



AMUSEMENT RIDE SAFETY ADVISORY BOARD MEETING  
**FEBRUARY 25, 2020**  
10:00 AM

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**ADVISORY BOARD MEMBERS**

Secretary of Agriculture, Russell Redding

Bradley Nesland	Dorney Park
Jim Houghton	PA State Showmen's Association
John D. Blaney, Jr	PA State Assoc. of County Fairs
John D. Makrias	Special Advisor
John C. Pittman <b>Absent</b>	Public Member
Kenneth Potter, Jr. <b>Absent</b>	Special Advisor
Robert A. Di Domizio, Jr. PE	RAD Engineering Corporation
Stephen Gorman	Waldameer Park
Stephen Swika, III	PA State Showmen's Association
Thomas Rebbie	Philadelphia Toboggan Coaster Inc.
William B. Hall, III	Public Member

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**AGENDA**

CALL TO ORDER – Walter Remmert, Bureau Director (filling in for Secretary Redding)

- Affirmation in the meeting was announced in adherence to the Sunshine Law

APPROVAL OF MINUTES: August 20, 2019

SECRETARY'S REMARKS: Included in the Director's Report

DIRECTOR'S REPORT:

- Recognition of industry colleagues lost (comments on behalf of the program by Joseph Filoromo, Program Supervisor)
- Announcement of training opportunities

OLD BUSINESS:

## NEW RIDE APPROVALS

### MANUFACTURER

Bojuxcom, s.r.o.  
Bolliger & Mabillard Inc  
KMG  
Knoebels (discuss as new business)  
Knoebels (discuss as new business)  
Tianjinn Mickrod Inter Trade Co  
Visa International Srl.

### RIDE NAME

Ferris Wheel – 25M  
Hyper Coaster (Candyonium)  
Fireball  
Flying Turns- Modification  
Zierer Impulse- Modification  
Mini Electrical Train  
Compact Spinning Coaster

### NEW BUSINESS:

- Discussion of Knoebels' two modifications listed under new ride approvals

### BOARD MEMBER COMMENTS:

### PUBLIC COMMENTS:

### ADJOURNMENT:

Upcoming Advisory Board meetings will be held at the Department of Agriculture at 10am in room 309

**Tuesday, May 19, 2020**  
**Tuesday, August 11, 2020**  
**Tuesday, October 20, 2020**

COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF AGRICULTURE  
AMUSEMENT RIDE SAFETY DIVISION

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IN RE: AMUSEMENT RIDE SAFETY ADVISORY BOARD MEETING

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BEFORE: WALTER REMMERT, Chair  
Robert Di Domizio, Jr., P.E., Member  
Stephen Swika, III, Member  
Joseph Filoromo, Member  
Bradley Nesland, Member  
Stephen Gorman, Member  
Thomas Rebbie, Member  
William B. Hall, III, Member  
Jim Houghton, Member

HEARING: Tuesday, February 25, 2020  
10:03 a.m.

LOCATION: Department of Agriculture  
2301 North Cameron Street, Room 309  
Harrisburg, PA 17110

Reporter: Lori Behe

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ALSO PRESENT: Randall Arndt, Yvonne Brown,  
Nathaniel Rivera, Esquire, Tim Horn, Benjamin  
Pfeffer, Andrew Rossi, Pret Lytle, Brian Gorman,  
Scott Inners, Trevor Knoebel, Jim Martini, Leonard  
Adams, Harry Chuev

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NONE OFFERED

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MR. REMMERT: This is the appointed time and the appointed day for the Pennsylvania Amusement Ride Safety Advisory Board. I'm going to do a few housekeeping chores before I open the meeting. So I'm going to address this specifically to the people who called in on the phone. So folks who are attending this meeting by phone, I have some rules that we'd like you to follow.

First off is please mute your phones. It is horrific feedback on our end and makes it very difficult for the people who are unmuted to hear what's going on at the meeting. So I would ask that I'm going to take roll call for attendance on the phone here in a moment. I will let you know that in the room with us today are members of the Advisory Board. Absent from the Advisory Board today are Mr. Pittman, Mr. Potter, Mr. Blaney. And hopefully by phone today, Mr. Swika. I'm sure he'll answer up here when we take roll call.

The agenda has been published and hopefully all the participants here and on the line have the agenda. If not, we will actually read off the agenda. Again, please as a reminder, keep your



1 cell phone on mute unless you're directed to keep  
2 it. It makes things go much easier. I will ask the  
3 Advisory Board members to use their microphones  
4 while speaking. If not - make sure the red light is  
5 on when they're not speaking and the green light is  
6 on when they are. That will afford the people on  
7 the phone to hear what's going on. If you need us  
8 to repeat anything, please let us know.

9           Moving right along, I'll set people's  
10 expectations right now. I have to be somewhere else  
11 after the meeting or shortly thereafter. So we're  
12 going to move through this quickly as best we can.  
13 So hopefully everybody is in that mindset that we  
14 can and we'll do that as best as we're able to.  
15 That will not affect anybody that's up for  
16 recommendation or consideration. If we have to end  
17 our meeting prior to all of the items being added,  
18 we'll deal with it between now and the next meeting,  
19 and make sure we distribute pertinent information to  
20 vendors, so whether we adopt all submissions or not  
21 will not affect the endorsement of those  
22 submissions.

23           So with that being said, as best you  
24 can, I'm going to call them one at a time. Please  
25 introduce yourself. Spell your last name slowly for

1 the stenographer and please let us know who you are  
2 representing. Ready, go.

3 MR. KELLEY: Bill Kelley,  
4 K-E-L-L-E-Y. And I'm here for four rides, Majestic  
5 Fireball, Spinning Coaster and the Knoebels Flying  
6 Turns and Impulse coaster.

7 MR. HORN: Tim Horn, H-O-R-N.  
8 Amusements Unlimited, Pirates Revenge, Lehigh Valley  
9 Grand Prix and Bojux 25 meter wheel.

10 MR. SWIKA: Steve Swika, S-W-I-K-A,  
11 and I represent the Pennsylvania State Showmen's  
12 Association.

13 MR. PFEFFER: Benny Pfeffer,  
14 P-F-E-F-F-E-R, representing Tons of Fun Shows,  
15 regarding submission of Bojux's 25 meter Ferris  
16 Wheel.

17 ATTORNEY RIVERA: Good morning,  
18 everyone. Nathaniel Rivera, R-I-V-E-R-A, legal  
19 Counsel on behalf of Tons of Fun Shows.

20 MR. REMMERT: Thank you, everyone.  
21 We'll move through this. If you're on the phone and  
22 you have a point of order or want to have a  
23 discussion with us, please break in. I'll wait for  
24 a pause in the discussion, and I'll address the  
25 person on the phone so they can make their remarks.

1 Please wait for my comments, and I appreciate that.

2 So now that we've gone through the  
3 housekeeping, this is the moment we're going to call  
4 this meeting to order, which we have - a discussion  
5 and we'll get acclimation by Ms. Yvonne Brown that  
6 this meeting is properly Sunshined?

7 MS. BROWN: Yes, sir.

8 MR. REMMERT: And I believe the  
9 meeting minutes for our August meeting, which is the  
10 last time we met, were distributed. At this point,  
11 I'm looking for any corrections, updates, and a  
12 motion to approve the minutes.

13 MR. NESLAND: So moved.

14 MR. REMMERT: So moved. Is there a  
15 second?

16 MR. S. GORMAN: Second.

17 MR. REMMERT: Thank you. All in  
18 favor, please say aye.

19 AYES RESPOND

20 MR. REMMERT: Any opposed? All right.

21 Thank you for approving the August  
22 20th, 2019 meeting minutes. As it says on the  
23 agenda, to let you know, typically presiding over  
24 this Board is the Secretary of Agriculture as the  
25 chairperson. If not, in his stead, the Deputy

1 Secretary, and on rare occasions the Director will  
2 fill in in their stead if they're unavailable.

3           Because we moved the meeting from  
4 January to February of this year - because of my  
5 schedule and not anything to do with the Board  
6 itself. We're in the middle of the budget cycles,  
7 so both the Secretary and the Deputy are in the  
8 process of either testifying or preparing to testify  
9 for the next several days for the budget hearings.  
10 So I encourage you to go to PCN and watch them. But  
11 short of that, that's why you have me and not Fred  
12 Strathmeyer or Secretary Redding.

13           We thought it appropriate, I did, and  
14 I spoke with Joe, to take a moment as far as in  
15 general, to name a few names, I don't mean to miss  
16 anybody, in the Pennsylvania amusement ride  
17 industry. And we have lost quite a few people from  
18 the last time we met that significantly enhanced or  
19 had an influence on the Pennsylvania amusement ride  
20 industry. We thought it was worth taking a moment  
21 and offering our considerations in memory of them  
22 and I offer any comments from Joe as he's probably  
23 known most of them.

24           MR. FILOROMO: Right. A lot of those  
25 people that we learned from, we've learned from over

1 the years so much. Just most recently, Jack Seiler,  
2 Irv Good, Betty Reithoffer, Tom Powell, an editor  
3 from a trade paper. He was a friend from Scranton  
4 that always promoted Pennsylvania well. Harry  
5 Reinhart, a show owner from Pittsburgh and there's  
6 loads more. We're losing people at a much faster  
7 rate than we're getting young people into this  
8 business. So we shall be smart enough to learn from  
9 everything we learned from these people like also  
10 like Jake Inners, Steve Swika, and so on. If we can  
11 moderately learn from all those people and use it  
12 for good, continue on as they would have us do. So  
13 let's all remember that. That's all. Thank you.

14 MR. REMMERT: Thank you, Joe. Any  
15 comments from the Board members related to that?  
16 And I'm not asking for - thought I'd provide an  
17 opportunity to have you, have you - seeing all the  
18 names that have passed by and have passed, I just  
19 want to make sure that we know the program we  
20 created today is because of the people that are  
21 involved in the process seeing several of those  
22 bedrock names pass, a couple of us.

23 Seeing no further comments, moving on  
24 to the next item typically handled by the  
25 now-retired Larry Chuev, we'll move your comments to

1 the end with public comment so you have a moment to  
2 discuss what education requirements. If you are  
3 licensed as an inspector, a certified inspector here  
4 in Pennsylvania, you're required to have continuing  
5 education requirements. We do that through a  
6 partnership with third parties who offer training -  
7 that is currently going on today a ride safety  
8 seminar by Phil Stigers, which most of our  
9 inspectors will be heading back out to receive, and  
10 participate and offer training.

11 So if you have a need or requirement  
12 and would like further information on what  
13 requirements Pennsylvania has for continuing  
14 education and how you go about it to get that and  
15 make that happen and then what opportunities there  
16 are, if you are an inspector or intend to be an  
17 inspector, please reach out to us. We have most of  
18 that published on our website. We're transitioning  
19 how we do business, always trying to do better,  
20 provide more transparency and efficiency for  
21 everybody. So happy to have that conversation and  
22 get it out to everybody. Because it is a  
23 requirement to maintain the status. Questions,  
24 comments from the Board members before we move on?

25 Phil wanted to pass on that if anybody

1 after the meeting wants to stop by they're welcome  
2 to stop by, sit in and see what's going on over at  
3 that seminar. I would add that is always the  
4 sentiment of all the people who offer training. The  
5 Board members are always - so I hope that you will  
6 go there and address the Board members. Let us know  
7 and we'll figure out how to get you in there.

