



BIOGRAPHY

Theodoros A. Spanos attended Embry-Riddle Aeronautical University in Daytona Beach, Florida and graduated with a Bachelor of Science in Aerospace Engineering, concentrating on Astronautics and Airport Management. He was then hired by United Space Alliance at Kennedy Space Center as a Thermal Protection Systems Engineer on the Space Shuttle Program and during that time earned a Master of Science in Space Systems and a second M.Sc. Space Systems Management from Florida Institute of Technology.

In addition to engineering functions at KSC, he had the opportunity to provide Launch, On-orbit, and Landing support for multiple Space Shuttle missions and assisted in conducting ice-foam impact testing in El Segundo, California to determine heat shield ascent damage tolerance limits as a result of the Columbia accident. Additionally, 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 *Endeavour*. These experiments sought to capture high enthalpy aerothermodynamic data at hypersonic velocities achieved only by re-entry winged vehicles. The teams were recognized by the NASA Engineering Safety Center, and Johnson Space Center for successful data acquisition.

He left the Shuttle Program in 2010 due to its retirement, and pursued an opportunity with Boeing as a Liaison Engineer, obtaining Material Review Board, Design Approval Engineer, and Delegated Design Engineer certifications. He has worked with multiple engineering groups both in Everett, Washington and Charleston, South Carolina assisting in resolving non-conformances on aircraft assemblies, and assisted in an airplane modification project in Tokyo, Japan. Recently, he has transitioned to the role of Payloads Certification Engineer, with the responsibility of ensuring new interior arrangements of the Boeing 787 meet federal regulations for safety.

Theo also works with Boeing Research and Technology mechanical and flammability personnel, ensuring materials meet the FAA requirements for strength and flammability. He became interested in the test methods used to capture burn data and has attended and presented at multiple International Fire Test Working Group meetings led by the FAA. With that experience, the Pressurized Compartment Fire Marshall's office located in the Pacific Northwest has designated him as the Boeing South Carolina PCFM on-site focal, ensuring new designs comply with flammability requirements, especially on new products like the Boeing 787-10 derivative. He looks forward to continuing working with the government and industry teams on improving and developing future test methodologies that can result in safer and more efficient products.