

NAFLIC

National Association For Leisure Industry Certification

Standards & Related Documents Sub-Committee

TECHNICAL BULLETIN - MAY 1997

148. Walton Pier Blizzard Roller Coaster Accident

We have been informed of a recent accident involving a Blizzard roller coaster in which a member of staff was injured.

The accident involved the failure of brakes to operate when there was loss of power to the system. We understand that the ride had been modified and the braking system was not the responsibility of the original Italian manufacturer or importer.

There are several general issues which may or may not be relevant to the circumstances of this accident. Firstly, although not always the case, it is very often true that the probability of loss of power (whether electrical, hydraulic or whatever) is large enough that the designer will need to assume that it must be accounted for. In such circumstances, brakes which will be in the "ON" position when power is lost (e.g. spring applied) are often found to be a good solution.

Secondly, paragraph 43 of "Fairgrounds and Amusement Parks - A Code of Safe Practice" expects modified rides to have an independent Design Review. Inspection bodies which are registered to carry out Design Review would be likely to recommend that, on a ride of this type, brakes which cannot fail safely when power is lost are unsatisfactory.

Committee Members :- Dr Garry Fawcett (Chairman), Mr Richard Barnes, Mr Bob Nicholls, Mr Doug Dadswell, Mr Peter Smith and representatives of Plant Safety Ltd, and Banwell & Associates Ltd

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