

**AMUSEMENT RIDE SAFETY
ADVISORY BOARD MEETING**

10:00 a.m., March 10, 2022
Room 309

PA DEPARTMENT OF AGRICULTURE
2301 North Cameron Street
Harrisburg, PA 17110

ADVISORY BOARD MEMBERS

Russell Redding, Chairman	PA Department of Agriculture Secretary
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.	PA State Assoc. of County Fairs
William B. Hall, III	Public Member
John C. Pittman, absent	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. P.E.	RAD Engineering Corporation

Bureau Director, Walter Remmert

AGENDA

- A. CALL TO ORDER – Deputy Secretary Fred Strathmeyer, Chairman (on behalf of Secretary Redding)
 - a. Sunshine Law Announcement
- B. APPROVAL OF MINUTES:
 - a. Approval of the minutes – February 25, 2020
- C. CHAIRMAN'S REMARKS:
- D. DIRECTOR'S REPORT:
 - a. Overview of Hayride Attractions
 - b. Update of personnel
 - c. Schedule for 2022 Advisory Board meeting dates
- E. OLD BUSINESS:
 - a. None

F. NEW BUSINESS:

a . Amusement rides/attractions pending review by the Board:

1. **Sky Hawk** by A.R.M. (USA) Inc. – P.E. Richard Wand
2. **36 ft. Double Decker Carousel** by Chance Rides – P.E. Bill Kelley
3. **Mozaik Climbing Wall** by Entre Prises USA – P.E. Froelich Engineers Inc. for Dick's Sporting Goods, Cranberry PA (site specific)
4. **Mobile Ropes Course** by Eurobungy EB – P.E. Tim Horn
5. **Get Air Play Structure** by Haiber Play – P.E. Richard Wand
6. **Bat Glide** (zip line) by Iron Mills Farmstead – P.E. Tim Horn for Iron Mills Farmstead (site specific)
7. **Low Ropes Course** by Iron Mills Farmstead – P.E. Tim Horn for Iron Mills Farmstead (site specific)
8. **Falcon Go Kart** by J&J Amusements – P.E. PSE Consulting Engineers Inc.
9. **Flying Turns** (Modification) by Knoebels – P.E. Bill Kelley
10. **Go Kart Superleggaro** by OTL Italia SRL – P.E. Richard Wand
11. **Zip Line** by Sky Zone – P.E. Clark Reder Engineering for Sky Zone Lancaster (site specific)
12. **Slide the Slopes** by Summer Splash LLC. – P.E. Clark Reder Engineering
13. **GetAir Floor Court** by Trampoline Parks LLC. – P.E. Richard Wand for Get Air Harrisburg (site specific)
14. **ChronoZ** by Zamperla Inc. – P.E. Robert A. Di Domizio Jr.

G. BOARD MEMBER COMMENTS:

H. PUBLIC COMMENTS:

I. ADJOURNMENT:

COMMONWEALTH OF PENNSYLVANIA

DEPARTMENT OF AGRICULTURE

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IN RE: AMUSEMENT RIDE SAFETY ADVISORY MEETING

* * * * *

BEFORE: FRED STRATHMEYER, Chair
Walter Remmert, Director
Robert DiDomizio, Member
Stephen Swika, III, Member
John Makrias, Member
Yvonne Brown, Member
Zaria Urrutia, Member
Randall Arndt, Member
Leonard Adams, III, Member
Brad Nesland, Member
Steve Gorman, Member
Thomas Rebbie, Member
William B. Hall, Member
Jim Houghton, Member

HEARING: Thursday, March 10, 2022
10:10 a.m.

Reporter: Derek Richmond

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ORIGINAL

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

A P P E A R A N C E S

ALSO PRESENT:

Gary Chubb, Jake Crisler, Dustin Fregm, Brad
Kirkham, Derek Shaw, Marsha Fleiger, Tim Horn, Patty
Goodell, Alex Benepe, Cesar Quintero, Chip Dixon,
Dan Hansen, Leticia Fernandez, Brad Erb, Joe
Filoromo, Richard Ward, Rob Henninger

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NONE OFFERED

P R O C E E D I N G S

CHAIR: I'm going call the meeting to order. The first order of business for me is to say - again, off the mics, but I'm going to say it on the mics, is to thank everybody for being here. It's great to see faces again.

The other thing I want to say to you all is thank you for what you've done over the last two years to keep your businesses running and businesses running in general. It's obviously been something that has been at times very trying and very cumbersome at times, but during this period what you've done has been just, you know, amazing to me to see what you've been able to do under the circumstances to keep the citizens and everyone safe and businesses safe, and I really appreciate it, and you guys know it.

So with that, I'll turn it - the Sunshine of this meeting -.

MR. REMMERT: Mr. Chairman, this meeting has been properly Sunshined in accordance with the Sunshine Law.

CHAIR: Thank you.

And at this point, has everyone had a

1 chance to look at the minutes? And if so, I'd like
2 to entertain a motion to approve the minutes. Sir?

3 MR. HALL: I read the minutes from
4 the last meeting and I was a little bit concerned
5 that instead of identifying speakers, some of the
6 references said member. I think that that has to be
7 looked into. People want to know what they said or
8 who else said what, and is there any way we can
9 adjust that for future meetings other than just
10 saying member?

11 CHAIR: Again, not to speak for us all
12 but I guess I will and say I can't see any reason
13 why we can't -.

14 MR. HALL: Thank you.

15 CHAIR: So going forward we'll make
16 sure that that's duly noted and that people are
17 identified in the minutes as well.

18 MR. HALL: I hope you don't think
19 that's a frivolous comment.

20 CHAIR: It's not, no. No. I can tell
21 you from chairing other meetings that typically the
22 person who's speaking or the person that makes a
23 motion and a second, those are all identified
24 typically in the minutes that I've seen. So
25 appreciate your comment.

1 MR. HALL: Thank you.

2 CHAIR: So duly noted. So again, I'll
3 look for a motion to approve the minutes. Does
4 anyone want to approve the minutes? Make a motion?

5 MR. GORMAN: I'll make a motion to
6 approve.

7 CHAIR: You're going to need to state
8 your name.

9 MR. REMMERT: They have nametags for
10 just that, cause -.

11 CHAIR: Just making sure -.

12 MR. GORMAN: But to keep everybody on
13 line from having a conversation on this, Steve
14 Gorman and seconded by Tom Rebbie.

15 CHAIR: All in favor? Anyone
16 opposing?

17 ---

18 (WHEREUPON, THE AYES RESPOND.)

19 ---

20 CHAIR: Opposed?

21 (WHEREUPON, NO RESPONSE.)

22 CHAIR: The minutes are approved.
23 I've already made the mark.

24 MR. REMMERT: Turn your stuff off so I
25 can turn my stuff on.

1 Joe, you're going to be my litmus test
2 online. Can you hear me?

3 MR. FILOROMO: Yes.

4 MR. REMMERT: All right. Good deal.

5 I will try to speak loud and with
6 fewer words than I normally do. Let me give the
7 folks who don't have a recollection of how today
8 usually goes for us or those that are new,
9 especially on Teams with us.

10 We're going to ask here shortly the
11 folks that are on Teams to identify themselves so we
12 know who they're with. We're going to identify
13 people here in the back that are here to provide
14 rides. And then we're going to take the people on
15 our agenda for the rides that are here - that
16 they've traveled here and typically let them go and
17 then we'll go in order with whoever actually has
18 representation on Teams for a particular ride of
19 attraction. And then we'll entertain the ones that
20 don't have any representation at the end.

21 There will be an opportunity at the
22 end for comments and there will be an opportunity to
23 ask questions. I ask that one person speak at a
24 time. It makes it easier for the stenographer. I
25 also ask that if you are identifying yourself

1 through Teams that you wait a moment, state your
2 name and then spell your last name reasonably slowly
3 and also for our stenographer so he can capture all
4 the explanations relevant to what we're doing.

5 If there's a point of order or other
6 issue, please let me know. I suspect that if we go
7 past 12 o'clock then we'll get a vote for a break.
8 I think we have - I remember the attorney said that
9 12 o'clock is the limit, that we need to be done by
10 then. So hopefully we'll have those things wrapped
11 up and entertained by then.

12 So we're going to move right into the
13 Director's Report. There's three items on our
14 agenda today, an update on personnel, a discussion
15 briefly for scheduling 2022's remainder Advisory
16 Board dates and hayride attractions. So I'd like to
17 take the last two first and leave the first one for
18 last.

19 So with that being said, update on
20 personnel. I was going to surprise you with
21 notification - a gentleman starting on Monday. I
22 have another surprise. Based on the economic
23 downturn, that the value that his previous company
24 has seen, the gentleman inbound for us has accepted
25 an increase in pay to stay with his current company.

1 So that position that was going to be filled
2 starting Monday, once again, is vacant. So that
3 leaves us with two vacancies. So we have two
4 inspectors, one supervisor. Joe's here with us. I
5 want you all to understand, we're actually 25
6 percent to the better with two vacancies. Before,
7 we were able to shift staffing around. We had three
8 inspectors and a supervisor.

9 Now we have four inspector positions
10 and a supervisor. So we will be posting both of
11 those positions in the next 30 days. It's going to
12 be open statewide, regardless of where you live in
13 Pennsylvania. You must reside in Pennsylvania. You
14 must be a Pennsylvania resident. So we're looking
15 for that; right? So if you meet the qualifications,
16 if you know people - no disrespect for any operator,
17 we're asking that if you know people who are
18 qualified that may be interested, we'll let you all
19 know when the postings are posted and how to find
20 them so you can pass that information along to
21 people you think might be interested in the value
22 for what we do. And I appreciate that.

23 Any comments concerning the position
24 or questions about -?

25 MR. ADAMS: Mr. Remmert, will you also

1 be telling us what the requirements would be for
2 said job?

3 MR. REMMERT: Sure. We can point you
4 to the posting. And it's on the Pennsylvania job
5 site, Pajobs.gov, right. I will gladly give you the
6 link directly to the posting. It's fairly simple.
7 It's pretty intuitive now like Indeed or Monster,
8 you go create a profile. You fill out some blanks.
9 You attach documents and you submit it. And if you
10 meet the criteria, it comes to us at the end of the
11 posting period.

12 The State used to have a different
13 system. They used to have a list that you could put
14 your name on it, and then you didn't know if you had
15 actual candidates by the time you were - this is a
16 much better - people actually apply for them. So it
17 typically is posted for 15 days, right. So again,
18 I'll make sure that we give people plenty of notice
19 that it's posted. I encourage all those people who
20 think might be worthwhile candidates for us and be
21 interested, to reach out to it.

22 The Advisory Board schedule.
23 Typically January, March, mid-summer, fall; right?
24 So I still believe there's value in four meetings a
25 year. That is my personal opinion. Is there any

1 board member who believes that there should be more
2 or less? I agree. So in this case we're looking
3 for any time that meets a quorum for us is good;
4 right? So there are some parts of the year that are
5 not good, which is why we have to talk whether
6 summer was valued or not, right, because you've got
7 to have attendance. So at this point, do we have a
8 preference on July or August for our next considered
9 meeting? With that being said, is there a month
10 that works better or less better for some members?

11 MR. FILOROMO: I think August compared
12 to July -.

13 MR. REMMERT: You're not - you're not
14 a member, Joe. Tom?

15 MR. REBBIE: It's very difficult for
16 me, myself, to attend a summer meeting. I try my
17 best to be on the phone for some meetings, but us
18 traveling guys, especially August, fair season in
19 total swing, it's very difficult for that summer
20 meeting.

21 MR. REMMERT: We'll also agree, and I
22 think Joe was about to say it, and I'll start by
23 making a comment here, is that with technology, you
24 have the potential to be a lot more connected and
25 not have to be present in person. Minus the

1 microphone issue, Teams for us is a much more stable
2 platform. It worked extremely well for the last 18,
3 24 months. We've been working on it with very
4 little or no issue as far as showing up in person.
5 So I encourage board members, if they have no
6 flexibility in their schedule and they can't show up
7 in person, to embrace technology, if they have it,
8 and we'll work out the smaller cases like the
9 microphone. But short of that, it is a great
10 platform to still be in attendance and not have to
11 visit. So July or August. We'll look towards the
12 latter part of July or the earlier part of August as
13 it stays now. Mr. Di Domizio?

14 MR. DI DOMIZIO: Yes, sir. In the
15 past I know we've done some lately on this. I think
16 August the 20th might have been the last one we did.
17 I know that works out better - for my vote it would
18 be later in August. I know that in July ---.

19 MR. REMMERT: Mr. Rebbie?

20 MR. REBBIE: July 18th and 19th is the
21 PAPA meeting, and most of us attend that.

22 MR. REMMERT: Understood. For
23 deference, if there's nobody that has a preference,
24 we'll search August dates.

25 Let's move on to October. October or

1 November, that will be - you know, typically we do
2 have seminars that straddle late October, into early
3 November. So we would be looking at the first two
4 weeks of October or - not the first week of
5 November, the second week of November, depending on
6 where Thanksgiving falls. So how about we'll put
7 out some dates for both early October and
8 mid-November and see where we get with that.

9 MR. REBBIE: In the month of November,
10 the week of the 14th would be the - I have an
11 International Association of Amusement Parks and
12 Attractions in Orlando conference.

13 MR. REMMERT: Noted. Joe also will
14 not be in attendance if we had a meeting then, so
15 understood.

16 Then we circle back around to January,
17 February. January, Farm Show. Not good, the first
18 week. February, if we look towards late February as
19 we have in the past or do we want it earlier than
20 that?

21 MR. DI DOMIZIO: My personal - I'm
22 sorry, permission to be recognized. My personal
23 preference is you could have backup. I think - I
24 know earlier literally would be better because the
25 process of getting rides getting ready to be shipped

1 and installed by people. So my - I think
2 practically January would be good. If it's bad
3 weather, we'll do it on Teams. But you have to come
4 to work.

5 MR. MAKRIAS: The record shows that
6 12th of February -.

7 MR. REMMERT: Yeah. We will probably
8 look towards the 2nd, 3rd, last week of January,
9 first week of February, based on the holidays. Is
10 there a day of the week, now that we're having - I
11 have some good ideas to throw at you. Try to stay
12 away from Mondays and Fridays, holidays with
13 staffing, but that's not - it can happen on a Monday
14 or Friday, that's perfectly fine with us. Is there
15 a day of the week or a day that's bad or a
16 preference for a board member? I know we always
17 have it on a Tuesday or a Wednesday. It doesn't
18 have to be.

19 All right. So we'll circulate August
20 dates, midbreak October dates, and late January and
21 February dates to see if we can come to a consensus.
22 We'll pick a series of dates out of those weeks to
23 see what works for everybody, and we'll get some
24 responses back. Appreciate your time for this.

25 Come the fall, the next meeting, so

1 when we hit October we'll solidify the following
2 year also. So we're just doing catch-up right now.

3 Any other comments as it relates to
4 upcoming board meetings scheduling?

5 Hayrides. Everybody's willing to give
6 a comment on hayrides? I believe I circulated to
7 the board members a back of information as it
8 related to hayride attractions. So to catch
9 everybody up, the Act 24 Subcommittee on Hayride
10 Attractions signed the document in November of 2019,
11 which in essence for Pennsylvania created hayride
12 attractions as a registerable, respectable item for
13 Pennsylvania.

14 Though Joe had reminded me that it's
15 our obligation to move on this quickly, by the time
16 March of 2020 hit, there were other things that were
17 higher priority at that point. Not a huge excuse
18 for dragging our feet all the way to March of 2022,
19 but we have finally put together a packet that we
20 believe we can present to potential hayride
21 attraction operators to submit to us and we can
22 briefly work through the registration process and
23 begin to get those registered and compliant. So
24 with a lot of help from staff, thank you, Joe, and
25 the ladies, Joe was on the phone with us. The ASTM

1 sitting Committee for Hayride Attractions, many of
2 them are Pennsylvanians or are Pennsylvanians, and
3 board members' comments, we have put together a
4 variance that has been signed by the Secretary of
5 Agriculture and published in the March 5th PA
6 Bulletin. That variance that was originally
7 requested by Randy Bates, the Chairman of that
8 subcommittee, asking for consideration that there's
9 a new hardship in the respect that if you had to
10 take a piece of farm equipment and present it to a
11 Professional Engineer and ask that Professional
12 Engineer to review it to make sure it's in
13 conformance to ASTM Standards and our law, that it
14 would be very difficult and onerous for the owner of
15 that equipment to get that Professional Engineer's
16 stamped approval along with timely and costly.

