

Norihiko Henry “Hank” Shoji

May 15, 1923 - 1997

Birth Location:

Vancouver, BC

Death Location:

Mississauga, ON

Worked For:

A.V. Roe Canada Ltd.

Position:

Stress Engineer, Quality Control Manager, Chief Inspector, Aeronautical Engineer

Other:

Landscapes of Injustice

https://www.loi.uvic.ca/archive/C-9397_10187.html

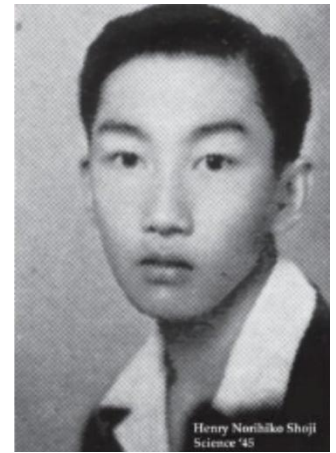
<https://loi.uvic.ca/archive/shoj35.html>

UBC Spring Convocation Japanese Canadian Students 2012

https://japanese-canadian-student-tribute.ubc.ca/files/2012/05/ubc_spring_convocation_japanese_canadian_students_2012.pdf

UBC Ubysey yearbook 1949

https://issuu.com/ubyssey/docs/2_returns_yearbook_ubc/49





Shoji, Norihiko Henry

Born: unknown

Passed: 1997

Occupation: Aeronautical Engineer

Shoji, Norihiko Henry:

From Kathy (Shoji) Corbeil on behalf of her mother and siblings, and Cheryl Shoji, Bud Shoji, and Jeannie Picard:

Henry Shoji was born to Kojiro and Ayako Shoji in Vancouver BC. His father came from Wakayama Japan as a young man, and his mother was born in San Francisco. His parents owned a butcher shop on Powell Street, and then started the Vancouver Paper Box Factory after selling the butcher shop. He attended Strathcona School and also studied at the Japanese Language School. He graduated from Vancouver Technical School with honours, and entered the University of British Columbia General Engineering in 1940.

After two years at the University of British Columbia, due to the mass evacuation and internment of Japanese Canadians, my dad was not able to continue with studies in Vancouver. His brief stint in the Canadian Armed Forces was restricted to drills and exercises as a member of the UBC contingent of the COTC under the command of Col. Shrum. His family was relocated to Minto, an abandoned gold mining community (100 miles northeast of Vancouver).

After spending the summer of 1942 in Minto, he headed to Hamilton to attend McMaster University, where, two years later, he graduated with a Bachelor of Arts Degree. He then attended the University of Toronto and graduated with a Bachelor of Applied Science degree. In 1948, he completed his post-graduate studies and was awarded the Master of Applied Science degree in Aeronautical Engineering.

Upon graduation, he obtained employment at A.V. Roe Canada Ltd. as a stress engineer, then worked his way up to Quality Control Manager and Chief Inspector. He worked on the Avro Arrow program, until it was suspended by the government. He then worked for Avian Aircraft and Hawker Siddeley, In 1966 he was appointed President of Found Brothers Aviation Ltd., where they manufactured single-engine utility aircrafts. They developed a new aircraft of the 1967 Model 100 "Centennial."

After working in the aviation industry for thirteen years, he changed direction and began working in the plastics industry (injection moulding). He and my mom made many moves, as dad found employment across Ontario, in Malton, Bolton, and Toronto, and then the US, where they lived in Orlando Florida, Chesapeake Virginia, Lewiston NY, and then, finally, moved back to Mississauga in 1996.

Dad married my mother, Dorothy Matsumoto, in 1949, and then had four kids. He was a Renaissance man and a great provider for his family. He spent as much time as he could with me and my siblings (two sisters and a brother), and our dog and cat. He changed diapers, he cooked and cleaned, and was an all-around handyman. I spent my high school years living in a century-old farmhouse on an acre of land. Dad loved to mow the lawn on his ride-on mower and clear the snow off the long driveway with his gas snow blower. He was an avid photographer/movie-maker, swimmer, golfer, lover of books and newspapers, big band piano/harmonica player, and a terrific Poppa to his four grandsons and granddaughter.

He passed away in the spring of 1997 at the age of seventy-four. He would have been pleased to receive his honorary degree from UBC. ✿



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Former Avro Employees have retained important information

Once aerodynamic information has described the shape of the plane, structure, loading and stress engineers go about the task of determining the interior materials, shape and thickness of the aircraft. Hank Shoji headed up Avro's stress group. His family donated all his notes, quality control manuals, area rule studies and more.

Ross Richardson designed the intakes and front fuselage of the Arrow. He has all his original work on the crucial intake design.

Doug Moore was in charge of the Arrow's centre section. He is alive and has a fantastic memory. He amply showed me as we crawled and poked around RL206 in the Ottawa National Aviation Museum.

Bob Cairns wrote the specifications of the Arrow. He has donated copies of the January 1959 latest updates as well as detailed specifications on RL206, 7, 8, and 9, the first real Arrow MK II production version.

Many have come forward... will you?

Hank's findings are detailed in many of the reports his family donated to the Alliance for the rebuild. This is the cover of one of them.

Shoji Family



Hank Shoji was head of the stress group designing the fin of the Arrow. He was involved with many different stress related problems requiring fatigue testing... not the least of which was the ins and outs of operating a 4,000 psi hydraulic system. His family has been very helpful in providing original engineering manuals and many design notes on the torsion box design of the Arrow wing. Thank you!



Researched by: Barry Copp (2023)