

① 06 JAN 1986

EPDS

1. CASE NO. 850826ATL5201		2. INVESTIGATOR'S ID 8 3 8 6		3. OFFICE CODE 8 1 0		<b>EPIDEMIOLOGIC INVESTIGATION REPORT</b>
4. DATE OF ACCIDENT YR MO DAY 8 5 0 8 2 4		5. DATE INVESTIGATION INITIATED YR MO DAY 8 5 0 8 2 7				

6. SYNOPSIS OF ACCIDENT OR COMPLAINT A Himilaya Amusement Ride collapsed at a county fair-ground causing minor back injuries, neck injuries, laceration and one back injury that led to hospitalization of one of the victims. This investigation covers 19 victims.

*MFR/PRVLCR NOTIFIED 01/08/86*  
~~No Comments made~~  
~~Comments attached~~  
~~Excisions/Revisions~~  
~~Firm has not requested further notice~~

7. LOCATION (Home, school, etc.) Fairground Outdoor Recreation	8. CITY Lebanon	9. STATE TN
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10A. FIRST PRODUCT Amusement ride	11A. TRADE/BRAND NAME MANUFACTURER & ADDRESS Himalaya	Golden Empire Shows Vicent Amusement Co. P.O. Box 788, Theodore, AL
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10B. SECOND PRODUCT	11B. TRADE/BRAND NAME MANUFACTURER & ADDRESS
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12. AGE OF VICTIM 13 5	13. SEX (Use numerical code) MALE -1 FEMALE -2 UNKNOWN -3 2	14. DISPOSITION T & A	15. INJURY DIAGNOSIS Not stated
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16. BODY PART Lower Back	17. RESPONDENT(S) (Mother, Friend) Eyewitness	18. TYPE INVESTIGATION ON SITE 1 TELEPHONE 2 OTHER 3 1	19. TIME SPENT 2 0 5
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20. ATTACHMENTS Multi	21. CASE SOURCE Newsclip	22. REVIEWED BY 8 3 8 6	YR MO DAY 8 5 1 2 3 0
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23. PERMISSION TO DISCLOSE NAMES  
(NON-NEISS CASES ONLY) CPSC MAY DISCLOSE MY NAME  N/A CPSC MAY NOT DISCLOSE MY NAME

24. NARRATIVE (See Instructions on Other Side)

25. REGIONAL OFFICE DIRECTOR REVIEW  
*Leslie J. Windsor 1/2/86* DATE

Victim #	Age	Sex	Disposition	Injury Diagnosis	Body Part
#2	12	F	T&R 1	Not stated 70	Left leg 81
#3	UNK	M	T&R 1	Not stated 70	UNK - 87
#4	UNK	M	T&R 1	Not stated 70	UNK - 87
#5	UNK	M	T&R 1	Not stated 70	UNK - 87
#6	25	M	T&R 1	Not stated 70	Lower back 79

(USE OTHER SIDE AND ADDITIONAL SHEETS IF NECESSARY)

850826ATL5201

<u>Victim #</u>	<u>Age</u>	<u>Sex</u>	<u>Disposition</u>	<u>Injury Diagnosis</u>	<u>Body Part</u>
#7	42	M	T&R 1	Laceration 59	Shoulder-30 & back-79
#8	13	F	T&R 1	Not stated 70	Finger-92, Neck-89, Back-79
#9	25	M	T&R 1	Not stated 70	Ankle-37, Lower leg-36
#10	12	M	T&R 1	Not stated 70	Lower leg-36
#11	15	F	T&R 1	Not stated 70	Hand - 82
#12	UNK	F	T&R 1	Not stated 70	Lower leg-36
#13	14	F	T&R 1	Hematoma 58	Head-75
#14	12	F	T&R 1	Not stated	Side-71 Knee-35
#15	32	F	T&R 1	Nausea-71	Not stated 87
#16	11	F	T&R 1	Back Pain-71	Back-31
#17	10	M	T&R 1	Neck Pain-71	Neck-89
#18	10	F	T&R 1	Neck Pain-71	Neck-89
#19	11	M	T&R 1	Not Stated 70	Left Leg-36

PRE-ACCIDENT:

On August 24, 1985, the city of Lebanon, Tennessee, was sponsoring a fair at the town's fairground. One of the rides at the fairground was the Himalaya Roller Coaster. On the day of the accident, the roller coaster had been used on and off for most of the day without incident. At approximately 11:20 p.m., a large number of people were still at the fairground. Approximately 20 people were riding the Himalaya Roller Coaster. The respondent stated that for some unknown reason he was just

standing, watching the ride as it rotated. He stated that the ride momentarily stopped for about five (5) minutes with the 20 or more people on the ride. He stated after this five (5) minute interval the riders started going backwards at full speed. The operator of the ride then came on the intercom system and informed the occupants of the ride that they were experiencing minor difficulties and that the problems had been corrected. At this point, the ride operator asked all the occupants if they wanted to go faster. All of the riders raised their arms and yelled to the operator asking the operator to make the ride go faster.

ACCIDENT:

The operator released some type of mechanism that caused the ride to begin to go forward in an apparent attempt to reach full speed. It had been going approximately two to three (2-3) minutes in an apparent attempt to reach full speed when the ride collapsed, falling downward into its support devices.

POST ACCIDENT:

The respondent is a member of the Civil Defense Department of the Wilson County Ambulance Service. He states that several of his colleagues were also at the site when the accident occurred. They immediately immobilized the victims having back and neck injuries. The victims were later transported to the local hospitals. Due to the large number of injuries that occurred, please see victim and demographic information that precedes the PRE-ACCIDENT. Most of the injuries were cuts and bruises or back and neck injuries.

PRODUCT IDENTIFICATION:

The product involved in this investigation is a Himalaya Roller Coaster. The ride is owned and operated by Vinson's Amusement Company, Mobile, Alabama. The amusement ride is presently not being operated. The mechanical workings for the device is presently being stored at a truck stop at an unknown location in Alabama. I have attempted to contact the owners of the ride and only talked with the mother of the owner of the ride. The owner's mother has informed me that the ride will not be used for this '85 season. She states that they will not use their monies to work on a ride that is currently not in operation when these funds are needed to service and maintain current amusement rides that are functioning. The ride portion of the ride is being stored at an unknown location near Nashville, Tennessee. She stated that when and if the unit is repaired, CPSC will be notified and will be allowed to observe the product modifications after it has been repaired. At this time I have not been able to

obtain the corrective action plan that the firm intends to initiate. Additional information has been requested and will follow this report as an addendum.

The owner of the ride is:

Mr. Richard Vinson  
Golden Empire Shows  
Highway 90  
Mobile, Alabama 36609  
(215) 653-8440

Mailing address - mail pick-up every week:

Golden Empire Shows  
P.O. Box 788  
Theodore, Alabama 36595

Insurance company:

1-800-237-3355  
Contact: Mr. Dean Smith  
Secretary/Treasurer  
Account Executive

Investigator: Mr. Steve Dicer  
Allied Specialty Insurance Company  
P.O. Box 40250  
St. Petersburg, Florida 33743

The owner and the insurance company, as of this report, have not determined the cause of the accident. The ride has not been examined by the insurance investigator. The Secretary/Treasurer of the insurance company states that the ride owner contacts him every Thursday to give him his itinerary. The Secretary/Treasurer stated that he would inform the owner of the ride that CPSC wanted to examine the product. The Secretary/Treasurer also informed me that they should be examining the ride in the next two weeks and that he would call me or that the owner of the ride would call me to set up appointments to allow a CPSC representative to be present. I informed him that if no appointment could be made during the initial examination we would like to examine the product after repairs have been performed in either case to assure that the problems had been corrected prior to consumer use. The party stated that CPSC's interest and presence would be appreciated and welcomed.

850826ATL5201

NOTE: The police report has been requested, however, it has not been received. It will follow as an addendum when and/or if received.

ATTACHMENTS:

1. List of victims
2. Newsclip
3. Assignment Request

CDR:gc  
9/17/85  
10/3/85

850826ATL520/1  
 A580014  
 Attachment #  
 address

	Name	age
Left leg 1		1
②		(No 7
③		(No trans,
low back 4		(No trans
Pelvis 5		25
D shoulder infection		42
8) 5th finger week, back		13
(W) ankle 8 Lower leg		25
2) <del>ankle</del> 9		12
(R) hand 10		15
(L) lower leg 11 hematoma on head 10		14
low back 6		21
(D) knee 12 (W) side		12
Nausea 13		32
Back pain 16		11
Neck pain 1		10
Neck pain 1		10
Left knee 1		11
		No

850826ATL5201  
A580014  
Attachment # 2

850826 ATL 5201

A580014

16-D The Atlanta Journal AND CONSTITUTION SUNDAY, AUGUST 25, 1985.....

### 16 hurt on roller coaster

LEBANON, Tenn. — Authorities Saturday investigated what caused a roller coaster ride called the Himalaya to jump the track at a county fair, injuring 16 people.

Capt. Michael Johnson of the Wilson County Ambulance Service said a witness to Friday night's accident noticed the machine was smoking as the ride slowed and then the cars "started to bunch up." There was no fire.

"It was really pretty lucky that it slowed down. That thing wasn't going anywhere near as fast as it could have been. If it had been going full speed, it really could have been bad," Johnson said.

Only one of the riders was hospitalized Saturday and most of the

injured suffered cuts and bruises, authorities said.

Sept 9<sup>th</sup> - 14<sup>th</sup>

High Priority

850826ATCS20/  
AS8001Y  
Attachment #3

ATLANTA ASSIGNMENT MEMO

TO : WR  
THRU: W. E. Dentry  
FROM : G. G. Kester

DATE: 8/26/85

SUBJECT: Amusement Ride Accident Investigation

ATLANTA ASSIGNMENT NO: 850826 ATL 5201

M I S CODE: 91165

REFERENCE DOCUMENT: \_\_\_\_\_

REQUESTED BY: George Kester

REQUESTED COMPLETION DATE: 10/9/85

DATE ASSIGNED: 850828 ASSIGNEE: WR

TARGET DATE: 850913

INSTRUCTIONS: Conduct I.D.T. of incident in Lebanon, TN involving a Himalaya Roller Coaster ride, in which 16 people were injured. Determine cause of accident, accident scenario, ride done, ride schedule, proposed fix.

TRAVEL TIME: 6.5 HOURS USED: 20.5

DATE DRAFT SUBMITTED FOR TYPING: 850913

REVISIONS: \_\_\_\_\_

REQUESTED DISTRIBUTION: \_\_\_\_\_

01 OCT 1984

**EPIDEMIOLOGIC  
INVESTIGATION  
REPORT**

1. CASE NO. 840618ATL5073		2. INVESTIGATOR'S ID 8 3 8 6		3. OFFICE CODE 8 1 0	
4. DATE OF ACCIDENT YR MO DAY 8 4 0 6 0 2		5. DATE INVESTIGATION INITIATED YR MO DAY 8 4 0 6 1 8			

6. SYNOPSIS OF ACCIDENT OR COMPLAINT A 21-year old male that weighed between 340 and 360 pounds was thrown from an amusement ride. He received cuts and bruises of the chest, and injured both his left leg and hand. The owner of the ride stated that the victim exceeded the ride's weight specifications.

*MFE/PRVLR*  
No comments made.  
Comments attached.  
Excisions/Revisions  
Firm has not requested further notice  
11/7/85 WK

7. LOCATION (Home, school, etc.) Amusement Park		8. CITY Birmingham	STATE AL
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10A. FIRST PRODUCT Amusement Ride	11A. TRADE/BRAND NAME Himalaya
1 2 9 3	MANUFACTURER & ADDRESS Reverchon, France

10B. SECOND PRODUCT	11B. TRADE/BRAND NAME MANUFACTURER & ADDRESS

12. AGE OF VICTIM 0 2 1	13. SEX (Use numerical code) MALE -1 FEMALE -2 UNKNOWN -3 1	14. DISPOSITION Treated and Admitted 2	15. INJURY DIAGNOSIS Lacerations 5 9
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16. BODY PART Chest, Leg, Arm	17. RESPONDENT(S) (Mother, Friend) Owner of Ride/Fire Dept./Rescue Squad	18. TYPE INVESTIGATION ON SITE 1 TELEPHONE 2 OTHER 3	19. TIME SPENT 0 1 5
3 1	3	2	

20. ATTACHMENTS Multi	21. CASE SOURCE Newsclip	22. REVIEWED BY 8007	YR MO DAY 8 0 9 2 1
9	0 5		

23. PERMISSION TO DISCLOSE NAMES (NON-NEISS CASES ONLY)	CPSC MAY DISCLOSE MY NAME <input type="checkbox"/>	CPSC MAY NOT DISCLOSE MY NAME <input type="checkbox"/>
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24. NARRATIVE (See Instructions on Other Side)

The victim and his mother refused to answer any questions pertaining to the accident. They requested that information be obtained from their lawyer. The lawyer has refused to respond to several telephone messages. The information that follows is an abbreviated report based on information provided by the owner of the ride, the fire department and the rescue squad.

PRE-ACCIDENT:

A 21-year old male that normally did not ride amusement rides visited the State Fair along with his younger brother and a relative. The 21-year old apparently was reluctant about entering the ride, but his brother encouraged him to enter the ride. The younger brother and the relative shared a car and the victim rode in a single car. The victim's stomach had to be lifted to allow the bar/locking mechanism to fasten.

ACCIDENT:

The ride started and during the normal functions of the ride, the victim became tense and panicked. His weight exceeded the ride's individual seat specification. The centrifugal force produced by the ride forced the victim from the ride. (He was thrown from the seat)

(USE OTHER SIDE AND ADDITIONAL SHEETS IF NECESSARY)



G. Reverchon et ses fils

77920 SAMOIS - FRANCE

Tél. 16 (1) 64 24 61 66

33 (1) 64 24 61 66

Telex 690.775 F

Mr TODD A. STEVENSON  
U.S. CONSUMER PRODUCT SAFETY  
COMMISSION

WASHINGTON D.C. 20207  
USA

Consumer Product Safety Commission  
Office of the Secretary  
Freedom of Information Division

NOV 1 1985

voire réf. :

notre réf. : BH/CB/GIR

Semois, le : 25th october 1985

Dear Sirs,

Further to the documents you sent to REVERCHON USA, and the letter dated October 9, 1985 that Mr DUBOIS sent to you, we have examined the records and give you comments on the information in his letter.

We think that this study should be transmitted to all the manufacturers American, German, English, Dutch, Italian, Spanish and Japanese, because fast all the manufacturers have at one moment manufactured an HIMALAYA ride.

We hope that our participation will facilitate your study.

Yours sincerely,

  
Gilles REVERCHON,



Suite n°

801010DAL5003

CASE N° 1 : Date of accident 10/09/80  
City : DALLAS - State : TEXAS

Comment : This ride has not been manufactured by our company  
The name of the manufacturer is unknown

820827CEP1308

CASE N° 2 : Date of accident : 08/25/82  
City : GAITHERSBURY - State : MARYLAND

Comment : It is apparently an electric drive ride. We don't manufacture  
this type of ride. We only manufacture hydraulic drive  
rides.

840618ATL5073

CASE N° 3 : Date of accident : 06/02/84  
City : BIRMINGHAM - State : ALABAMA

Comment : This is a REVERCHON FRANCE manufacture - "age : 20  
years old" - we manufacture this model of ride since 1972  
"This accident is not caused by a defect or malfunction".

"SAID IN REPORT"

801106ATL0190

CASE N° 4 : Date of accident : 10/30/80  
City : TALLAHASSEE - state : FLORIDA

Comment : This is a REVERCHON FRANCE manufacture  
Owner : Gooding Million Dollar Midway INC  
The diameter of ride is not 60 Ft but overall is 50 Ft  
The maximum speed of the ride is 10 RPM (if it is more, something  
has been changed from original conception of the ride).  
10 RPM is equivalent to 10 MPH

841114BEA0006

CASE N° 5 : Date of accident : 11/03/84  
City : SACRATON - State : ARIZONA

Comment : This is a HIMALAYA - the manufacturer is unknown  
The description of the accident is not understandable. It  
doesn't correspond to our conception of the ride. It does  
not appear to be a "HIMALAYA Ride"

800910CLE5059

CASE N° 6 : Date of accident : 08/20/80  
City : ADRIAN - State : MICHIGAN

Comment : The type of ride is : Super HIMALAYA  
The manufacturer is unknown



790718CEA0351

CASE N° 7 : Date of accident : 07/14/79  
City : ORANGE - State : CALIFORNIA

Comment : The name of this ride is HIMALAYA  
The manufacturer is REVERCHON FRANCE

781004A0R0301

CASE N° 8 : Date of accident : 09/15/78  
City : POMONA - State : CALIFORNIA

Comment : The manufacturer is REVERCHON FRANCE

770901OPD 7145

CASE N° 9 : Date of accident : 08/31/77  
City : PUEBLO - State : COLORADO

Comment : HIMALAYA REVERCHON FRANCE "made in 1962"  
The first HIMALAYA ever made by REVERCHON was  
in 1972. It sounds like this ride has been manufactured  
by ZIERER Germany.  
Upon declaration, this ride is electrically driven. REVERCHON  
has never made an electric drive HIMALAYA.