17 Sat down with the committee members that
18 were available in Pennsylvania and asked them what
19 their thoughts were, and they said that's exactly
20 what we addressed in the ASTM Standard, was they
21 have created a checklist that we also emulated in
22 some of our documentation that said as long as the
23 owner and operator of this potential hayride
24 attraction attests that they have brakes, that its
25 weight restrictions - it has that ability to meet

1 all of the requirements that are outlined in ASTM,
2 that we'll take the affirmation of the submitter
3 versus the Professional Engineer.

4 They'll still be required to have a
5 ride operator, inspector. They'll still be able to
6 register with us. All the other documents required
7 and outlined in our law and our regulations will be
8 required. The only item that we're absolving this
9 potential applicant doing is having that
10 Professional Engineer's stamped letter. So that
11 variance is done and signed. We provided a letter
12 to potential applicants as part of a packet. We
13 provided that checklist of items that they have to
14 attest to as part of that packet and the letter.
15 And we also provided the outline, a pretty complete
16 outline of the Operator and Owner's Manual. So part
17 of the responsibility of submitting an application
18 or our review is to have an Owner Manual, an
19 Operator's Manual. A farmer potentially doesn't
20 have one of those, so we've created one that they
21 can fill in their own information and present it to
22 us, and we will have it.

23 So we give them the framework. They
24 go in and create one that's specific to their
25 hayride, their wagon and their course, along with

1 all the particulars. As long as it meets all of the
2 requirements that we normally require of an
3 Owner/Operator's Manual, they would have a complete
4 packet to submit to us.

5 The last piece of this for your
6 consideration and comment is that this would be
7 enforceable in 2023. All right. So we're in March
8 of 2022. And to ask a farmer who is already doing
9 another business to ingest all of that information,
10 to get their hay - their tow vehicle and their wagon
11 and all of this documentation to include having it
12 reviewed by an inspector, eligible and ready to do
13 the inspections as required, also seems a bit
14 onerous. So what we're going to do with the Board's
15 consideration and recommendation is make 2022
16 guidelines enforceable in 2023 to give the public a
17 chance to digest all of this information and to work
18 with us through the process so we can create the
19 best application and review process and also
20 entertain the potential for any future variances
21 that may be requested out there since this is all
22 brand new.

23 So that's what's on the table for
24 discussion. Is there any comment from the board
25 members? Mr. Hall?

1 MR. HALL: Did you say horse in the
2 presentation you just made?

3 MR. REMMERT: I hope not.

4 MR. HALL: You said tractor, but how
5 about these hayrides that are pulled by horse teams?

6 MR. REMMERT: Great question.
7 Specifically excluded by ASTM Standards.
8 Vehicle-drawn and animal-drawn is not considered a
9 hayride attraction. That's a good question, though.

10 Mr. Nesland?

11 MR. NESLAND: So the require - will
12 they become - will they go before the Board to be
13 approved at any point?

14 MR. REMMERT: I suspect initially
15 we're going to bring the lot sum total to the Board
16 because you are the experts that help us vet the
17 process. At some point hayride attractions may fall
18 into the category of business routine because we've
19 got it down to a science, but there will be no value
20 to bringing it before the Board. But initially I
21 would absolutely assume that these particular
22 approval would come before the Board, yes.

23 MR. NESLAND: So if they're coming
24 before the Board, will you provide us with the
25 requirements from the State?

1 MR. REMMERT: Yes. That is a packet
2 that is submitted thus far. That hayride attraction
3 packet outlines everything that will be required.
4 So until somebody makes a submission, it's no
5 different than a themed attraction. So it's the
6 same kind of market.

7 MR. NESLAND: I don't recall getting a
8 packet.

9 MR. REMMERT: That could be shame on
10 me. Maybe -.

11 MR. NESLAND: I may have to request it
12 again.

13 MR. REMMERT: I will make sure that
14 you get all the documents, absolutely.

15 MR. GORMAN: How far is - sorry.

16 MR. REMMERT: No.

17 MR. GORMAN: How far approximately have
18 you communicated this to anybody else because it's
19 so far under this ---?

20 MR. REMMERT: I have alluded to it at
21 the Amusement Ride Safety Seminar that just wrapped
22 up last week. So most of those people are on the
23 edge of their seats waiting to hear it. We were
24 waiting for it to be published, the variance to be
25 published in the table, which we're waiting for the

1 budget hearings to conclude before we get that in
2 that water. It's not in the waters at all.

3 So now, after this board meeting,
4 within the next few days that packet of information
5 that you folks have already had, plus a cover email,
6 is going to be asked to be distributed to every
7 group that we can reach out to, to get the
8 information out as far as why. So we'll distribute
9 it to all of our licensees and owners in our
10 program, but we're also going to hand it over to the
11 plant industry, safety, markets, farmland
12 preservation, all of their civic groups and
13 associates, Penn Ag Extension, Farm Bureau. We're
14 going to reach out to ask if everybody who might
15 have an interest, just to share going forward the
16 email that I will send out with all the related
17 documents to get this information out as far and as
18 wide as we can.

19 MR. GORMAN: Okay.

20 So could you - I don't want to hold up
21 the show but can we have an opportunity to look at
22 the manual to see - I only glossed through it. I
23 would like to - before you start the process, it
24 would be nice to have input to see if there's any
25 changes.

1 MR. REMMERT: Sure. Two things that I
2 want to offer to you. The manual was attached to
3 the information, so shame on you.

4 MR. GORMAN: Yep.

5 MR. REMMERT: I don't often get to say
6 that to board members. They're usually directing it
7 to me.

8 The second part, we sat down with the
9 - some of the members that will have hayride
10 attractions at the seminar and some of their folks.
11 We're not telling anybody that what we're providing
12 them is what we need. What we're going to make sure
13 is abundantly clear is you have to provide us an
14 Owner and Operator Manual. We have given you an
15 outline. You get to add, subtract or modify what we
16 provided you to meet your operational needs.

17 Typically, when we have a new ride,
18 regardless of the complication, inflatable or a
19 simple slide on a bag, or tourism, we have
20 communication with back and forth because there are
21 certain things that we expect to see in an Operation
22 Manual that doesn't - all the headings that we need
23 are in there. We have added some verbiage in there,
24 too, that they may or may not consider to have in
25 there, but at least we've given them the outline or

1 framework for them to have a successful
2 Owner/Operator Manual. And they can absolutely take
3 whatever they want out. We will review it for
4 completeness and content when we get it, and we may
5 ask an individual submitter, say we believe you need
6 another piece that's in there to address this until
7 we get one that's complete. Field of Screams, a
8 couple other places, look at what we offer. So at
9 this time and said, huh, there's a couple things
10 that we'll probably include in ours now too.

11 So please take your time. I don't
12 imagine that I will get any email blasted out in
13 four weeks, so I'll say yes to your comment. I'll
14 follow this up after the meeting and say, hey, I'm
15 just seeing if you have any comments. In the
16 meantime, we'll solidify the email and the packet
17 that we're getting ready to send out to everybody.

18 MR. GORMAN: Thank you. That's very,
19 very nice.

20 MR. REMMERT: Any other
21 hayride-related comments? Yes?

22 MR. MAKRIAS: So in this process
23 there's always a - going to be someone who doesn't
24 get the memo. They're just changing and saying it's
25 hard for them to drop everything and put together

1 making it easier for timeframes for latecomers to
2 catch up?

3 MR. REMMERT: 2023.

4 MR. MAKRIAS: I meant other than that.
5 Like I heard it was 2024 and if they choose to do a
6 hayride, and they don't know about it -.

7 MR. REMMERT: We will - we will do it
8 the way we do every other ride, right. So we'll
9 walk out the education and do our best to work and
10 help them through the process. After 2023, if we
11 fine them, they're not going to operate until they
12 come in compliance. So we're hoping we can reach
13 out to as many of them now to make them aware so
14 they can ask their questions.

15 I will allude to one thing before we
16 move on to the new business, we have kicked around
17 what if your just picking up customers and driving
18 them out to the pumpkin patch and then you're
19 turning around and picking them up from the pumpkin
20 patch and you're driving them back to their cars.
21 Under ASTM's Hayride Attraction, that is still a
22 hayride.

23 I will argue with you that there is a
24 - potential for a case, an individual case, case by
25 case, that if somebody is asking for a variance

1 solely for transportation only, then we deal with
2 it, right. So that's why we want to get this out as
3 guidance - guidelines. You can entertain the
4 questions that may come from the public, but also we
5 don't know how many are out there. Right. I'm
6 guessing it's, you know, upwards of a thousand.
7 Some people walk in the door and say 10,000. So we
8 won't really know until the word gets out and we
9 start getting responses back. I'm anxious and
10 nervous.

11 If anybody wants to do a comparison,
12 our total inventory of devices right now is about
13 12,000. That's how many we oversee and have
14 registered, right in that ballpark. So a thousand
15 new ones is a significant number. Right. 10,000
16 new ones is a ridiculous number, conceptually. So
17 fingers crossed, we'll progress so to speak.

18 All right. So I'm going to ask and
19 I'm going to go down the list of rides that we have
20 for consideration today. And before we even move on
21 to that, I'm going to do a roll call or attendance
22 of people that are online, so I can prioritize who
23 we're going to start with. Mr. Hall?

24 MR. HALL: I wanted to bring this up
25 either under old or new business, but having been a

1 member of this board since 1992, I see people come
2 here as guests that don't always have an interest in
3 a ride or a device and they have to sit here
4 sometimes for hours until we go through the list of
5 ride approvals, and then they get their say.

6 I think it might be wise that we
7 consider moving board member comments and public
8 comments to those ahead of approval of rides. I
9 think it's a courtesy to those that come and want to
10 alert us to what might be happening. It's not as
11 detailed as some of these ride requests that get
12 presented. I know we've had as little as four or
13 six rides on the agenda that sometimes take two
14 hours to resolve. I just feel that we don't have a
15 big guest contingent today, but for future times why
16 don't we consider moving those board member and
17 public comments up ahead of the ride approvals.
18 Just my thinking.

19 MR. REMMERT: That's an excellent
20 suggestion. So let me ask the Board. On to this
21 subject, which is a little separate. Because this
22 is a working meeting, public comment is never
23 required. We've done it as a courtesy. So let me
24 ask the Board members if they're inclined to
25 entertain public comment at these meetings at all.

1 If you are, then I'll ask - I'll ask a separate
2 question. So this has been put on as a courtesy
3 meeting. This is a working meeting. We're here to
4 observe the workings of this. We don't have to have
5 public comment. Matter of fact, we - I'm not saying
6 we shouldn't, but it's not required. So is there
7 any Board member that objects to having public
8 comment on the meeting agenda at all?

9 MR. DI DOMIZIO: Yeah, just for the
10 simple reason that because there's Teams involved,
11 so if you - if you put that out there, you would
12 have to - like happens in, for instance township
13 supervisor meetings, a Teams member can call in and
14 apply in advance. They have to submit their
15 question and they have three minutes to make their
16 presentation. So it's that simple. It's up to you
17 how you want to handle it, but remember it's not
18 just for the present members. It's for the Team
19 members as well. So if you're going to handle that
20 matter, I don't see any problem with following that
21 but they have a prepared statement. They probably
22 don't want to get caught off guard, but you know, if
23 somebody is going to present, we need to know what
24 they're going to say. We let them know that they're
25 going to be limited to a certain number of time.

1 CHAIR: So chairing other meetings and
2 public comment, the way it's been approached in the
3 meetings I've been at is that - one is the way
4 you've just described, is that there's comments made
5 previous to the meeting, and then those public
6 comments get a chance.

7 But the other thing to remember is
8 that, even though somebody is asking questions based
9 upon that, we are not obligated to respond at all.
10 Right. I think that that's - that's a key piece of
11 this is that, even though it might be something that
12 gets under Mr. Hall's craw, he doesn't need to make
13 a comment or respond to, even if they ask the
14 question we'll get back to you. That - that is
15 pretty much standard operating procedure that I've
16 been part of that this is your meeting or their
17 meeting, and again ---.

18 MR. REMMERT: To echo Deputy
19 Strathmeyer's comments, we've added public comment
20 because a very closed, small type of group and they
21 were here, so there was no - it's not an adversarial
22 moment, right. So I just want it clear at the
23 beginning to let everybody know that this meeting
24 has no requirement for public comment.

25 If there's no objection to having

1 public comment, I don't see any myself, just
2 personal opinion, is there any issue with Board
3 members based on the agenda? Is there anybody that
4 has an issue one way or the other? You already
5 started this.

6 MR. HALL: I have a further comment.

7 MR. REMMERT: Okay.

8 MR. HALL: When the Deputy Secretary
9 said it gets under my craw, we've had people come in
10 here as part of public comments and like Hershey
11 Park, Kennywood, Dorney Park to alert us of what may
12 be coming in ride approvals months in advance.

13 MR. REMMERT: I agree.

14 MR. HALL: I think that's a heads-up.
15 That benefits us. And I just feel as a courtesy to
16 those people, we can bring them in here. We can
17 hear what they have to say, ask questions. I feel a
18 three-minute limit might just be too restrictive.
19 Is Gary Chubb comes in here every meeting. Gary
20 Chubb doesn't go to lengths but he needs more than
21 three minutes I feel in discussing some of those
22 points. Just my view. You know, I've been here a
23 long time. Change doesn't have to be radical but
24 sometimes beneficial. Just my thinking.

25 CHAIR: So just so I'm clear, that was

1 done in jest? That was not done in -?

2 MR. HALL: I heard you say it, so -.

3 CHAIR: Just so you understand.

4 MR. HALL: Well, you're right a little
5 bit.

6 CHAIR: Pardon me?

7 MR. HALL: You're right a little bit.

8 CHAIR: The challenge you have with
9 public comment is that Board members do tend to
10 think they have to respond. And that's the only
11 reason I made the comment, is that you don't. And
12 that's an important piece of this is that, yes, you
13 take it under consideration. And certainly I agree
14 with you, Mr. Chubb brings a lot to the table. And
15 so do others. And so to have that comment is
16 absolutely important to these needs, because
17 otherwise, you don't know what's going on out there.
18 So I appreciate everything you're saying. I didn't
19 want you to take that the wrong way. But you
20 brought it up, so I want to come back and enroll it.

21 MR. HALL: Well, thank you for the
22 clarification.

23 CHAIR: You're quite welcome, sir.

24 MR. REMMERT: Any other comments as it
25 relates to public comment or moving it closer to the

1 beginning before we get into the business of -?

2 MR. ADAMS: First I'd prefer - sorry,
3 may I be recognized? I'd prefer it at the end
4 because it's just to get the comment on the record.
5 That's all. Whether it's three minutes or five
6 minutes, the comment will follow after our work.
7 This is our work. And we don't make decisions here.
8 We make recommendations that go on to others. So I
9 think it's important that comments be made, but I
10 think they belong at the end, in my opinion.

11 MR. REMMERT: Mr. Hall, I will offer
12 this to you and the Board. Hearing the comments
13 thus far, we can certainly make an opportunity to
14 people's time and respect that, as they don't have
15 the ability to wait until the end. We can ask for
16 comments up front, and those who have time
17 constraints will get that opportunity, and the rest
18 can wait until the end. Would that be reasonable?

