

Rickey's Rocket
HUMAN SLING SHOT

MFG: RIDES-R-US
NAME: HUMAN SLING SHOT
TYPE: NON-KIDDIE

OPERATING MANUAL & DOCUMENTATION

A. INTRODUCTION:

This proposed amusement site is located at OLD TOWN, 5770 West Irlo Bronson Highway, Kissimmee, Florida 34746. The site is further illustrated on Exhibit "A", included herein as the "Site Plan".

CARNY TOWN.COM

The operations manager of this amusement site is Mr. Matthew Granniger. As operations manager, Mr. Granniger is charged with the control and operations of the amusement ride at this site, operational safety, and for strict compliance with the requirements of this operations manual, and all applicable laws, rules, regulations, etc. governing this activity.

The official owner of this amusement ride operation, RICKY'S ROCKET - a/k/a "The Human Slingshot" - Vertical Accelerator is:

HAPPY DAYS ENTERPRISES, INC.
d/b/a "HAPPY DAYS HUMAN SLINGSHOT"
c/o Larry Nadeo
6317 Green Grove Court
Orlando, FL 32819
(407) 351-3757

The manufacturer of this amusement ride, RICKY'S ROCKET, is:

RIDES - R - US
c/o Grant Balwanz
229 Goldenrod Drive
Seymour, Tennessee 37865
(615) 577-3427

The operation of this site is under the jurisdiction of the Florida Department of Agriculture, and more specifically, The Bureau of Fair Rides Inspection. The specific rules of operation are set forth in the State of Florida Statutes. These rules are the main rules furnishing guidelines for the operation of this facility, and as such, are of utmost importance.

This site manual describes the system of daily operation and inspections to be used. It addresses, but is not limited to, the following elements described subsequently. The site operation should follow procedures described in this manual at all times.

This ride is classified as an "amusement". Its operation is under jurisdiction of the FL Department of Agriculture. As such, this "Amusement Ride" shall be inspected and certified by the manufacturer, as having been manufactured in accordance with the all of the appropriate requirements of ASTM Committee F-24, Standards on Amusement Rides and Devices, prior to being approved by the State of Florida, for initial opening. This certification letter is included herein as Exhibit G. Further, it shall be reinspected and re-certified by a professional, registered mechanical engineer, once per year, in order to renew the operating permit. It shall also be re-inspected by the Professional Engineer, should any part of the equipment be repaired or replaced, if it is moved, or if there is an incident or accident.

Several documents published by the American Society of Testing Materials, which relate the safety, operation and inspection of amusement devices. These are:

Exhibit C -- ASTM Standards on Amusement Rides and Devices, Sponsored by ASTM COMMITTEE F-24 on Amusement Rides and Devices. This publication includes the following ASTM Standards:

ASTM # F 698 - 88 - Standard Specification for Physical Information to be Provided for Amusement Rides & Devices

ASTM # F 747 - 89 - Standard Definitions of Terms Relating to Amusement Rides and Devices

ASTM # F 770 - 88 - Standard Practice for Operation Procedures for Amusement Rides and Devices

ASTM # F 846 - 92 - Standard Guide for Testing Performance of Amusement Rides and Devices

ASTM # F 853 - 91 - Standard Practice for Maintenance Procedures for Amusement Rides and Devices

ASTM # F 893 - 87 - Standard Guide for Inspection of Amusement Rides and Devices

ASTM # F1159 - 92 - Standard Practice for the Design and Manufacture of Amusement Rides and Devices

ASTM # F1193 - 88 - Standard Practice for An Amusement Ride and Device Manufacturer Quality Assurance Program

ASTM # F1305 - 90 - Guide for the Classification of Amusement Ride and Device Related Injuries and Illnesses

The amusement ride covered by this Operations Manual, Ricky's Rocket, has been manufactured in accordance with the above referenced ASTM Standards. See Exhibit G.

