

**AMUSEMENT RIDE SAFETY  
ADVISORY BOARD MEETING  
APRIL 16, 2019**

**DEPARTMENT OF AGRICULTURE  
HARRISBURG, PA  
10:00 AM**

---

**ADVISORY BOARD MEMBERS**

Bureau Director, Walter Remmert

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

---

**AGENDA**

**A. CALL TO ORDER – Bureau Director, Walter Remmert**

- a. Sunshine Law Announcement

**B. APPROVAL OF MINUTES:**

- a. Approval of the minutes – **January 23, 2019**

**C. SECRETARY'S REMARKS:**

**D. DIRECTOR'S REPORT:**

**E. OLD BUSINESS:**

## NEW RIDE APPROVALS

### MANUFACTURER

Roll Models Inc.  
Mont Lawn Camp & Retreat Center  
Sky Zone, LLC  
Sky Zone, LLC  
Sky Zone LLC  
Soriani, S.r.l.  
Adventure Solutions  
S & S Worldwide

### RIDE NAME

Train – Thomas the Tank Engine  
Indoor Climbing Wall  
Trapeze & Swing  
Warrior Trainer  
Zip Line  
Midi Discovery 360 (aka Midi Discovery)  
Zip Line (Gary's Putter Golf)  
Steel Curtain -\*\***Discussion for  
Conditional Approval**

### **G) NEW BUSINESS:**

Battech Enterprises, LLC\*  
\*Manufacturer name change.

Downdraft (Knoebel' s)

Sally Corporation

Reese's Cupfusion (Hershey Park)

### **H) BOARD MEMBER COMMENTS:**

### **I) PUBLIC COMMENTS:**

### **J) ADJOURNMENT:**

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

**Tuesday, August 20, 2019  
Wednesday, October 16, 2019**

AMUSEMENT RIDE SAFETY

ADVISORY BOARD MEETING

\* \* \* \* \*

DEPARTMENT OF AGRICULTURE

\* \* \* \* \*

BEFORE: WALTER REMMERT, Bureau Director  
Thomas Rebbie, Member  
Bradley Nesland, Member  
Jim Houghton, Member  
Stephen Gorman, Member  
William B. Hall, III, Member  
John C. Pittman, Member  
Kenneth Potter, Jr., Member  
John D. Makrias, Member  
Stephen Swika, III, Member  
Robert A. Di Dominizio, Jr., Member  
Natalie Behe, Member  
Joseph Filoromo, Member  
Yvonne Brown, Member  
Randall Arndt, Member

Reporter: Cynthia Piro Simpson

Any reproduction of this transcript  
is prohibited without authorization  
by the certifying agency

HEARING: Tuesday, April 16, 2019

10:00 a.m.

LOCATION: Department of Agriculture

2301 N. Cameron Street

Room 309

Harrisburg, PA 17110

WITNESSES: Gary Reese, Ethan Richardson, Tom Jones,  
Dan Ziegler, Rob Henninger, Michael Tye, Blake Rush,  
Tom Snyder, Vincent Barrios,

## I N D E X

1		
2		
3	OPENING REMARKS	
4	By Mr. Remmert	6 - 7
5	DISCUSSION AMONG PARTIES	7 - 11
6	Gary's Putter Golf and Zip Line	11 - 12
7	QUESTIONS BY BOARD	12 - 26
8	DISCUSSION AMONG PARTIES	27 - 29
9	Mont Lawn Camp and Retreat	30 - 31
10	QUESTIONS BY BOARD	31 - 38
11	DISCUSSION AMONG PARTIES	38 - 39
12	S&S Worldwide	
13	Kennywood - Steel Curtain	40 - 41
14	QUESTIONS BY BOARD	41 - 53
15	Trapeze and Swing, Sky Zone Monroeville	54
16	QUESTIONS BY BOARD	54 - 68
17	Warrior Trainer, Sky Zone Monroeville	68 - 71
18	QUESTIONS BY BOARD	72 - 79
19	Zip Line, Sky Zone Monroeville	79 - 80
20	DISCUSSION AMONG PARTIES	80 - 83
21	Midi Discovery 360	83 - 84
22	QUESTIONS BY BOARD	84 - 91
23	DISCUSSION AMONG PARTIES	91 - 92
24		
25		

I N D E X (cont'd)

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

Knoebel's Amusement Resort	92 - 94
QUESTIONS BY BOARD	94 - 96
HersheyPark - Reese's Cupfusion	96 - 100
QUESTIONS BY BOARD	100 - 104
DISCUSSION AMONG PARTIES	104 - 115
CERTIFICATE	116

E X H I B I T S

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

<u>Number</u>	<u>Description</u>	<u>Page</u> <u>Offered</u>
---------------	--------------------	-------------------------------

NONE OFFERED

## P R O C E E D I N G S

1  
2 -----  
3 MR. REMMERT: It is the appointed time  
4 at the appointed place. It is about ten o'clock.  
5 I'm going to do some quick introductions, and get  
6 people on the phone acclimated to this environment  
7 if they haven't been here before and the rest of us  
8 who haven't been here before, we'll acclimate you  
9 also.

10 I'm Walt Remmert. I am the Bureau  
11 Director for ride measurement standards. I do  
12 oversee the Amusement Ride Safety Program as one of  
13 the programs in the Bureau. I am filling in for  
14 Deputy Fred Strathmeyer who is unable to be here  
15 today. As a matter of fact, all of the deputies -.

16 ---

17 (WHEREUPON, THERE WAS A BRIEF INTERRUPTION IN THE  
18 RECORD.)

19 ---

20 MR. REMMERT: It's currently occupied  
21 with the PA Farm bill so as there are a variety of  
22 locations around the Commonwealth, they leave us in  
23 the capable hands of people who are experts in what  
24 they do and -.

25 MR. WEBB: Hello, everyone. I just



1 want to just note this is Edward Webb for Adventure  
2 Solutions here.

3 MR. REMMERT: Can you hear me, Edward  
4 Webb? Mr. Webb?

5 ---

6 (WHEREUPON, THERE WAS A PAUSE IN THE RECORD.)

7 ---

8 MR. REMMERT: Can I get somebody who's  
9 holding on the phone to confirm whether you can hear  
10 us today?

11 All right. I'm going to continue.  
12 We're having technical difficulties.  
13 We will get it fixed shortly. So for now, we're  
14 going to go on with our agenda. A few minutes late.  
15 We're going to call the meeting to order. Natalie,  
16 has the Sunshine been advertised in accordance with  
17 the law?

18 MS. BEHE: Yes.

19 MR. REMMERT: Have we passed the  
20 minutes out and received amendments for the Board  
21 Members.

22 MS. BEHE: Yes.

23 MR. REMMERT: And have all the Board  
24 Members had the opportunity to review the minutes  
25 from the last meeting? Are there any corrections,

1 modifications or discussions for the minutes?

2 Seeing none -.

3 Hello on the phone. Can you hear us?

4 MR. WEBB: I can barely hear you.

5 MR. REMMERT: Well, that is the  
6 beginning. We're working on a little technical  
7 issues. Am I getting any better? Can you hear us  
8 any better?

9 MR. WEBB: I can barely hear you.  
10 It's very faint. Should I try to call in again?

11 MR. REMMERT: No, hang on. We're  
12 going to try the volume -.

13 Am I any better now?

14 ---

15 (WHEREUPON, THERE WAS A BRIEF INTERRUPTION IN THE  
16 RECORD.)

17 ---

18 MR. REMMERT: Is there anybody still  
19 online, on the phone?

20 If you all did not know, the  
21 Commonwealth changed from no Skype to requiring us  
22 to use Skype for business. And though they sell you  
23 a bill of goods, it does not always work as  
24 advertised. We've done this more than a couple of  
25 times. We're actually better at this than it

1 appears.

2                   However, they did just begin to change  
3 technology up in these offices so we'll get people  
4 back online. We'll deal with the folks in front of  
5 us and move to the rest of our agenda. If we can  
6 get the folks online, we'll pick them up next time  
7 and we'll continue on with what we're doing.

8                   So at this point, I am looking for a  
9 motion to approve the minutes from January 23rd,  
10 2019.

11                   MR. PITTMAN: I'll make that motion.

12                   MR. REMMERT: Thank you, Mr. Pittman.

13                   Is there a second?

14                   MR. GORMAN: Second.

15                   MR. REMMERT: Is there any discussion?

16                   All those in favor of approving the  
17 minutes, say aye.

18                   ---

19                   (WHEREUPON, AYES RESPOND.)

20                   ---

21                   MR. REMMERT: Are there any opposed?

22                   Okay.

23                   Thank you very much, gentlemen.

24                   I started the agenda with the  
25 secretary remarks, so I will move in to the

1 Director's Report, which is basically -. Mr. Gorman  
2 brought to my attention that I failed to distribute  
3 the 2018 accident information. So at the end of  
4 this meeting today, if you want to leave with a hard  
5 copy, I'll give that to you, but it will also be in  
6 your email later today.

7 ---

8 (WHEREUPON, THERE WAS A BRIEF INTERRUPTION IN THE  
9 RECORD.)

10 ---

11 MR. REMMERT: So either way, either a  
12 hard copy paper today or at the end of today it will  
13 be in your email. That is also available for the  
14 general public. We'll be putting it on the website  
15 as we typically do. If you would like a hard copy  
16 of it or email, stop by and see Natalie, Yvonne or  
17 myself and we'll make sure that we get that to you.

18 All right.

19 Moving into new business, I'm going to  
20 ask to see who we have present here today. I know  
21 that we have somebody from Adventure Solutions. We  
22 may not have everybody on the phone, but I'm sure  
23 we'll get through it. Do we have anybody from Roll  
24 Models, Inc.? I'm pretty sure they were called.

25 Do we have anybody from the Mont Lawn

1 Camp and Retreat?

2 Very good. Thank you.

3 Sky Zone?

4 Midi Discovery? S&S? And of course,  
5 we do have a representative from Hershey, and Brian  
6 Knoebel will be here hopefully, traffic willing,  
7 before the end of the meeting, as a discussion for  
8 the down draft.

9 All right.

10 And as I offered and appreciate it, if  
11 there's no issue, we'll get right to the agenda. So  
12 let's move into Adventure Solutions Zip Line. Is  
13 there a representative here?

14 If you'd step up to the table and grab  
15 a seat. The table right in front of you. Yep.  
16 Have a seat up here. You're going to get on the hot  
17 seat. There's a button on that microphone that  
18 turns the light from off, on. So if you'd hit the  
19 push button right in front of you. Say your first  
20 name and spell your last name for the stenographer.

21 MR. REESE: Gary Reese, R-E-E-S-E.

22 MR. REMMERT: And you're here  
23 representing Unique, one of a kind, zip line.

24 Is that correct?

25 MR. REESE: Pardon me?

1                   MR. REMMERT: A unique, one of a kind  
2 zip line?

3                   MR. REESE: Yes. Gary's Putter Golf  
4 and Zip Line.

5                   MR. REMMERT: We're going to get your  
6 submission up and the Board Members acclimated. And  
7 then we might have some questions for you.

8                   Would you give a summary of this  
9 submission?

10                  MR. REESE: It's a zip line. We went  
11 through the whole thing. It's good to go.

12                  MR. REMMERT: Single person platform  
13 to platform built. We had some issues with the  
14 original submission. This is why it wasn't here  
15 sooner. Not issues or Gary's fault, just incomplete  
16 - all the issues that were incomplete and been  
17 provided to us and are in current submission.

18                  I'd ask for the Board Members to see  
19 if you have any specific questions to this  
20 particular submission. Anything you'd like to ask  
21 Gary about?

22                  MR. REESE: And I have other pictures  
23 and things like that, if they need any pictures.

24                  MR. REMMERT: Very good, sir.

25                  MR. NESLAND: I have a couple

1 questions.

2 Okay.

3 If you could bring up page nine on the  
4 second line down on number four, that long hair must  
5 be pulled back as not to get entangled in the  
6 trolley. Is that good enough if they just pull  
7 their hair back so they can ensure it doesn't get  
8 entangled?

9 MR. REESE: Well, when they pull it  
10 back, they will also get it tied in to the helmet  
11 that we have.

12 MR. NESLAND: So you're saying take  
13 it's in like in a bun or something? Is that what  
14 you're saying?

15 MR. REESE: Yeah. Depending on how  
16 long is it and that, what we have to take and tie  
17 around it in order to get it so it's not just  
18 floating around.

19 MR. NESLAND: Go to page 11. So at  
20 the bottom of the page, number nine, staff roles.  
21 One of the statements is know the maximum speed and  
22 loads of the ride and do not exceed them. So what  
23 is the - what is the speed limit of the line and how  
24 can the operator affect it?

25 MR. REESE: The speed limit of the

1 line is about 23 miles an hour. They check that.

2 MR. NESLAND: Can the operator affect  
3 that?

4 MR. REESE: No.

5 MR. NESLAND: Okay.

6 So I mean, essentially, it's just -  
7 you're making sure that -.

8 MR. REESE: It's a gravity - it's a  
9 gravity flow.

10 MR. NESLAND: Okay.

11 So they just have to make sure that  
12 they're following the weight limits, is that -?

13 MR. REESE: The weight limit is  
14 between 70 and 270. And we do have scales, of  
15 which, we look at them, if you feel they're over,  
16 you say, okay, now you've taken - you can weigh  
17 yourself because our attorney right now, is working  
18 on a waiver. So they would sign that and we don't  
19 have to look at the weight that they have. So it's  
20 up to them whether they say okay, yeah, we're okay  
21 to do that.

22 MR. NESLAND: Also on page 12, one of  
23 the requirements is to have an evacuation plan and  
24 practice. Do you guys have that?

25 And when I say page 12, it's page 12



1 of our document.

2 MR. REESE: Okay.

3 MR. NESLAND: So on yours, it's -.

4 MR. REESE: Yes. What we have - what  
5 we have is, where they take and go from the landing  
6 up to and they go along the cable that we have to  
7 take and retrieve them. Hook onto them and then  
8 bring them back to the landing.

9 MR. NESLAND: So you do have a written  
10 evaluation plan?

11 MR. REESE: We have - and we have  
12 practiced that, yes. And we can do that.

13 MR. NESLAND: And number 11 on that  
14 same page, if you look at the bottom, it's in -  
15 that's page seven for you. There's a couple of  
16 blanks and question marks. I'm trying to figure out  
17 what they meant there. It says zipping in and then  
18 there's a blank and a question mark, and then - and  
19 another to follow.

20 MR. REESE: I don't - I don't know  
21 about this.

22 MR. NESLAND: Can you - can you -?  
23 I'm going to proceed on the same  
24 document.

25 ---

1 (WHEREUPON, THERE WAS A BRIEF INTERRUPTION IN THE  
2 RECORD.)

3 ---

4 MR. NESLAND: Okay.

5 So I'm understanding your manual is  
6 not the same as the manual I'm reading?

7 MR. REESE: Evidently you have a  
8 generic one, I'm not sure. But this is a specific  
9 one that I have, if you -.

10 MR. NESLAND: So the Department has a  
11 different one?

12 MR. REESE: They should have this one,  
13 yes. The Department should have this one. It was  
14 brought down in February.

