

Richard J. Coulter & Associates, Inc.

600 East Moss Creek Drive., Bloomington, Indiana 47401

Ray Cammack Shows, Inc.

4950 W. Southern Ave., Laveen, AZ 85339

To: Chris Lopez

From: Rick Achard

Date: 4/18/2009

Re: Hi Miler Lap Bars

I have examined the Hi Miler lap bars, in regards to your request and as a thorough review for the annual inspection process.

The lap bars have a simple mechanical lock with a spring assist and enclosure redundancy. A pin, assisted by a spring, will insert through a hole in a plate attached via weldment to the lap bar assembly. The other side of the pin is inserted through an assembly welded to the cars frame, and has a cover that restricts the travel of the pin. The cover is held in place by weight and gravity. When the lap bar is lowered into place and the pin is inserted through the lap bar plate, the cover drops into place preventing the lap lock pin from moving. The spring also keeps the pin in place, but the cover physically prevents it from moving. (see pictures 1-3)

The design of the lap bar itself is two metal bars, aligned on the inside of the passenger compartment, with a nylon woven strap attached to the top to complete the restraint assembly. There is also a grab bar for the passengers to hold to. (see picture 4)

As with all types of *multiple passenger – single restraint* designs, unless all passengers are the same size, it will be snug for some and loose for others. (see pictures 5 – 6)

An overall summary, the lock is a positive design, meaning it will stay in the position it is placed until it is physically changed by a person. There is no ratchet assembly to allow tightening after it is secured by the attendant/operator. It has one moving part and one spring in the locking mechanism, and has a metal cover to secure the movement of the locking pin.

April 18, 2009

The nylon strap is flexible and pliable enough to accommodate various sized passengers, but will allow movement for comfort. It is because of this design, the material not being rigid, it becomes a passive restraint as opposed to a positive restraint, such as an over the shoulder restraint with limits and restricts passenger movement.

The manufacturer must have felt that the passive design was proper for this ride, as well as the myriad of engineers who have allowed its design to safeguard your guests in all the years of its usage.

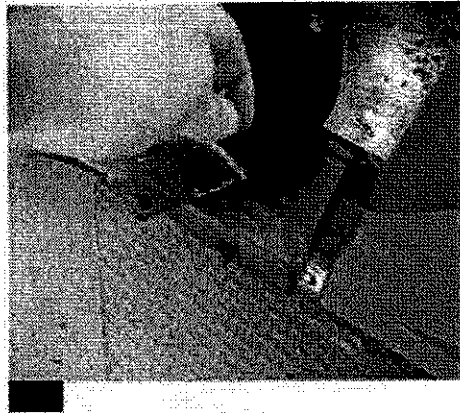
Feel free to contact me if you have any questions.

Sincerely,

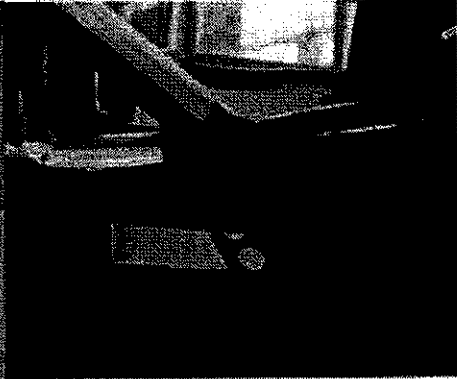


Richard Achard

RJC&A, Inc.
1225 W. Main St, Suite 101-121
Mesa, AZ 85201
602-403-3178



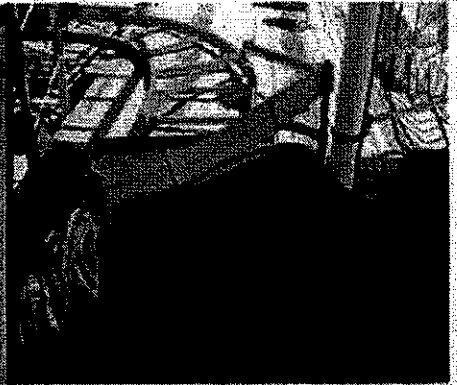
1



2



3



4



5



6



April 6, 2009

Texas Department of Insurance
333 Guadalupe
Austin, Texas 78714-9104

RE: Houston Livestock Show & rodeo
CMRRR 7005-1820-0001-5613-5011
ATTN: Richard Baker
Manager; Loss Control Regulation

