



NOBLE GAS / Papp Engine

In this section we will explore the most controversial video ever put before the public about Joseph Papp's noble gas engine. Months after Joseph's death, Jimmy Sabori a mechanical engineer, inherits the leftover equipment and schematics. Jimmy was nearly the only person to ever work alongside Joseph on his project. In a video Jimmy made for John in 1994, he reveals why Joseph never let anyone get too close to the project. Links to the video can be found below. After closely watching the video, someone with a background in electrical, mechanical, or radio can see right away that Joseph's design is not what it appears to be in his patent.

His design was conceptualized in his mind and never put into any books, so it's not even something you can look for when you go to grab a textbook rental from your local bookshop. In basic terms, there are 5 gasses combined in a vacuum of 2 atmospheres. Xenon, krypton, argon, neon, and helium are the gasses. The action once ignited is a rapid very powerful expansion, then the mixture resumes its original pressure of -2 atmospheres vacuum. Joseph ran his motors on the kinetic energy provided by this reaction. However, this engine is what would give him control over the marketing of his idea.

This was not the only reaction as Jimmy explains immediately in the video. The reaction of the gasses in the vacuum creates a substantial Electromagnetic Pulse or EMP. This EMP is captured by 3 coils of magnet wire placed one atop the other surrounding the empty cylinder. In Jimmy's 2 cylinder version, he is bleeding off 1000volts at 600ampers. That is enough energy to run an entire farm. The strange part is, why then is the rest of the motor required? Why not have a 1 cylinder vacuum chamber continuously sparking at say 500 rpm and increase or decrease the speed of the reactions with the amount of load required? Why not just use a brushless DC motor in place of the complex delicate expensive Papp version, and power it with as many of the vacuum cylinders as needed?

The empty cylinders have no moving parts in our design. What exactly is the cause of this EMP? Some people who have experimented with this technology insist that this is another simpler version of cold fusion. During each firing of the system, one hydrogen atom splits. The Krypton and Neon burn hot, the Argon provides cooling. Xenon, and Neon will expand and contract. In Eugene Mallove's article, he has researched Joseph's life and discovered that before Joseph's lucrative inventive streak, he was a night janitor at a nuclear power plant. Could Joseph have discovered a hidden formula suppressed by global energy giants? Let us consider, Eugene, Joseph, and Jimmy are dead. Back to the main formula. Tantalum and tungsten are what is used to ignite the mixture.

The piston has a type of ceramic coating. Ceramics are not to be discarded as inert either. The army has patented a type of ceramic used in very sensitive equipment such as sonar. This ceramic levitates when saturated with radio waves. A link to a video showing John working with this ceramic and an audio amplifier is here. Its properties are based in Zero Point theory. As Jimmy mentioned in the video, the energy comes from the void. There is no input, no output. Just 120cc of the gas mixture. Along the side of the apparatus, Jimmy points out a tesla coil. We believe it is being used in reverse as a step-down transformer. In this configuration, it would turn radio waves and or static electricity in to a useable form of

energy. We don't know the extent of its use on the machine. A quick word about the elaborate gas purification processing equipment, we believe that most of it could be avoided by using a "getter" which is a drop of mercury placed in the cylinder.

It naturally gathers any impurities in the gasses such as hydrogen, or oxygen and more. This would make much more sense, it is commonly used in some vacuum tubes as well as inside krypton and xenon search light bulbs to preserve the life of the elements inside. At the end of the video Jimmy remarks how 20 liters of this gas would power 10 000 vehicles for 20 years. He also remarked about his concerns for his own future birthdays as he wished John a happy birthday. John was sworn to secrecy when given the tape, it was never used to get any funding for the project. After the deaths of everyone involved, John felt it should be turned over to the public rather than gathering dust on his shelf. To date, John has confirmed every different aspect of what we have just outlined in his own research to at least some extent. John is currently involved in research that parallels some of these little known reactions.

The research involves reverse engineering some very high tech devices. These reactions are also explored more in some laser sciences, using properties of the inert gasses for similar effects. When Zero Point is being harnessed, the biggest common denominator is always the vacuum. The best simple way to describe what it is, is to compare it to a radio wave. There is much more on Zero Point to come in the Crystal Battery section.



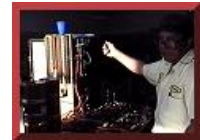
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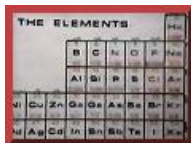


In this clip Jimmy describes how they burn off 1000 volts @ 600 amps



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Jimmy goes over the secret gasses of Joseph Papp



Jimmy describes How the piston and the electrodes work.



Jimmy wishes John a happy birthday, and shows John his high tech approach at wiring the engine.



Here is the flash of light indicating argon in the reaction because of the green color.



Nancy Batchelder lends her professional scientific scrutiny to Jimmy's bench testing unit. Part 1



Nancy Batchelder lends her professional scientific scrutiny to Jimmy's bench testing unit. Part 2



Link to Infinite energy magazine article on Joseph Papp's Noble Gas Engine

Transcript of the video Jimmy sent John Hutchison for his birthday.

