

# Model-Building Competition Results

By "Spanner"

## "Crane" and "Aeroplane Constructor" Contests

Competitors in the May "Crane" Competition who have been awarded prizes are as follows:

### Home Section

1st Prize, Meccano or Hornby products value £3/3/-: E. Crowson, Peterborough.  
2nd, products value £2/2/-: L. Potts, Dover.  
3rd, products value £1/1/-: F. Coltman, Loughborough.

Products value 5/-: R. Wheeler, London, N.W.1; P. Hands, Hillingdon; J. Matthews, Fillongley, nr. Coventry; R. Cooper, Ringmer; J. Davidson, Glasgow, W.3.

### Overseas Section

1st Prize, Meccano or Hornby products value £3/3/-: J. Rowston, Orange, New South Wales. 2nd, products value £2/2/-: A. Pannenberg, The Hague. 3rd, products value £1/1/-: D. Munton, Johannesburg.

Products value 5/-: M. de Melleville, Paris; A. Turton, Ottawa; D. Davenport, Victoria, British Columbia; L. Linder, Stockholm; C. Laidlaw, Buenos Aires.

In the Home Section the First Prize was awarded to E. Crowson, Peterborough, for the fine model of a level luffing crane shown in the lower illustration on this page. The model is outstanding on account of its neatness and strong construction. It is equipped with three Electric Motors. One of these drives the travelling bogies, another operates the slewing and luffing movements, and the third is used for raising and lowering the two pulley blocks.

L. Potts, Dover, won Second Prize with a model of a radial travelling crane. The model is 9 ft. in height, and although comparatively few parts are used in its construction, it is strongly constructed and will lift considerable loads. An interesting feature of the model is that it is remote controlled from a switchboard placed some distance away, thus giving the effect of entirely automatic working.

One of the most interesting and unusual types of model cranes I have examined was the electric unloader, of the kind used at docks for transporting iron ore from ships to railway wagons, that was submitted by F. Coltman, Loughborough. This well deserved the Third Prize awarded to it. It is driven by a Clockwork Motor and carries out faithfully the essential actions of its prototype.

One of the smaller prizes was awarded to J. Matthews, Fillongley, nr. Coventry, for a model of a mobile crane. The crane is mounted on the platform of a lorry so that it can swivel in any direction. Careful attention has been paid to reproducing as much detail as possible in both the lorry and the crane. The lorry is fitted with a gear-box, clutch and differential, and a striking feature is its engine, which is fitted with three working pistons that can be seen actually in operation by raising one side of the bonnet.

In the Overseas Section of the Contest J. Rowston, Orange, N.S.W., took chief honours with a splendid model of a railway breakdown crane. In design this follows the usual practice, but is outstanding on account of the skilful use that has been made of Meccano parts. The mechanism is driven by an Electric Motor, current for which is picked up from an insulated centre rail. The drive from the Motor is taken through a gear-box, which is arranged so that the four movements of travelling, luffing, slewing and raising of the load can be carried

out either simultaneously or separately, as desired.

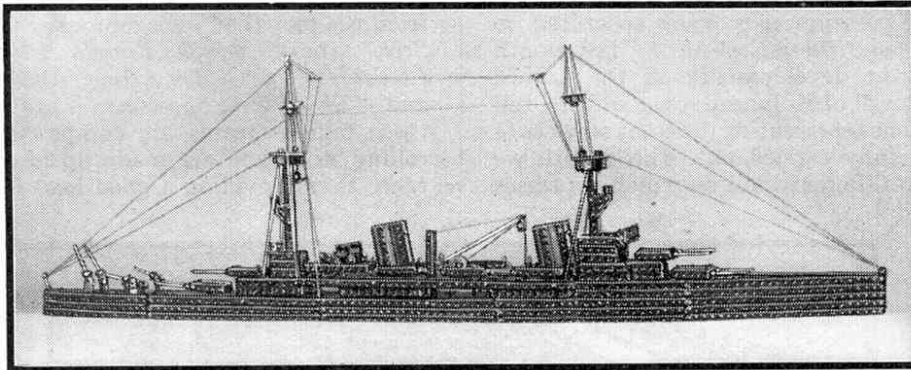
One of the largest and most imposing models entered in this Section of the Contest is a giant floating crane of an unusual type built by A. E. Pannenberg, The Hague. This has a very long jib in

comparison with the area of the pontoon. In order to obtain the necessary lightness this part is made up of two separate narrow jibs, each of which is strongly braced by ties and struts. The two are tied together at their upper ends by steel girders, and are pivoted independently to the pontoon. The model is excellent but contains less detail than Rowston's model and is not so neatly constructed.

