

This is not a story, but a list of actual aircraft maintenance complaints submitted by air force pilots and the corresponding responses from aircraft maintenance technicians. (Country of origin purposely left out to avoid any embarrassment to said country.) The list doesn't lend itself to be read for audio output, so this is a text-only presentation. Read on for . . .

All Fixed

- Pilot - Left inside main tire almost needs replacement.
Tech - Almost replaced left inside main tire.
- Pilot - Test flight OK, except Autoland very rough.
Tech - Autoland not installed on this aircraft.
- Pilot - No.2 propeller seeping prop fluid.
Tech - No.2 propeller seepage normal, number 1, 3 and 4 propellers lack normal seepage.
- Pilot - Something loose in cockpit.
Tech - Something tightened in cockpit.

- Pilot - Evidence of leak on right main landing gear.
Tech - Evidence removed.
- Pilot - DME volume unbelievably loud.
Tech - Volume set to more believable level. (DME - Distance Measuring Equipment)
- Pilot - Dead bugs on windshield.
Tech - Live bugs on order.
- Pilot - Autopilot in altitude hold mode produces a 200 feet/minute descent.
Tech - Cannot reproduce problem on ground.
- Pilot - IFF inoperative.
Tech - IFF always inoperative in OFF mode. (IFF - Identification, friend or foe)
- Pilot - Friction locks cause throttle levers to stick.
Tech - That's what they are there for.
- Pilot - Number three engine missing.
Tech - Engine found on right wing after brief search.
- Pilot - Aircraft handles funny.
Tech - Aircraft warned to straighten up, fly right and be serious.

- Pilot - Target Radar hums.
Tech - Reprogrammed Target Radar
with words.