8           Moving forward on the agenda to new  
9 ride approvals. We're going to take them in the  
10 order that we see them with the understanding that  
11 new ride approvals are going to be the Flying Turns  
12 and Impulse - so we're going to start with the Tons  
13 of Fun 25M Ferris Wheel submission.

14           And I'm going to go in the background  
15 and offer it to Joe. We're going to let Mr. Horn  
16 speak to questions related. This is a new  
17 manufacturer, not a new ride. So it's a 25 meter  
18 giant tall Ferris Wheel by a manufacturer  
19 Pennsylvania has not seen for this ride.

20           The submitter, the owner of the ride,  
21 has worked very tirelessly to meet all the hurdles  
22 and requirements of the approval process, and I want  
23 to recognize in saying that, the submitter, but  
24 Board members as a whole, specifically our  
25 professional engineer, Mr. Di Domizio, who has been

1 tapped on the shoulder more times for this one  
2 submission than any submission since he's been a  
3 seated member of the Board. We thank you for your  
4 time and diligence in this. I always appreciate Mr.  
5 Filoromo, for I am not a subject matter expert in a  
6 case like this. And without him, this program - big  
7 difference.

8                   What we have for the Board today as a  
9 submission is what we believe meets and is  
10 sufficient that has answers to 99 percent, never 100  
11 percent, we always try to strive that way, of the  
12 Board's questions and the Board's concerns.

13                   So as of today based on some late last  
14 minute documents that we asked for and were provided  
15 in a timely manner to us, we believe the 25 meter  
16 Wheel submission is complete and ready for your  
17 questions and consideration. We have some small  
18 clean-up to do, which include among other things  
19 conversations and comments that we received,  
20 feedback incorporated into the documents. That is  
21 something we can do along the approval process.

22                   So at this point, I would ask Joe to  
23 give us a quick overview of the submission, what  
24 we've looked at, and where we believe we are as far  
25 as the approval.



1                   MR. FILOROMO: We've looked at - ride  
2 the rides built in Europe, there were some  
3 differences in the way the wiring was and then there  
4 was some after-market work done to the ride  
5 electrically, too, and kind of funneled in  
6 everything now. We got together with one of the  
7 people was one of the writers of 525 Electrical  
8 Code. And it seems that they've come upon an  
9 agreement of proper wiring of the ride, which was  
10 the main concern, and then with the other odds and  
11 ends. So I think it's long overdue that we consider  
12 this ride for approval.

13                   MR. REMMERT: Thank you, Joe. Not to  
14 preempt the conversation from the submitter or the  
15 engineer who's available for questions, I would ask  
16 the Board members, this is - the wiring  
17 conversations put on record, your comments, to ask  
18 questions of the department, the engineer, or the  
19 owner/operator - but I will tell you that the  
20 conversations that we've had from our last meeting  
21 to where we are today is tenfold to where we need to  
22 be. We've come to a complete understanding that we  
23 all want to see this ride go through the approval  
24 process. And the submitter has been more than  
25 forthcoming to provide the information that we

1 requested, so much so that our concern with the  
2 electrical system and how it is, how the power  
3 source derived is different from what we typically  
4 see. We've gone back to the manufacturer with our  
5 old recommendations and worked with the  
6 manufacturers to get that - how they're being set up  
7 moving forward.

8           So not only have we learned quite a  
9 bit from this that will apply to other rides that we  
10 get and specs as it relates to operating in  
11 Pennsylvania and the United States, but it will  
12 allow us an opportunity that wherever it's set up,  
13 we can go out there and learn hands-on in a  
14 different way, in the right way, to see how that  
15 should be electrified. To make sure not only that  
16 they're setting up properly, but that we now have  
17 more education about the variety of ways that's  
18 proper and appropriate. So we appreciate it.

19           MR. FILOROMO: And I just did have a  
20 discussion just a couple weeks ago with the  
21 manufacturers. They were in Florida and it kind of  
22 - pretty much what we've been - what this new memo  
23 says. So they're on-board with the whole thing,  
24 too. And part of the issue was how this system  
25 relates to the ride itself, but also the other rides

1 that are in the same system. So that everything  
2 works together properly without causing problems for  
3 the ride next to it, or feedback, or if something  
4 goes wrong, that everything should be brought back  
5 to the way it's designed to according to the  
6 electrical code. So I feel good about it.

7 MR. REMMERT: All right, Board  
8 Members. This is where you get to ask the questions  
9 that will be of record. So I'll recognize any and  
10 all comments. Please feel free. Let it be known to  
11 the folks who aren't in the room that there's a lot  
12 of head shaking.

13 MR. S. GORMAN: Well, can you just  
14 provide the - where this ride will be operated at.  
15 It's traveling, right? So is this going to be -?

16 MR. FILOROMO: Mostly Southeast  
17 Pennsylvania.

18 MR. S. GORMAN: And has it operated  
19 anywhere else in the U.S. yet?

20 MR. FILOROMO: No.

21 MR. S. GORMAN: Not yet?

22 MR. FILOROMO: No. This is the first  
23 Wheel, right? This is the first Wheel - right. And  
24 they have other rides in the United States, not here  
25 but -.

1                   MR. S. GORMAN: Yeah. That's why I  
2 want to just hear from -.

3                   MR. FILOROMO: Yeah. They were kind  
4 enough to work with us and we had set the standard  
5 or the baseline for expectations with the company,  
6 not the operator. The operator has been operating  
7 here successfully for years. This state has the  
8 first new Wheel from the manufacturer that we  
9 haven't seen yet. So yes, this is a new one for us.  
10 Mr. Horn, Mr. Pfeffer, did we miss anything? Any  
11 comments that you would like to make to the board  
12 members?

13                   MR. HORN: Not at this time. I think  
14 we went through your whole process and were  
15 forthcoming with all the information you requested.

16                   MR. PFEFFER: I'm okay as well.

17                   MR. REMMERT: Thank you. So for the  
18 Board members, we do have some manual conclusions to  
19 make. So there is housekeeping. We still have to  
20 correspond to update the manual, make sure that the  
21 manual is updated with Mr. Gorman's questions.  
22 Rather that you want to ask me questions, that  
23 they're also collateral to this. And Steve, we  
24 include all your conversation with us. I have them.  
25 They responded. I have not checked to make sure

1 that they updated their manual. So I would offer if  
2 there is a motion for recommended approval, that it  
3 be contingent on us receiving the updated manual  
4 information. So is there anyone willing to make  
5 that motion?

6 MR. DI DOMIZIO: Question.

7 MR. REMMERT: Further question. Go  
8 ahead.

9 DI DOMIZIO: Mr. Chairman, question.

10 MR. REMMERT: All right.

11 DI DOMIZIO: I'm sorry. Can everybody  
12 hear me okay? This is Bob DiDomizio. The letter  
13 that came with this note, I just read at today's  
14 meeting. In there it said that the issue was  
15 addressed, that 60 Hertz, that the system would be  
16 running on 60 Hertz by way of a power trade as it  
17 were. Just help me out and show me where that would  
18 appear. I'm looking right now at the electrical and  
19 hydraulic manual underscore V3. Could you please  
20 point that out to me?

21 MR. REMMERT: So I'm going to restate  
22 the question so I'm clear. You're looking for the  
23 specific location where it's now going to be  
24 operating on 60 Hertz.

25 DI DOMIZIO: Yeah. It's one of the

1 things we asked for, was either this be equipped  
2 with a 50 Hertz source or it converted from 60 to  
3 50, one or the other. So nothing has shown me so  
4 far - notwithstanding what we've just received, I'm  
5 not seeing it. If it's there, I'm just not seeing  
6 it. So I'm asking for help to find it.

7 MR. REMMERT: Sure. So I'll ask Tim.  
8 Tim, did you hear and understand the question?

9 MR. HORN: Yeah. Well, we responded  
10 to that question with our reply to your last list of  
11 items. And apparently, Di Domizio does not have a  
12 copy of that response. The electrical diagram  
13 indicates a 60 Hertz transformer. I believe that's  
14 on - let me look at what page it is here.

15 MR. REMMERT: And just to be clear, he  
16 may not have all the information. As we moved  
17 through this process rather briskly in order to  
18 facilitate the information, we will actually be  
19 sharing the file, the complete submission with the  
20 Board members to review at their, quote, leisure.  
21 But yes, we are in receipt of that. And I don't  
22 know that Di Domizio has that last - so we'll make  
23 sure we find that.

24 MR. HORN: Yeah. I think in the reply  
25 we made to your request, if you look at page 17 of

1 the electrical manual, the power train transformer  
2 was 60 Hertz. I couldn't answer that question.

3 DI DOMIZIO: Is that the end of the  
4 answer so I could - okay. I'm seeing a definition  
5 of the power train transformer which appears to be  
6 the same as it was before. It is - it does state it  
7 is greater than 60 Hertz. Your letter response said  
8 that something was put in the circuit, that it was  
9 going to convert it to 50 Hertz. So I'm still not  
10 seeing how we get 50 Hertz to the ride.

11 MR. HORN: That's not what the letter  
12 response meant. The manufacturer and the electrical  
13 system designer has certified or indicated that the  
14 ride is designed to operate on 50 or 60 Hertz. So  
15 the question is irrelevant. There is no frequency  
16 converter required. The system will operate on 50  
17 or 60 Hertz as we indicated in our reply.

18 MR. SWIKA: Can I say something?

19 MR. REMMERT: Please state your name  
20 just for the stenographer. Other than that, by all  
21 means.

22 MR. SWIKA: I am Steve Swika. I saw  
23 an email that stated that the manufacturer has  
24 software that you make that - and this ride is built  
25 on that 60 Hertz. I read that right from - Bojux, I

1 guess is how you say his last name. So I'm pretty  
2 happy to - with that, so that can run on 60 Hertz.  
3 But most motors in electric, they run on both, most  
4 electric motors, 50 or 60. So when I saw that thing  
5 from Mr. Pfeffer, that states that that ride - the  
6 software in there, in the control allowing 60 Hertz.

7 MR. REMMERT: Thank you, Mr. Swika.  
8 So separate from - as I just kind of collaborated  
9 with Joe, you know, on the record - or off the  
10 record, that a conversation with Di Domizio  
11 notwithstanding, argue the safety and capability of  
12 the submission and the - as a certified professional  
13 here has attested to the veracity and the ability of  
14 the ride to earn Pennsylvania requirements.

15 Our conversation back and forth was  
16 involving concern with how it was set up outside of  
17 the normal guidelines. You're satisfied and the  
18 Pennsylvania program is satisfied that what was  
19 provided and the investigation of it has met that  
20 safety requirement? That 50 Hertz versus 60 Hertz  
21 operation, I agree with Mr. Swika. And Joe and I  
22 have been saying that, yes, we agree the ride is  
23 capable of operating at either 50 or 60, similar to  
24 any electronics.

25 So the submission as submitted, though



1 we've asked for clarification in some cases, we've  
2 received an answer and accept the answer that has  
3 been given, that if the ride owner and operator sees  
4 a problem and have an issue, but it does not  
5 present, in our opinion, an issue.

6           MEMBER: Well, okay. If I can call  
7 attention to an undated document from - so I don't  
8 know when this was printed, but this came with the  
9 submission. Yeah, it does say - that's probably  
10 1/7/2020 at the bottom, and this is from the  
11 Bojuxcom, SFO.

