

EARTH MAGNETISM IS MOTOR DRIVER, INVENTOR CLAIMS

**West Elizabeth Man
Gives Post-Gazette
First Interview.**

NO RADIO IS INVOLVED

**Maker Returns Home After
He Confers With Lindbergh
And Lanphier in Detroit.**

The force that turns the needle of a compass and points it north, is the force that motivates the fuelless motor that has startled the electrical world. Lester J. Hendershot of West Elizabeth, its inventor, last night told the Post-Gazette, in an exclusive interview. The interview was the first Hendershot has granted any newspaper since announcement of his invention.

Indignation was expressed by the young inventor—Hendershot is only 29 years old—when he read newspaper accounts that his motor was turned by power taken out of the air, on a principle similar to radio.

"Nothing could be farther from the truth," he declared. "There is nothing mysterious about my motor. It will not light a barracks, as one newspaper said—it doesn't even make heat or do anything of the sort. It is a motor—nothing else."

Confers With Lindbergh.

"The force that turns my motor is the same force that pulls the needle of a compass around—another is nothing mysterious about that."

"I want the humbug eliminated," he added with emphasis. "Make it clear to the world that radio and its allied phenomena have nothing to do with the fuelless motor."

Hendershot was interviewed in his modest home at West Elizabeth, in the Allegheny river valley. A few hours after he returned from Detroit, where he had been in conference with Major Thomas G. Lanphier, flight commander of Selfridge Field, Colonel Charles A. Lindbergh and others who represented the Guggenheim Foundation for the Advancement of Aeronautics.

It is a home such as one would expect to find in this old river village, once noted for its river steamboat, and large building enterprises. It is a white frame home, set well back on the lawn, with potted geraniums in the windows and a cordial, "homey" atmosphere felt even before the visitor crosses the threshold.

Learned To Fly Here.

Hendershot himself answered the door bell and ushered his visitor into a comfortable parlor, furnished in mission oak and an upholstered divan.

The inventor is of sturdy Pennsylvania Dutch stock—a member of a family that has been domiciled on the American continent since many decades before the Revolution. There was a Colonel Hendershot with the Union army during the Civil war.

The fuelless motor was not the objective, Hendershot explained, at the time he began his experiments some three years ago, when he first be-

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Motor Is Driven By Magnetism, Claim

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came interested in aviation. He learned to fly at Curtiss field, and at Bettis field, near Pittsburgh.

"I 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."

Constant Speed Motor.

"There is another compass, the magnetic induction compass, that indicates the true north. But it must be set before each flight, and it is not always reliable. I really got down to work on the idea about a year ago, and last fall I began to see that I was headed toward my goal."

"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."

To See "Lindy" Again.

"The motor I demonstrated at Detroit has a speed of 1,500 revolutions per minute, and developed 45 horsepower in a block test. It is now in New York."

Asked what he intended doing with his motor, Hendershot hesitated a moment, then said he had decided to do nothing without consulting the Guggenheim Foundation and his attorney, Colonel Henry Breckenridge, who also is Colonel Lindbergh's attorney.

Hendershot will go to New York Tuesday to confer with Colonel Lindbergh and his backers. He denied knowledge of a corporation having been formed by his friends at Detroit to exploit his invention.

"To date I have had only one offer in which I was offered money," he

said. "One of the concerns that makes news reels for the motion pictures mentioned \$50,000 for exclusive photographic rights for one year." Then, in answer to a question, "No, I didn't deal with them."

Will Not Light Lights.

"Be sure to say that my motor will not light a light," Hendershot again cautioned his visitor. "It has nothing to do with radio and reports to that effect are untrue. This is the first chance I have had to deny that story and I can't see why anyone ever wanted to write it. I've been pestered to death by radio fans asking foolish questions on account of that report."

"Of course, if the power unit were hooked up to a generator it could in that way produce a current that might be used for lights or any other purpose, but I am not interested in that—it's the aviation angle that interests me."

Hendershot is a licensed pilot and has done much of his experimenting at Bettis Field, where the Government has ordered that an airplane be placed at his disposal whenever he needs one. It was in a Government plane that he flew to Detroit three weeks ago. He did not say whether he would fly to New York to keep his appointment with Colonel Lindbergh tomorrow.

LANPHIER'S VIEWS.

NEW YORK, Feb. 26.—(From New York Times.)—The Hendershot fuelless motor is not a motor at all, but a generator, according to Major Thomas G. Lanphier, commandant at Selfridge Field, Mich., where he, with Lester J. Hendershot the inventor, and D. Barr Peat, have been quietly working on an experimental model. Major Lanphier started for New York from Selfridge field Saturday morning in an army pursuit plane, a few minutes after Colonel Lindbergh took off. The army officer was forced down at Buffalo, and completed his journey by train, arriving here this morning.

"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.

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 are coils rigged so only Hendershot knows how to rig them,

and another set of coils pass through the center of the ring.

"With this contrivance we burned out the sewing machine motor," he said.

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

"We put it together out of stuff we picked up at the field," 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 diameter of which is seven inches and the inside diameter 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.

The "fuelless motor" which apparently has the greatest possible source of fuel in the earth's forces, has not yet been shown to physicists but several men familiar with electricity have looked it over, according to Major Lanphier, and are mystified by it.

"They laughed at the way we wired it up and said that it violated all the principles and that it couldn't work. Then it did work."

To Give Inventor Aid.

Professor Alexander Klemin, of the Guggenheim School of Aeronautics, who said tonight that he would be glad to provide a place for the proper laboratory experiment on the Hendershot device, with trained electrical engineers and physicists to aid and observe the experiment, said 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.

He suggested that Hendershot be invited to bring his generator to New York and exhibit it in a laboratory before a group of scientists.

Among those who commented on the new generator today was Nikola Tesla, pioneer electrical and radio experimenter. Tesla was skeptical on any practical use to which the invention might be put.

Other scientists said that they wanted a more complete description of the device before they would comment upon it. This Major Lanphier would not give at this time. "Of course we have a long way to go," he said, "but I am enough con-

vinced of the worth of the idea to follow it for a time at least."

DEMONSTRATED FRIDAY.

DETROIT, Mich., Feb. 26.—(New York Times)—W. B. Stout, head of the Stout Air Lines and designer of the all-metal tri-motored Ford monoplane, declared here yesterday 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 Friday in a hangar at Selfridge Field. This block test was witnessed by Major Thomas G. Lanphier, Colonel Charles A. Lindbergh and others.

"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.

WASHINGTON INTERESTED.

WASHINGTON, Feb. 26.—Keen interest was shown in Government aviation circles yesterday over reports from Detroit that Colonel Lindbergh and Major Lanphier had witnessed a test of a fuelless motor. Among officers who know Major Lanphier there was a disposition to regard the report of the demonstration as important.

Some recalled that recently he was reported to have intimated that he was interested in a matter that would have revolutionary results on aviation. Navy officers said it had long been recognized that some such engine might be developed.

Lieutenant Commander J. M. Shoemaker, head of the airplane engine department of the navy bureau of aeronautics, who is a member of the sub-committee, said the invention would be "remarkable if true."

Members of the sub-committee on power plants for airplanes of the National advisory committee of aeronautics were in session yesterday, but their only information was contained in a press account from Detroit.

Major Lanphier has long been a close friend of Colonel Lindbergh. Graduated from the Military Academy in 1914, he has been in the army air corps since 1920. He has made noteworthy flights from Selfridge Field to Cuba and to Texas.