

Lindy Interested In "No-fuel Motor" Just Invented

MOUNT CLEMENS, Mich., Feb. 25 (UP).—The early realization of an age old dream of man filled the vision of Col. Charles A. Lindbergh today when he hopped off at 11:20 a. m. for the East to discuss the development of a fuelless motor.

Flying a Ryan cabin monoplane, Lindbergh carried the backers of his Paris flight. They were reported bound for Mitchell Field, Long Island, or for Bettis Field, near McKeesport, Pa.

It was known that their mission concerned promotion of an invention which, in its final stages, might provide mankind with fuelless locomotion.

The fuelless motor was the brain product of Lester J. Hendershot, a free lance engineer of Pittsburgh. He had an idea that the "earth currents" could be harnessed and made to work an engine.

Puttering about the Bettis Airport, Hendershot attracted the attention of the port manager, D. Barr Peat, former army aviator.

Peat gaped with perplexity at the idea, and when his friend, William B. Stout, head of the aircraft division of the Ford Motor Company, landed at the field several weeks ago, he invited Stout to look over the motor.

HAS NO WIRES

Stout saw a small contraption like any other small electric motor, mounted on a block. Without connection by outside wires, the motor

hummed around at 1500 to 1800 revolutions per minute.

Hendershot estimated that his motor would run 1000 hours before the material with which he made the magneto would wear down. It was the winding and substance he used which picked up the earth currents, the inventor explained.

"Like a radio tube picks sound waves from the air," Stout said, "the magneto picked up waves from the earth, which were similar to electricity."

"I inspected the makeup sufficiently to convince me that there was merit to the motor and not humbug."

TAKEN TO DEARBORN

Stout invited Hendershot and Peat to bring the engine to the Ford Laboratory at Dearborn, Mich., to take more complete tests.

Meantime Maj. Thomas G. Lanphier of the United States air service, whom Peat knew in the army, landed at the field and was shown the creation.

Lanphier was enthused and invited the two to Selfridge Field, where he said everything possible would be done to assist them in experimental work.

They arrived about three weeks ago. Lanphier was so enthusiastic over the invention he sent for Lindbergh.

The Lone Eagle responded promptly. He flew secretly from St. Louis, bringing his financial backers. Lindbergh got behind the invention wholeheartedly. He set out today to do what he could for its development.