12           The second paragraph says all the  
13 electrical and programming of this Bojuxcom 25 meter  
14 Ferris Wheel were installed and also designed - our  
15 copyright license program and the use of a frequency  
16 drive system have been designed to operate on either  
17 50 or 60 frequency electric power supply. That's  
18 the first paragraph, second paragraph.

19           Third paragraph, there are safety  
20 measures programmed into the system by way of the  
21 frequency converter and drive system that allows the  
22 Bojux, et cetera, et cetera. So from the  
23 manufacturer, it's saying that it requires a  
24 frequency drive. This is the manufacturer's note  
25 right here.

1                   So in paragraph two and paragraph  
2 three, those say the same thing. And so you could  
3 supply 60 Hertz, but it has to go through a  
4 frequency drive system such in the case at a  
5 variable speed loader or in the case of the  
6 conversion for the rest of the device. So any  
7 device that is connected directly to the supply  
8 would be supplied by 60 Hertz, not by 50 Hertz.  
9 This is saying that the manufacturer - this is  
10 telling you, you have to supply a frequency bracket  
11 converter. That's my interpretation, professional  
12 opinion, interpretation.

13                   MR. REMMERT: Mr. Horn, you're up.

14                   MR. HORN: That is not what that  
15 letter says. It says that the ride is operated  
16 driven by variable frequency drive. And I'm sure  
17 many of your Board members and operators are  
18 familiar with a variable frequency drive. The  
19 variable frequency drive which drives the operation  
20 of the wheel converts the frequency. That's how we  
21 get a soft start and how you operate a ride with the  
22 math, with the flow charge. The variable frequency  
23 drive is a component of the electrical system that  
24 was designed by Najabauer for this wheel.

25                   DI DOMIZIO: So that goes back to my

1 original question. Where is that unit of which you  
2 speak? I don't see it on the electrical diagrams as  
3 you pointed out to me. I'm not seeing it.

4 MR. HORN: Yeah. That's listed as the  
5 Siemens variable frequency drive unit that drives  
6 the motor that operates the wheel.

7 DI DOMIZIO: That's all it does. So  
8 no argument there when I see the variable frequency  
9 drive to a lower variable speed and accept 50 or 60  
10 Hertz, and it can drive a 50 or 60 Hertz motor. No  
11 question for me on that. I'm talking about power  
12 for all the rest of the machine is still supplied  
13 with 60 Hertz. So what has changed? Where has this  
14 frequency converter - and they use the words  
15 frequency converter and the drive system. I take  
16 that to mean two different things.

17 MR. HORN: I don't agree. That's your  
18 interpretation of the letter.

19 DI DOMIZIO: Well, show me on the  
20 electrical schematic where there is a frequency  
21 converter on the incoming source like the utility?  
22 I'm still getting -.

23 MR. HORN: There's no frequency  
24 conversion required. That's the - that is the  
25 electrical system designer and vendor position. And

1 obviously that differs from your speculation.

2 MEMBER: I'd just like to interject  
3 that it's not without precedence that we run units  
4 that are European with 50 Hertz ratings, at 60 Hertz  
5 in the United States. That's not without precedence  
6 and it has been done without any real problem.

7 And from my standpoint, I would not  
8 like to see the Board take a stand that it has to  
9 have a frequency converter on a ride that came from  
10 Europe that has 50 Hertz. I would rather see that  
11 the manufacturer approves that it can run that way.  
12 And if that has been done, then I think we've gone  
13 as far as we need to go. But I for one don't want  
14 to be restricted from running 50 Hertz units at 60  
15 Hertz if it is approved by the manufacturer.

16 MR. HORN: I'm sure you're all aware  
17 that there are multiple rides operating in  
18 Pennsylvania with the same European electrical  
19 system on 60 Hertz power.

20 MR. REMMERT: Appreciate the  
21 conversation, the discussion, and as Mr. Horn may be  
22 aware, as he's dealt with this Board for more than a  
23 few years, we're putting this as a matter of record  
24 that a discussion occurred.

25 At a point very soon here, we will

1 have an opportunity to move the recommendation  
2 forward. We will be able to vote yea, nay or stay.  
3 So it's good to have all the conversation on the  
4 record so we can be able to - so with that being  
5 said, that question did pose an answer. I will say  
6 there will be satisfaction with an answer. Are  
7 there any other points for the Board or matters for  
8 discussion concerning this submission?

9 MEMBER: Mr. Chairman, if you would.  
10 Has anything been done - I see that we've - we've  
11 got a neutral from the Y on the Delta-Wye  
12 transformer - assuming we've gone past that point.  
13 But I see we're picking up a neutral there, but  
14 we're not referencing the ground with what's being  
15 called P.E. here, potential earth for the  
16 uninitiated. The symbology isn't quite fair. I  
17 understand that the pitchfork type of symbol is  
18 typically used in chassis ground, and it can be  
19 interpreted also as chassis ground. But the fact  
20 that it hit - that they use the acronym P.E. tells  
21 me that that is intended to be an earth ground. And  
22 where - and that is not connected to the Delta-Wye I  
23 see it connected on the primary side. It's not  
24 connected on the secondary side.

25 MR. HORN: The wiring jumpers,

1 responding jumpers were added in the service  
2 bulletin per your instructions and request.

3 MEMBER: I don't know if you responded  
4 to Joe's concern about that. It does say in the  
5 Code that the ground for the neutral has to be tied  
6 together at one point at the source.

7 MR. HORN: Apparently you have not  
8 looked through the service bulletin which we  
9 forwarded yesterday.

10 MR. REMMERT: I don't know that he had  
11 that opportunity, which is what he's doing now.  
12 He's just asking the question as a matter of record,  
13 which I appreciate his diligence in doing so. So I  
14 would offer that there is an opportunity post this  
15 to look into it further - he has an opportunity to  
16 put questions on the record now. We generated the  
17 requests. We generated the diagrams. They were  
18 diligent in their request of us to manufacture and  
19 in responding to exactly what we asked of them.

20 So what is in the Service Code again  
21 is exactly what we asked them to go to the  
22 manufacturer and correct. So if there's a question  
23 or concern in the service bulletin or the potential  
24 additional grounding, that is what we ask everyone  
25 to provide. They have been more than responsive.

1                   DI DOMIZIO: I've given you my  
2 professional opinion   The schematic does not follow  
3 NFPA-79, which is called out in F2291 as far as  
4 floating neutrals, insufficient grounding, improper  
5 operation of 50 Hertz to 60 Hertz. You've heard my  
6 concerns. That's all I can do.

7                   MR. REMMERT: I appreciate that. Any  
8 other questions or concerns to be raised for -?

9                   MR. NESLAND: I do have a question.  
10 Did - was this reviewed by an electrical engineer?

11                   MR. REMMERT: As more so than our  
12 Board member who has already made his comments on  
13 the record? It has.

14                   MR. NESLAND: So we have had an  
15 electrical engineer look at it and approve it,  
16 essentially, say it is safe?

17                   MR. REMMERT: I would have to go back  
18 and determine the actual certifications of the  
19 individuals that provided us some insights without  
20 going too far afield with this. We did not  
21 entertain additional capacities, so I don't want to  
22 - we are not necessarily experts in everything. But  
23 we wanted to ensure that we had conversation met our  
24 grounding requirements. At this moment, we are  
25 satisfied with the submission of the service

1 bulletin that was provided.

2 MR. NESLAND: Okay.

3 So from the Department's standpoint,  
4 you feel that it has been reviewed by an appropriate  
5 person and approved?

6 MR. REMMERT: Notwithstanding the  
7 concerns raised by -

8 MR. NESLAND: Correct.

9 MR. REMMERT: - Di Domizio, but - as a  
10 reminder that Mr. Horn, licensed and certified to  
11 operate has - the manufacturer has entered into this  
12 and provided their willingness to meet the  
13 requirements as provided to the Board. There is -  
14 the law is understood, that they submit proper  
15 documents, we would have to have significant pause  
16 to not - and in this case, the submission's been  
17 offered. So barring any review or additional  
18 discussion that has not been brought forth, all the  
19 requirements are of the submission are met. That is  
20 the position.

21 DI DOMIZIO: If I can - Mr. Chairman,  
22 if I could follow up on Brad's last question. It  
23 comes down to Mr. Horn taking responsibility for  
24 this electrical design since he's the American  
25 engineer. I don't care what happens in Europe.



1 What we care about is the standards here. So if Mr.  
2 Horn is the one who's certified in electrical  
3 design, is that your interpretation?

4 MR. REMMERT: By way of the law, the  
5 letter from the professional engineer certifying  
6 what was sent to us for review is the overarching  
7 requirement, so -.

8 DI DOMIZIO: And just for the record,  
9 is Mr. Horn accepting the responsibility for this  
10 design?

11 MR. REMMERT: He submitted the design  
12 -.

13 DI DOMIZIO: Well, I was asking him.

14 MR. REMMERT: It's irrelevant what he  
15 says today. We have a record, the signed and  
16 stamped letter.

17 MEMBER: That's your - you always have  
18 the -.

19 MR. SWIKA: I'm ready to accept a  
20 motion.

21 MR. REMMERT: I'm ready to hear a  
22 motion. You're talking about the motion to refresh  
23 anybody to move this recommended approval based on  
24 language from the electric manual. If that is your  
25 motion and you want to move that, do it by all

1 means.

2 MR. S. GORMAN: I'll try. So I make a  
3 motion to accept this conditionally upon the small  
4 changes in the data that we had documented previous  
5 to this meeting, as well as having our state  
6 inspectors verify that it's properly grounded and  
7 bonded at the site, and operation at the right  
8 electrical frequencies that operates exceptionally  
9 safely.

10 MR. SWIKA: I second.

11 MR. REMMERT: Second by Mr. Swika.  
12 All right. We're going to go one by one here. How  
13 do you say, yea or nay, Mr. Hall?

14 MR. HALL: Yea.

15 MEMBER: Nay.

16 CHAIR: Mr. Gorman?

17 MR. GORMAN: Yea.

18 MEMBER: Yea.

19 MEMBER: Nay.

20 MR. REMMERT: Any comments for the  
21 record other than what you stated?

22 MR. REMMERT: Mr. Swika?

23 MR. SWIKA: Yea.

24 MR. REMMERT: Thank you, everyone.

25 Tim and Mr. Swika will be in touch with you over the

1 new few days concerning the details.

2 MR. HORN: Very good. Thank you.

3 MR. REMMERT: We're going to change  
4 over to the Hyper coaster Candymonium. We'll allow  
5 the gentlemen with Hershey to come forward. We'll  
6 ask that you state your name, spell your last name,  
7 and who you're affiliated with for the stenographer.  
8 And then by all means, give us a brief summary of  
9 the submission and expectations for the Board.

10 MR. ROSSI: Good morning. I'm Andrew  
11 Rossi, director of rides/attraction equipment  
12 maintenance for - I'm sorry.

13 COURT REPORTER: Can you spell your  
14 last name?

15 MR. ROSSI: Rossi, R-O-S-S-I.

16 MR. LYTLE: Hi. I'm Pret Lytle,  
17 L-Y-T-L-E. I'm engineer with Construction Services,  
18 Hershey Entertainment.

19 MR. ROSSI: We provided you with a  
20 short PowerPoint. If you would like, we could go  
21 through that right now.

22 ---

23 (WHEREUPON THERE WAS A PAUSE IN THE RECORD.)