761020BEA7002

CASE N° 10 : Date of accident : 10/27/76  
City : SANTA CLARA - State : CALIFORNIA

Comment : This is an HIMALAYA manufactured by REVERCHON FRANCE

751002OPD7302 + 750925OPD 7280

CASE N° 11 : Date of accident : 08/29/78  
City : MENSFIELD - State : WISCONSIN

Comment : The manufacturer is unknown  
Upon the description it isn't made by REVERCHON



FRENCH RIDES DISTRIBUTING CO., INC.

Consumer Product Safety Com.  
Office of the Secretary  
Freedom of Information Division  
OCT 15 1985



10-09-85

MR. TODD A. STEVENSON

U.S. CONSUMER PRODUCT SAFETY COMMISSION.

WASHINGTON D.C. 20207

DEAR MR. STEVENSON

C.L. S.A.G. REVERCHON

RE: FOIA REQUEST S 504198 & S 506154  
HIMALAYA AMUSEMENT RIDE

PLEASE BE ADVISED:

- 1) YOUR ABOVE REQUESTS DATED AUGUST 28<sup>th</sup> 1985 WERE RECEIVED BY THE UNDERSIGNED OCTOBER 8<sup>th</sup> 1985.
- 2) SINCE SAID REQUESTS ARE DIRECTED TO THE MANUFACTURER WHO IS LOCATED IN THE COUNTRY OF FRANCE
  - i) I AM FORWARDING VIA AIR MAIL THE COMPLETE DOCUMENTATION TO YOU 10-09-85
  - ii) IT WILL BE IMPOSSIBLE FOR THEM TO REPLY WITHIN THE 20 DAYS OF AUGUST 28<sup>th</sup> 1985 DATE OF YOUR LETTER.
  - iii) MAY I SUGGEST FOR THE SAKE OF EXPEDIENCY THAT YOU DIRECT YOUR FURTHER COMMUNICATION IF ANY, TO S.A. GASTON REVERCHON & SES FILS 77920 SAMOIS FRANCE

CORDIALLY YOURS  
Maurice

ATTENTION MR. GILLES REVERCHON



POST ACCIDENT:

The victim crashed through a wall and landed near a parked truck. The rescue and fire department were called. He received first aid and was rushed to a local hospital and admitted. There he was treated for lacerations of his arm, chest and leg. He was also treated for an unknown injury of his spleen. He has been released. The exact length of the hospital stay is unknown.

PRODUCT IDENTIFICATION:

Product: Amusement Ride  
Brand Name: Himalaya  
Manufacturer: Reverchon, France  
Age: 20 Years (Estimated)

The product involved is a France Himalaya ride that was functioning properly at the time of the accident. The owner of the ride stated that the victim exceeded the ride's individual seat specification and should not have been allowed to enter the ride. The owner has discussed the situation with the operator and all other operators of his rides and consumers will be screened. This has been discussed prior to this incident and each operator knew that excess weight was a safety factor and the operator could not offer an excuse as to why he allowed the victim to enter the ride. The owner of the ride stated that the average consumer/patron has weight that is somewhat centered, in the victim's case most of his weight was top heavy. Therefore, more weight was being dispersed above the bar than below. The locking mechanism consisted of a bar and a locking mechanism on the side. The victim's stomach was above the bar. Therefore, there was no center of gravity at the point of the locking mechanism/bar. The owner again stated that the accident was not caused by a product defect or a malfunction, but by the victim's excessive weight.

ATTACHMENTS:

1. Newsclip
2. Fire Department Report
3. Rescue Squad Report

CDR/bt

8/30/84

9/5/84

The Birmingham News  
BIRMINGHAM, ALA.  
D. 154.157 SUN. 207.675  
A460009  
840618A725073

JUN 3 1984

BURRILLES

~~Demanded by the~~  
~~Birmingham News~~  
~~840618A725073~~  
~~6/1~~  
840618A725073



Himalaya ride at Fair Park

## Man injured in fall off ride at Fairgrounds

By Kaye Dickie  
News staff writer

A Graysville man was injured Saturday afternoon when he fell off a ride, crashed through a wall and landed against a truck parked on a concrete area at the Alabama State Fairgrounds.

The man was in fair and stable condition Saturday night at University Hospital in Birmingham, a hospital spokesman said.

Birmingham Fire Department Lt. [redacted] said [redacted] apparently was slung from a ride called "The Himalaya." [redacted] then crashed through a guard wall and landed on the concrete area behind the ride, [redacted] said. He said the ride, in which cars travel in a sloped circle, was about eight or nine feet off the ground.

[redacted] said [redacted] possibly had a broken left hand, as well as a cut on his chin and bruises on his chest and right leg. He said he couldn't say if [redacted] simply let go from the ride or if the ride malfunctioned.

The ride was not one of the permanent structures at the park and was



Back of ride where victim fell through and against parked truck

closed after the accident, a fairgrounds spokesman said.

A WITNESS to the accident, [redacted] 17, of [redacted] said she and a friend were in line to ride a third time when she heard a loud noise. She said she saw feet flying through the air and a man crashing through the metal guard wall and hitting a green pickup truck parked near the ride.

[redacted] said that during her second time on the Himalaya some riders said they thought they were going too fast. She said she felt like she was coming three or four inches out of her seat.

[redacted], general manager of Link Shows, released a statement after the accident saying that during an inspection Saturday morning, "all mechanical devices were intact; all ready for operation."

In his statement, he said that witnesses said [redacted] was "having hard time holding on." But he said the ride was traveling at a normal speed.

An inspection following the accident showed "all safety and mechanic devices still intact," according to the statement.

The ride was part of a three-day fair operated by Link Shows.



840618ATL5073

FD-20	Incident No 009840	Exp No 0006	Mo 02	Day 5	Year 84	Day of Week SAT	7	16015
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ARRIVAL TIME: 1608	IN SERVICE TIME: 1623	Casualty Number 001	1 <input type="checkbox"/> Delet 2 <input type="checkbox"/> Change
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Casualty Last Name [REDACTED]	First Name [REDACTED]	MI	JOB	Age 21	Time of Injury 1600
Home Address				Telephone 674-0391	

SEX 1 <input checked="" type="checkbox"/> Male 2 <input type="checkbox"/> Female	CASUALTY TYPE 1 <input type="checkbox"/> Fire Casualty 2 <input type="checkbox"/> Action Casualty 3 <input checked="" type="checkbox"/> EMS Casualty	SEVERITY 1 <input checked="" type="checkbox"/> Injury 2 <input type="checkbox"/> Death	AFFILIATION 1 <input type="checkbox"/> Fire Service 2 <input type="checkbox"/> Other Emergency Personnel 3 <input checked="" type="checkbox"/> Civilian
--	---	--	--

Family With Structure N/A	10	Location of Ignition N/A	18	Condition Before Injury AWAKE	18
Condition Preventing Escapes N/A	10	Activity at Time of Injury N/A	10	Cause of Injury FALL	19
Nature of Injury WOUND	14	Part of Body Injured HAND, CHEST, LEG	18	Disposition TAKEN TO UNIVERSITY	14

See Remarks       See Additional Report

NATURE OF CALL FALL

CHIEF COMPLAINT CUTS AND BRUISES TO CHEST AND LEFT LEG, PAIN IN LEFT HAND

INITIAL DISPATCH: TYPE OF EMS CALL: BLS( ) ALS( )  
CALLED FOR ASSISTANCE YES( ) NO( )      DIST. CHIEF AT SCENE BOLIN

PATIENT SIGNS: RESPIRATION      MENTAL STATE      SPEECH      PUPILS

REGULAR      ( ) CONSCIOUS      ( ) COHERENT      ( ) L - R RESPONSIVE      ( ) UNEQUAL

( ) IRREGULAR       STUPORUS       INCOHERENT      ( ) DILATED, FIXED      ( ) NORMAL

( ) LABORED      ( ) UNCONSCIOUS      ( ) HYSTERICAL      ( ) PINPOINT

( ) NONE      ( ) AGGRESSIVE      ( ) SILENT      ( ) SLUGGISH

VITAL SIGNS						BLS TREATMENT	
TIME	RESP.	P.	B/P	O2	CPR		
20			/			VITALS TAKEN	( )
			/			AIRWAY MANAGED	( )
			/			CONTROLLED BLEEDING	( )
			/			SPLINTED	( )
			/			BANDAGED	( )
			/			C - COLLAR	( )
						OTHER	

PATIENT TRANSPORTED YES  NO ( ) IF YES, WHERE UNIVERSITY

IF NO, DISPOSITION \_\_\_\_\_

REMARKS: PATIENT WAS TOO FAT FOR BP COFF. PATIENT WAS BARELY ABLE TO TALK.

REFUSED TREATMENT ( )      SIGNED Lt PD Morgan

SEP - 9 1993 31

1 CASE NUMBER 930809CBB2486		2 INVESTIGATOR ID 8 1 5 8		3 OFFICE CODE 8 3 0		EPIDEMIOLOGIC INVESTIGATION REPORT	
4 ACCIDENT DATE 9 3 0 8 0 4		5 IDI INITIATED 9 3 0 8 0 9					
6 SYNOPSIS OF ACCIDENT OR COMPLAINT A 9 YR OLD MALE RECEIVED A FRACTURED NOSE WHEN A METAL FLAP BAR ON AN AMUSEMENT RIDE CAME OPEN AND HE WAS THROWN OUT OF THE CAR ONTO A RIDE EMPLOYEE VICTIM WAS TAKEN TO A HOSPITAL AND KEPT OVER-NIGHT FOR OBSERVATION. THE RIDE OWNER HAS ALL LAP BARS CHAINED DOWN AT THIS TIME. THE RIDE WAS IN REVERSE WHEN THE ACCIDENT OCCURRED. THE RIDE WILL NOW ONLY OPERATE IN THE FORWARD DIRECTION.							
<input checked="" type="checkbox"/> MFR/PRVLR NOTIFIED <input type="checkbox"/> No Comments made <input type="checkbox"/> Comments attached <input type="checkbox"/> Excisions/Revisions requested <input type="checkbox"/> Firm has not requested further notice							
7 LOCATION FAIR GROUNDS			8 CITY 5 8 SPRINGFIELD		9 STATE M O		
10a FIRST PRODUCT AMUSEMENT RIDE(MOBILE)			1 2 9 3		11a TRADE/BRAND NAME/MODEL S.A.G. REVERCHON, SEINE, FRANCE. TYPE: HIMALAYA SERIAL NO. 866H80		
10b SECOND PRODUCT NA			0 0 0 0		11b TRADE/BRAND NAME/MODEL		
12 AGE OF VICTIM 0 0 9		13 SEX MALE 1		14 DISPOSITION HOSPITALIZED		15 INJURY DIAGNOSIS 4 FRACTURE 5 7	
16 BODY PART FACE		17 RESPONDENTS 7 6 RIDE OWNER, POLICE, OPERATOR, FAIR MANAGER		18 INVESTIGATION TYPE 2 ON-SITE		19 TIME SPENT 1 2 2 . 0	
20 ATTACHMENTS MULTIPULE		21 CASE SOURCE NEWSPAPER		0 5		22 REVIEWED BY 8 0 0 7 930827	
23 PERMISSION TO DISCLOSE NAMES (Non-NEISS CASES ONLY) <input type="checkbox"/> CPSC may disclose my name <input checked="" type="checkbox"/> NO CPSC may not disclose my name							
24 Narrative					25 REGIONAL DIRECTOR REVIEW DATE		

MFR/PRVLR NOTIFIED 6/18/93  
 No Comments made  
 Comments attached  
 Excisions/Revisions requested  
 Firm has not requested further notice

IDI#930809CBB2486  
AMUSEMENT RIDE  
8/4/93

BARs ARE SECURE. AFTER CHECKING, THE EMPLOYEES STEP AWAY FROM THE CARS AND SIGNAL THE OPERATOR IN THE CONTROL BOOTH TO START RIDE. THE RIDE GOES FORWARD FIRST, TIME MIGHT BE 3-5 MINUTES, DEPENDING ON THE NUMBER OF RIDERS WAITING TO RIDE. THE RIDE OPERATOR THEN PUTS THE CONTROL IN NEUTRAL, THEN IN REVERSE. REVERSING THE FLUID IN THE MOTORS CAUSES THE RIDE TO SLOW DOWN, STOP, AND START AGAIN IN REVERSE WITH A SLOW GENTLE MOTION. THE RIDE THEN IS OPERATED IN REVERSE FOR SEVERAL MINUTES. THE RIDE OPERATOR SHIFTS THE CONTROL TO NEUTRAL AND FRICTION ON THE TRACK WHEELS SLOW THE RIDE TO A STOP. RELEASES FOR THE LATCHES THAT ARE WORKING ARE ON THE OUTSIDE AND THE RIDE EMPLOYEES GO TO THE CARS, PUSH IN ON THE LATCHES, AND HELP THE RIDERS OUT. LAP BARS WITH THE CHAINS ARE UN-HOOKED AND THE BARS ARE RELEASED AND THE RIDERS ARE HELPED OUT OF THE CARS. RIDERS EXIT AT THE FRONT OF THE RIDE AND THE CYCLE IS REPEATED OVER AGAIN.

THERE IS A HEIGHT RESTRICTION FOR THE RIDE THAT REQUIRES THE RIDER TO BE 4 FT UNLESS AN ADULT ACCOMPANIES THE CHILD.

BEFORE THE ACCIDENT OCCURRED, THE RIDE HAD BEEN INSPECTED MANY TIMES IN 1993. AN INSPECTION BY THE STATE OF IOWA OCCURRED ON 7/8/93 IN FORT MADISON, IA. A COPY OF THE INSPECTION IS ATTACHED AS EXHIBIT#6. THE IOWA INSPECTION STICKER IS INSIDE THE OPERATORS BOOTH AND A PHOTO WAS TAKEN, AS SEEN IN EXHIBIT#5. OPENING DAY INSPECTION AT FORT MADISON, IA. IS ATTACHED AS EXHIBIT#7. OPENING INSPECTION CHECKLIST IN ST. CHARLES, MO. 7/9/93 IS ATTACHED AS EXHIBIT#8. INDEPENDENT RIDE INSPECTORS INSPECTION IN SPRINGFIELD, MO. ON 7/28/93, IS ATTACHED AS EXHIBIT#9. A DAILY INSPECTION ON 8/4/93 IS ATTACHED AS EXHIBIT#12.

AFTER THE ACCIDENT, ANOTHER INDEPENDENT RIDE INSPECTOR CHECKED THE RIDE AND A COPY OF HIS INSPECTION IS ATTACHED AS EXHIBIT#11. DATE OF THIS INSPECTION WAS 8/4/93.

THE SON OF THE RIDE OWNER SAID THEY HAD HYDRAULIC PROBLEMS WITH THE MOTORS AND HAD TO HAVE A PUMP OVERHAULED TO GET THE RIDE RUNNING THE NIGHT BEFORE THE ACCIDENT. THE PROBLEMS HAD NOTHING TO DO WITH THE LAP BARS ON THE CAR SEATS.

THE MORNING OF THE ACCIDENT, THE VICTIM, HIS SISTER (AGE 7), AND HIS AUNT, PAID THEIR TICKETS, AND GOT INTO ONE OF THE CARS. THE CAR DID NOT HAVE A CHAIN AROUND THE BAR TO HOLD IT DOWN. THE AUNT WAS ON THE OUTSIDE, VICTIM WAS IN THE MIDDLE, AND HIS SISTER WAS ON THE INSIDE. THE RIDE WAS STARTED AND RAN IN THE FORWARD DIRECTION. THE OPERATOR THEN PUT THE RIDE IN REVERSE. AND WHEN THE RIDE WAS MOVING BACKWARDS, AND ALMOST OVER, HE CHANGE WITH ANOTHER PERSON WHO TOOK OVER THE CONTROLS, WHILE HE SWITCHED WITH ONE OF THE PLATFORM RIDE EMPLOYEES. RIDE OWNERS SON HAD JUST LEFT THE RIDE AND WAS GOING TO THE FARISWHEEL ABOUT 25 YDS AWAY.

**ACCIDENT:**

SOMEHOW THE LAP BAR CAME UNLATCHED IN THE CAR THE VICTIM WAS

IDI#930809CBB2486  
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8/4/93

PRE-ACCIDENT:

A 9 YEAR OLD MALE RECEIVED A FRACTURED NOSE WHEN HE WAS THROWN FROM AN AMUSEMENT RIDE AT A COUNTY FAIR. THE RIDE TRAVELS IN A CIRCULAR MODE WITH 24 CARS THAT GO IN AN UP AND DOWN MOTION. THE CARS HAVE A METAL LAP BAR THAT HOLDS THE PASSENGERS IN THE SEAT. WHILE THE RIDE WAS TRAVELING IN THE REAR DIRECTION. THE LAP BAR IN THE VICTIM'S CAR DIS-ENGAGED ALLOWING HIM TO COME OFF THE RIDE AND LAND ON ONE OF THE RIDE EMPLOYEES. AFTER THE ACCIDENT. THE RIDE OWNER HAD ALL THE LAP BARS SECURED WITH A CHAIN TO PREVENT THE BARS FROM COMING OPEN DURING THE OPERATION OF THE RIDE.

