

CONTROL BLOCK:

(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

CON'T

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES (10)

| | |
|---|---|
| 0 | 7 |
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| | |
|---|---|
| 0 | 9 |
|---|---|

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)7

10

10

74

7

7

8 9 10 11 12 13 14 15 16 17 18 19 20
8 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

NAME OF PREP

NAME OF PREPARER

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LER No. 80-030
Omaha Public Power District
Fort Calhoun Station Unit No. 1
Docket No. 05000285

ATTACHMENT NO. 1

Safety Analysis

Fort Calhoun Station Unit No. 1 is designed such that a single failure cannot adversely affect the ability of the plant to be safely shutdown in the event of an accident. Although DG-1 failed to start on its secondary air start system, it had previously successfully started on its primary air system. In addition, DG-2 and both redundant offsite power supplies (161 KV and 345 KV) were available during the time that DG-1 failed to start on its secondary air system.

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Corrective Action

M.O. #8169 was initiated to repair the secondary air start motors of DG-1. An inspection of the motors revealed that the vanes were stuck which prevented the motors from turning. The primary and secondary air start systems will be tested periodically per ST-ESF-6. In addition, the primary and secondary air start motors and the air line strainers on the primary and secondary air start systems will be inspected and cleaned annually per ST-ESF-6. The air line lubricators on the primary and secondary air start systems will also be inspected annually and, if necessary, they will be cleaned.

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ATTACHMENT NO. 3

Failure Data

Previous related incidents are detailed in Unusual Event 73-5, Abnormal Occurrence 75-20 and LER 77-12.