Additional design standards which also include information regarding the safety and operation and inspection of the mechanical aspects of the operation, specifically the hoisting assembly, such as blocks, pulleys, outriggers, drums, and so forth, are basically promulgated by the American Society of Mechanical Engineers, under the designation of American National Standards Institute. These are incorporated by reference.

All of these published standards included in the Appendix, are for the daily use of the operating staff of the site, so that the personnel will not have to go back to the library or call an engineer, everytime a minor question arises, recognizing that it is a rather onerous task to assemble all this great amount of information.

in a single body. These are the primary standards which govern the design, construction, operation of such a facility, but it is not intended to imply that there are no other applicable standards which exist.

The following standards are incorporated by reference hereto:

- SOUTHERN BUILDING CODE CONGRESS -- Standard Amusement Device Code
- NFPA 1983 Standard on Fire Service Life Safety Rope, Harness, and Hardware
- ANSI -- Safety Requirements for Demolition Operation
- ANSI -- American National Standard for Construction and Demolition Operations -- Requirements for Safety Belts, Harnesses, Lanyards and Lifelines for Construction and Demolition Use

The manufacturer's manual includes capacity ratings for the electric motor winch and assembly used to raise and lower the passenger cage, is included herein as Exhibit D.

B. SITE PLAN SHOWING A PLAN VIEW OF THE SITE WITH ALL COMPONENTS IN PLACE, FENCING AND THE SAFETY ZONE DEFINED

This manual has been prepared for this specific ride, and constitutes an operating manual describing the system of operation to be used, and which addresses, but is not limited to, all of the following operational elements contained subsequently herein.

The Owner has furnished a plan view of the site, which is included as Exhibit A, with all of the major components in place, which include:

- 2 - Permanent, Fixed Steel Towers, 160' in height, plus a 10' flagpole;
43" for the first 120'; tapering to 24" next 20'; and 24" for last 20'; then 10' flagpole on top.
2½" ϕ A-36
- Footings, Concrete as per plans
- Fencing
- Safety Zone
- Office
- Parking

This specific plan view is contained in Exhibit A of the Appendix. This exhibit illustrates the main highway in front of the property, the driveway, the location of parking, the storage building, and the utilization and location of the ride on said property.

C. A COMPLETE DESCRIPTION OF ALL COMPONENTS IN THE RIGGING SYSTEM WHICH SHALL INCLUDE A MANUFACTURE'S SPECIFICATION OR LABORATORY TEST CERTIFICATE OF EACH COMPONENT

The rigging system is defined as a combination of the components that connects the passenger cage to the accelerator cord, to an attachment point at the top of the tower structure. It also includes the lifting appliance and passenger cage. The cage has been certified elsewhere in the documentation by a Professional Engineer, as required, and a sketch, or drawing of the cage is attached hereto as Exhibit E. The rigging system also includes, but is not limited to, ropes, pulleys, carabiners, shackles, and lowering equipment.

The rigging system is illustrated by a sketch or drawing contained in Exhibit F. An itemized list of each item of the rigging system is identified and illustrated, as to where it goes, on this exhibit.

A complete description of all components in the rigging system is included subsequently. The information also contains a minimum manufacturer's rating for each piece or component of the rigging system.

The two passenger cage has been constructed by Rides - R - Us, according to the plans herein. The new accelerator cords have been manufactured by Rides - R - Us, and are certified by the manufacturer as being made in accordance with ASTM Standards on Amusement Rides and Devices, Sponsored by ASTM COMMITTEE F-24 on Amusement Rides and Devices. See Exhibit E & Exhibit G.

