

THE HENDERSHOT ENIGMA

The Hendershot's Free energy generator demonstrated at Selfridge Airfield in February of 1928, and the demonstration of his "fuelless" electric motor during the same period, caused some considerable confusion when the story broke on the 25th February 1928. In the early stages, it was assumed that Hendershot had invented only an electric motor, and neither Hendershot nor Lanphier did anything conclusive to clarify the situation. While Hendershot was talking about a 45HP motor, Lanphier was talking about a generator that burned out conventional motors and lit light globes. Even to this day, there has been no clear story or what actually transpired at Selfridge Airfield during the month of February 1928.

In an article appearing in Round Robin, Vol. XI, No.6, March/April 1956, and written by Gaston Burrige, (See Appendix B), Colonel Lanphier (now retired) was interviewed by Burrige. In this interview Lanphier was reported as saying that no device was ever constructed at Selfridge Airfield whilst he was in command, and the device demonstrated at the airfield by Hendershot was proved to be a fake. He didn't say if this was the motor or generator or both.

Evidently, Lanphier, like Hendershot, had been silenced. His statement to Burrige was a complete and utter contradiction of his statements made to the New York Times on 27th February 1928. It appears that even twenty-eight years after the event, Lanphier was still too scared to re-affirm his earlier statements and explain the real truth of the whole saga. When Burrige confronted Hendershot with Lanphier's statement, Hendershot confirmed that the device was built at the airfield by army technicians and that it did work as reported in the papers at the time. However, Hendershot refused to answer any other pertinent questions.

Relying therefore on the Lanphier statement to the NYT on 27th Feb 28, it can be assumed that the device Lanphier helped to build was indeed a generator (and maybe doubled as a motor). The independent tests carried out at the airfield on the device by army engineers and constructed by them, proved the device to be genuine. It is not clear, just who constructed the larger motor and at what location, and if this was the same device described by Lanphier, but it is evident that such a motor had been constructed, completed and tested between the time of the Berris Airfield demonstration of the model aircraft motor and the tests conducted at Selfridge Airfield. Hendershot's own statements to the New York American on 26th Feb 28, confirms the data on the larger motor's performance.

From the statements of Major Lanphier (NYT 27 Feb 1928), the coil diameter is stated (for the first model) to be around 3 inches. The second model built at the Base, is stated to be 6 inch inside diam. and 7 inches outside diam. His description contradicts the patent specifications at Appendix D, as he states "The first model consisted of a ring magnet less than three inches in diameter. Around the magnet were coils rigged as only Hendershot knows how to rig them and another set of coils pass through the centre of the ring. He further states "The second model is built around a ring magnet" also. If Lanphier's description is correct, then it is clear that the device described in the patent application is not the same, although there are some similarities. Unless he means the ring magnet was located inside the coil and did not form the core for the windings, as in Figure 4.1.

This may be the solution to the riddle. If the motor and generator were one in the same device, then Lanphier's statement would be a reasonable description of the complete motor device described in Chapter 2. In Hendershot's statement to the New York American on 26 Feb 1928, he state "The engine actually makes it own electricity." And Peat is reported in the NYT 28 Feb 1928, The secret is "the method of winding a magnet in the motor...". If the armature shown in Figure 2.1, were surrounded with Hendershot's honeycomb winding described in the patent draft and used as a stator, then Lanphier's description, Hendershot's description and Peat's description would all correspond.

Mark Hendershot's release of the patent application and accompanying sketch only adds more confusion to the story. I think it is fairly obvious, that the device described in the patent application and the description of the Hendershot's devices by the major at the time, have only basic similarity.

It is assumed that Colonel Lindbergh had witnessed a device made by Hendershot some time during January 1928, as the date on the Patent attorney's letter to Hendershot was 4th February 1928. It is stated by Mark Hendershot, that the attorney engaged to prepare the patent was Lindbergh's patent attorney in Washington. It is most unlikely, to say the least, that Lindbergh would be so involved, unless he had some first hand knowledge of a working device. The Selfridge Field involvement, was therefore not just to demonstrate the device, but arranged between Lindbergh and Lanphier to put the device through vigorous tests by the Base engineers, to determined its viability and if any fraud was being perpetrated by Hendershot. It is probably for this reason that the army engineers built the larger device with only verbal instructions given by Hendershot.

The release of the Patent Attorney's covering letter, now only adds to the mystery. The report by Major Lanphier in the New York papers indicated that patents first had to be obtained before the commercial development of the device could proceed. It is clear from this statement, that Hendershot had not made any attempt to patent his inventions demonstrated, prior to Lanphier's and Lindbergh's involvement. The whole purpose of the exercise initiated by Peat, was to interest the army (and corporate investors) in an electrical motor that could power aircraft. Why then did the Patent Attorney's letter contain no reference to the "Fuelless" Motor? Why did Lindbergh only arrange for a patent draft for a solid state device generator that had no dynamic components that could be considered to be described as a motor? Where was the patent details of the aircraft motor that was used in the model aircraft?

In the years that followed this saga, no mention was ever again made of a "Fuelless" electric motor, until Mark Hendershot's release in 1995/96. The individuals who worked with Hendershot on his inventions since the 1930's, refer only to a solid state device as publicly released by Skilling in 1962, and even this device has only basic similarities to the Mark I & II devices already explained. It will therefore probably remain a mystery why only a patent application for a solid state device had been initiated, when there is clear evidence to indicate that this device was functionally different to that described in the press.

Somewhere out there, locked away in the secret archives of the US military, or in the documents of the Mexican government (with whom Hendershot worked in 1956/57), or in the files of Lloyd Cannon (who prepared a dossier on Hendershot's inventions in 1960 and distributed this information to pertinent US government departments), or maybe still within Hendershot's own remaining personal papers, there are plans for a successfully proven "Fuelless" Electric Motor, that could solve all our surface transport needs for the rest of human existence. The real master criminals, are not the scientist, inventors and users of technology, but the VESTED INTERESTS, whether government, corporate or individual, who seek to suppress and prevent the use of these environmentally friendly devices in the interests of their own greed and ignorance. If his inventions had been commercialized, our use of Power stations and petrol driven vehicles may have become an almost forgotten memory and the whole course of human history would have taken a markedly different turn. We are therefore left with a riddle, from which the Hendershot legacy has proven, that power is possible for all - without monopolisation - without use of fossil fuels and without its resultant planetary degradation - just sitting there - free for the taking - IF ONLY WE KNEW HOW!