19 MR. HALL: I believe it would. And I
20 think at the end, if anybody wants to stay for the
21 full duration, they can build on that at the end of
22 the regular session. It doesn't mean you restrict
23 them to pre - because something may develop during
24 the meeting -

25 MR. REMMERT: Agreed. I agree with

1 that.

2 MR. HALL: - that requires public or
3 Board comment.

4 MR. REMMERT: And to that end, before
5 we start, are there any comments that are time
6 sensitive that people feel would be best addressed
7 now rather than hopefully the hour-and-a-half that
8 we may take to go first. That includes those of you
9 who have not yet been introduced through virtual
10 meeting. Is there any comments for the Board before
11 we begin the working session on the agenda?

12 Hearing none, and be reminded to get
13 back to the agenda. There were more staff changes,
14 the potential new employee. I don't know if you've
15 seen, but it's not an intern. It's new staff.
16 Zaria had joined our team mid last year, August of
17 last year, and has already proven more valuable than
18 I could ever ask somebody to come in. So she filled
19 a vacancy that was left vacant by Steve's departure
20 or retirement several years ago.

21 I know Yvonne is beside herself to
22 have Zaria. I know that Leonard, Randall and Joe
23 are all jumping up and down. There's a lot to
24 process, and she in the door ready and willing. So
25 we're super excited. If you have a specific

1 question, she'll give you an answer. It might not
2 be the right one. Zaria is operating to give you an
3 answer, so - I would ask if you don't know if it's
4 the right one, ask me just to double check. But in
5 most cases she's on top of her game and we're super
6 excited to have her.

7 Do you want to comment to the Board?

8 MS. URRUTIA: Hello, Board.

9 MR. REMMERT: Awesome. And let
10 Leonard talk. This is going to go way too long.

11 So folks on the back audience that we
12 have here in person - Kennywood? You're here for?

13 MR. HANSEN: I'm here because I just
14 want to take a minute of the Board's time to talk
15 about some ride modifications. I don't have the
16 information for the Board today, but I want to at
17 least give the Board a heads-up. So I will take a
18 minute of your time -.

19 MR. REMMERT: End of the meeting,
20 you're all right?

21 MR. HANSEN: Yes.

22 MR. CHUBB: I'm Gary Chubb. I'd be
23 happy to make some comments at the end of the
24 meeting.

25 MR. REMMERT: Okay. Sir?

1 MR. CRISLER: Jake Crisler, Zamperla,
2 presenting the ChronoZ and hopefully a second ride.
3 Joe is my contact, and we submitted an application.
4 I see we're not on the agenda, but I'm hoping to
5 present a second ride, if that's okay with the
6 Board. It's called the Nebula. We submitted
7 application, and I have hard copies. I don't know
8 if that's permissible or not. I can wait until the
9 end. I have no problem getting a time and date of
10 the hearing.

11 MR. REMMERT: Okay. Understood.

12 MR. FREGM: My name's Dustin Fregm.
13 It's, F-R-E-G-M, representing Hershey Park.

14 MR. REMMERT: You're not on here
15 today.

16 MR. FREGM: Again, not on the agenda,
17 no. Last-minute fill-in for Tony Rossi -

18 MR. REMMERT: Got it.

19 MR. FREGM: - for the Department.

20 MR. KIRKHAM: Brad, K-I-R-K-H-A-M,
21 Hershey Park as well, and we're here for potentially
22 Nebula at the end.

23 MR. REMMERT: You're good now? You're
24 good until the end?

25 MR. SHAW: I just have a quick

1 question. We had talked before the meeting. I'd
2 like to take some pictures if no one has any
3 objection, while you're working. Is everyone okay?

4 MR. REMMERT: Board members, anybody
5 have any objections to Derek Shaw - while you work
6 on behalf - he's really hurting for content, so I
7 would encourage you -.

8 MR. HALL: I believe you should tell
9 him what he represents.

10 MR. REMMERT: I would like Derek Shaw
11 to tell us what he represents.

12 MR. SHAW: I'm with Amusement Today.
13 It's a kind of international amusement industry
14 trade publication, doing parks, amusement parks,
15 carnivals, FECs, haunted attractions, et cetera.

16 MR. REMMERT: I thought for sure his
17 reputation would precede him, but sorry. But I
18 agree with you. Thanks, Mr. Hall. You've been
19 doing this on behalf of them and some other pieces
20 for more than a couple years.

21 MR. SHAW: Correct.

22 MR. HALL: But he didn't. He didn't
23 know the back -.

24 MR. REMMERT: Thank you. That's why
25 he's been here since 1992.

1 All right. So let's talk about the
2 folks that are with us virtually. She is here to
3 observe. She is Marsha Fleiger. How are you? She
4 works with me downstairs in the Waste Management
5 Program, and I invited her up to observe. She has
6 to see how this works. Sometimes you never know
7 what you're going to get roped into doing.

8 All right. Let me take a look at our
9 list. If you don't mind, I have 15 people listed
10 on, and I'm going to drive the people on the list.
11 So as you hear me, if you would unmute as
12 appropriate, identify yourself and what the faction
13 you may be with.

14 I have (419)462-1975.

15 MR. MOORE: Yeah. This is Jim Moore,
16 and I don't know - I haven't gotten an agenda from
17 you guys, so I don't know what rides you're
18 considering that I may have submitted.

19 MR. REMMERT: Quite a few, Jim. The
20 Bat Glide is on for today being discussed. The Low
21 Ropes Course, also the Iron Mills Farmstead, the
22 Mobile Ropes Course from Eurobungy. And that looks
23 like all that you would be here representing. I
24 don't expect any additional submissions, so you will
25 likely to get - just listen and respond.

1 MR. MOORE: All right.

2 MR. REMMERT: Thank you. (717)221-
3 8685? (801)668-0070?

4 MS. GOODELL: Patti Goodell, and I
5 represent Get Air Trampoline Park.

6 MR. REMMERT: Would you spell your
7 last name for us, please, Patty?

8 MS. GOODELL: Yes. G-O-O-D-E-L-L.

9 MR. REMMERT: Thank you. Alex Benepe?

10 MR. BENEPE: Yes. My last name is
11 spelled, B-E-N-E-P-E. I also --- let me know if
12 there is a fair attraction on this list.

13 MR. REMMERT: Right. I have a Zip
14 Line by Sky Zone. It's a park greeter submission.
15 And the reason you didn't get an agenda or call is
16 you don't have a ride on this -.

17 MS. BROWN: We didn't get the agenda
18 because -.

19 MR. REMMERT: Got it. So more on me
20 than on you. Zip Line for Sky Zone. His last name
21 is spelled, B-E-N-E, P as in papa, E. I am
22 translating for our stenographer here as we don't
23 have the overhead speaker on.

24 Cesar Quintero?

25 MR. QUINTERO: Yeah, you got my name

1 right. Last name is, Q-U-I-N-T-E-R-O. And I'm also
2 here representing Service Trades. Yeah, the Service
3 Trade.

4 MR. REMMERT: Thank you, sir. Chip
5 Dixon?

6 MR. DIXON: D-I-X-O-N, representing
7 Mozaik Climbing Wall and Dick's Sporting Goods
8 Public Lands, Cranberry, Pennsylvania.

9 MR. REMMERT: Thank you. Dan Hansen?

10 MR. HANSEN: Yes. J&J Amusements.
11 Last name is spelled, H-A-N-S-E-N. And I'm here
12 today for Falcon Go Kart.

13 MR. REMMERT: Excellent. Thank you.
14 Leticia Fernandez?

15 MS. FERNANDEZ: Good morning. It's,
16 F-E-R-N-A-N-D-E-Z, - Trampoline Park, LLC, for Get
17 Air of Harrisburg.

18 MR. REMMERT: Thank you. And the
19 notorious Richard Wand.

20 MR. WAND: This is Richard. Last name
21 Wand, W-A-N-D. And I've got a - Get Air and I'm
22 here partially with A.R.M. as well.

23 MR. REMMERT: Excellent. Thank you.
24 Is there anybody else online that I've
25 missed? All right. Excellent.

1 MR. ARNDT: Yeah.

2 MR. REMMERT: Who did I miss?

3 MR. ARNDT: Brad Arndt, Get Air

4 Harrisburg, here on --- Inspector, DRB.

5 MR. REMMERT: Are you at the 0070
6 number?

7 MR. ARNDT: No.

8 MR. REMMERT: No. I'm sorry. I don't
9 - I didn't see this. Thank you, sir.

10 MR. ARNDT: I'm with Get Air
11 Harrisburg.

12 MR. REMMERT: Got it. Thank you.

13 All right. That's everybody. Yvonne,
14 can we start the Zip Line by Sky Zone for Lancaster?

15 MR. QUINTERO: Guys, we'll do our best
16 to answer any questions you have. We were preparing
17 today for a --- so I do not have the submittal right
18 in front of me. I contacted my team right now to
19 get a copy of that. So just letting you know we'll
20 do our best to answer any questions you have. If
21 possible to get a copy of this bill in front of us.

22 MR. REMMERT: Well, let's - let's take
23 a look at it. If it looks like it's going to get
24 too hot ---.

25 MR. QUINTERO: Okay. Got you.

1 MR. REMMERT: So we'll only query you
2 if we have questions. Can you scroll up to the page
3 one? All right, Board members, so Joe is with us,
4 Randall and Leonard. So this is a zip. I'm going
5 to give you a little background, a zip line
6 manufactured for use indoor trampoline court.

7 So how we've been handling these
8 elements at these type of locations is in two parts.
9 A manufacturer manufactures the zip line, sells it
10 to a person who wants to do the installation. Then
11 the person doing the installation, owning it and
12 putting it in a location or locations, have a
13 site-specific ---. So we look at it and we say,
14 yep, manufactured within specifications as far as
15 the equipment goes, and then we turn around and have
16 installation - supply most of the trampoline items
17 that we do or always do or always do mechanical
18 pieces or the site-specific pieces. In some cases
19 their installation matters just as much as the
20 equipment they're installing. Like trampoline parks
21 specifically.

22 Trampoline parks also happen to have,
23 as an aside here, other elements, obstacle courses
24 and ropes courses, and all those are elements and
25 also how they put them together. But overall, we've

1 seen, and in this particular case have approved in
2 the past the structure. So this structure is
3 something that we have seen from this manufacturer
4 before, and it's now being installed in this
5 location. So with that being said, I just wanted to
6 give you the background of how dozen trampoline
7 courts operating here with a variety of equipment in
8 those courts, to include one of the kind or both of
9 these zip lines.

10 Board members, those of you who have
11 had the opportunity and time to review this
12 submission, are there questions? Notice I'm not
13 looking at Mr. Nesland, but I'm looking in his
14 direction. I recognize, Mr. Nesland, you have some
15 questions on the submission.

16 MR. NESLAND: I do. I do. One caveat
17 before I start, I want - I generally do have
18 questions on almost everything, but that does not
19 mean that I don't approve of the attraction and
20 would not recommend it be approved. So I don't want
21 it to be misconstrued that I would be negative on
22 approval.

23 My first question is, on page 12 of
24 our document, they have sky socks are requirements,
25 and I'm curious what sky socks are?

1 MR. GORMAN: I can answer it. So you
2 - when you enter a trampoline establishment
3 anywhere, you're required to come in with a specific
4 type of footwear. And in this case you're taking
5 off your shoe and you're putting on either a product
6 that they sell or they approve of which has not just
7 a wool or knit sock - it's no different than -.

8 MR. NESLAND: So it's literally a
9 sock?

10 MR. GORMAN: It is literally a sock,
11 that is correct.

12 MR. NESLAND: On page 14 they list
13 some issues. One of my questions is, is long hair
14 for the zip line an issue? And if so, how would
15 they take care of it?

16 MR. REMMERT: So I'm going to ask the
17 submitter if he heard any of the comments by Mr.
18 Nesland? If not, I'm going to translate.

19 MR. QUINTERO: I can hear.

20 MR. REMMERT: That's fine. No, you
21 don't have to worry about it. So I'll answer
22 whenever I can. So now I'll come to you. The
23 question posed was long hair, hair tangled and
24 entrapment, any particular concerns or anything that
25 shouldn't have been in the submission that is normal

1 operating for you that deals with long hair?

2 MR. QUINTERO: When the guests come to
3 the attraction, they're - the handlebars is pretty
4 long. You can see on page seven of the Operations
5 Manual there's a - there's quite a long sort of
6 strap that goes down from the carabiners that
7 connects to the trolley and connects to the handle.
8 And then, of course, the guest is hanging with their
9 arms fully extended. So their head is quite far
10 away from any kind of entrapments at the trolley.

11 MR. REMMERT: We're looking to get to
12 that page in what we have of our submission.

13 MR. QUINTERO: Oh, sorry. It's seven
14 in the Operations Manual.

15 MR. REMMERT: Page 11.

16 MR. QUINTERO: Yeah. So that's the
17 Ops Manual. It's page seven of the Ops Manual. You
18 should see the example.

19 MR. QUINTERO: Sorry, scroll down a
20 little further.

21 MR. NESLAND: Well, I think the answer
22 was it's not an issue there. I mean, I don't know
23 that we need to belabor it. Okay? I mean, I'm good
24 with that.

25 MR. QUINTERO: Okay. Thank you.

1 MR. NESLAND: Okay.

2 The other one is page 17 of our
3 document. It only shows one landing. It's got the
4 upper landing. How do you exit this?

5 MR. REMMERT: It's over - I'll just -
6 this is over. Correct?

7 MR. QUINTERO: Correct, over -.

8 MR. NESLAND: So you just release -?

9 MR. REMMERT: Yes. Go back to the
10 page where the person's hanging. Yeah, that's it.
11 So in almost every case, Brad, -.

12 MR. NESLAND: And the last is on page
13 66 of our document. There's a note in there that
14 it's the responsibility of the facility owner to
15 ensure the up is placed on the slab, can be resisted
16 by the slab. And my question is was that -?

17 MR. GORMAN: So what page did you say?

18 MR. NESLAND: She's got it right
19 there. You can see the note.

20 MR. REMMERT: So the question posed is
21 the note that's annotated on that page, if you can
22 see it, it's the responsibility of the facility
23 owner to ensure that he uplift - is placed on the
24 slab by the braces. So his question is has that
25 been confirmed by the owner?

1 MR. QUINTERO: So - multiple
2 occasions we - slab of concrete. And - most of the
3 time - psi come through the string. So - prior to
4 installation and - attraction.

5 MR. REMMERT: That was Quintero. So
6 limit - yeah, I'm just doing it for the
7 stenographer. So the question - clarifying question
8 here is it would because you would make sure it
9 would upon installation. That's a question, slash,
10 statement. So they would verify upon installation.

11 MR. NESLAND: That would be my
12 concern, that we just verify on -.

13 MR. REMMERT: Installation, right.

14 MR. NESLAND: So my last question on
15 this one, and that's page 87, which is a - page 87,
16 I'm curious -.

17 MR. REMMERT: You're curious of what?

18 MR. NESLAND: Yeah. Do we have Sky
19 Zone on -?

20 MR. REMMERT: Anybody want to hazard a
21 guess on what the date's covering? I know the
22 answer.

23 MR. NESLAND: Well, share.

24 MR. REMMERT: Well, I want to see what
25 Mr. Quintero has to say.

1 MR. QUINTERO: This to you.

2 MR. REMMERT: Do you want me to take a
3 whack at it, or do you guys want to do it? You're
4 the submitter.

5 No, this was originally manufactured
6 by somebody else, and you took ownership of it and
7 got the engineering documents yourself. That's my
8 understanding. So if you pull that tape off, I'm
9 going to guess there's a different name on there.

10 MR. NESLAND: But it's interesting
11 that the brand above it is still -.

12 MR. REMMERT: Yeah. It's a moot
13 point.

14 MR. NESLAND: It's a moot point.

15 MR. QUINTERO: I mean, we work with a
16 variety of manufacturers all over the world, but we
17 have a design team that, you know, evaluates the
18 designs, is responsible for the designs for the
19 manufacturing.

