

Inventor of Fuelless Motor Denies Radio as Its Basis

Discovery Came Through Efforts to Produce an Improved Compass

[By The Associated Press]

Pittsburgh, Feb. 27.—Lester J. Hendershot, aged 29, of West Elizabeth, Pa., inventor, whose fuelless motor has gained the interest of Col. Charles A. Lindbergh and others prominent in the aviation world, wants the "humbug" eliminated from reports on his invention, which he developed while experimenting on an effort to produce an improved compass.

"Make it clear to the world," he said, in commenting on stories giving various descriptions to his creation, "that radio and its allied phenomena have nothing to do with my motor. The force that turns my motor is the same force that pulls the needle of a compass around—and there is nothing mysterious about that."

Sought Compass Improvement

Hendershot said that when he took up aviation three years ago he discovered that the "ultimate development of aviation depended largely upon the discovery or invention of an absolutely true and reliable compass" and

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LEVINE PLANE FIGHTS HEAD-WIND IN FLIGHT

Mitchel Field, Feb. 27 (A. P.).—Charles A. Levine in his transatlantic monoplane Columbia, with Wilmer Stultz as pilot, landed at 3:10 o'clock this morning from Boston. The flyers were almost frozen as a result of a temperature that hovered not far above the zero mark. They said they had to fight a head-wind of 40 miles an hour for almost the entire trip. The plane took off from Boston at 12:03 this morning.

FUELLESS MOTOR

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that his first experiments were an effort to develop such an instrument.

"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 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 premagnetized 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 a 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.

Has Predetermined Speed

"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 motor I demonstrated at Detroit has a speed of 1,800 revolutions per minute and develops 45 horsepower on a block. The motor is now in New York."

Asked what he intended doing with his motor, Hendershot said he had decided to do nothing without first consulting the Guggenheim Foundation, and his attorney, Col. Henry Breckinridge, who also is Col. Lindbergh's attorney.

Hendershot will go to New York Tuesday to confer with Col. Lindbergh and his backers, he said.

Motor in New York

New York, Feb. 27 (A. P.).—The Hendershot "fuelless motor" was in New York today to be put under the critical eyes of electrical experts as soon as a patent can be obtained.

It has already mystified several men familiar with electricity, said Maj. Thomas B. Lanphier, commandant of Selfridge Field, Mich., here with Col. Charles A. Lindbergh and a party of friends.

Major Lanphier denied that a company had been formed to produce the motor or that its practicability for use in airplanes had been proven.

He also denied that Colonel Lindbergh was in anyway connected with the group which was backing the inventor, Lester J. Hendershot of West Elizabeth, Pa.

The army officer said the invention, which he called an energy collector, gathered out of the air "a power which Hendershot says he believes is energy generated by the rotation of the earth on its axis and around the sun."

Dr. Nikola Tesla, inventor of the induction motor, who recently patented plans for a "helicopter-airplane" views the invention with skepticism. Dr. Tesla, who has spent many of his 71 years experimenting in taking energy from the heat of the sun, earth and air, said power obtained from these sources by small motor "can only be measured in mouse power."

"There is, apart from lightning, no natural electrical source which could be exploited with the practical object of developing power in the amount required for the operation of machinery," he added.

Major Lanphier said, however, "the whole thing is so mysterious and startling that it is possible it has the appearance of being a fake."

"I was extremely skeptical when I saw the first model," he continued, "but I helped to build up the second one and witnessed the winging of the magnet. I am sure there is nothing phoney about it."

He said the electrical men to whom they had shown the motor "laughed at the way we wired it up and said that it violated all the principles and that it wouldn't work. Then it did work."