15 MR. ARNDT: The copy that we have, we  
16 take that and the summary on the first page, the  
17 engineer's letter on the second page and maybe a  
18 picture and then the rest is that and so the pages  
19 are not always in the same order as when we get  
20 them. I think to make it one document, understand?

21 MR. GORMAN: I talked to Gary  
22 yesterday on the phone to help clarify this. The  
23 manual that we have, the file that we're reviewing  
24 is a generic manual that Adventure Solutions  
25 provided. He paid us \$2,000 to write a specific one

1 for his site, which is way more elaborate, and  
2 that's what -?

3 MR. REESE: Not this?

4 MR. GORMAN: He said he brought it to  
5 your - to you guys in February. He said he brought  
6 it to you in February, so your department.

7 You said you brought it here in  
8 February, right? That one.

9 MR. FILOROMO: So - just more - just  
10 more detailed is all?

11 MR. GORMAN: Yes, it's more detailed.

12 I would propose that you - that we  
13 make sure that we have that on file and probably  
14 answer your -.

15 MR. NESLAND: I would be okay with  
16 that, yes.

17 MR. GORMAN: I would think -.

18 MR. NESLAND: Okay.

19 I'm going to move forward with  
20 questions and see if there's ones that you're able  
21 to answer from your -?

22 Okay?

23 MR. REESE: Okay.

24 MR. NESLAND: So it won't matter what  
25 page it's on, but at one point it says active

1     braking to be performed with a leather glove.

2                     Are they using their hand to perform  
3     active breaking?

4                     MR. REESE:    No.

5                     I don't know where that came from  
6     because they have handles that they grip and coming  
7     down, there's -. They don't grab the lanyard or  
8     anything at any time. They're strictly on handles.

9                     MR. NESLAND:  Steve's telling me that  
10    you don't have the braking system that I'm looking  
11    at, so that would explain why you don't use your  
12    hands.

13                    MR. REESE:    Yeah, the braking is -  
14    yeah.

15                    MR. NESLAND:  Okay.

16                    MR. REESE:    In that manual, it should  
17    show the braking system that we have.

18                    MR. NESLAND:  You use a spring for a  
19    braking system.

20                    Right?

21                    MR. REESE:    Well, no. That's - that's  
22    an emergency braking system.

23                    MR. NESLAND:  I was just concerned  
24    that they were having to use their hand to stop it?

25                    MR. REESE:    No, no.

1                   MR. NESLAND:   Okay.

2                   Also, under operator safety, it talks  
3 about the rule of eight hours zip to zip must always  
4 apply?

5                   MR. REESE:   And I don't know where  
6 that came from either, because that's not in this.  
7 We do basically either four hours, two to four, four  
8 to eight, but there's no eight-hour thing in there.

9                   MR. NESLAND:   What does that mean  
10 eight hours? You have to have eight hours between?

11                   MR. REESE:   I have no idea what that  
12 is and I don't know where that came from.

13                   MR. NESLAND:   Okay. So that does not  
14 apply.

15                   MR. REMMERT:   Hey Brad?

16                   MR. NESLAND:   Yes?

17                   MR. REMMERT:   We're going to have to  
18 punt this one.

19                   MR. NESLAND:   Okay.

20                   MR. REMMERT:   Only because we don't  
21 have the most current information and we'll have to  
22 go back to where the disconnect is. I think you're  
23 going to go into that question and he's going to  
24 say, it's fixed, fixed. So you're good. There's no  
25 issue, just the Board Members are going to continue

1 to ask questions that are resolved.

2 So what we're going to do is post-  
3 meeting, we're going to immediately get through your  
4 submission, today and tomorrow, and get it out to  
5 the members and give them the opportunity to see if  
6 they have any additional questions.

7 But at this point, we're sure that all  
8 of the requirements have been met. We just want to  
9 double check to get it to the Board Members for  
10 their review. Because right now, we're looking at  
11 stuff that's not the current version, then they're  
12 just going to keep asking questions that are going  
13 to be answered by the most current version. So give  
14 us - give us a little indulgence to take care of  
15 this over the next 24 or 48 hours and we'll get you  
16 moving.

17 Okay?

18 MR. REESE: Okay.

19 And you may keep those manuals.

20 MR. PITTMAN: Sir, I have a question  
21 though. You, a moment ago, said that the attorneys  
22 are working on some sort of a waiver?

23 MR. REESE: Right.

24 MR. PITTMAN: Did I understand you to  
25 say that if the customer wishes to ride your ride,

1 regardless of their weight, and they sign the  
2 waiver, they're permitted to?

3 MR. REESE: They can't be over 270  
4 pounds though.

5 MR. PITTMAN: And if they want to ride  
6 it and you believe that they're not under that, must  
7 they then submit to a scale?

8 MR. REESE: Yeah. Then we won't allow  
9 them to do that.

10 MR. PITTMAN: Okay.

11 Thank you.

12 MR. REMMERT: Hang on, you're going to  
13 answer more questions. I'm going to jump in before  
14 you, sorry, prerogative. Let's talk a little bit  
15 about waivers, it's something that's gone through  
16 here quite a few times. Waivers are only as good as  
17 the court that reviews them and lends them any  
18 credibility.

19 Pennsylvania doesn't recognize that  
20 anybody can sign a waiver to their rights.

21 Okay?

22 So basically, an operator is informing  
23 an individual by having them sign something they  
24 call a waiver, you can't waive it. Pennsylvania  
25 doesn't allow it. We're strongly against the use of

1 waivers. We understand that they have a place in  
2 society, but as far as it comes to amusement rides  
3 and attractions, you can't waive away your right.  
4 Rider responsibility rule, the owner-operator has  
5 the requirement to provide a safe environment. You  
6 can't waive your right on that.

7 So though you will see trampoline  
8 parks and some higher risk amusement activities sign  
9 a waiver, they only hold water if the individual  
10 believes that it's true. The court will not  
11 recognize it in most cases.

12 So we discourage manuals, they don't  
13 let them come in with waivers. We say send us the  
14 manual if you're going to use a waiver, take it out  
15 of the manual because it's not part and parcel to  
16 the submission to us. And that's your legal mind  
17 trying to get somebody to understand that what  
18 they're doing is risky. We appreciate that, but it  
19 has nothing to do with the ride submission and be  
20 part of the packet. What did I miss?

21 MR. PEDERSON: Is anybody on? This is  
22 Roy, I'm here.

23 MR. TYE: S&S Worldwide, too, we're  
24 here as well.

25 ---



1 (WHEREUPON, THERE WAS A BRIEF INTERRUPTION IN THE  
2 RECORD.)

3 ---

4 MR. REMMERT: Mr. Di Domizio?

5 MR. DI DOMIZIO: Yes, sir, Mr.  
6 Chairman, if you please.

7 The information you were just given,  
8 does that include anything to do with the engineer  
9 letters there with the application?

10 MR. REMMERT: It's part and parcel, so  
11 yes. When we receive an engineer letter, we require  
12 them to exclude any mention of waiver, as it is part  
13 of the submission.

14 MR. DI DOMIZIO: Okay.

15 My question does not speak to the  
16 waiver, so knowing that he has additional  
17 information, I was asking above and beyond. But  
18 without mentioning the manual, my question goes to  
19 the two engineering reports.

20 MR. REMMERT: We would have to look at  
21 the date stamp on the engineering report provided  
22 and see if it corroborates the most current version  
23 of the manual that's being submitted, if it needs to  
24 be addressed, we'll make sure it's then updated.

25 MR. DI DOMIZIO: Okay.

1                   MR. REMMERT: Is that answering your  
2 question?

3                   MR. DI DOMIZIO: Well, it's up to you  
4 whether or not to include in today's comments or I  
5 can comment at another time. That's - that's your  
6 call.

7                   MR. REMMERT: Are - have you had the  
8 opportunity to see the latest submission?

9                   MR. DI DOMIZIO: No, sir.

10                   I'm only speaking to the actual  
11 engineering report, whether or not it has anything -  
12 I mean it could be anything. It doesn't seem like  
13 it's specific to the manual. It's only specific to  
14 their jobs.

15                   MR. REMMERT: So do you have comments  
16 for this particular submission at this time?

17                   MR. DI DOMIZIO: It - well, like I  
18 said, I don't want to muddy the water, I want to  
19 point out a few things that have to do with the  
20 engineering submission.

21                   MR. REMMERT: By all means.

22                   MR. DI DOMIZIO: It may or may not be  
23 the proper time to do so.

24                   MR. REMMERT: No, by all means, go on  
25 the record for this.

1                   MR. DI DOMIZIO: Okay.

2                   And so, just for the record, there are  
3 - there are two engineering reports included in the  
4 application. If they are not the most current, then  
5 we should know right now so that we know the data  
6 has to be updated.

7                   Can you hear me okay? We have that  
8 turned off. You can turn that back on.

9                   So the way I understand it, and please  
10 clarify if - if needed, the engineer working with  
11 E&M, which would be Mr. Pederson, in his letter, it  
12 responds to the review of the installation of - of  
13 the facility that's not necessarily being this  
14 application, he - he examined the facility at Gary's  
15 Putter Golf and Jiffy Pup Restaurant. That's not  
16 this application. Is that correct?

17                   There was just two engineering reports  
18 and -. So if I start with Mr. Armstrong's report it  
19 talks about the installation at Gary's Putter and  
20 Zip Line, and includes no structural analysis. No  
21 calculations, no - it refers to plans that are not  
22 in evidence here. So is that something that would  
23 be forthcoming or -?

24                   MR. REMMERT: It would be.

25                   MR. DI DOMIZIO: Well, that's the same

1 one I'm looking at. Yeah. This is the two-page -  
2 yeah. So what we're seeing here is two -. What you  
3 see in your report is two letters that I've been  
4 shown, so from two different engineers. Basically  
5 Mr. Armstrong, take - taking his - or Randolph,  
6 taking his for - no, Armstrong, which was done in  
7 July of 2018. It says he completed a structural  
8 analysis of this ride and it says, see attached.  
9 Well, there's nothing attached. So I don't know.  
10 There was no - no calculations or anything shown to  
11 support this.

12 And then E&M, Mr. Gary Reese reviewed  
13 - or Roy Pederson reviewed the other report, which  
14 wasn't complete. So we have one - in my - in my  
15 opinion, one incomplete report, verifying another  
16 incomplete report. So I'm not quite sure what's  
17 going on there. What appears to be installation  
18 related and the other appears to be structural, but  
19 I'm not seeing anything that says it's -.

20 If we run these calculations, here's  
21 the calculations. It states what it wants to be.  
22 But I don't see any proof to that unless that's  
23 done. That's what I would expect so the Board could  
24 decide whether you need to see it.

25 MR. REMMERT: I understand. Are there

1 any other comments or concerns?

2 So we'll get back.

3 You have comments?

4 MR. REESE: On the waiver, also is it  
5 legal for the parent or guardian to sign for  
6 somebody under 18?

7 MR. REMMERT: We don't - we don't have  
8 an opinion on that, but there's - there's no way to  
9 sign a waiver on behalf of a minor because -.

10 MR. REESE: Okay.

11 MR. REMMERT: But it's no different  
12 than I cannot go to a trampoline park with my nine-  
13 year old son, unless I affirm somehow. But when I  
14 go there, I know that there's no validity to that  
15 waiver that I'm signing. So you either are willing  
16 to participate and go through the mandatory hurdles  
17 to do it, or you abstain, right?

18 So literally, it's just a mechanism to  
19 inform the individual that they're going to a  
20 riskier, more perilous -. It's on the individual to  
21 understand, just you can't waive your right,  
22 liability.

23 MR. PITTMAN: From what I understood  
24 was, the purpose of the waiver was so the person  
25 attests to the fact that they weight less than 275

1 without having to step on the scale and showing the  
2 needle to the public?

3 MR. REMMERT: Mr. Pittman, it doesn't  
4 matter the circumstance. It's limiting the  
5 liability on the operator by saying we informed you  
6 of these requirements and you said you're aware.  
7 That means it could be your hair is red. We don't  
8 let people with red hair on. No, I'm saying I don't  
9 have red hair. The circumstances are irrelevant.  
10 You're waiving something by attesting to it by  
11 saying yes, I understand. And they're taking that  
12 as a record when you're not willing to comply, but  
13 they still want you to participate.

14 So it's an additional level that we  
15 made the effort to tell you this is a risky event,  
16 but you have to meet these requirements. If you  
17 choose to go on there and not let us know that  
18 you're violating one of these, then you roll the  
19 dice. I mean, that's what we're talking about.  
20 That's why we try not to get into waivers. We try  
21 to let folks who are trying to use waivers,  
22 understand that they're very limited in the  
23 circumstance where they actually apply.

24 We will resolve this. I promise. I'm  
25 pretty good at my word, too.

1                   MR. PITTMAN: Thank you.

2                   MR. REMMERT: Thank you, sir.

3                   MR. HALL: May I make a suggestion  
4 that we dispense with trying to resolve the  
5 telephone situation now?

6                   MR. REMMERT: They are dispensed.  
7 We're right now, running the board as we have before  
8 us. If they happen to come up with a resolution,  
9 we'll take a two minute break and give it a shot and  
10 then move on. But half of our submissions are  
11 actually on the phone. So we need to provide them  
12 some resolution than just walk -.

13                   MR. HALL: Well, I feel that's unfair  
14 to the people that come here and make an effort to  
15 be here.

16                   MR. REMMERT: It's allowable to be by  
17 phone or in person.

18                   MR. HALL: I know, but it just -.

19                   MR. REMMERT: Thank you.

20                   I know that we had some folks in the  
21 back that are itching, right?

22                   We'll do better. Come on up and  
23 introduce yourselves. Give us a quick overview of  
24 your submission. We'll have this ironed out by the  
25 time it's Gary's turn.

1                   MR. RICHARDSON: Thank you for having  
2 us all.

3                   MR. REMMERT: One at a time, state  
4 your name and spell your last name and then give us  
5 a full review of what you're here for today.

6                   MR. RICHARDSON: My name is Ethan  
7 Richardson, that's R-I-C-H-A-R-D-S-O-N. And these  
8 gentlemen here.

9                   MR. JONES: Thomas Jones, J-O-N-E-S.

10                   MR. ZIEGLER: Dana Ziegler,  
11 Z-I-E-G-L-E-R.

12                   MR. RICHARDSON: And today we're here  
13 to get our indoor rock wall processed. We are with  
14 the Mont Lawn Camp. We're affiliated with the  
15 Bowery Mission in New York. We run numerous  
16 programs throughout the city, one of which is our  
17 children's ministry for inner city kids. And we  
18 provide them the opportunity to use our campgrounds  
19 during the summertime. At our campgrounds, we have  
20 various activities, one of which is our rock wall.  
21 So we are - we've had it for a while, but we learned  
22 about all these new standards, so we've been taking  
23 the proper - the proper route to try to get this  
24 processed.

25                   We had a few staff members go and take



1 your amusement ride certification and this gentleman  
2 here has been helping us with the gritty part.

