

ILLUSTRATED STEPS / SAVE IT. FIND IT. BUILD IT.

AIRCRAFT IGNITION

The plane episode, decoded. A grounded reporting guide.



START HERE

01

GET READY

Tools + clickable build map

02

FOLLOW THE STEPS

One clearly numbered stage at a time

03

FIND IT AGAIN

Quick reference + PDF bookmarks

Understand aircraft ignition and record a no-start fault for the operator. Science and grounded reporting; no starting or flying instructions.

NUKE ON TIKTOK

MORE FREE BUILD GUIDES

SOURCES / FAA: aircraft systems

BUILD MAP

NEXT

YOUR BUILD MAP

Tap a step to jump there. The printed page numbers work offline too.

HAVE THESE READY

- Notebook and pencil
- Phone and safe place to call
- Aircraft operator contact
- Existing observations only
- Exact aircraft documents from operator

READ IN ORDER

PREP	Spark is not battery power	03
PREP	A stopped prop is still a hazard	04
01	Stop and tell the operator	05
02	Write what actually happened	06
03	Find the aircraft documents	07
04	Hand over and leave it grounded	08
NOTE	Keep this fault record	09

QUICK REFERENCE / PAGE 10

BEFORE YOU START

Science and grounded reporting companion to the hotwire-plane episode. No entry without permission, propeller handling, starting, bypassing, repair or flight instructions.

KEEP THIS COPY

Save the PDF with its guide ID. Use the build map, bookmarks, or your PDF reader's search to find a step later. Video and source links need internet; the instructions do not.

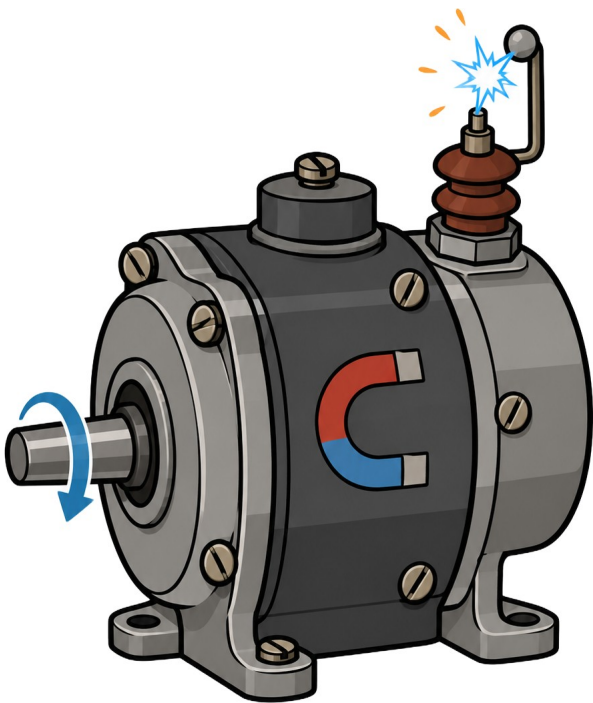
SETUP

Spark is not battery power

READ BEFORE STEP 01

PREP

One useful distinction explains the episode.



TWO DIFFERENT JOBS

- **A magneto generates ignition electricity while the engine turns.**
- In a typical piston aircraft, the electrical system also serves loads such as the starter and instruments.
- These are different jobs.

THE MISSING QUALIFICATION

- **Aircraft designs vary.**
- The approved flight manual or operating handbook belongs to the exact aircraft.
- A cartoon panel cannot identify its switches or establish a starting procedure.

SOURCES / FAA: aircraft systems

BUILD MAP

PREVIOUS

NEXT

SETUP

A stopped prop is still a hazard

READ BEFORE STEP 01

PREP

Keep your hands and belongings away from every propeller.



NO TOUCH TEST

- **An ignition fault can leave a propeller dangerous even with the switch off.**
- Never turn it by hand to check.
- Stay outside the propeller area; let trained staff manage the aircraft.

