

**If you have even been unfortunate enough** to fly as crew into O'Hare, you will remember these and other acid comments from the tower and RAPCON controllers. Chicago Center saves the top 20 excerpts from conversations between airline pilots and controllers...here are some of the "best of" taken from actual tapes.....

"Approach, how far from the airport are we in minutes?"  
"N923, the faster you go, the quicker you'll get here"

"American 220...eenie, meenie, miney, moe...how you hear my radio?"

"We were told runway 9...we'll take out the 14R approach plate."  
"Captain, you got 6 miles to take it out...have a ball!"

"The traffic at nine o'clock's gonna do a little Linda Rondstadt on you."  
"Linda Rondstadt?!? What's that???"  
"Well sir....they're gonna 'Blue Bayou'!"

"I can see the country club down below...looks like a lot of controllers out there."  
"Yes, sir, there is...and they're caddying for DC-10 drivers like you!"

"Amtram 726, sorry 'bout that...Center thought you were a Midway arrival...just sit back, relax and pass out some more cookies and we'll get you to Milwaukee."

"Approach, what's our sequence?"  
"Calling for sequence, I missed your call sign...but if I find out what it is, you're last"

"Approach, Southwest 436...you want US to turn right to 090???"  
"No, I want your brother to turn...just do it and don't argue!"

"Approach, United 525...what's this aircraft doing at my altitude?"  
"United 525...what makes you think it's your altitude?!?"

"Delta 1176, say speed"  
"Approach, we slowed to 220"  
"Delta 1176, pick it back up to 250...this ain't Atlanta and those ain't grits on the ground."

"Request runway 27 right."  
"Unable."

"Approach...do you know that the wind at 6,000 ft is 270 at 50?"  
"Yeah I do...and if we could jack the airport up to 5,500 ft, you could have that runway...expect 14 right."

"Air Force 45, it appears your engine has...oh, disregard... I see you've already ejected."

"Approach, what's the tower?"  
"A big tall building with glass all around it..."

"How far behind traffic are we?"  
"3 miles."  
"That doesn't look like 3 miles to us!"  
"Well, you're a mile and a half from him and he's a mile and a half from you, so that's 3 miles!"



## **A post-script to last year's winter FAA "sic sac" note on gyro loss...**

Back in the late '70s, early '80s, we lost an Air India 747. On night departure climb-out from Bombay, it just quietly did a slow roll into the Indian Ocean. I don't remember for sure, but I believe it never got to 5000ft.

Review of the black boxes showed that the Capt. (who was flying at the time) had merely followed his flight director precisely. The first officer mentioned to him that their attitude indicators did not agree, and the Capt. merely said "yes", and said something to the effect that they should disregard the first officer's instruments.

The Flight Engineer was the only one to argue with the Capt., and kept saying, "Look at your alternate" or something to that effect. Apparently the small back-up electric attitude indicator in the center panel was reading the same as the First Officer's AI/FD.

The airplane reportedly went into the Indian Ocean in an almost straight nose down attitude. So much for "cockpit resource management". But, the real moral of the story, is **don't get target fixation on one instrument**. If there is **ANY** disagreement, cover up or disregard the one that doesn't agree.

Also, do a little failure analysis. If the AI starts tilting due to vacuum loss, the DG will start drifting very soon. Of course you verify with a look at the vacuum gage. The AI always seems to go first because it's a two axis instrument, and it usually takes the DG a little while longer to spool down. (Especially the older ones that have a little more mass in the gyro) If the T&B starts acting funny, better be ready for a possible radio failure, and check your volts/amps and circuit breakers.

And if the ball is over to the side, don't tell me it's because the breaker tripped.

*Milt*