

*The New York Times February 27, 1928*

### FUELLESS MOTOR IS A GENERATOR

*New Hendershot Device Has Enough Power to Kill a Man  
Lanphier Says*

### EXTENSIVE TESTS AHEAD

*Major Adds That Much Remains to Be Done  
Before Invention Can Be Applied Practically*

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The Hendershot "fuelless motor" is not a motor at all but a generator, according to Major Thomas Lanphier, commandant at Selfridge Field, which, were he with Lester Hendershot, the inventor and D Barr Peat have been quietly working on an experimental model. Major Lanphier started for New York from Selfridge Field in an army pursuit plane a few hours after Colonel Lindbergh took off. The army officer was forced down at Buffalo and completed his journey by train arriving here yesterday morning.

Major Lanphier said he first became interested in the Hendershot electrical machine several weeks ago through Peat; that in common with others he thought it was more of less "bunk" but after seeing it work he became interested.

"I saw the first model which Hendershot built hooked up to a small electric motor of the type used to operate a sewing machine. It not only ran that motor but it burned it out", Major Lanphier said.

Why this generator acts as it does, where the energy comes from that transforms it into power Major Lanphier was not prepared to say beyond quoting Hendershot. It is the inventor's theory that his machine draws its energy from the earth's magnetic field. While unwilling to describe it in detail until pending patents have been received, Major Lanphier told a little about it. The first model consisted of a ring magnet less than three inches in diameter. Around the magnet were coils rigged as only Hendershot knows how to rig them and another set of coils pass through the centre of the ring.

With this contrivance we burned out the sewing machine motor and we also kept a 100 watt lamp going with it for twenty-six hours, he said.

The larger model which has not yet been hooked up to a motor that can deliver power to a crankshaft, Major Lanphier himself helped to build.

"We put it together out of stuff we picked up at the field and with it we lighted two 110 watt lamps." Major Lanphier said. "I think that we have got enough electricity in this second model to kill a man."

The second model is built around a ring magnet, the outside of which is seven inches and the inside is six inches. The army officer in explaining the generator declared that he himself was no electrical wizard. His knowledge of physics ceased he said, with what he acquired in his classes at West Point. He is convinced however, with the results attained so far that the thing is well worth experimenting with.

It was suggested that perhaps the Hendershot engine was "stealing" power from some big radio broadcasting station.

"We thought of that" Lanphier said, "but we ran it for twenty-six hours when stations were going and when they were not and we got the same results.

The army officer paused in his meager description of the generator to declare that Colonel Lindbergh had no connection with the group interested in it.

"There are only Hendershot, Peat, myself and Henry Breckinridge," Major Lanphier said.

Professor Alexander Klemin of the Guggenheim School of Aeronautics, whose said last night that he would be glad to provide a place for the proper laboratory experiment on the Hendershot device, asserted that the weight of the motor would be no great bar to its use in a plane, because of the great weight saved in not having a fuel load.

Major Lanphier spent some time yesterday in conference with Mr Breckinridge and Colonel Lindbergh adhered to his declared program of "keeping out of sight."

"Slim wants to get out of the picture and rest and we are going to help him." Major Lanphier said, and then declared that Lindbergh's closest friends had persuaded him for the present, at least, not to align himself with any business organization in aviation or out of it.

"Lindbergh means too much to aviation", Major Lanphier said, "as he is. Once he joins some company he becomes a competitor. He belongs to all aviation now."

Beyond his trip to Albany as the guest of the Legislature on Wednesday, his friends said Lindbergh had no plans beyond rest and play.

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## HENDERSHOT COMING HERE

PITTSBURGH Feb 28 1928. Lester J. Hendershot at West Elizabeth, inventor of the "fuelless motor" today denied all knowledge of a corporation in process of formation by Detroit friends to exploit his creation, but made known that he would go to New York Tuesday to confer with Colonel Charles A. Lindbergh and others prominent in the world of aviation. The model of the motor which was on display in Detroit last week has been sent to New York, Hendershot said.