A COMPLETE DESCRIPTION OF ALL OPERATOR, AND PASSENGER EQUIPMENT

The preceding section fully illustrates all of the harness and rigging utilized in the ride. The accelerator cord system contains redundancy, in that it has a safety nylon strap tied inside of the binding of the accelerator cord itself, as a back-up. This is in the event that if one fails, the second will take over, and protect the safety of the passengers. Provisions in the electric winch and hoist equipment include three different safety devices to prevent any free-fall situation; and to further provide safe lowering of the passengers, even in the event of a power failure. In the event of power failure, automatic brakes are provided on the electric motor and winch, which will automatically lock, thereby preventing an uncontrolled free-fall descent. The passengers are secured inside the steel passenger cage with a safety seat belt and velcro leg or feet restraints. In addition, the cage has a safety bar, at lap height, in front of the passengers, which is hinged on one end, and has a safety lock and pin on the other, for ease of getting into or out of the passenger cage.

E. ACCELERATOR CORD AND CONNECTORS

The accelerator cord consists of two latex cords -- two on each side of the passenger cage, its connectors, to the lift cage and its connectors to the wire rope assembly at the upper end thereof. The accelerator cord section is custom made by RIDES - R - US several plies of latex cord wrapped together with binders to act as a unit. These connect at each end to a neoprene spool,

or spindle, which is machined, to transfer the load without abrading the end sections of the accelerator cable, or cord. The breaking strength of the smallest accelerator cord section is rated at 4400 lbs. All cords are 40'+/- initial length.

All accelerator cords on site and in inventory, shall have a serial number heat imprinted (etched) in the face of the end neoprene spool.

The material from which the accelerator cord was made consists of a synthetic, laytex rubber product. The material used in the initial batch of eight cords was obtained from North American Rubber Thread Company, Inc. This product is white in color and initially gives the appearance of a strap. This strap or band contains individual coated rubber threads which are molded together. The further specifications for this material is as follows:

Size: 22 gauge

Yield: 485 yds/lb +/- 5%

Modulus: Schwartz 150-170

Tensile Break: Minimum lend 5 lbs. min.

Elongation: 650 - 700%

Exposure to Sunlight: Will cause breaking

Exposure to Ultra Violet: Should not affect it.

Exposure to Ozone: Detrimental to rubber thread

Exposure to Nitrous Oxides: Will cause discoloration

Exposure to Copper in water: Will cause deterioration of thread

Expansion and contraction of rubber due to stretching:

The number of times that this can be done before breaking would be dependent on how tight the rubber is elongated to, as it is more vulnerable to abrasion breaks the tighter the rubber is stretched

Exposure to heat and cold:

Standard Compound is good to 200 degrees F for short periods.

Heat Resistant Compound is good to 300 degrees F

Cold Temperature good to -22 degrees F

Life expectancy is obviously dependent upon application and exposure to elements of environment in which used.

Each accelerator cord or cable shall be pre-tested daily, before opening, by a visual inspection and a live rehearsal using two members of the staff.

Each cord is tagged and numbered, with an I.D. number and a log shall be kept daily of the number of take-offs and of any unusual openings which may have occurred.

F. PASSENGER CAGE

The two-seat passenger cage is illustrated in Exhibit E of the Appendix and a complete description of all operator and passenger safety equipment follows.

Each lifting cable is 7/16" diameter EHS wire rope and has a rated MBS of 12 tons each. The total weight of the two-passenger cage loaded with two maximum sized adult males is estimated at a total gross weight of 800 lbs. This would then indicate that the capacity of a single lift cable has a safety factor of approximately 15. In addition, the winch assembly has an automatic locking or braking device on each cable to prevent free fall.

The passenger cage itself has been designed and fabricated to assure a safety factor of at least 5. The passenger cage contains anchor points for harnesses to hold the passenger in place during ascent and descent, as required. The passenger cage is enclosed in a perforated, metal cover over a 1"² steel tube frame, in accordance with the design drawings which are included in the Appendix as Exhibit E.

The two-passenger cage contains anchor points for safety belts, seat belt harnesses to hold the passenger in place during ascent and descent, as required. The passenger cage is enclosed in a perforated metal frame using 2"² steel tubes and 1"² steel tubes, as in accordance with the design drawings which are included in the Appendix as Exhibit I.

Fire extinguishers are permanently located at the operations office building.

