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Mr. Norman C. Moseley, Director U.S. Nuclear Regulatory Commission Office of Inspection and Enforcement Region II 230 Peachtree Street, MM., 8th Floor Atlanta, Georgia 30303



## Regulatory Docket File

TENNESSEE VALLEY AUTHORITY - BROWNS FERRY NUCLEAR PLANT UNIT 3 -DOCKET NO. 50-296 - FACILITY OPERATING LICENSE DPR-68 - REPORTABLE OCCURRENCE REPORT BFR0-50-296/761W

NNESSEE VALLEY AUTHO CHATTANOOGA, TENNESSEE 37401

The enclosed report is to provide details concerning a blade guide assembly that was being removed from the reactor as part of fuelloading operations and is submitted in accordance with Appendix E to Regulatory Guide 1.16, Revision 4, August 1975. This event occurred on Browns Ferry Nuclear Plant unit 3.

Very truly yours,

TENNESSEE VALLEY AUTHORITY

H. S. Fox Director of Power Production

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Enclosure (3) CC (Enclosure): Director (3)

Office of Management Information and Program Control U.S. Nuclear Regulatory Commission Washington, D.C. 20555

Director (40)

Office of Inspection and Enforcement U.S. Nuclear Regulatory Commission Washington, D.C. 20555

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	D     Blade guide handle sheared and stop pins bent       9:     10	
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## Event Description

A blade guide assembly was being removed from the reactor as part of fuelloading operations. When the bottom of the blade guide assembly was approximately three feet above the upper core plate, a section of the telescoping grapple boom slipped downward. When this section reached its normal extended position, it impulsed the lower sections which caused an abrupt force on the boom which broke the blade guide assembly handle. The blade guide assembly fell back into the incore position from which it was removed. (BFRO-50-296/761)

## Cause Description

Interference between two adjacent sections of the boom as the grapple was being lifted caused one section to stop before it was fully extended. Then the section fell to its fully-extended position.

## Additional Factors

All pieces of the boom and blade guide assembly were accounted for; the surrounding fuel assemblies, adjacent LPRM incore, and the fuel support piece inspected and no evidence of damage observed; and the boom was replaced with the unit 2 boom which had demonstrated reliability during fuel loading on that unit.



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