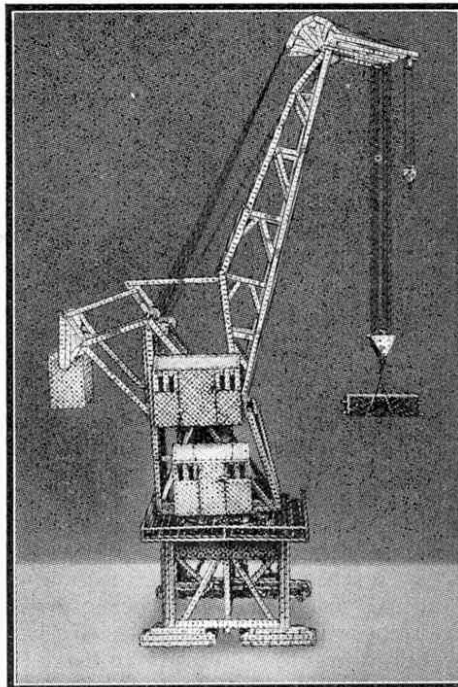
D. Munton chose

for his subject the dockside crane illustrated on the cover of the January 1937 "M.M." It was awarded Third Prize, and its special merit is the close resemblance it bears to its prototype.

Among the models that won the smaller prizes probably the most novel was that submitted by A. Turton, Ottawa. This is a simplicity model of a mobile crane of a similar type to the model that won a prize for J. Matthews in the Home Section.



This realistic model warship won a prize in the March "General" Competition for Sergio Bossi, Torino, Italy.



A soundly constructed model level-luffing crane built by E. Crowson, Peterborough, which won First Prize in the Home Section of the May "Crane" Competition.

## April "Aeroplane Constructor" Contest

The full lists of prize-winners in the Home and Overseas Sections of the April "Aeroplane Constructor" Contest are as follows:

### Home Section

1st Prize, products value £2/2/-: J. Reircraft Purchase, Eaden Bridge. 2nd, products value £1/1/-: P. Harding, Corston, nr. Bristol. 3rd, products value 10/6: A. Smith, Inverurie.

Products value 7/6: F. Millett, Newtown Unthank, nr. Leicester; J. Swepstone, Chieveley, Newbury; J. Weston, Desford, nr. Leicester; R. Jebbett, Leicester; H. Jackson, Bramley, Leeds.

Products value 5/-: Master Lockhart, Glasgow; N. Ta'Bois, Woodford Green; Miss L. J. Slater, Portsmouth.

### Overseas Section

1st Prize, products value £2/2/-: P. Swan, Rangoon. 2nd, products value £1/1/-: R. Latimer, Rangoon. 3rd, products value 10/6: A. Worthington, Vancouver, British Columbia.

Products value 7/6: R. Myburgh, Claremont, Cape Province, S. Africa; D. Hofsommer, The Hague, Holland.

J. Reircraft Purchase, winner of First Prize in the Home Section built an excellent model of the Mayo Composite aircraft. The flying boat "Maia" consists of an elongated fuselage fitted with double-width wings, and on it is mounted the seaplane "Mercury."

The entry that won First Prize in the Overseas Section is a model of a Sikorsky amphibian built by P. Swan, Rangoon, Burma. The model is fitted with a retractable undercarriage, and two air-cooled engines. This competitor submitted also

a model of a Fokker Transport aeroplane. The interior of the model is fitted out with plywood chairs, and the pilot's apartment also contains two seats and a miniature instrument board. The cabins are lit electrically, current being supplied by a flashlamp battery concealed in the fuselage. Meccano Worms are used with good effect to represent the cylinders of the radial air-cooled engine of the actual machine.