THIS INVESTIGATION WAS INITIATED WHEN NEWSPAPER CLIPPINGS WERE SENT TO CPSC MEDIA RELATIONS. A REQUEST FOR INVESTIGATION IS ATTACHED AS EXHIBIT#1. NEWSPAPER CLIPPINGS ARE ATTACHED AS EXHIBIT#2. ALL INFORMATION WAS RECEIVED FROM OWNER OF THE AMUSEMENT RIDE, CARNIVAL OPERATIONS MANAGER, RIDE OPERATOR. STATE RIDE INSPECTOR. INDEPENDENT RIDE INSPECTOR, INVESTIGATING POLICE OFFICER. FAIR OPERATION MANAGER, AND NEWSPAPER REPCRTER. THE VICTIM'S PARENTS WERE NOT CONTACTED, PER DISCUSSION WITH HEADQUARTERS CONTACT.

THE AMUSEMENT RIDE IS KNOWN AS THE "HIMALAYA" WHICH IS A PORTABLE UNIT MOUNTED ON A SEMI-TRAILER. PHOTOS ATTACHED AS EXHIBIT#5 SHOWS THE RIDE COMPLETELY SET-UP IN ANOTHER PHOTO. THE RIDE WAS PARTLY SET-UP WHEN THE INVESTIGATION WAS CONDUCTED. AND PHOTOS WERE TAKEN AT THAT TIME. REVIEW OF THE MANUFACTURES PLATE LOCATED ON THE SEMI-TRAILER FRONT INDICATED THE RIDE WAS MADE BY S.A. G. REVERCHON, SEINE, FRANCE, IN 1980. THE SERIAL NUMBER IS "866H80". ACCORDING TO THE SON OF THE RIDE OWNER, AND THE PERSON MOST KNOWLEDGEABLE ABOUT THIS RIDE, IT TAKES ABOUT 8 HOURS TO SET-UP THE RIDE. A DIAGRAM OF THE RIDE AND ACCIDENT SITE IS ATTACHED AS EXHIBIT#14. THERE ARE 24 CARS ATTACHED TO A CENTER HUB BY METAL BOOMS. THE CARS RIDE ON A CIRCULAR METAL TRACK THAT IS HIGH AT THE BACK AND LOW AT THE FRONT. WITH ADDITIONAL TRACK DIPS ON THE SIDES TO ADD TO THE THRILL. A CENTRAL HYDRAULIC MOTOR PUMPS FLUID TO 4 SMALLER WHEEL MOTORS ALLOWING THE RIDE TO TRAVEL ABOUT 14 RPM FORWARD OR BACKWARDS. REVERSING THE FLUID FLOW DETERMINES THE RIDE DIRECTION.

RIDERS ENTER THE RIDE ON SIDE PLATFORMS AND TICKETS ARE TAKEN. THEY PRECEDE TO THE CARS WHICH CAN HOLD 3 CHILDREN OR 2 ADULTS AND 1 CHILD. LARGEST PERSON IS PLACE ON THE OUTSIDE PART OF THE SEAT DUE TO THE OUTWARD "G" FORCES PRODUCED WHEN THE RIDE IS IN OPERATION. THE LAP BAR IS PULLED DOWN ACROSS THE RIDERS LEGS AND A LATCH ON THE CAR LOCKS IT IN PLACE. ON SOME OF THE CARS THE LATCHES DID NOT WORK SO A CHAIN WAS PLACED AROUND THE LAP BAR TO HOLD IT DOWN. THE CAR INVOLVED IN THE ACCIDENT DID NOT HAVE A CHAIN ON THE BAR. PHOTOS OF A LATCH FROM THE RIDE IS SHOWN IN EXHIBIT#5. 4 RIDE EMPLOYEES GO AROUND TO EACH CAR AND SEE IF THE

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RIDING. THE FORCE ON THE RIDERS WHEN THE RIDE IS IN REVERSE MOTION IS TO PUSH THEM OUT AWAY FROM THE SEAT BACK. THE FORCE PUSHED THE VICTIM OUT OF THE CAR. THE AUNT TRIED TO HOLD ON TO THE VICTIM BUT SHE COULD NOT AND THE VICTIM WAS THROWN OFF THE RIDE INTO THE BACK OF ONE OF THE RIDE EMPLOYEES. THE VICTIM MAY HAVE ALSO STRUCK THE OUTSIDE PLATFORM WALL AND PLATFORM TOO. THE VICTIM RECEIVED A FRACTURED NOSE ACCORDING TO CONVERSATIONS WITH NEWSPAPER REPORTER, FAIR MANAGER, CARNIVAL OPERATIONS MANAGER, RIDE OWNERS SON, AND INVESTIGATING POLICE OFFICER. THE POLICE OFFICER SAID THE VICTIM WAS A TALL BOY FOR 9 YRS WITH A GOOD BUILD, NOT FAT OR OVERWEIGHT.

POST-ACCIDENT:

THE RIDE OPERATOR SAID HE WAS WALKING AROUND THE TOP PART OF THE PLATFORM. HE WAS GOING TO TALK TO THE RIDE EMPLOYEE THAT GOT HIT BY THE VICTIM. HE SAW THE VICTIM FLY THROUGH THE AIR AND HIT THE EMPLOYEE. THIS HAPPENED REAL FAST AND THE VICTIM MIGHT HAVE HIT THE METAL PLATFORM WALL TOO. THE OPERATOR SAID THE RIDE WAS ALREADY SLOWING DOWN AND WENT AROUND ANOTHER 2-3 TIMES AFTER THE VICTIM FELL OFF. THE OPERATOR WENT TO THE EMPLOYEE WHO HAD THE BREATH KNOCKED OUT OF HIM BY THE VICTIM. THE EMPLOYEE AND OPERATOR DID NOT KNOW HOW THE ACCIDENT HAPPENED. THE OPERATOR CHECKED THE VICTIM WHO WAS DAZED WITH A LITTLE BLOOD ON HIS FACE, LAYING BESIDE THE EMPLOYEE. THE VICTIM'S MOTHER WAS IN ANOTHER CAR ON THE RIDE AND SHE CAME OVER TO CARE FOR THE VICTIM. THE AUNT SAID THE BAR ACROSS THE LAP HAD CAME UNDONE AND THE VICTIM FELL OUT OF THE CAR.

RIDE OWNERS SON HEARD THE PEOPLE HOLLERING ON THE RIDE TO STOP IT, AND HE CAME BACK ABOUT WHEN THE RIDE STOPPED. HE LOOKED AT THE VICTIM, WHO WAS DAZED BUT UP ON HIS FEET AND OKAY. THE PARAMEDICS WERE CALLED AND THE POLICE OFFICER HEARD THE CALL. THE OFFICER WAS A PARAMEDIC SO HE RESPONDED ALSO. HE SAID THE VICTIM WAS ON HIS BACK WITH AN IV IN HIS ARM. HE LOOKED LIKE HE HAD BOUNCED OFF A WALL BUT NOT HURT REAL BAD. PARAMEDICS WERE WAITING FOR A BACKBOARD AND NECK BRACE BEFORE THEY TOOK HIM TO THE HOSPITAL.

VICTIM WAS HOSPITALIZED OVER NIGHT AND LATER TREATED FOR THE FRACTURED NOSE. FEAR OF A MILD CONCUSSION RESULTED IN THE HOSPITAL STAY.

POLICE OFFICER SAID OTHER PEOPLE ON THE RIDE SAID THE VICTIM WAS IN CAR# 10. EXACT CAR WAS NOT DETERMINED BUT CAR# 10 DID NOT HAVE A CHAIN ON THE LAP BAR. THE CARNIVAL OPERATIONS MANAGER AND RIDE OWNERS SON TRIED TO GET THE LAP BAR ON CAR# 10 TO OPEN WITHOUT DISENGAGING THE CAR HANDLE, BUT THEY COULD NOT.

THE RIDE WAS SHUT DOWN AND AN INDEPENDENT AMUSEMENT RIDE INSPECTOR WAS CALLED IN TO LOOK AT THE RIDE. THE PREVIOUS INDEPENDENT RIDE INSPECTOR SAID HE REQUESTED THE SECOND INSPECTOR BECAUSE HE WAS IN EUROPE. THE SECOND INSPECTOR TOLD HIM THAT NOTHING HE HAD REQUESTED BE DONE ON 7/28/93 HAD BE DONE ON THE RIDE WHEN HE INSPECTED IT AFTER THE ACCIDENT ON 8/4/93 (EXHIBIT#11).

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THE INDEPENDENT RIDE INSPECTOR SAID THE CARNIVAL HAS HIM INSPECT THEIR RIDES IN SPRINGFIELD, MO. BECAUSE HE HAS THE AUTHORITY FOR THE STATE OF MINNESOTA TO DETERMINE WHAT RIDES WILL RUN AT THE MINNESOTA STATE FAIR LATER IN AUGUST. THE PRE-INSPECTION IN SPRINGFIELD, MO. HELPS THE CARNIVAL HAVE TIME TO FIX THE RIDES BEFORE THE MINNESOTA DATE. ACCORDING TO THE CARNIVAL OPERATIONS MANAGER. AFTER THE ACCIDENT, THE INDEPENDENT RIDE INSPECTOR TOLD THE CARNIVAL MANAGER IF THE LISTED ITEMS WERE NOT CORRECTED THE RIDE WOULD NOT OPERATE IN MINNESOTA. THE RIDE DID NOT OPERATE IN SPRINGFIELD AFTER THE ACCIDENT ACCORDING TO THE FAIR MANAGER. A COPY OF REQUESTED INFORMATION AND HER RESPONSE IS ATTACHED AS EXHIBIT #10. A COPY OF THE POLICE REPORT IS ATTACHED AS EXHIBIT#13. PHOTOS WERE TAKEN AN HAVE BEEN REQUESTED.

IT WAS DETERMINED THE CARNIVAL WAS NEXT SHOWING IN OMAHA, NE..THEREFORE THE NEBRASKA STATE AMUSEMENT RIDE INSPECTOR WAS CONTACTED. A TIME CONVENIENT FOR HIM WAS SET TO INSPECT THE RIDE IF POSSIBLE. A TELEPHONE PAGE TO HIM FOUND HE WAS AT THE CARNIVAL TO INSPECT AN OTHER RIDE, AND HE HAD NOT INTENDED TO CHECK THE HIMALAYA BECAUSE IT WAS INSPECTED BY THE STATE OF ICWA IN JULY 1993. FROM THE TELEPHONE HE COULD SEE THE HIMALAYA WAS STILL ON THE SEMI-TRAILER. I THEN CONTACTED THE CARNIVAL MANAGER. HE SAID THE CHAINS HAD BEEN PLACED AROUND ALL LAP BARS ON THE RIDE. AND THE RIDE WOULD BE SET-UP ENOUGH THE FOLLOWING MORNING TO EXAMINE IT. THE NEBRASKA STATE INSPECTOR AGREED TO MEET THE FOLLOWING DAY TO EXAMINE THE RIDE.

**PRODUCT IDENTIFICATION:**

ON 8/11/93 CREDENTIALS WERE SHOWN TO THE CARNIVAL MANAGER AND A NOTICE OF INSPECTION(EXHIBIT#3) WAS INSSUED. THE RIDE WAS EXAMINED AND ALL CARS HAD CHAINS WITH A CLIP AT THE END TO FASTEN AROUND THE LAP BARS. I ASK THE OWNERS SON WHERE HE BOUGHT THE CHAIN AND CLIPS, AND HE SAID A LOCAL HARDWARE STORE. THE CHAIN HAS ONE INCH LINKS WITH A METAL THICKNESS OF 1/4 INCH. ELEVEN LINKS ARE ATTACHED TO A 5 INCH CLIP. THE CHAIN IS BOLTED TO THE INSIDE OF THE CAR WHERE THE OLD LOCKING LATCH WAS ONCE INSTALLED. ON THE OUTSIDE OF THE CAR IN THE SAME LATCH HOLE AN EYE BOLT IS PRESENT SO THE CLIP CAN BE ATTACHED THERE AFTER GOING AROUND THE LAP BAR.

WITH THE OWNERS SON IN THE CAR(=10) SEAT AND THE LAP BAR CHAINED DOWN, A SPACE OF 10" FROM THE SEAT WAS MEASURED. WITH THE CHAIN AROUND THE LAP BAR AND THE CLIP ATTACHED TO THE OUTSIDE CHAIN. THE LAP BAR WOULD NOT COME UP AWAY FROM THE SEAT. PHOTOS ARE ATTACHED UNDER EXHIBIT#5.

THE OWNER OF THE HIMALAYA IS SUE WALL.PRESIDENT, WALL AMUSEMENT COMPANY, P.O. BOX 15058, TAMPA. FL. 33684. TELEPHONE NUMBER IS: (813)264-7405. SHE IS ALSO THE OFFICE MANAGER FOR ROYAL AMERICAN SHOWS INC. AT THE SAME ADDRESS.

ROYAL AMERICAN SHOWS INC. BOOKS SHOWING THROUGHOUT THE MID-

IDI#930809CBB2486  
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8/4/93

WEST AND FLORIDA. THE OPERATIONS MANAGER IS THOMAS R. CARDINA. HIS TELEPHONE NUMBER IS: (813)961-1194.

DENNIS WALL II SETS UP THE RIDE AND MANAGES IT FOR HIS MOTHER. HE SAID THE HIMALAYA WAS OPERATING IN PUERTO RICO AND HE LOOKED AT IT IN JUNE 1993. THEY BOUGHT THE RIDE IN JULY 1993 FROM M & M AMUSEMENTS, SAN JUAN, PUERTO RICO. HE HAS NO OWNERS MANUALS ON THE RIDE. MR. WALL HAS RUN OTHER HIMALAYAS FOR OTHER SHOWS AND HE KNOWS HOW THEY OPERATE. HE SAID HIS MOTHERS HIMALAYA WAS A GOOD RIDE BUT THE DID HAVE SOME HYDRAULIC PROBLEMS AND SOME OVERHAULING WAS NEEDED.

A PHOTO OF THE IDENTIFICATION PLATE ON THE FRONT OF THE SEMI-TRAILER WAS TAKEN, AND IT IS ATTACHED AS EXHIBIT#5. THE MANUFACTURER IS: S.A. G.REVERCHON. SEINE, FRANCE. THE SERIAL NUMBER IS: 866H80. MR. WALL SAID THE RIDE WAS BUILT IN 1980. AND IT WAS THE 866 RIDE BUILT BY THE FIRM.

INSURANCE CARRIED BY THE CARNIVAL IS FOR ONE MILLION DOLLARS AND A COPY OF THE CERTIFICATE IS ATTACHED AS EXHIBIT#4. MR. WALL SAID THE RIDE WOULD NO LONGER RUN IN REVERSE WITH PASSENGERS.

**STANDARDS:**

CPSC HAS NO STANDARDS CONCERNING PORTABLE AMUSEMENT RIDES AT THIS TIME.

**EXHIBITS:**

1. REQUEST FOR INVESTIGATION
2. NEWSPAPER CLIPPINGS
3. NOTICE OF INSPECTION
4. CERTIFICATE OF INSURANCE
5. PHOTOS
6. IOWA RIDE INSPECTION
7. OPENING INSPECTION, FT. MADISON, IA.
8. OPENING INSPECTION, ST. CHARLES, MO.
9. INDEPENDENT RIDE INSPECTION, 7/28/93
10. FAIR INFORMATION REQUESTED
11. INDEPENDENT RIDE INSPECTION, 8/4/93
12. DAILY INSPECTION SHEET, 8/4/93
13. POLICE REPORT
14. DIAGRAM OF RIDE/ACCIDENT SCENE

CONSUMER PRODUCT SAFETY COMMISSION  
OFFICE OF INFORMATION AND PUBLIC AFFAIRS

X3 86858 A/

9308090 BB2486

Route Slip

Take necessary action	XX	TO: James DeMarco
Approval or Signature	---	
Comment	---	
Prepare reply	---	
Discuss with me	---	
For your information	XX	FROM: Elaine Tyrrell
See remarks below		

Date: August 6, 1993

Re: Amusement Ride Accident (with injury) in Springfield, MO

News-Leader Reporter: Carrie Bodenhausen  
417/836-1274  
417/836-1381 (fax)

Victim: John Sanders, (9 years old)

Hospital: St. John's Regional Hospital Center

Date of Incident: August 4, 1993

Location: Ozark Empire Fair

Fair Operations Manager: Marla Calico  
Fair Office Phone Number: 417/833-2660

Royal American Shows: Tom Cardina  
(Marla hired this outfit) 417/833-2660 (same # as Fair Office)

Ride: Himalaya Ride (faulty latch on lap bar)

Independent Inspector: Larry Beauford  
813-685-8792

Bob Gill & Assoc. (located in Florida)  
(Larry inspected as rides were being set up. He works for consulting firm - Bob Gill & Assoc. - located in Florida)

IDI# 930809CBB2486

EXHIBIT# 2 NEWSPAPER CLIPPINGS

### FAX COVER SHEET

TO: Elaine Tyrrell

COMPANY: CPSC

FROM: Kerry Bodenhausen

PHONE NUMBER: (417) 836-2174

NUMBER OF PAGES NOT INCLUDING THIS ONE: 3

COMMENTS: 2 articles on fair accident

## NEWS-LEADER

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# BOY THROWN FROM FAIR RIDE

Springfield News

Leader  
8-5-93

**A scared child** is comforted by St. John's emergency medical technician Brada Lowell after a boy was thrown from a ride Wednesday at the Ozark Empire Fair. The boy, John Sanders, was hurt after a restraining bar apparently came loose.

