

I-MOSBA-21A

DOCKETED
USNRC

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~~40-427~~ INT. EX. 21 A
TAPE 32-1
DATE: 04-04-90
LOCATION: MIKE HORTON'S OFFICE

OFFICE OF SECRETARY
DOCKETING & SERVICE
BRANCH

SEGMENT #1
TR. 41-44

MOSBAUGH: Okay; and this intermittent -- I hate the word

intermittent, you know, that's --

HORTON: Intermittent is defined as they "cal'd" it, they installed it, and it was noticed venting. They popped it with air pressure, it sealed off, and hasn't been a problem since. That's the definition of intermittent.

MOSBAUGH: That's -- that's this here, I mean, "Vogtle critique team consisting -- (inaudible) -- concludes the "A" diesel generator tripped because of a combination of intermittent failures of the jacket water switches or inconsistent calibration techniques."

HORTON: Yeah, that's it.

MOSBAUGH: So what's the intermittent failure?

HORTON: The fact that the switch calibrated fine but vented in place, i.e., failed in place, and then after being cycled with air pressure, worked fine. And then was subsequently replaced and it's in quarantine; and we will have the opportunity to cal it now and verify if it truly is intermittent. Intermittent is defined as one known failure after it was placed and after it was calibrated. But that's, you know, that's really no more intermittent than any failure (inaudible).

MOSBAUGH: But these are two out of three. So we had to

NUCLEAR REGULATORY COMMISSION

Docket No. 50-424/425-OLA-3 EXHIBIT NO. 4-21A
in the matter of Georgia Power Co. et al., Vogtle Units 1 & 2
☐ Staff ☐ Applicant ☒ Intervenor ☐ Other
☐ Identified ☒ Received ☐ Rejected Reporter SD
Date 10/6/95 Witness

9512280211 951006
PDR ADDCK 05000424
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1 have this intermittent failure.

2 HORTON: Plus there was an absolute failure.

3 MOSBAUGH: What was that?

4 HORTON: One -- the, either the A or C element was 100
5 percent vented, failed. Now, one was intermittent. The B thing
6 was slowly venting. It wasn't full failed. It was partially
7 venting. That's the intermittent that we talk about here. The
8 combination of the two took us out.

9 MOSBAUGH: Okay. When we checked the one that was totally
10 venting, how was its calibration?

11 HORTON: It's been quarantined. It has not --

12 MOSBAUGH: It has not been calibrated?

13 HORTON: Correct.

14 MOSBAUGH: Cal checked.

15 HORTON: That's correct and --

16 MOSBAUGH: Okay; and the one that was intermittent?

17 HORTON: Is the same way.

18 MOSBAUGH: It has not been cal checked?

19 HORTON: It's in limbo.

20 MOSBAUGH: How would you know it's intermittent if it
21 hadn't been cal checked?

22 HORTON: Because I think they went -- during their
23 troubleshooting noticed it venting by bubble testing it in place;
24 and then cycled the air pressure to it and noticed that it cleared.
25 Subsequent to that it was pulled and quarantined, and we haven't
26 touched it since. That's why they call that intermittent. Before

1 it was removed --

2 MOSBAUGH: Have we ruled out cleanliness?

3 HORTON: No. That's one of the steps in the, in the

4 check the vendor wants to make when he disassembles these things,

5 he, he wants to--

6 MOSBAUGH: No. I mean, how about the lines?

7 HORTON: No we haven't, but he that, he wants to check

8 the schrader valve inside the valve body, it has very tight

9 tolerances.

10 MOSBAUGH: Okay. So I mean, you know we have--

11 HORTON: It could well have dirt in it.

12 MOSBAUGH: So we haven't checked all these sensing lines

13 for cleanliness?

14 VOICE: (Inaudible.)

15 MOSBAUGH: Yeah.

16 HORTON: But they weren't checked--

17 MOSBAUGH: An intermittent failure merely is an admission

18 that you haven't gone far enough in your investigation to determine

19 the root cause.

20 HORTON: Right. You are absolutely correct.

21 MOSBAUGH: Okay, and I don't like the word and we use it

22 here all the time.

23 HORTON: Yep.

24 MOSBAUGH: All that is, is an admission that you don't,

25 you--you are not willing to proceed far enough to determine the

26 true root cause.

1 MILLER: The context that its used in here, is like,
2 don't worry about it, its only an intermittent failure.

3 MOSBAUGH: That's right, that's exactly what I'm saying;
4 but its a management, it's a management issue in that you don't
5 have the dedication to go far enough to determine what the real
6 root cause is.

7 VOICE: Let's talk about testing.

8 MILLER: You're saying I'm really not interested in
9 failing it occasionally rather than figuring out what caused it.

10 MOSBAUGH: Exactly.

11 MILLER: Let me tell you before you leave, the RIVILIS
12 DCP is going to be on delta dash today and [INAUDIBLE] will bring
13 it in with him when he comes in at 6:00 tonight. How's that for
14 turn-around?