

NAFLIC

National Association For Leisure Industry Certification

Standards & Related Documents Committee

TECHNICAL BULLETIN - MARCH 2002

223. Adelaide “Sizzler” and Anthony Harris PWS

In December 2000, at a fair in Adelaide, Australia, a Sizzler amusement ride collapsed, injuring a 30-year-old woman and an 8-year-old boy. We do not know whether the ride was a Sizzler Twist or some unrelated type. Witnesses say they saw an arm of the ride disengage while operating at full speed. The woman was thrown from her seat and was hospitalised with chest injuries. The boy was also hospitalised in stable condition. Six other people received minor injuries.

At the time of the accident the authorities were said to believe that it probably resulted from a fatigue failure.

Then in January 2001 we were informed by Mr Anthony Harris, of Pat Collins Fun Fair, that serious corrosion had been found in the car frames of their 12 year old P.W.S. Sizzler Twist Mark III. **The damage was not visible without removal of the fibreglass cladding.** (A previous example of corrosion in an inaccessible passenger unit structural framework was reported in Technical Bulletin 126).

There was at least one frame which had experienced cross-sectional distortion from the freezing of trapped water. (This issue was previously discussed in TB 170). Perhaps the most serious location was at the bottom front corner of one car frame, where part of the inside face of the welded connection had rusted right through the metal thickness. This region is a stress-bearing area affected by the footwell bracing forces - so the possibility of loss of the footwell and restraint during an in-service failure cannot be ignored.

We are grateful to Mr Harris for the information, which helps to emphasise the need for periodic removal of any cladding which hides safety-critical structural components. The Super Trooper accident (see TB 210) in May 2000 was an example where this might have saved a double fatality.

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