24 ---

25 MR. ROSSI: I'm with B&M Hyper

1 Coaster. We're calling it Candymonium. 4,636 feet  
2 in length, 210 feet tall. Seventy-six (76) miles  
3 per hour is our maximum speed. The ride duration is  
4 two minutes and 26 seconds approximately. And our  
5 minimum height to ride is 54 inches. The ride  
6 includes seven camelback hills, 123 degree  
7 hammerhead curve. We have three candy-themed  
8 trains, seven cars per train, four passenger per car  
9 is 28 passengers per train that goes out. Final  
10 piece of the track was installed on the 15th of  
11 February. This is the 16th B&M Hyper Coaster.  
12 Hyper Coaster is defined as a coaster over 200 feet  
13 tall, high speed, no inversions. They're designed  
14 specifically to create air time. They're equipped  
15 with a comfortable back-netted lap bar, which  
16 produces an incomparable feeling of freedom with the  
17 security to keep our guests in the passenger seat.

18                   Go ahead. Next slide, please.

19 There's just some photos of the ride area. That  
20 will be our kissing fountain. Same area of the  
21 park. Those are trains, station. And now we're  
22 going to show you a little - that's the overhead of  
23 the area, which you can see.

24                   Go ahead and move along. And now  
25 we're going to show you a little video that'll

1 describe the entire coaster. We hope to. It might  
2 take a moment to load. That might be the start  
3 button in the lower left corner of your screen.  
4 Just try and double-click on that. We're not going  
5 to get there. Okay.

6 Candymonium will span seven acres of  
7 our new area in Hershey Park. The ride is equipped  
8 with a new harness system for our challenged guests  
9 who are missing limbs.

10 DI DOMIZIO: Does it sate a height?

11 MR. ROSSI: Yeah, seven feet high, Di  
12 Domizio.

13 MEMBER: What's the weight limit?

14 MR. ROSSI: There is no maximum  
15 height. As long as you can fit, you can ride. I  
16 apologize. I don't know why it's not working.

17 MR. LYTLE: Use your imagination  
18 everyone. Close your eyes and think of the best  
19 ride ever.

20 MEMBER: Sorry, Tony. I forgot to  
21 tell you to put the video separate.

22 MR. ROSSI: That's okay.

23 MEMBER: We don't have the main video  
24 on the hard drive for Commonwealth stuff. It  
25 doesn't work. It wouldn't go to a PowerPoint

1 without the native video being in there somewhere.

2 MR. ROSSI: You can grab it right  
3 there. It should be the one that says social media.

4 MR. FILOROMO: You're online?

5 MR. ROSSI: You're online, Joe.

6 Sorry.

7 MR. FILOROMO: You sound just like  
8 Gary.

9 MR. ROSSI: This is the last drone  
10 video we took during our snowstorm in January. The  
11 track is now complete.

12 Now, we do have a few things we're  
13 waiting on. Number one is the ID plate, which has  
14 not been installed, as well as the complete  
15 commissioning report, which will include the dynamic  
16 testing which is done on the ride. I.O. testing for  
17 the control system is scheduled to start one week  
18 from next Monday.

19 MEMBER: Can we see a vehicle?

20 MR. ROSSI: Yes. If you bring up the  
21 video that says social. Right there, yeah. This  
22 will give you a full look at the attire closer and  
23 the vehicles.

24 ---

25 (WHEREUPON, A VIDEO CLIP WAS PLAYED.)

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MS. BROWN: Is there another one?

MR. ROSSI: No, that should be fine.

This was, as I said the 16th Hyper Coaster. I believe Cedar Fair has two in your system, Brad, if I'm not mistaken.

MR. NESLAND: I'm sorry?

MR. ROSSI: I believe Cedar Fair has two in their system.

MR. NESLAND: Two what?

MR. ROSSI: Hypercoasters.

MR. NESLAND: Yes.

MR. ROSSI: And Mayco just is the most recent one in Orlando at SeaWorld.

MR. REMMERT: Good?

MR. ROSSI: Yes, sir.

MR. REMMERT: Turn your little light off from green to red. For those of you who were listening in on the conversation and didn't enjoy the experience, I'm sure by now you can search Candymonium on social media and you'll see similar to what we have just seen here. I will say to the Board members that we're in receipt of almost everything at this point that I believe Hershey and its program are seeking your conditional approval

1 based on the final results of testing. So we can  
2 entertain a conditional approval or we can wait for  
3 later. It's your pleasure, Board members, on how we  
4 - traditionally, we offer them a conditional  
5 approval. So any questions?

6 MEMBER: I do have one question. In  
7 the manual, they refer to the passenger evacuation  
8 manual. Do we have that? Is that in there?

9 MR. LYTLE: I believe it was in the  
10 packet. If not, I'll make sure you get it.

11 MR. DI DOMIZIO: Since this ride is  
12 manufacturer in Europe, was it designed for 60  
13 Hertz?

14 MR. ROSSI: The ride was designed in  
15 Europe. A good portion of the ride is manufactured  
16 here in the United States. The control system is  
17 being manufactured by a company called Consign out  
18 of Maryland.

19 MR. DI DOMIZIO: Thank you.

20 MR. ROSSI: You're welcome, sir.

21 MR. REMMERT: Any other questions or  
22 comments? Is there a motion coming out by the Board  
23 members? I see a motion.

24 MR. HOUGHTON: Motion.

25 MR. REMMERT: Will you second?



1                   MR. REBBIE:    Sure.

2                   MR. REMMERT:   Very good.  I have a  
3 motion for conditional approval.  I'm assuming  
4 that's what we're doing.  And the second by Thomas.  
5 Let's vote.  All those in favor, please respond by  
6 say aye.

7   AYES RESPOND

8                   MR. REMMERT:    Are there any nays?  
9                   Gentlemen, thank you for coming.

10                  MR. ROSSI:     Thank you for your time.  
11                  Thank you.

12                  MR. REMMERT:   We'll move on to KMG  
13 Fireball submission.  While making the transition,  
14 Joe is going to give us an overview and then we're  
15 going to hand it - turn it in.

16                  MR. FILOROMO:   Okay.

17                  After the accident in Ohio with the  
18 Fireball, we found that there was a design issue  
19 with the ride.

20                  MR. REMMERT:    Not an issue, a change.

21                  MR. FILOROMO:    Change.

22                  MR. REMMERT:    They updated the ride.

23                  MR. FILOROMO:    Well, they had an  
24 update, but existing owners did not know about it.  
25 And we pretty much decommissioned all those rides

1 and reapproved them with a new design from the  
2 manufacturer, KMG. The thing that made it  
3 complicated was KMG issued a separate service  
4 bulletin for each ride, so each one is requiring a  
5 separate approval even though they pretty much did  
6 the same thing to every ride. They retrofitted it  
7 with the new seat design that cannot rust from the  
8 inside out.

9                   And in this case, the ride was  
10 completely refurbished. We had two key inspectors  
11 go to look at some of the work that was done. They  
12 were impressed. The owner has also gotten all the  
13 technical information, instruction and so on from  
14 the manufacturer that in some of the previous  
15 approvals were very difficult to get. So we have a  
16 very complete submission, very thorough rebuild of  
17 this ride and upgrade. And pretty much the same or  
18 more that we've already approved on several other  
19 Fireballs. And that is all.

20                   MR. REMMERT: How'd he do? Did he do  
21 okay?

22                   MR. INNERS: I'm just - my name is  
23 Scott Inners, I-N-N-E-R-S.

24                   MR. REMMERT: For your part of this,  
25 any comments to the Board members or are you just -

1 you're going to answer the questions based on the  
2 submission?

3 MR. INNERS: I'm here basically to  
4 answer what questions I can. Bill Kelley is on the  
5 line for anything technical that you guys might  
6 need.

7 MR. REMMERT: It's always good to have  
8 a front man. So the Board members are aware, we've  
9 had a few of these operating in Pennsylvania for  
10 years. And based on the incident that occurred,  
11 proactively - reactively and proactively - we went  
12 back and took a look at protocols, procedures, what  
13 we did and didn't have approved, identified some  
14 rides that were issued with us that absolutely did  
15 not - and this is more proof that the collaborative  
16 environment that we have here as regulators in the  
17 industry that items like this have to be addressed  
18 to the betterment of everybody. In this particular  
19 case, that's - and here we are today. Any questions  
20 from the Board members concerned about this?

21 MR. S. GORMAN: Really documentation-  
22 wise, what you provided for us to look at was a  
23 manual dated 2005 and I wondered if that is the  
24 right manual for this redesign? You know, I can't  
25 tell by looking at the drawings.

1                   MR. INNERS: That is the correct  
2 manual for it. It took a little bit of doing when  
3 we purchased it from the other company. We went  
4 back to KMG and we specifically asked for the manual  
5 for that serial number of the ride and that's what  
6 they gave us with the manual.

7                   MR. S. GORMAN: So just for the  
8 state's records purposes, is that manual, does that  
9 handle the new design?

10                   MR. INNERS: There was an addendum  
11 that KMG sent us as well with a manual specifically  
12 for the new gondolas that were on the ride.

13                   MR. S. GORMAN: I didn't have a lot of  
14 time to look -.

15                   MEMBER: I'll make that clarification  
16 that the manual itself didn't change, but there was  
17 an addition to it.

18                   MR. INNERS: Yes.

19                   MEMBER: We actually received that  
20 separate from the other submission that we  
21 addressed.

22                   MR. DI DOMIZIO: Following up with  
23 Steve's comment - and I understand that the manual  
24 is written in the most generic fashion and can be  
25 easily adapted to meet specific requirements here.

1 And just as an example for you and for the rest of  
2 the Board, because it was said that it was like  
3 this, and then said - this isn't the only example,  
4 but such as - it says the inspection of the ride  
5 should be performed by someone qualified to do so.  
6 Now, I understand that that's a global, very safe  
7 statement. But in Pennsylvania, the words would be  
8 must be performed by a qualified et cetera, et  
9 cetera.

10 So those are the kind of issues that I  
11 think could be pointed out and come with the manual,  
12 with this here. So just to point that out to make  
13 it very specific to Pennsylvania Codes. I know this  
14 because I've looked at other codes in other states  
15 and some have no requirements. So you are - the  
16 company is protecting itself by making statements,  
17 but I think you need to be very specific. That's  
18 just my two cents' worth.

19 And thanks for bringing it up, Steve.

20 MR. REMMERT: Any other comments or  
21 questions from the Board members? I will state for  
22 the record they satisfied the submission. We had  
23 everything we needed to give the Board members. So  
24 at this point, I will receive a motion for approving  
25 this recommended submission.

1                   MR. S. GORMAN: Yes. I make a motion  
2 to approve.

3                   MR. REMMERT: Mr. Gorman. Is there a  
4 second?

5                   MR. HALL: I second.

6                   MR. REMMERT: Mr. Hall. All those in  
7 favor of this -.

8                   MEMBER: Please state the motion.

9                   MR. REMMERT: What?

10                  MEMBER: Please state the motion.

11                  MR. REMMERT: The motion is to  
12 recommend approval of the ride submission as  
13 submitted.

14                  MEMBER: As presented?

15                  MR. REMMERT: Yes. I have a motion  
16 and second. All those in favor, please respond by  
17 saying aye.