3 MR. ZIEGLER: Yes. My name is Dana  
4 Ziegler with Providence Engineering. We were the  
5 reviewing engineers. The rock wall was mostly  
6 designed by an engineering firm back in 2001 and the  
7 wall was constructed at a time after that. I'm not  
8 sure of the exact time because the wall actually  
9 predates both these members here.

10 What we did was, we looked at the  
11 wall, reviewed it with the loads, with the current  
12 ACCT standards or climbing wall standards. And also  
13 design requirements for our official rock wall  
14 structures.

15 It does meet those standards. We went  
16 up and visited the site in Bushkill, Pennsylvania.  
17 We inspected it, looked it over; everything complies  
18 with the design intent of the drawings and we then  
19 helped them produce their operations manual. We'll  
20 submit it along with the process as well.

21 MR. REMMERT: Now comes the fun part.  
22 You're ready for the questions, I  
23 promise you. I don't promise.

24 Board Members, have you had the  
25 opportunity to review the rock wall submission? I

1 know that Mr. Nesland had a couple of questions  
2 before we actually opened it. So would you like to  
3 begin if you have questions?

4 MR. NESLAND: Sure.

5 Just a couple questions. Do we have  
6 the document open? Our page two. In there it says  
7 MLCR Staff will provide staff credentials for  
8 required course inspectors and trainers as part of  
9 the ride global package. Did you guys submit that?

10 MR. RICHARDSON: No. So the company  
11 that actually would be doing our certification is  
12 the Adventure Network. They actually just came up  
13 to do another pre-inspection of our wall. And then  
14 they're going to be coming up during the beginning  
15 of orientation to actually train all of our staff in  
16 those activities.

17 MR. NESLAND: So once that's performed  
18 then you'll submit it.

19 MR. RICHARDSON: Yeah, then we will be  
20 able to submit those documents.

21 MR. NESLAND: If you look at page six  
22 of our document, and if you could blow it up. I  
23 just get a little concerned - now if you can move  
24 down a page?

25 I get a little concerned with that

1 hard edge. And if you really look at it, if you  
2 really blow it up, it almost looks like the rope is  
3 frayed right at that hard edge. You know how it's  
4 coming out and then going back in? I just want to  
5 make sure that, you know, that's something that -?

6 MR. RICHARDSON: So yeah. So we  
7 definitely did look over that rope. And like I  
8 said, they did come out to inspect all our wiring  
9 and things like that. So all of our ropes are  
10 actually up to standards. There's no wear and tear  
11 on them currently. But usually, about every year,  
12 we kind of right before camp starts, we kind of like  
13 to slump on our ropes.

14 But he did inform me yesterday that  
15 every year we don't have to, but just depends on  
16 that wear and tear, but currently there aren't any  
17 loose or shavings or anything like that, shredding  
18 of the wire.

19 MR. NESLAND: That was it for me.

20 Thank you.

21 MR. ARNDT: And, Brad, I was out there  
22 and inspected that and I mentioned to him about  
23 that, about recommending to put like some kind of -  
24 I see what you're talking. And that would help with  
25 the fraying, so when I was out there -. And that

1 was about a month ago I was there and there was only  
2 - I could tell they're maintaining it pretty well,  
3 except for like there were some things they weren't  
4 aware of, daily inspection issue, some documentation  
5 of things, hopefully they got that and started  
6 working on that.

7 MR. RICHARDSON: Yes.

8 MR. ARNDT: And some carabiners I  
9 didn't also - so just from the picture, you can even  
10 see that it's kind of wearing away the wood. That's  
11 got to be hard on your rope. Maybe some kind of  
12 Teflon or something out along there so it's not a  
13 sharp edge.

14 MR. RICHARDSON: We'll definitely talk  
15 to our facilities director about that.

16 MR. REMMERT: Just to be clear, it  
17 didn't pose an immediate risk?

18 MR. ARNDT: No. I looked at the  
19 ropes, and the ropes - none of the ropes were really  
20 frayed that I noticed or anything. The ones I was  
21 looking at it. So there's no immediate - or I would  
22 have pulled it right there.

23 MR. NESLAND: You know, and I say, as  
24 long as the equipment is in good shape, it doesn't  
25 require anything other than to be inspected and make

1 sure it's in good shape.

2 MR. REMMERT: Additional questions  
3 from Board Members? Certainly.

4 MR. DI DOMIZIO: Thank you, Mr.  
5 Chairman.

6 Joe, maybe this is better directed to  
7 you, but is there anything that would - because of  
8 the height, would this not require anything in the  
9 way of a foam pad or something in case a rider does  
10 fall?

11 MR. NESLAND: Well, this was a delay.  
12 Normally they'll have a small mat at the bottom.  
13 I'm not sure if this one does but this is a manual  
14 delay, which is a fall protection.

15 MR. ARNDT: There's a mat at the  
16 bottom?

17 MR. RICHARDSON: So if you see these  
18 wooden things right in front of it, those all come  
19 down and they're kind of just platform. But I did  
20 have questions about if we should get a mat. And  
21 from what I've gotten, it was kind of like - that  
22 was like a gray area. So I didn't really get like  
23 an actual answer on if we're required, because of  
24 our height or not.

25 MR. FILOROMO: In a case where you

1 have a delay system, you normally would have  
2 something comparable to a gym mat there. Pretty  
3 more of, like, they just fall and hit their head.

4 MR. RICHARDSON: Okay.

5 Is that something that has to be,  
6 like, built in, or can that be something we can  
7 either just roll out and lay there?

8 MR. FILOROMO: You can lay it there.

9 MR. RICHARDSON: Okay.

10 MR. DI DOMIZIO: So I'll be clear, the  
11 standard doesn't require it. We're saying good  
12 housekeeping makes sense. It's not so much that  
13 when a person delays and they let go. It's more  
14 when they're beginning to traverse or they have  
15 equipment and stumble and fall. That's the kind of  
16 protection, you know, we're trying to avoid, not the  
17 - and let go of the person and they came crashing  
18 onto the floor.

19 MR. RICHARDSON: Yeah.

20 MR. DI DOMIZIO: So is this a - is  
21 this a controlled delay?

22 MR. FILOROMO: They have a whole  
23 training program as part of their whole team  
24 building thing, I guess. Right?

25 MR. RICHARDSON: Uh-huh (yes).

1                   MR. FILOROMO: As far as, you know,  
2 they understand how it really works and operates  
3 manually.

4                   MR. DI DOMIZIO: So we see pictures of  
5 the helmets and such, I assume these are for the  
6 users?

7                   MR. RICHARDSON: Yes. Correct.

8                   MR. DI DOMIZIO: And so there's a  
9 series of ropes and such?

10                  MR. RICHARDSON: Uh-huh (yes). That's  
11 right on the inside of our middle wall. That's  
12 where we stock all of our items.

13                  MR. DI DOMIZIO: Okay.

14                                   And is there always a person with each  
15 climber?

16                  MR. RICHARDSON: Yes.

17                                   So we have about two lines on each  
18 wall, so we have six lines. And if whoever is  
19 climbing, there has to be someone harnessed in. So  
20 if there's three people climbing at once then there  
21 will be three belayers harnessed in as well.

22                  MR. DI DOMIZIO: Okay.

23                                   Thank you.

24                  MR. REMMERT: All right.

25                                   I want to ask a clarifying question.

1 So the belayers could be campers?

2 MR. RICHARDSON: No.

3 MR. REMMERT: So is it faculty that  
4 are the belayers?

5 MR. RICHARDSON: Our staff are the  
6 belayers, counselors.

7 MR. REMMERT: Board members, any other  
8 questions?

9 With the understanding that they will  
10 not be operating until they turn in their  
11 certification.

12 Right?

13 MR. RICHARDSON: Correct.

14 MR. REMMERT: The submission being  
15 complete and questions answered. Is there a motion  
16 to move for approval, pending receipt of  
17 certification?

18 MR. NESLAND: Motion.

19 MR. REMMERT: Is there a second?

20 MR. SWIKA:

21 Second.

22 MR. REMMERT:

23 Thank you, Mr. Swika.

24 Is there any discussion?

25 So Brad Nesland first, Swika second.



1 No conversation or discussion. All those in favor,  
2 signify by saying aye.

3 ---

4 (WHEREUPON, AYE RESPOND.)

5 ---

6 MR. REMMERT: Are there any opposed?

7 This is what I would say to Gary, but  
8 I'll say to you gentlemen, you'll have some  
9 documentation from us in the next few days pending  
10 receipt of your final certification.

11 As always, if you have any questions,  
12 inspections, registrations, please contact this  
13 office. Talk to Natalie, Yvonne or myself. You can  
14 always reach out to one of our inspectors or Joe,  
15 happy to help you out.

16 MR. RICHARDSON: Okay.

17 Thank you for your time.

18 MR. REMMERT: I'm going to assume we  
19 have not resolved our phone issue yet?

20 ---

21 (WHEREUPON, THERE WAS A BRIEF INTERRUPTION IN THE  
22 RECORD.)

23 ---

24 MR. TYE: I'm not sure about anyone  
25 else, but this is Mike Tye with S&S Worldwide, we

1 can hear you actually very well right now, so -.

2 MR. REMMERT: You can hear us and we  
3 can hear you. Is that what we're saying?

4 MR. TYE: I don't know. We can hear  
5 you, hopefully you can hear me.

6 MR. REMMERT: I can. So we're going  
7 to hold our fingers crossed and try not to go  
8 through too much of the echo and see if we can't get  
9 through. S&S, since you stepped up and had  
10 something to say, I'm going to ask Mr. Filoromo to  
11 entertain S&S, and do discussion before the Board  
12 today.

13 MR. FILOROMO: S&S is a new roller  
14 coaster and Kennywood went out to go look at it,  
15 it's still under construction. Everything seems to  
16 be moving along, we're just waiting - we see a  
17 draft, which all makes sense. I provided a copy of  
18 the information we have at this point, which is a  
19 draft and we don't have an engineer - final engineer  
20 report yet because he still has to do his testing  
21 and we don't have the - the test yet to determine  
22 the whole G-force to get into a restraint.

23 MR. REMMERT: So let me orient you  
24 towards this particular submission today. As we do  
25 with every other individual or group organization

1 here, everybody gets to come before the Board when  
2 they're ready or on their way to ready with this  
3 information for the Board to consider. We'll be  
4 moving through the process like we do with every  
5 other big project. Keep you informed along the way.

6 I don't know that we're at the point  
7 now that we can even ask for traditional  
8 consideration, but we wanted to bring you on board  
9 and provide you an opportunity to hear what they're  
10 doing, how they're doing it and what their timeline  
11 looks like and see how far they've gotten so far.

12 So with that being said, please  
13 introduce yourself. Spell your last name and offer  
14 your opinion on how well it's going.

15 MR. HENNINGER: Good morning, Rob  
16 Henninger, H-E-N-N-I-N-G-E-R, with Kennywood. Can  
17 you hear me?

18 MR. REMMERT: The mic's not on. Push  
19 it again.

20 MR. HENNIGER: Rob Henninger,  
21 H-E-N-N-I-N-G-E-R.

22 MR. REMMERT: You have?

23 MR. HENNINGER: Steel Curtain Roller  
24 coaster at Kennywood.

25 MR. REMMERT: And it's going to open

1 hopefully?

2 MR. HENNINGER: Our goal is the first  
3 week of June.

4 MR. REMMERT: And how far along are  
5 you in the project?

6 MR. HENNINGER: I would say we're  
7 about 70 percent along.

8 MR. REMMERT: Pretty good for us. And  
9 I think the only thing that Joe had not seen or had  
10 a question about, let everybody know, how the person  
11 will interact with the train? A little different  
12 than what we've seen before for the type of coaster  
13 it is.

14 So we're waiting on bated breath to  
15 find out how the passenger will be secured in the  
16 car for this experience.

17 MR. HENNINGER: Mike, can you answer  
18 that question?

19 That is Mike Tye with S&S Worldwide?

20 MR. TYE: Can you ask that one more  
21 time? We can hear Rob very well, but the questions  
22 going to Rob are kind of difficult to hear.

23 MR. REMMERT: Yeah. For echo  
24 purposes, I turned the microphone off. Is that  
25 better?

1                   MR. TYE: That's much better, yeah.

2                   MR. REMMERT: We simply stated that  
3 we've seen a lot of the submission and we know it's  
4 not complete yet and you still have quite a bit of  
5 testing to go, but Joe was scratching his head at  
6 one point to figure out how the rider interacts with  
7 the train, meaning how is that person or persons  
8 going to be restrained in the car as it traverses on  
9 the track?

10                   MR. TYE: So we're going to have a lap  
11 pad that comes down and - and contains the  
12 passenger. We got Blake Rush here who is our  
13 mechanical engineer that played a fairly large part  
14 in designing this. He will give a few more details  
15 than that, but we are actually -. Yeah, Blake, do  
16 you want to maybe answer that?

17                   MR. RUSH: So the restraint is a lap  
18 bar that's fitted in the floor, near the foot of the  
19 location and squeezed down into the passenger and  
20 secured against the - the femurs. And it's  
21 adjustable to - to fit passengers of various sizes  
22 and it's a clasp - the design of the clasp restraint  
23 per ASTM code.

24                                 In addition, there is a seat belt,  
25 it's an unmonitored seat belt that goes across the

1 passenger's lap.

2 MR. REMMERT: That was what we were  
3 looking for.

4 MR. FILOMORO: Yeah, and that  
5 restraint, are you familiar with the latest coaster  
6 at Hershey Park, it has one that sounds like that,  
7 that type of restraint, against the femur.

8 MR. TYE: Yeah, we are not familiar  
9 with that specific restraint. I would imagine  
10 somewhat similar to ours. As Blake mentioned, it is  
11 a class five restraint, which would work out  
12 perfectly for this ride.

13 MR. RUSH: We have - we have a report  
14 specifically on the restraint. I - I can email that  
15 to Joe and that will clarify how the restraint - how  
16 it - how it performs and then also how it meets the  
17 class five requirements.

18 MR. FILOROMO: That's good. Someone  
19 on site was telling me there was no seat belt. So  
20 that kind of made me start wondering. But yeah,  
21 great. It's all good now.

22 MR. SWIKA: Unmonitored means you can  
23 use it or not? Is that what unmonitored means?

24 MR. FILOROMO: Well, unmonitored means  
25 it's not - the operator know that they'll do their

1 check. But it's there as another redundant  
2 restraint.

3 MR. TYE: Yeah. And the last - the  
4 lap one that comes down on the passenger's femurs,  
5 that's actually got redundancy in it already, as far  
6 as how it's monitored and how it comes down on the  
7 passenger. The seat belt is almost like a third -  
8 third, I guess, safety measure.

9 MR. FILOMORO: Right.

10 MR. REMMERT: And there's still a  
11 restriction with lap type restraints such as that,  
12 as you will have to be aware of people with  
13 prosthetics or other issues that's similar to other  
14 rides like this.

15 MR. FILOROMO: Yeah. Just had a lady  
16 fly out with one from Texas, I believe, because she  
17 didn't have a leg or something?

