



FOR IMMEDIATE RELEASE: 23 APRIL 2026 - Contact: Teri Chouinard, 248.701.8003, [intuitgroup@gmail.com](mailto:intuitgroup@gmail.com)

FIRST KEYNOTE ANNOUNCED FOR SPE® ACCE 2026: –

**“FLY BY: AEROSPACE COMPOSITES FOR AN AUTOMOTIVE AUDIENCE”**

**Jeff Bosworth, Senior Manager - X-BAT Structures Lead at Shield AI**

TROY (DETROIT), MICH. - The executive planning committee for the [SPE® Automotive Composites](#)

[Conference & Expo](#) (ACCE) is announcing the first keynote speaker for their ACCE 2026 event Sept. 9 – 10, 2026 in

Novi, Michigan (Detroit suburb). Jeff Bosworth, Senior Manager – X-BAT Structures Lead at Shield AI, will present

**“FLY BY: AEROSPACE COMPOSITES FOR AN AUTOMOTIVE AUDIENCE.”** This will be a high-level discussion of how composites are essential in making modern aircraft, especially Vertical Takeoff-and-Landing (VTOL), perform at a high level. Expect to learn about the basics of design philosophy, nuances of analysis, and multiple manufacturing techniques as well as some speculation about where the aerospace composites industry will go over the next decade.

The X-Bat is the world’s first AI-Piloted (Unmanned) VTOL fighter jet. X-BAT completely reimagines airpower – from training and logistics to operations and operating costs. This marks the greatest transformation in military aviation since the first airplanes launched and landed from ships 115 years ago. With vertical takeoff and landing, long range, and full autonomy, X-BAT delivers combat power anywhere, anytime. This is the future of air power.

X-BAT will serve as the leading edge of a distributed unmanned fires network – capable of launching and recovering from ships, remote islands, or austere forward bases while eliminating dependency on traditional infrastructure. X-BAT can carry both air-to-air and air-to-surface weapons in its internal bays and carry large strike weapons on external hardpoints.

“The VTOL market is a great opportunity for automotive composites suppliers to expand,” said Bosworth. “I believe this presentation will enlighten the industry to new opportunities for growth and be inspiring,” added Bosworth.

#### **About the SPE ACCE**

Held annually in suburban Detroit, the ACCE draws 450 - 500 speakers, exhibitors, sponsors and attendees and provides an environment dedicated solely to discussion, education and networking about advances in transportation composites. Its global appeal is evident in the diversity of exhibitors, speakers, and attendees who come to the conference from Europe, the Middle East, Africa, Asia/Pacific and South America as well as North America. About 20% of attendees work for automotive and light truck, agriculture, truck & bus or aviation OEMs and another 25% represent tier suppliers. Attendees also work for composite materials processing equipment, additives, or reinforcement suppliers; trade associations, consultancies, university and government labs; media; and investment banks. ACCE has been jointly produced by the SPE Automotive and Composites Divisions since 2001. For more info go to:

<https://speautomotive.com/acce-conference/>.

**The mission of SPE** is to promote scientific and engineering knowledge relating to plastics worldwide and to educate industry, academia, and the public about these advances. SPE’s Automotive Division is active in educating, promoting, recognizing, and communicating technical accomplishments in all phases of plastics and plastic-based composite developments in the global transportation industry. SPE’s Composites Division does the same with a focus on plastic-based composites in multiple industries. Topic areas include applications, materials, processing, equipment, tooling, design, and development. For more info go to: <https://speautomotive.com/> and <https://composites.4spe.org/>. For more information on the *Society of Plastics Engineers*, see [www.4spe.org](http://www.4spe.org).

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**At SPE® ACCE 2026 Event, Sept. 9-10, 2026**

Jeff Bosworth graduated from Georgia Tech with a Bachelor and Master of Science Degree in Aerospace Engineering. He began his career at Bell Flight where he worked on programs such as the Bell 525, the Stop-Fold Tiltrotor, and Bell 360. His primary Bell program was the V-280 Valor Tiltrotor starting from clean sheet through full transition flight testing. Following that, Jeff joined Archer Aviation to work on the Midnight eVTOL for four years getting that program to first manned flight. Now Jeff leads the X-BAT Structures team at Shield AI as he works towards his 20-year industry anniversary next year.

Photo attached.

For more information and the SPE ACCE see <https://speautomotive.com/acce-conference/> .

For more information on the **Society of Plastics Engineers**, see <https://4spe.org/>