PERMISSION AND PEOPLE

- **A parked or apparently abandoned plane is not permission to enter.**
- For this guide, your tools are paper, a phone and the operator contact.
- Leave controls and panels alone.

BUILD MAP

PREVIOUS

NEXT

STEP

Stop and tell the operator

1 OF 4 / READ IN ORDER

01

Report a problem without creating another test run.



MAKE THE CALL

- **Tell the owner, flight school or airport staff that the aircraft has a reported no-start fault.**
- If you are a passenger, ask the pilot to handle it; do not try switches yourself.

CHECK BEFORE CONTINUING

- **If there is smoke, fire or an apparent fuel spill, move away and alert airport emergency staff.**
- Gather notes only from a safe location.

SOURCES / FAA: owner and mechanic

STEP

Write what actually happened

2 OF 4 / READ IN ORDER

02

Use observations already available. Do not recreate the fault.



MAKE A SHORT FAULT NOTE

- **Record date, time, aircraft identification if known, location and who observed the issue.**
- Describe the reported symptom in plain words: no sound, a click, or an unsuccessful start.

KEEP FACTS SEPARATE

- **Note any warning message already seen and whether someone previously smelled fuel.**
- Write unknown when unsure.
- Never run another start attempt to fill a blank.

SOURCES / FAA: owner and mechanic

STEP

Find the aircraft documents

3 OF 4 / READ IN ORDER

03

The right information follows the actual aircraft.



ASK THE OPERATOR

- **Request the exact model, approved operating handbook and maintenance contact.**
- The owner or operator is responsible for airworthiness; qualified maintenance staff assess defects.

FLAG THE FUEL JOKE

- **Do not transfer homemade gasoline, road diesel or unidentified liquid into an aircraft.**
- The approved fuel requirement must be established for that aircraft.
- The video callback is not fuel approval.

SOURCES / FAA: aircraft systems · FAA: owner and mechanic

BUILD MAP

PREVIOUS

NEXT

STEP

Hand over and leave it grounded

4 OF 4 / READ IN ORDER

04

A diagnosis needs more than an engine that eventually starts.



PASS ALONG YOUR NOTE

- Give the operator or mechanic the symptom record.
- Ask who will assess it and how its status will be communicated.
- Keep a copy so the next person gets the same facts.

END YOUR PART HERE

- Do not attempt a bypass, repair or flight.
- A running engine alone does not establish airworthiness.
- The responsible professionals must determine the appropriate next action.

SOURCES / FAA: owner and mechanic · FAA: airworthiness

BUILD MAP

PREVIOUS

NEXT

NOTE

Keep this fault record

KEEP THESE LIMITS WITH THE STEPS

REF

Copy these fields into a notebook when needed.



REUSABLE RECORD

- **Aircraft / location:** _____.
- **Date / time:** _____.
- **Observer:** _____.
- **Reported symptom:** _____.
- **Warning already seen:** _____.
- **Operator contacted:** _____.
- **Contact time:** _____.

READ THIS LATER

- **This guide covers ground observation and reporting only.**
- Read FAA Aircraft Systems for the science; use the exact approved aircraft documents with qualified staff for operation and maintenance.

SOURCES / FAA: aircraft systems · FAA: owner and mechanic

BUILD MAP

PREVIOUS

NEXT

QUICK REFERENCE

Read the full steps first. Tap any row to return to its instructions.

BEFORE STEP 01

Science and grounded reporting companion to the hotwire-plane episode. No entry without permission, propeller handling, starting, bypassing, repair or flight instructions.

01	Stop and tell the operator Leave controls alone; report the no-start fault from a safe place.	P05
02	Write what happened Record existing observations; do not recreate the fault.	P06
03	Find the documents Ask the operator for exact aircraft information and mechanic contact.	P07
04	Hand over; keep it grounded Pass on the record. Qualified staff determine the next action.	P08

NUKE SAYS

Write unknown. Never manufacture evidence.