18 MR. REMMERT: All that will be in the  
19 literature you provide. And how the operators will  
20 be looking for people who may not be eligible to  
21 ride that ride for medical restraint.

22 MR. TYE: Yes. That is covered in our  
23 operations and maintenance manual. In fact, we have  
24 a kind of a specific conversation with Jeff  
25 Padalecki from Pallister and Gammon to make sure we

1 covered that very specifically in our manual, so -.

2 MR. REMMERT: I appreciate you taking  
3 the time today. We're very excited, as we always  
4 are. Never - whenever there is new or refurbished  
5 rides and attractions coming to Pennsylvania, that  
6 means get ready for the summertime. It's going to  
7 be awesome.

8 MR. TYE: We're excited, too.

9 MR. REMMERT: We're going to be  
10 working hand in hand with you. Board members, if  
11 you have questions along the way, we're going to  
12 feed you information by email. Joe has reminded me  
13 that email is not always the best method with an  
14 expectation. So I have asked the board if there is  
15 another way besides email, like if you would like a  
16 phone call that we sent you something, just to make  
17 sure you get it. It didn't go into some filter. If  
18 that would work best for you or would be something  
19 you'd like to try?

20 We're - we're concerned that when we  
21 send things out, that we don't know necessarily that  
22 you've gotten the information. So I'll check with  
23 you offline, after the meeting and if you would  
24 prefer a phone call, just as a hey, we sent  
25 something to you, you know, if you have an



1 opportunity to take a look as a - as a double check.

2 And Joe had mentioned also that we  
3 might want to look at having a pre-meeting to the  
4 phone call, about submissions prior? Just to make  
5 sure that we have everything and are answering  
6 questions we might ask and to come back again also.

7 Short of that, Kennywood, we  
8 appreciate your time. We look forward to it. We  
9 work nights and weekends, if necessary, so let us  
10 know if you run across something.

11 MR. FILOROMO: Very good. Thank you  
12 very much.

13 MR. NESLAND: Do you want our  
14 questions?

15 MR. REMMERT: Do you have questions?

16 MR. NESLAND: I do have questions.

17 MR. REMMERT: Oh, well then I  
18 apologize. By all means, ask your questions.

19 MR. NESLAND: One question is more for  
20 the Department on the letter, the engineer's letter.  
21 If you'll look at page two of the engineer's letter,  
22 there's two statements. One, it references the  
23 drawings and says, found them to be in general  
24 conformance.

25 Is that really acceptable language? I

1 mean, in general conformance?

2 MR. REMMERT: No.

3 MR. NESLAND: The other is based on  
4 the documentation above, to the best of my  
5 knowledge, that's the statement in the letter, it  
6 says to the best of my knowledge. I don't know -?

7 MR. REMMERT: Neither one of those  
8 expressions are unto itself, acceptable unless  
9 they're clarified. So we would get, at the end of  
10 this, because they're going to be updating drawings  
11 and their diagrams, that this is a placeholder  
12 letter and we typically have to do this with  
13 submissions, where we spend a little opportunity to  
14 educate our expectations and requirements.

15 So I'm sure that those will be  
16 resolved when we get the final product. These are  
17 kind of placeholders. We've gotten everything up  
18 until now and at the end we get a finished product.

19 MR. NESLAND: And the reason I bring  
20 this up so it can be corrected before it comes back.  
21 The other question I have is for you - it'll  
22 actually be for S&S, but I would pay particular  
23 attention to it if I were you.

24 They have a life on the - design life  
25 on the mechanical system is ten years, design life

1 on the electrical system is ten years, and  
2 structural system is 20 years.

3 Does that mean they need to be  
4 replaced at ten years?

5 MR. SNYDER: This is Tom Snyder. I'll  
6 answer that one. That - that really - what our  
7 requirement and what we're asking on that is that,  
8 as that design life, S&S does an on-site review of  
9 the ride and of its condition. The inspection  
10 records and making sure everything is in good order.  
11 That is not an end of life timeline. That is a time  
12 that we request that S&S come up on site and  
13 revalidate the ride.

14 I think there's a clarification of  
15 that in the maintenance manual. But - but that is  
16 our intent. It's not the end of life. It's to give  
17 the owner-operator an opportunity to inspect the  
18 ride.

19 MR. NESLAND: From my standpoint, I  
20 would believe that, too. I would want that stated  
21 in the manual, that it's not, you know, I have to  
22 replace everything in ten years.

23 MR. REMMERT: I'd be interested to  
24 know what the revalidation process on the  
25 manufacturer's behalf might encompass also, just

1 change everything, but -?

2 MR. DI DOMIZIO: Mr. Chairman, that  
3 would tie in - would that sort of tie in with  
4 anything that the state inspection would also cover?  
5 Is that in there?

6 MR. REMMERT: It may. It depends on  
7 what the manufacturer requires in their manual  
8 subsequent information.

9 MR. DI DOMIZIO: It sounds like the  
10 end user is asking the manufacturer of the ride to  
11 do a test. It would appear to me that the state  
12 should also be aware of that result or -.

13 MR. REMMERT: Yeah. We don't know  
14 what the manufacturer actually means when they said  
15 revalidate, which is my question.

16 I think it will all come out as  
17 everybody asked for clarification.

18 MR. DI DOMIZIO: That's not a - that's  
19 - we heard this on the last clarification of the  
20 manual.

21 MR. REMMERT: Yeah, we're here to work  
22 with you. Make sure ten years from now, your ride  
23 doesn't prematurely shut down because suddenly it's  
24 no longer valid.

25 Very good.

1 Any other questions?

2 MR. DI DOMIZIO: Just quickly. I'm  
3 sorry. Brad, you might have still had the floor.

4 MR. NESLAND: Yeah, I do - I do have  
5 just a couple more.

6 In one location under evacuation, it  
7 says, if necessary, due to height above ground, to  
8 secure passengers, the vehicle or structure with  
9 harness.

10 Does that apply to the lift, if you  
11 would do an evacuation on the lift? Are you saying  
12 the guests have to be in a harness and secured?

13 MR. HENNINGER: Yes. You want to  
14 clarify that, Mike, with what you're working on with  
15 Jeff?

16 MR. TYE: Yeah.

17 Again, so we're actually working with  
18 Jeff on the cable evacuation system, where the  
19 customers would be harnessed while evacuating the  
20 ride. It goes up the entire length of the lift.  
21 And as I mentioned, would require that the guests  
22 would be in a harness to descend that lift hill. But  
23 we are working with Jeff Padalecki and Pallister and  
24 Gammon on that. So -.

25 MR. NESLAND: The last thing I was

1 going to bring up is, there's a couple spots, a two  
2 point four point eight fault and problem handling.  
3 You talked about the procedures to be determined.  
4 Just want to make sure that at some point, that that  
5 ends up in the final documentation that we get. I  
6 think you have that one other area also.

7 MR. TYE: Was that in the SAT  
8 document?

9 MR. NESLAND: I labeled that as 404-  
10 S&S Worldwide Custom Steel Coaster. Looks to be a  
11 manual.

12 MR. TYE: Yeah.

13 MR. NESLAND: It's also at four point  
14 one point four, has the same statement.

15 MR. TYE: Is it - is it highlighted in  
16 yellow?

17 MR. NESLAND: Yeah, it is.

18 MR. TYE: Yeah, that's - we'll - we'll  
19 have that updated.

20 MR. NESLAND: Okay.

21 It almost looks like a commissioning  
22 document.

23 MR. TYE: That's exactly what it is.  
24 It's our site exam and testing.

25 MR. NESLAND: That's all I have.

1                   MR. DI DOMIZIO: Just to jump back in.  
2 I think Joe might have mentioned it, I'm not sure,  
3 but I just want to clarify, there will be some G-  
4 force testing when your ride is ready and we'll see  
5 some correlation between that and the class five  
6 restraint classification. So that's - that's where  
7 the final decision is made.

8                   So we'll see that data or any  
9 corrections after you make that compliant.

10                   MR. HENNIGER: Yes.

11                   MR. DI DOMIZIO: That's just simply  
12 for the record.

13                   MR. REMMERT: Any other board members  
14 with questions?

15                   Very good. Thank you.

16                   MR. HENNINGER: Thank you very much.

17                   MR. TYE: Thank you again.

18                   MR. REMMERT: Now that I have a little  
19 control over the folks on the phone and we're going  
20 to take advantage of it. Do we have anybody from  
21 Roll Models, Inc., on the phone?

22                   Anybody dealing with Thomas the Tank?

23                   Anybody with the Midi Discovery 360?

24                   Jay? Jay Karcher are you on the  
25 phone? Bill Kelley?

1           Anybody from - well, I'm come back to  
2 them, just to give them an opportunity.

3           Anybody from Sky Zone?

4           MR. BARRIOS: Yes, hi. Vincent  
5 Barrios here with Sky Zone, and we also have Bob  
6 Mekay, he's our design engineer. He's on as well.

7           MR. REMMERT: Okay.

8           Well, at this point, I'd ask you to -  
9 each one of you say your first name and spell your  
10 last name for our stenographer here. And then once  
11 you're done, one or the other of you, please tell us  
12 the specific reason that you are here today for the  
13 this submission. Then I'll have Joe kind of do the  
14 coverall. So please introduce yourself.

15           MR. BARRIOS: Great. Thanks again for  
16 having us. This is Vincent Barrio -.

17           COURT REPORTER: I can't understand  
18 him. Tell him to stop.

19           MR. BARRIOS: Last name is B, as in  
20 boy, A-R-R-I-O-S, and I'm the innovation project  
21 manager for Sky Zone.

22           MR. REMMERT: Thank you, Vincent.

23           We have three separate submissions on  
24 our schedule for Sky Zone. But tell the Board how  
25 we've evolved in doing trampoline parks and their



1 related submissions.

2           Pennsylvania has an awful lot of them. I  
3 don't have a number right now, but it's an awful lot  
4 of them. And once upon a time, it was something  
5 that was more than just an adult bounce area broken  
6 up into smaller sections. And then adjacent kid  
7 jump area with smaller platform areas. You have  
8 dodgeball and basketball and balance beams and a  
9 variety of others. Ninja courses, agility courses  
10 with a variety of elements with each, where they  
11 either fall into pits or padding or both. And all  
12 under one roof.

13           Initially when we first received some  
14 of these submissions, the bulk of them two years  
15 going on now, the bulk, a package took them all by  
16 element in one submission. What you see here now is  
17 us evolving, each one getting its own review and  
18 approval. Its own submission fees and it's own site  
19 specific approval.

20           So what does that mean for how  
21 Pennsylvania operates? Every trampoline park is  
22 site specific. Even if we seen the equipment  
23 before, it means we still have a specific  
24 installation and operation for that one unique site.

25           So Pennsylvania does not just approve

1 equipment. We approve how it is installed and how  
2 it operates. So in some cases, the trampoline  
3 locations will use the same equipment and one of the  
4 three things we look at is the checkmark, yep, we've  
5 already seen this equipment. Then we concentrate on  
6 its installation and its operation for that unique  
7 location. And that's how we've been proceeding for  
8 about a year now.

9           So we've evolved to some of this  
10 equipment you've seen before, right? So Joe will  
11 look at you and say we have as surfboard or a  
12 trapeze or a zip over a pit, and you're like, we've  
13 already seen it. What we're really looking at, or  
14 bringing before you is, it's site-specific, and  
15 under that unique circumstance, it's operated  
16 differently in some cases than it is in places  
17 improving. That's why you will see it before you.

18           If we have an exact same piece of  
19 equipment operating somewhere that we've already  
20 approved under that premise, it won't come to the  
21 Board. So that's how we're evolving the trampoline  
22 park industry and its related submissions.

23           So please indulge us if you've seen  
24 one or two of these before, you want to make sure that  
25 the Board is seeing these submissions and have asked

1 all the questions that they had before we say yes we  
2 agree, and allow it to operate at every park. So  
3 that's why you're seeing that.

4 Joe, would you give a quick overview  
5 of what we're seeing here today as far as the Sky  
6 Zone?

7 MR. FILOROMO: Okay.

8 Let me explain one more thing. What  
9 we've passed this trampoline standard, the trampoline  
10 standard created an attraction called trampoline  
11 court. Trampoline court includes a lot of these  
12 different elements. All these things that happened on  
13 trampolines and all these different things that fall  
14 in to foam pits. So basically that's it. So there's  
15 one approval for a whole group of equipment and  
16 they're all - worked in together with the operations  
17 requirement, which is based on life guarding. So  
18 you'll have an operator who - that's in charge of an  
19 area, he needs to be able to see and react and - and  
20 prevent dangerous activity on - on this attraction.

21 So some more confusion comes in now  
22 when they add something that is not falling into a  
23 foam pit or onto a trampoline. That's a separate  
24 attraction. So we need to keep that all straight,  
25 what everybody understands that the trampoline court

1 then might have water course and that some other thing  
2 or attraction that - that are not under a trampoline  
3 court.

4                   So it might seem that we're talking  
5 about several things, but they're on a trampoline  
6 court sometimes. Then we have a trampoline court that  
7 has a new attraction that wasn't added. We add that  
8 on as a - we kind of handle it as a modification of  
9 trampoline court. I haven't watched it. I think  
10 that's where we're going with a few of these here as  
11 they're already an approved trampoline court.

12                   MR. REMMERT: So we're erring on the  
13 side of caution to bring it before you.

14                   MR. FILOROMO: Right.

15                   MR. REMMERT: In many cases, what  
16 these guys go over or what you've seen is something  
17 you've probably seen more than once because we changed  
18 our method on how we're keeping track of them because  
19 we're seeing them more often. We're trying to do  
20 better and smarter and making sure that these  
21 operators who are coming to us now because we're  
22 catching them, are aware that they just can't install  
23 anything because they happen to see one on the  
24 inventory list.

25                   We care about operations. We care

1 about submission. And in many cases, the inspiration  
2 for the operation are the points of contention. Many  
3 of the times, it's not the equipment. Slipping down  
4 through the netting or you have unsafe practices by  
5 the operators. Are you running completely unrelated,  
6 not approved stuff under the same group? All of these  
7 things that people want to know if they thought it was  
8 just, you know - just installing stuff free.

9 So we're keeping an extra vigilant eye  
10 on trampoline park operations. By the way, more than  
11 50 percent of our accidents.

12 MR. FILOROMO: We're moving along as  
13 things are working as we're getting things sorted out  
14 better. We've been targeting a different cause that  
15 we've been able to identify on trampoline incidents  
16 and we did, in 2018, have a 40 percent reduction in  
17 trampoline incidents. So we're moving in the right  
18 direction.

19 MR. REMMERT: Reported.

20 MR. FILOROMO: Reported, yeah.

21 So we're working on a few different  
22 other things, too, but we're going to concentrate on  
23 this right now.

24 MR. REMMERT: The three submissions  
25 we're talking about today for Sky Zone actually exist

1 in other locations. Not necessarily this exact way  
2 the submissions -.