Mr. Baker;

This would be a follow up to our phone conversation of March 25, 2009. I have spoken with Barbara Peterson and she at this point is satisfied with my re-inspection of the ride which took place March 21, 2009 which was the date of the incident. At this time we found nothing mechanically wrong with the safety mechanism of the ride. The crew of the Hi Miler roller coaster including the supervisor will be attending a ride orientation and customer service class in Tucson at the Pima County Fair, which is the next location that the Hi Miler will be playing. This fair is where I will do a second inspection of the ride and follow up letter to you with the findings of the safety mechanism. I will also have a rep of Richard J. Coulter and Associates, (the 3rd party inspector) inspect and sign off on my letter. Opening date for the PCF is April 16th, 2009 so you can expect the letter on this date.

I would like to now address the matter where you were told that phone calls to our corporate office were met with less than cooperative spirit and including a phone hang-up by Shelley. RCS as TDI, take all safety issues very seriously. The day that the call was received, the caller who would not identify herself immediately as TDI has always done in the past, wanted to know who the CEO of RCS was and only after being asked twice her name, she then gave her name, but did not identify that she was with the TDI until after being questioned further by Shelley which she finally said Karen Yantis. She was speaking to someone in the background saying, "she wants to know who is calling" and was asked 3 times who she was calling for. She was extremely short and accused Shelley of withholding information from TDI, which Shelley stated she would never do, she was simply trying to get more information in order to forward the call to the proper person at RCS which is the required procedure. Shelley then called the number back that she was given and a recording said the number had been disconnected and when this number was googled, it came back with numerous comments from "telemarketer to "fraud" which was a flag for suspension. Shelley then called Chris Lopez immediately who suggested she call BJ Morris at TDI which she did and left a message for BJ Morris to call her back.

As you are aware Richard, RCS and TDI has a very long standing relationship and I would chalk this up to a big misunderstanding and will not happen again.

Regards,

Chris Lopez
Director of Safety & Guest Relation/ Ray Cammack Shows, Inc.
CL/sll 007-09





Texas Department of Insurance
 Property & Casualty Program – Loss Control Regulation
 333 Guadalupe • P. O. Box 149104, Austin, Texas 78714-9104
 512-322-3435 telephone • 512-305-7425 fax • www.tdi.state.tx.us

April 1, 2009

Mr. Guy Leavitt
 President and CEO
 Ray Cammack Shows, Inc.
 4950 West Southern Avenue
 Laveen, AZ 85339

RE: Houston Livestock Show and Rodeo

CMRRR 7005 1820 0001 5613 5011

Dear Mr. Leavitt:

On Monday, March 23rd, a patron of the Houston Livestock Show and Rodeo reported to the Texas Department of Insurance (TDI) a safety incident, which occurred on Saturday afternoon, March 21st, on the "Hi Miler" roller coaster operated by Ray Cammack Shows (attached copy of e-mail report).

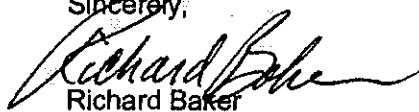
The TDI is responsible for the administration and regulation of the Texas Amusement Ride Safety Inspection and Insurance Act. The ride in question was in compliance with the Act at the time of the alleged incident.