18 ALL RESPOND AYE

19                  MR. REMMERT: Any opposed? Thank you.

20                  MEMBER: I have something.

21                  MR. REMMERT: Go ahead.

22                  MEMBER: Now that the motion has been  
23 approved, your father, Jake, used to serve on this  
24 Board -

25                  MR. INNERS: Yes, sir.

1                   MEMBER: - most confidently and  
2 capably. I used to also talk to Jake when he had  
3 the set up down in St. Anthony's in Wilmington,  
4 Delaware. And I'm sure that if anything needed to  
5 be done by Majestic Midways, that you following in  
6 the tradition of your father, safety-first  
7 tradition. I learned a lot about from him be  
8 followed and I just felt that some of the Board  
9 members that weren't here when Jake so capably and  
10 courageously served after his amputation. He'd come  
11 to these meeting religiously. And I just think that  
12 that should be part of the record. Thank you,  
13 Scott.

14                   MR. INNERS: Thank you. I appreciate  
15 that. And he would expect nothing less of us. His  
16 standards were very high for all of us that followed  
17 him.

18                   MR. REMMERT: Thank you. Move on to  
19 the Mini Electric Train.

20                   MR. SWIKA: Is this the electric train  
21 that - back before Christmas?

22                   MR. REMMERT: It is.

23                   MR. SWIKA: Oh, okay.

24                   MR. REMMERT: Tianjin Mickrod.

25                   MR. SWIKA: Yeah.

1           MR. REMMERT: Joe is going to give us  
2 the summary -.

3           MR. SWIKA: Who is the customer, Walt?

4           MR. REMMERT: Go ahead.

5           MR. SWIKA: The owner-operator?

6           MS. BROWN: Bill Cerny.

7           MR. REMMERT: Bill?

8           MS. BROWN: Cerny.

9           MR. SWIKA: Cerny, yes.

10          MS. BROWN: Local Mount.

11          MR. SWIKA: Local Mount?

12          MR. REMMERT: Yes.

13          MR. SWIKA: Okay.

14                   I have it.

15          MR. REMMERT: I talked to Joe about  
16 this.

17          MR. FILOROMO: What we figured, it  
18 looked similar to a different one that's made in  
19 China. Randall chased down some of the specifics of  
20 it to see that, you know, it doesn't - you know,  
21 proper electrical, we were wondering about that.  
22 One of the things that I was wondering about, and we  
23 need to make sure it's noted, that this thing needs  
24 to be operated not to go down the hallways of a  
25 mall. It needs to be operated in a fenced-in area



1 indoors. But because one of the pictures appears to  
2 be in a mall without fencing, but it needs to be  
3 clear that it can be approved, but not operated  
4 without a fence.

5 MR. REMMERT: Any additional comments,  
6 Mr. Horn, about this submission or should we wait  
7 for questions of the Board members?

8 MR. HORN: It's not a big issue to add  
9 an addendum to the operator's manual to include  
10 fencing in and the dimensional requirements.

11 MEMBER: I didn't have much time to  
12 review this and review what we're talking about  
13 here, but how is the speed controlled or does the  
14 operator completely? And is there a max speed?

15 MR. HORN: I believe the controller  
16 for the electric drive limited the -.

17 MEMBER: And then on page 42 of the  
18 manual is - page 46 of our PDF, it's very vague  
19 about NDT. It says there is requirements on NDT,  
20 but then they don't tell you what they are.

21 MR. HORN: Now, I do not have any  
22 detail from the manufacturer or the owner as far as  
23 what's required for NDT. I would assume it's just  
24 visual. If we need to add the NDT statement to the  
25 manual, that's not a problem as well.

1                   MR. REMMERT: Lots of head shaking  
2 here, Tim. The answer is yes for the - the NDT  
3 requirements?

4                   MR. HORN: Correct.

5                   MEMBER: They control the speed  
6 somehow.

7                   MEMBER: The accelerators are not  
8 meant to be - maximum speed is three miles an hour.  
9 There's an accelerator pedal. And if I remember, it  
10 is electronically controlled and run. So it doesn't  
11 have a speedometer, but max speed is set for three  
12 and then it's controlled by the operator.

13                   And I'm not an expert at electric, but  
14 how do you make sure that someone, you know, you  
15 can't get electrocuted on this or shocked? Do you  
16 just have to make sure that you maintain the wires,  
17 make sure they're not getting insulation, water on  
18 them and such? What do you do with electric things?

19                   MR. HORN: That's why -.

20                   MR. REMMERT: Go ahead, Tim.

21                   MR. HORN: Yeah. One of the  
22 inspection requirements is to inspect all of the  
23 wiring and connections to make sure that there's no  
24 damage or wear. I think it's also important to  
25 inspect the battery terminal thing that you

1 mentioned, the battery cable. I believe there's a  
2 leak level in the battery, so I think that's one of  
3 those inspections we made.

4 MEMBER: Since this is a Chinese  
5 manufactured ride, I have personal experience with  
6 the Chinese government and getting American rides  
7 approved there. One of the main things that we  
8 found out that was pertaining to any NDT  
9 inspections, they were far behind what the U.S.  
10 standards are. Any Chinese manufacturer sets their  
11 own standard. I would highly recommend that it is  
12 in writing that it's done by magnetic fluorescent  
13 particle inspection and all paint and grease or dirt  
14 be removed to have clean metals for weldings and  
15 critical bolts.

16 MR. HORN: Yeah. I believe the  
17 manual, page 42, lists the - or 43 PDF page lists  
18 the NDT requirements.

19 MR. REMMERT: We're turning over to it  
20 right now, Tim. Give us a second.

21 MEMBER: Mr. Horn, you are correct.  
22 It does say something about having NDT, but it  
23 doesn't specify what exactly should be done.

24 MR. HORN: Yeah. What it says is  
25 there are no NDT requirements at the time of the

1 initial production release. That's the second to  
2 the last paragraph. So it's basically visual  
3 inspections.

4 MEMBER: Just to clarify the way I  
5 interpreted the manual, it looks like it says the  
6 non-discrepant testing was done at the factory. And  
7 then the last statement, owner-operators will be  
8 advised of any future requirements by service  
9 bulletins. So I take that as if there's an issue,  
10 they will send out a service bulletin and tell you  
11 what that non-destructive testing is -?

12 MR. HORN: Yeah, that's correct.

13 MEMBER: So I would read it as no NDT  
14 requirements.

15 MEMBER: That's all well and good at  
16 the factory, but once it's in use, it's still  
17 carrying people. And if it was my product, we  
18 require 1,800 to 2,000 hours of a total NDT  
19 inspection. So I think there should be a little bit  
20 more than it was at the factory. That could carry  
21 on for years and nobody would even bother.

22 MR. REBBIE: I had this conversation  
23 with Joe. This is an item for discussion. I asked  
24 him where are we with NDT across the board with  
25 similar type rides or attractions and - not to use

1 the words crap shoot, but some do, some don't. So  
2 we have a position, but we are certainly willing to  
3 entertain a conversation about our position. For  
4 years, Joe has been leading the fight to include NDT  
5 in almost everything that is submitted to us, so -  
6 in some shape, manner or form. We heard from the  
7 manufacturer that we did not require NDT. So we  
8 believe NDT should be involved with this or in  
9 everything that we look at. We should make that a  
10 matter of record, that that is expressed. Might not  
11 always work out that way as the manufacturer can -  
12 it doesn't hurt to ask for inclusion of it. And if  
13 so we have to - what circumstances and what our  
14 expectations are for that.

15 MEMBER: Mr. Chairman, just in support  
16 of what Mr. Rebbie is saying, we're all familiar  
17 with the requirements of NDT. If somebody's going  
18 to approve or show that a ride is approved, one of  
19 the things in the approval process is the AWS, so -.  
20 And they specifically state a type of testing that  
21 can be done, the frequency, the classification of  
22 the type of usage. We don't have to stop at  
23 amusement rides. It could be for a ski lift or no  
24 matter what, but usually what you would ask is if  
25 this is a critical component because of different

1 classifications by the code. So if we say we follow  
2 the code, then the code is already enforced. So  
3 that's - so coming into that discussion, that's  
4 where it comes from. If you want to say we're  
5 compliant in this way for AWS, if it's aluminum, if  
6 it's steel, and the requirements not only to make  
7 the weld, but to approve the weld and the cycle, the  
8 minimum amount of testing is described. In the case  
9 of Mr. Rebbie's product, he goes above and beyond,  
10 but they do call for a certain sample size, so just  
11 - that's food for thought for the future discussion.

12 MR. REMMERT: And I appreciate that.  
13 And I hope there's a larger discussion. To focus  
14 back on this, the manufacturer determines  
15 expectations. And in this particular case, they  
16 affirmed that they followed non-destructive test as  
17 prescribed at the factory. Our question here in  
18 this forum is should there be an ongoing requirement  
19 for NDT, and if so, under what circumstances in this  
20 particular type of ride? For a program, that would  
21 mean you would have go back and look at similarly-  
22 approved attractions and prescribe NDT requirements,  
23 not just for this manufacturer under these  
24 circumstances, but others as well. So the Board is  
25 perfectly within their rights to recommend the

1 program should consider that or, in this particular  
2 case, should be added to that.

3 So is there any further discussion?  
4 If there is not further discussion, is there a  
5 recommendation? Well, first things first. Any  
6 further discussion? Seeing none, is there a  
7 recommendation? You know I can, but I'm actually -.

8 MR. NESLAND: I'll make a  
9 recommendation.

10 MR. REMMERT: Thank you. Is there any  
11 caveat to that recommendation?

12 MR. NESLAND: I make a recommendation  
13 to approve with the caveat that the Department  
14 review the non-destructive testing procedures for  
15 this attraction and possibly other attractions of  
16 the same type.

17 MR. REMMERT: For any NDT testing  
18 across the board?

19 MR. NESLAND: Yes.

20 MR. REMMERT: Okay.

21 We have a motion. Is there a second  
22 to that?

23 MR. HALL: I will second.

24 MR. REMMERT: Thank you, sir. Any  
25 discussion?

1                   MEMBER: I don't understand the  
2 motion, first of all.

3                   MR. REMMERT: The motion in this  
4 particular case is only to approve this attraction  
5 with a note that says to the Department that we  
6 consider reviewing non-destructive testing. So this  
7 is moved to -.

8                   DI DOMIZIO: So it's moved to approve  
9 the application with a possible future -?

10                  MR. REMMERT: In the case of this, it  
11 is on record that we're going to consider NDT  
12 testing as part of the submission.

13                  DI DOMIZIO: And which particular  
14 document would that be - which particular document  
15 are we referring to?

16                  MR. REMMERT: Right now what's being  
17 considered is the electric train.

18                  DI DOMIZIO: Any particular document  
19 in that application?

20                  MEMBER: I think we might have - that  
21 you're just moving to approve the submission. About  
22 that particular discussion, it's separate and that  
23 is -.

24                  MEMBER: Yeah. One of my concerns was  
25 I didn't want to put that as a requirement as we



1 have approved other trains of this type without that  
2 requirement. So in order to remain consistent, I'd  
3 like to see us approve it as is, and also the  
4 manufacturer didn't recommend any, which I don't  
5 really want to change the way we're doing - conduct  
6 procedures here. But that would leave the door open  
7 to go back and review and decide if we want to have  
8 stricter structured testing procedures, but put it  
9 across the board and apply it to all of our  
10 previously approved trains.