3 BOARD MEMBER: For Sky Zone.

4 MR. REMMERT: Right.

5 So the trapeze and swing is basically  
6 entry at four prong table. And then another thing  
7 that's in our latest ASTM standard for trampoline  
8 courts is when you have something that involves an  
9 entry into a foam pit, the engineer has to certify  
10 that that foam pit is adequate to absorb the impact of  
11 the fall from wherever they're doing.

12 Now, this case is a swing and a  
13 trapeze and they're - I'm not looking at the - the top  
14 for right now, but there should be a second - it will  
15 look like there's a second engineer's letter. And  
16 that second engineer's letter is somewhere where he's  
17 certifying that the quality of the foam is appropriate  
18 for that attraction.

19 MR. REMMERT: Let's leave it at this.  
20 Are there any questions, comments from board members  
21 on where we were versus where we're going with this  
22 particular submission?

23 MR. HOUGHTON: They're having people  
24 sign waivers?

25 MR. REMMERT: Sky Zone, when you walk

1 in the door, have either the parent or the child  
2 there, you'll have a choice, you walk in the door, you  
3 make a left hand turn, go to the computer terminal,  
4 they say have you ever been here before and yes, you  
5 have -. They keep your waiver on file. They'll just  
6 - most places do.

7 MR. HOUGHTON: They don't mean  
8 nothing?

9 MR. REMMERT: Same comment right? So  
10 if you want to participate that's - that's the  
11 requirement they have. It has nothing to do with the  
12 submission. It's - you don't see any waiver  
13 information concerning the submission. That's just  
14 that company on how they say their franchises do  
15 business.

16 MR. FILOROMO: I tried to advise them  
17 that the waiver should be more of an educational thing  
18 and lean towards the Rider Responsible Act. And then  
19 I also - and I'm also reminding them they are required  
20 to have the signage for the Rider Responsibility Act  
21 in these places, which really unaffected by the law  
22 warning of, you know, patron directed issues.

23 MR. HOUGHTON: One other question.

24 I brought up to your attention that  
25 about a month or so ago, but over in the - Channel 10,

1 did a - there's a thing on this, the trampoline  
2 things, and there's numerous accidents on these places  
3 - in these places, all over Jersey, Pennsylvania,  
4 Delaware. And it all - in Pennsylvania, it all goes  
5 on the amusement industry category when these  
6 incidents happen. We're talking broken feet, broken  
7 leg, break - break a knee, legs, arms, everything  
8 here.

9 MR. REMMERT: We're going to -.

10 MR. HOUGHTON: And there's hundreds.  
11 Hundreds.

12 MR. REMMERT: We're going to do a much  
13 better job of recording it by category to give a  
14 clearer picture where the real issues are, rather than  
15 lumping it under general -. We can collect that  
16 information. We'll do a better job as the Bureau  
17 reported that out. So at least people who understand  
18 the industry, can get a better value out of what we're  
19 doing.

20 MR. FILOROMO: That story was in the  
21 Philadelphia market And it let me to believe that  
22 southeast Pennsylvania was involved in all this. All  
23 the incidents they talked about were in Delaware and  
24 South Jersey. And I know - I know the kind of  
25 research they do and, you know, they want to build a



1 story, but I think - tune in at 11:00.

2 MR. HOUGHTON: I understand that, too,  
3 but numerous incidents -.

4 MR. FILOROMO: Yeah. Yeah.

5 MR. HOUGHTON: And they do have them  
6 doing these waivers as he just said, in Pennsylvania,  
7 you know, sign these waivers, these people get hurt  
8 and they walk out thinking there's nothing they can do  
9 about it. You know, it's Pennsylvania, too. It's  
10 everywhere.

11 MR. REMMERT: Half of our battle is  
12 education and I mean, we're not just a Bureau that  
13 oversees registration and regulation. There's a lot  
14 of public outreach that needs to be done to the  
15 benefit of the park, to the benefit of all the people  
16 who comply, the more educated the consumer is, the  
17 more likely they'll actually ride or participate in  
18 one of Pennsylvania's attractions, because they'll  
19 know.

20 So yeah, we - we absolutely have - we  
21 have Twitter and Facebook on us and what we're trying  
22 to do is no different than other parks who's trying to  
23 get their product out there. The education is to let  
24 the family member know, this is what you look for,  
25 this is what you pay attention to. Here's some of the

1 safety rules, and it will push them towards the  
2 registered locations because they're all doing the  
3 right thing.

4 MR. POTTER: You mentioned earlier the  
5 2018 data, that you have hard copies, is that broken  
6 down into categories?

7 MR. REMMERT: Yes, we do have it  
8 broken into categories.

9 MR. DI DOMIZIO: The question I have,  
10 Mr. Chairman, is when - how does it interphase with  
11 L&I or the design of the building? I think we brought  
12 this up before, is that you can - you can have a - a -  
13 something that will go inside of a building, like a  
14 trampoline or a rock climbing wall or whatever, that  
15 this body will pass advice to approval of that, but in  
16 this case where its inside of a building, does L&I  
17 take precedent? No matter what, there's still a fire  
18 suppression, there's exits, there's blocking exits,  
19 blocking electrical cabinets, capacity and impervious  
20 coverage, whatever you want to do, it's still the  
21 building.

22 So is it - is it understood that what  
23 we're looking at is just the amusement part of the  
24 thing that's going in that building?

25 MR. REMMERT: Sure.

1                   So to answer that and to be very  
2 clear, it's collateral.

3                   MR. DI DOMIZIIO: I'm glad to hear  
4 that.

5                   MR. REMMERT: So labor and industry  
6 has their domain and their requirements. It doesn't  
7 supersede our requirements, nor do our requirements  
8 supersede theirs. So - for instance, we have a  
9 trampoline park that also has a slide or hanging zip  
10 slide with a metal structure that's affixed to the  
11 building, we had to work with the Labor and Industry  
12 representatives. So basically the folks who were  
13 putting in the submission had to do double work to  
14 show them the structure is capable of supporting  
15 what's being installed.

16                   So in those cases that we don't work  
17 side by side with L&I, they kind of do their thing, we  
18 kind of do our thing, it is a collaborative effort in  
19 many cases.

20                   MR. DI DOMIZIO: Very good. Thanks  
21 for clarifying.

22                   MR. REMMERT: Absolutely.

23                   Mr. Hall?

24                   MR. HALL: On the trapeze and swing,  
25 the picture being behind the stairway, do they wear a

1 safety mechanic or device when they're on that, Joe?

2 MR. FILOROMO: No, they -.

3 MR. HALL: Then it's a free swing.  
4 Right?

5 MR. FILOROMO: Into the - and the  
6 foam. The fall is to be into the foam. And the foam  
7 is - that's all attached.

8 MR. HALL: All right.  
9 Thank you.

10 MR. REMMERT: Any other questions  
11 about the trapeze and the swing submission?

12 MR. GORMAN: I'm really picking on  
13 their manual a little bit. So there's - there's a  
14 rule sign. They have a picture of the rule sign  
15 that's on page 15 of our PDF. I didn't look at it  
16 very hard, but it says - it's permitting flips, page  
17 15 of our PDF. It says 15.

18 It's based on the swing. It says  
19 perform tricks and flips at your own risk. I just  
20 wanted to ask because nobody on the phone talked about  
21 this, do they allow people to do that? That seem  
22 dangerous to me.

23 MR. REMMERT: Mr. Barrios, that got  
24 punted to you. Did you hear the question?

25 MR. BARRIOS: Yes. Yeah, the - on the

1 swing rules, we're representing yes, and we do limit  
2 that to, you know, if it guest did try that to a  
3 single flip.

4 MR. GORMAN: Okay.

5 We can use our own judgement I guess.  
6 And then other parts of the manual reference a  
7 maintenance manual, which we don't have access to. So  
8 I wondered, is that provided to whoever's operating  
9 this, do they have a maintenance manual that has  
10 complete information on a checklist? Because this  
11 doesn't really give enough information here on the  
12 criteria for how much wear is allowed and what should  
13 you should do every day.

14 MR. MEKAY: This is Bob McKay from Sky  
15 Zone, last name is M-E-K-A-Y. I apologize I didn't do  
16 that earlier.

17 Yes, we provide them with a separate  
18 attraction specific manual. There is a daily visual  
19 and a biweekly hands-on maintenance manual to look at.

20 MR. GORMAN: So we - you should  
21 probably should have that for our purposes.

22 MR. REMMERT: Not making excuses,  
23 these submissions don't come in nearly as - they're -  
24 they're usually separate pieces and Joe does  
25 collaborate them. I - I have not seen them as a Sky

1 Zone submission yet, I did not have that piece. I  
2 would probably more likely assume that we not add it  
3 to the PDF that we supply to board members versus them  
4 failing to submit it. So let me double check on that.  
5 As I said, having done more than a couple Sky Zone  
6 submissions, that's not the kind of thing that we're  
7 missing. But we will definitely make sure we make  
8 that available.

9                   What Steve was saying was it's not as  
10 specific where the requirements are dealing - special  
11 requirements. So the manual does mention that there's  
12 another appendices - appendix that have the specific  
13 requirements for the trapeze or bar, for ropes. Did I  
14 get that right, Steve?

15                   MR. GORMAN: Yes.

16                   MR. MEKAY: I'm happy to send you a  
17 copy to you guys an email so you guys have it for your  
18 records.

19                   MR. FILOROMO: That will be fine.

20                   MR. REMMERT: Are there any other  
21 questions for the trapeze submission? If not, we're  
22 going to move on to the next one.

23                   All right. Sky Zone, we're going to  
24 move on to the Warrior Trainer. Give us a second to  
25 get a picture up here and I'll do a quick

1 introduction.

2                   So Warrior Training course is also a  
3 conundrum for us. The only thing that we used to say  
4 was it had to be exactly the same equipment in exactly  
5 the same order or exactly the same fall protection.  
6 And I promise you, that almost never happens that way,  
7 right? Because the Warrior challenge, you know, have  
8 different elements or in a different order or because  
9 of the design requirements, it won't be in exactly the  
10 same shape or size. And even worse yet, they only put  
11 it under different type of fall protection, foam balls  
12 versus a foam box versus this.

13                   So we just tell them it's site  
14 specific. It must have every element under on their  
15 design and must provide us with every submission  
16 rather than having it concluded saying we're just  
17 doing exactly what you did here, because nine times  
18 out of ten - worse than that, 99 times out of a  
19 hundred, it's not exactly the same. It's close or  
20 similar, but not good enough for us. So that's why we  
21 go through these submissions.

22                   All right. Sky Zone, what are we  
23 looking at in the Warrior Trainer submission?

24                   MR. MEKAY: This is Bob McKay here  
25 with Sky Zone. Yeah, the submission starts with the

1 structural review approval letter from Harcher  
2 Engineering and then goes on to list all the normal  
3 operator and guides and the like from the attraction.

4           What I say is unique about the work on  
5 the Warrior Trainer as opposed to a traditional  
6 Warrior course, is that this is a very small version.  
7 Most Warrior courses are large, what we call multi-bay  
8 where they have, you know, sort of boxed in track  
9 cells that have multiple obstacles. This is sort of  
10 a, for lack of a better term, a single bay that stands  
11 above a traditional foam drop pit, which is the  
12 trampoline accessible - where you dive off a  
13 trampoline into a five or six foot deep foam pit.

14           And the point of the attraction is a  
15 small introduction to the Warrior course where the  
16 depth on a trampoline rather than a normal Warrior  
17 course is just from a pit platform.

18           MR. REMMERT: So the intent is  
19 participant use a trampoline and leap on what appears  
20 to be a moving cargo net filled with foam over a foam  
21 pit. Is that the intent?

22           MR. MEKAY: Yes. None of the nets are  
23 moving until it's jumped upon. So yeah, it's  
24 essentially a number of three to four maximum  
25 suspended obstacles that you would see in a Warrior



1 course, but this is built for cargo or rings. And  
2 yes, the main difference being the insulation context  
3 or the foam pit, and then the access is coming from an  
4 - an area from a trampoline other than a fixed spot.

5 MR. REMMERT: Questions from Board  
6 members?

7 MR. NESLAND: Yes. I'm looking at  
8 your depiction of this and I see that you jump in from  
9 the side from the trampoline.

10 Is that correct?

11 MR. MEKAY: Correct.

12 MR. NESLAND: Yeah, two questions. I  
13 mean, the sidewall seems very close, at least on the  
14 right-hand side? Does that not pose a problem, number  
15 one? And number two, the height that you attain to  
16 get onto there from the trampoline, is that - there's  
17 no way that you can interfere with the - with the  
18 truss above?

19 MR. MEKAY: Yeah. From - for the  
20 first question. You know, I had - you're talking  
21 about impacting the truss structure from the  
22 trampoline, is that the first question?

23 MR. NESLAND: That's one of the  
24 questions, yes.

25 MR. MEKAY: Yes. Yes.

1                   So is the height of the overall  
2 structure is within a five meter or about 15 and a  
3 quarter foot truss column from concrete. We do have,  
4 in the greater network context, two different foam  
5 pits, that one is five feet, one is six feet. So the  
6 - the worst case scenario would be the pit where  
7 you're already closer.

8                   The picture you're seeing is actually  
9 the - our initial prototype in Anaheim, California.  
10 And so that truss being 16 feet, 16 and a quarter feet  
11 from the concrete with ten a quarter feet from the  
12 trampoline and approximately four feet in the  
13 direction of where you're jumping away from the  
14 trampoline from the closest point. Most of our adult  
15 jumpers were able to - you know, our trained adult  
16 jumpers were able to even touch the trampoline with  
17 their hands reaching up, in terms of giving you a  
18 thought as to how close you can get.

19                   So I will say on this picture being  
20 that - that we have added a pad to that front space  
21 just it's not depicted here. I believe it is depicted  
22 on the - it's depicted on the CAD later, but -.

23                   So yeah. So you know, any sort of  
24 adult - and again, our adults have - our first one was  
25 about 6'3", very athletic person try to touch it. So

1 that's, I guess the first question. And then in terms  
2 of how high you can get, we do -. And again, the -  
3 the - this is - in all our cases, the highest, sort of  
4 allowable thresh point is actually fitted by a four  
5 foot strap below that structure. So yeah, and in  
6 terms of if they were to be able to climb above that  
7 strap, that operationally controlled where it's a rule  
8 to climb up, but the highest drop point is I believe,  
9 seven feet is your grip height above the foam pit  
10 level. So that's affixed with the hardware.

11 MR. NESLAND: So since this is an  
12 operation, you're saying that you're not really having  
13 a problem with injuries where contacting the structure  
14 or the - any part of the structure for that matter?

15 MR. MEKAY: Yeah. Right. Yeah. The  
16 truss is too high to even reach for the best of  
17 jumpers. We've - we've already had I think three in  
18 operation for in excess of six to nine months with no  
19 injuries reported at any time. And no reports of  
20 anyone accessing the upper structure and breaking the  
21 rules. And like I said, they will be monitored on the  
22 attraction to, you know - or permit people if they try  
23 to climb up, but that's more, you know -. It would be  
24 possible if you were to climb up, you know, within the  
25 picture itself, you get up there, but that's against

1 the rules and it's monitored.