G. A COMPLETE DESCRIPTION OF ALL RESCUE EQUIPMENT

A complete description of all land rescue equipment is included herewith. In the event of an electrical power failure, or power outage, the operator should ensure that the remaining power is completely shut off. Then, the operator can manually crank the passengers down to the landing pad, unstrap passengers, and assist them to safely exist.

H. A COMPLETE JOB DESCRIPTION OF ALL PERSONNEL EMPLOYED ON THE SITE WITH THE MINIMUM QUALIFICATIONS OF EACH PERSON AND COMPLETE DETAIL OF WORK PERIODS REQUIRED

PERSONNEL

In order to comply with State Law, the staff of this amusement site must include the following persons with the following roles:

PERSONNEL AND JOB DESCRIPTIONS

TICKET TAKER: The ticket taker is responsible for insuring that the customer is correct height.

Receives money and distributes correct change. Releases ride ticket. Is responsible for starting bank and closing, and shift change logs.

FLIGHT CONTROLLER: Flight controller is responsible for insuring safety.

Visually inspecting pilots and copilots cables, accelerator cords, pulleys, winches, electrical connections, retaining harnesses, rivets, springs, bolts and safety pins.

Insure customer is entering and exiting safely.

The morning inspection -- See Section on Inspections

Closing of the site to include, security and safety of all interests.

Flight Controller must have full knowledge of design, structure, sizes and test weights of all accelerator units, full knowledge and motor skills to proficiently perform all positions on all accelerator units.

PILOT- Responsible for insuring safety.

Maneuvering the passenger from the ramp and down taxi lanes.

Responsible for seating and harnessing one (1) passenger.

Pilot will verbally and physically check copilots passenger for proper fitting.

Pilot will insure all glasses i.e. sunglasses ect. are removed

and placed in holding area.

Pilot is responsible for taxiing the accelerator cords, and TAKE OFF.

Pilot is responsible for taxiing passengers to take off pad.

Pilot is responsible for insuring quick release mechanism is properly secured.

Pilot will have over 200 hours of flight training time.

CO-PILOT: Copilot will harness passenger number 2.

copilot will physically and visually check Pilots passenger (#1) with a verbal response of check i.e. shoulder straps , Copilot will respond with check, verifying that the check has been completed,

copilot is responsible for insuring that the safety zone is clear.

Copilot is responsible for moving himself out of the safety zone.

Copilot is responsible for catching the craft.

Copilot is responsible for locking the Quick Release Mechanism.

Copilot will ask passengers to remain seated until completely unstrapped and then the pilot will guide the passengers up taxi way to the exit.

Copilot is responsible for insuring that the chain is secure after exit.

I PROCEDURES

- 1) Customer is cleared through height scale.
- 2) Customer buys ticket and receives correct change.
- 3) Customer moves to staging area.
- 4) Customer is taxied from staging area to take off area by the pilot, customer will remove glasses and place in holding area i.e. Plastic container.
- 5) Passenger is secured by pilot visually and physically,
- 6) Pilot taxis accelerator cords, insures the safety zone is cleared and clears passengers for take off.
- 7) TAKE-OFF
- 8) Pilot taxis passengers to landing pad/take off pad.
- 9) Passengers are asked to remain seated until harness is removed.
- 10) Pilot locks Quick Release Mechanism.
- 11) Pilot unharnessed passengers and removes the passengers from the flight craft.

EXHIBIT C
EXHIBIT D
EXHIBIT E
INDEX OF EXHIBITS
EXHIBIT A
EXHIBIT B

12) Copilot taxis customer to exit.

13) Copilot secures the locks on the exit.

14) Performs inspection if required.

15.) Repeat procedures 1 thru 14.

CARNYTOWN.COM

J. PERFORMANCE DUTIES

Ticket Taker: (CORRECT HEIGHT) Insure customer is the correct height. Customer must be clearly over the 42" mark on the sign that is posted on side of security fence. The sign will read "YOU MUST BE THIS TALL TO RIDE ME."

