



Aviation Technical Bulletin

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LET'S ILLUMINATE



The spark plug isn't too much unlike the light bulb. To function properly, they both depend on an electrical system of which they are but one part. If the electrical system fails, so does the light bulb or spark plug.

Peak plug performance demands peak magneto and harness performance, and they should be checked whenever questionable operation is reported. Aviation applications need about 15,000 volts delivered to each plug with 100% perfect regularity some 8 million times every 100 hours. No small task; hence, the recommendation that the entire ignition system, from the mag switch to the plugs, be checked whenever faulty ignition performance is reported. The following checks are suggested:

- Harness for leakage / breakdown and continuity
- Harness terminals for cleanliness
- Spark plugs for cleanliness / gap / electrical breakdown
- Distributor block for high voltage flashover
- Magneto timing — internal, and to the engine
- Magneto voltage output at end of longest lead

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