Noxious fumes, Boeing 757-236, G-CPET, March 10, 2006

Micro-summary: **Following engine start, the flight crew felt ill.**

Event Date: **2006-03-10 at 0810 UTC**

Investigative Body: **Aircraft Accident Investigation Board (AAIB), United Kingdom**

Investigative Body's Web Site: **http://www.aaib.dft.gov/uk/**

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INCIDENT

Aircraft Type and Registration:	Boeing 757-236, G-CPET
No & Type of Engines:	2 Rolls-Royce RB211-535E4-37 turbofan engines
Year of Manufacture:	1998
Date & Time (UTC):	10 March 2006 at 0810 hrs
Location:	London Heathrow Airport
Type of Flight:	Public Transport (Passenger)
Persons on Board:	Crew - 7 Passengers - 149
Injuries:	Crew - None Passengers - None
Nature of Damage:	None
Commander's Licence:	Airline Transport Pilot's Licence
Commander's Age:	35 years
Commander's Flying Experience:	7,165 hours (of which 5,505 were on type) Last 90 days - 195 hours Last 28 days - 80 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

Synopsis

After engine start, the crew were aware of an unusual odour in the cockpit and both started to feel unwell. Investigation suggested that a suspect oil leakage in the left engine may have been responsible for the smell.

History of the flight

After starting both engines, the co-pilot reported that he could smell fumes and discussed the matter with the commander. After about two minutes of taxiing, the co-pilot started to feel light-headed, euphoric and unwell, the commander also felt light-headed and the aircraft was halted on the taxiway to see if the situation improved. Both flight crew members continued to feel abnormal - the co-pilot considered himself partially incapacitated – but the cabin staff appeared unaffected. Both engines were shut down as the crew no longer felt fit to taxi the aircraft and it was towed back to the stand. During the tow, the co-pilot donned his oxygen mask.

The aircraft was withdrawn from service and the flight crew were stood-down after they had briefed the maintenance staff about the problem and had pointed out that there had been a previous entry in the technical log on 4 March 2006 concerning an 'occasional brief smell of oil on the flight deck. No smell in cabin'. During a check by engineering, no traces of oil were found and the aircraft had been returned to service.

Examination of the aircraft this time (10 March 2006) revealed one defect which may have contributed to

the smell: staining on the oil feed tubes feeding the front bearing of the left engine appeared to indicate a leakage of oil into the gas path. However, it could not be established categorically that this was the source of the fumes and, having investigated the suspect leak, the aircraft was returned to service.