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**LAYS A CLAIM TO IDEA**

*Seattle Youth Says He Discovered Principle of "Free Energy".*

SEATTLE Feb 28, The Post Intelligencer will say tomorrow in a copyright story that Alfred M. Hubbard, Seattle youth, was probably the discoverer of at least the principle of the "free energy" motor privately demonstrated in Detroit last week.

In 1918 Hubbard, when only 18 years old, demonstrated an apparatus by which he claimed extracted its electric energy directly from the air. Today Hubbard declared he believed the motor demonstrated in Detroit by Lester J. Hendershot is a development of his apparatus.

In a demonstration here in 1918, Hubbard propelled an eighteen foot motor boat equipped with a 35 HP electric motor apparently getting its power from a coil 11 inches in diameter and 14 inches long.

*The New York Times*  
*February 28, 1928*

**EXPLAINS MAGNET IN FUELLESS MOTOR**

*Hendershot Says Shifting Its Field to East and West  
Causes Rotary Motion*

**Winding of Magnet Secret**

*Inventor Asserts Engine Weighs about 4 Ounces Per Horsepower  
Expected Here Today*  
Special to the New York Times

PITTSBURGH Pen. Feb. 28. Initially indignant because the manner in which his fuelless motor gains its power had been misrepresented in dispatches from Detroit and Washington, Lester J. Hendershot today stated there was nothing mysterious about his motor that the force that energizes it is the "same force that pulls the needle of the compass around, and there is nothing mysterious about that".

The fuelless motor was not his objective, he explained, at the time he began his experiments some three years ago, when he first became interested in aviation.

He soon learned that "the ultimate development of aviation depended largely upon the discovery or invention of an absolutely true and reliable compass," he explained, "The ordinary magnetic compass does not point to the true north - it points to the magnetic north, and varies from the true north to a different extent at almost every point on the earth's surface."

"There is another compass, the magnetic induction compass, that indicates the true north. But it must be set before each flight, and is not always reliable."

"I found that with a pre-magnetized core, I could set up a magnetized field that would indicate the true north, but I didn't know just how to utilize that in the compass I set out to find."

"In continuing my experiments, I learned that by cutting the same line of magnetic force - north and south, I had an indicator of the true north, and that by cutting the magnetic field, east and west, I could develop a rotary motion."

"I now have a motor built on that principle that will rotate at a constant speed, a speed predetermined when the motor is built. It can be built for any desired speed, and a reliable constant speed motor is one of the greatest needs of aviation."

The main secret of Mr. Hendershot's invention, his friend, Barr Peat declares, is, "the method of winding a magnet in the motor so that it will rotate in the opposite direction than the earth revolves." He says there is no heat, because magnetic forces are cold and the motor is stopped only by breaking the magnetic field in the windings. The magnet in the motor, he thinks probably would have to be recharged after about 2,000 hours of operation.

Mr. Hendershot declares that one of his motors, complete and ready to be installed in an airplane, would weight little more than four ounces for every horsepower it developed, while the best of the gas engines now built weighs about two pounds per horsepower.

Mr Hendershot says that altitude would not affect the efficient operation of his motor, for the magnetic influence of the earth has been found to remain the same as high as man has ever reached.

He said the same principle which made his original model operate only when it was placed in one direction - north and south, will be developed so that it will provide a compass that will always indicate true north.

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Lester J. Hendershot inventor of the "fuelless motor" or self-driven generator or electrical, energy collector, nobody seems to know quite which, is expected in New York today to dissipate some of the mystery surrounding his machine. It has aroused a good deal of skepticism among men who have dealt with electrical energy all their lives, and among physicists who do not believe that the law of the conservation of energy has been repealed.

However, Major Thomas Lanphier, commander of the First Pursuit Group at Selfridge Field, Henry Breckinridge attorney for Colonel Charles A. Lindbergh, and D. Barr Peat, a friend of Mr. Hendershot, are just as confident that the inventor has stumbled on something which may be capable of development into a revolutionary power source.

Whether the machine has yet arrived in the City, Major Lanphier would not say, and he said yesterday that he did not care to say anything more about the motor until Mr. Hendershot arrives. He did deny again, however, that Colonel Lindbergh had any interest in the machine aside from his examination of it while at Selfridge Field.