

LICENSEE EVENT REPORT

50-285/76-27

CONTROL BLOCK

[PLEASE PRINT ALL REQUIRED INFORMATION]

LICENSEE NAME 01 N E F C S 1														LICENSE NUMBER 0 0 - 0 0 0 0 0 - 0 0														LICENSE TYPE 4 1 1 1 1						EVENT TYPE 0 3									
CATEGORY 01 CONT														REPORT TYPE L				REPORT SOURCE L				DOCKET NUMBER 0 5 0 - 0 2 8 5										EVENT DATE 0 8 1 5 7 6						REPORT DATE 0 9 1 5 7 6					

EVENT DESCRIPTION

02 At 1100 hours on August 15, 1976, the primary air start motor for DG-2 failed to dis-																																																																															
03 engage after DG-2 was successfully started. The redundant diesel generator, DG-1,																																																																															
04 was started and run to prove operability; this problem was found coincident with																																																																															
05 governor armature failure, see LER 50-285/76-26. (LER 50-285/76-27)																																																																															
06																																																																															

SYSTEM CODE E E										CAUSE CODE E										COMPONENT CODE I N S T R U										PRIME COMPONENT SUPPLIER A										COMPONENT MANUFACTURER X 9 9 9										VIOLATION N									
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CAUSE DESCRIPTION

08 The airgap setting for the magnetic pickup unit for the airpax electronics switching																																																																															
09 tachometer had drifted from .005-.010 to .013 setting.																																																																															
10																																																																															

FACILITY STATUS E										% POWER 0 9 8										OTHER STATUS NA										METHOD OF DISCOVERY A										DISCOVERY DESCRIPTION Diesel start									
FORM OF ACTIVITY RELEASED Z										CONTENT OF RELEASE Z										AMOUNT OF ACTIVITY NA										LOCATION OF RELEASE NA																			

PERSONNEL EXPOSURES

NUMBER 0 0 0										TYPE Z										DESCRIPTION NA									
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PERSONNEL INJURIES

NUMBER 0 0 0										DESCRIPTION NA									
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OFFSITE CONSEQUENCES

15 NA																																																																															
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LOSS OR DAMAGE TO FACILITY

TYPE Z										DESCRIPTION NA									
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PUBLICITY

17 NA																																																																															
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ADDITIONAL FACTORS

18 See Attachments 1, 2 and 3																																																																															
19																																																																															

8403230172 760915
PDR ADOCK 05000285
S PDR

NAME: Steven M. Moyers

PHONE: 402-426-4011

Safety Analysis

The plant electrical system is so designed that no single failure can jeopardize enough equipment to prevent the safe operation of the plant. At the time Diesel Generator #2 (DG-2) air start motor failed to disengage and the governor motor was inoperable, the alternate diesel generator DG-1 was operable and in Auto Standby. DG-1 was then run and loaded to verify its operability prior to taking DG-2 out of service. Therefore, had an auto start signal been received by DG-1, it was available to perform its design function during the time DG-2 was inoperable for repairs.

Corrective Action

The magnetic sensing unit for the switching tachometer (speed switch) had evidently drifted since it was last checked in April of 1976. The specifications require that the clearance on this switch be between .005" and .010". Upon investigation per Maintenance Order 11634 it was discovered to be at .013 inches. As a result of failure to disengage, some burring on the starter motor gear teeth occurs. This does not make the diesel or the start system inoperable. However, a periodic check of speed switch clearance has been incorporated in the Preventive Maintenance Program.

Failure Data

This is the second occurrence of an improper air gap setting for the speed sensing unit for a diesel generator at the Fort Calhoun Station Unit No. 1. Reference LER 50-285/76-16 for the first occurrence.

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Omaha Public Power District

1823 HARNEY ■ OMAHA, NEBRASKA 68102 ■ TELEPHONE 536-4000 AREA CODE 402



September 15, 1976
FC-276-76

Mr. E. Morris Howard
U. S. Nuclear Regulatory Commission
Region IV
611 Ryan Plaza Drive
Suite 1000
Arlington, TX 76012



Dear Mr. Howard:

References: Fort Calhoun Station Unit No. 1
Docket No. 50-285

In accordance with the Fort Calhoun Station's Technical Specifications, the Omaha Public Power District, as holder of facility operating license DPR-40, submits three copies of the following licensee event report 50-285/76-27 to satisfy the requirements of Regulatory Guide 1.16.

Sincerely,

W.C. Jones
W. C. Jones
Section Manager
Operations

WCJ/WDD:rge

Enclosures

cc: Director, Office of Management
Information and Program Control
U. S. Nuclear Regulatory Commission
Washington, DC 20555 (3)

→ Director, Office of Inspection and
Enforcement
U. S. Nuclear Regulatory Commission
Washington, DC 20555 (30)

Mr. L. C. Shalla
BARC Chairman
PRC Chairman
Fort Calhoun File (2)

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