

DUKE POWER COMPANY REGION II
POWER BUILDING
422 SOUTH CHURCH STREET, CHARLOTTE, N. C. 28242

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WILLIAM O. PARKER, JR.
VICE PRESIDENT
STEAM PRODUCTION

May 29, 1981

TELEPHONE: AREA 704
373-4083

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Mr. James P. O'Reilly, Director
U. S. Nuclear Regulatory Commission
Region II
101 Marietta Street, Suite 3100
Atlanta, Georgia 30303

Re: McGuire Nuclear Station Unit 1
Docket No. 50-369



Dear Mr. O'Reilly:

Please find attached Reportable Occurrence Report RO-369/81-75. This report concerns the Control Room Outside Air Filter Makeup Fan 1A being declared inoperable. This incident was considered to be of no significance with respect to the health and safety of the public.

Very truly yours,

William O. Parker, Jr.
William O. Parker, Jr.

RWO:pw
Attachment

cc: Director
Office of Management & Program Analysis
U.S. Nuclear Regulatory Commission
Washington, D. C. 20555

Mr. Bill Lavallee
Nuclear Safety Analysis Center
P. O. Box 10412
Palo Alto, CA 94303

Ms. M. J. Graham
Resident Inspector - NRC
McGuire Nuclear Station

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McGUIRE NUCLEAR STATION
INCIDENT REPORT

Report Number: 81-75

Report Date: May 31, 1981

Occurrence Date: May 1, 1981

Facility: McGuire Unit 1, Cornelius, N. C.

Identification of Occurrence: The Control Room Outside Air Filter Makeup Fan 1A was declared inoperable.

Condition Prior to Occurrence: Mode 5

Description of Occurrence: On May 1, 1981 at 0125 hours the Control Room Outside Air Filter Makeup Fan 1A was declared inoperable. Broken motor mounts were discovered in the course of routine surveillance. This incident was reportable pursuant to Technical Specification 3.7.6. A work request was written, the motor mounts were repaired and the fans were returned to service on May 7, 1981 at 1509 hours.

Apparent Cause of Occurrence: The fan motor mounts failed due to metal fatigue. This is believed to be an isolated occurrence, since no other similar failures have been reported.

Analysis of Occurrence: There are two 100% capacity fans which provide outside air for the Control Room. Train B remained operable during the entire time that the Train A was out of service.

Corrective Action: A work request was written to repair the motor mounts. The system was returned to an operable status at 1509 hours on May 7, 1981.

Safety Analysis: The health and safety of the public were not affected by this incident. The redundant Train B air fan was operable while Train A was out of service.