**By Robert Keyes  
The News-Leader**

A restraining lap bar's failure to hold may have caused a 9-year-old boy to be thrown from a ride Wednesday morning on the midway of the Ozark Empire Fair, police say.

Free Ride Day was barely under way when the accident occurred about 10:30 a.m. on the Himalaya, a ride that speeds along a circular, up-and-down track.

John Sanders, his aunt and her daughter were in car 1A. The ride was nearing its end, and the cars were heading in reverse.

Hair's what witnesses say happened next.

"All I saw was the restraining bar snap," said Deonna Beckley, 17, of Rogersville. "It just came undone." Beckley, who said she was in

the next car, saw Sanders' aunt grab him by the feet, but she couldn't hold on as the ride continued at a pace Beckley and others described as "way too fast."

The boy's head apparently hit a wall several times before he landed alongside the rails. Passengers looked on in horror as the ride traveled three times around the track before operators could stop it.

Sanders, of Springfield, was taken to St. John's Regional Health Center, where he was admitted with a possible fractured nose and concussion and bruises all over his body.

A CAT scan was done to test for brain injuries. Sanders was listed in fair condition late Wednesday.

He will undergo plastic surgery on his face today. "But we're very lucky," his

mother, Barbara Sanders, said from his hospital room.

**Investigation to follow**  
Barbara Sanders, who also was on the ride, said women riding near her son told her she heard the bar pop as it broke.

But Tom Carthia, operations manager for Royal American Show, Tampa, Fla., said it may be some time before an exact cause of the accident is determined.

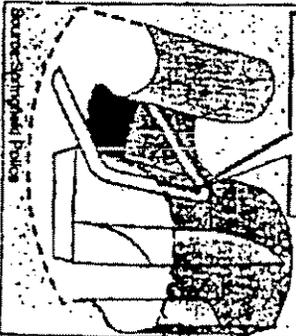
Meanwhile, police may continue to investigate and the Himalaya — which made its Ozark Empire Fair debut this year — will be shut until an independent inspector from Tampa arrives to look into the matter.

Story continues on page 8A  
(Rides are inspected each day before operation.)

### Lap bar

Police say that a lap bar on the ride may have malfunctioned causing a 9-year-old boy to be thrown from the ride.

The bar should fit snugly onto riders' laps to hold them in place until the ride ends.



## ► Fair Boy to have plastic surgery

FROM PAGE 1A

Officials from that company, Bob T. Gill and Associates, could not be reached for comment Wednesday. But Cardina said he expects an inspector here today.

"Obviously, we're deeply concerned with the victim's well-being," said Cardina.

"We don't know if this was human or mechanical error." But Cardina noted each ride is inspected daily before the

### On 5B

► Ozark Empire Fair safety standards.

► How to ride safely at the fair.

In addition, rides are inspected by Gill and Associates before each carnival begins, Cardina said. "We take safety very seriously."

The Himalaya did not begin operating until Tuesday night — the fifth day of the fair — because of a problem with a hydraulic pump Cardina said was unrelated to the accident.

He further defended the safety of his rides, saying that of the 8 million passengers they take on each year, Sanders was among only a few who have been injured.

The Himalaya has been around about 15 years, Cardina estimated. He could not recall any other accidents involving the ride and said it was brought here to keep the show "new and fresh."

He did not describe the Himalaya as unsafe; not "until we know what happened."

Fair Operations Manager Maria Calico agreed. Backing the integrity of Royal American Shows, Calico described the company's accident record here as "absolutely superb" in her 10 years with the fair.

"These people are professionals." Local fair organizers would not be liable for such an accident, Calico said. Cardina would not discuss insurance his company maintains.

### Worker also injured

"It all happened so fast," several riders agreed. That may explain the injury to a ride operator, who was injured when he was hit in the back by Sanders as the boy was ejected. The operator, who had been standing on a surrounding platform, did not appear seriously injured.

Up to five ride operators work on the Himalaya, Cardina said. He would not say if action would be taken against them. "It's too early to tell what path they'll take," he said.

Cardina downplayed statements by witnesses and other riders, who claimed the Himalaya was traveling too fast. "That's absolutely un-

"It's designed to thrill, to take you to the edge of excitement," he added. That's perhaps why the accident "looks very traumatic and very scary."

Cardin estimated the ride reaches speeds of 30 mph or more, but the speed is preset, he said.

Randi Linnebur, 25, Rogersville, said she heard riders yelling "slow this thing down" before the accident. Afterward, she was scared and seemed hesitant to take her kids on any more free rides.

"I'm still shaking."

"It was an experience I never want to repeat," Barbara Sanders said. "This will probably be our last trip to the fair. I don't think I'll ever want to go back on another ride."

Springfield News-Leader  
8-6-93

# Lock suspected in fair accident

Inspection Company officials aren't sure which car on the ride was involved.

By Kerry G. Woodshausen  
The News-Leader

An independent inspector was unable to immediately determine the cause of the accident that first injured a 4-year-old boy at the Clark Kibitz's Fair Wednesday.

John Sanders of Springfield remained in fair condition Thursday at St. John's Hospital.

al Health Center. He was injured when he was thrown from a car on a ride that speeds along a circular, up-and-down track.

The inspector, Jerry Beumgard, with Bob G. GIB & Associates Inc., examined the ride his Wednesday night and Thursday morning. Beumgard couldn't say if Springfield because of obligations in Oklahoma, but the investigation will continue, fair officials said.

Tom Carvina, operations for Royal American Shows carnival company, said the problem was a faulty lock on the lap bar, but further testing will be done to determine the cause of the malfunction.

Since the cars are not in numerical order,

officials are unsure which car was involved in the accident.

"We have a suspicion of which car and what went wrong," Carvina said. The ride will be closed until complete testing is done. Carvina said the lock on all 24 cars appear to be in working order.

"No lock is laying there broken," he said, and additional safety devices are being considered for the cars.

Carvina said he doesn't believe the accident was due to operator failure. He said that if the operator had suspected to check the lock properly, the lock probably would have opened sooner. The accident occurred near

the end of the ride. The apparent break accident disturbed fair officials.

"Safety is our top priority," said Marie Calton, fair operations manager. "This is the first incident like this in the 11 years this company has been with us." The carnival company relies on a series of inspections to make sure the rides are in proper working condition. Earlier inspections gave no indication that something was wrong, Carvina said.

An independent third party inspects all the rides before the fair opens, Carvina said. Beumgard inspected the ride while they were being assembled.

U.S. CONSUMER PRODUCT SAFETY COMMISSION  
NOTICE OF INSPECTION

1. DATE 8/11/93	3. FROM (Area Office and Address) U.S. CONSUMER PRODUCT SAFETY COMMISSION KANSAS CITY RESIDENT POST 601 EAST 12TH STREET - ROOM 110 KANSAS CITY, MO 64108
2. TIME 9:45 A.M. _____ P.M.	

4. TO	A. NAME AND TITLE OF INDIVIDUAL Thomas R. Cardina, Operations Mgr.
	B. FIRM NAME Royal American Shows Inc.
	C. NUMBER AND STREET ADDRESS PO Box 15058
	D. CITY, STATE AND ZIP CODE TAMPA FL 33624

Notice of Inspection is hereby given pursuant to:

- Flammable Fabrics Act (15 U.S.C. 1191 *et seq.*);
- Federal Trade Commission Act (15 U.S.C. 41 *et seq.*);
- Sections 16, 19 and 27 of the Consumer Product Safety Act (15 U.S.C. 2065, 2068 and 2076)
- Section 704(a) of the Federal Food, Drug, and Cosmetic Act (21 U.S.C. 374(a)) [Authority for inspections in connection with the Poison Prevention Packaging Act of 1970 (15 U.S.C. 1471 *et seq.*)] and/or
- Section 11(b) of the Federal Hazardous Substances Act as Amended (15 U.S.C. 1270(b)).

Refer to the back of this form for a discussion of inspectional authority and for pertinent statutory language.

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The purpose of this inspection is to obtain information: to review and obtain copies of items including but not limited to records, reports, books, documents; and labeling; and to obtain samples in order to enforce or determine compliance with the Acts administered by the Consumer Product Safety Commission.

IDI# 930809CBB2486

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In the event of cancellation of the Policy the company issuing said Policy will make all reasonable effort to send Notice of Cancellation to the certificate holder at the address shown herein, but the company assumes no responsibility for any mistake or for failure to give such notice.

Any Carnival or Circus Liability Insurance made a part of the Policy includes as a person insured with respect to an occurrence taking place at a Carnival or Circus site (1) The Fair or Exhibition Association, sponsoring organization or committee (2) The owner or lessee thereof and (3) A municipality granting the Named Insured permission to operate.

NAME & ADDRESS OF INSURED:

S & S AMUSEMENT  
P O BOX 15058  
TAMPA FL 33684

NAME & ADDRESS OF CERTIFICATE HOLDER:

ROYAL AMERICAN SHOWS, INC  
P.O. BOX 15058  
TAMPA, FL. 33684

AMUSEMENT LIABILITY COMPANY	BODILY INJURY AND PROPERTY DAMAGE LIABILITY COMBINED SINGLE LIMIT	POLICY NUMBER	EXPIRATION DATE
Homestead Insurance Company	\$1,000,000 CSL	CAE0086	5/14/94
TOTAL LIMITS	\$1,000,000 CSL		

ADDITIONAL INSURED:

8/11/93 Daw

FOR THE DATES OF :

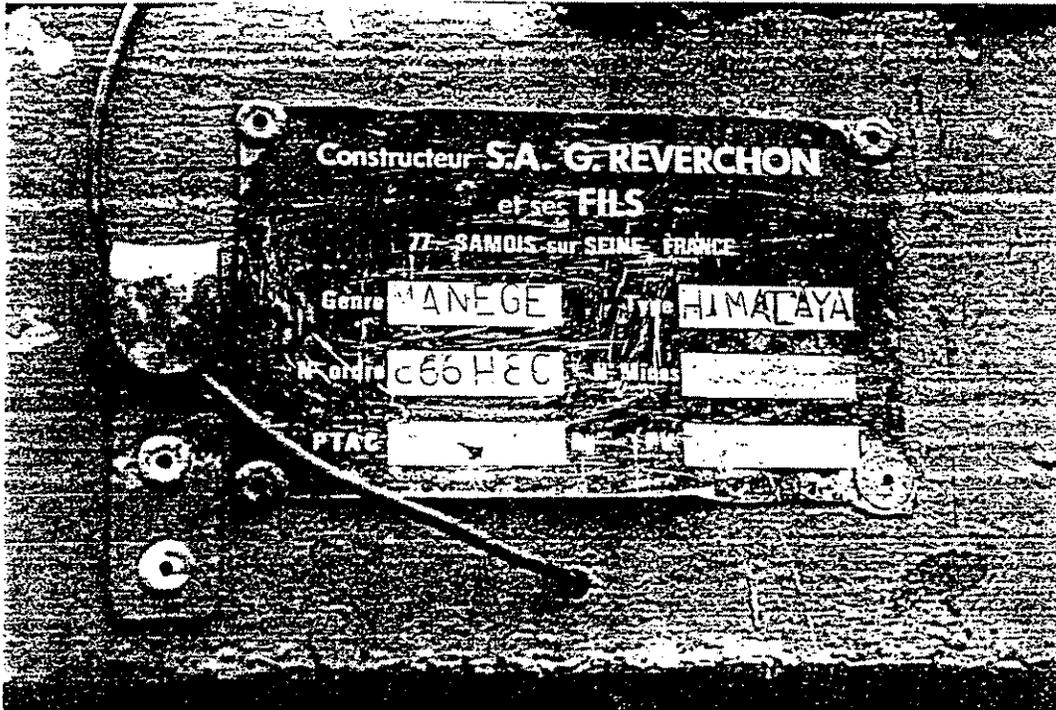
*M S Kaliff*

DATE OF CERTIFICATE ISSUANCE

bih

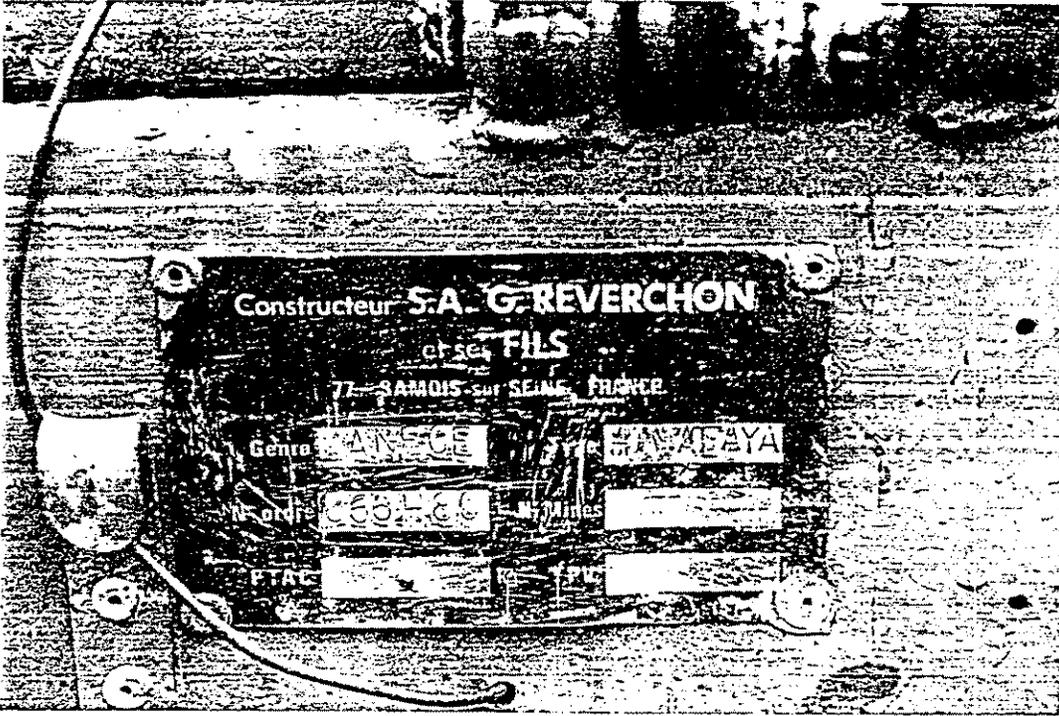
MENDEL S. KALIFF

IDI#930809CBB2486  
AMUSEMENT RIDE  
EXHIBIT# 5  
PHOTO# 1



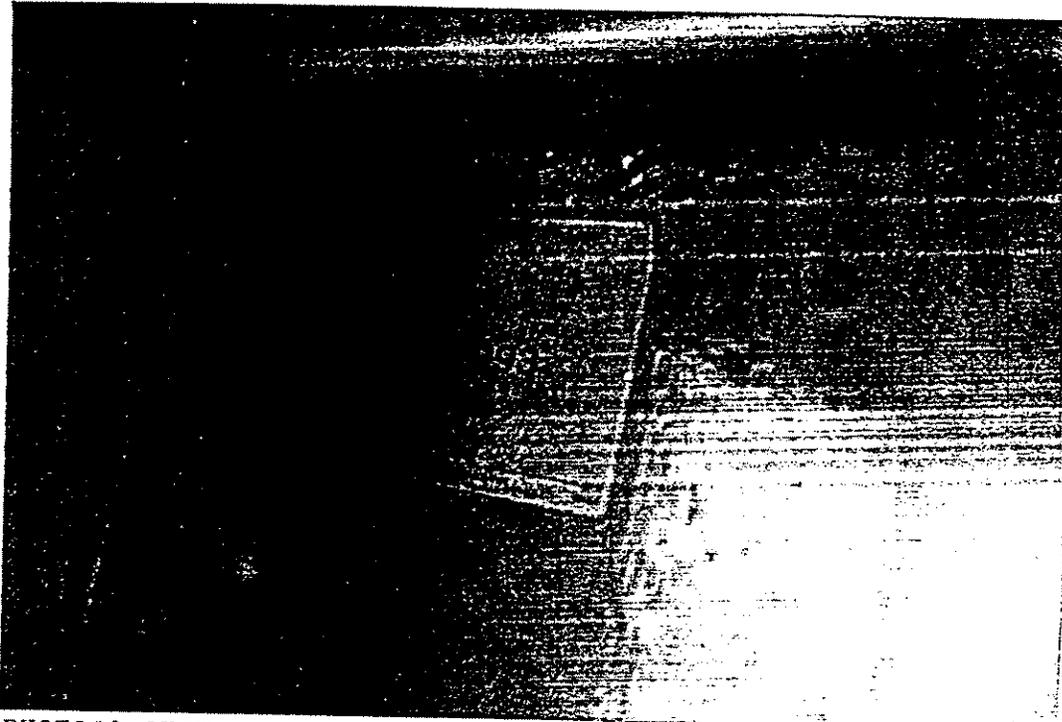
PHOTO#1 SHOWS THE IDENTIFICATION PLATE FOR THE AMUSEMENT RIDE FOUND ON THE FRONT-TOP-LEFT SIDE OF THE SEMI-TRAILER. THIS INFORMATION HAS BEEN DISCUSSED IN THE BODY OF THE REPORT.

