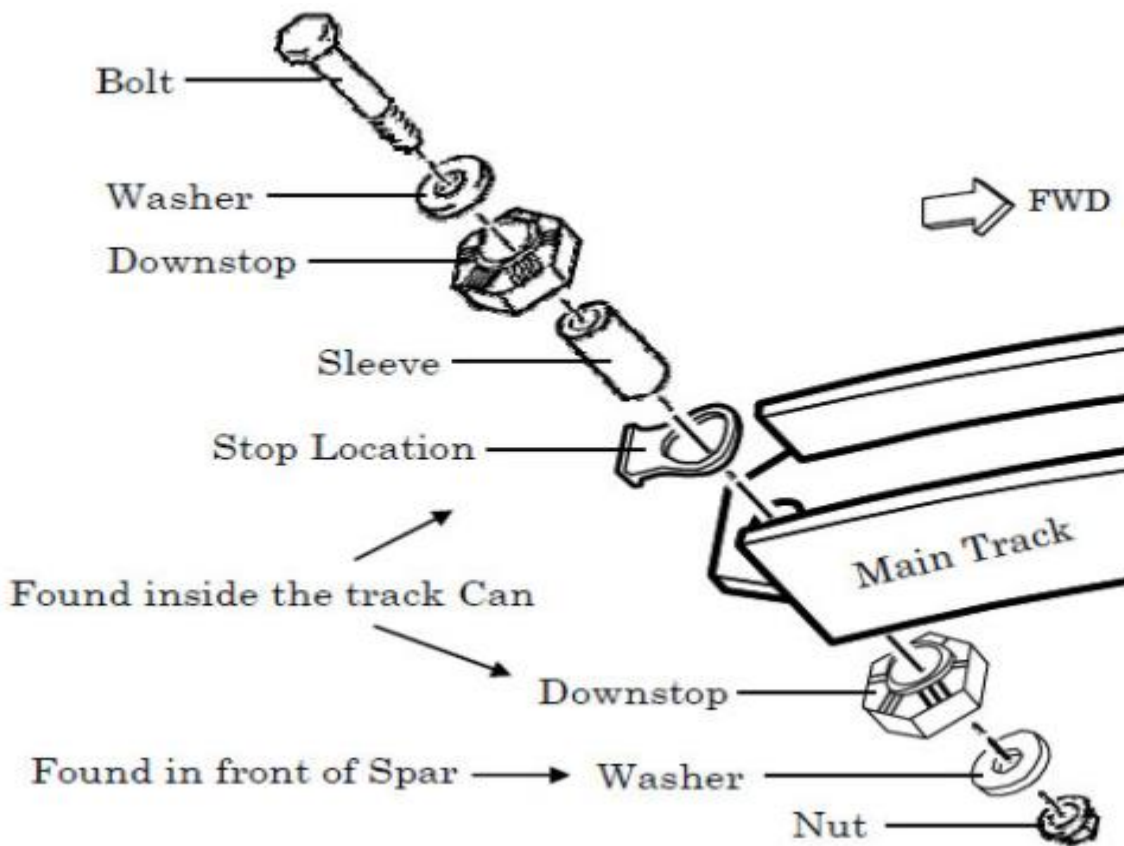


China_Airlines_Flight_120



What Happened?

When the aircraft retracted the slats after landing at Naha Airport, the track can that housed the inboard main track of the No. 5 slat on the right wing was punctured, creating a hole. Fuel leaked out through the hole, reaching the outside of the wing.

During the maintenance works for preventing the nut from loosening, which the company carried out on the downstop assembly about one and a half months prior to the accident based on the service letter from the manufacturer of the aircraft.

The washer on the nut side of the assembly was omitted, following which the downstop on the nut side of the assembly fell off and then the downstop assembly eventually fell off the track.

It is considered highly probable that a factor contributing to the detachment of the downstop assembly was the design of the downstop assembly, which was unable to prevent the assembly from falling off if the washer is not installed.

With regard to the detachment of the washer, it is considered probable that the following factors contributed to this:

Despite the fact that the nut was in a location difficult to access during the maintenance works, neither the manufacturer of the aircraft nor the company had paid sufficient attention to this when preparing the service letter and engineering order job card, respectively.

Also, neither the maintenance operator nor the job supervisor reported the difficulty of the job to the one who had ordered the job.