2 MR. REMMERT: Any other questions?

3 MR. GORMAN: I just have the same  
4 comment as the other exhibition that the maintenance  
5 manual was referenced but was not provided to us.

6 MR. MEKAY: Yeah, in case we - we have  
7 a daily visual and a biweekly hands on that we can  
8 provide.

9 MR. REMMERT: Thank you.

10 Mr. Di Domizio?

11 MR. DI DOMIZIO: Mr. Chairman, I was  
12 looking at the engineers approval letters and - and  
13 something that Joe had prefaced at the beginning of  
14 this discussion was on the ASTM 2970 code for  
15 trampolines where they talk about absorption devices  
16 and various safety concerns.

17 Now, in the report, in the engineering  
18 report, I don't see any reference to 2970. In fact,  
19 some of the things there don't even - on 2391 and all  
20 of them, doesn't even address a trampoline court.

21 MR. REMMERT: I have an answer. It  
22 might not be the best answer, but I have an answer.  
23 We've run into it before.

24 So without looking at the - the report  
25 you're looking for, we provide a standard format. We

1 accept that in general terms as - and it combines with  
2 our chapter verse and also provides that point four,  
3 which literally means at 24 sub thereof, which those  
4 other ASTM standards typically all fall under that  
5 point four. We might have to update our requirements,  
6 as now some of the standards are not something to F-24  
7 anymore. They stand on their own. But these are  
8 referenced in some of the subcommittees.

9                   So in order to be probably more  
10 succinct and exact, we would probably have to expand  
11 our requirements for our engineering letter and  
12 generically say, as long as it meets the F-24  
13 standards and our Pennsylvania law chapter verse,  
14 that's what we need engineering to say. And what  
15 you're saying, you would like to see or perhaps make  
16 sure that they're in compliance with those additional  
17 standards to call them out specifically. If that's  
18 what I'm hearing you say?

19                   MR. DI DOMIZIO: Yeah. And what  
20 you're saying is correct from a purely legal  
21 standpoint. My only concern was specific areas so we  
22 can say where applicable - I mean I do this, too. So  
23 it's like where applicable and it can be a one  
24 paragraph thing so you think it's a catch all. But  
25 there are things dealing with trampolines that you -

1 you have energy, you're - you're up in the air. So it  
2 says you could - if you're going to be near a wall,  
3 you need to have some kind of energy absorption.

4                   The code says it should have  
5 containment nets. There's a lot of things in the 2970  
6 that if we just say F-24 in general, it doesn't  
7 generally cover that in general because it covers  
8 amusement rides in such a wide format. That's what  
9 concerns me. It's going to continue to concern me  
10 until we really get a good handle on it.

11                   I know - I know that's what attraction  
12 brings to this, is the excitement of it, but if you  
13 ever bought one and your - you know, for your backyard  
14 and your insurance company finds out about it, you  
15 expect an increase in your - in your monthly - in your  
16 annual premium. But they put nets on there just for  
17 the purpose of not leaving the jumping area. And -  
18 and a lot of those injuries we see are from kids who  
19 get under the mat and into the springs, or actually  
20 come off of the ride.

21                   I thought that - I take - I take that  
22 as part of what we should point out.

23                   MR. REMMERT: A valid position. And  
24 to clarify for the board. So as we evolve, we accept  
25 the F-24 in the letter. Our expectation is, we

1 actually have conversations with the applicants and  
2 have specific conversations with the professional  
3 engineers as if we haven't dealt with them before.  
4 It's pretty clear that they're actually looking at the  
5 right standards. I, myself, through an education  
6 process, would actually reach out to say, P.E., we're  
7 going to do a show and tell, you say that you read  
8 ASTM but I actually never seen your name before,  
9 haven't done business in Pennsylvania, what standards  
10 did you read because the submission doesn't appear to  
11 be compliant. And then we have a little more  
12 conversation and they typically say, yeah, that  
13 probably wasn't the right person to ask. And they bow  
14 out or they get some other P.E. that has some  
15 familiarity with amusement rides to understand some of  
16 their work.

17                   So it's a valid point and we should  
18 look at perhaps getting more specific - when it comes  
19 to items that run outside of the F-24.

20                   MR. FILOROMO: When an engineer  
21 certifies that the ASTM F-24 standard, everything in  
22 general F-24 and everything in the subcommittee that  
23 apprise that attraction. So they're - they're  
24 responsible for doing it. Then a lot of times, just  
25 like Walt - what Walt was saying is that's what we

1 need to keep an out for and catch.

2 So sometimes we do a checklist, we  
3 started to do that, but there's always - it could be  
4 something in general that we're not thinking of.  
5 That's why we let the brainstorm open for people like  
6 this.

7 Same thing when they read - they  
8 certify that it meets the Pennsylvania regulations.  
9 That includes all of the reference, laws and standards  
10 and so on that were included, too.

11 MR. DI DOMIZIO: Yeah, that's - and  
12 they're in - you know, don't believe what the engineer  
13 is telling you. So if we say F-24, that's a really  
14 wide net excuse upon to - you know, it would just be a  
15 catchall. I just want to make sure that we're  
16 covered, especially those of us who pay for our  
17 insurance not to be wrong.

18 MR. REMMERT: Absolutely. I think  
19 somebody might have recognized this a few dozen years  
20 ago who created this board.

21 MR DI DOMIZIO: That's why we're here.

22 MR. REMMERT: Yeah, absolutely.  
23 That's exactly why we're here.

24 So I'd ask Yvonne to move on to this  
25 zip line submission. So if I missed any questions



1 from the previous submission, please catch me up, if  
2 not, this is what we're looking at. For the zip line  
3 portion, which is also over a foam pit.

4 So we next we have an artist's  
5 submission. Any questions for the zip line piece of  
6 this. Almost looked like you had a question?

7 If you thought you were pulling your  
8 hair out for this there are states that many - many  
9 don't touch these at all. And I don't know if that's  
10 good or bad. Having the accidents that needed  
11 recorded. There's a better representation of what's  
12 installed. Board members, do you have any questions  
13 concerning this particular submission?

14 Vincent, I know you can't see them,  
15 but they're all diligently looking at pictures of the  
16 material, so standby.

17 MR. DI DOMIZIO: Mr. Chairman, it's  
18 interesting to note that the engineers letter on this  
19 particular one does refer to the trampoline standard.  
20 It says zip line, so it's not like it's the wrong  
21 letter. It's page five of our PDF.

22 MR. REBBIE: We were just looking at  
23 the photo and trying to figure out how far away that  
24 brake system is from the covered post.

25 MR. REMMERT: Vincent, you want to

1 talk to us a little bit about the actual, physical set  
2 up of the zip line, specifically the distance from the  
3 braking mechanism to the actual post that holds up  
4 that end of the zip line?

5 MR. BARRIOS: Yeah. I believe -.

6 MR. MEKAY: Yes, this is Bob Mekay. I  
7 can do that.

8 Yeah. So we do - because the exit  
9 arch structure, though it's padded, is the end of the  
10 line of the zip line. We install a stop block as well  
11 as a deceleration spring braking system at  
12 approximately 12 to 13 feet from the - the end anchor  
13 point of the cable. And that was kind of chosen based  
14 on testing our door to where we can - are trying - or  
15 they could or could not, you know, at 12 feet, launch  
16 off and even touch - even the padding of the exit arch  
17 and even beyond that.

18 MR. REMMERT: Thank you.

19 Any other questions or concerns from  
20 the board members?

21 I'll ask for your indulgence. We have  
22 three separate submissions for the board today.  
23 Anybody have the opportunity to offer any options for  
24 this? Do I hear a motion? Any one of them? All of  
25 them? Mr. Rebbie?

1                   MR. REBBIE: I'll entertain a motion  
2 that we approve all three of them.

3                   MR. REMMERT: Well, I add Mr. Gorman's  
4 caveat that we receive the additional material that  
5 was brought out specifically the maintenance of each  
6 individual piece.

7                   MR. REBBIE?: Agreed.

8                   MR. REMMERT: I have a motion. Is  
9 there a second?

10                  MR. GORMAN: Second.

11                  MR. REMMERT: All right.

12                               I have a motion to second. Is there  
13 any discussion?

14                               Okay.

15                               All those -.

16                  MR. DI DOMIZIO: I'm sorry, Mr.  
17 Chairman. Sorry to interrupt. In addition to the  
18 information that this include Mr. Gorman's information  
19 some additional engineering information, calculations  
20 and such or just not going to -?

21                  MR. REMMERT: I have to roll the dice  
22 here. What is it specifically that you're looking for  
23 that we can get any of it?

24                  MR. DI DOMIZIO: Yeah, well, we have -  
25 for instance, we have a weight, but is the weight

1 complies with the F-24, is the trampoline designed to  
2 take that weight or that height for the zip line -  
3 strength of the zip line, strength of the braking  
4 system. The fact that it's there and it's shown and  
5 there's a picture of it -?

6 MR. REMMERT: Okay.

7 I think I understand. So I mean, let  
8 me go back. I'm going to offer you another  
9 opportunity by a motion, we add the maintenance  
10 specific to each of the submissions and Mr. Di Domizio  
11 has upped the pot and said, Sky Zone, will you please  
12 provide us the engineering documents for the dynamics  
13 of the operation and installation of those so he can  
14 take a look at your calculations for each one of those  
15 submissions.

16 MR. MEKAY: Yes, certainly. Just to  
17 clarify, this will be the loading criteria, the  
18 structural engineer used in similar situations.

19 Is that correct?

20 MR. REMMERT: That would be perfect.

21 MR. MEKAY: We have no problem with  
22 that.

23 MR. REMMERT: With those  
24 considerations, the motion and it was seconded as I  
25 amended if that's acceptable?

1                   MR. REBBIE: Agreed.

2                   MR. REMMERT: Is there any further  
3 discussion?

4                   All those in favor, please signify.

5                   ---

6                   (WHEREUPON, AYES RESPOND.)

7                   ---

8                   MR. REMMERT: Any opposed?

9                   Thank you, Sky Zone. We'll be  
10 reaching out to you later today, or likely tomorrow.

11                   MR. BARRIOS: Great. Thank you,  
12 gentlemen.

13                   MR. REMMERT: Some propose we take  
14 five minutes. We'll be crushing through here in the  
15 last couple, if somebody needs a break? No?

16                   One last one, Mr. Kelley?

17                   BOARD MEMBER: Yeah, I believe they're  
18 on the phone.

19                   MR. REMMERT: Mr. Kelley and the  
20 remainder for the Midi Discovery 360?

21                   MR. KELLEY: I think I'm here.

22                   MR. REMMERT: I think I can hear you.  
23 So that's a good sign.

24                   So we have Midi Discovery, also known  
25 as Midi Discovery 360 submission for a particular

1 location. Who's going to give us the brief overview?

2 MR. GORMAN: Well, I can do that since  
3 I'm here.

4 So this ride is built by an Italian  
5 company called Soriani, the ride is distributed and  
6 serviced in the United States by Zamperla. That  
7 picture you see there is our installation as of two  
8 weeks ago.

9 It's a pendulum swinging ride. The  
10 ride rotates as well as oscillates like a clock and it  
11 does go upside down into a 360. You have to be 48  
12 inches tall to ride, over-the-shoulder harnesses.  
13 This is the platform below you, it slides open after  
14 the ride is ready to run so that you have foot  
15 clearance to ride the ride currently. In this  
16 picture, you see that we don't have a perimeter fence  
17 but it has been installed since then.

18 That's a simple overview.

19 MR. REMMERT: All right, board  
20 members. Kill them with kindness. Go ahead, Brad.

21 MR. NESLAND: So when - if you have a  
22 power outage or in an emergency stop, this ride will  
23 come back home?

24 Correct?

25 MR. CRISLER: That's correct. This is

1 Jay Crisler from Zamperla.

2 COURT REPORTER: What's his name?

3 MR. NESLAND: The other question that  
4 I have, Jay, is there any condition in which the  
5 counterweight would be heavier than the vehicle  
6 without - with a light load? So that if you open the  
7 brakes, the vehicle would go up, and then  
8 counterweight would come down?

9 MR. CRISLER: No, that is not the  
10 case. The counterweight is lighter than the gondola.

11 MR. REMMERT: Any additional  
12 questions? Steve, since you're on the hook for  
13 answering questions, unless you need the ticker back  
14 up. We have similar attractions in Pennsylvania, just  
15 not this particular version.

16 What's the cycle for this? What's the  
17 ride cycle?

18 MR. GORMAN: Are you asking what - how  
19 long the ride cycle is?

20 Right now we have it set for two  
21 minutes and 30 seconds. That is the clock that starts  
22 when it just begins to swing until it completely  
23 stops.

24 MR. REMMERT: And it's an automated  
25 sequence

1                   MR. GORMAN: Yes. It's an automated  
2 program. We can adjust that time to however we feel.  
3 We did ask other parks that have this in the United  
4 States, there's five of them I believe and they all  
5 have two and a half minutes as their set time.

6                   Now, I rode it twice last week or so and  
7 it's pretty thrilling. It doesn't spin as fast as I  
8 was expecting, but the upside down feature is very  
9 thrilling. And two minutes and 30 seconds is enough.

10                   MR. REMMERT: So where I was going,  
11 that this is on a sequence once the operator starts  
12 the process and keeps it safely moving. If you, as  
13 the owner-operator, can you affect the way the  
14 sequence - the sequence - can you program your own  
15 variable speed, rotation or -?

16                   MR. GORMAN: The only thing that we're  
17 allowed to change is the time. And they can dial in  
18 and make adjustments to correct different parameters,  
19 but time is only thing we adjust.

20                   MR. REMMERT: And can you ask the  
21 company to make that adjustment?

22                   MR. GORMAN: Yes.

23                   We can make other adjustments with  
24 their permission and their assistance.

25                   MR. REMMERT: And because you're a



1 board member, that makes this easier to ask the  
2 question. What would be the mechanism that we would  
3 be aware if you made a fundamental change to what's  
4 approved. I would think that the ride cycle itself,  
5 that you as the owner, can affect - it's not an issue  
6 to approve it as that. Or do you think it comes back  
7 to the board because you asked the manufacturer to  
8 change something else that you yourself are not able  
9 to change?

10 When does the dynamic in the ride  
11 change?

12 MR. GORMAN: Yeah, they - the  
13 manufacturer would not actually change - I can't  
14 believe that they would - if I asked them to change  
15 the torque values to go over ten times instead of once  
16 or twice in a cycle, I don't think they would let me  
17 do that. I do not think they would do that. If  
18 that's what you're asking?

19 MR. REMMERT: That is the kind of  
20 thing I'm asking. So we approve a ride that's on a  
21 particular cycle. I was very interested about how  
22 much the owner-operator could affect that, and at what  
23 point does it become an issue for us that we do not  
24 approve it to operate that way.

25 That's - that's kind of what my

1 question was.

2 MR. GORMAN: We would be slated to  
3 extend the time if we saw that the patrons are getting  
4 more uncomfortable on the ride going down.