IDI#930809CBB2486  
AMUSEMENT RIDE  
EXHIBIT# 5  
PHOTO#1



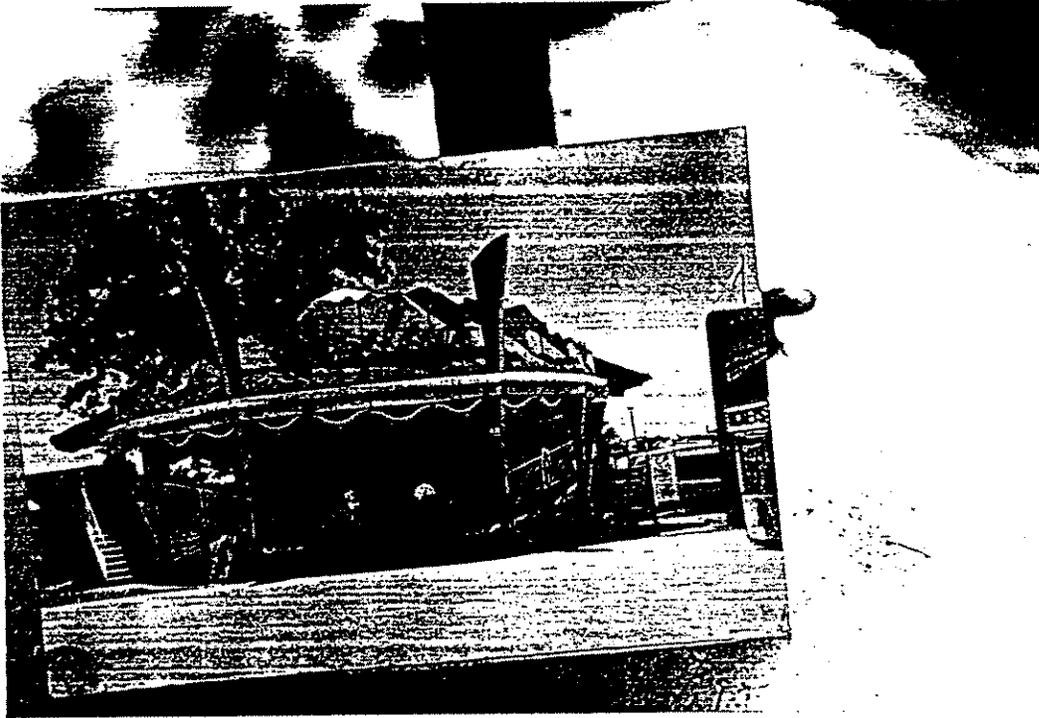
PHOTO#2 IS ANOTHER VIEW OF THE IDENTIFICATION PLATE FOR THIS RIDE.

IDI#930809CBB2486  
AMUSEMENT RIDE  
EXHIBIT# 5  
PHOTO#3



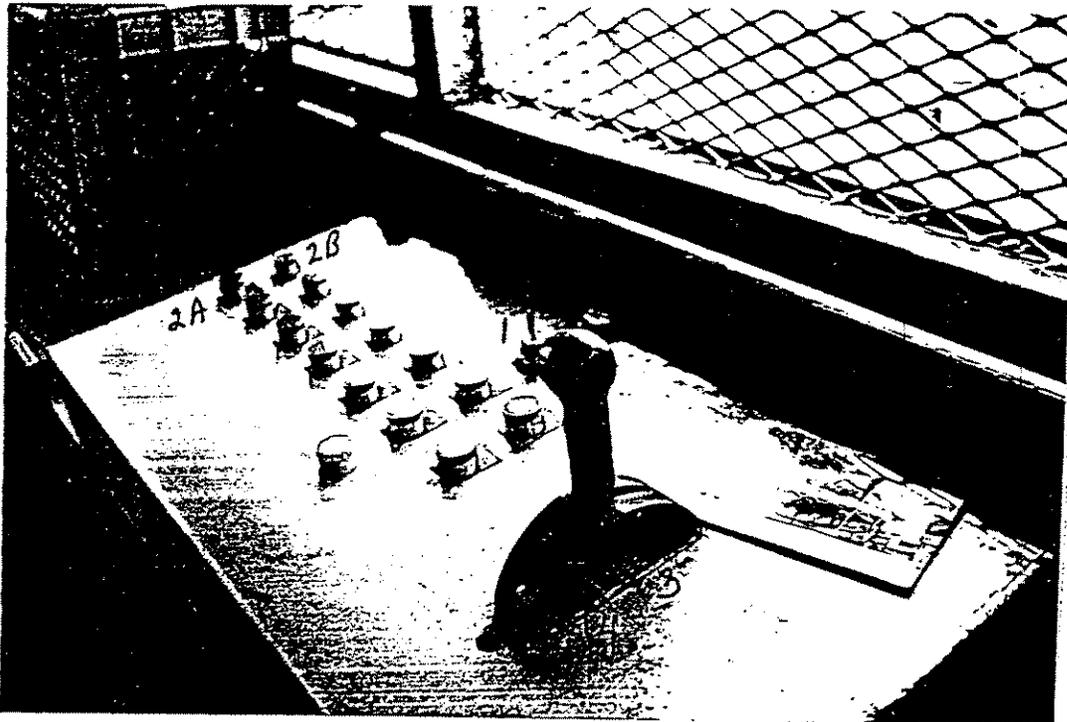
PHOTO#3 SHOWS THE INSPECTION STICKER FOR THE STATE OF IOWA. THE RIDE WAS INSPECTED ON 7/8/93 IN IOWA BY THE DIVISION OF LABOR SERVICES. THE STICKER NUMBER IS: M&E-235.

IDI#930809CBB2486  
AMUSEMENT RIDE  
EXHIBIT# 5  
PHOTO# 4



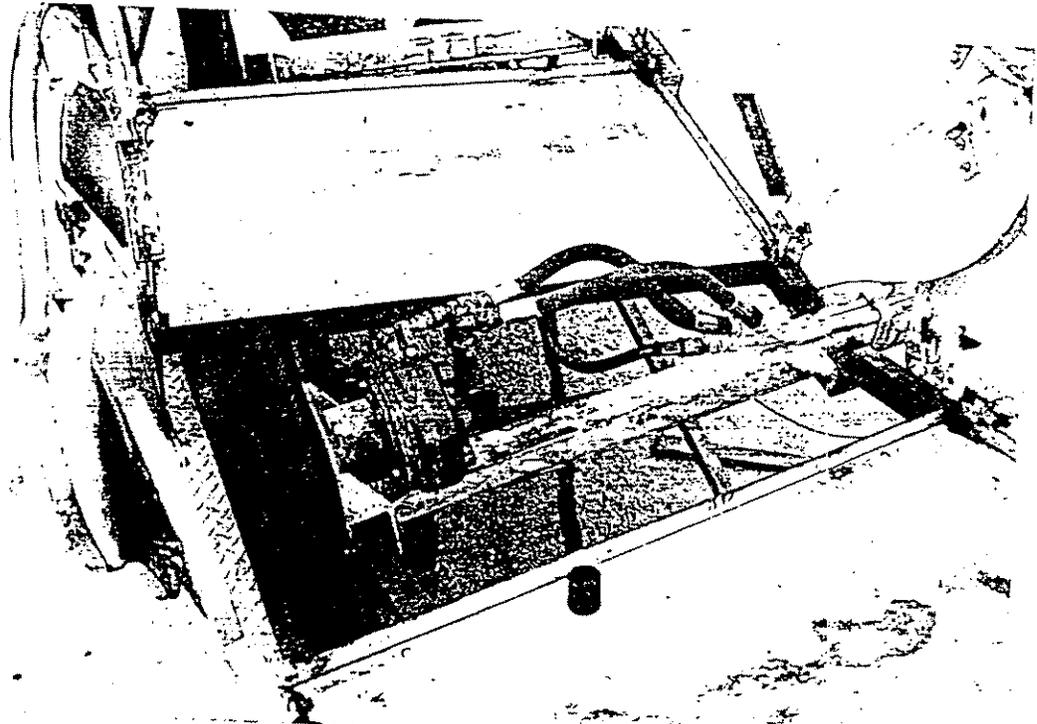
PHOTO#4 IS A PHOTO OF A PHOTO SHOWING HOW THE RIDE LOOKS WHEN COMPLETELY SET-UP. AT THE TIME OF THIS INVESTIGATION THE RIDE WAS PARTLY SET-UP.

IDI#930809CBB2436  
AMUSEMENT RIDE  
EXHIBIT# 5  
PHOTO#5



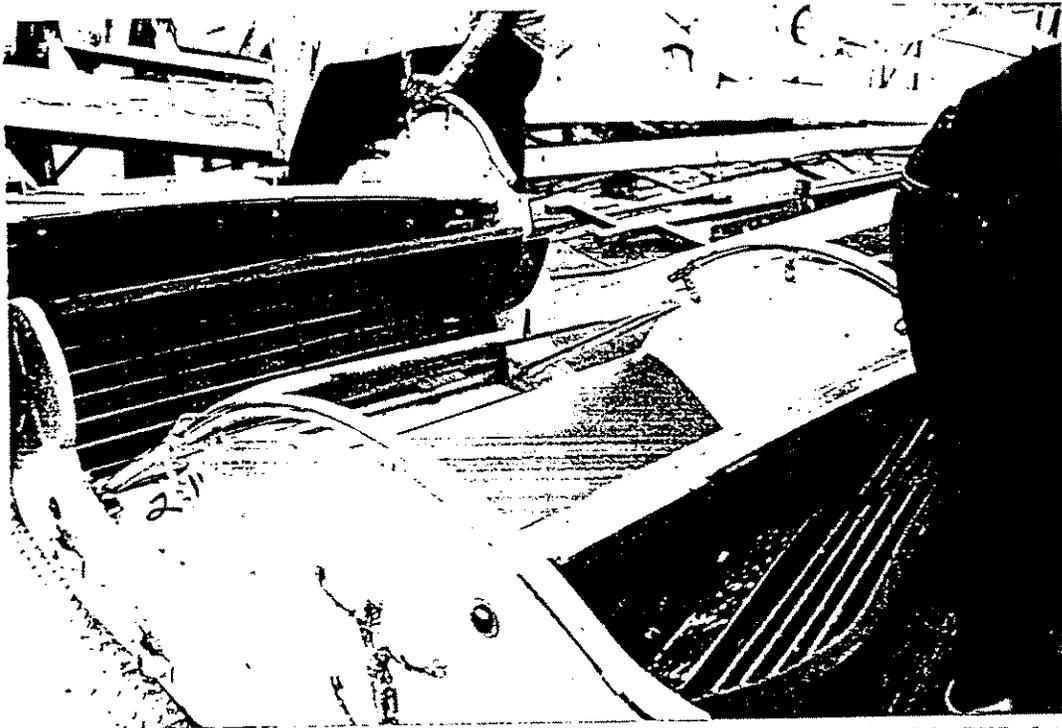
PHOTO# 5 SHOWS THE CONTROL PANEL FOR THE RIDE. SWITCH TURNS ON ELECTRICAL POWER TO THE RIDE. BUTTON 2A TURNS ON THE MAIN HYDRAULIC PUMP. BUTTON 2B SHUTS THE PUMP OFF. CONTROL LEVER AT 3 HAS THREE POSITIONS. IN THE STRAIGHT UP POSITION IT IS IN NEUTRAL. PUSHING IT FORWARD ALLOWS FLUIDS INTO THE 4 HYDRAULIC MOTORS IN A FORWARD DIRECTION AND THE RIDE MOVES IN THAT DIRECTION. IN EUROPE THE RIDE WAS BUILT FOR 17 RPM, BUT IN AMERICA, THE MAXIMUM IS 14 RPM. THERE WAS NO WAY TO DETERMINE RPM OF THE RIDE AT THE TIME OF INVESTIGATION. PULLING THE LEVER(3) BACK TO THE LEFT WOULD REVERSE THE FLUID FLOW, CAUSING THE MOTORS TO RUN IN REVERSE. NOTE 4 IN THE PHOTO IS A WIRE ADJACENT THE LEVER. RIDE OWNERS SON DID NOT KNOW WHAT THE WIRE WAS FOR. POSSIBLE GAUGE FOR HOW MUCH THROTTLE WAS TO BE USED IN THE BACKWARD DIRECTION.

IDI#930809CBB2486  
AMUSEMENT RIDE  
EXHIBIT# 5  
PHOTO# 6



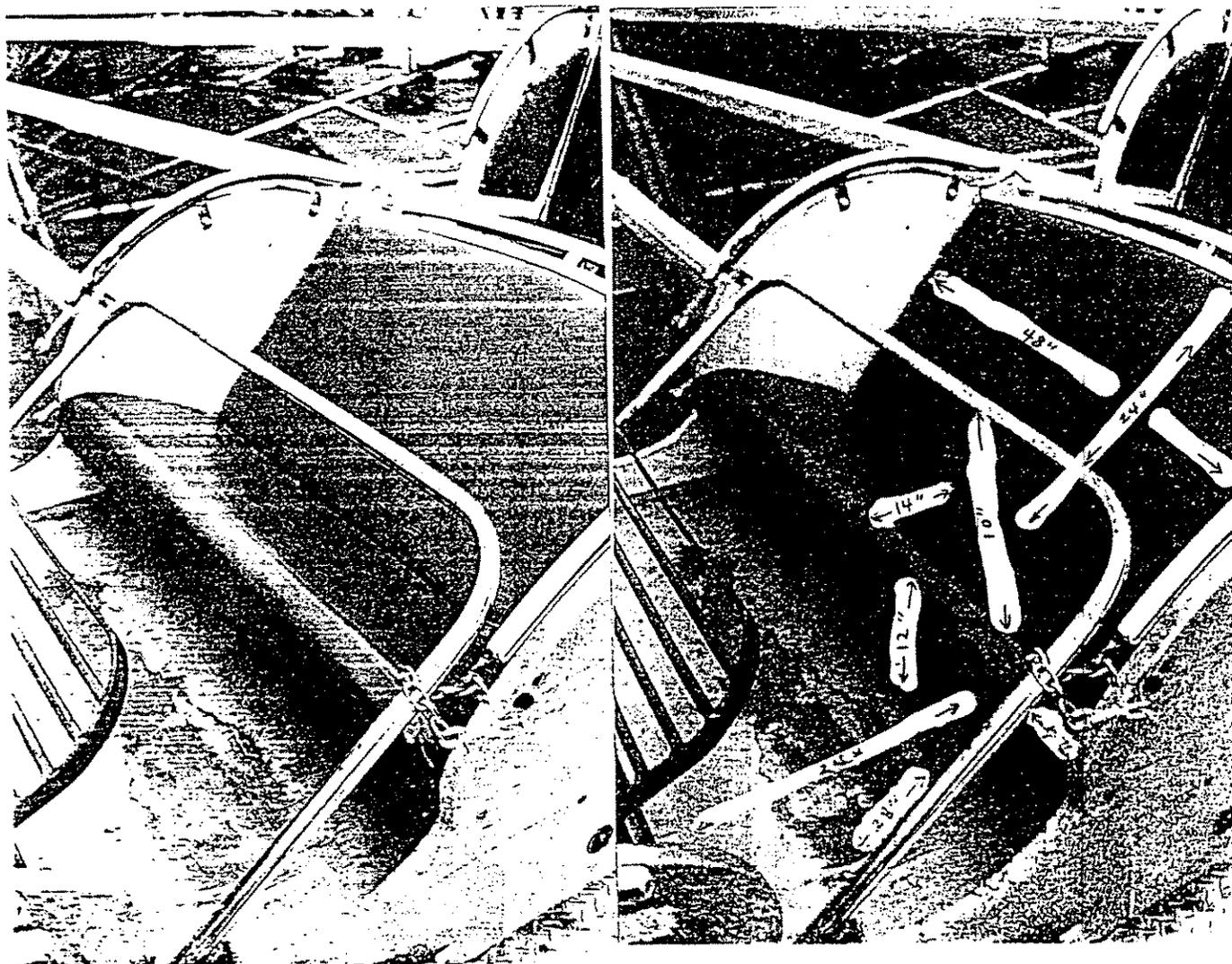
PHOTO# 6 SHOWS ONE OF THE 4 DRIVE MOTORS ON THE OUTSIDE PART OF THE TRACK. CHANGING THE FLUID FLOW TO THE MOTOR ALLOWS THE RIDE TO GO FORWARD AND IN REVERSE. THIS CHANGE ALSO HELPS STOP THE RIDE. GOING IN THE FORWARD DIRECTION. THE CONTROL LEVER IS PLACED IN NEUTRAL. FRICTION AND WEIGHT OF THE PASSENGERS IN THE CARS MAKE THE RIDE STOP AFTER SEVERAL REVOLUTIONS. BUT THE OPERATOR CAN PULL THE LEVER BACK. START REVERSING THE FLUID. AND THIS SLOWS DOWN. STOPS. AND REVERSES THE CAR DIRECTION. THE LEVER IS USED SOMETIMES AS A BRAKE. ACCORDING TO THE RIDE OWNERS SON.

