

LICENSEE EVENT REPORT

50-285/76-16

CONTROL BLOCK 1 6

(PLEASE PRINT ALL REQUIRED INFORMATION)

LICENSEE NAME 01 N E F C S 1										LICENSE NUMBER 00-000000-00										LICENSE TYPE 41111					EVENT TYPE 03																
7		8		9		14		15		25		26		30		31		32																							
01		CON'T		CATEGORY 57 58		REPORT TYPE L 59		REPORT SOURCE L 60		DOCKET NUMBER 050-0285					EVENT DATE 042776					REPORT DATE 051176																					
7		8		57		58		59		60		61					68					69					74					75					80				

EVENT DESCRIPTION

02 At 1616 hours on April 27, 1976, the primary air start motor for DG-2 failed to dis-																																																																															
																																																																														80	
03 engage after DG-2 was successfully started and at 100 RPM. The redundant diesel																																																																															
																																																																														80	
04 generator, DG-1, was started and run to prove operability; both redundant offsite																																																																															
																																																																														80	
05 power sources, the 161 KV and the 345 KV were also operable. (LER 50-285/76-16)																																																																															
																																																																														80	
06																																																																															
																																																																														80	

SYSTEM CODE 07 E E		CAUSE CODE A		COMPONENT CODE I N S T R U					PRIME COMPONENT SUPPLIER A		COMPONENT MANUFACTURER X 9 9 9					VIOLATION N			
7 8 9 10		11		12					43		44					47		48	

CAUSE DESCRIPTION

08 The airgap setting for the magnetic pickup unit for the airpax electronics switching																																																																															
																																																																														80	
09 tachometer was not set correctly.																																																																															
																																																																														80	
10																																																																															
																																																																														80	

FACILITY STATUS 11 E		% POWER 098		OTHER STATUS NA		METHOD OF DISCOVERY B		DISCOVERY DESCRIPTION Maintenance Test	
7 8 9		10		12 13		44 45		46	
FORM OF ACTIVITY RELEASED 12 Z		CONTENT OF RELEASE Z		AMOUNT OF ACTIVITY NA		LOCATION OF RELEASE NA			
7 8 9		10		11		44 45			

PERSONNEL EXPOSURES

NUMBER 13 000		TYPE Z		DESCRIPTION NA	
7 8 9		11		12 13	

PERSONNEL INJURIES

NUMBER 14 000		DESCRIPTION NA	
7 8 9		11 12	

OFFSITE CONSEQUENCES

15 NA																																																																															
																																																																														80	

LOSS OR DAMAGE TO FACILITY

TYPE 16 Z		DESCRIPTION NA	
7 8 9		10	

PUBLICITY

17 NA																																																																															
																																																																														80	

ADDITIONAL FACTORS

18 See Attachments 1, 2 and 3																																																																															
																																																																														80	

19																																																																															
																																																																														80	

NAME: John M. Nagl

PHONE: 402-426-4011

8403230254 760511
PDR ADOCK 05000285
S PDR

Attachment No. 1

Safety Analysis

Even though DG-2 did properly start at 1616 hours on April 27, 1976, it was administratively deemed inoperable since the primary air start motor failed to disengage at 100 rpm. At 1620 hours DG-1 was started and run to demonstrate operability. While DG-2 was inoperable off-site 161 KV power was operable and supplying engineered safeguards buses 1A3 and 1A4 with off-site 345 KV power available to buses 1A3 and 1A4 should the 161 KV supply fail. In addition, DG-1 would have supplied bus 1A3 (DG-2 feeds bus 1A4) had all off-site power been lost. There were no inoperable engineered safeguards components associated with bus 1A3 while DG-2 was inoperable. All requirements of technical specification 2.7.(2)i were satisfied, plant safety was not jeopardized and no limiting condition for operation was violated with DG-2 inoperable.

Attachment No. 2

Corrective Action

The magnetic sensing unit for the switching tachometer (speed switch) had been removed on April 27, 1976, so that routine maintenance could be performed on DG-2 air start motors. This sensing unit is in close proximity to the air start motors and interferes with accessibility for air start motor maintenance. After completing maintenance on the air start motors, DG-2 was started to prove operability. This start was called for by procedure. After sensing 100 rpm the speed switch generates a permissive signal to disengage the air start motors. However, due to the improper air gap setting, the speed switch failed to generate this permissive and the air start motors consequently did not disengage. The air gap for the magnetic pick up unit was properly set and DG-2 successfully started with proper disengagement of the air start motors at 1710 hours on April 27, 1976 (see Maintenance Order No. 10918). The error was procedural in that the maintenance procedure did not call for checking the air gap setting whenever the speed sensing unit is re-installed. Hereafter this setting will be checked.

Attachment No. 3

Failure Data

This is the first occurrence of an improper air gap setting for the speed sensing unit for a diesel generator at the Fort Calhoun Station Unit No. 1.



Omaha Public Power District

1623 HARNEY ■ OMAHA, NEBRASKA 68102 ■ TELEPHONE 536-4000 AREA CODE 402

May 10, 1976
FC-166-76



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

Dear Mr. Howard:

Reference: 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 50-285/76-16 to satisfy the requirements of Regulatory Guide 1.16.

Sincerely,

W. C. Jones
Section Manager
Operations

WCJ/WDD:rge

Enclosure

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
SARC Chairman
PRC Chairman
Fort Calhoun File (2)

COPY SENT REGION 1450