(DISTRIBUTING CHANGE) Ticket taker will accept only U.S. Currency, major credit cards and coupons for no more or no less than face value.

Ticket taker will insure that the customer receives the correct change.

(RELEASING TICKET) Ticket taker will be supplied with colored and numbered rolls of tickets. Ticket taker will distribute tickets one ticket per customer.

(OPENING REGISTER) Ticket taker will be responsible for counting the money. Ticket taker will be responsible for starting the bank, which will be determined in writing on the site. Ticket taker will be required to sign a receipt for the money and a log showing the starting numbers on ticket rolls and winches.

(CLOSING BANK) Ticket taker will be responsible for closing out at the end of the shift by separating opening bank from drawer. Ticket taker is responsible for receiving a receipt for the money that was in the opening drawer. Ticket taker is responsible for taking number reading off of three (3) separate rolls of tickets

and matching the money to it by multiplying the number of tickets sold by the ticket price posted on ticket window. Ticket taker is responsible for closing the counter on the winches at every shift change.

PILOT-(Taxis passengers to the take off pad). Pilot will motion passengers to him by verbal or hand signals, pointing out any hazards using verbal and visual aids i.e. signs and ect.. Pilot will hand passengers a container to put personal belongs in, i.e. sunglasses. Pilot will verbally instruct passengers into flight craft " STEP ONTO SEAT, HOLD THE BAR IN FRONT OF YOU (point to bar)". Once the passenger is in the seat, give the verbal command " PLEASE TURN AROUND USE MY SHOULDERS FOR BALANCE IF NECESSARY, PLEASE STEP THROUGH HARNESS". The Pilot will insure that the passengers legs are properly in the harness. Pilot gives verbal command " STEP DOWN AND PLEASE SIT DOWN". Pilot adjusts leg straps properly, pulling strap tight. Pilot will insure the harness is not to tight. Pilot will adjust the waste center of the harness tightly, Strap junction on torso. Pilot will insure that the harness is not to tight or uncomfortable. Pilot will adjust shoulder saftey straps tight, Pilot will verbally instruct passenger to put feet together and strap them in. Pilot will visually and physically check above procedure.

Pilot changes places with copilot, checking copilots passenger, using above procedure, giving the verbal command "check" and receiving the answer "check" from the copilot, when completed. Note* Visually inspect all straps for frays, loose or damaged hardware, loose or damaged threads, if any appear replace immediately.

(TAXIING CORDS) Operator will move to the controls giving the verbal command "clear", receiving the answer clear from copilot. The pilot will taxi accelerator cords to take off position.

(TAKE OFF) Pilot will visually check harnesses , giving verbal command proper for TAKE OFF. The pilot will then release the Quick Release mechanism.

(LANDING CRAFT) After flight is minimized to a slow bounce of no more than five (5) feet. Pilot will start taxing craft down relieving all tension on accelerator cords allowing accelerator cords to relax visually and physically, checking accelerator cords for frays.. Pilot will insure that Copilot lands craft and starts unloading procedures. Pilot will check Quick Release Mechanism to insure pilot has the Quick Release Mechanism.

COPILOT- Copilot will follow same procedures as pilot See above. Copilot will visually and physically check pilots passenger See above.

(SAFETY ZONE) Before each take off Copilot will insure a 10 foot radius, known as the safety zone, is clear of all personnel, passengers or employees. Copilot is responsible for removing himself out of the safety zone receiving the command clear from the pilot after receiving the command clear from the pilot, copilot will respond with the verbal command "clear". Copilot will assist in landing the craft, by grabbing the craft when it is in reach. Copilot

is responsible for keeping himself from underneath the craft while landing the craft. Copilot will give the verbal command "Please
ay seated". Copilot is responsible for locking the Quick Release Mechanism. Copilot is responsible for unstrapping the passengers. Copilot is responsible for assisting the passengers out of the craft, and escorting the passengers to the exit. Copilot is responsible for securing lock after exit.