IDI#930809CBB2486  
AMUSEMENT RIDE  
EXHIBIT# 5  
PHOTO#7



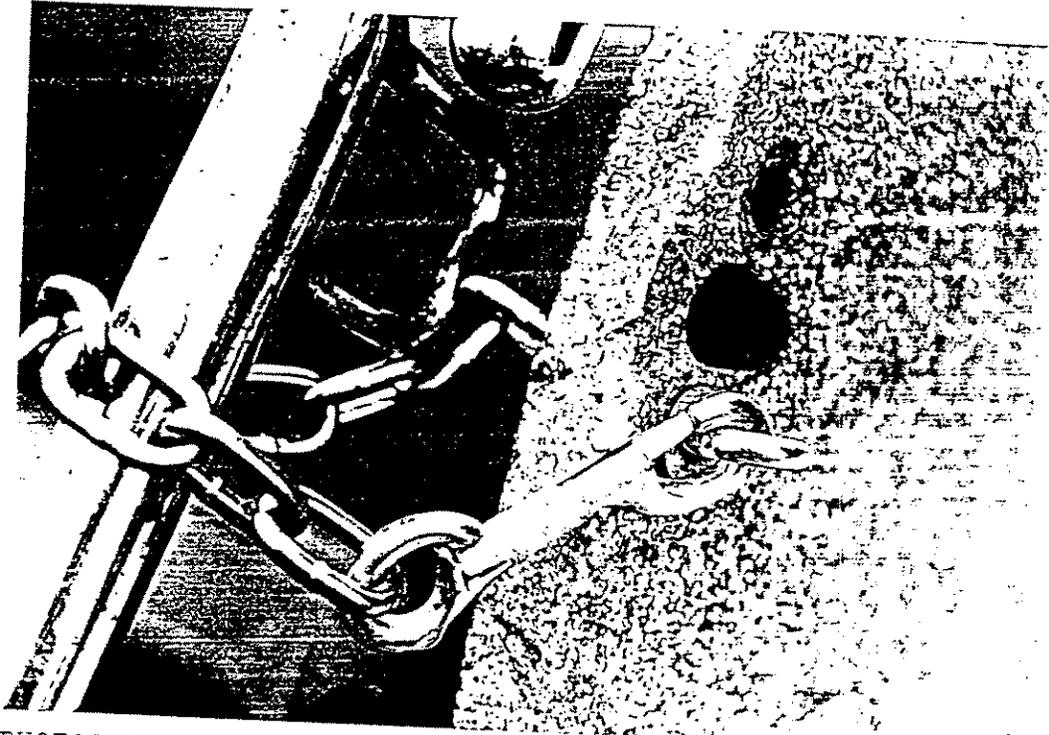
PHOTO# 7 SHOWS THE CARS ON THE RIDE. AT POINT #1 IS THE LAP BAR. AND AT POINT #2 IS THE CHAIN NOW INSTALLED TO HOLD THE BAR DOWN.

IDI#930809CBB2486  
AMUSEMENT RIDE  
EXHIBIT# 5  
PHOTO# 8



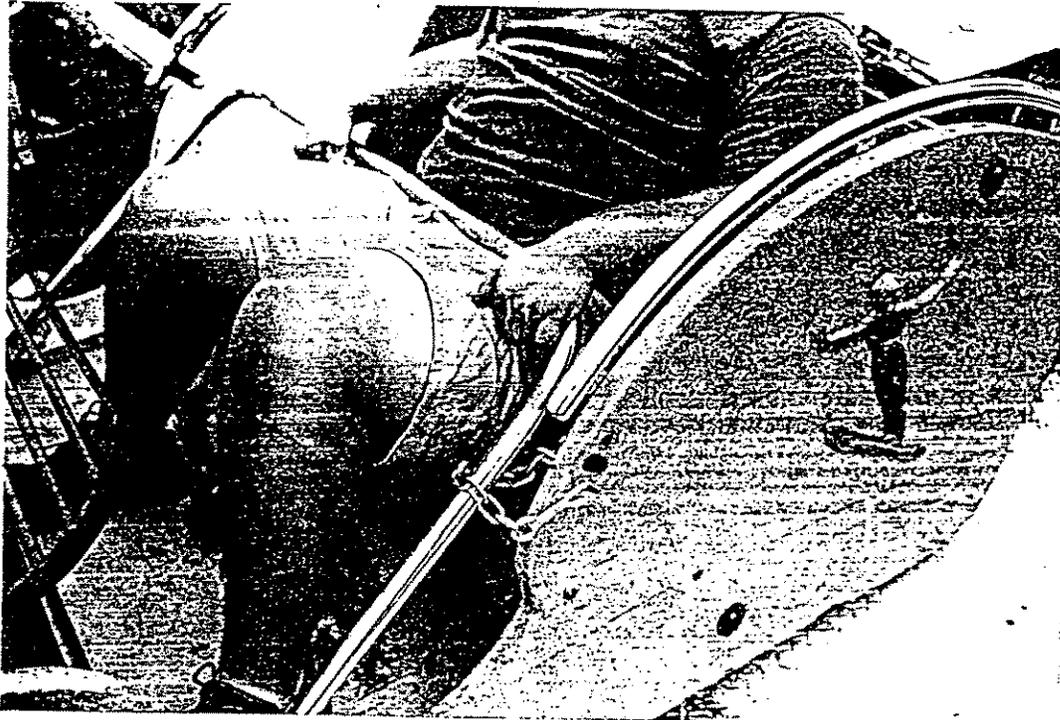
PHOTO# 8 SHOWS THE CAR WITH THE LAP BAR CHAINED IN POSITION. AN EYE BOLT IS USED THROUGH ONE OF THE OLD LATCH HOLES ON THE OUTSIDE PART OF THE CAR. NEXT TO THE PHOTO ARE SOME DIMENSIONS FOR THE CAR. A SPACE OF 10" WAS MEASURED FROM THE SEAT TO THE LAP BAR.

IDI#930809CBB2486  
AMUSEMENT RIDE  
EXHIBIT# 5  
PHOTO#9



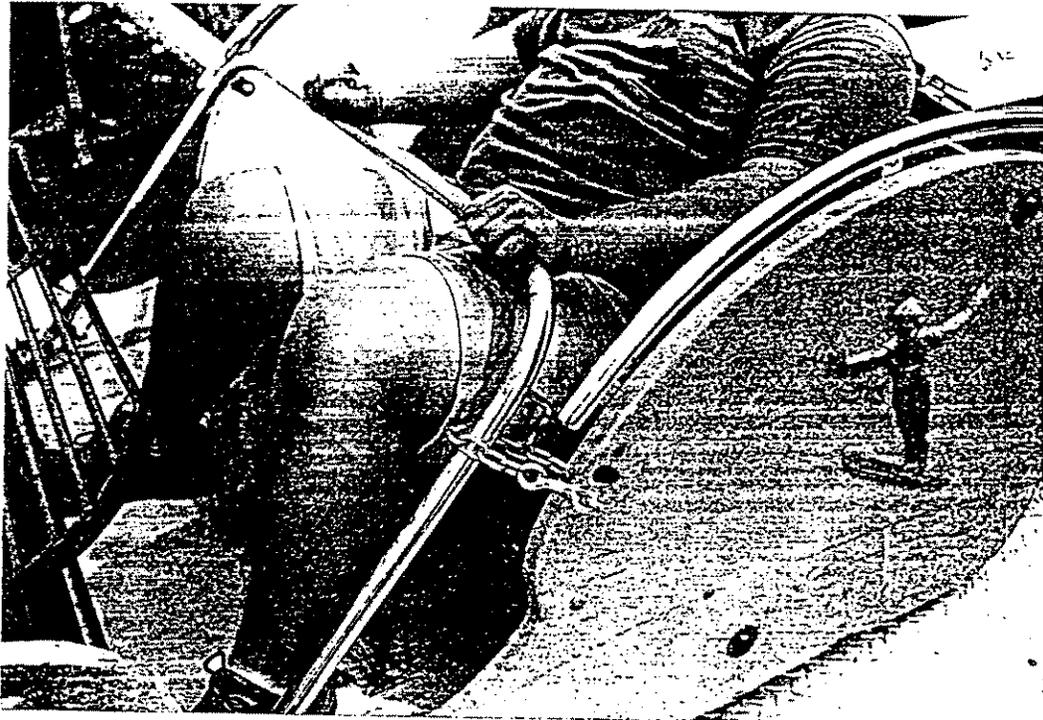
PHOTO# 9 IS A CLOSE-UP OF THE CHAIN WITH CLIP AND EYE BOLT  
GOING THROUGH THE SIDE OF THE CAR.

IDI#930809CBB2486  
AMUSEMENT RIDE  
EXHIBIT# 5  
PHOTO# 10



PHOTO# 10 SHOWS THE CAR WITH RIDER. AND THE LAP BAR CHAINED DOWN. ACCESS TO THE CLIP ON THE CHAIN BY THE RIDER IS NOT EASY. WITH THE CAR GOING IN THE FORWARD DIRECTION FORCE WILL PUSH THE RIDER BACK INTO THE SEAT.

IDI#930809CBB2486  
AMUSEMENT RIDE  
EXHIBIT# 5  
PHOTO# 11



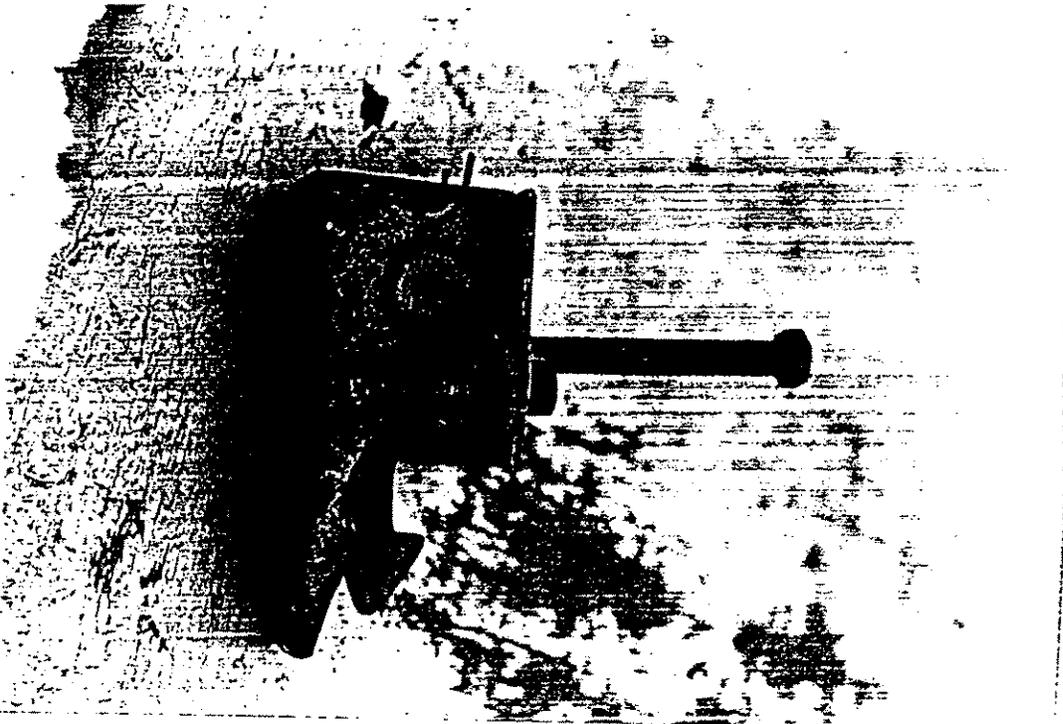
PHOTO# 11 SHOWS THE RIDER PUSHING UP ON THE CHAINED LAP BAR. SPACE BETWEEN THE CAR SIDE AND THE BAR IS SLIGHTLY MORE THAN 4". RIDE OWNERS SON SAID 11 LINKS ON THE CHAIN ARE USED TO ACCOMPLISH THE DISTANCE. THE OWNER SAID THE RIDE WILL NOT BE RUNNING IN THE BACKWARD DIRECTION ANY MORE. FORCE ON THE RIDE IN THE REAR DIRECTION PUSHES HIM FORWARD & AWAY FROM THE SEAT. INTO THE LAP BAR.

IDI#930809CBB2486  
AMUSEMENT RIDE  
EXHIBIT# 5  
PHOTO# 12



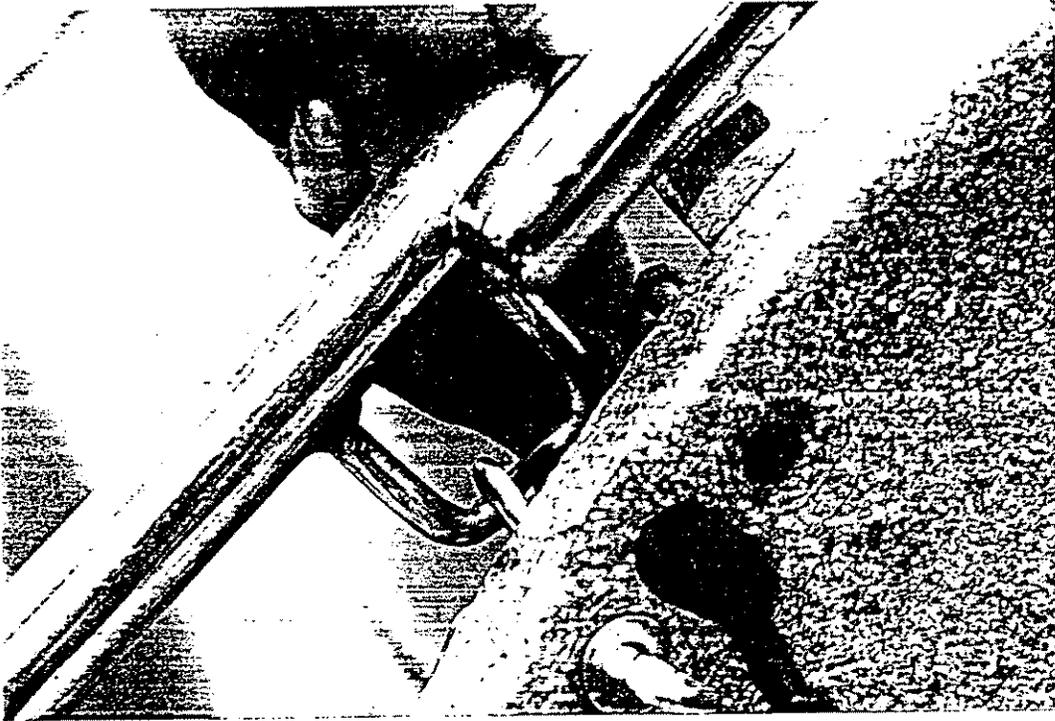
PHOTO# 12 SHOWS ONE OF THE LATCHES FOR THE LAP BARS WHICH HAS NOW BEEN REPLACED BY CHAIN. THE CAR INVOLVED IN THE ACCIDENT HAD ONE SUCH LATCH AND NO CHAIN WAS IN USE ON THAT CAR. AT ONE TIME, THE BOLT(1) WAS A HANDLE USED TO DISENGAGE THE LATCH. THE BOLT WAS OUTSIDE THE CAR, PUSHING IN WOULD DISENGAGE THE LATCH (2) INSIDE THE CAR FROM THE LAP BAR.

IDI#930809CBB2486  
AMUSEMENT RIDE  
EXHIBIT# 5  
PHOTO# 13



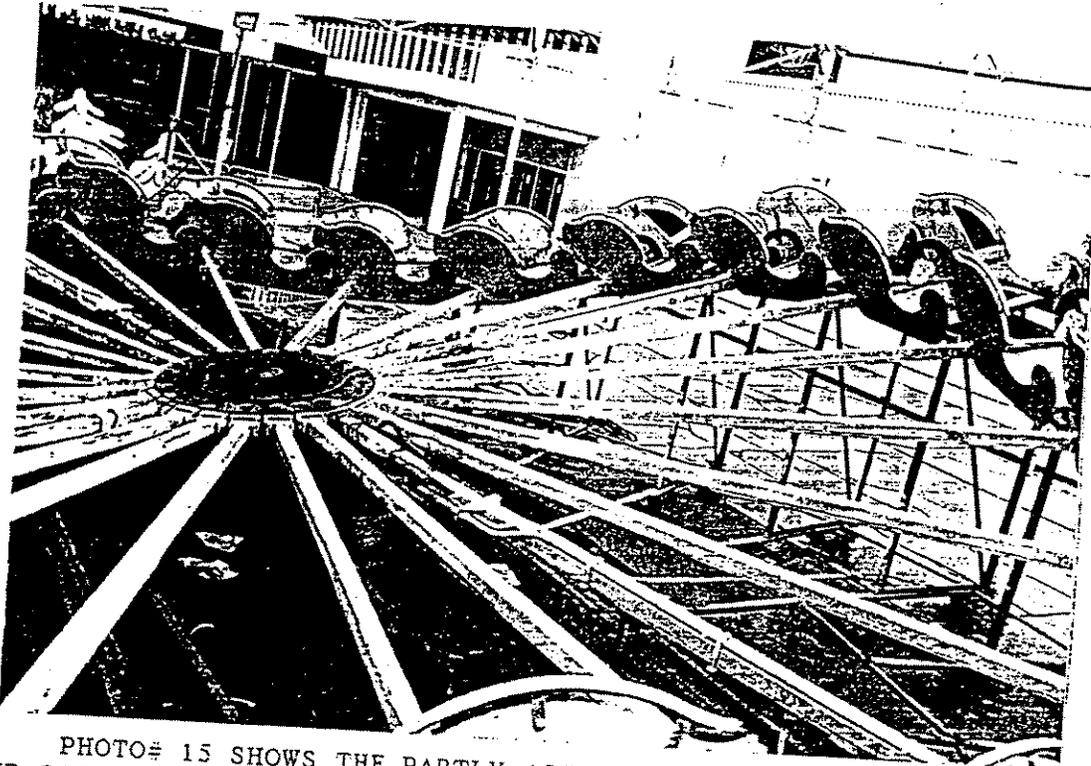
PHOTO# 13 IS ANOTHER VIEW OF THE LATCH THAT HAS BEEN REPLACED BY THE CHAIN, CLIP, AND EYE BOLT.