20 MR. REMMERT: Understood. Yeah, that
21 was more of a substantive question. Any other
22 questions?

23 MR. NESLAND: I have no other. I
24 rest.

25 MR. REMMERT: Steve Gorman?

1 MR. GORMAN: Yeah. I just would like
2 to know is this already in operation? Is this up
3 and running, Sky Zone?

4 MR. REMMERT: Yes, it is.

5 MR. GORMAN: And has anyone in our
6 inspection team seen it yet?

7 Okay. Thank you.

8 And the other question I have is the
9 P.E. letter in the beginning that is submitted very
10 clearly has testified that it's only primarily the
11 structural part. And I wonder if that's acceptable
12 to - our regulations. Does not say it meets design.
13 It says it meets structural.

14 MR. REMMERT: No, that's -.

15 MR. GORMAN: I just wanted to point
16 that out, make sure you saw that, too.

17 MR. REMMERT: In some of these
18 submissions you'll see two separate letters for that
19 exact reason and we'll resolve conflict.

20 MR. GORMAN: Thank you.

21 MR. REMMERT: Any other questions or
22 concerns from Board members?

23 MR. DI DOMIZIO: It's good that I
24 follow up with what Steve is saying, because on page
25 two, it clearly states, you know, as far as our -

1 this is not - this is not a tourist attraction. So
2 it has to do with distance on the ground, so I have
3 some safety concerns.

4 Then it says the attraction - so the
5 second one down, under eight it says attraction does
6 not fall under classification on the new zip line.
7 So I read into this - and what they're - what
8 they're asking for application for is strictly the
9 design of the towers, so the support structures on
10 either end. So those are just - that's what being
11 submitted here as far as the technicalities, the
12 anchoring, stress analysis. It all has to do with
13 just the two-tower - if I'm going to call it a
14 tower, the two structures on the end. They don't
15 make up the entire amusement ride, so the connection
16 that you see in this picture that shows an overview
17 of it, it doesn't address the wire as it were, the
18 wire that's connecting the two, the wire rope.
19 That's the person - that's presumably a zip down.
20 So is this considered a complete ride application or
21 is it - because on the cover page the approval
22 summary, it says it's a ride, so I assume I'm
23 looking at an amusement ride application, but really
24 the documentation that follows it is only for the
25 structural part, not for the entire thing. So

1 there's nothing in here that talks about the
2 strength of the rope or the height off of the ground
3 or the angle of the - I think the question we're
4 talking about, the platform. So this could be six
5 foot off the ground or it could be 60 foot off the
6 ground. I don't know, because that's not - it's not
7 covered. It's very clear what it states, that it
8 needs to ride, which kind of bothers me. That's
9 what the engineering letter says. Just for
10 clarification, are we looking at it as an amusement
11 ride, or are we looking at it just the structure of
12 the - and more of the following?

13 MR. REMMERT: Any additional questions
14 or comments?

15 MR. QUINTERO: Can't understand a word
16 he said.

17 MR. REMMERT: I'll summarize for you.
18 Our sitting Professional Engineer, Mr. Di Domizio,
19 was helping to remind and educate us that submission
20 is partial. And I don't want to misspeak, so
21 please, if I'm not paraphrasing, just - that it was
22 not a complete amusement ride as the engineering
23 letter stated, which he disagreed that shouldn't be
24 so. If it's going to come before us, it should be a
25 complete ride, wire, the handle, the harness, if any

1 involved, and the falling apparatus, as a complete
2 submission, not just the tower and the support for
3 the zip over any potential hazard with no definition
4 of how hard - how they're operating and the
5 remainder of what would be in the submission such as
6 that. That's kind of a paraphrasing comment.

7 MR. QUINTERO: I got it.

8 MR. REMMERT: Do you have a comment,
9 Joe, for this particular submission?

10 MR. FILOROMO: Yeah. Related to this
11 one is the answer to the bar. I believe that it
12 should be established, and we may or may not be
13 aware that there is an example - for the rider where
14 they are not - one issue would be the wheel and the
15 bar. That's one thing.

16 And the other thing that was mentioned
17 about is, well, there's a requirement and standard
18 where they have to have an engineer certify that the
19 - acceleration that - fall is proper acceleration
20 for it to be - and the apparatus should be also -
21 should be in there. And I believe it is provided.
22 Whether it's in this document or not, I'm not sure.
23 That is all.

24 MR. REMMERT: That was Filoromo. I'm
25 just trying to keep us straight. So I'm kind of

1 flipping through this. I appreciate the comments of
2 the Board members. We'll go back as the Bureau and
3 ensure that the submission is complete, the
4 mentioned pieces. It has been in operation. It has
5 received tentative approval due to the delay in time
6 running. Are there any significant issues that
7 would cause you to say do not operate short of
8 ensuring that we have a complete submission, as
9 already pointed out by Mr. Di Domizio?

10 All right. So I will not ask whether
11 you recommend approval or not approval as we provide
12 a tentative approval and you've made your comments
13 known. Again, we selected items that needed review
14 by the Board or I wanted to show you the significant
15 ones that we've been doing since last we've met. So
16 this - was one of many items that have gone through
17 the process.

18 If there are no other questions for
19 this particular submission, I suggest we move on to
20 the next submission. Would you bring up the ChronoZ
21 by Zamperla, please? We're going to give everybody
22 a chance to change over. Who here is excited to
23 hear about ChronoZ, Inc.? I knew there'd be some.

24 MR. DI DOMIZIO: Mr. Chairman, for the
25 record, I'm here for this ride submission, so I will

1 be - what's the right word, recusing or -.

2 MR. REMMERT: Oh, you're going to
3 recuse? You're going to recuse yourself as a voting
4 member, but are you going to present -?

5 MR. DI DOMZIO: I will - I will defer
6 to Mr. Jake Crisler. He is -.

7 MR. REMMERT: Why don't you come up to
8 this chair? I brought the microphone to you. It
9 will be easier for everybody else to hear.

10 MR. DI DOMIZIO: He wants me to -
11 worked very closely with this.

12 MR. REMMERT: All right.
13 You have everybody's attention.

14 MR. CRISLER: So I'm supposed to
15 announce my name and spell it?

16 MR. REMMERT: Would you, please?

17 MR. CRISLER: Yeah. Jake Crisler with
18 Zamperla. Last name is spelled, C-R-I-S-L-E-R. And
19 we're presenting the ChronoZ Park model.

20 MR. REMMERT: Would you give us a
21 brief overview, who owns it, how it got here, how
22 you got here today?

23 MR. CRISLER: So Zamperla - Fun Fore
24 All located in Cranberry. And this is a new product
25 line from Zamperla from 2021. This is the third one

1 in existence. The first one was -.

2 MR. REMMERT: What is it?

3 MR. CRISLER: It is a ground ride. So
4 it is a - there's a picture up on the screen. So
5 I'll look at that. There's a center column that
6 rotates and that has two sweeps, one with a counter
7 weight on one end and a gondola on the other end.
8 The gondola has three seats that rest on one side,
9 back to back, for a total of six seats per gondola,
10 for a total of - total seats for the ride during one
11 cycle.

12 What you can't see in the picture is
13 there's retractable steps. So for loading and
14 unloading there's retractable steps that come up to
15 load. They retract for the cycle and then they come
16 back up for unloading. And yes, the retractable
17 steps are interlocking since there's -.

18 CHAIR: Joe, Randall, Leonard, have we
19 seen this operation?

20 MR. ADAMS: I've seen it here, you had
21 one on that.

22 MR. CRISLER: Well, hopefully, if the
23 Board allows, I'll be presenting a second ride and
24 that's called the NebulaZ. So the ChronoZ for -
25 I'll probably get quoted and in trouble. Probably

1 NebulaZ, it has two sweeps as opposed to four
2 sweeps. So it's a similar ride that we had but not
3 identical rides. They're separate rides. But
4 they're similar in motion. It's just one is a
5 four-speed model and the other is a two-speed model.

6 CHAIR: Where are you at?

7 MR. CRISLER: If you want to see it, I
8 can go quickly online and pull up the video. I
9 don't know if that's of interest or not.

10 MR. REMMERT: We can handle that then,
11 let's just stick to the agenda items.

12 MR. CRISLER: Okay.

13 MR. REMMERT: If we have time and
14 opportunity, we'll entertain discussion -

15 MR. CRISLER: Okay.

16 MR. REMMERT: - about NebulaZ. They
17 don't have any of the information, which basically
18 you have an audience, you're going to talk out -
19 doesn't have any specific information to try and -

20 MR. CRISLER: Okay.

21 MR. REMMERT: - get that considered.
22 Anything that you would like to add,

23 Mr. -?

24 CHAIR: Is the video all queued up?

25 MR. CRISLER: Well, he just said not

1 to, not on NebulaZ.

2 MR. REMMERT: No, but for ChronoZ.

3 MR. CRISLER: No - ChronoZ.

4 MR. REMMERT: Does the Board want to
5 see it in operation? We can certainly find it
6 quickly if you want to see it in operation. Would
7 you do a quick search for it, please?

8 MR. CRISLER: Well, I have it on my
9 computer, but it's probably quicker if I can just -.
10 No. If that's your computer, I can just type in the
11 website. We have it on the website.

12 MR. REMMERT: Either one.

13 MR. CRISLER: I do have it on my
14 computer, but by the time I set it up, I don't want
15 to lose questions.

16 MR. REMMERT: Oh, you have us. Don't
17 worry. We're captured.

18 ---

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

20 ---

21 CHAIR: For those of you who have
22 joined us by Teams we're doing a - we're doing a
23 ridiculously quick search so we can provide you with
24 an actual short video of ChronoZ's submission.

25 MR. CRISLER: Yeah. I think the video

1 will explain it better than I can

2 MR. DI DOMIZIO: Full screen. Explain
3 what we're seeing.

4 MR. CRISLER: All right.

5 So those retractable steps are rising
6 right now for loading, unloading. You'll see the
7 two suites spin and then the second column spins as
8 well. The suites spin about roughly 12 RPMs while
9 the column I at 2 RPMs.

10 As you can see in the gondola, there
11 is a chain mechanism and it keeps the gondolas
12 horizontal to the ground at all times. As we see in
13 the factory, we observe COVID protocols very nicely
14 with the masks.

15 As you can see from my elaboration
16 here, I'm an engineer and not a salesperson.

17 MR. DI DOMIZIO: He is a Professional
18 Engineer.

19 MR. CRISLER: Yeah, I'm a Licensed
20 Professional Engineer. My degree is in mechanical
21 engineering.

22 MR. DI DOMIZIO: You should have
23 brought Ramone.

24 MR. CRISLER: Yeah. He's a little bit
25 more flashy than I am, but I'm more entertaining.

1 So I stick to the facts. So that's the whole video.
2 So that explains the ride I think better than I can.

3 MR. DI DOMIZIO: Thank you.

4 MR. REMMERT: Joe, before I ask the
5 Board members, do you have anything further to
6 elaborate on this submission or should we go
7 straight to the Board members?

8 MR. FILOROMO: I've pretty much gone
9 over it. I didn't have any questions.

10 MR. REMMERT: Besides where you can
11 buy one, are there any questions from the Board
12 members?

13 MR. NESLAND: Should I proceed?

14 MR. REMMERT: By all means, Mr.
15 Nesland.

16 MR. NESLAND: Page 59 of our document,
17 it references a wind speed, but it doesn't give that
18 wind speed.

19 MR. CRISLER: The wind speed is -
20 that's an operational windspeed and it's per the AM
21 Standards, it's 35 miles per hour. And I can cite
22 it for you if you need me to. I have to pull it up,
23 though.

24 MR. NESLAND: Page 95 of our document.

25 MR. REMMERT: We did want this to be

1 worth your trip.

2 MR. CRISLER: I'm glad to be here.

3 MR. NESLAND: The emergency button
4 will stop and ride in a casual position. I don't
5 know what that means.

6 MR. CRISLER: Casual is a poor
7 translation. I didn't know what it meant either, so
8 I had to ask the factory. And it means random. So
9 if you hit the E stop, it will stop in position,
10 meaning wherever it is that's where it stops. And
11 that would be corrected, too. I was waiting for
12 this meeting to see if there's any other items in
13 the mail, and I happened to capture it.

14 MR. NESLAND: Page 97 of our document,
15 an ADA expert, will I be supplied with this ride?

16 MR. CRISLER: Yes, it is supplied with
17 the ride.

18 MR. NESLAND: Comment on page 98 of
19 our document. It looks like you can move the horn
20 to load a disabled person, somebody with a
21 disability. Is that totally loose? Does that come
22 off totally?

23 MR. CRISLER: One you unfasten it,
24 yes. And I talked to them about tethering it, and
25 the call was it may - it may cause more hazards and

1 get in the way, so the decision was to keep it free
2 in case it needed to be free.

3 MR. NESLAND: Yes, because I had a
4 question. You asked me my questions ahead of time.
5 My question was should you tether it to the seat?

6 MR. CRISLER: Which I thought was a
7 good point, but there was a counterargument, what
8 happens if it gets in the way. And it was the
9 lesser of evils, so - it can be done if needed, but
10 the current position is, no, we will not tether it.

11 MR. NESLAND: Then my other question,
12 and I have it on page 99, is the ADA transfer
13 device, can the ride be run with that attached,
14 because it attaches to the car.

15 MR. CRISLER: Correct.

16 MR. NESLAND: Can the ride be run with
17 that attached.

18 MR. CRISLER: So it's going to be at
19 the operational level, so the part will have to have
20 SOPs. So if it's not permissible to operate with it
21 attached but it's not interlocking like a usual
22 system. So it would be an operational procedure.

23 MR. NESLAND: Page 109. So that's a
24 manual release? Page 109 shows a manual release
25 with a hydraulic restraint. My question is can the

1 guest reach around it and do that themselves?

2 MR. CRISLER: So the answer is no, but
3 what is not shown in the picture is we have a
4 plastic tamper cover on. So it's tamper resistant
5 for the guest. And if you need to, I can show that.
6 I have a picture on my - on my computer.

7 MR. NESLAND: I mean, if the answer is
8 no -.

9 MR. CRISLER: The way it's shown, yes.
10 But the way it's in operation, no, there's a cover.

11 MR. NESLAND: Okay.

12 And you actually answered one of my
13 other questions I have. On page 127 I asked about
14 the steps, do they retract when the cycle is
15 initiated. And you said yes. And you also stated
16 that they're interlocked with the ride, so you can't
17 start it with them up.

18 Correct?

19 MR. CRISLER: Correct. And if you go
20 into the back of the manual, which is - there's
21 electrical schematics. And I can't remember the
22 pages, but I think it's on page - of the schematics,
23 112, 114, and then I think it's 147, but I'd have to
24 look at it. It shows the sensors and where they're
25 listed in the schematic. So that's something

1 verified with the documentation you have.

2 MR. NESLAND: And that's the extent of
3 my questions.

4 CHAIR: Mr. Gorman?

5 MR. GORMAN: I would - if you go to
6 105, can you just explain, if you had - if you hit
7 the emergency stop and the ride stops at a casual or
8 random position, -

9 MS. CRISLER: Yes.

10 MR. GORMAN: - can you explain the
11 process? I've read it, but I would like to hear it,
12 because it seems complicated. I'm wondering if the
13 owner realizes how many personnel he has to have to
14 get people off the road.

15 MR. CRISLER: So I've never personally
16 done it, so - and what we do is we send a tech
17 onsite who's currently on site right now. The ride
18 is currently being commissioned right now, so
19 hopefully by the end of the week. But depending on
20 where it stops and how it stops, you have to release
21 the - there's brakes on the motors to bring the
22 gondola back into position. And then they would
23 have to probably get a stool or a stepladder and
24 then release the restraints.

25 MR. GORMAN: But maybe it's page two

1 and then the next page, it talks about if they are
2 both stopped by chance, totally vertical, then you
3 better get a rope or something. It looks like it
4 would be dangerous. I just wanted to make sure -.