5 MR. REMMERT: That makes sense. And  
6 that's like many of the other automated rides we  
7 talked about. Some distance cycle, this is what its  
8 intended to do and then outside of that, you'll have  
9 control.

10 MR. GORMAN: That is correct.

11 MR. NESLAND: I saw in the manual that  
12 there's a manual release tool and also looking - and  
13 that's on the back side of the seat looking at the  
14 ride itself. How do you access the seat to release it  
15 manually?

16 MR. GORMAN: Jay, I can answer that  
17 because I was trained, you weren't there, but we can  
18 climb up underneath the center - underneath the center  
19 to do that.

20 MR. PITTMAN: Steve, how many  
21 revolutions is in a cycle?

22 MR. GORMAN: Right now, the way it's  
23 set with that time, of two minutes and 30 seconds,  
24 that it once in this direction and then once in this  
25 direction. But you know, it oscillates and gets up

1 higher and higher each time and then it makes one  
2 revolution, then it goes the other way and make one  
3 and then settles back down.

4 MR. DI DOMIZIO: Mr. Chairman, the  
5 application today, is it being made by Soriani or is  
6 it being made by Zamperla as a local distributor for  
7 Soriani? Who's actually making the application today?

8 MR. REMMERT: We list Soriani because  
9 they are the manufacturer, I'm going to assume.

10 MR. GORMAN: Yeah, I list the  
11 manufacturer as Soriani, because that's really - are  
12 the manufacturer of the ride and the manuals were all  
13 provided by Soriani. So I - that's how I submitted  
14 it, but I did make a note that Zamperla is the service  
15 company.

16 MR. DI DOMIZIO: So we need a ride  
17 type certification, you, it's the manufacturer of the  
18 ride, so -

19 MR. GORMAN: Correct.

20 MR. DI DOMIZIO: - just wanted to  
21 assume which one it was. It seems like - it seems  
22 like it's perfectly okay because it says Zamperla as  
23 being the distributor and provider of service. I'm  
24 assuming that that means that they're representing the  
25 Soriani company for Pennsylvania spare parts, service,

1 installation, testing?

2 MR. GORMAN: That's exactly right.

3 MR. REMMERT: They've been Soriani's  
4 representative for quite a few years?

5 MR. GORMAN: Jay, can you answer that?

6 MR. CRISLER: Yes. I can't hear that  
7 well, Steve. If I understand the question, does  
8 Zamperla represent Soriani North America for servicing  
9 their parts.

10 MR. GORMAN: Yeah, the only part of  
11 that you didn't answer was how long have you done  
12 that?

13 MR. CRISLER: Oh, how long has  
14 Zamperla representing Soriani?

15 MR. GORMAN: Yes.

16 MR. CRISLER: That's a good question.  
17 I've been with the company since 2006, so before that  
18 and I looked at the database during the research and  
19 we've had rides here I think in 2002. So I can say  
20 honestly more than ten years. The exact date, I'd  
21 have to follow up. But it happened before I started  
22 here in July of 2006. So before 2006.

23 MR. DI DOMIZIO: Yeah, very good. I'm  
24 sorry I had to turn that on. But I was just looking  
25 for that clarification that it would be Zamperla who -

1 who was making - who's going to be the responsible  
2 party here in Pennsylvania that Steve and people like  
3 him might go to for questions, service, parts, that  
4 was - that's how my question ran if you didn't hear I  
5 apologize.

6 MR. CRISLER: Exactly. We - we - for  
7 any technical support, we have engineers on staff and  
8 they have a direct connection to the engineers and the  
9 factory. And we - we have some spare parts in stock,  
10 and if not, then we order it directly from the  
11 factory. So spare parts and service is handled here.

12 MR. DI DOMIZIO: Very good. Very  
13 good.

14 MR. REMMERT: Thank you.  
15 Any other questions from board  
16 members?

17 I'm hunting for a motion?

18 MR. DI DOMIZIO: So moved. I'd like to  
19 make a motion to accept this application.

20 MR. REMMERT: Is there a second?

21 MR. REBBIE: Second.

22 MR. REMMERT: Is there any discussion?

23 All those in favor say aye.

24 ---

25 (WHEREUPON, AYES RESPOND.)

1 ---

2 MR. REMMERT: Are there any opposed or  
3 abstained?

4 MR. GORMAN: I will abstain.

5 MR. REMMERT: Thank you very much.

6 As I said earlier, you'll hear from  
7 the Bureau in the next few days about the progress of  
8 this getting it brought in.

9 MR. GORMAN: Okay.

10 Thank you.

11 Do you want to be the first rider when  
12 you open?

13 MR. REMMERT: If you don't mind, I'll  
14 invite Brian, you want to -? Do you have anything  
15 further to display if we don't have it yet or -?

16 Thank you.

17 Introduce yourselves and you may  
18 begin.

19 MR. KNOEBEL: Brian Knoebel.  
20 K-N-O-E-B-E-L from Knoebel's Amusement Resort.

21 MR. REMMERT: What brings you here  
22 today?

23 MR. KNOEBEL: Approval of a ride from  
24 Battech Industries called the DownDraft. We have  
25 owned the DownDraft for many, many years. I'm simply

1 trading it in, just like you would do to your car.  
2 But Battech used to be manufactured - it was then sold  
3 - I believe it was sold again, so now it's Battech  
4 Industries out of Salem, Oregon.

5 Bill Kelley had sent a letter to Joe  
6 Filoromo to state that he approved because there were  
7 no modifications to the ride. It was simply just  
8 changing the name, changing of the manufacturer.

9 MR. REMMERT: Gentleman, this is why  
10 we're here today - ask to assume this role under new  
11 business. It is literally a manufacturer name change.  
12 The ride specifications have not been altered at all.

13 When we're under this unique  
14 circumstance outside of the class I level usually with  
15 a manufacturer name, we just change it. So we thought  
16 we'd give members an opportunity to let you know that  
17 as always, all of our owner-operators are above the  
18 board and they asked our discretion. And I thought  
19 this would be an opportunity to have you ask  
20 questions, let you know what's going on, what we got  
21 here. And let you know that typically we would've  
22 handled this and we will with consensus just make a  
23 name change in our database from what it was with  
24 reference to the manufacturer.

25 Is there any discussion at this point

1 about doing business that way or do you see a need for  
2 an approval process?

3 MR. NESLAND: I have one question.  
4 Did they change the name plate?

5 MR. REMMERT: Yes.

6 MR. NESLAND: Oh, okay. So they did  
7 put their name on it?

8 MR. REMMERT: It now says Battech,  
9 yes.

10 MR. NESLAND: Okay.  
11 Because my thought was if they didn't  
12 change the name plate, you wouldn't have to do  
13 anything.

14 MR. REMMERT: Sure. They did change  
15 the name plate.

16 MR. GORMAN: So in registering for  
17 this summer then, you have the proper serial number  
18 and all that?

19 MR. KNOEBEL: Yes.

20 MR. REMMERT: Why are you here today?

21 MR. KNOEBEL: It's your pleasure as a  
22 board and not necessarily our intent, we told you how  
23 we would typically provide this. We're talking about  
24 trampolines and what happens and we rarely - this is  
25 the first one we've seen that really happen and we



1 have existing and it hasn't changed at all. So here  
2 we are.

3 MR. PITTMAN: I was confused. When  
4 you first started your comments, you said we traded in  
5 a ride like you trade in a car. So if you traded it  
6 in, did you get something to replace it?

7 MR. KNOEBEL: So we traded in a Datron  
8 DownDraft for a Battech DownDraft. So they're going  
9 to take it back to, to my knowledge, Battech is going  
10 to take it back to the shop and refurbish it and -.

11 MR. PITTMAN: And they'll bring it  
12 right back to you then?

13 MR. KNOEBEL: No, no. We bought a new  
14 one. We bought a 2019 model.

15 MR. PITTMAN: Okay.  
16 It's old?

17 MR. KNOEBEL: Just LED lights, that's  
18 the only difference.

19 MR. PITTMAN: And a new name plate?

20 MR. KNOEBEL: Yes.

21 MR. REMMERT: Saturn was bought out by  
22 whatever and produced the exact same car, but branded  
23 it as a different car brand.

24 I don't need a motion if you all agree  
25 that he'll change the manufacturer, but I appreciate

1 you telling us.

2 MR. KNOEBEL: All right.

3 Thank you guys.

4 MR. REMMERT: And I did save the best  
5 for last. Or the last for best.

6 If you didn't know, Gary has some news  
7 for us about - well, a couple of things.

8 MR. CHUBB: That's C-H-U-B-B.

9 MR. REMMERT: Mr. Chubb, welcome.

10 MR. CHUBB: Thank you.

11 Good afternoon. My first order of  
12 business is to let you all know that - some of you  
13 knew this already, but this will be my last appearance  
14 before this illustrious group here as a representative  
15 of Hershey Park, as I am retiring as of May 24, and -.

16 Yeah, I'll be retiring as of May 24,  
17 but actually tomorrow is my last day of work before I  
18 go on long term vacation. I hope I get that fixed. I  
19 don't know if I will or not, but I'll find out on May  
20 23rd, I guess.

21 But in any event, to make a long story  
22 short here, that's one thing. The other thing I'm  
23 here for is a - for a major modification on amusement  
24 rides. Our former ride known as Reese's Xtreme Cup  
25 Challenge, okay, has received a modification, not only

1 to the ride praxis of it, but also to the inside  
2 gaming portion of the ride itself. And let's see, we  
3 have some of the pictures up there now, but I think  
4 there's a PowerPoint that I can point out some of the  
5 things?

6 MS. BROWN: Sorry.

7 MR. CHUBB: Go to - yeah, go to the  
8 PowerPoint.

9 And while the PowerPoint is coming up,  
10 I'd like to let everybody know that while there was a  
11 previously approved ride, the Reese's Xtreme Cup  
12 Challenge, we're now calling it Reese's Cupfusion,  
13 okay? It was an operating ride since 2006 in the  
14 Commonwealth. The major modification basically  
15 involves the lower portion of the track, okay? And we  
16 made it flat on the ground, okay?

17 Now there is still a portion that is -  
18 is on a slight hill at two different places, but that  
19 part has not been modified. So what happened is we  
20 took out the entire track and - hold on everybody,  
21 okay? We took out the entire track, went inside,  
22 gutted the ride out, okay, - just hold it there, okay?

23 MS. BROWN: Oh, sorry.

24 MR. CHUBB: So we took the track out.  
25 We took the old scenery out and put the new scenery

1 in, in addition to some of these huge projection  
2 screens, okay, so the ride is now going to use a  
3 gaming element and we have these little amplifiers  
4 that they - it's actually a little blaster or a gun  
5 but we can't use that term. We have to say amplifier,  
6 okay.

7                   So that's what you're going to be  
8 shooting the targets at. So this is a shot, what you  
9 see on the screen right now of the original ride  
10 vehicle on the original track, okay, getting ready to  
11 go through the newly themed attraction itself.

12                   So as we go on here, go ahead.

13                   Here's the old track system. It's a  
14 standard track with the pickup on the side there and  
15 that basically takes care of the communication to the  
16 ride itself as well as the ride control and we now  
17 have a - the gaming portion of it on here as well.

18                   So throughout the ride, again, there's  
19 the same track back in again, throughout the ride,  
20 keep going, Yvonne. Okay.

21                   Throughout the ride, but we're  
22 changing the theme, I would say.

23                   Okay?

24                   So now it's a game. It's basically -  
25 and in the first picture you just saw there, Act 1 was

1 - that particular person is - let me get it straight  
2 here, Commander Cup, okay. Commander Cup is going  
3 after Mint Merciless and his band of misfit candies.  
4 So as they go through the ride - the next one -.  
5 There you see some of the misfits. Keep going.  
6 There's one of the augers you see the little targets.  
7 Okay?

8                   Now keep going. This will be the  
9 darker ride, okay. So some of these things you won't  
10 see like you see now. There's one of the projection  
11 screens and the targets. There's more targets. You  
12 see the exits are well marked and everything. There's  
13 more targets. Continuing on, there's another screen.  
14 And part of the gaming element is - one more -. Okay.  
15 Hold it there. Okay. Part of the gaming element is  
16 that you got your wristband when you get on the ride,  
17 your score will come up on a big video board outside  
18 showing you're the big winner today or whatever it is.

19                   So in a nutshell, we got a lot of -.  
20 That's basically what we're doing. We're taking an  
21 old ride. We made some major modifications,  
22 considered it major modifications because we did lower  
23 the hills out of the thing, a major hill I should say  
24 which in essence, lowered the dynamics for the ride  
25 itself.

1                   So we're here for approval of the  
2 major modification and let you know that we did change  
3 the gaming portion of this as well.

4                   Anything I missed?

5                   MR. REMMERT: Only because I want to  
6 offer to the board, does this change the dynamics of  
7 the area approved ride?

8                   MR. CHUBB: The dynamics? I will  
9 refer to my engineer who happens to be with me, Brett  
10 Lydall.

11                   MR. REMMERT: Hang on for a moment.  
12 Let me rephrase my question. I'm going to make this  
13 easier for you.

14                   So does this make this - this update  
15 cause it to be different than when it was first  
16 approved, and if so, in what direction? Is it  
17 harsher, harder, more difficult turns or is it less,  
18 light, modification that was made, if any, to the  
19 track and/or cars interaction negate the current  
20 certification,

21                   MR LYDALL: No, because -.

22                   MR. REMMERT: That's what we want to  
23 hear because you're going to get a bunch of questions  
24 on why it doesn't and that's what I want you to speak  
25 to.

1                   MR. LYDALL: Sure.

2                   As Gary said, the only changes we made  
3 was to lower the track at the very end of the ride, so  
4 we've taken the dynamics down. It wasn't severe to  
5 begin with, but it's less severe now, taken potential  
6 energy out, it's flatter. The braking system hasn't  
7 changed. None of the ride portion has changed other  
8 than that track being lowered.

9                   MR. REMMERT: I appreciate that. Now  
10 I'm going to interpret a little bit from the State's  
11 perspective why we're here at the board anyway. So I  
12 said it before, I get to say it again. Extremely  
13 diligent, everybody. I mean, you're talking about  
14 class acts, A-plus operators no matter what  
15 jurisdiction we just had the - fortunate enough to  
16 have them in Pennsylvania.

17                   The reality here is when we first  
18 looked at this and had this discussion, what's a major  
19 modification here. That's a conversation that we had  
20 over and over again. Did it change its dynamics?  
21 Really, if it changes the dynamics to make it better,  
22 safer, easier, does - is it a major modification that  
23 requires board review, and our review, other than to  
24 make sure that their T's are cross and I's are dotted  
25 for the submission?

1           So we asked them to come here today so  
2 you could ask questions. The State's inclination, our  
3 office in particular, that this does not need to go  
4 through another long ride mule process other than to  
5 confirm that they've not increased the dynamics, but  
6 reduced the dynamics, made it potentially safer.

7           So that is our position and I leave it  
8 to the Board for comments or questions to the ride  
9 representatives.