IDI#930809CBB2486  
AMUSEMENT RIDE  
EXHIBIT# 5  
PHOTO# 14



PHOTO# 14 SHOWS THE LATCH HELD INTO POSITION ON THE CAR. THIS IS HOW THE LAP BAR WAS SECURED ON THE CAR INVOLVED IN THE ACCIDENT.

IDI#930809CBB2486  
AMUSEMENT RIDE  
EXHIBIT# 5  
PHOTO# 15



PHOTO# 15 SHOWS THE PARTLY ASSEMBLED RIDE WITH THE CENTER HUB  
AND BOOMS GOING TO THE CARS. CARS ARE SHOWN WITHOUT SEATS.



IOWA BUREAU OF LABOR  
AMUSEMENT PARK/RIDE DIVISION

307 East 7th Street, 7000 E GRAND AVENUE  
Des Moines, Iowa 50319-0207  
(515) 281-3606 5415

INVOICE

INSPECTION INVOICE

No. 004099

NAME OF SHOW OWNER/OPERATOR AMUSEMENT PARKS & RIDE CO. INC.

NAME OF SHOW ROCKY HORROR SHOWS

PERMANENT ADDRESS 130 BOY 15058

Street INDIAN, FL 33624  
City State Zip Code

LOCATION OF INSPECTION ET 2200 SW DATE 7-8-93

INSPECTION NUMBER	RIDE OR CONCESSION	FEES	SAFETY ORDER
<u>004099</u>	<u>AMUSEMENT PARKS &amp; RIDE CO. INC.</u>	<u>10.00</u>	

IDI# 930809CBB2486  
EXHIBIT# 6 IOWA RIDE INSPECTION

8/11/93 DW

MECHANICAL-ELECTRICAL INV. TOTAL \$ 90.00 + ELECTRICAL INV TOTAL \$ \_\_\_\_\_ = SUBTOTAL \$ 90.00  
INSPECTION TOTAL \$ 10.00





# OPENING INSPECTION CHECKLIST



(This form to be completed prior to first opening.)

KNOW THE LOCATION OF THE FIRST AID STATION, FIRE EXTINGUISHER AND PROPER EMERGENCY PROCEDURES. ANY INCIDENT, NO MATTER HOW SMALL, MUST BE REPORTED TO THE OFFICE AT ONCE.

NAME OF DEVICE: Himalaya LOCATION: St Charles DATE: 7/18/93

TYPE OF DEVICE:  RIDE  SHOW  FUNHOUSE  OTHER

MANUFACTURED BY: \_\_\_\_\_ OWNED BY: Wall OPERATED BY: \_\_\_\_\_

It will be the responsibility of the foreman of each device to insure cleanliness and proper maintenance of the device and related equipment. Report any problems to the Maintenance Department or Ride Superintendent.

OK — Satisfactory / UN — Unsatisfactory / NA — Not Applicable

COMMENTS

1) Safety belts, bars, locks and other passenger restraints.	OK	
2) All automatic and manual safety devices.	OK	
3) Signal systems, brakes and control devices.	OK	
4) Safety pins and keys.	OK	
5) Fencing, guards, barricades, stairways and ramps.	OK	
6) Ride structure and moving parts.	OK	
7) Tightness of bolts and nuts.	OK	
8) Blocking, support braces and jackstands.	OK	
9) Electrical equipment.	OK	
10) Lubrication as per manufacturer's instructions.	OK	
11) Hydraulic and/or pneumatic equipment.	OK	
12) Check communication equipment necessary for operation (if applicable).	OK	
13) Prior to opening, operate ride through one complete cycle of proper functioning.	OK	

RIDE OPERATOR: \_\_\_\_\_

RIDE SUPERINTENDENT: Elizah Stewart

RIDE OPERATOR: \_\_\_\_\_

SAFETY COORDINATOR: \_\_\_\_\_

RIDE OPERATOR: \_\_\_\_\_

Refer to ride manufacturer's safety checklist. For rides not covered by such, refer to accepted practices

DISCLAIMER: This Checklist is presented only as a suggested method of inspecting roller coaster devices and structures. It is not a standard of inspection endorsed by the IAAPA or IAFFE or any other organization. It is suggested that any such inspection include, but not be limited to, the points of inspection referred to. At all times, whenever possible, ride owners or operators should include in this inspection the ride manufacturer's manual check-out items pertaining to the ride, including and following the methods and procedures found therein.

Bob G. Gill & Associates Inc.  
813 685 8792.

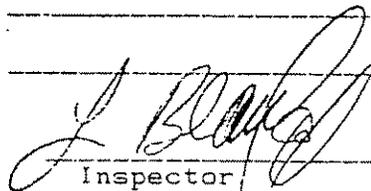
RECOMMENDATIONS.  
Priority codes.

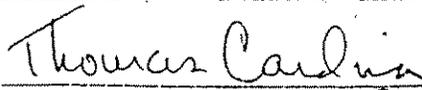
1. EMERGENCY- Equipment not to be used until corrected.
2. ~~CONCERN~~ Requires attention as soon as possible
3. ~~PREVENTIVE~~ Correction will enhance the safety of.

Name Royal American  
HALL AMUSEMENTS Location SPRINGFIELD, MO Date 4 AUG 93

- A. REPAIR LAP BAR LOCKDOWNS WITH HEAVY CHAIN & CLIPS, DOUBLE NUT OR LOCKNUT EYEBOLTS. - ALL LAP BARS
- B. SECURE BOTTOM OF LAP BARS WITH DIAPER PINS OR COTTER KEYS ONLY.
- C. SECURE LOOSE SCENERY PANELS
- D. INSTALL MISSING TRACK PIN
- E. SECURE TRACK PINS WITH WIRE TIES OR MECHANICS WIRE.
- F. RIDE TO OPERATE IN THE FORWARD DIRECTION ONLY
- G. MAXIMUM RIDE SPEED - 14 RPM -

IDI# 930809CBB2486  
EXHIBIT# 9 INDEPENDENT RIDE INSPECTION  
7/28/93

  
Inspector

  
Account Signature. FOR Royal American  
Shows

Print Name & Title.

Failure of inspector to condemn any unsafe condition, operation

IDI# 930809CBB2486  
EXHIBIT# 10 FAIR INFORMATION REQUESTED

---

MEMO:

DATE: August 9, 1993

TO: MARLA CALICO, FAIR OPERATIONS MANAGER  
FROM: ROBERT B. WADSWORTH JR. INV. KAN RP  
SUBJECT: ACCIDENT WITH HIMALAYA RIDE ON AUG. 4TH. 1993

PER OUR TELEPHONE CONVERSATION THIS AFTERNOON, LISTED BELOW ARE SOME OF THE QUESTIONS WE WOULD HAVE ABOUT THE ACCIDENT. OUR FEDERAL AGENCY REGULATES AMUSEMENT RIDES WHICH ARE MOBILE. WE ARE INTERESTED IN FINDING OUT IF A POSSIBLE PRODUCT DEFECT WAS INVOLVED IN THE ACCIDENT. YOUR ASSISTANCE WOULD GREATLY HELP IN OUR INVESTIGATION. THE SOONER WE MIGHT BE ABLE TO EXAMINE THE RIDE. THE FASTER WE MIGHT LEARN IF A PROBLEM MIGHT EXIST. YOUR HELP AT YOUR EARLIEST CONVENIENCE WILL BE APPRECIATED.

1. TELEPHONE NUMBER FOR TOM CARDINA, ROYAL AMERICAN SHOWS, AT THE OMAHA, NE. LOCATION?
2. OWNER OF THE RIDE INVOLVED IN THE ACCIDENT, THE HIMALAYA, AND TELEPHONE NUMBER?
3. LOCATION OF THE RIDE AT THIS DATE?
4. WAS THE RIDE TAKEN DOWN AFTER THE ACCIDENT? REPAIRED? WERE ANY PARTS REPLACED? WAS THE RIDE INSPECTED BY ANY STATE AGENCY AFTER THE ACCIDENT?
5. WERE ANY POLICE /SHERIFF INVESTIGATIONS CONDUCTED AFTER THE ACCIDENT? DO YOU HAVE COPIES OF THE REPORTS?
6. WHO WAS THE INSURANCE COMPANY FOR OZARK EMPIRE FAIR AT THE TIME OF THE ACCIDENT? IS THERE A CONTACT PERSON? WOULD YOU HAVE A TELEPHONE NUMBER?
7. NAME AND PHONE NUMBER FOR THE INSURING FIRM FOR ROYAL AMERICAN SHOWS?

MY FAX NUMBER IS: (816)426-2444. MY PHONE NUMBER IS: (816)426-2442. THANKS YOU FOR THE HELP.

  
BOB WADSWORTH  
INVESTIGATOR  
US CONSUMER PRODUCT SAFETY  
COMMISSION

# OZARK EMPIRE FAIR

---

*"Biggest Annual Event in the Ozarks"*

August 10, 1993

To: Bob Wadsworth, US Consumer Product Safety Commission  
From: Marla Calico

RE: Answers to your questions

1. I do not have the Omaha phone number for Royal American Shows
2. The Himalaya came into fair as part of Royal American Shows. We do not ask for ownership information (show or independent)
3. The ride left the fairgrounds sometime after closing on 11 pm, Sunday, August 8, 1993.
4. We asked that the Himalaya not operate during the Ozark Empire Fair (which ended August 8) after the accident. To our knowledge it was not taken down until closing time, August 8. Inspection Wednesday, August 4 was by a 3rd party ride inspector.
5. The only report made was an accident report completed by the on-site police officer, copy follows.

You can secure further information from Royal American Shows. Their permanent address is PO Box 15058, Tampa, FL 33684. Permanent phone is 813-961-1194. You can leave a message on their 800 message service at 800-727-2190.

BOB G. GILL & ASSOCIATES INC.

Location Springfield Mo Ride Himalaya  
Date 7/25/93 Serial # 666 H 60  
Owner WALL AMUSEMENTS Manufacturer REVERCUM

STRUCTURAL

Bolts/Pins/Keys All Truss bolts to be checked  
Steps/walkways/platforms Fill in all gaps in platforms  
Welds/Structure Repair damaged Jacobs jacks / Base frame pins  
Fencing All security covers to be properly secured  
Blocking & Supports Fit Truss support rods / covers  
Cables & Clamps Center plate pin holes properly locked  
Replace wood center support pins

CARRIERS

Padding All car rods to be keyed  
Body Condition Secure all loose trim in cars  
Safety restraints lap bars need down stops or correct 104-15  
Spindles/Anchors lap bars to be held in fully closed position  
Wheels/Axles All lap bar fasteners to be uniform

DRIVE

Belt & Motor Guard \_\_\_\_\_  
Belts/Chains/Cables \_\_\_\_\_ IDI# 930809CBB2486  
Motors/Drive wheels \_\_\_\_\_ EXHIBIT# 11 INDEPENDENT RIDE INSPECTION  
Controls \_\_\_\_\_ 8/4/93

ELECTRICAL

Ground \_\_\_\_\_  
Boxes/Lights \_\_\_\_\_  
Cable/Wiring \_\_\_\_\_

GENERAL

Brakes \_\_\_\_\_ RPM \_\_\_\_\_  
Emergency Equipment \_\_\_\_\_

COMMENTS Remain seated signage required in front car  
Physical limitation signage and height gauge req.

Signature 

Failure of an inspector to condemn any unsafe condition, operation or equipment at time of inspection does not constitute approval.



FIRM: PAS

291



# DAILY INSPECTION CHECKLIST

KNOW THE LOCATION OF THE FIRST AID STATION, FIRE EXTINGUISHER AND PROPER EMERGENCY PROCEDURES.  
 (This form to be completed prior to daily opening.)  
 ANY INCIDENT, NO MATTER HOW SMALL, MUST BE REPORTED TO THE OFFICE AT ONCE.

LOCATION: Springfield, MD

DATE: 8-4-93

It will be the responsibility of the foreman of each device to insure cleanliness and proper maintenance of the device and related equipment. Report any problems to the Maintenance Department or Ride Superintendent.

OK — Satisfactory / UN — Unsatisfactory / NA — Not Applicable

1) Safety belts, bars, locks and other passenger restraints.	Name of Ride or Device											
	1) AID	2) AID	3) AID	4) AID	5) AID	6) AID	7) AID	8) AID	9) AID	10) AID	11) AID	12) AID
2) All automatic and manual safety devices.	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
3) Signal systems, brakes and control devices.	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
4) Safety pins and keys.	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
5) Fencing, guards, barricades, stairways and ramps.	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
6) Ride structure and moving parts.	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
7) Tightness of bolts and nuts.	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
8) Blocking, support braces and jackstands.	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
9) Electrical equipment.	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
10) Lubrication as per manufacturer's instructions.	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
11) Hydraulic and/or pneumatic equipment.	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
12) Check communication equipment necessary for operations (if applicable).	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
13) Prior to opening, operate ride through one complete cycle of proper functioning.	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK

RIDE SUPERINTENDENT: \_\_\_\_\_ IDI# 930809CBB2486  
 SAFETY COORDINATOR: \_\_\_\_\_ EXHIBIT# 12 DAILY INSPECTION SHEET  
 8/4/93

Refer to ride manufacturer's safety checklist. For rides not covered by such, refer to accepted practices.

DISCLAIMER: This Checklist is presented only as a suggested method of inspecting various riding devices and situations. It is not a standard of inspection endorsed by the PASA. It is suggested that any such inspection include, but not be limited to, the points of inspection herein. The PASA is not responsible for any accidents or injuries that may occur as a result of the use of this checklist.

ROUTING  BILL  PROPERTY  PERSONS  
 RECORD  ABSOL. DIR. CT.  MUNI CT

# INCIDENTAL REPORT

CONTINUATION  MISCELLANEOUS  
 SUPPLEMENTAL  FOLLOW-UP

Page 1 of 1

REF. COMPLAINT NO. 93-58,975 G. BEAT/SECTOR 22 6. TIME THIS REPORT M 08 D 04 Y 93 T 1234 7. DATE OCCURRED M 08 D 04 Y 93 T -

INCIDENT Accidental Injury 8. LOCATION (Address of Occurrence) 3001 N. Grant NAME OF APARTMENTS - APT NO.