5 MR. CRISLER: Right. I read that,
6 too. And I - I understand your point of view very
7 well. But in the off chance, you know, it's
8 perfectly balanced and stuck in the air, you can
9 release the brake so it's free to move. And if it's
10 perfectly balanced, you would have to tie - you
11 know, before you release the brake, tie a rope,
12 stand outside, pull it to give it a slight nudge so
13 that the weight, the counter weight or - I mean, the
14 weight of the gondola will overcome the
15 counterweight.

16 MR. GORMAN: But it would go slowly
17 because you've got the - you have to release the
18 brake slowly. So it would not be like a slam,
19 right-away type situation.

20 MR. CRISLER: Right. And when you
21 pull it, yeah, you would be out of the path, so -
22 and then, the park personnel will be trained to do
23 that.

24 MR. GORMAN: Thank you.

25 MR. REMMERT: Any other questions from

1 Board members? May I have a recommendation from a
2 Board member?

3 MR. NESLAND: Mr. Nesland recommends
4 approval. Are there any comments? Is there a
5 second?

6 MR. SWIKA: Second.

7 MR. REMMERT: Mr. Swika seconds. All
8 those in favor, please respond by saying aye.

9 ---

10 (WHEREUPON, AYES RESPOND.)

11 ---

12 CHAIR: Any opposed?

13 ---

14 (WHEREUPON, NO RESPONSE.)

15 ---

16 CHAIR: Thank you. Thank you.

17 Sky Hawk, please. Sky Hawk. We'll be
18 moving on to the Sky Hawk. A.R.M. Mr. Wand, I know
19 you're still with us. Sorry to keep you waiting.
20 Any opening comments that you would like to make for
21 this particular attraction?

22 MR. WAND: This is built on the -
23 which is a fairly well-known ride. And it basically
24 modifies the patron seating arrangement that's on
25 Vertigo and puts a ---.

1 MR. REMMERT: Thank you, sir. Board
2 members are getting themselves familiar with the
3 submission. It's a huge picture. It's ginormous.
4 We put it in there because of the size of the
5 picture, in three formats.

6 MR. DI DOMIZIO: Mr. Chairman, can I -
7 you can click where it says - page. See the words
8 Iron Mill - first Iron Mill? Go to your right.
9 Okay. Now, click that and just say full page, and
10 then it will format each page.

11 MR. REMMERT: So it shows picture -?

12 MR. DI DOMIZIO: If you use the down
13 arrow, you see - it will continue to keep it at a
14 full page. So if you scroll, you're going to go
15 suddenly to a very big picture, not to little small
16 pictures. So that's - it was driving me crazy. A
17 very short drive. I'm prepared for some questions,
18 unless Brad is ready -. I usually follow you
19 because you cover the ground so well.

20 MR. REMMERT: Go ahead, Mr. Nesland.

21 MR. NESLAND: So on page 18 of our
22 document, it says the NET schedule will be developed
23 as indicated. Do you know if that was done? And if
24 so, does the State have a copy?

25 MR. REMMERT: Two good questions. Mr.

1 Wand, NET schedule, do you have it? Have we
2 received it?

3 MR. WAND: That's a good question. I
4 did a lot of this work over a year ago, so I might
5 have to get in touch with them and just verify that
6 that is transferred to you guys. But the last thing
7 I knew, there was an NET scheduled. I'm just
8 glancing through the - right now.

9 CHAIR: Okay.

10 We agree it's a good question, because
11 I don't recall seeing one, but again, I won't
12 belabor it.

13 Page 39 of our document, there's a
14 gray slip fall and has in red, it is critical that
15 the inverter drive's power is not removed during
16 this process. My question is what happens if it is
17 removed?

18 MR. REMMERT: That's a good question.
19 Mr. Wand, I'm going to translate. So part of the
20 submission, if the brakes would fault, there is a
21 note underlined bold and in red that basically says
22 it is critical that the invert drive power's not
23 removed during this process. The question is what
24 happens if it is?

25 MR. WAND: So I do not know the answer

1 to that question. Don't know how to answer that
2 question.

3 MR. REMMERT: Mr. Gorman?

4 MR. GORMAN: I know Mike Gill and I
5 wanted him to get a preview of our questions. I
6 asked him that question, and he said that the ride
7 would come down under the magnetic brake.

8 CHAIR: Okay.

9 MR. GORMAN: Kind of like it's own -
10 and there's he said cylinders on the bottom to
11 cushion the stop at the bottom.

12 CHAIR: Mr. Wand, Mr. Gorman has
13 jumped in and provided some clarity as he has
14 clarity with Mike Gill and Mr. Gorman had posed that
15 question to him. And in essence, the magnets would
16 take over and it would come down in a controlled
17 fashion.

18 MR. DI DOMIZIO: Mr. Remmert, if I
19 could just follow up in the same comment. On
20 paragraph four of this same page, the last line,
21 removing power could cause the passenger vehicle to
22 freefall without - so those are the kind of things
23 that I would look for. Do the magnetic brake -
24 that's the notes I have. Are the magnetic brakes
25 going to stop it? I don't know that the - that this

1 is designed for the magnet. Sometimes I've seen
2 those magnetic brakes come out of contact so that
3 the ride can move through there or some kind of
4 internal freefall. So the way it's stated is not
5 exactly the way it's described. That's a little -.

6 MR. REMMERT: Go ahead, Mr. Gorman.

7 MR. GORMAN: They're permanent
8 magnets, like on the drop car we have on that
9 property. They go the entire height of the tower.
10 So I agree that that statement sounds scary, but
11 what I understand - and I'm speaking for the
12 manufacturer, but the carousel, whatever you want to
13 call it, chassis, is always protected by the
14 magnetic brake - per the magnetic brakes. So when
15 you're going up, you're getting power through them
16 all the time. So it sounds scary, but it's not a
17 dangerous situation because permanent magnets are
18 always used to control your speed coming down.

19 MR. DI DOMIZIO: I would assume so,
20 and it will be an assumption on my part.

21 MR. REMMERT: We can seek clarity.

22 MR. DI DOMIZIO: Yes. Certainly.

23 CHAIR: The vote is that we are going
24 to request clarification in that section.

25 MR. NESLAND: Page 41 of our document

1 says do not operate the Sky Hawk with passengers if
2 the wind exceeds 34 miles per hour at a 40-foot
3 elevation from the ground up. My question is, how
4 is that going to be monitored?

5 CHAIR: That's a good one. Another
6 good one, Mr. Wand. You ready?

7 MR. WAND: Yes.

8 CHAIR: So the documents provided
9 state a hypothetical. You should not operate the
10 ride during winds exceeding 34 miles an hour at 40
11 feet. How is the manufacturer expecting the
12 operator to monitor that?

13 MR. WAND: That would be a question
14 for Mike as well. I don't know where the wind
15 readings are taken.

16 CHAIR: Sure. But we all know that
17 there could be a significant difference in height
18 and wind velocity. That's why they're making the
19 statement four feet. So the wind at ground level
20 might not be the wind at 40 feet.

21 MR. WAND: Correct. Typically - I
22 understand the question. And I'll get clarification
23 on that one as well.

24 MR. REMMERT: Thank you.

25 And my last question is from -.

1 MR. FILOROMO: By any chance -?

2 MR. REMMERT: That was Joe Filoromo.

3 MR. NESLAND: Page 95, another
4 question. Has a comment there. We recommend
5 performing the following - brake - session test. We
6 wait, and then they go on to describe what they
7 want. I would say that they're recommending it, but
8 I believe that the State should require it.

9 MR. REMMERT: I'm going to ask two
10 clarifying questions. So if it wasn't done weekly,
11 when would it be done? Like a never? So I agree
12 that their recommendations aren't gospel. So
13 understood.

14 MR. NESLAND: That's my opinion. If
15 they feel it's important enough to recommend it, I
16 feel we should -.

17 MR. REMMERT: So Mr. Wand, we're going
18 to come back and ask for some clarification, but in
19 reality, the interpretation of a manufacturer says
20 should or recommends turns out to will and must when
21 we're approving something. So we might have to do a
22 little rewording of some of the documents or
23 clarification where there was a recommendation or a
24 may and turn that into a proven statement, that says
25 will or shall.

1 MR. WAND: I don't have a problem with
2 that statement.

3 CHAIR: Okay.

4 Seeing that Mr. Nesland has his
5 questions -.

6 MR. DI DOMIZIO: Absolutely. I want
7 to be recognized by the Chair.

8 CHAIR: Absolutely.

9 MR. DI DOMIZIO: Just a couple items.
10 Maybe just because of the application itself, the
11 certified application.

12 Looking for anything having to do with
13 the restraint clamps and I'm not saying what
14 classification that the restraint would be, a one to
15 five on the ASTM Standards.

16 CHAIR: Mr. Wand, would you have any
17 information on the restraining class, ASTM one to
18 five?

19 MR. WAND: So the restraint class is
20 not as easy to figure out as that because it's a
21 prone restraint. The ASTM Standards, as you're
22 probably well aware, don't handle prone restraints,
23 particularly - at least as far as the major loads
24 are concerned. And we have all of that type of
25 stuff.

1 The two bars come down to the - do you
2 have that? They have a center locking mechanism in
3 the middle. It is operator locked and unlocked.
4 And there is a secondary strap. So if I'm
5 remembering correctly, that would make it a
6 Category 3.

7 MR. REMMERT: We won't quote you on
8 it, but do you have it, sir, a specific concern, Mr.
9 Di Domizio, about -?

10 MR. DIDOMIZIO: I think - Mr.
11 Chairman, I think the explanation is spot on.
12 There's no specific recommendation on those type of
13 rides. And to feel otherwise would be to make
14 assumptions. So if it were me, I'd be looking at
15 the data and let the data speak for itself. So
16 that's given then that the comfort level of the
17 course will rise because there's no more -.

18 MR. REMMERT: So then - pardon me,
19 that question, how - accelerometer, g-force.
20 Testing none on the ride is a segue to another
21 question.

22 So there was a little statement and
23 elaboration on one of the questions asked, but
24 ultimately agreement from our end that the statement
25 made going into the fact that - the question was the

1 accelerometer data collected for this to help
2 determine what type of restraint -?

3 MR. WAND: Absolutely. In fact, we
4 had a lot of concerns over the allowable ASTM
5 acceleration requirements and how the arrangement
6 was going to affect that - the way it - out. Most
7 of the patron load is unbound, through the chest,
8 with the laying in the seat, but yes, accelerometer
9 testing was done.

10 MR. REMMERT: Thank you.

11 MR. DI DOMIZIO: Is it going to be
12 added to the submittal?

13 MR. REMMERT: Does it need to be
14 added?

15 MR. DI DOMIZIO: Well, like I said, as
16 a comfort level, because we can't classify type of
17 restrain and - what restrictions will be placed as
18 far as maximum -.

19 MR. REMMERT: Mr. Wand, is that - is
20 that data that we can take a look at?

21 MR. WAND: I would imagine they would
22 be willing to release that.

23 MR. REMMERT: Okay.

24 And this is probably a good learning
25 point for everyone. So we get a submittal packet,

1 and it's usually very in depth and detailed. Two
2 things occur. We ask the submitter to mark
3 confidentiality items or proprietary items as thus.
4 When we get done with the reviews, we give back or
5 destroy confidential, proprietary matter. We don't
6 - so that's a housekeeping item that we take on as
7 we move forward. So at the end of an approval, we
8 will not be the custodian of all of the design and
9 approval documents. Once we've seen everything we
10 need to say to issue an approval, we'll keep some of
11 that document, but all of the design and proprietary
12 evidence, we will not keep. We will return it. All
13 right. So we can say that at the time it was
14 submitted we reviewed all of the documents, but we
15 will not keep proprietary data. That is on the
16 owner/operator to have that data in their
17 possession, as it always has been.

18 MR. WAND: Can I mention a concern
19 that I have with regards to confidential
20 documentation?

21 CHAIR: Sure.

22 MR. WAND: The manner in which all the
23 documents get uploaded to the website does not keep
24 any documents confidential from anybody else that
25 has access to that website.

1 CHAIR: So two - two items that we can
2 handle for that is to separate the confidential
3 items. And we can agree on a different delivery
4 method and a different dissemination method. So if
5 there are items of confidentiality, that's a subject
6 that we'll update in our approval process when we
7 receive them, then we'll give the submitter a
8 different mechanism to ensure that they can keep
9 control of the documents.

10 MR. WAND: Okay.

11 I appreciate that.

12 CHAIR: Sure.

13 Mr. Di Domizio?

14 MR. DI DOMIZIO: I'm trying to find
15 the exact page number. It's page 20 in the
16 document, but it didn't have a submittal - I'm
17 trying to find - to find this. Looks like -.

18 MR. WAND: Yeah.

19 MR. REMMERT: We would add that.
20 Folks that if you're not actively speaking, if you
21 would put yourself on mute. It certainly limits the
22 interference.

23 MR. DI DOMIZIO: It looks like page 23
24 in the packet. Leading up to this is other wording
25 that says you need one operator and then sometimes

1 you need two operators. So where - so they're
2 talking about operators, talking about attendant.
3 It said, but if you don't need an attendant, then
4 the operator will assume responsibility of the
5 attendant -.

6 MR. REMMERT: Can you hear me, Joe?

7 MR. FILOROMO: I do now.

8 MR. REMMERT: So Mr. Di Domizio is
9 having a conversation. I'm going to summarize it so
10 the question can be asked.

11 MR. DI DOMIZIO: I should slow down.

12 MR. REMMERT: You should start over.

13 MR. DI DOMIZIO: On page two, personal
14 requirements -.

15 MR. REMMERT: I got you.

16 MR. DI DOMIZIO: Some things are a
17 little bit cloudy to me. It says during periods of
18 high traffic. I'm not sure how an operator decides
19 about traffic is - and it says minimum - it says
20 minimum of one trained operator. I don't know how
21 you could have less than one. One operator. One
22 operator must - the operator must remain at the
23 controls during ride operation, which makes perfect
24 sense. You got to stay out of the way. Then it
25 says, to alleviate long lines, it may become

1 beneficial to add additional persons during high
2 traffic areas. It's kind of like if it's going to
3 be nebulous, don't even put it in. So it's either -
4 you're telling the end user how to operate, and
5 that's a risk, not only to us but to the
6 manufacturer. Is it a one-operator ride or is it a
7 two-operator ride? There shouldn't be a cloudy
8 issue there about how -. It's only for discussion
9 purposes.

10 MR. REMMERT: Let me catch Mr. Wand up
11 so the rest -. So on the screen, shared for
12 everybody to see, there was some comment by Mr. Di
13 Domizio, our Professional Engineer, for describing -
14 when we receive a submission, it should be clear on
15 the expectations of the manufacturer to the
16 owner/operator on what's required. The operator can
17 always enhance their position, but the manufacturer
18 says here's the minimum requirements and that he's -
19 he will not invest in this. You got to do more. So
20 the question was if what you see on page 23 of this
21 submission of the personnel requirements it goes
22 both ways. So it appears to say when you see a
23 submission, we like to see definitive statements,
24 not either/ors or kind of/ifs. Be very clear. Say
25 operator, you need to have at least this many folks

1 to operate this safely. And then if you choose to
2 handle this differently based on the crowd, that's
3 up to you. But this is what's required by the
4 manufacturer.

5 MR. DI DOMIZIO: It also puts the onus
6 of responsibility on the operator to balance the
7 ride. So I'm not sure what parameters he uses or
8 what he can do. I mean, you turn it on and it's
9 wobbly, so you stop it. Move. Some people go this
10 side to this side.

11 The reason it comes up is because a
12 separate ride, if you recall, the operator had moved
13 the people in the seats, it caused an imbalance, and
14 there was a catastrophic failure. Not this ride.
15 Please understand, not this ride.

