

ATC: Pan Am 1, descend to 3,000 ft on QNH, altimeter 1019.

Pan AM 1: Could you give that to me in inches?

ATC: Pan Am 1, descend to 36,000 inches on QNH, altimeter 1019

Cessna 152: 'Flight Level Three Thousand, Seven Hundred'

Controller: 'Roger, contact Houston Space Center'

Beech Baron: Uh, ATC, verify you want me to taxi in front of the 747.

ATC: Yeah, it's OK. He's not hungry.

Student Pilot: 'I'm lost; I'm over a big lake and heading toward the big "E".

Controller: 'Make several 90 degree turns so I can identify you on radar.'

(short pause)... Controller: 'Okay then. That big lake is the Atlantic Ocean
Suggest you turn to the big "W" immediately.'

Pilot: 'Approach, Acme Flt 202, with you at 12,000' and 40 DME.'

Approach: 'Acme 202, cross 30 DME at and maintain 8000.'

Pilot: 'Approach, 202's unable that descent rate.'

Approach: 'What's the matter 202? Don't you have speed brakes?'

Pilot: 'Yup. But they're for my mistakes. Not yours.'

Tower: 'American...and for your information, you were slightly to the left
of the centerline on that approach.'

American: 'That's correct; and, my First Officer was slightly to the right'

Controller: 'USA353 contact Cleveland Center 135.60. (pause)

Controller: 'USA353 contact Cleveland Center 135.60!' (pause)

Controller: 'USA353 you're just like my wife you never listen!'

Pilot: 'Center, this is USA553, maybe if you called her by the right name
you'd get a better response!'

BB: 'Barnburner 123, Request 8300 feet.'

Bay Approach: 'Barnburner 123, say reason for requested altitude.'

BB: 'Because the last 2 times I've been at 8500, I've nearly been run over
by some bozo at 8500 feet going the wrong way!'

Bay Approach: 'That's a good reason. 8300 approved.'

Controller: 'FAR1234 confirm your type of aircraft. Are you an Airbus
330 or 340?'

Pilot: 'A340 of course!'

Controller: 'Then would you mind switching on the two other engines and
give me 1000 feet per minute, please?'

Tower: 'Cessna 123, turn right now and report your heading.'

Pilot: 'Wilco. 341, 342, 343, 344, 345...'

Foreign Pilot Trainee: 'Tower, please speak slowly, I am a baby in English
and lonely in the cockpit'

Controller: 'CRX600, are you on course to SUL?'

Pilot: 'More or less.'

Controller: 'So proceed a little bit more to SUL.'

Pilot: 'Good morning, Frankfurt ground, KLM 242 request start up and
push back, please.'

Tower: 'KLM 242 expect start up in two hours.'

Pilot: 'Please confirm: two hours delay?'

Tower: 'Affirmative.'

British Airways flight asks for push back clearance from
terminal.

Control Tower replies: 'And where is the world's most
experienced airline going today without filing a flight plan?'

ATC: 'Al Italia 345 continue taxi to 26L South via Tango -
check for workers along taxiway.'

Al Italia 345: 'Roger, Taxi 26 Left a via Tango. Workers
checked - all are working'

Nova 851: 'Halifax Terminal, Nova 851 with you out of 13,000
for 10,000, requesting runway 15.' Halifax Terminal (female):
'Nova 851, Halifax, the last time I gave a pilot what he wanted
I was on penicillin for three weeks. Expect runway 06.'

Lost student pilot: 'Unknown airport with Cessna 150 circling
overhead, please identify yourself.'

Tower: Have you got enough fuel or not?

Pilot: Yes.

Tower: Yes what?

Pilot: Yes, SIR!

Frankfurt Contol: 'AF1733, You are on an eight mile final for
27R. You have a UH-1 three miles ahead of you on final;
reduce speed to 130 knots.'

Pilot: 'Rogor', Frankfurt. We're bringing this big bird back to
one-hundred and thirty knots fer ya.'

Control: (a few moments later): 'AF33, helicopter traffic at 90
knots now 11/2

miles ahead of you; reduce speed further to 110 knots.'

Pilot: 'AF thirty-three reining this here bird back further to 110
knots'

Control: 'AF33, you are three miles to touchdown, helicopter
traffic now 1 mile

ahead of you; reduce speed to 90 knots'

Pilot (a little miffed): 'Sir, do you know what the stall speed of
this here

C-130 is?'

Control: 'No, but if you ask your co-pilot, he can probably tell
you.'

ATC: 'Cessna 123, What are your intentions?'

Cessna: 'To get my Commercial Pilots License and Instrument
Rating.'

ATC: 'I meant in the next five minutes not years.'

Controller: AF123, say call sign of your wingman.

Pilot: Uh... approach, we're a single ship.

Controller: Oh, Oh, Shit! You have traffic!

O'Hare Approach: USA212, cleared ILS runway 32L approach,
maintain 250 knots.

USA212: Roger approach, how long do you need me to
maintain that speed?

O'Hare Approach: All the way to the gate if you can.

USA212: Ah, OK, but you better warn ground control.