VICTIM'S NAME (LAST, FIRST, MIDDLE OR FIRM) Sanders, John M. 11. DATE OF BIRTH 12. RACE 13. SEX 14. HOME PHONE 15. BUSINESS PHONE

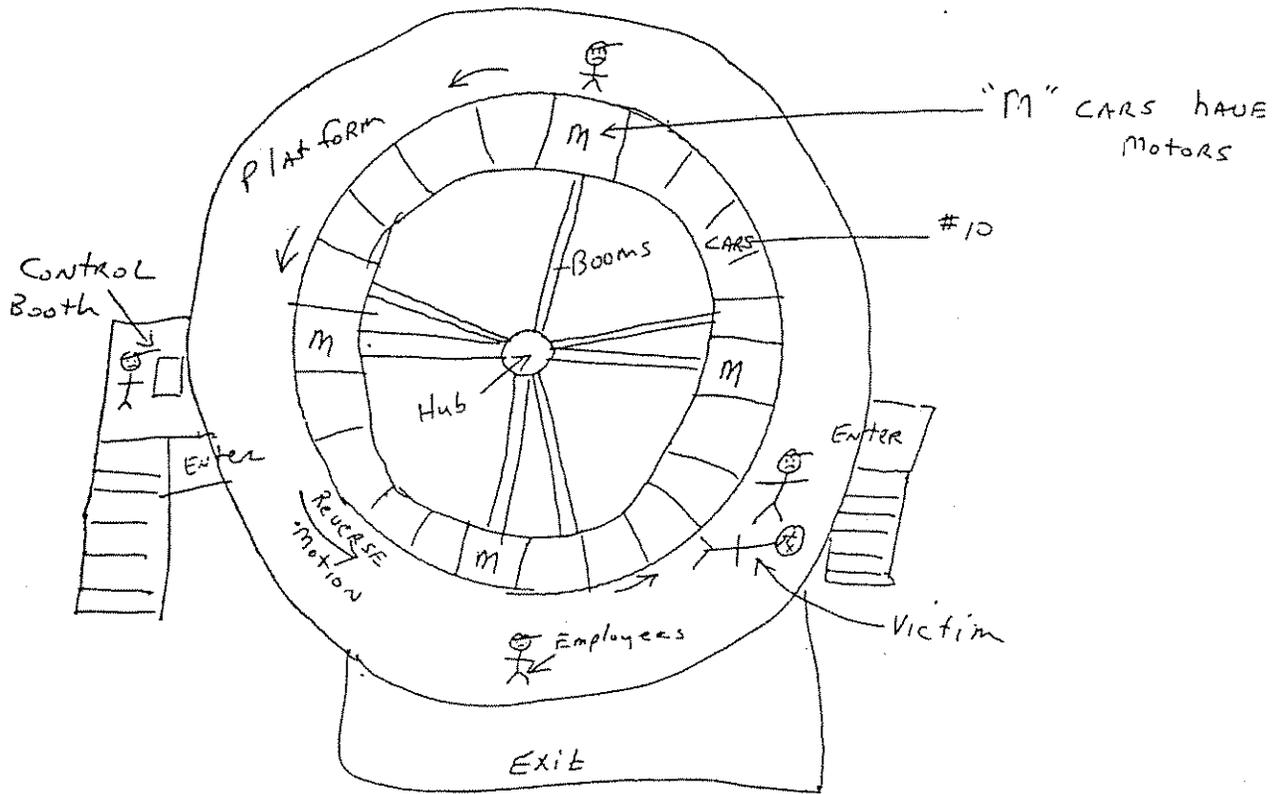
16. LOSS OCCASION'S RELATIONSHIP TO INCIDENT: V-Victim W-Witness R-Reporting Person O-Owner P-Parent N/A-Neighbor Contacting S-Peron securing building D-Person Discovering Crime A-Person Assisting Document

17. NAME/MAKE/SEX	18. DOB	19. ADDRESS/ADDRESS CHECKED	20. PHONE (DAY) 21. S
<u>Cardina, Tom</u>		<u>corporations manager</u>	<u>813</u>
<u>Royal American Shoes</u>		<u>side mechanic</u>	<u>961-1184</u>
<u>Providence Rd. Brandon, FL</u>			<u>313</u>
			<u>961-1184</u>

22. ARTICLE NAME	23. SERIAL NUMBERS OR OWNER APPLIC. NO.	24. BRAND, MAKE OR MANUFACTURER	25. MODEL NAME AND MODEL NUMBERS	26. MISCELLANEOUS DESCRIPTION	28. PHOTO TAKEN

officers Newton, Shipley and myself  
 called to a ride called the Himalayas in reference  
 to a ride malfunction.  
 According to Mr. Cardina the ride  
 malfunctioned and  
 the victim was then thrown out and  
 he called Mr. Ponce. The victim was  
 taken to St. Johns Paramedics.  
 It is unknown which ride car malfunctioned.  
 Mr. Ponce stated that the ride would be shut  
 down if the problem was corrected.  
 Four photographs of  
 the ride were taken. Mr. Cardina at  
 1143 1st St. Brandon, FL  
 at this time he believes the victim  
 was not injured.

IDI# 930809CBB2486  
AMUSEMENT RIDE  
EXHIBIT# 14  
DIAGRAM OF RIDE/ACCIDENT SCENE



SEP 13 1993

CASE#930809CBB2486

ADDENDUM:

ATTACHED ARE TWO DOCUMENTS RECEIVED FROM BOB GILL, INDEPENDENT AMUSEMENT RIDE INSPECTOR, ON 8/23/93 CONCERNING THE INVESTIGATION. EXHIBIT# 15 IS A COVER LETTER EXPLAINING HIS INSPECTION OF THE RIDE ON 7/28/93 AND HIS COUNTER/PARTS INSPECTION OF THE RIDE ON 8/4/93 AFTER THE ACCIDENT.

EXHIBIT# 16 IS A COPY OF LARRY BEAUFORD'S INSPECTION REPORT WITH PHOTO COPIES OF PHOTOS TAKEN AT THE SCENE. MR. BEAUFORD'S REPORT INDICATES THE CAR THE VICTIM WAS RIDING HAD A CHAIN, CLIP, AND CARABINEER TO HOLD THE LAP BAR DOWN. A CARABINEER IS A CHAIN LINK THAT CAN BE OPENED OR CLOSED BECAUSE IT HAS A NUT AND THREADED STUD ON ONE OF ITS SIDES. A PHOTO SHOWS A CARABINEER ATTACHED TO THE CLIP AND CHAIN. PHOTOS SHOW THE CLIP ON THE CHAIN ATTACHED TO THE LATCH PORTION OF THE LAP BAR. SOMEHOW THE CARABINEER CAME UNDONE ALLOWING THE LAP BAR TO COME OPEN AND THE VICTIM WAS THROWN OUT OF THE CAR.

DURING MY INSPECTION OF THE RIDE ON 8/11/93, I WAS TOLD BY THE CARNIVAL OPERATIONS MANAGER AND THE RIDE OWNERS SON THE RIDE CAR INVOLVED IN THE ACCIDENT HAD A LATCH ON IT AND NOT A CLIP AND CHAIN. NEWSPAPER CLIPS ATTACHED AS EXHIBIT# 2 ALSO INDICATE THAT THE EXACT CAR INVOLVED WAS NOT DETERMINED. HOWEVER, CARNIVAL PERSONNEL DID SAY NO BROKEN LATCHES WERE FOUND ON THE SCENE AND THEY COULD NOT GET CAR# 10 LATCH TO DISENGAGE WHEN TESTED.

CONTACTING THE VICTIM'S AUNT COULD DETERMINE IF THE RIDE CAR HAD A CLIP AND CHAIN OR A LATCH ON THE LAP BAR. ALL CARS HAVE THE CLIP AND CHAINS NOW WITH THE CLIP ATTACHING OUTSIDE THE CAR. NO ADDITIONAL INFORMATION HAS BEEN OBTAINED.

# BOB G. GILL & ASSOCIATES, INC.

P.O. Box 3326  
Riverview, FL 33569

Phone 813-685-8792  
Fax 813-685-5117

August 18, 1993

IDI#930809CBB2486  
EXHIBIT# 15 COVER LETTER/ BOB GILL

Bob Wadsworth  
CPSC  
601 E. 12th St.  
Federal Bldg. Room 110  
Kansas City, Mo 64106

Dear Mr. Wadsworth,

Please find a copy of Mr. Beauford's investigation into the Himalaya incident at the Ozark Empire Fair, Springfield, Mo. on August 4th, 1993. Also enclosed is a copy of my initial inspection on July 28th, 1993.

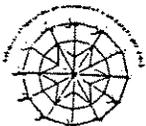
Our inspection in Missouri was a pre-inspection for the Minnesota State Fair and we have no authority in Missouri to enforce any of the points noted. If I can be of further assistance please do not hesitate to contact me.

Sincerely,



Bob G. Gill  
BBG/slk

enclosure



Safety Specialists and Consultants  
Serving the Amusement Industry



IDI# 930809CBB2486  
EXHIBIT# 16 INSPECTION REPORTS/PHOTOS

## **BOB G. GILL & ASSOCIATES INC.**

*Safety Specialists and Consultants  
Serving the Leisure Industry*



P.O. Box 3326, Riverview, Florida 33569  
Phone 813-685-8792 \* Fax 813-685-5117

INCIDENT REPORT

AUGUST 4, 1993

ROYAL AMERICAN SHOWS  
WALL AMUSEMENTS

OZARK EMPIRE FAIR  
SPRINGFIELD, MO

LARRY BEAUFORD  
INVESTIGATOR

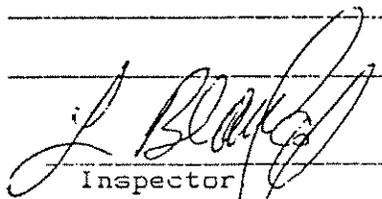
Bob G. Gill & Associates Inc.  
813 685 8792.

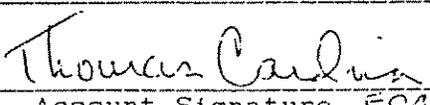
RECOMMENDATIONS.  
Priority codes.

1. EMERGENCY- Equipment not to be used until corrected.
2. ~~CONCERN~~ Requires attention as soon as possible.
3. ~~PREVENTIVE~~ Correction will enhance the safety of.

Name Royal American  
HALL AMUSEMENTS Location STRIEFLD, MO Date 4 AUG 93

- A. REPAIR LAP BAR LOCKDOWNS WITH HEAVY CHAIN & CLIPS,  
DOUBLE NUT OR LOCKNUT EYEBOLTS. - ALL LAP BARS
- B. SECURE BOTTOM OF LAPBARS WITH DIAPER PINS OR  
COTTER KEYS ONLY.
- C. SECURE LOOSE SCENERY PANELS
- D. INSTALL MISSING TRACK PIN
- E. SECURE TRACK PINS WITH WIRE TIES OR  
MECHANICS WIRE.
- F. RIDE TO OPERATE IN THE FORWARD DIRECTION ONLY
- G. MAXIMUM RIDE SPEED - 14 RPM -

  
Inspector

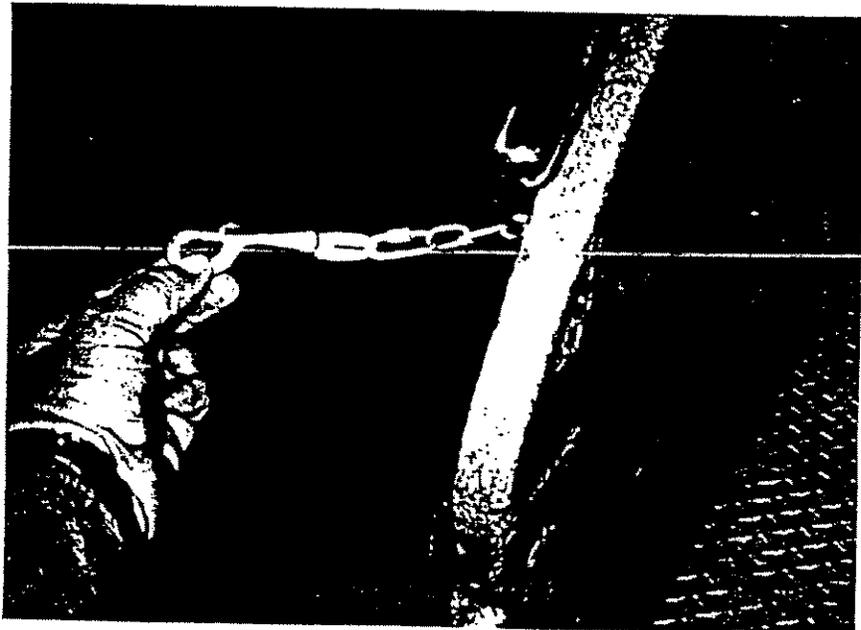
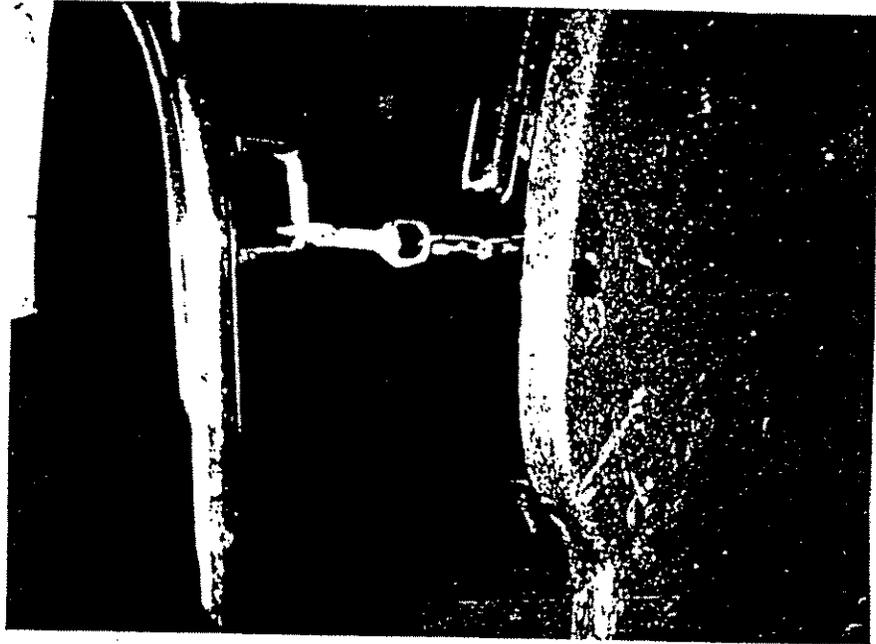
  
Account Signature. For Royal American  
Shows

Print Name & Title.

Failure of inspector to condemn any unsafe condition, operation  
or equipment at time of inspection does not constitute approval.



Vertical text on the right margin, likely a page number or document identifier.





Bob G. Gill & Associates Inc.  
813 685 8792.

RECOMMENDATIONS.  
Priority codes.

1. EMERGENCY- Equipment not to be used until corrected.
2. CONCERN - Requires attention as soon as possible.
3. PREVENTIVE - Correction will enhance the safety of.

Name Royal American Location Springfield Mo Date 7/23/93

2. Hi Roller:- Replace damaged padding on  
LAP Bars.

Fit Manufacturer additional safety latch.

2. Himalayas:- All points on individual  
Ride shift.

2. Swinger:- Replace split swing

2. Yo Yo:- Replace all damaged seats  
and catch straps.

2. Skidder:- Replace damaged all fiberglass  
and screen mesh.

Replace out of date latches.

All drive wheels to be operational.

2. Spider:- Replace damaged restraint bar  
and frame cracks.

  
Inspector.

  
Account Signature.

Elyah Delditt  
Print Name & Title.

Failure of inspector to condemn any unsafe condition, operation or equipment at time of inspection does not constitute approval.

(5)

BOB G. GILL & ASSOCIATES INC.

Location Springfield Mo  
Date 7/25/93  
Owner WALL AMUSEMENTS

Ride Himalaya  
Serial # '866 H 80  
Manufacturer REUSECO

STRUCTURAL

Bolts/Pins/Keys All Track bolts to be Grade 5.  
Steps/walkways/platforms Fill in all gaps in platform  
Welds/Structure Reinforce damaged Jackstands / Base Frame Pins.  
Fencing All security covers to be properly secured  
Blocking & Supports Fit Track support rods / covers  
Cables & Clamps Central plate pin holes properly welded  
Replace weld central support pins / caps.

CARRIERS.

Padding All car rods to be keyed  
Body Condition Secure all loose trim in cars  
Safety restraints lap bars need diaphragm kits / or correct kits  
Spindles/Anchors lap bars to be held in fully closed position  
Wheels/Axles All lap bar fasteners to be uniform.

DRIVE

Belt & Motor Guard \_\_\_\_\_  
Belts/Chains/Cables \_\_\_\_\_  
Motors/Drive wheels \_\_\_\_\_  
Controls \_\_\_\_\_

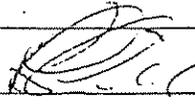
ELECTRICAL

Ground \_\_\_\_\_  
Boxes/Lights \_\_\_\_\_  
Cable/Wiring \_\_\_\_\_

GENERAL

Brakes \_\_\_\_\_ RPM \_\_\_\_\_  
Emergency Equipment \_\_\_\_\_

COMMENTS Reinforce secured signage provided in each car.  
Provide LIMITATION SIGNAGE AND HEIGHT GUIDE ROLL.

Signature 

both directions with no lap bar installed at all.

It is possible that a previous patron had loosened and/or damaged the carabineer.

Five mechanical and two operational recommendations for correction were made before the ride should be operated again.

After receiving my assignment from the office of Bob G. Gill and Associates, I arrived on scene, at Royal American Shows, Springfield, MO, Wednesday evening August 4th 1993.

During the course of the incident investigation I spoke with the following individuals.

Gomer Dewitt,	Ride Superintendent,	Royal American Shows
Tom Cardina,	Operations Manager,	Royal American Shows
Dennis Wall,	Owner/Operator,	Wall Amusements
Dan Fortner,	Fair Manager,	Ozark Empire Fair

At approximately 10:30 A.M. an un-named young male (12-14 years old) was ejected from a seat on the Himalaya striking the walkway. I was told he suffered mild concussion and was listed in fair condition. At the time he was ejected the ride was starting up in the reverse direction (counter-clockwise) with the ride not quite reaching full speed (12-14 RPM).

Factory type lap bar latches were missing from approximately 50% of the carriers, with chain and clip fasteners being substituted. The clips were attached to the chain with small carabineers, and the chain attached to the ride seat with bolt and nut.

Apparently the carabineer nut had loosened (reason unknown) allowing the carabineer to be spread open when force was applied to it, disconnecting the clip from chain, which would allow the lap bar to open.

This report cannot be considered conclusive as many questions still exist.

I estimate the average teenage male sitting in the ride seat would have to exert a large unnatural force to the lap bar causing the carabineer to spread open, to the point of failure.

The average teenage male should be able to normally ride a Himalaya in