry-Riddle Aeronautical University in Daytona Beach, Florida and graduated in 2005 with a Bachelor of Science in Aerospace Engineering, concentrating on Astronautics and Airport Management. He was hired by United Space Alliance at Kennedy Space Center as a Thermal Protection Systems Engineer on the Space Shuttle Program.

In addition to engineering functions at KSC, he had the opportunity to work Launch, On-orbit, and Landing support for multiple missions. He assisted in conducting ice-foam impact testing in El Segundo, California in order to determine heat shield tile damage tolerance limits as a result of the *Columbia* accident. Furthermore, he worked with a cross functional team of NASA, Boeing, and United Space Alliance personnel to implement the *Boundary Layer Transition Flight Experiment* and *Catalytic Coating Detailed Test Objective* on Space Shuttles *Discovery* and *Endeavor*. These experiments sought to capture high enthalpy aerothermodynamic data at hypersonic velocities achieved only by re-entry vehicles like the Orbiters. The teams were recognized by the NASA Engineering Safety Center, and Johnson Space Center for the successful data acquisition.

He left the Shuttle Program in 2010 due to its retirement and pursued an opportunity with Boeing as a Liaison Engineer primarily on the 787 *Dreamliner*. Since starting with Boeing, Theo has obtained his Material Review Board certification, and has worked with the Interiors Responsibility Center and Emergent Operations groups in Everett, Washington and Charleston, South Carolina assisting in resolving non-conformances on aircraft assemblies. He also works with Boeing Research and Technology mechanical and flammability personnel, ensuring materials meet the FAA requirements for strength and flammability. Theo became interested in the testing used to capture burn data and has attended the International Fire Test Working Group meetings of late led by the FAA. He looks forward to working with the government and industry teams on developing future test methodologies.