11 DI DOMIZIO: Excuse me, but doesn't  
12 that do exactly the opposite because it sets a  
13 precedent to say, well, it was approved here. Why  
14 can't this - in the future?

15 MEMBER: I'm sorry. I don't  
16 understand.

17 DI DOMIZIO: When you say you can vote  
18 for it and approve it, and let's say in the future  
19 you impose some new requirements for NDT. This is  
20 going to have the opposite effect of pressuring -  
21 getting some pressure put on getting true NDT  
22 information. I mean, if this - Ohio could happen  
23 here and - if they had done due diligence. But  
24 without requirements for normal maintenance on a  
25 ride, I mean, -.

1           MEMBER: I think they do have  
2 requirements for normal maintenance. They just  
3 didn't have an NDT requirement.

4           DI DOMIZIO: Which is the first rule  
5 of maintenance. So does the motion need to be  
6 restated?

7           MEMBER: Yeah. I think it would be  
8 simpler to say that we recommend.

9           MR. NESLAND: So be it. I recommend  
10 approval at this time.

11          MR. REMMERT: Is there a second for  
12 that?

13          MR. HALL: I have a lot of respect for  
14 what Brad says over the years. So I'm going to  
15 second that.

16          MR. REMMERT: Okay.

17                   Any comments or discussion?

18          MEMBER: I'll just add that we bought  
19 other rides that do not have NDT requirements. They  
20 give you a maintenance program, but there's not an  
21 annual NDT because there's questions in there. So  
22 I'd ask - I read that sentence wrong or that whole  
23 page wrong, I think. So I retract my concern  
24 before. I think they're just saying is - NDT  
25 process, but they have a maintenance program. So

1 that's where I stand. So that's my position.

2 MR. SWIKA: Can I make a -?

3 MR. REMMERT: That's fine. Thank you.

4 MR. SWIKA: There's a lot of times we  
5 abide by like the unwritten NDT requirements. Down  
6 the road, something could come to the manufacturer's  
7 attention, we found a crack in a weld. That's when  
8 a lot of times the NDT requirements become mandatory  
9 and the procedure is provided by the manufacturer.  
10 That's normally how that seems to work.

11 MR. HORN: Typically, if there's a  
12 problem -.

13 MR. REMMERT: Tim, we're in the middle  
14 of a vote. This is conversation, not speculation  
15 among members. Sorry.

16 MR. HORN: Okay.

17 I was just going to reference the  
18 service -.

19 MR. REMMERT: I appreciate that, but  
20 right now we have a recommendation. We have a  
21 second. Discussion. So we're having a discussion  
22 here. Mr. Swika, is there any other comments for  
23 this motion? Seeing none, I'll call for a vote.  
24 All those in favor, please respond by saying aye.

25 AYES RESPOND

1                   DI DOMIZIO: Mr. Chairman, can you  
2 call the vote, please?

3                   MR. REMMERT: We're going to go for  
4 individual votes. Mr. Swika, your vote?

5                   MR. SWIKA: Aye.

6                   MEMBER: Aye.

7                   MR. REMMERT: Mr. Hall?

8                   MR. HALL: Aye.

9                   MEMBER: Aye.

10                  DI DOMIZIO: Nay.

11                  MR. REMMERT: Thank you very much.

12 Moving on to our next - Tim, we're going to ask for  
13 an update on the fence as discussed earlier.

14                  MR. HORN: I will get in touch with  
15 Bill Cerny and identify what the fencing dimensions  
16 are. Of course, they have to meet the ASTM  
17 requirements for height -.

18                  MR. REMMERT: Thank you. I do  
19 appreciate that. Are you on the hook for the next  
20 one on the line, the compact spinner, or no?

21                  MR. HORN: Negative.

22                  MR. REMMERT: That's what I figured.  
23 I was just making sure. The other ones that you  
24 mentioned that you're here to represent, the Pirates  
25 Revenge and the Crazy Monkey, we are not

1 entertaining today. We're moving through the  
2 process of the submission, just the information  
3 didn't get to the Board in time.

4 MR. HORN: Okay.

5 So the Crazy Monkey, Pirates Revenge  
6 by Amusement Device Manufacturing is tabled?

7 MR. REMMERT: It's not on the agenda  
8 for today.

9 MR. HORN: All right. And the same  
10 thing of the Lehigh Valley Grand Prix?

11 MR. REMMERT: Yeah. We're almost done  
12 with the - so that will not get held up. But the  
13 Board has not had the opportunity to see the latest  
14 of updates. We're prepared to -.

15 MR. HORN: All right. Do you need me  
16 for anything else?

17 MR. REMMERT: I do not.

18 MR. HORN: All right. Very good.  
19 Thank you all.

20 MR. REMMERT: Thank you. Moving on to  
21 Compact Spinning Coaster.

22 MR. B. GORMAN: Good morning,  
23 everyone. Brian Gorman, B-R-I-A-N, G-O-R-M-A-N with  
24 Waldameer Park. Introducing our Italian  
25 manufacturer, Visa, Compact Spinning Coaster. It's

1 11 to 12 feet in height with a figure eight track  
2 design. Four ride vehicles with four riders in  
3 each, and that is all I have for an introduction.  
4 If anyone has any comments, I'm probably going to  
5 defer them to Bill Kelley, who's still on the phone,  
6 and Steve Gorman, as he is in the information  
7 department.

8 MR. REMMERT: Joe Filoromo had the  
9 opportunity to review and look at this particular  
10 ride.

11 MR. FILOROMO: Yes.

12 MR. REMMERT: And any comments?

13 MR. FILOROMO: No.

14 MR. REMMERT: Do we have a complete  
15 submission from the owner and the engineer?

16 MR. FILOROMO: Yes, he did. Yes.

17 MR. REMMERT: So he met all of our  
18 requirements. You have no questions or comments.  
19 Board members, I open it up for you. Would you have  
20 any questions or comments concerning this  
21 submission?

22 MEMBER: Did we -?

23 MR. REMMERT: What's that?

24 MEMBER: I only have the cover sheets.  
25 Did I miss the rest of the package? Is that what

1 this is? Yeah, I didn't - I had one last night -.

2 MEMBER: That was not intentional.

3 MEMBER: No, I understand. It's my  
4 fault I didn't get it.

5 MR. B. GORMAN: Yes. We have a  
6 complete submission. It's a little over 200 pages.

7 Mr. REMMERT: And this is certainly  
8 something similar to what we had seen already in  
9 existence here. Just this manufacturer -.

10 MEMBER: So I had an opportunity to  
11 review this prior to the meeting and I did send a  
12 list of questions and received answers to those  
13 questions. I'm going to ask that either Steve or  
14 Brian read those questions and the replies.

15 MR. S. GORMAN: Okay.

16 On that page 49, so we talked about  
17 the manual, page 49. I believe that's a picture of  
18 the operator's console. At the top, there's a  
19 switch to control that motor speed.

20 MS. BROWN: Which page -?

21 MR. S. GORMAN: I just go by Brad's  
22 notes, so that might not be the PDF page 49, you  
23 know? Do they show page numbers? Oh, it says -  
24 yeah, it says page 22. Yeah. You have like 20 more  
25 pages probably. They provide the -.

1                   MS. BROWN: Oh, 49. I'm sorry.

2                   MR. S. GORMAN: The operator console -  
3 to control the ride, there's a switch - a knob to  
4 turn to control the speed of the motors that drive  
5 the train up the hill. So the operator has control  
6 over the speed of the train. When we ran the ride  
7 and learned how to run the ride, we had it maxed and  
8 that's the operator speed we watched. We're going  
9 to actually remove that or lock it so the operator  
10 cannot control the speed.

11                   Next question was the way they write  
12 their manual says - okay. Children, a child riding  
13 the ride, a child needs an adult, but then they do  
14 specify the height requirements. Thirty-six (36)  
15 inches to 48, you need to have someone with you.

16                   MEMBER: So there is a height  
17 requirement?

18                   MR. S. GORMAN: Correct.

19                   MR. REMMERT: So to be clear, 48 and  
20 over, you're good. Between 36 and 48, you need an  
21 adult to ride?

22                   MR. S. GORMAN: That's correct. And  
23 there's a maximum height of 77 inches. We do have a  
24 - to control that. If someone's too tall, they  
25 won't fit in the car very well. And then they also



1 have some vague words about how the body shape of a  
2 passenger just will not fit and be difficult to  
3 contain in the car. And then further out, they talk  
4 about you have to have two clicks of a lap bar to be  
5 successfully contained. So we view that as saying  
6 if their body shape doesn't allow two clicks, then  
7 you're not going to be able to ride the ride.

8                   Long hair must be contained, and we  
9 have to decide on our own what is considered long  
10 hair? Weight restriction of 242 pounds. We are not  
11 weighing people. We do our best on all of our rides  
12 to make sure we limit the weights of the customers  
13 based on their height. So we're operational  
14 questions basically.

15                   Every disabled person must be  
16 accompanied, it says. We have a policy that anyone  
17 who's disabled can go up the exit of our rides to  
18 get quicker access to the ride, but they must be  
19 accompanied by someone with them that can help them  
20 get on the ride, get off the ride. We are not  
21 helping in that regard.

22                   Loose items such as selfies, lighters,  
23 are not allowed and we agree that's hard to monitor.  
24 We do the best on all our rides to make sure people  
25 don't have loose items that can fly off.

1                   They talk about wind speed and they  
2 say you must have that monitored. We do have that  
3 monitored wind speed on our cars. So we can limit  
4 the operation if the winds are too high.

5                   They talk about soil conditions, to  
6 make sure that the soil conditions can support the  
7 load and we did have a foundation review with a  
8 local civil engineering company and poured a big  
9 concrete slab bigger than they - bigger and better  
10 than they ask for in the manual. We think really  
11 that - that dimension in their manual is really  
12 meant for travelling equipment because it's got to  
13 be portable.

14                   Do we have a written evacuation plan,  
15 because they mentioned that in the manual? And yes,  
16 we do, and we practice that on any of the rides.  
17 Okay.

18                   There's an air hose to release the lap  
19 bars to get the pneumatic air to the cars. So it's  
20 a manual thing that the operator has to after each  
21 ride plug it into the ride to abort, and deal with  
22 the lap bars. You can't run the ride - the ride  
23 will not - the control system won't let you start  
24 the ride and run the ride with that attached. You  
25 have someone that knows where that nozzle is.

1           There's some things in the manual that  
2 I want to have them change, and I wanted to wait for  
3 this meeting to - but one of them was they asked for  
4 us to check the grounding and bonding daily. And I  
5 think that that's not a daily requirement. So we're  
6 going to have to see if they can clarify that. We  
7 do have a grounding rod attachment to that. NDT  
8 requires they list - and they answer that. They  
9 clarify that in another paragraph. They talk about  
10 NDT in an ultrasonic phased array. And there's some  
11 boxed structures - just to be clear, we have  
12 completely welded and sealed box frames, and we're  
13 going to use a thickness measurement to check that  
14 periodically.

15           MEMBER: So do they have any - can  
16 they breathe at all?

17           MR. S. GORMAN: No. Am I correct,  
18 Brian? They're completely sealed?

19           MR. B. GORMAN: Correct, similar to  
20 what was installed last year. And there's no NDT  
21 requirements specifically to measure the wall  
22 thickness, but proactively, we're using our own  
23 thickness gauge at our monthly inspections to  
24 determine if that's something we want to investigate  
25 further.