0:15 "My name is Jimmy", comments to John

0:40 shows two cylinder engine, 400 HP; "works on a vacuum with inert gasses"; take energy from one cylinder, transfer to the other" then vise versa; coil, 24 V; alternator to charge batteries, to keep 24 V in battery; cam; coils, each separately functioning; switches for coils in timing sequence; variable resistors ("I create so much energy here, I have to get rid of it; 1000 V 600 A; can't use amps (now), could power house"; two batteries for spark plug and put 24 V in coils; engine basically runs by itself in vacuum, and void; from the vacuum and void"



3:38 Shows second engine; one cylinder; small Tesla coil; switch; variac for adjusting rpms; ria distributor; coil; spark discharger; cylinder with two coils (normal three); vacuum chamber in which spark goes "empty nothing"; slams piston; turns crank shaft



5:05 Shows "lab that I use to treat the gasses"; Tesla coil, wound one way, inside another coil another way; focus coil wound opposite; tubes break up gasses, bombard with cathode rays; goes into another "component"; x-ray tubes; high frequency tubes (actually cathode ray tube); run gasses in there and treat them; reverse polarity tube with iron filings to effect gasses; high frequency tubes; vacuum gauge; piston, draws a vacuum, goes up and down with crank shaft; anode cathode electrodes, create x-ray, gamma rays, effect the gasses, effects the positron; vacuum tube, gauge; tested gasses in tube, big explosion, to see release of energy, hundreds of experiments; "energy released from the atom"



8:05 Shows new lab, "windows 99" [meaning 1999? /96 also mentioned]; test gases in here; high frequencies; purifier; eliminate "cosmic radiation", purify gasses from cosmic radiation; "ionize gasses to perfection"; argon depolarizer; control panel (switches); magnetic coil, four, high frequency, gas going through center; prepare gasses here, and they'll be ready to put into the engine

9:33 Describes functionality: engine ready to run 10 years; no input fuel; no heat; no exhaust; no cooling system required; runs cool; very little maintenance; one moving part.

9:50 Shows gasses that he buys; buy raw, treat them; put into little bottle, ready to fuel any of my engines; take this too the moon; power for the next 10-20 years; "enough in here to fuel 10,000 vehicles for the next 10 years".

11:15 "I don't have any equipment" general view of lab; volt meter

ANOTHER VIDEO CLIP

11:55 - shows sparking inside Plexiglas tubes; coils; pistons running

ANOTHER VIDEO CLIP

13:05 HEADING: "The Ion-Electromagnetic Engine Concept"; One cylinder engine, Plexiglas, one coil, we want to see the reaction through Plexiglas; small amount of inert gasses; some transfer energy, some gasses cool cylinder, so not cooling system required; no fuel goes in.

13:55 Comment by videographer about what she observed visually, then on video. Describes mechanism of action. Ignition of gasses in piston. "inert gas produce light but not pressure"; "creates frequency that acts as antennae to draw in energy"

15:06 Frame by frame comment by Jimmy. No reaction, no blast; then green light.

15:30 Back to videographer: "positron drawn in, connect up with one electron; each blast is the firing of only one electron; plasma reaction; piston pushed down"; linear force, rather than 3-D force we are used to; forced in one direction; longitudinal energy released

VIDEO EXCERPTS FROM VARIOUS SHOOTINGS

16:22 Jimmy says, "we have a two cylinder engine that we are perfecting; all the components work"

16:29 Two guys showing piston assembly, taking apart; hold coils, three on each piston, used to create powerful electromagnetic force field;

16:58 Jimmy says "the uniqueness of this is that this engine is not radioactive, doesn't pollute, no danger, we don't pollute";

17:11 Two guys: "There's a top piston that comes down; seals the gasses, this goes up and down

17:22 Jimmy: "1000 ft-lbs of torque" compared to 250 ft-lb of normal car.

17:31 Two guys; 120 rpm; 519 ft-lb on dynamometer; head of piston, Teflon rings, seal piston, so no gasses can escape;

18:20 Jimmy: small amount of gas would cost about dollar to run engine for extended period of time.

18:48 Two guys, here is where you would replace the gasses, if you ever run out

19:05 Jimmy: "There's no limit; it could run 20 years, we don't know, we've not run it that long"

19:11 Two guys: Demo of bottom portion, turns it on, shows pistons going up and down

19:30 Jimmy: "This engine should be much cheaper than a standard combustion engine

19:40 Two guys, removing two batteries to show that engine will run w/o battery once engine is running; hand rheostat to adjust timing of engine; increase and decrease rpm of engine, 700 rpm. Two cylinder engine, 400 HP,

"350 kW per hour" attaching generator; on frame, dyno to show power; engine producing its own energy, its own power; runs like regular car in terms of a "key" to turn on and off; generator and belt; resistors to dissipate ~300 amperes; drop engine low ~75 rpm, increased again.



