

The new Honorary Member of OSTIV:

## Beverley Strahan Shenstone, M.A.Sc., F.R.Ae.S., FAIAA., FCASI.

B. S. Shenstone was born in Toronto, Canada, on June 10, 1906. His education took place in Toronto and he graduated from the University of Toronto in 1928, taking the degree of B.A.Sc. in mechanical engineering. A year's postgraduate study followed in aeronautical engineering and he was granted the degree of M.A.Sc. in 1929, the subject of his thesis being "Flying Boat Stability".

He learned to fly with R.C.A.F. at Camp Borden, Ontario, in 1928/29.

Late in 1929 he went to Germany and worked for a year at the Junkers Flugzeugwerk in Dessau. During his summer vacation in 1930 he took a gliding course at the Wasserkuppe and gained his gliding certificate "C". At the end of 1930 he joined the Rhön-Rossitten Gesellschaft and worked under Dr. Alexander Lippisch on the early "Delta" aircraft. In 1931 he took part in the first course on glider aerotowing at Griesheim. In June 1931 he left Germany and managed to get a job at Vickers-Armstrongs (Supermarine Works) at Southampton where he remained for seven years, gaining design experience on flying boats, fighters and bombers and working on aerodynamics and performance under A. N. Clifton and R. J. Mitchell.

In 1938, a year after Mitchell's death, he joined the Civil Research and Production Branch of the Air Ministry. This branch dealt with specifying and ordering the proposed new civil airliners.

Mr. Shenstone's war-time work took place in Bristol, Harrogate, London, Washington and Dayton. He was sent to the USA to join the British Air Commission in 1940 where he was involved in ensuring that the USA aircraft for the RAF were suitable for that service. In addition, he did some first-hand study of the USA air transport development and operation. He was recalled to the U.K. late in 1943 as Assistant Director, Research and Development, Air Transport. A few months later he accepted an offer by the Aircraft Production end of the Canadian Department of Munitions and Supply to join it under Ralph Bell. This work developed into the job of Technical Administrator for Trans-Canada Airlines at Canadair Ltd. (1944-1946) during the production of the DC-4M or "North Star", but still working for the Canadian Government.

In 1946 he joined Avro Canada as Assistant to Walter Deisher during their attempt to build the Avro Tudor II in Canada and the initial development period of the "Jetliner" and CF-100 fighter.

In 1948 he returned to the U.K. as Chief Engineer of British European Airways (BEA) and remained in that position for almost 17 years until 1964. He was on the Board of BEA from 1960-1964. On 1 December 1964 he joined BOAC as Technical Director and Board Member.

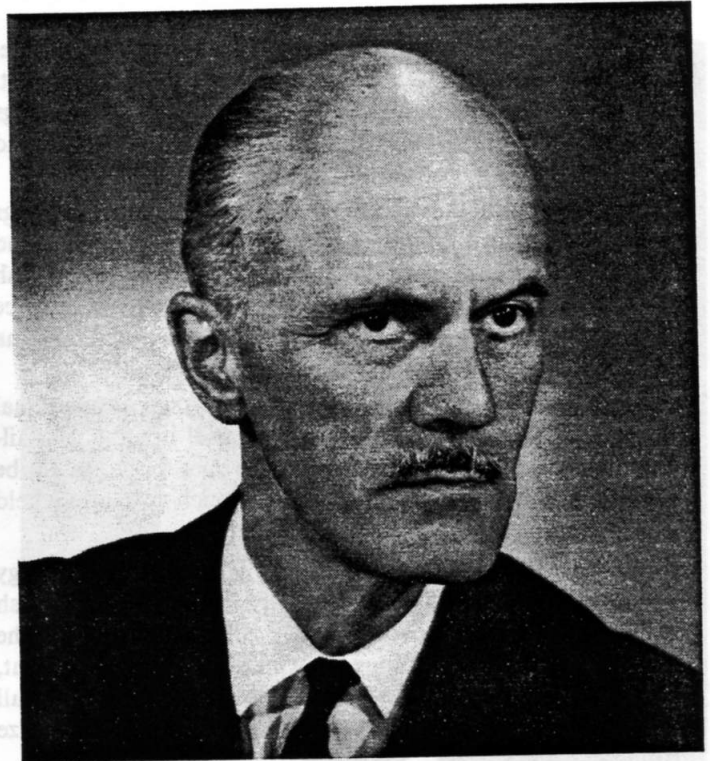
Some extra-mural activities have been:

President, Soaring Association of Canada, 1946 and 1947;

President, Royal Aeronautical Society, 1962;

Member or alternate of IATA Technical Committee 1949-1964;

Member SST Sub-committee of IATA Technical Committee 1949-1964;



Vice-chairman, Manpowered Aircraft Group Committee R.Ae.S.;

Member Civil Aircraft Research Committee for several years;

Board Member, BEA Helicopters Ltd.

Shenstone and Czerwinski designed and built at the University of Toronto the Canadian sailplane "Loudon" (1949) and in 1947 designed for the B.G.A. two-seater Design Competition the "Harbinger".

For many years "B.S.S." has been Editor of OSTIV Publications and OSTIV "The World's Sailplanes", and "Guide for Sailplane Designers" and was first Chairman of the OSTIV Airworthiness Panel.

He is a fellow of the Royal Aeronautical Society, Canadian Aeronautical and Space Institute and American Institute of Aeronautics and Astronautics.

Publications: Many articles in Journal of R.Ae.S., OSTIV Publications, Canadian Aeronautical Journal, Canadian Aeronautical Quarterly, Aero Revue Suisse, and before the war also in Mitteilungsblatt of ISTUS, J.Aero. Soc. India, SAE, etc.

He is known to his many friends as "Bev" and his home is now on the edge of the Thames at Wraysbury, Bucks. Here he lives with his wife and three children. With his wife Doris, he is now building a boat in his garden.

OSTIV has, in Shenstone, a brilliant, altruistic and modest personality, ever cheerfully ready for progressive action. OSTIV is greatly honoured to have in their working ranks as great a figure as the new Honorary member, Mr. B. S. Shenstone. B. J. C. and A. H. Y.