1                   MEMBER: Well, the situation I would  
2 monitor in Erie is whether or not you ever are  
3 getting any condensation inside that square tubing  
4 and freeze down the grid. Monitoring - figure that  
5 out before you have a freeze issue so you can  
6 control it.

7                   MEMBER: Why can't -?

8                   MR. B. GORMAN: I don't have a good  
9 answer. Other than we do test the wall thickness  
10 with a probe.

11                   MEMBER: There's normally a weep hole  
12 somewhere, but -.

13                   MR. B. GORMAN: Mostly I would say it  
14 be a visual - like an NDT visual of the tubing to  
15 make sure that it's sound and true to its form and  
16 not swelling and cracking.

17                   MEMBER: Does the manufacturer require  
18 any additional items?

19                   MR. S. GORMAN: We also - we also put  
20 filters in so they don't get exposed to extreme -  
21 they will freeze, but they're not going to be  
22 exposed to precipitation.

23                   MEMBER: The last thing you have in  
24 there was, the manual says all the maintenance is  
25 based on a five-hour operating day, which seems

1 surprising. Maybe rewrite that.

2 MR. S. GORMAN: Yeah. I think that's  
3 a good idea.

4 MEMBER: Thank you. The main reason I  
5 wanted you to read that is I wanted - I mean, I  
6 didn't want to sit here and not have any questions  
7 and have people think that we don't treat our Board  
8 members the same way we treat everybody else, so -  
9 Yvonne, can you go back to that original picture?

10 MS. BROWN: The very beginning?

11 MEMBER: The ride, yeah.

12 MS. BROWN: Okay.

13 Give me a second.

14 MEMBER: The fence, is that wide  
15 opening or is that a four-inch opening? That's my  
16 question. Is it a standard four inches?

17 MR. S. GORMAN: It's three and a half  
18 actually.

19 MEMBER: Three and a half?

20 MR. S. GORMAN: Where do you mean?

21 Where do you mean?

22 MEMBER: Suspension, that are in the  
23 ride.

24 MR. S. GORMAN: In the back it's two  
25 by two actually. It's a mesh.

1                   MEMBER: Oh. Oh. All right.

2                   MR. S. GORMAN: Welded wire. Welded  
3 wire mesh.

4                   MEMBER: I can't see it.

5                   MR. S. GORMAN: Yeah.

6                   MEMBER: All right.

7                   MR. B. GORMAN: It's about seven feet  
8 tall, too.

9                   MEMBER: Oh, I see it now. Yeah.  
10 Right.

11                   MR. REMMERT: So I have no further  
12 questions. Any questions from Board members?

13                   MR. DI DOMIZIO: Mr. Chairman, I have  
14 to ask, it's made in Italy. So when you received  
15 it, was it ready to plug right in at 60 Hertz?

16                   MR. B. GORMAN: They missed that when  
17 they shipped it to us.

18                   MR. S. GORMAN: Again, I'm not going  
19 to give you the - I'm going to - it was shipped. It  
20 needed a new transformer. It needed - we needed a  
21 transformer to change it to get power. I wish I  
22 could call our electric engineer right now. They  
23 had to provide a different transformer for us so  
24 that we brought it to 60 Hertz.

25                   MR. DI DOMIZIO: Oh. So it was

1 designed for 60, but you just needed voltage  
2 difference?

3 MR. S. GORMAN: Right. Yeah.

4 MR. DI DOMIZIO: So that was probably  
5 -.

6 MR. S. GORMAN: We wanted 480, three  
7 phase, 60 Hertz.

8 MR. DI DOMIZIO: So what it required  
9 was 400 volts or was it 50 Hertz or 60 Hertz?

10 MR. S. GORMAN: I can check and give  
11 you an answer in about three minutes if we want  
12 to -.

13 MR. DI DOMIZIO: I just think it's  
14 interesting for my own -.

15 MR. S. GORMAN: Yeah. I'll get you  
16 that answer before we leave.

17 MR. DI DOMIZIO: Because that  
18 represents to me, you know, a learning curve - so I  
19 would like to know and I trust you implicitly.

20 MR. NESLAND: I make a motion to  
21 approve as submitted.

22 MEMBER: Second.

23 MR. REMMERT: All those in favor,  
24 please respond by saying aye.

25 AYES RESPOND

1                   MR. REMMERT: Are there any opposed?  
2 Thank you. You also - answer in three minutes.

3                   Moving on to new business and not to  
4 take away your fire, but Leonard, could you stand up  
5 for a moment? Mr. Leonard Adams. I don't know if  
6 anybody realizes the significance of this, but for  
7 years and years, eight years and some, he's - the  
8 last permanent full-time hires program was taking  
9 Randall from a seasonal part-time position to full  
10 time, then we lost two seasonal positions. Mr.  
11 Adams represents an investment back into the  
12 program. So we have hired an additional safety  
13 inspector for the state's program, represented by  
14 Mr. Adams, who came on board right after the new  
15 year, right? So you're our new year's employee,  
16 which is awesome.

17                   MR. REBBIE: So Mr. Randall was the  
18 last full-time hire. How long ago was that?

19                   MR. ARNDT: Eight and a half years,  
20 almost nine years.

21                   MR. REBBIE: Okay.

22                   So you're no longer a rookie.  
23 Congratulations, Lenny.

24                   MR. ADAMS: Thank you, Tommy.

25                   MR. REMMERT: So as you can see, it



1 took Joe a while to browbeat me into sense, but  
2 we've invested and we'll continue to invest in the  
3 program until we find that happy medium. We are -  
4 we appreciate it. So - thanks for taking the time  
5 today from the seminar Larry should be at,  
6 overseeing to some here. I just want to see more  
7 attendance. Not only does the industry take what we  
8 do seriously, but the program does as well, and  
9 we're happy to have him, excited at the possibility  
10 of the potential. Okay.

11 We're moving on to two submissions for  
12 new business discussing modifications. One is an  
13 easy one, which we're going to start with, all  
14 right, which should be just paperwork.

15 MR. FILOROMO: Well, we have one that  
16 - the Impulse we pretty much have. Well, we have  
17 everything for both. The Impulse is complete. You  
18 have a copy. Basically that is a major  
19 modification. They'll tell you the details. The  
20 only thing that we'll need will be the testing.

21 And the other one is major  
22 modifications to the Flying Turn. That is basically  
23 - it's a modification of the profile and they do fit  
24 in other parts from the ride. There's nothing  
25 really new there. It's just changed. And that

1 again, should be pending the final testing. The  
2 information on that, we have all - you know, one  
3 separate updated file of the original manuals. And  
4 basically, it's the same information. So that is  
5 all.

6 MR. REMMERT: So what I'll ask you to  
7 present to us is to have a discussion on the Flying  
8 Turn first. Let's start with that, and then we'll  
9 follow with the Impulse, and have the Board members  
10 that are here ask questions for consideration.  
11 Obviously, as one of the ride owners and operators  
12 here in Pennsylvania longstanding, they have been  
13 transparent throughout the entire process with -  
14 they've been compliant with our requests. So - they  
15 have them here at Hershey, so take it away, Trevor,  
16 please.

17 MR. KNOEBEL: Good morning. Trevor  
18 Knoebel, K-N-O-E-B-E-L, owner and operator of  
19 Knoebel's Amusement Resort. And I'm here today  
20 along with Jim Martini, director of our technical  
21 maintenance. I'm going to let Jim do most of the  
22 talking around the Flying Turns. Turn it over to  
23 Jim.

24 MR. MARTINI: That's Martini,  
25 M-A-R-T-I-N-I. And we're here for conditional

1 approval of some minor enhancements there we had  
2 made to the Flying Turns ride. The Flying Turns  
3 ride we put in in 2013. It's a great ride we  
4 brought back from history. If you haven't had a  
5 chance to ride it, it's a great experience. On the  
6 ride itself, it's a toboggan-type car that would go  
7 through a wood trough at a frequency from turn to  
8 turn, that uses a frequency three places on the ride  
9 up to this point. We have three lift hills where we  
10 capture the car. And in capturing the car, we would  
11 take it up a lift hill and move on to the next  
12 experience on the ride.

13                   It's been a great ride for us, but the  
14 one thing that we have that we need to enhance would  
15 be at the end of the ride, the last hill before it  
16 comes into the brake run is about ten foot high. It  
17 takes us about one to two hours every day to get the  
18 ride warmed up in the morning to be able to make it  
19 hit that location, and then we're good for the rest  
20 of the day.

21                   You know, the thing that we need to  
22 improve is that because it takes about an hour or  
23 two to get those bearings in the wheels warmed up,  
24 we can't put an additional train on during the day  
25 because we would have to shut the ride down and- for

1 an hour so you get those wheels warmed up on the  
2 additional train.

3           So you know, capacity wise, it would help  
4 us to get the ride open. And to be able to pull  
5 those trains in, you know, we have maintenance  
6 people out there working on that train every day. I  
7 think it'd be safer for it.

8           So what we did at the end of the ride  
9 is we are re-profiling the end of the ride to that  
10 brake run, and we're going to take out where it was  
11 uphill to that brake run, and put a fourth lift hill  
12 in, the same size motor, the same gear box, the same  
13 designers, same design, to bring into the brake run  
14 so we're guaranteeing that every train will come  
15 home easily to that brake run.

16           Most of the trains will actually  
17 really not even use the lift. They'll go over that  
18 lift with no help. The trains that need that help  
19 with speed sensing will be able to go up over that  
20 hill to that area. So it's going to be a great  
21 thing to help us out in keeping a great ride running  
22 with less maintenance and safer, I think.

23           We do have Bill Kelley on the phone  
24 right now. Bill had done the original analysis on  
25 the ride, and he had done the - also the analysis on

1 the changes to the ride. If you have any questions  
2 to what has been done.

3 MR. REMMERT: So this is one of those  
4 housekeeping moments, so the Board understands. Joe  
5 and I just had a quick sidebar. We have to treat  
6 this like a major modification. It's not a choice.  
7 What they're doing, we absolutely understand and  
8 appreciate it. We're all about it, but we have to  
9 go through the process so it has - it would have to  
10 go through the Board as making modification, even  
11 though we understand that what you're effecting is  
12 in the best interest of you and safety, there's no -  
13 that's why they're bringing it before you today.

14 Short of that, does a Board member  
15 have any questions or concerns about what's being  
16 submitted and what they're going to be sharing with  
17 the Board to move on with the process? Okay. We'll  
18 wait until the end of the discussion. Do you want  
19 to move on to the Impulse?

20 MR. MARTINI: Sure. So with our  
21 Impulse steel tower coaster, we are - there are two  
22 things that we are driving, the reason to the  
23 modification. We are getting three new vehicles for  
24 the ride. They are eight passenger, two row, you  
25 know, four passengers per row, front and back,

1 running three new vehicles, and modifications to the  
2 lift hill system that carries the car up the hill.

3           The system is - the main system is  
4 called the drive system. And the chain system that  
5 takes the cars up the hill is not changing.  
6 However, the anti-rollback of that system is being  
7 replaced. It was originally a ratcheted  
8 anti-rollback dock system. It's being - that's  
9 being removed and replaced with a magnetic system,  
10 the cars were already equipped with magnets to start  
11 for the main brake run on the ride. We're now just  
12 - so now we're putting in place fins on the lift  
13 hill itself. It'll be a retractable fin, so as the  
14 car ascends up the lift, the magnets in the car will  
15 push up the magnets forward in a cam-type design.  
16 And it'll sort of move it out of the way so that the  
17 motor doesn't have to pull to that additional  
18 magnetic field. As the car would roll back or these  
19 fins are in home position, it would control the  
20 descent of that car back down to the horizontal  
21 position on the lift hill approach.

