

*Remember it takes a college degree to fly for a commercial airline but only a*

*high school diploma to fix a commercial airplane. After every flight, Qantas*

*pilots fill out a form, called a "gripe sheet," which tells mechanics About*

*problems with the aircraft. The mechanics correct the problems; document*

*their repairs on the form, and then 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 with a P) and the solutions recorded (marked with an S) by maintenance*

*engineers. By the way, Qantas is the only major airline that has never, ever, had an accident.*

*P: Left inside main tire almost needs replacement.*

*S: Almost replaced left inside main tire.*

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

*S: Auto-land not installed on this aircraft.*

*P: Something loose in cockpit.*

*S: Something tightened in cockpit.*

*P: Dead bugs on windshield.*

*S: Live bugs on back-order.*

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

*S: Cannot reproduce problem on ground.*

*P: Evidence of leak on right main landing gear.*

*S: Evidence removed.*

*P: DME volume unbelievably loud.*

*S: DME volume set to more believable level*

*P: Friction locks cause throttle levers to stick.*

*S: That's what friction locks are for.*

*P: IFF inoperative in OFF mode.*

*S: IFF always inoperative in OFF mode.*

*P: Suspected crack in windshield.*

*S: Suspect you're right.*

*P: Number 3 engine missing.*

*S: Engine found on right wing after brief search.*

*P: Aircraft handles funny.*

*S: Aircraft warned to straighten up, fly right, and be serious.*

*P: Target radar hums.*

*S: Reprogrammed target radar with lyrics.*

*P: Mouse in cockpit.*

*S: Cat installed.*

*P: Noise coming from under instrument panel.*

*Sounds like a midget pounding on something with a hammer.*

*S: Took hammer away from midget*