16 I believe the last time we met it was
17 about that particular ride. I believe the operator
18 was required to move people around to get a balance.
19 If it's critical to the operation of people around,
20 and it's not anchored, so I take that into account
21 and I say, okay, we have a ride that's just sitting
22 on wooden pegs on the ground, and it's standing up a
23 fairly good height. It's 86 feet high and 49 feet
24 at the bottom. So it seemed to me that the
25 stability is there, unless you convince me

1 otherwise. This is operating without any kind of
2 anchor. So an imbalance could conceivably cause
3 what we used to do on the playground. If you have
4 too many people swinging one way, it comes out of
5 the ground. So there's nothing holding it down.
6 So unless other safety parts are in control, such as
7 perfect balance, what's going to keep it from
8 throwing itself into a wobble and tipping the tower
9 over?

10 MR. REMMERT: So for my own
11 edification here, if went astray from personnel
12 requirements, you were commenting specifically on
13 what section of the submission?

14 MR. DI DOMIZIO: It started there and
15 it migrated because -.

16 MR. REMMERT: Where did it migrate to,
17 so I can help Mr. Wand address those comments?

18 MR. DI DOMIZIO: So it started with
19 page 23, where we saw the operator is responsible
20 for the balance. So now I - so now - not to say if
21 it's out of balance what - what can happen. It's
22 tough to put that responsibility on the operator,
23 but one of the downsides of him not doing that
24 correct.

25 MR. REMMERT: So Mr. Wand, what was

1 being discussed here was all - some of the comments
2 in addition to what - that the operator has a great
3 responsibility to ensure that moving is done
4 correctly and based on the overall harmonics, the
5 use of the ride as it is not anchored other than its
6 own weight and how it's set up. So we ask that is
7 there any consideration from the manufacturer to add
8 language or clarify language that exists in their
9 manuals to clearly state how they expect it to be
10 loaded or unloaded from the operator's point of view
11 to ensure that we don't have an imbalance which may
12 create a circumstance of instability depending on
13 how well it's set up based on the overall load put
14 on it.

15 MR. WAND: Well, let's take - I'm
16 going to try to take those one at a time. Okay?
17 The first - the first one you're showing on the
18 screen talks about the ride needs to operate with a
19 minimum of one trained operator. It does note in
20 there that during high-traffic periods you could add
21 a second operator to assist with loading, unloading,
22 help with stuff like that. Is that statement
23 considered - does the Board see that statement as
24 not adequate or does it need additional
25 clarification or does it just need to sum up with -

1 to operator with available one trained operator?

2 MR. REMMERT: We're - at this point
3 we're reporting comments that Board members have
4 made.

5 MR. WAND: Okay.

6 MR. REMMERT: So as the submission,
7 you can determine if there's value to the comment
8 that was provided and make changes at this point.
9 We'll do a summary at the end and communicate with
10 you the comments. The Board members will have an
11 additional dialogue internally with the submitter
12 and you, obviously, about the comments that were
13 made before.

14 MR. WAND: I'm taking notes on the
15 comments as well so that I can share those with Mike
16 at my first opportunity.

17 So the second point was as far as the
18 operator's responsibility of loading the ride. And
19 I agree with you completely. I think that how the
20 operator loads the ride is of importance. What has
21 been done from an engineering perspective on this
22 ride is that a 25 percent passenger balance load has
23 been looked as an everyday ride condition. A
24 percent passenger balance has been looked at as an
25 infrequent, non-load condition. In addition to

1 weighing all the other environmental loads that will
2 be added to the ride at this time. So those things
3 have been considered from an engineering
4 perspective, and I will take comments about the
5 balance directly and we'll consider them.

6 MR. DI DOMIZIO: Thank you very.
7 That's a good response.

8 And my other question had to do with
9 the anchor. I noticed that a lot of these rides,
10 even - smaller all are anchored in some way, either
11 by - it appears that it could be set up in a grassy
12 area, and there's ways to adjust for terrain change,
13 but circus-type stakes, anything that can be done to
14 hold them in place.

15 I'm personally not comfortable that
16 the ride is not held down. It's a portable model.
17 So if it were a park model, it would, of course, be
18 anchored down. This being - unless I'm mistaken,
19 this is being asked for certification as a portable
20 ride. And as such, has anything been considered
21 that would require to stake down? Personally, I'd
22 feel better about it. Technically, don't know
23 otherwise, but it's not been addressed at all.

24 MR. REMMERT: So the additional
25 comment was on that this particular model was being

1 asked as a portable version, and there was no
2 information concerning for it to be secure. The
3 park model, yes. But this one, none whatsoever. Is
4 there any information or consideration to provide
5 requirements or expectations to secure this ride?

6 MR. WAND: Not on this design
7 structure, no. The chassis would have to undergo
8 significant changes in order to be anchored to the
9 ground.

10 MR. REMMERT: Okay. Thank you.

11 MR. NESLAND: Can I just make a
12 comment to that?

13 MR. REMMERT: Of course.

14 MR. NESLAND: I mean, I would - my
15 analogy for that would be, I mean, you have mobile
16 cranes, and certainly they're not anchored to the
17 ground when they lift their loads. So if the design
18 is such that it is stable enough, I don't know that
19 it would need to be -.

20 MR. REMMERT: Mr. Nesland, I
21 appreciate the comment, but again, I don't have
22 engineers here who are providing information. So
23 we'll circle back with the manufacturer and they'll
24 provide some information on why they don't believe
25 that staking or securing is required. I agree with

1 you. It's on them to show that they've discussed
2 it, considered it, and the reason why they don't
3 intend to have it.

4 Anybody else here? Any questions or
5 concerns? I know we're hitting - so we're going to
6 take a quick round of this. You can stay for it
7 or -.

8 We talked about a few items. Any of
9 those items that would lead a Board member to say
10 absolutely not until we get clarification. So if we
11 move for recommended approval, it would be with the
12 clarification of - today. Is there a motion to
13 recommend approval contingent on the information
14 received from asking questions today? Do I hear
15 such a motion? Any discussion on that motion? A
16 second?

17 MR. DI DOMIZIO: Question on the
18 motion. Would it be - then would we call it
19 tentative approval?

20 MR. REMMERT: Tentative based on the
21 answer to the questions that we - a second to that?
22 Okay. All those in favor respond by aye.

23 ---
24 (WHEREUPON, AYES RESPOND.)
25 ---

1 MR. REMMERT: Are there any opposed?

2 ---

3 (WHEREUPON, NO REPSONSE.)

4 ---

5 MR. REMMERT: Thank you. And at this
6 point, as a housekeeping moment, thank you for your
7 time and travel today. Does this Board desire to
8 take a moment or two -?

9 Continue to work, absolutely.

10 I'll ask you to step out because the
11 Board is going to entertain a two-minute - we'll
12 reconvene in two minutes.

13 ---

14 (WHEREUPON, SHORT BREAK TAKEN.)

15 ---

16 MR. REMMERT: Welcome back and thank
17 you. I know that that was an awfully long two
18 minutes. So we are all back in our seats. I would
19 note for everybody that Mr. Houghton had to leave,
20 so we are minus one Board member. We still have a
21 quorum.

22 We're going to move on to the Go Kart
23 Superleggaro by OTL Italia SRL. Of record, Richard
24 Wand.

25 MR. WAND: So this submission is a

1 third-generation park that's replacing the SR Sport
2 Kart. This is - the primary differences between
3 this Kart and the SR Sport that's previously
4 approved. We have basically - of this kart but all
5 the existing other controls and stuff are the same.
6 The Kart has electronic control and speed for them
7 and is in pretty good shape, I think.

8 MR. REMMERT: I think so, too. I'm
9 going to catch the Board members up on where we
10 start with, where we are with Go Karts, and kind of
11 move into this. I promise to be two minutes or
12 less.

13 So Go Karts have evolved from when we
14 think of Go Karts to what we actually see and
15 approve them. These are quite technical. Some of
16 them require that the course be designed
17 specifically for the use intended. We've had an
18 issue that has been resolved with previous approvals
19 and approval moving forward that the passenger
20 onload and protection for accidental entanglement,
21 so everything that's coming through us is required
22 to have a vendor. So even if you see pictures in
23 some of these admissions, we're getting them fixed
24 as we come across them. But all approvals come in
25 front of their vendors, depending on the model, roll

1 bars may or may not. They all have restraints.
2 Most of them have harnesses. All of them that come
3 through us - you can ask your question based on
4 individual submissions, has to be controlled, right.
5 So especially the electronic ones, based on the
6 design and installation of the course, right, so
7 when we go out and see these, these Karts are not
8 just in an envelope. The manufacturer sometimes
9 requires some additional needs for the course,
10 maintenance for the course. That's all part of what
11 we'd go out and look at as far as the submission.
12 So these - these Karts go on a particular course
13 with particular requirements. That's kind of what I
14 wanted to say.

15 So these electronic ones, in
16 particular, where they can control them from a base
17 station, you know, these are the top of the line.
18 We really enjoy seeing them because they have all
19 these additional control restrictions and
20 requirements.

21 So with that being said, for this
22 submission, are there questions from Board members
23 on this particular submission? We'll start with Mr.
24 Nesland.

25 MR. NESLAND: Okay.

1 Page number seven of the submission,
2 bottom of the page, it says it is highly likely that
3 the Kart will slip on the track before reaching the
4 tip-over condition. And my question is, do they
5 specify the track surface? And if so, can they
6 check the coefficient of friction and say it will
7 slip before it tips over? I'd rather hear it will
8 slip, not that it's likely.

9 MR. REMMERT: Mr. Wand, just to bring
10 you up to speed, for - on page - you're looking at
11 seven of seven submission, it might not be submitted
12 - seven of your submittal, but how we put the
13 submission together, that's an ambiguous statement
14 that the Board member reads. And here's what he's
15 asking. Do you, as a representative manufacturer,
16 require specific service where you can measurably
17 say that the friction will ensure, based on the
18 service that we're required at least to operate on,
19 or we're just taking that language out? It will
20 likely slip is not - that's not a definitive
21 statement. That's not - it leaves us to ask
22 questions. Do you have any comments?

23 MR. WAND: So yeah. I mean, my
24 comment is any material is not a definitive number
25 in the first place. I don't care what material you

1 pick, what kind of surface, whether you pick
2 asphalt, whether you pick plywood, whether you pick
3 rubber coating. You're going to get a range of
4 coefficient of frictions that are going to exist
5 between the tire and that surface. So the
6 calculation just by the nature of the calculation is
7 not a definitive calculation.

8 Secondarily to that, there's a lot of
9 other things that could play into tip-over above and
10 beyond - I mean, you guys all understand that a
11 tip-over situation is most likely not going to occur
12 on a Kart by itself. It's going to occur because
13 two Karts collided with each other, which is not
14 what this calculation is intended to address.

15 What we've been trying to address with
16 this calculation is simply the likelihood of a car
17 tipping and how important that is. In addition to
18 that, we have also looked at the seat frame and
19 verifying that even if the car does tip over, the
20 seat frame can take the impact of a certain patron
21 compartment and prevent the driver from getting hurt
22 from that perspective, or at least that's certainly
23 the goal. So that's what this calculation was
24 designed to address. This calculation was a
25 specific request from Joe's team to look over at the

1 tip-over calculations. That's what we put together.

2 CHAIR: We appreciate that. I'll
3 allow a two-second - we wanted the manufacturer and
4 the submitter to be aware that we're paying
5 attention, as I said earlier, to the type of
6 submissions that we're receiving and how they're
7 being operated. So you know, you're not anymore and
8 you're not going - when you step on the accelerator,
9 you're not going five miles an hour anymore. So we
10 want everybody to be aware that we know that and
11 hairpin turns and the way that it's being driven and
12 how the course is designed is just as - as the
13 design of the car. So we're trying to get to that
14 point where we're working with the industry to make
15 sure we're as far ahead as we can in how they're
16 being used.

17 MR. WAND: Mr. Remmert, can I add to
18 that, please?

19 MR. REMMERT: Sure.

20 MR. WAND: The manufacturer since this
21 submission was done. I didn't include any other
22 things that wasn't done at the time that this
23 manufacturer has actually asked us to participate in
24 some crash testing of the Karts, both the Karts and
25 the barrier systems, to investigate performance,

1 COURT REPORTER: Sir, are we going to
2 take a lunch break by any chance? Are we going to
3 take a break by any chance, just because I'm - I
4 probably have an hour left on my recorder, and I
5 just need to stop back in my office and get a
6 charger for it, if it's going to take longer than an
7 hour.

8 MR. REMMERT: You tell me when you're
9 out and we'll stop. All right. So they're here.
10 They've traveled in here. If we take a recess
11 because you can't handle the function, then you're
12 taking their time. So when you're out, we're done.

13 COURT REPORTER: Okay.

14 MR. REMMERT: I'm not going to
15 interrupt them because of you. When you're done,
16 we'll be done.

17 COURT REPORTER: I thought you said we
18 were going to take a lunch break earlier. That was
19 my fault.

20 MR. REMMERT: Well, it is what it is.
21 No, thank you for bringing it up.

22 COURT REPORTER: I just wanted to
23 bring it up.

24 MR. REMMERT: When you're done, we're
25 done.

1 COURT REPORTER: Okay.

2 MR. REMMERT: The Floor Court, number
3 six on your agenda. Again, do you want to give the
4 intro, Mr. Wand?

5 MR. WAND: Sure. This is a - similar
6 to the Floor Court arrangement - call it whatever
7 you want to call it in that prospective. The
8 pictures that are presented on phase three and four
9 don't really represent the arrangement that is
10 currently present today.

11 The - during my site visit there were
12 some areas that I felt were not adequately padded.
13 We asked for additional padding to be added in some
14 of those areas just in case kids went off of the
15 attraction a little more than was originally
16 accounted for. There are no real ASTM Codes that
17 govern this type of equipment to any substance.
18 However, you will find in this packet all the
19 structural calculations on the attraction, all of
20 the anchorage calculations and everything else that
21 demonstrates that the attractions are safe from a
22 structural perspective.

23 MR. REMMERT: I said it earlier. I'm
24 going to remind you that we have more than a few
25 trampoline location or trampoline parks. I can't

1 think of a single one that doesn't have some
2 variation or variety of this type of activity. And
3 we have handled each one site specific, item
4 specific. All right. So as we spouted out the
5 cargo net for a moment for traversing or repelling
6 and each submission, they have gone - all of our
7 operators have gone out of their way to provide us
8 with whatever document that we've required and
9 allowed us to come out and have a conversation with
10 them about adequate fall protection, padding, height
11 of obstacle versus a need for protection or fall
12 protection.

13 I'm going to step out of my role for a
14 moment. This is a tough one. Is it a new
15 attraction? Is it like we're in the climbing wall,
16 Ninjas, you know, right, and we're still wrapping
17 around - our arms around the general definition of
18 amusement ride or attraction with no specific
19 guidance from 1984 that allows us to adequately
20 determine whether this is something that's in our
21 wheelhouse or not. It's in an area that's in our
22 wheelhouses, and therefore, it has to be something
23 to us. So we've created a methodology on how we
24 receive these submissions and include them. So we
25 take them each one piece at a time and ensure that

1 that piece that the person is traversing or that
2 obstacle meets the ASTM Standards. And then we
3 string them all together to make them a
4 site-specific location, which is why you see the
5 submissions where they are. So any Sky Zone or a
6 Get Air where they may want to put their pieces in a
7 different order, that's another submission. Even
8 though the individual elements of what they're
9 trying to get approved is approved somewhere else,
10 the manner in which they arrange them and how they
11 operate them is another level of submission. So I
12 just want you to know that that's how we treat
13 Trampoline Park, as it's called, and that's why you
14 see the submission.

15 Now, for questions from the Board.
16 Let's try something different. Let's start with Mr.
17 Nesland. A little levity doesn't hurt. Doesn't
18 cost a bit.

19 MR. NESLAND: So page 25, you talk
20 about foam blocks. My question is, is there foam
21 blocks in this attraction?

22 MR. REMMERT: Page 25 is the question,
23 submission discusses foam blocks. Does this
24 submission have foam blocks in it?