10           MR. DI DOMIZIO: Mr. Chairman, I say  
11 leave a sleeping lion lie. Why even get involved if  
12 the State doesn't require it - doesn't require our  
13 input at all.

14           MR. REMMERT: I don't know that's why  
15 we bring it to the board saying do you consider it a  
16 major modification? Is it something that you believe  
17 needs to be entertained as another submission? Our  
18 opinion right now is no, it does not, but I'm just  
19 offering you up.

20           MR. PITTMAN: You know, from what Gary  
21 said to me is, it seems like it's an update. Very,  
22 very minor, the word major modification to me, sets a  
23 whole different standard.

24           MR. CHUBB: Yeah, one of the reasons  
25 that we - we wanted to make sure the board was aware



1 because when marketing gets a hold of this and they  
2 start saying brand new ride and everything, it's not a  
3 brand new ride. It's a redeemed ride basically.

4 MR. LYDALL: And we want to be above  
5 the board, too. We don't want to do stuff at the  
6 state level and you say, well, I wasn't aware of it  
7 and why wasn't I aware of it. So we're trying to be  
8 much more transparent coming here.

9 Even though that was our inkling, I  
10 wouldn't - I wouldn't be here to know what your  
11 thinking was so that's why they indulged us and asked  
12 to come here today, to offer that to you and have this  
13 discussion.

14 MR. DI DOMIZIO: Mr. Chairman, I'll  
15 offer one simple question and that is, is this - is  
16 this a specialty ride and was basically built for this  
17 purpose. It's not like there's hundreds of them out  
18 there that they would all jump on this and say hey,  
19 you have to change this and we have to change ours.

20 MR. CHUBB: This is what's known as a  
21 custom car ride.

22 MR. DI DOMIZIO: One of a kind.

23 MR. CHUBB: It's one of a kind, okay,  
24 just like Six Flags does the Justice League, they had  
25 Buzz Light Year in Disney and stuff, they're all

1 shooting lasers.

2 MR. DI DOMIZIO: So we can narrow this  
3 down to, it's your ride?

4 MR. CHUBB: This is our ride.

5 MR. DI DOMIZIO: It's just for you.  
6 Then I don't have any problem with leaving it as it  
7 is.

8 MR. REMMERT: Any other questions or  
9 comments?

10 MR. GORMAN: Just for documentation,  
11 are you changing the rider restriction with the state?  
12 Are you going to give them a new number or keep it the  
13 same? That's all I'm saying, just change the name?

14 MR. CHUBB: Our inkling is to keep it  
15 the same.

16 MR. GORMAN: Because we renamed a  
17 slide once and that's all we did was we just changed  
18 the name and -.

19 MR. CHUBB: We will change the name  
20 but simply to reflect -.

21 MR. REMMERT: There's a caveat to  
22 that, we did get an updated serial number so I'm not  
23 sure how that impacts your registration.

24 MR. CHUBB: We can do - we have that  
25 in place.

1                   MR. REMMERT:   Okay.

2                   Then it's fine.   It's no different  
3 than what we just spoke about, you know?

4                   I have expired the agenda.   Are there  
5 any words of wisdom for Gary before he -?

6   ---

7                   (WHEREUPON, AN OFF RECORD DISCUSSION WAS HELD.)

8   ---

9                   MR. REMMERT:   These are possibly the  
10 next meeting, updates and a new coaster.

11                   MR. LYDALL:   And if may I add, Gary's  
12 leave is going to take about six of us to replace him.  
13 So our thanks to Gary as well.

14                   MR. CHUBB:   Thank you.

15                   MR. REMMERT:   Board member comments?  
16 Who wants to start?

17                   BOARD MEMBER:   Who's here for the  
18 train?

19                   MR. REMMERT:   The train?   There was  
20 nobody registered on - I was looking for somebody for  
21 the train before I moved to the -?

22                   MR. HALL:   Did you recognize me?

23                   MR. REMMERT:   I recognized you, Mr.  
24 Hall.

25                   MR. HALL:   Oh, thank you.

1                   This is advanced notice. I don't know  
2 whether we'll have it this year, but I read at the - I  
3 read about the Houston Livestock Shows and Rodeo and  
4 they debut something called the Titan, a ride by  
5 Fabbri of Italy. It goes 17 stories high, 60 miles  
6 per hour, 200,000 pounds, it moves on three heavy duty  
7 trucks. The only one of its kind in the USA. Do we  
8 ever expect anything like that here that's presented  
9 by the Ray Cammack Shows? They don't come into  
10 Pennsylvania, do they?

11                   MR. FILOROMO: No.

12                   MR. HALL: How do you ever like judge  
13 something like that?

14                   MR. FILOROMO: If they'll ever come  
15 here you mean?

16                   MR. HALL: Yeah.

17                   Well anyway, you don't have to answer  
18 that. Just -.

19                   MR. SWIKA: It's a speed ride on  
20 steroid is all it is.

21                   MR. FILOROMO: Yeah.

22                   MR. SWIKA: Speed ride on steroids.  
23 Ray Cammack is a very special individual. He plays on  
24 the West Coast. He placed probably six or seven of  
25 the biggest events in the country. I don't think

1 we'll ever see him east of the Mississippi River with  
2 the route and the equipment that man has. He has a  
3 Ferris wheel of 27. He's got - you know, it's just a  
4 whole different -.

5 MR. HALL: Well, you've answered the  
6 question and we don't expect it soon or ever maybe,  
7 so. Thank you.

8 MR. DI DOMIZIO: I just have a simple  
9 question that I hope you can answer simply. I was  
10 approached by a company outside of the United  
11 States -.

12 ---  
13 (WHEREUPON, THERE WAS A BRIEF INTERRUPTION IN THE  
14 RECORD.)

15 ---  
16 MR. DI DOMIZIO: I was approached by a  
17 company that manufacturers a ride outside of the  
18 United States and they're asking me - so they have a  
19 buyer in Pennsylvania and they want to come before  
20 this board. So before they - so I wanted to turn back  
21 this advice and they just understand how to handle  
22 that. They said I hope - they don't have to come here  
23 and make an application. And I said well, for the  
24 certification for the ride. So you, as the purchaser  
25 of the ride, do not represent the person who

1 manufactures the ride.

2                   So you have to have - so - at any time  
3 stop me and tell me of the track. But that's the way  
4 I interpreted it, to come to these meetings. That  
5 we'll always have somebody that is at least on the -  
6 inside the borders here that would represent an  
7 interest in another country, be it Russia, Canada or  
8 who knows where, Antarctica.

9                   But when we - when we go through a  
10 certification, somebody wants to purchase this ride,  
11 the ride tech certification, according to when I  
12 talked to Joe, goes back to the manufacturer. Then  
13 the question becomes who actually makes the  
14 application. Who actually gets that ride  
15 certification.

16                   MR. REMMERT: Sure.

17                   So the manufacturer has all the  
18 technical information as we require, in order to  
19 approve a ride or attraction. So we don't tell the  
20 manufacturer they have to get approved. What we tell  
21 the potential owner that it must be approved. And  
22 hopefully the manufacturer is willing to collaborate  
23 and work with their potential buyer or owner and  
24 assist them to get through our process, New Jersey's  
25 - I mean, whoever's process. We have seen one or two

1 times that a manufacturer in particular amusement  
2 rides, and unwilling to participate in the process and  
3 we basically kick it to the door until we receive all  
4 the pertinent information.

5           So I would offer that the person on the  
6 hook is the owner of the ride. Especially if they'd  
7 already signed some documents to agree with it and if  
8 they can't get the manufacturer to buy on to help  
9 assist them through this process they will never make  
10 it. Without that specific, technical information, it  
11 will never get through this board. That's how strict  
12 they are.

13           So that's - but who filled out the  
14 documents because of language barriers or  
15 interpretation or time zones is irrelevant. We need  
16 complete and accurate documents with all the related  
17 information so that when it comes time for the board,  
18 we need somebody to be able to speak to the content of  
19 those documents that we'll review. Whether it's  
20 sending someone or somebody's up at 3:00 a.m. they're  
21 local time to be here in person or by phone and have  
22 that conversation.

23           MR. DI DOMIZIO: That's - that's a  
24 very good explanation in a case like this where it's a  
25 country where they could be France, it could be

1 whoever. But say they want to sell a ride in  
2 Pennsylvania and become certified, now could they -  
3 could they hire somebody and say, can you go in there  
4 or hire Steve Gorman to come in here and make an  
5 application on our behalf?

6                   That's - see that's where the gray  
7 area exists as far as I'm concerned. Now, how much  
8 exposure does that person have who came in here and  
9 made a case for them and then they just took the money  
10 and then they left? They did my job but I - and then  
11 I think it's a liability. I think it's a liability  
12 for us, but for the person that bought that ride -.

13                   MR. REMMERT: It would be very  
14 suspicious if there was a third party, just a conduit  
15 to the - to make a deal to brokers because they don't  
16 have any skill. And so I would have to ask the  
17 manufacturer, whose reputation is on the line and the  
18 not only the purchaser, not only a potential owner,  
19 but why they would be doing this in that manner.

20                   So we have occasionally, and I do mean  
21 rarely, where we see that kind of transaction.  
22 Typically when you talk about China you'll have a  
23 wholesaler or doing business as or the purchasing  
24 manufacturer, manufacturer of the main line channel.  
25 It will be branded something else. And that's the



1 people who would provide the over stamp even though  
2 they're buying the parts and the equipment from, but  
3 they have skin in game.

4                   So in the scenario you're presenting,  
5 I would have to look closer at that.

6                   MR. DI DOMIZIO: Okay.

7                   That's - that's what I told them so  
8 far. Unless you are representing that company, that  
9 you're buying these parts from, they're not willing to  
10 come here -.

11                   MR. REMMERT: And it's very rare that  
12 we would see the owner or the manufacturer. We would  
13 see one of those two parties make an application.  
14 Rarely do we see somebody who doesn't own it or  
15 manufacture it come in.

16                   MR. DI DOMIZIO: And I've personally  
17 been, you know, several years ago I had an Italian  
18 company come to me and come before this board. I  
19 represented them as the engineer and they represented  
20 themselves as the manufacturer, but they didn't speak  
21 of word of English. So it was - there was a little  
22 difficulty, but they were here, physically, and they -  
23 and they got their approval.

24                   These folks are not willing to sell it  
25 to people who don't want to just buy it, they don't -

1 because they don't want to jump through hoops. So - I  
2 think I'm giving them the right advice, stay in the  
3 game with the business -.

4 MR. REMMERT: I'll make it simple, we  
5 don't want them here. They can convince us otherwise.  
6 They really have no intent to go through the process  
7 and embrace the culture of the departments.

8 MR. DI DOMIZIO: Yeah, and I don't  
9 want to - I don't want to put the trouble in either.  
10 I mean I don't want to take their money and find out  
11 they won't show up or - we have people on the phone,  
12 so that's why I had to just bring it up and see what  
13 the feeling of the board is.

14 Thank you.

15 MR. PITTMAN: On Sunday at King's  
16 Dominion, there's a ride called the Twisted Timbers  
17 and somebody - some passengers was using a device  
18 similar to what I'm holding to film themselves  
19 whatever, lost control of it, it then became a  
20 projectile, smashed into the face of a gentleman that  
21 I know. Broke the nose, lacerated the face and of  
22 course a lawsuit will ensue.

23 Is there any rulings against a  
24 passenger carrying anything that can be used as a  
25 projectile?

1                   MR. REMMERT: You would benefit from  
2 the park's discussion and this has been a subject, I  
3 think every day of park owner-operators, especially  
4 with the type of rides, experiences they offer that I  
5 don't know - I don't know how they crack that nut so  
6 you'd probably have to ask them individually. Brad,  
7 what do you folks think?

8                   MR. NESLAND: It is against our  
9 policies. The problem you have is they can have it in  
10 their pocket and then as they get on the ride, they  
11 can pull it out. We do our best to make sure that  
12 they do not have those - those articles in areas that  
13 people lose articles until the ride is over. It gets  
14 a struggle.

15                   MR. PITTMAN: Do you post any signage?

16                   MR. NESLAND: Yes. We post signage.  
17 We train our operators to look for it. On occasion,  
18 we will stop the ride if we see somebody bringing one  
19 out while the ride has commenced, but that's - you're  
20 also weighing, okay, which is safer? Is it safer to  
21 stop the ride to stop them or is it safer to let -.

22                   MR. PITTMAN: Well, this selfie thing,  
23 you know, it's random and people always want to take a  
24 picture of themselves and say I'm doing something.  
25 It's unfortunate that these - these things could-.

1                   MR. REMMERT: I only speak from  
2 experience. I had been in Hershey to the event  
3 center, if they see a selfie stick, they won't even  
4 let it in the gates. Door is the same way. If they  
5 see it, they'll say you can't come in here with it.  
6 You'll have to return it to your vehicle.

7                   Any other board member comments?

8                   I appreciate your indulgence so far.  
9 I'm opening it for comments from the gallery, if there  
10 are any?

11                   MR. CHUBB: One final time here -  
12 maybe it might not be the final time. I'm here to  
13 promote the annual parks and carnivals education ride  
14 and safety training seminar, a paid seminar, which is  
15 scheduled for October 28th through October 31st of  
16 this year. It will be held at the Altoona Grand Hotel  
17 in Altoona, Pennsylvania and we will be doing the  
18 hands-on training day at DelGrosso's Park.

19                   So we will offer 32 hours of training  
20 or 24 hours of training and anybody is more than  
21 welcome to come. I am the seminar coordinator, I will  
22 continue at least through this year, beyond that, I'm  
23 not sure how long I'm going to be hanging in there,  
24 but we'll see how things go.

25                   So I would like to promote the

1 training seminars. And of course, there's another  
2 training seminar after hours, it will be probably  
3 early November some time. Bill Sweigert's seminar,  
4 the Pennsylvania Ride and Safety seminar. I'm not  
5 sure of all the details of that one yet. But there's  
6 usually a list of them. I'd like to promote both  
7 seminars. It's safety training for the industry. So  
8 thank you all once again.

9 MR. REMMERT: I believe Natalie has  
10 something for you before you go.

11 One last order of business, is there a  
12 motion to adjourn?

13 MR. GORMAN: I will make a motion.

14 MR. REBBIE: Second.

15 MR. REMMERT: All those in favor?

16 ---

17 (WHEREUPON, AYES RESPOND.)

18 ---

19 MR. REMMERT: Thank you, Board.

20 \* \* \* \* \*

21 HEARING CONCLUDED AT 12:30 P.M.

22 \* \* \* \* \*

23

24

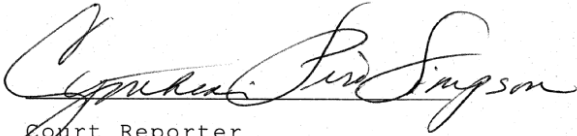
25

CERTIFICATE

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

I hereby certify that the foregoing proceedings was reported by me on 04-16-19 and that I, Cynthia Piro Simpson, read this transcript, and that I attest that this transcript is a true and accurate record of the proceeding.

Dated the 25th day of April, 2019



Court Reporter  
Cynthia Piro Simpson