CARNYTOWN.COM

EXHIBIT B

EXHIBIT A

INDEX OF EXHIBITS

EXHIBIT D

EXHIBIT C

K. EMERGENCY RESCUE PROCEDURES

INTRODUCTION

The purpose of this section is to outline the procedures to be followed in the unlikely event of an incident at the site.

It is important that all staff are trained in these procedures and regular simulation's are carried out to ensure that in the event of an emergency all staff know what to do.

SITE EMERGENCY PLAN

Items safety equipment: Cellular Phone, Standard First Aid Kit, Chart and Emergency Phone Numbers.

In the event of electrical malfunction i.e. Power outage or electrical winch failure the following measures will be taken: Insure main power is shut off, manually crank passengers down to landing pad. Unstrap passengers and safely exit. SEE PILOT - CO-PILOT.

The malfunctioned ride will remain shut down until electrical problem has been determined, corrected and inspected by the Flight Controller.

Cuts and/or bruises: If cut or bruise appears on the passenger after flight and passenger reports incident apply first aid. See first aid manual. Note* If the individual refuses to go to the

hospital, a release form must be signed by the individual and authorized personnel from Rides R Us.

If any passenger reports an injury, Flight Controller is responsible for taking a video, to include sound, of the entire incident. this tape will not be copied until reviewed by Rides R Us legal representative. Note* Customer will receive immediate cash refund no more and no less than customer paid.

Major injury: Immediately call Emergency Medical Center (number provided on phone at ticket booth). Perform minor injury duties. Immediately shut ride down. Note* Notify State Officials.

If person is unconscious or complains of neck or back pain wait for Emergency Medical Persons to arrive before moving injured person. Notify Insurance Company. Rides R Us employee will accompany injured person to Hospital.

A First Aid Kit is held in the office with the Receptionist and in the loading and unloading area with the Jump Operator.

At least one Staff Member shall be on duty at all times who is qualified in First Aid and C.P.R.

EXHIBIT A
INDEX OF EXHIBITS

EXHIBIT A

EXHIBIT B

L. A COMPLETE DESCRIPTION OF EQUIPMENT INSPECTION PROCEDURES
AND THE LOGGING OF THOSE INSPECTIONS

1. HARDWARE

All rigging 4400lbs.

All shackles are moused.

All pulleys are compatible with the rope size.

All webbing is flat tubular mountaineering webbing of at least
4400lbs.

All webbing knots are tape knots for added strength.

2. TESTING OF HARDWARE

All rigging, harnesses, lowering/braking system and safety gear
are regularly inspected and tested.

All ropes, shackles, or loading equipment that has been subject
to abnormal shock or loading is to be replaced before take-offs
continue.

3. ROPES AND WEBBING

All ropes must be of kernmantel construction,

A minimum of 11 millimeters

A minimum of 2200kg or 5000lbs.

Should be made of nylon or similar synthetic material to enable stretch and shock loading.

Check all wire ropes for wear

Check webbing lace line for damage.

Check stitching in harness for wear or broken stitching.

NOTE: For all of the above any wear results in replacement.

4. BACKUP EQUIPMENT REPLACEMENT

Must be on hand at all times. Check that replacement gear for all aspects of the ride are available on site. (eg., Accelerator Cords, Rigging, Safety Straps, Safety Belt Line, etc.)

EXHIBIT B
INDEX OF EXHIBITS
EXHIBIT A

5. CAGE EQUIPMENT AND HEIGHT

Check main hook attachment to cable,

Check cage attachment to hook and cage,

Check calibration chain to hook,

Check safety line for wear,

Check cage safety bar - opening freely,

Check seat belt attachments,

Check seat and seat belt adjustments for jumper,

Check safety zone for foreign objects.

6. OPERATOR - INSPECTS:

Daily checks should include but not limited to the following:

- 1) Communication Systems are operating correctly.
- 2) Check Cage Connections.
- 3) Check Swivels, Springs and Safety Lines.

