

From: Viktoria Mitlyng ⁶³
To: Eric Duncan
Date: 04/12/2007 10:37:36 AM
Subject: Fwd: [DBRVH_LTBL] Digest Number 444

Eric,

Attached is an e-mail from the Cleveland Plain Dealer with questions from Bill Corcoran on the Exponent Report. These questions are likely to be raised when FENOC submits their response to us and we put out our review.

Vika

CC: Caldwell, James

F-142

Mail Envelope Properties (461E523D.BA8 : 24 : 3098)

Subject: Fwd: [DBRVH_LTBL] Digest Number 444
Creation Date 04/12/2007 10:37:33 AM
From: Viktoria Mitlyng
Created By: VTM@nrc.gov

Recipients

nrc.gov
ch_po.CH_DO
ERD (Eric Duncan)
JLC1 CC (James Caldwell)

Post Office

ch_po.CH_DO

Route

nrc.gov

Files	Size	Date & Time
MESSAGE Mail	634	04/12/2007 10:37:33 AM

Options

Expiration Date: None
Priority: Standard
ReplyRequested: No
Return Notification: None

Concealed Subject: No
Security: Standard

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From: John Funk <johncfunk@yahoo.com>
To: <vtm@nrc.gov>
Date: 04/11/2007 9:07:26 AM
Subject: Fwd: [DBRVH_LTBL] Digest Number 444

Hello, Viktoria, Here are some interesting questions about the Exponent report, some of which I hope the NRC acks FENOC.

Best,

John
Note: forwarded message attached.

Eric Duncan - [DBRVH_LTBL] Digest Number 444

From: DBRVH_LTBL@yahoogroups.com
To: <DBRVH_LTBL@yahoogroups.com>
Date: 04/11/2007 6:05:54 AM
Subject: [DBRVH_LTBL] Digest Number 444

DBRVH_LTBL

Messages In This Digest (2 Messages)

1. QUESTIONS FOR FENOC. From: Dr. Bill Corcoran
2. Re: [rootcauseconference] Re: aberrant behavior From: Dr. Bill Corcoran

Messages[View All Topics](#) | [Create New Topic](#)**1. QUESTIONS FOR FENOC.**

Posted by: "Dr. Bill Corcoran"

williamcorcoran@sbcglobal.net [drbillcorcoran](#)

Tue Apr 10, 2007 5:01 am (PST)

Please hit the reply button and tell me what questions are left out.

Take care,

Bill Corcoran

W. R. Corcoran, Ph.D., P.E.

NSRC Corporation

21 Broadleaf Circle

Windsor, CT 06095-1634

Phone: 860-285-8779

Mission: Saving lives, pain, assets, and careers through thoughtful inquiry.

Motto: If you want safety, peace, or justice, then work for competency, integrity, and transparency.

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**EXPONENT CONSULTANT REPORT ON THE
REACTOR VESSEL HEAD DEGRADATION**

QUESTIONS FOR FENOC.

THESE QUESTIONS COULD BE ASKED BY NRC.

THE ANSWERS SHOULD BE MADE PUBLIC

**Please describe your internal review process for
accepting this report?**

**Does this report meet FENOC standards for technical
work products?**

**Who were the FENOC technical experts who signed off
on this report? Are any of them registered professional
engineers? In what specialties are they registered?**

**Please provide the technical documentation of your
review and acceptance of the report.**

**Could NRC have prevented the majority of the RVH
degradation just by forcing a shutdown of D-B in
November 2001? Please explain the basis of your
answer?**

**Please provide a side-by-side reconciliation of the
evidence for the following two hypotheses: 1) the
degradation occurred as described by the Exponent
Report and 2) the degradation occurred over a number
of years.**

**Has an independent technically credible disinterested
party reviewed the Exponent Report? What were the
results?**

**Since you are a member of NEI please provide the
current results of the NEI review of the report.**

friends

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- When will FENOC be updating the docketed root cause analysis report(s) that are, in view of the new Exponent report, false, misleading, or obsolete?