25 MR. WAND: The foam blocks are located

1 in the back stands on the first picture on page
2 three.

3 MR. NESLAND: Next question is, is it
4 says that it's up to the owner to provide the
5 blocks. Is there a specification for those blocks?

6 MR. REMMERT: Sure. So it says the
7 owner has to acquire the blocks. And the question
8 is, is there a specification on what those blocks
9 need to be -.

10 MR. WAND: I would argue that, in this
11 case, no, there is no specification needed because
12 the foam blocks are not used for fall protection.
13 They're used as an attraction for somebody to hang
14 onto, and that could be - it could be a more solid
15 bag, it could be - it could be any type of device
16 from that perspective. The fall cushions, the fall
17 fall-backs that are used are a fall protection
18 device and not the fall blocks the way you
19 standardly see them use.

20 MR. NESLAND: Understood. Thank you.
21 One last question. Page 57 of our document, I see
22 structural calculations, and in those he has blue
23 shading and red shading. My question is what is the
24 significance of the red shading?

25 MR. REMMERT: So we're now on page 57

1 of the submission as you can see on your screen.
2 Then the question from Mr. Nesland is what is the
3 differentiation for the red shading and the blue
4 shading?

5 MR. WAND: Good question. I'd have to
6 dig into that.

7 MR. REMMERT: He said don't worry
8 about it.

9 MR. NESLAND: Works for me. After
10 lunch. I'm done.

11 MR. REMMERT: Mr. Hall?

12 MR. HALL: Is this operating currently
13 in Pennsylvania?

14 MR. REMMERT: It is.

15 MR. HALL: Have you seen it, Randall?

16 MR. ARNDT: I had inspected.

17 MR. HALL: Where is it, Harrisburg?
18 Is it here, Harrisburg?

19 MR. ARNDT: Yes, it's in Harrisburg, a
20 couple minutes away. We have some data and then we
21 have a few suggestions. In the picture you can see
22 like some patio being done there. And I didn't
23 write - need some suggestions. Leonard hasn't been
24 back with the data. We recommended, and now it's
25 for patrons not to stand on top and jump off, stay

1 back. Implemented their recommendations and
2 practices.

3 MR. HALL: Thank you.

4 MR. REMMERT: Any other questions?

5 MR. DI DOMIZIO: Yeah, one question,
6 Mr. Remmert. Indoor or outdoor, both?

7 MR. REMMERT: Indoor. Indoor and site
8 specific. Thank you.

9 MR. DI DOMIZIO: No other questions.

10 MR. REMMERT: Again, ask the Board, as
11 you heard, to allow this place to open and operate.
12 We'll ask if the Board has any comments or concerns?
13 And for the next piece, I understand that we have
14 two dozen trampoline parks. So we're wide open to
15 discussion. There's a larger conversation to be
16 had, whether there's a better way to wrap our arms
17 around some of these items. I will offer this for
18 food for thought for our next one. So every
19 operator who has watched Ninja Warrior wants to
20 install some type of roped wall, and we've had a lot
21 of conversations about height. We have all kinds of
22 locations. We have open areas for landings. Do
23 they intend to have somebody stand on top, just
24 trying to physically touch the upper wall or
25 whatever that height compartment is and then padding

1 -. That's just - all the conversations we had all
2 the time.

3 Mr. Wand, I believe that you are done
4 with your submissions.

5 MR. WAND: Great.

6 MR. REMMERT: And I appreciate your
7 time and diligence. We're going to move to the
8 36-foot Double-Decker Carousel.

9 Joe, do you want to do a statement on
10 the carousel?

11 MR. FILOROMO: Okay.

12 Well, carousels, in my experience,
13 this is a Double-Decker Chance Carousel - I've been
14 an operator for a long time in all Pittsburgh here,
15 so we're not familiar with it, but we really never
16 had one for some reason of this -. What happened
17 was it went through as approval on a standard. So
18 what - we went through the manufacturer and the
19 owner to get a proper approval of this
20 double-decker.

21 We're very excited. We know the
22 possibility - the probability we're faced with, so
23 we're - the standard. So we have no problems.
24 We're already on top of all issues that they're
25 going to have. That's all.

1 MR. REMMERT: It is in operation.
2 It's tentatively approved. Are there questions
3 about submission or the operation?

4 MR. FILOROMO: In Philadelphia?

5 MR. REMMERT: Seeing -.

6 MR. FILOROMO: I'm having a glitch,
7 but we're aware it's not, but they had the only
8 information I needed.

9 MR. REMMERT: Mr. Nesland, he went
10 first.

11 MR. NESLAND: Does - on page 53, does
12 this have the optional handicap accessible features?

13 MR. REMMERT: That's a great question.
14 Fifty-three (53) of the submission from Mr. Nesland
15 describes the optional handicap features. Does this
16 have that capability?

17 MR. FILOROMO: I think it does.
18 Randall's seen it, so I'd ask him.

19 MR. ARNDT: Yes, I have seen it as
20 well.

21 MR. REMMERT: Okay.

22 Mr. Gorman has a question.

23 MR. DI DOMIZIO: I have one.

24 MR. REMMERT: No, no, Mr. Gorman has a
25 question.

1 MR. GORMAN: I'm done.

2 MR. REMMERT: As I've said on the
3 previous submission, this one has received tentative
4 approval from us already. Does the Board see any
5 reason why tentative approval should not be -?

6 MR. DI DOMIZIO: Mr. Remmert?

7 MR. REMMERT: Yes.

8 MR. DI DOMIZIO: Again, not much
9 detail. Again, let's talk about electrical. It's
10 very, very vague. Connect the main line to the
11 ride. The - ground three-phase - it can be. A lot
12 of these things - and this is something you're going
13 to hear more and more about, is that how grounding
14 is done. And I'd rather write up something and give
15 it to the whole Board, but there's a lot more
16 pressure being put on how rides are considered as
17 far as the grounding. And anybody who's a - who's
18 worked around electrical, especially firefighters,
19 will know that whenever you have a hot touching the
20 ground, you have an area around that ground that's
21 electrified. So the - changes were made to the - to
22 AC certainly just getting around. So what they're
23 doing is unbounding it from ground and they're
24 isolating the ground. So it used to be commonplace
25 just to drive a ground rod right here next to where

1 your - where your box is, but that's simply - just
2 electrify the ground where you're standing. So the
3 idea is you're giving it away. So imagine, if you
4 will, you're plugging this into an outlet, a
5 receptacle, and the source comes from there. So
6 that's - that's the safe way to do it.

7 It's been - it's not been well
8 documented - let me put it this way. It's been well
9 documented. It just doesn't have - hasn't been well
10 executed, and we're seeing that more and more. So
11 we're going to see a trend more towards this and
12 have spent a bit of time with the applications for
13 Zamperla don't go to that. They have a separate
14 issue. So I'm not making an issue of it today.
15 What I'm looking at here is just - and obviously,
16 this is an old ride. You can see how many times
17 it's been copied. But I just feel better when I see
18 it in writing. I like to see schematics. I like to
19 see it all. If you feel it's not necessary in this
20 case, that it's not included with this submission or
21 - there's something more -.

22 MR. REMMERT: You make an excellent
23 point. So I'll comment that this Board is the
24 reason that the program is as well respected and
25 does as well a job as the program does in the

1 Commonwealth, it's because of the expertise in here.
2 So Joe is an advocate, right. And Joe is clamping
3 down on more and more occasions and saying there's a
4 few things that will get you, and electricity is the
5 big one. Right? So if we want to see better
6 submissions, we have to provide the submitters of
7 our expectations. So I would encourage you, Mr. Di
8 Domizio, that as the NEC is evolving, which may
9 prompt ASTM to take a harder look or look at it, we
10 can ask the submitter up front and say, hey, we want
11 to make sure that this information is easy to find
12 and include - should -. So no, it's an absolutely
13 appropriate time. If we need to call it out or make
14 sure that the submitter knows that we're going to be
15 looking for it, that they know ahead of time. That
16 way we don't have these questions.

17 MR. DI DOMIZIO: Thank you for
18 addressing that.

19 MR. REMMERT: With the conversation
20 discussed, do the Board members have any pause or
21 reason to believe that it should not be at least
22 tentatively? Thank you. Mr. Horn, do you have
23 enough water with you?

24 Everybody's still on that should be
25 here. We're going to move to the Bat Glide, number

1 two on your agenda. So number two, the Bat glide,
2 and number ten are not the same. They're for the
3 same submitter. And they're installed at the same
4 location, site specific. I'll give you some
5 background with this.

6 So in Pennsylvania, as probably
7 everywhere else where there is farms, there's a
8 desire to increase the value of their growing
9 season. And after you plant in your spring and your
10 summer, maybe your late summer and fall, there's
11 still a period of time before snow or ice or bad
12 weather hits that that farmland is useful, and they
13 move to include ag tourism into their picking
14 selling seasons. So what we're seeing an awful lot
15 is places that say, hey, you want to experience, you
16 want to come out and not just pick your pumpkin now
17 or pick your strawberries, you come out and see my
18 farm, I'll provide you different items, interact
19 with our farm, look at our produce. Maybe I have my
20 neighbors come down and they're going to sell food
21 products, like PA-grown products there. So we're
22 seeing an awful lot of this. They find a design
23 that they like and then they build it or they find a
24 contractor locally and build it on their property,
25 submit it to us for submission. So this is one such

1 item. So again, I don't -.

2 MR. REMMERT: I don't' know if he's
3 here. Mr. Horn - Mr. Horn, 1975, you are muted if
4 you're trying to talk. So in some cases we had - if
5 you're on a cellphone, you might have to hit star
6 six.

7 MR. HORN: Can you hear me?

8 MR. REMMERT: Yeah, there you go. You
9 went back on mute. You were off mute for a moment,
10 then you came back on mute.

11 MR. HORN: Can you hear me again?

12 MR. REMMERT: Yes. We're - we hear
13 you. You're in and out, but mostly in. So we can
14 hear you.

15 MR. HORN: Okay. Perfect.

16 MR. REMMERT: All right.

17 I'm going to see if there's any
18 questions. I gave them the overall of this. So
19 this is a - it appears to be a sitting zip, the Bat
20 Glide, at a local farm. I'm going to go -.

21 MR. HORN: Yeah. I got - I got - I
22 got - letter, but I believe we already sent the
23 manual, which I think -.

24 MR. REMMERT: Yep, we did. So as
25 introduction that you might not have heard or been

1 on earlier or maybe I was on mute, but we selected
2 some items that the Board could look at to show them
3 that we've been up to for the last couple years,
4 since the last time we've seen them in a meeting.
5 So in this case, yes, it's approved. If there's no
6 questions, it's approved. So of course, we've gone
7 through the process. We just wanted to show the
8 variety of items that are now coming for approval as
9 part of the process. So you don't have to worry
10 that some of this stuff is going to happen today.
11 When we have something to address, we'll work with
12 the owner/operator and get it addressed.

13 With that being said -.

14 MR. DI DOMIZIO: Mr. Remmert, have
15 those items on your approval letter today have been
16 submitted?

17 MR. REMMERT: Yes. You never know
18 where to start. It wouldn't have been worth your
19 time to come in with three approvals; right?

20 MR. DI DOMIZIO: He's debating whether
21 to stay. This one's pretty easy.

22 MR. REMMERT: Go ahead. Somebody get
23 it. Dustin?

24 MR. FREGM: Has any inspector seen it?
25 I commend - I commend this person for going through

1 the process, getting registered, getting it -.

2 MR. REMMERT: There's more than a few.

3 MR. FREGM: I think it's great.

4 MR. REMMERT: I mentioned hayride
5 attractions.

6 MR. FREGM: So one comment. It's
7 funny. This talks about electrical. And again, to
8 your point, electrical, and I don't think -.

9 MR. REMMERT: No.

10 MR. FREGM: It's usually somebody
11 else's making it work for him. And if you can
12 ignore that part of it, great.

13 MR. REMMERT: No. I agree. I commend
14 - any time we run across this, and usually Mr. Horn
15 is getting lost in his work with - in that, he'll
16 make sure that the people that reach out to him know
17 that there's a process, right, get them as soon as
18 possible. And he's diligent by - meaning like he
19 won't let - did you get it, do you have any
20 questions, like - which is exactly what he should be
21 doing on behalf of his clients, right. So it's a
22 learning curve for some folks, but - I just want to
23 build a zip line. Why do I have to go through all
24 these - because that's the law. That's required.
25 But we're going to do our best to work these persons

1 be penalize under Pennsylvania process. Did I
2 mention hayride attractions? So there's going to be
3 a day for -.

4 So the Board members, from what I can
5 see, have no questions or concerns with Mr. Horn, so
6 we're going to take that as a win and move on to our
7 next one from you at the same location, which is the
8 Low Ropes Course, number ten on your agenda. If Mr.
9 Houghton could have stayed just for a little bit
10 longer, we would have -.

11 MR. HORN: Yeah. That's at the same
12 location as the previous one.

13 MR. REMMERT: And I know what we're
14 all saying, that at some point you will see it's at
15 a playground, in some cases perhaps like a monkey
16 bars or that kind of thing, but we don't handle
17 public, right, but we handle ever - so please don't
18 tell me I have to go do the swing set number again.
19 You're - are there any questions concerning this
20 particular submission? It is exactly what you think
21 it is. So instead of having bars that are parallel
22 to the ground and just going across, they're using -
23 they're navigating knotted ropes.

24 MR. NESLAND: Knotted ropes means?

25 MR. REMMERT: All low ropes - two foot

1 of ground.

2 MR. NESLAND: I'm not even sure -.

3 MR. DI DOMIZIO: Same questions as
4 before, sir.

5 MR. REMMERT: No, everything's been
6 addressed.

7 MR. DI DOMIZIO: So it's been
8 approved. Conditionally approved, so -.

9 MR. REMMERT: It's a learning process,
10 right.

11 MR. DI DOMIZIO: Sooner or later -.

12 MR. REMMERT: I would argue that we're
13 good at it and trying to get better.

14 MR. DI DOMIZIO: That's what the
15 doctor says.

16 MR. REMMERT: No questions from the
17 Board? You had two softballs.

18 MR. HORN: Not usually.

19 MR. REMMERT: No. You knew it, so I
20 don't know - it's kind of a let-down for you.
21 We've had you on the line for so long. I don't
22 think there's anything left for you.

23 MR. HALL: Yeah.

24 MR. HORN: I just have to tell you
25 that if there are any other changes listening to all

1 -.

2 MR. REMMERT: Oh, yeah. We're going
3 to the one - we do have one final submission, Mobile
4 Ropes Course by Eurobungy EB.

5 MR. HORN: Yeah. I think that one
6 goes back to 2018.

7 MR. REMMERT: It does.

8 MR. HORN: Do I have -?

9 MR. REMMERT: This was intentional. I
10 had you on for the other items, so I added this to
11 the list to discuss. So this - this operator
12 brought it into Pennsylvania for a specific use, not
13 unlike a top or one of those -. They wanted to
14 commend Tim Moore and actually the submitter at the
15 time for realizing that this was something that was
16 regulated and going through all the hurdles and
17 requirements, specifications. So we wanted to
18 recognize this as the submitter that they did, they
19 met all the requirements to have this mobile course
20 submitted and approved. We provided a one-use,
21 singular approval. We hope that someday somebody
22 else wants a similar -. This was a 2018 - then
23 there was like 60 days or 45 days - and the
24 submitter was extremely motivated to get it approved
25 because they approved all his entire apparatus from

1 several states away and set it up for a specific
2 use. So we hate to disappoint.

3 MR. HORN: I take it, it was just a
4 consent?

5 MR. REMMERT: I think it was. If
6 there are questions -.

7 MR. NESLAND: Page 12, under elements
8 it says wire ropes should not have any broken wires.
9 And then it says if wire is exposed, it will not
10 affect the integrity of the rope. However, broken
11 wires shouldn't be -?

