

# FUELLESS MOTOR IMPRESSES EXPERTS

**W. B. Stout Says Invention  
Works Uncannily—Washington  
Thinks It Important.**

**BUILT ON A RADIO PRINCIPLE**

**Armature Winding New—Inven-  
tor Inspired by Young Son—  
Lindbergh Flies Here.**

*Special to The New York Times.*

DETROIT, Mich., Feb. 25.—W. B. Stout, head of the Stout Air Lines and designer of the all-metal tri-motored Ford monoplane, declared here today that he had seen what he characterized as an "impressive" demonstration of the Hendershot fuelless motor two weeks ago in Pittsburgh.

Lester J. Hendershot, the inventor, and his associate, D. Barr Peat, who is manager of the Bettis Field at McKeesport, Pa., demonstrated the motor secretly yesterday in a hangar at Selfridge Field. This block test was witnessed by Major Thomas G. Lanphier, Colonel Charles A. Lindbergh and others.

It was explained today that the model used in the demonstration was a much smaller machine than an actual working motor capable of developing power enough to lift and propel an airplane. Its designers claim for it that it runs on an electro-magnetic principle, by which it draws its force directly from the earth's field, and through the properties within the motor itself transforms these electric currents into power that can be delivered efficiently at a propeller shaft.

**Calls Demonstration Uncanny.**

"The demonstration was very impressive," Mr. Stout said. "It was actually uncanny. I would like very much to see how a large model, designed to develop power enough to lift an airplane, would operate."

Mr. Stout said the model he saw was about the size of the tiny electric motors used in vacuum cleaners.

"I was told that the revolutionary feature was a hitherto unknown manner of winding the armature," Mr. Stout continued. "Hendershot said he had succeeded in winding it in such a way that it draws energy directly from electrical currents which exist constantly in the air or in the ground. Such sources of cheap and inexhaustible power, of course, never have been reached before. The small model appeared to operate exactly as Hendershot explained that it did."

Neither Colonel Lindbergh nor Major Lanphier would express themselves at length on the test they witnessed yesterday. Major Lanphier admitted, however, that they were experimenting with it and referred all questions to Hendershot.

"He is the only one who knows all about it," the Major said. "Lindbergh has nothing to do with it, although he saw it."

William B. Mayo, chief engineer for the Ford Motor Company, was in conference with Major Lanphier, Hendershot and Peat at Major Lanphier's quarters today.

**Corporation Being Formed.**

DETROIT, Feb. 25 (AP).—A corporation has been formed to develop the "free energy" motor invented by Lester J. Hendershot, Pittsburgh electrical engineer, and incorporation papers are to be filed by Henry Breckinridge, attorney, in New York, it was said here today by Major Thomas G. Lanphier, Selfridge Field flight commander.

Major Lanphier, who left this afternoon by air for Mitchel Field, Long Island, said before his departure that he was interested in the corporation, but he declined to name other persons interested.

Earlier in the day Major Lanphier said Colonel Charles A. Lindbergh was not connected with the enterprise, yet Mr. Breckinridge is Colonel Lindbergh's attorney.

Whether the motor will prove practical and revolutionize the automotive world will depend upon future tests, it was said today by aeronautical experts who have viewed tests of the model.

Major Lanphier, who with Colonel Lindbergh witnessed a private demonstration yesterday, said the motor had great possibilities, but "it might not amount to anything. It is too early to tell anything about it," he said.

William B. Mayo, chief engineer of the Ford Motor Company, was in conference with Major Lanphier, Hendershot and Peat in Major Lanphier's office prior to the Major's departure today. He declined to make any statement upon leaving. Major Lan-

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phier and Colonel Lindbergh held a previous conference with Ford officials at the Ford plant on Thursday. Whether these conferences had any connection with the development of the Hendershot motor was not learned.

## INVENTION RESULT OF DREAM.

### Hendershot Made First Fuelless Motor for His Son's Toy Plane.

*Special to The New York Times.*

WEST ELIZABETH, Pa., Feb. 25.