7. PREVENTIVE MAINTENANCE AND SERVICE INSPECTIONS

Bolts

Visually check bolt for rust.

Check tightness of bolt with 3 1/4 pull handle torque wrench.

Place pull handle and socket on bolt holding opposite side of bolt with the wrench, tightening bolt to 80lbs. repeat above steps at each level on each bolt

TOWER (S)

Plumb towers with transit

Check for cracks in welds.

Check for rust spots.

Physically climb the structure, checking each welds in each panel.

WIRE ROPE

Check for wear.

Check for fraying.

Check the drum and pulleys.

Check the connector ends.

WINCHE

SEE EXHIBIT D.

QUICK RELEASE MECHANISM

Check for physical damage.

Manually operate the Quick Release Mechanism three (3) times.

ELECTRICAL CONNECTIONS

Check for physical damage or missing parts.

Check for cracks.

Check for frays.

Check for any cuts or dents.

Insure cables are not in the water, if cables are in the water, turn off main using rubber safety gloves at first aid station.

PULLEYS

Check for any physical damage, dents, wear spots or flat spots in the cable grooves.

Check for smooth movement.

NOTE* If pulley will not move check bearings and assembly pin.

CORDS

Check for physical damage

Check for broken bands.

Check for any broken assembly wrap.

If 5% of the strands on one accelerator cord is broken or a combined 5% of two of the cords, Immediately replace cord. When an accelerator cord has 400 take offs, replace

the accelerator cord. See take off count and record keeping. If accelerator cord has been exposed to any toxic materials, replace immediately. Note* See Toxic Materials. All accelerator cords will be replaced 200 days after date on spool. Note* SEE MANUFACTURING DATE. If a cord is stretched four (4) times it's length replace immediately.

SAFETY SPRING MECHANISM

Check for cracks, wear spots, inspect coils to see if all coils are evenly spaced NOTE* if coils are not evenly spaced, replace and have coil inspected.

WELDS

Physically inspect welds for rust NOTE* See Rust. Visually inspect for cracks and pin holes, if crack or pin holes exists on any part of a single weld, Flight Controller must be notified to determine maintenance necessary. If crack appears immediately close down.

BEARING AND BEARING ASSEMBLY

Check for physical damage, check for dents, check for wear spots, insure the bolts on carrying assembly are secure. Check bearing for smooth moving operation, insure bearing does not grind or move in assembly. If bearing appears loose or makes a grinding sound or vibrates, replace immediately. Inform Flight controller.

TOP PULLEY MOUNT

Check welds. Check Bolts, check for any physical damage, dents or wear spots.

RUST

When rust spots are found execute the following procedures: Wire brush all rust down to the metal, inspect for cracks, NOTE* If cracks appear inform Flight Controller for proper maintenance and inspections. If weld passes inspection, and repairs have been made apply two (2) coats of galvanizing compound, allow for drying time, then apply two (2) coats of latex paint.

CONNECTOR END

Insure connector end is there, check for movement or frayed cable around end of connector if movement or frays appear, replace immediately. Check locking pin for damage, wear marks or cracks. Insure locking pin is in lock position.

TEST TAKE OFF

Operate craft through three (3) complete take offs. SEE PILOT PROCEDURES, SEE CORD LOG AND WINCH LOG.

NOTE* Use 300 lbs. of dead weight for test flights.

TAKE OFF COUNT:

Each cord will be logged in by date and serial number, a cord count will be taken off each winch counter NOTE* Log beginning winch count and ending count.

TOXIC MATERIAL

Gas, Diesel, Battery Acid, ect. If cord is found wet or an unknown power or dust appears on cord, cord will be replaced immediately until unknown substance is identified. Date and substance will be entered in cord log and reported to Flight controller.

CORD COUNTER AND LOG DESCRIPTION

Each cord has a serial number.

Each motor has a counter at the top of each page. Match cord to winch by serial numbers.