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2. **Re: [rootcauseconference] Re: aberrant behavior**

Posted by: "Dr. Bill Corcoran"

williamcorcoran@sbcglobal.net drbillcorcoran

Tue Apr 10, 2007 7:34 am (PST)

Larry,

Emotional upset is only one threat to fitness-for-duty.

A major hole in the fitness-for-duty rules in all of the agencies I know about is that operators, pilots, drivers, conning officers...are not required to be trained in how to recognize the onset of their own degradation of fitness for duty and what to do about it.

I would hope that the FAA will be the lead agency in fixing this unnecessary safety vulnerability.

Among the other agencies that need to take action are:

a.. USCG

b.. OSHA

c.. NRC

d.. DOT

e.. OPS

If anyone is aware of the text of such a rule, please let the group know.

Take care,

Bill Corcoran

W. R. Corcoran, Ph.D., P.E.
NSRC Corporation
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----- Original Message -----

From: Larry

To: rootcauseconference@yahoogroups.com

Sent: Monday, April 09, 2007 2:05 PM

Subject: [rootcauseconference] Re: aberrant behavior

Guys

I read a message about the Northwest Airline pilot and the tirade that resulted in 180 people getting their flight cancelled in Vegas.

A similar meltdown thing happened to me after a series of events in

2004. From personal history point of view it was the perfect storm

scenario, as I suspect is now happening to this Pilot. If we gambled

on a causation it would run something like this:

1) Recent breakup with a lover

- 2) financial endeavor recently gone badly
- 3) history of alcohol abuse
- 4) loss of a parent or child
- 5) discovered a serious health issue (mine was Viet-Nam based PTSD)

pick any three and after 6 months of counseling and some mood altering medication we have a working airline pilot again.

Can any participating member call me inaccurate on this issue??

Larry R

--- In rootcauseconference@yahoogroups.com, "Rev. Dan Kivel"

<seekersoftruth@...> wrote:

>

> Bill,

>

> I have witnessed a great deal of aberrant behavior over 40 years in

> business. They seem to fall into the following categories.

>

> 1. horseplay

> 2. alcohol or drug related

> 3. emotional outbursts

> 4. mental illness

>

> Horseplay tends to be an issue with younger workers.

One guy was

> playing around on a lift truck and hit a manifold that contained a

lot

> of electric wiring. There was no injury, but the plant lost power

for

> several hours.

>

> I have also been associated with several companies where the upper

> managers were active alcoholics. These were otherwise good managers who

> didn't drink on the job. However, they had unreasonable tolerance for

> aberrant behavior from alcoholic/drug dependent employees. This

> included ignoring the rules of safety. One man did electrical work

> standing on an aluminum ladder. Attempts to correct this were met with

> excuses or rude comments. When his supervisor was informed, his

> response was "Don don't conduct electric". Don is still around, at

> almost 80. So this was a near miss.

>

> Emotional outbursts I've written about before, but it is like the man

> who decided to weld 10 feet from a batch being made on a high speed

> disperser. The active ingredient in this product was toluene.

When he

> was told that he couldn't do what he wanted where he wanted to do it, he

> moved the job to another area of the plant- but took several trips with

> a lift truck to so so, and drove at full speed trying to "accidentally"

> clip someone making the batch.

>

> Mental Illness- there was a Viet Nam war vet who

went into a melt
down

> during the first gulf war after Ramsey Clark started
holding peace

> demonstrations. Again, there was no incident, but
plenty of
potential.

> He couldn't separate the way he was treated when he
returned from

Nam

> (PTSD) from what was happening at the time. If
someone had said the

> wrong thing, they could have been shot. (He had a .44
with an 18

inch

> barrel in his truck) I was able to talk him down to a
large extent,

and

> no one was anti war at the business at that time, so he
wasn't
provoked.

>

> Dan

>

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