—The invention of the fuelless motor, tested at Detroit, was the result of a dream by its inventor, Lester Jennings Hendershot, who lives on "the street back of the railroad" in this town of about 3,000 inhabitants, fifteen miles from Pittsburgh.

Although Hendershot was on his way from Selfridge Field today and is not expected home until tomorrow, his wife told of his conception of the machine and of how the miniature model was constructed from the parts of a worn-out radio which had been given to the inventor by his uncle.

Several years ago the vision of a machine which would operate from "earth currents" came to Hendershot in a dream, according to his wife, but it was not until last November that he actually started work on it.

His 4-year-old boy had a small airplane at that time and was considerably chagrined because it would not operate. The father was disturbed, too, so he told his son he would build an airplane which would work. The result of that was the fuelless machine.

### First Model Worked Toy Plane.

When the miniature motor model had been constructed, Hendershot built a small airplane and placed the machine in it. A switch was turned and immediately the propeller began to move. The machine was not connected to any electrical current, but was running of its own accord from "earth currents."

For several weeks the little motor and airplane rested upon a small table in the living room of the Hendershot home, which faces an unpaved street near the railroad tracks. One day D. Barr Peat of Bettisfield, the air mail port near McKeesport, Pa., visited the Hendershot home to see the model.

He immediately became enthusiastic and a few weeks later he and Hendershot were at Selfridge Field, where permission had been granted to build a model large enough to operate an airplane.

Hendershot, who is only 29 years old, was born in Hyndman, Pa. His schooling has not been extensive, although he spent a few months several years ago at Cornell University,

where he took a few courses in mechanics. He has not been consistently employed at any particular task and has been known as a "free lance" worker. He has been a fireman and an engineer on the railroad, has worked in the mills near Pittsburgh, has inspected concrete and done electrical work. During the war he was a bugler with a machine gun company, but did not get overseas.

### Still Wants to See 'How They Work.'

According to his mother, he has always been interested in mechanics and when a child he would insist upon taking his playthings apart.

And that desire has not escaped him as a man, for even now he takes his own son's playthings apart to "see how they work."

It required only a few weeks for him to construct the miniature model of his fuelless motor, although he worked day and night during that time. He had a crude work bench in the cellar of his home, which was placed near the furnace, where it was warm. Early in the morning he would be there, tinkering about, and late at night he still could be found there.

Hendershot's idea was that the earth currents which make the aurora borealis in the skies could be harnessed by man and made to produce power that would operate an engine.

The youthful inventor has no other inventions to his credit.

### Works on Principle of Compass.

*Special to The New York Times.*

PITTSBURGH, Pa., Feb. 25.—Lester J. Hendershot first came to Bettis airplane field in McKeesport between two and three years ago, and soon afterward brought one of his motor models to the officers of the field for inspection.

The fuelless motor works somewhat on the principle of a compass, and the original model would always operate when pointing north or south, as does the compass, but would not move when pointed east or west.

Young Hendershot worked nearly two years to overcome this defect, and finally he brought a motor to the Bettis Field that appeared to be working perfectly. This motor was installed in a small model airplane and the plane flew, but owing to the failure to rig it properly, it crashed to the ground during one of the experiments.

Constantly improving the motor, Hendershot finally interested D. Barr Peat, manager of the Bettis Field, in his invention.

After a short time several capitalists were interested, and a few weeks ago the motor was taken to Detroit by Hendershot and Peat for an exhibition.

While no person at the field was in position to say authoritatively, it was stated that the capitalists who have become interested in the Hendershot motor have about completed their arrangements for the purchase of the invention, or for controlling its production.

The fuelless motor, it is said, appears to have tremendous power and easily made between 1,500 and

2,000 revolutions per minute on several occasions while being tested at the field. Pilots and mechanics believe it to be the greatest invention of the age, and all appear sure it will be a practical success as an airship motor.

It was stated at the field that the inspection of the motor by Colonel Lindbergh was made in the interests of the capitalists who are arranging to purchase the invention.