12 MR. REMMERT: Which is it?

13 MR. NESLAND: You either have broken
14 wires or you don't have broken wires.

15 MR. REMMERT: Inconsistency, Mr. Horn,
16 in the submission. Broken wires, to what extent, or
17 no broken wires. So I'm taking note of that for our
18 submission. So I don't know - I don't know that -.

19 MR. HORN: That's the standard case.

20 MR. REMMERT: Yeah, I gotcha. So I'm
21 going to take notes for us. We'll make the
22 adjustments and corrections necessary.

23 Next question?

24 It being submitted prior to - I hear
25 that all the time.

1 MR. DI DOMIZIO: I have a -.

2 MR. REMMERT: Yes, Mr. Di Domizio.

3 MR. DI DOMIZIO: To me, from my
4 standpoint, it just doesn't seem like it goes into
5 enough detail. I don't see anything - it's just a
6 blanket statement that it meets code and standards.
7 We've set the bar on the previous applications, and
8 they've given a lot more detail. What I'm saying,
9 is this is kind of - it doesn't - it's - maybe it
10 meets the requirements just - but it's not
11 convincing - requirement from a technical aspect.
12 Lots of text, but not a whole lot of detail - lot of
13 technical - that I would just note.

14 MR. REMMERT: So Mr. Horn, I'll - Mr.
15 Di Domizio said this particular submission, though
16 acceptable, is not to the same standard as other
17 submissions as it relates to the technical
18 specifications, its design and construction. So not
19 - not your - we're not pointing a finger at you,
20 just that the letter that you provided assumed that
21 you have seen those documents or had been in
22 possession of the documents, have reviewed them and
23 provided your attestation to us by issuing that
24 letter that all of those structures, all its design
25 elements meet the requirements of ASTM and us. Mr.

1 Di Domizio is just used to seeing all of those
2 supporting documents that you - rely upon. He would
3 also typically be able to see those in order to make
4 his own independent determination. He's checking
5 the chatroom, which is exactly where -. So that was
6 the problem.

7 MR. HORN: Well, I think that gets
8 added in your requirement list. Right now you asked
9 for photos, the manual and -.

10 MR. REMMERT: No, no. I agree.

11 MR. HORN: If you want to see all the
12 backup documentation - the ASTM Standards, I would
13 suggest you add that. I already have that
14 requirement in Michigan and they ask for all that.

15 MR. REMMERT: No, no, I gotcha. I was
16 - I was relaying the comment from Mr. Di Domizio so
17 that you heard what we discussed. And in most
18 cases, and in this case I think absent that, we have
19 asked for that on a case-by-case basis. Some of
20 them, it comes as part of the submission, and many
21 others we ask for that and ask them to get this
22 included. In this particular one, I agree.

23 So Pennsylvania, as the law requires,
24 when we get next year's letter, right, what we're
25 saying, that it's valid. But this submission is

1 what the law requires.

2 Now, we always - I shouldn't say
3 always, except for this case, always get additional
4 documentation, right. And that's gladly provided to
5 us by the submitter. So one of the arguments that I
6 would make for a reason to potentially open the law
7 back up again is are we getting everything that we
8 need today versus what we agreed upon in 1984. Are
9 we doing what the legislature expects us to be
10 doing? It's kind of a statement for that.

11 MR. HORN: Well, one of the other
12 circumstances that I - is where you have rides that
13 are used. So for instance, this Eurobungy, this is
14 a model that was built in 2013. So the ASTM
15 Standards that were in effect the date of
16 manufacturer is 2013 may differ than what they are
17 now.

18 MR. REMMERT: Understood. Appreciate
19 the comment. So this is not registered in
20 Pennsylvania. It was brought on in 2019. It came
21 to us. It operated for a single -. With that being
22 said, if it should ever return here, we will ask for
23 additional information on the circumstances for it
24 to operate. So that -.

25 MR. ARNDT: I want to mention

1 something. So may I?

2 MR. REMMERT: Sure.

3 MR. ARNDT: Contingent on point there.

4 I think that the question asked - in the submittal
5 from the date of manufacture?

6 MR. HORN: I think I always put that
7 in the information that I send you.

8 MR. REMMERT: You do.

9 MR. HORN: And my certification is
10 based on the standards that were in effect on the
11 date of manufacture.

12 MR. REMMERT: So thank you, Mr. Horn.
13 And the remainder of the - we have two additional
14 items on our list.

15 MR. DI DOMIZIO: This is not approved.
16 Are we going to approve this?

17 MR. REMMERT: I'm going to ask that if
18 it's going to come back to Pennsylvania, then we're
19 going to require some additional information before
20 I bring it before you for consideration.

21 MR. DI DOMIZIO: So as it is right
22 now, this is not -?

23 MR. REMMERT: No.

24 MR. DI DOMIZIO: Thank you.

25 MR. REMMERT: The operator discussion

1 and took the Board members' comments to heart. So
2 if we run across it again, we'll make sure that we
3 make consideration for approval.

4 MR. DI DOMIZIO: Thank you.

5 MR. REMMERT: Okay.

6 I don't have anything else left on the
7 agenda for you, Mr. Horn, but I definitely
8 appreciate your time.

9 MR. HORN: All right.

10 Very good. Thank you all. And carry
11 on.

12 MR. REMMERT: We're going to go to
13 Falcon Go Kart by J&J, please. For those of you who
14 are keeping track, we have Falcon Go Kart, Mozaik
15 Climbing Wall, just an update for modification.
16 That's all that's left on the agenda.

17 Oh, I forgot Slide the Slope by Summer
18 Splash. The comment about vendors continues.
19 Right? So we had a vendor - we all have vendors
20 every submission for Go Karts, and they're more -
21 looking forward to the vendors.

22 I know that we have a representative.
23 Dan, are you with us? I see you there, Dan Hansen.
24 Would you give a brief introduction, summary, and
25 then -?

5 (WHEREUPON, A VIDEO WAS PLAYED.)

7 MR. ARNDT: Sorry, these - again,
8 these par - raceway in Horsham. Basically Joe and
9 I, when we were looking over the submittal we
10 noticed the backrest, rollover bar - so a child
11 sitting in there. Then we asked them - we went back
12 and they - the engineer regulated the rollover bar
13 behind the child so - to protect their head if it
14 rolls over. That was the only thing we really had
15 an issue with, looking at it.

17 MR. DI DOMIZIO: I'm seeing two
18 different kinds of running boards in the pictures.
19 Some of them are a wide and a long running board and
20 some are a short running board. So what you see
21 there is a short one. If you go to 13 of our
22 submission, there is a wide running board.

23 Now, the difference it makes is that
24 one seems to be safer. It would be hard for me to
25 put that underneath there. Now, it may be - maybe

1 going back to the previous question, if you can't
2 get a foot there anyway, I just want to point out
3 that there's a difference between those two
4 pictures. I'm not sure which one -.

5 MR. REMMERT: In this model, Randall,
6 page three of this, I don't recall which one is it
7 to be honest, I don't know. Let's go back to the
8 picture. You say the same model minus -.

9 MR. DI DOMIZIO: The six. So these
10 are six. They seem to be the same. I mean -.

11 MR. REMMERT: One has a cushion on the
12 steering wheel and wider running boards and a bigger
13 roll bar.

14 MR. DI DOMIZIO: The roll bar - I
15 don't know if that's - it's the same impression
16 as -.

17 MR. REMMERT: What did you say, page
18 six?

19 MR. DI DOMIZIO: Six (6) and 13 are
20 the two pages.

21 MR. REMMERT: Until we have -.

22 MR. DI DOMIZIO: One other item on
23 that was - we talked about it on the previous Go
24 Kart application. There's a fail switch - or
25 there's no fail switch.

1 MR. REMMERT: Turn them all on or turn
2 them all off.

3 MR. DI DOMIZIO: So I didn't see
4 anything in here talking about a fail switch.

5 MR. REMMERT: These are individual
6 drives, right.

7 MR. ARNDT: Right, they're individual.

8 MR. REMMERT: They're not
9 electronically controlled. There's no kill switch,
10 not a central kill switch?

11 MR. ARNDT: No, not a central.

12 MR. DI DOMIZIO: Well, the other one
13 is the same thing.

14 MR. ARNDT: You're talking like the
15 same?

16 MR. DI DOMIZIO: Yeah, because on -
17 they can just hit that switch and the operator shuts
18 down - all the Karts down.

19 MR. ARNDT: Not with this.

20 MR. DI DOMIZIO: But this one doesn't.
21 So because it's for kids, and kids will stop it and
22 can get out, but the Kart has a feature.

23 I know we've required another Go Karts
24 - I believe such a Kart -.

25 MR. REMMERT: Well, I'm going to read

1 back. Joe was on here, so we're just going to query
2 him. Kill switches on cars are mandatory. Central
3 kill switches, I don't recall.

4 MR. DI DOMIZIO: I think they call
5 them remote kill switches.

6 MR. REMMERT: So each car has to have
7 a kill switch on it. But as far as a centralized
8 kill switch, it's optional.

9 MR. HANSEN: I can hear you.

10 MR. REMMERT: We're good. Dan, we can
11 hear you.

12 MR. HANSEN: Oh, okay. Great. All
13 right.

14 MR. REMMERT: We were having a
15 discussion about running boards and kill switches.
16 So the model - we have two - we have two different
17 pictures of models. Randall - is it the one with
18 the larger, wider running boards or the one with the
19 shorter, squared-off running boards that are
20 operating? So what you see on your screen right now
21 is one version. Make that as the home for the
22 head -.

23 MR. HANSEN: That's the old model.
24 With the smaller floorboard. We have bigger floor
25 boards. So the racetrack had the latest one from

1 2020.

2 MR. REMMERT: And earlier - okay.

3 Earlier, part of the conversation was
4 the ability for the patron, once they're in a
5 pasture area, to easily or without any issue move
6 their legs in and out of the Kart, as well as in
7 operation. Earlier - so can you address that?

8 MR. HANSEN: In the Kart itself, I
9 mean, we don't strap the legs to the floorboards.
10 So with our Karts - up and down and out, because we
11 just don't strap the legs in. That way you can't -
12 the way the floorboards - into that center console
13 or anything outside. That way they can usually
14 actually under a little ledge -. Go Kart to prevent
15 somebody getting their leg outside of it.

16 MR. REMMERT: Maximum speed these are
17 set for, do you recall?

18 MR. HANSEN: About three miles an
19 hour.

20 MR. DI DOMIZIO: So if you scroll down
21 - I think at the very top, yeah, it says it right
22 there, you don't - I'm sorry, you don't have - it
23 says Falcon Go Kart, parentheses, 2020. So is that
24 the one?

25 MR. REMMERT: Yes.

1 MR. DI DOMIZIO: So the application -
2 because the other one just says Falcon Kart, and
3 this is Falcon Kart, 2020. So just to clarify,
4 that's - that's the model?

5 MR. REMMERT: Correct. I'll translate
6 to you when there's something posed for you. Just a
7 clarification by Mr. Di Domizio.

8 MR. DI DOMIZIO: Thank you.

9 MR. REMMERT: Mr. Nesland?

10 MR. NESLAND: Clarification for me.
11 What are we reviewing? We've got Kart, we've got
12 bumper boats, track, roll bar extensions. Are we
13 just doing the Kart or are we -?

14 MR. REMMERT: We are just doing the
15 Kart, yes.

16 MR. NESLAND: Then I have no other
17 questions.

18 MR. REMMERT: J&J, along with the
19 other submitter, again, I can't probably say enough
20 about the manufacturers willing to work with us and
21 the owners to make sure that there's - J&J for sure,
22 but that go out of their way, which were - we've
23 given any expectations or recommendations, they make
24 that available to the owner/operator.

25 So no other questions from the Board

1 COURT REPORTER: Can you say your
2 name?

3 MR. HENNINGER: Oh, I'm sorry. Rob
4 Henninger with Kennywood, H-E-N-N-I-N-G-E-R. I just
5 wanted to bring it to the Board's attention, I have
6 submitted some documentation to the State. What I
7 have at this point, unfortunately, we were late with
8 some of our projects.

9 MR. REMMERT: No such thing.

10 MR. HENNINGER: Not Kennywood. So I
11 did want to just bring it to the attention of the
12 board, and we'll submit ASAP as soon as I get that
13 documentation.

14 But on the Steel Curtain we are doing
15 some structural and new work that will be submitted.
16 The Kangaroo, we're completing redoing and bringing
17 it back. For this year I've given a lot of positive
18 comments about that. So that's good. The
19 Thunderbolt we're adding, but we're removing the
20 friction brakes and adding magnetic brakes. So that
21 should be a great improvement. And the Rapids,
22 we're putting in a new control system. System
23 sensors, et cetera, things like that. So that's
24 what's coming. Again, I have submitted what I have
25 to the State right now, and I will get the other

1 information to you guys as soon as possible.

2 MR. REMMERT: I'd like to echo the
3 comment to we're going to - as you get it, we'll
4 come out and work with you. We're not interested in
5 seeing the delay of opening your operation. We'll
6 make sure it's safe. Like everywhere else that has
7 to work with us, so thanks for bringing that to our
8 attention.

9 MR. HENNINGER: Also, just another
10 note, too. Our new ownership is working with the
11 DEP to have those standards comply.

12 MR. REMMERT: Thank you.

13 MR. NESLAND: Rob, are there magnetic
14 brakes?

15 MR. HENNINGER: Velocity.

16 MR. REMMERT: As an aside, I never
17 want to hear VR as it relates to anything -. Not
18 doing it. Thanks for your time.

19 MR. HENNINGER: Thanks for working
20 with us.

21 MR. CHUBB: Just real quick, on your
22 hayrides coming up here, ASTM 3168, you mentioned
23 the '19 standard - 2019 standard was approved.
24 There is a newer version, -

25 MR. REMMERT: Twenty-one (21)(a).

1 MR. CHUBB: - some minor changes;
2 okay. But within your information that we sent out
3 to the public, you may want to consider expressing
4 that it is an ASTM that could be purchased or -

5 MR. REMMERT: We will.

6 MR. CHUBB: - which includes
7 photographs of hay wagons, clients' frustrations,
8 checklists, that type of thing, which may help you
9 out. And I've also asked to review some of the
10 information on hayrides. And I think there's been
11 slight modifications to a couple things before it
12 goes out.

13 Overall, it's nice to be back. Nice
14 to see everybody, and thank you for the opportunity
15 to give public comments.

16 MR. REMMERT: Super. Thank you, Gary.
17 Gary was one of the - start talking about hayrides.
18 I would certainly be willing to take a look at it.
19 One thing I could say earnestly and honestly about
20 this is everybody's willing to help. If they know
21 somebody or if maybe - when it comes to what we do
22 and how we do it and the reason why the system works
23 is because of the people involved in it that this
24 particular model can work and can work well. So if
25 I can go to a group of people and say, hey, I have

1 an idea, what do you think you're going to get
2 positive and negative, you're going to get the goods
3 and the bads of it to make it better? And it
4 doesn't matter whether you're opposing, right, it
5 doesn't matter, because ultimately it's the best and
6 safest to the customer, which is awesome. So take
7 that for my final comments.

8 Is there anybody else that would like
9 to speak before the Board or any last comments
10 before we ask for a motion to adjourn?

11 CHAIR: Gentlemen, ladies, all, thank
12 you very much for your attendance. Do I have a
13 motion to adjourn?

14 MR. DI DOMIZIO: So moved.

15 MR. REMMERT: Second.

16 MR. REMMERT: We are adjourned. Thank
17 you.

18 * * * * *

19 MEETING CONCLUDED AT 2:04 P.M.

20 * * * * *

1 CERTIFICATE

2 I hereby certify that the foregoing proceedings,
3 hearing was held before Chair Strathmeyer, was
4 reported by me on March 10, 2022 and that I, Derek
5 Richmond, read this transcript, and that I attest that
6 this transcript is a true and accurate record of the
7 proceeding.

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9 Date the 13 day of April, 2022

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12 Derek Richmond,

13 Court Reporter
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