

NEW MOTOR MAY REVOLUTIONIZE AUTO POWER IDEA

LINDY TESTS ELECTRIC DEVICE INVENTED BY PITTSBURGH MAN

Detroit, Feb. 25 (AP).—The Detroit Free Press said today that an airplane motor operated electro-magnetically, without gasoline or other fuel, has been tested successfully by Col. Charles A. Lindbergh and Maj. Thomas G. Lanphier, flight commander at Selfridge Field.

The motor, which might revolutionize the entire scheme of automotive power, was the invention of **Lester J. Hendershot**, of Pittsburgh, the article said.

Col. Lindbergh, Maj. Lanphier and D. Barr Peat, of Pittsburgh, business manager of the inventor, conducted a test of the motor yesterday at Selfridge Field, and the Free Press reported it was "successful in every respect."

No direct authority for news of the invention was given other than that it emanated from one of the four men, Col. Lindbergh, Maj. Lanphier, **Hendershot** and Peat. The first two, reached early today, refused to comment. Reporters were unable to find the inventor and his agent.

ELECTRICAL MAGNETISM.

The Guggenheim Foundation, for Promotion of Aeronautics, the article said, has arranged for an immediate demonstration of the motor, which is said to be based on the principle of electrical magnetism, as applied to the rotary motion of the earth. The newspaper account continued:

"The model of the motor has been guarded with the greatest care since it was brought to Selfridge Field by Hendershot and Peat. Late yesterday it was taken to an experimental hangar where the famous trans-Atlantic flier aided in a tryout that exceeded even the hopes of the inventor.

"So far as experiments have been made, the power is only applied to use in airplanes. Later developments are planned to extend the scope of operation to other fields of locomotion.

"No other facts were obtainable other than that the machine runs on electrical magnetism as applied to the rotary motion of the earth. It

is in no sense connected with a perpetual motion idea, although recon tests have proved it will run for long periods.

TO RUN 2,000 HOURS.

"On the test blocks yesterday it was learned the motor turned up 1,800 revolutions per minute. It would run at this rate for between 2,000 and 3,000 hours before it becomes necessary to recharge the magnet center."

Peat, according to word from Pittsburgh, is field manager of the Bettis Airport at McKeesport, Pa. Little was revealed regarding **Hendershot**.

Maj. Lanphier, Col. Lindbergh, Peat, Hendershot and a group of leaders of the aircraft industry from St. Louis planned to take off today for an unannounced destination.

Mechanics at Selfridge Field were ordered last night to fuel Col. Lindbergh's Ryan monoplane and Maj. Lanphier's pursuit ship for an early morning flight. An army plane sent here to convey Mrs. Evangeline Lindbergh, mother of the trans-Atlantic flier, to Boston where she is to attend the meeting Monday of the National Education Association, also was fueled last night.

SAW MODEL AT WORK.

William B. Stout, president of the Stout Air Service, Inc., and designer of the all-metal type of transport planes being built by the Ford Motor Company, said he saw Hendershot's model in operation in Pittsburgh three weeks ago.

"The demonstration was very impressive," he 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."

Stout said the model he saw was about the size of motors used to operate vacuum cleaners and sewing machines and was similar in appearance to any small electrical motor. "I was told," he said, "that the revolutionary feature was a hitherto unknown manner of winding armature. Hendershot said he had succeeded in winding the armature in such a way that it draws energy directly from electrical currents."

SUES FOR EXPENSES ONLY

Allentown, Feb. 25.—One of the most unusual auto damage suits in the history of the Lehigh courts started here when Attorneys Dillinger & Schneller filed an action for Herbert Emery, of Fountain Hill, against C. Dudley Wyant, of the same borough. The auto accident, which forms the basis of the suit, occurred on the Sallsbury pike, Sept. 23, last. The cars of Mr. Emery and Mr. Wright collided and the Wyant car turned somersault three times.

A son of Mr. Emery, John M. Emery, who was a passenger in the Wyant car, was thrown 150 feet and instantly killed. The suit is for \$765 for burial expenses only and no claim for damages by reason of the loss of the son.

The honor system will be continued at Hunter College, and the undergraduates there will take future examinations without the supervision of proctors, as they have done since 1922.