22           So I'm going to take any questions.  
23 You know, Bill is also on the phone. Bill Kelley  
24 has reviewed - he was originally the engineer who  
25 signed off on the Impulse when we originally

1 commissioned it. Bill has also done the review of  
2 the modifications that we're currently taking. So  
3 Bill can also answer some questions.

4 MEMBER: So I have a question for you.

5 MR. MARTINI: Uh-huh (yes).

6 MEMBER: Is this system completely  
7 unique or is it used somewhere else?

8 MR. MARTINI: There is a similar  
9 system at Coney Island's Thunderbolt that uses the  
10 same type of fin, retractable fins, that, you know,  
11 will move forward and back as the train passes over  
12 in the normal operating direction within the - it'll  
13 be outbound to control the descent of the car  
14 backward.

15 MEMBER: Did the same designers do  
16 that one or is that a different group?

17 MR. MARTINI: No, different. This is  
18 done by Art Engineering, A-R-T, Engineering in  
19 Germany. I believe - the Thunderbolt, I believe, is  
20 manufactured in the same -.

21 MEMBER: Yeah, it probably is.

22 MR. KELLEY: This is Bill.

23 MR. REMMERT: Go ahead.

24 MR. KELLEY: Excuse me, this is Bill  
25 Kelley. I'd like to point out a few things on this.

1 You know, I was kind of concerned anti-rollback, but  
2 I'd like to point out a few things that they've  
3 incorporated that I think Trevor didn't. Number  
4 one, they're intensifying the fins to ensure that  
5 they will - the springs on them don't break. So  
6 that anytime they sense - so that they can't  
7 operate.

8                   And then, you know, ASTM says you have  
9 to have an anti-rollback essentially in one section,  
10 and then another section says you don't have to have  
11 it if it doesn't - you know, if a failure couldn't  
12 cause harm. I talked to ASTM - to the people over  
13 at ASTM about that to make sure that - you know,  
14 there's like conflicting requirements to meet and  
15 they all - and they all felt that the - if the ride  
16 - you know, if it was properly designed, and if you  
17 could have some, you know, some failures and that  
18 everything was still safe, then this would meet ASTM  
19 requirements. That's all I wanted to talk about.

20                   MEMBER: So I had another question.  
21 Do you ever have more than one vehicle on the lift?

22                   MR. MARTINI: No. No. The way the  
23 locking system is provided, there's only one car out  
24 on the - from the point where it meets the lift  
25 until it returns, you know, past the brake run. So



1 another car would not be able to proceed until the  
2 car that went before was through the brake run.

3 MEMBER: So can there be a car at the  
4 base of the lift while there's a car going up the  
5 lift?

6 MR. MARTINI: No.

7 MEMBER: And when the car comes down  
8 the lift - say you have a power outage, the car  
9 comes down the lift in a controlled manner. Where  
10 does it stop and how does it stop?

11 MR. MARTINI: So the fins actually are  
12 down the vertical tower, but then they also go back  
13 partway and most of the way through the horizontal  
14 approach. And there's also friction drive, friction  
15 drive tires that, you know, control the speed of the  
16 car as it approaches the lift. Those have motor  
17 brakes.

18 So there's a couple things, you know.  
19 The magnets will control the speed. It will have,  
20 you know, a slow speed. The friction brake tires  
21 would apply friction. And also, the approach is at  
22 a descending angle so it would be going uphill at  
23 that point. So we spoke with the engineer on this  
24 design system and he assured us there's no way the  
25 car would have momentum to make its way back towards

1 the station.

2 MEMBER: That's a magnetic correction  
3 -.

4 MR. MARTINI: On the chain system,  
5 yeah. There is a - these's an additional magnetic  
6 system on the idle sprocket of the chain. That's  
7 mainly there to protect the drive motor that drives  
8 the chain. The drive motor originally had an  
9 anti-rollback ratchet built into that that will be  
10 removed, so that as the car descends down the hill,  
11 it's going to be pulling the chain along with it.

12 And there was concern that they didn't  
13 want to speed that motor in a reverse direction to  
14 cripple it from the RPMs, so they added a magnetic  
15 wheel system that, in normal direction, it's tied in  
16 with the one idle sprocket. So normal direction,  
17 this wheel will sit idle. But as soon as the chain  
18 reverses direction, it has a inner directional  
19 clutch that would become engaged, spin this wheel,  
20 and add additional resistance to the chain system so  
21 that it can't over-speed the motor. But it's also  
22 meant to add additional drag to the car coming down.

23 MR. REMMERT: Any other questions?  
24 I'll look to the pleasure of the Board. It is  
25 traditional. It has been done either way. This is

1 informational. Can move for conditional approval or  
2 anything - and pending the final results of the -  
3 and related technical requirements. So is there  
4 anybody who's interested in offering a motion for  
5 either one of these, either Flying Turns or the  
6 Impulse? All right.

7 MR. REBBIE: Make a motion for both.

8 MR. REMMERT: All right. Anybody  
9 second?

10 MR. REMMERT: Any discussion for  
11 either one?

12 MEMBER: Yeah. I have a quick  
13 discussion for the Flying Turn. So do you just  
14 rewrite the control system to have that fourth lift?

15 MR. MARTINI: Yes. We had rewritten  
16 the manual and the control system, an additional  
17 start/stop button on the operator console. Also  
18 sensors, two end sensors were added for a secondary  
19 speed as it goes up the lift. And two of the  
20 sensors prior to it that existed would start the  
21 lift as the car approaches. And a sensor after the  
22 lift would turn this lift off after the train would  
23 go over it.

24 MEMBER: Who did you hire to do that  
25 control system check or do you have that -?

1                   MR. MARTINI: Well, what it is, the  
2 original control system was done by Ed Ayun. Ed's  
3 done a lot of work for many parks over the years and  
4 has done a lot of work for us at the park. He's a  
5 programmer that's done a lot for us over the years  
6 and is very good. So he did the original program,  
7 and Ed will also be - he has already - actually,  
8 he's already done the modifications. We just have  
9 to test it once the ride is running again.

10                   MEMBER: Thank you, Jim.

11                   MR. REMMERT: I'll offer based on the  
12 pleasure of the board. First up, conditional  
13 approval for Flying Turns as submitted to us with  
14 the intention that this approval will go through  
15 once the Department's satisfied and receives all the  
16 remaining testing documents and any requirements  
17 after they run tests and provide the operation with  
18 modifications. Any significant changes, that  
19 information be provided to the Board, and the Board  
20 can decide whether to come back with programming and  
21 the expectation that they'll provide the submission  
22 once all the data is in. That's first. Do we have  
23 a second for that? We have a first.

24                   MR. HOUGHTON: Second.

25                   MR. REMMERT: All right.

1 All those in favor please respond by  
2 saying aye.

3 AYES RESPOND

4 MR. REMMERT: Any opposed? All right.  
5 We're going to switch from Flying Turns to Impulse  
6 with the same expectations, that's conditional  
7 approval, completed submission, after testing if  
8 there's anything different from what they presented  
9 today, the Board will be informed and the Board will  
10 make a decision whether it will go further.

11 So is there a second to that?

12 MR. HALL: (Indicates yes.)

13 MR. REMMERT: Any discussion required?  
14 All those in favor, please indicate by saying aye.

15 AYES RESPOND

16 MR. REMMERT: Are there any opposed?  
17 Okay. It's the home stretch and we're right on  
18 time. I'll give everybody an opportunity for Board  
19 member comments. Take your time. I'm not rushing  
20 anybody. So if you have comments, please let me  
21 know and I will allow you the opportunity to provide  
22 comments.

23 MEMBER: We didn't get any expense  
24 sheet to sign today.

25 MR. REMMERT: Thank you. Yvonne

1 passed me a note. And so if you have expenses, they  
2 won't be handled by Natalie. We are doing our best  
3 to fill in while she's not here and to work through  
4 the details. So we'll work it out. Any other  
5 comments from Board members?

6 MEMBER: May it please the Chairman, I  
7 wish Natalie a quick road to recovery. Can't wait  
8 to get her back to work.

9 MR. REMMERT: Very good. We will pass  
10 it along when we hear from her. I assure you that  
11 she is in good health and good spirits. I'm not  
12 allowed to speak of the nature of it, but she's  
13 doing fine. Last but not least, I believe the now  
14 retired Harry Chubb might have - yes. Yes. This  
15 is the time for public comments, yes.

16 It's C-H-U-B-B, just to save him the  
17 hassle.

18 MR. CHUBB: So good morning. Okay.  
19 All right.

20 Just a quick recap of the ride safety  
21 seminar here which was held last October. I don't  
22 think we've had a meeting since then, so - but we  
23 did have a successful seminar out in the Altoona  
24 area. We did a hands-on day out at DelGrosso's  
25 Park. Special thanks to the Bureau for sending some

1 books out there and - help out with some testing and  
2 stuff. And Joe did two classes for us, so we  
3 appreciate that.

4                   The report that - the 2020 paid  
5 seminar is currently scheduled for the end of  
6 October. I'll have to get information to the Bureau  
7 about that, but tentatively, we're looking at the  
8 dates of October 27th through the 30th up in  
9 Bloomsburg. We'll have classes at the Bloomsburg  
10 University and we'll have to determine whether or  
11 not we're going to do testing at the - Hershey or at  
12 the hotel, so - but this is actually a Tuesday  
13 through Friday event. A lot of classes will go 24  
14 hours and 32 hours as well.

15                   Let's see. On the other side of  
16 things, from the NAARSO side of things, Jack Seiler  
17 had been the Chairman of the Board for NAARSO for a  
18 number of years. I was nominated and elected to be  
19 the Chairman of the Board for the NAARSO  
20 organization. So if you have any information or -  
21 the assistance with NAARSO business, I'll be happy  
22 to address those. And Mr. Cavallaro and I had  
23 already had conversations about that in the spirit  
24 of cooperation. And I look forward working with  
25 everybody again in 2020. Thank you.

1                   MEMBER: Congratulations.

2                   MR. REMMERT: Now you made it, right?

3                   Any other public comments to go  
4 through the Board today? I need a final motion for  
5 today.

6                   DI DOMIZIO: Moved.

7                   MR. REMMERT: You have to make it,  
8 yeah. There you go. Do I have a second?

9                   MR. HOUGHTON: Second.

10                  MR. REMMERT: All those in favor?

11 ALL RESPOND AYE

12                  MR. REMMERT: We are adjourned. Thank  
13 you, everybody.

14                               \* \* \* \* \*

15                               HEARING CONCLUDED AT 12:07 P.M.

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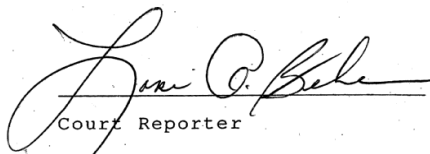


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CERTIFICATE

I hereby certify that the foregoing proceeding was reported by me on 02/25/2020 and that I, Lori A. Behe, read this transcript, and that I attest that this transcript is a true and accurate record of the proceeding.

Dated the 13<sup>th</sup> day of March, 2020

  
Court Reporter  
Lori A. Behe