22:45 VIDEOGRAPHER "we're watching something that has never been observed before"; comparison to particle accelerators surrounded by huge magnet... "one of few opportunities to watch an effect like this"

23:19 Jimmy: build six cylinder for 1000 HP

NEXT VIDEO EXCERPT

23:32 HEADING: "The Ion-Electromagnetic Engine Concept"; with historical background intro; "The Sabori Inert Gas Vacuum Engine"; forerunner brought to U.S. by Hungarian, Joseph Papp. Sabori joined him in 1985, investing a large sum of money in a joint venture, Mr. Papp refused to share, per agreement, ended in court in Tulsa OK in 1988; in settlement, judge instructed Papp to share with Sabori and to share ownership: Papp 51%, Sabori 49%; Papp died next year of colon cancer, and took technology to grave, having destroyed all ..., formulas, equations, leaving Sabori with nothing. During last five years, Mr. Sabori has developed 1 and 2-cylinder engines, including Plexiglas sleeve view. Sabori has now developed a technology superior to Papp, using small amounts of Helium, Neon, Argon, Krypton, Xenon, within a sealed vacuum. Engine produces no exhaust, no combustion, no cooling system; produces as high as 350 HP with two cylinder and low rpm; larger engines can be produced later. Video compiled from segments of poor quality.

26:04 HEADING: "Joe Papp, Jimmy Sabori & Ron Weiss; Daytona Beach, Florida, 1988". "In this section we will see several versions of engine in garage with dynamometer. Voiceover by Sabori. "Engine noise from mounting to plywood base. The engine itself is remarkably quiet."

(some repeat of earlier footage, but with added footage)

27:15 Removing 2 12-V Batteries to show engine will run w/o input energy.... (redundant from above). Engine will not shake or throw a rod. Very smooth at any rpm. Engine made to run at ~400, 500 rpm. Gearbox to increase rpm. Run rpm to 50.



31:00 Dyno shots begin. 121 rpm, 276 ft-lb torque. Engine running smooth. Put heavy load about 500 ft-lb. Heavy tractor type dynamometer. Engine steady at 120 rpm. Coupler to flywheel. Dyno cooled with water. Engine runs at about 130 - 140 F; you can touch it. No cooling system in engine. Lukewarm. Dyno has its own battery. Adjust rpms, increase torque. 116 rpm, 278 ft-lb. Can run engine at 100 HP at low rpm. Maximum HP 400. 113 rpm, 519 ft-lb. Could get up to 1000 ft-lb. 113 rpm 529 ft-lb. etc. 716 rpm 770 ft-lb (105 HP. Dynamometer got hot, engine did not.

36:08 (another engine?, not Jimmy?). 400 rpm; 1200 rpm; three guys in picture for photo op; hard to hear over noise of vibration of engine; poor video quality.



38:38 HEADING: "Jimmy & Jake Sabori; Tulsa, OK 1990". Voiceover: take apart engine to show components, cylinder chambers, cranking. Not running engine but one under development. Taking lid off top, tapping with hammer. Two cylinders, plastic, to hold coils on each piston, three per piston, "to create powerful electromagnetic force field". Take coils off from around inner piston. "The only moving part of engine." Unscrew cylinder tops to reveal bottom piston. Bottom of cylinder, solid steel. Fuel piston. doughnut shape bottom. 3 cc inert gas inserted. Top piston comes in to seal gasses and run up and down. Removes second cylinder, unscrewing. Top part of piston, four cylindrical holes. Teflon rings around top to seal gasses. Stationary. Electrode, insulator. Take apart to see into crank shaft, connecting rod. Turned by hand to see piston motion up and down. Not enough light to see inside. Rod connected to crank shaft. Cylinder bottom keeps oil from shooting out. Take these off to refuel, if it ever runs out of fuel. Calculated that it will run 10,000 hours. Something else will break, replace it, before engine runs out of fuel.

46:15 - demonstration of bottom portion ran by starter.



46:41 - HEADING: "Jimmy Sabori, Will Brogdon & Larry Bonnell; Los Angeles, CA 1994". Voice over: Shows reaction through clear plexiglass sleeve of the firing piston, pushing piston, green light, slow motion. Nowhere is it considered possible in mainstream physics. Not supposed to be possible for inert gasses, especially in a partial vacuum, to produce any significant force, not to mention one sufficient to push a piston.

EXPERIMENTAL DOCUMENTATION



51:19 - Nov. 3, 1994 at "city of Angels"; two tests. "B-engine", gasses only; then take gasses from there, with syringe; then put them into other one-cylinder engine that "is just like two cylinder engine".

54:15 - Nov 5, 1994, "City of Angels"; test on B engine using only capacitor as input power.

57:49 - Reporting on previous: "Fired fourth generation gasses"; ... "everything is leaking out"; "Going to try it one more time"

59:32 - high-fives, ending

59:54 "The foregoing video was assembled from archival video documentation clips for research purposes only and never intended for public scrutiny"

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