**The Friendly Skies**

The relationship between pilots and airplane maintenance crews is similar to that between lawyers and engineers. After every flight, Qantas pilots fill out a form, called a “gripe sheet” which tells maintenance  
crews about potential problems with the aircraft. The mechanics correct the problems; document their repairs on the form, and then the pilots review the gripe sheets before the next flight. Never let it be said that ground crews lack a sense of humor. Here are some actual maintenance complaints submitted by Qantas pilots  
(marked by P) and the solutions recorded by maintenance engineers (marked by M).

Pilots (P): Left inside main tire almost needs replacement.  
Maintenance Engineers (M): Almost replaced left inside main tire.

P: Test flight OK, except auto-land was very rough.

M: Auto-land is NOT installed on this aircraft.

P: Something loose in cockpit  
M: Something tightened in cockpit.

P: Dead bugs on windshield.

M: Live bugs on back order.

P: Autopilot in altitude-hold mode produces a 200 feet per minute descent.

M: Cannot reproduce problem on the ground.

P: Evidence of leak on right main landing gear.  
M: Evidence removed.

P: Friction locks cause throttle levers to stick.  
M: That’s what they’re for.

P: IFF inoperative.  
M: IFF always inoperative in OFF mode.

P: Suspected crack in windshied.  
M: Suspect you’re right.  
  
P: Aircraft handles funny.  
M: Aircraft warned to straighten up, fly right, and be serious.

P: Target radar hums.  
M: Reprogrammed target radar with lyrics.  
  
P: Mouse in cockpit.  
M: Cat installed.

P: Noise coming from under instrument panel. Sounds like a midget pounding on something with a hammer.  
M: Took hammer away from midget.