

The Charlie Bruce Approach to Troubleshooting - Ignition.

I have been running sparkers for about 67 years and still can't stand to test the spark like Sal Taibi does (with his thumb across the plug and HT lead!). These days I have an excuse; the \$280,000 spark sensitive device in my chest! I use 3 checks:

1st--With switch on & piston at BDC (EXH port open), short the timer point conn. to ground, intermittently,with a screwdriver and listen for spark popping in the exhaust;

2nd-- Remove plug and lay with base on cyl, turn switch on and short the open timer points as in 1st try, this time looking for spark at the plug points.;

3rd--Test as in 2 but this time turn the prop slowly, looking for a spark at the plug points. Test 1 checks batteries, wiring, coil & condenser. Test 2 repeats test 1 but adds plug points. (you can get an internal spark which will not fire fuel) Test 3 adds the timer points to the check.

One of the aggravating things about the spark system is that many pieces are in series so any error in any one piece causes the whole thing to fail. Use of one of the transistor controlled devices will eliminate one of the most common problems, dirty timer points, but it won't fix bad batts., switch, flight timer, coil,plug or wiring, or timer points which don't "make and break " properly.

I also have a booster battery with a volt meter. A double throw switch shows whether or not most of the system is working, an idea by one of my British modeling friends.

Thermals to all, Charlie Bruce