

Matthew Karp

Matthew Karp received his M.S. in Mechanical Engineering from Rutgers University under a fellowship grant from the Federal Aviation Administration in May 2016. His research determined the flammability limits of lithium-ion battery thermal runaway vent gases in air and the inerting effects of Halon 1301. He started working at the FAA Technical Center in June 2013 as an engineering co-op from Rutgers University where most of his work concentrated on measuring droplet sizes using IPI technology. He then graduated from Rutgers in May 2014 with a B.S. in Mechanical Engineering. Matthew currently works as an engineer for C-far Services in the FAA William J. Hughes Technical Center Fire Safety Branch.