The TDI contacted Mr. Chris Lopez, Manager - Ray Cammack Shows (RCS), on Monday by telephone and apprised him of the patron's phone call to the Department. Mr. Lopez stated that he was aware of the situation and that the ride was "checked out". TDI told Mr. Lopez that he would be sent a copy of the written report when received and that a written response was required. On March 25th, TDI e-mailed a copy of the written complaint to Mr. Lopez. TDI requested a written response to this complaint and a requirement that the "Hi Roller" is re-inspected and the report filed with TDI (attached copy of e-mail). To date, RCS has not responded. TDI's phone calls to your corporate office were met with less than cooperative spirit, including a phone hang-up by Shelly.

TDI takes the report of this safety issue and the actions taken by RSC's ride operator and RCS's staff very seriously. Failure to satisfactorily respond to TDI's request and the requirements of the Act will adversely effect any future RCS operations in Texas.

Thank you for your prompt attention to this issue.

Sincerely,


 Richard Baker
 Manager
 Loss Control Regulation

Enclosures (2)

cc: Kaliff Insurance
 Houston Livestock Show and Rodeo
 Alexis Dick, Deputy Commissioner – Inspections Division

7005 1820 0001 5613 5011

CERTIFIED MAIL RECEIPT		OFFICIAL USE
(Domestic Mail Only; No Insurance Coverage Provided)		
For delivery information visit our website at www.usps.com		
Postage	\$	Postmark Here
Certified Fee		
Return Receipt Fee (Endorsement Required)		
Restricted Delivery Fee (Endorsement Required)		
Total Postage & Fees	\$	
Sent To		
Street, Apt. No. or PO Box No.		
City, State, ZIP+4		
PS Form 3800, June 2002		Buy Revenue for Instr.

B J Morris - Fwd: Please see summary of recent roller coaster incident at the Houston Livestock Show and Rodeo

From: Richard Baker
To: Alexis Dick; B J Morris; Jennifer Frasier
Date: 3/24/2009 8:32 AM
Subject: Fwd: Please see summary of recent roller coaster incident at the Houston Livestock Show and Rodeo
Attachments: Please see summary of recent roller coaster incident at the Houston Livestock Show and Rodeo

FYI - see attached

I have visited with Ms. Peterson by phone (yesterday) and asked that she forward a written account of her experience on this ride. I called Chris Lopez and he was aware of this complaint and stated that the ride was checked out and the lap bar was functioning as designed. I told him that if/when we received a formal written account from this individual - that we would be asking for the company's response.

RB

B J Morris - Roller coaster incident at the Houston Livestock Show and Rodeo

From: Richard Baker
To: internet: [REDACTED] internet:
[REDACTED]
Date: 3/25/2009 1:26 PM
Subject: Roller coaster incident at the Houston Livestock Show and Rodeo
CC: Alexis Dick
Attachments: Please see summary of recent roller coaster incident at the Houston Livestock Show and Rodeo

Chris:

As a follow-up to our phone conversation of March 23rd, please see the attach amusement ride complaint that has been forwarded to the Texas Department of Insurance (TDI). The alleged incident occurred on Saturday, March 21st, at the Houston Livestock Show and Rodeo on the "Hi Miler" roller coaster operated by Ray Cammack Shows (RCS), Inc. The customer states that she was riding with her daughter in the first/front car of this ride. During the ride-cycle the lap bar came unlatched and remained in the upright position for the remainder of the ride-cycle. Thankfully no one was injured. When the ride was stopped, the customer brought this to the attention of the ride operator/attendant. While the patron was still seated in the car, the operator positioned the lap bar in the locked position and with a pull by the operator, the lap bar unlatched. The patron states that this car was loaded with new passengers and the ride continued to operate.

At a minimum, the operator should have taken this specific car out of service (red-tagged) until an inspection was made by a qualified inspector. You stated in our phone conversation that this incident was brought to RCS's attention and the ride was checked out and found to be working as designed.

