

NAFLIC

National Association For Leisure Industry Certification

Standards & Related Documents Committee

TECHNICAL BULLETIN - JULY 2005

284. Miami Trip Accident

In April and May 1996 we issued two Technical Bulletins, nos. 129 and 133, relating to an accident which occurred on a Miami Trip ride, less than a week old, constructed to a design used by Fairmatt / Eurofab / Nottingham UK Ltd. We have recently had reason to believe that these TBs may be open to misinterpretation; they have consequently been withdrawn and this new bulletin is intended to provide a brief summary of what happened and to explain that all the affected rides identified by the Health & Safety Executive have since been modified.

On Friday 8 March 1996, we received a specific "Urgent Notice" from HSE, which is held on file, concerning an accident which occurred on a Miami Trip ride, less than a week old, constructed to a design which their communication suggested was used by 3 manufacturers - Fairmatt, Eurofab and Nottingham UK Ltd. In the serious accident, which occurred on 2 March 1996, the restraint bar opened while the ride was in motion. HSE informed us that investigation had indicated possible faults in the latching mechanism and the associated electrical interlocks. The second page, attached to the "Urgent Notice" was a list of the serial numbers, and the names and addresses, of the controllers of those (12) operating in Great Britain. At that stage, the HSE identified rides bearing serial nos. in the range tr010 - tr030 but they did not definitely know whether any (other than the one which had failed in service), some, or all, of these were implicated. In response to the notification we published TB 129 in April 1996.

We have no record of further communication from HSE on this subject but, by the time of this Committee's meeting on 17 May 1996, we knew from contacts in the industry that a design fault in the interlocking system had been diagnosed by HSE, i.e. it affected all 21 rides in the range of serial numbers, 12 of which were in Great Britain. This knowledge resulted in TB 133. We were also aware that Nottingham UK Ltd had designed a modification to the interlocking system and that they recommended that the modification should be carried out on all of the identified units (i.e. in the range tr010 - tr030).

Unfortunately it was not known until after an accident on 16 December 2002, that there had been 5 other rides of the same, unmodified, design manufactured by FGL FAB Ltd.

It is now believed that all rides having the original, unsatisfactory, design, (affecting some of the production of Miami Trips by Fairmatt, Eurofab, Nottingham UK Ltd and FGL FAB Ltd) have been modified.

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