CARNYTOWN.COM

8. ACCELERATOR CORDS

Check all cords top and bottom for strand wear or bunching. If evidence of these factors exists, and it exceeds 5% of visible surface area then cord is unsafe to use and must be destroyed.

Check to see that cord binding is holding the threads together in their designed position and that the binding material has the same characteristics and specifications similar to the Accelerator Cord material. Check to see that cord bindings are in tact. When bindings break during a day's operation, the cord shall be withdrawn from use until the bindings are replaced.

The following requirements apply to Accelerator Cords:

- 1) The cord shall stretch in the ride to at least 3 times it's unloaded length.
- 2) The unloaded length of the rigging system shall be less than half (1/2) the designed extended length;
- 3) Maximum loaded length. The operating length of the cord at it's maximum designed dynamic load shall not exceed 4 times it's unloaded length.

The following replacement requirements apply to Accelerator Cords:

A cord and it's non-metallic connectors shall be immediately withdrawn from use when any of the following occurs;

- 1) When exposure to daylight exceeds 250 hours, except where a cord cover or sleeve fully protects all of the cord from visible and ultra-violet exposure;
- 2) When the cord has been in existence for period of 6 months from date of manufacture;
- 3) When cord material reaches the manufacturer's recommended life span or 200 days, whichever is less;
- 4) When there is evidence of threads exhibiting wear, such as (bunched threads, uneven) tension between threads or thread bands;
- 5) When there are broken threads;
- 6) As the accelerator cord stretches over the course of it's life, the dynamic load required to extend the cord to 4 times it's loaded length will reduce. When this dynamic load reduces to less than the maximum designed dynamic load, the cord shall be discarded;

- 7) When the cord comes into contact with solvents, corrosive or abrasive substances;
- 8) When any incident occurs that could result immediately or in due course in substantial sub-standard performance of the cord or it's attachments;
- 9) When any discolorations are found;
- 10) When any other flaws are found.
- 11) Anytime the cord elongates more than 4 times it's original length under the dynamic load.

Destruction of Cords. A cord withdrawn from use shall be destroyed. The cord is considered to be destroyed when it is cut into lengths of less than 3 feet.

Daily Cord Inspection and Testing. Before starting and during the day's operations, the Pilot shall perform the following:

- 1) A visual inspection of the entire length and circumference of the accelerator cord for signs of wear. The inspection shall be repeated at least 4 times during a full day's operation and recorded in the daily log;
- 2) An inspection of the accelerator cord if the extended dynamic

or static length changes during jumping.

- 3) The accelerator cord shall be immediately replaced in the event unexpected changes in the cord's extended performance occur.

Disposal of cords - A cord is considered destroyed and disposed of when it is cut into 1 yard lengths.

- Cords shall be tested by the Pilot each day before the Passengers use the same cords.
- Accelerator Cords are safe for use up to 400 take offs.
- A log book on each cord is kept by the Pilot and each take off entered into the log.
- For additional required inspection, testing, and record keeping of the accelerator cord, see Exhibit C.

9. DRUG TESTING

Every Employee of Rides R Us is required to take a Mandatory Drug Test before hiring. Note* Anytime two (2) or more Supervisors have probable cause i.e. Slurring of words, unexplained redness of eyes, uncontrolled motor skills etc. Note* If individual has the influence of drugs, the Flight Controller will immediately

dismiss the Employee for the day. The Employee will be required

take a Drug Test immediately at His/Her expense. Employee will have to pass the test before returning to work.

At anytime during Employment any or all Employees may be required to submit to a Drug and/or Polygraph Test immediately at Rides R Us request and expense.

The use of Drugs or Alcohol is prohibited. All personnel must submit to spot testing for Drugs and/or Alcohol upon request of Owner. If testing is refused, Employee may be immediately terminated. If testing is positive, Employee may receive treatment at an acceptable treatment center, or terminated. A record of this will be kept in the Employee's personnel file.

The most qualified persons available shall be selected for each position.