TDI is requesting a written response to this complaint from RCS. TDI understands that RCS's mobile operation has moved from its Houston location; however, TDI is requiring that RCS complete a re-inspection of the HI Roller's safety restraint system at its next set-up of this ride and file this report with this office.

Thank you for your prompt attention to these requirements.

Richard Baker
Manager, Loss Control Regulation

c: Kaliff Insurance

B J Morris - Roller coaster incident at the Houston Livestock Show and Rodeo

From: Richard Baker
To: Barbara Keller Peterson
Date: 3/25/2009 1:17 PM
Subject: Roller coaster incident at the Houston Livestock Show and Rodeo

Ms. Peterson:

Thank you for contacting the Texas Department of Insurance (TDI) with your amusement ride safety concerns at the Houston Livestock Show and Rodeo (HLSR) and more specifically your experience on a roller coaster ride owned/operated by Ray Cammack Shows (RCS), Inc.

TDI is thankful that there were no injuries as a result of this incident. TDI will notify Chris Lopez, Guest Relations & Safety Services for RCS, to make sure that the ride is re-inspected with special attention to the lap-bar safety restraints. The ride has been identified as the "Hi Miller" roller coaster and it was in compliance with the statutory requirements prior to operation at the HLSR. Texas requires an annual inspection of the ride (completed on October 28, 2008) and a copy of the owner/operator's general liability insurance policy to be filed with TDI prior to operation. Additionally, a log of required daily safety checks is to be maintained on-site with each ride for review of local authorities. Amusement ride rules and requirements may be reviewed on our website at: <http://www.tdi.state.tx.us/commercial/indexamusement.html>

TDI is also concerned, as you are, with the response of the HLSR's volunteers and its security staff. This is the first line of safety for these events. RCS is required to post a sign at the principal entrance to the ride area notifying consumers where to report on-site any unsafe conditions/operations. At their discretion, local law enforcement has the authority to close any unsafe ride operation. TDI will contact the HLSR's CEO and apprise him of this event and the staff's failure to take appropriate action.

Thank you again for reporting this incident to TDI.

Richard Baker
 Manager, Loss Control Regulation

>> "Barbara Keller Peterson" [REDACTED] 3/23/2009 11:11 PM >>>
 Notice to the Texas Department of Insurance:

I had a horrifying experience at the carnival at the Houston Livestock Show and Rodeo at Reliant Park this past weekend, around 2:30pm on Saturday, March 21st in Houston, Texas. The carnival is owned and operated by Ray Cammack Shows. I am bringing this to the attention of this department as I understand it regulates safety at amusement parks, carnivals, etc.

This is what happened this past Saturday (March 21, 2009) at the above location ...

I boarded a roller coaster ride at the carnival with my four year old daughter. I don't know the exact name of the roller coaster but it is fairly high (two or three stories but I'm guessing) and it's bright green. I don't think there are any other bright green roller coasters at this carnival (which is now shut down) but I would be happy to do some research and determine the exact name of the ride if that is needed. It's a roller coaster with a string of five or six cars and each car only holds two people. We sat down in the car and were in the first seat. Shortly

after we left the loading area – the handle that keeps you into the seat popped straight up, in the loading and unloading position – leaving us virtually unattached in the seat. Within seconds of beginning the ride, I knew we were in trouble. With each dip and turn and drop, the car picked up speed and it was harder and harder to hold on. I was screaming, my daughter was crying and all I could do was hang on to her for dear life – literally – and try to stay focused on keeping her inside the car. It happened so quickly and I just tried to stay focused on holding her as tightly as I could with one arm and hanging on to the car with my other arm. I let go of my backpack and stuff was flying out of it but there was nothing in that backpack that mattered to me at that moment. I was screaming for them to stop the ride – hoping that someone in the long line down below would see me and run up to the front. There are very steep dead drops in this ride and when we started to descend without that bar in place (it was still in the straight up position), I was in a standing position hanging on to my daughter and praying that we wouldn't fall out of the car. To this hour, I still don't know how we didn't go out of the front of the car as it was going straight down. As the ride continued and made sharp jerk turns, I then feared I wouldn't be able to hold on to her and she'd go out the side. Luckily, I had been on the ride before so I anticipated the sharp, jerky turns. I can honestly say that I have NEVER, EVER been so scared in my entire life. I really felt like we were going to be thrown from the car and killed. Finally – after what seemed like eternity – the ride ended.

