

ANNEX A.2k
FEDERATION AERONAUTIQUE INTERNATIONALE
NOMINATION FORM
THE FRANK EHRLING DIPLOMA

(for outstanding accomplishment, by an organisation or individual, in connection with the promotion of aviation through the use of flying models)

From NAC: Japan Aeronautic Association Date: 14 Nov. 14
Address: 1-18-1, Shimbashi, Minato-ku Country: JAPAN
Tokyo, 105-0004

(Only one person from a country may be nominated annually by that candidate's National Airport Control.)

Name of Nominee: Mr, Tatsuo YAMASHINA
Address: 1-26-2-502, Nishigahara, Kitaku
Tokyo, 114-0024

FULL INFORMATION ABOUT THE CANDIDATE'S ACTIVITIES UP TO 31st DECEMBER OF THE PRECEDING YEAR - Please Print

Please see attached the documents.
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NAC Signature, Nobuyuki SATO, Secretary General |

President or Secretary General of nominating FAI National Airport Control

(must be submitted to the FAI Office by November 15)

ANNEX A.2k, NOMINATION FORM (Detail), THE FRANK EHLING DIPLOMA
Mr. Tatsuo YAMASHINA (JAPAN)

Mr. Tatsuo YAMASHINA has ever been interested in the aircraft models since 5 years old and was impressed very much by an article in a science magazine for younger generation which is about the human powered airplane supervised by Prof. Hidemasa KIMURA, who became his paragon to follow. In 1975 he entered the Department of Aerospace Engineering, College of Science and Technology, Nihon University and studied under the guidance of Prof. Hidemasa KIMURA who designed Koken-ki world longest record breaker in 1930s, Prof. Jiro HORIKOSHI of Zero-fighter fame and Prof. Yasuo NAITO who designed Fuji T-1, Japan's first jet trainer. He pursued aeronautics hoping to participate to the development of next generation airliner to the YS-11 and with his peers designed, as graduation work, N-75 two-seater motor glider which was the last of line of Prof. Kimura's Laboratory gliders. However, due to economic depression then prevailed and foreign pressure caused by trade conflicts, the successor to the YS-11 was never materialized, thus he decided to go to the world of model aircraft which he has loved even more than real aircraft like his mentor, Prof. Kimura.

In early 1980s, he entered the Saito Seisakusho Co. Ltd., and pursued the possibility of four-cycle model glow plug engine whose use had been limited to the small part of radio-controlled model until then. He designed new combustion chamber which attained dramatically improved combustion efficiency by making vortex around the intake valve, and also new cylinder which was integrated with cylinder head thus attaining minimum heat deformation. His design was adapted by all the Saito Engines which were highly acclaimed worldwide by its high power and the Saito sound i.e. its exhaust sound which is very close to the real machine. The FA-80 engine designed by him was high power / light weight four-cycle engine, and it was installed to a F3A class model aircraft built for two-cycle 10 cc engine and became in effect the first engine which enabled all the flight patterns of F3A. Thereafter four-cycle glow plug engine became the mainstream for sports model aircraft including F3A. He also designed FA-300T horizontal opposed 50 cc engine for larger model aircraft and FA-325R5 radial five cylinder engine which was reputed to be "as elaborate as a clock". These two engines have been admired by model aircraft builders and produced for nearly thirty years without change in basic designs.

He moved to R & D branch of KYOSHO Corporation in 1988, and designed electric model motor gliders and small indoor model helicopters in short period, thus contributed to the current prosperity of electric model aircraft.

In 2004, He joined the staff of Japan Model Aeronautic Federation and has worked hard for hosting the Japan Championship games and supporting the Japan team to the World championship and Asia-Oceania Cup games thus contributed to bringing up many champions including F3A, F3C, F1C, F1B, F2B(Jr) and above all, the F1B Wakefield Cup. In 2004 he also began to run "Model Aircraft Class for Kids" as a joint program with the Japan Aeronautic Association which has been held various locations in Japan about 20 times annually. In "Model Aircraft Class for Kids" he uses rubber powered model aircraft named 'Sky Kids' of his own design and in ten years he successfully conveyed the joy of model aircraft to thousands of next generation, broadening the base of Japan's aviation. Mr. Emil Giezendanner of the CIAM was so impressed by the well-planned organization of "Model Aircraft Class for Kids" and high performance of model aircraft 'Sky Kids' when he visited Japan in 200X that he reported his activity in CISM Flyer in 2009 to introduce it worldwide.

We, Japan Aeronautic Association, therefore evaluate highly Mr. Tatsuo YAMASHINA through his activity in designing and developing the model aircraft as a whole and in contributing the promotion of model aviation activity to young generation in Japan, and nominate him for Frank Ehling Diploma in 2015.