What happens next is still unbelievable to me. I told the RCS employee that was loading and unloading the ride what happened. I told him he needed to stop the ride and figure out with the handle. I sat in the car; I couldn't even get out and wasn't going to get out until I made sure that he understood what I said. I showed him the handle position, as clearly he wouldn't just scoot us out and load someone else if he heard what I just said. He pushed the bar back down; it seemed to lock but then popped right out with very little effort. It obviously wasn't locking and was BROKEN. He asked if my daughter was okay and I just assumed the ride would be stopped.

I somehow managed to get down the stairs and went desperately looking for help. My daughter just wanted to go home but I felt I needed to make sure that someone, somewhere knew what had happened to us.

I first came in touch with Houston Livestock Show and Rodeo volunteers (referred to as HLSR volunteers going forward) who were trying to help but I don't think they really understood how serious this problem was or what I was trying to do. I think they were thinking ... "oh okay, let's give this woman the name of the carnival and get her on the way, etc." All the HLSR volunteers were nice and friendly but I don't think they really understood what had just been through. I was desperately trying to get the ride stopped - IMMEDIATELY - so that some sort of inspection could be done to make sure that no one was hurt. I stopped everyone that had a rodeo badge or a uniform and repeated my story but I wasn't seeing a sense of urgency. And surprisingly, the Houston Police officers on duty were disinterested. I thought surely they would help ... I waved down one policeman passing by on a golf cart and he acted like it was a huge imposition to stop and talk to me and all he did was give me the main # for the Houston Livestock Show and Rodeo and to add insult to injury, he gave me the wrong telephone number.

All this time, I'm carrying my traumatized daughter who weighs 45-50 lbs. I tried to put her down but she couldn't stand up and, after what she went through, I didn't have the heart to make her walk. Every time I turned around, I could see the roller coaster was still running.

I was exhausted, traumatized and needed to try to find the rest of my group who I had lost in this nightmare of a day at the carnival. I gave up on the police, the volunteers, etc. and decided to head towards our car. On my way out, I saw in the distance a guy with a bright orange vest that said "safety". He was talking to someone and I interrupted them and quickly told him what happened. I don't know who he was or who he was with - I think he was HLSR volunteer - but he was TRULY concerned. He said he would look into it right away and he took off immediately.

Worn out, we headed to the car. I put my daughter in her car seat and she fell asleep immediately. She's still talking about this horrifying experience - it's a ride she won't forget anytime soon.

After we got home and got her settled and calm, I called the carnival office and asked to speak to a supervisor in charge of safety and I was told he was in a meeting and he would call me back. Chris Lopez from RCS returned my call on Sunday evening (March 22nd) but my cell phone was off. He left a message on my voicemail saying something to the effect that he thinks he knows what happened on the ride and to call him and he would let me know the results of their investigation. I returned his call first thing this morning, Monday, March 23rd. He answered the phone but said he couldn't talk. I hope to hear from him tomorrow and I will continue to try to reach him.

I'm thrilled to be alive to talk about this and so very thankful that this horrendous experience had a safe ending. I would just like to do whatever I can to make sure that this never happens again. What if two young children were sitting in that car, instead of an adult?

I wanted to file an official complaint as I feel that this never should have happened and - when it did happen - the ride should have been shut down immediately. If you have any questions regarding this harrowing experience, please feel free to contact me. I can be reached at [redacted]

Barbara Peterson

Barbara Keller Peterson

Houston, Texas

[redacted]
[redacted]