



Venture
Ride Mfg., Inc.

JERRY L. BARBER, President

July 11, 1983

TO ALL OWNERS OF MANUAL CRANK-UP LIGHT TOWERS:

Your crank-up style tower has stops bolted at the top of the intermediate tower sections to prevent the sections from closing up completely.

Extensive over-the-road travel may cause the bolts to shear off, allowing the pulley brackets to overlap and pinch the steel cable or possibly cut it.

We recommend that you weld these stops in place to prevent this problem.

If you need new stops, please contact our office.

Sincerely,

Jerry L. Barber
President

JLB/md



Venture Ride Mfg., Inc.

JERRY L. BARBER, President
WAYNE P. COMSTOCK, Vice-Pres

July 14, 1987

Carl Kimble, Chief Inspector
Illinois Dept. of Labor
One West Old State Capitol Plaza
Room 300
Springfield, IL 62701

Dear Carl:

Thank you for your June 29 letter. As you know, we can't require the 10-year overhaul as, once a ride leaves our factory, we no longer legally have any control over the equipment.

We are putting the 10-year overhaul statement in all our manuals with the hope that inspectors will require this program or a program which will accomplish like results.

We have just completed re-doing all manuals on rides shipped for the last 15 years and have sent them to all ride owners. This was a time-consuming task.

We are now in the process of putting together for the 10-year overhaul a list of things that must be updated and of things that must be checked, repaired or replaced. The purpose of the list will be:

1. Should we perform reconditioning, it will advise the owner of the work he can expect to be performed on his ride.
2. Should others perform the work, it will be a guide for them to go by.
3. For inspectors, it will be a guide to use to make sure that the work has been properly performed.

Basically, the list will include the following:

1. Non-destructive testing of critical components.
2. The addition of all safety equipment that has evolved over the years, that is missing, or is worn.

Carl Kimble
July 14, 1987
Page Two

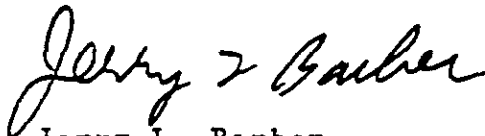
3. Inspection, and possibly replacement, of those items that from past sales have shown to wear.

4. We will also address every accident we know of which has occurred on a ride, and, whenever possible, make changes which would prevent a repeat of that incident.

We will be sending 10-year reconditioning guides first to owners and then to inspectors as our engineering department completes them.

If I can be of any additional help to you, please don't hesitate to give me a call.

Sincerely,



Jerry L. Barber
President

JLB/mc



Venture
Ride Mfg., Inc.

December 15, 1989

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FEB 23 1990

DEPARTMENT OF LABOR
CARNIVAL & AMUSEMENT
INSPECTION DIVISION

Lowell Parrish
Chief, Bureau of Fairs and Expositions
Room 1003, The Capitol
Tallahassee, FL 32399

Dear Mr. Parrish:

Venture Ride Manufacturing, Inc., at the time of design, determines through calculations and selective loading the appropriateness of a product for use in the public sector.

At this time there are no products in use which Venture feels require additional N.D.T. beyond which is stated in its owner's manuals referenced to ASTM F24 Standards on Amusement Rides and Devices. Specifically these are: F846-86 Testing Performance of Amusement Rides and Devices, F853-86 Maintenance Procedures for Amusement Rides and Devices and F893-87 Inspection of Amusement Rides and Devices.

In response to 89-111 Laws of Florida, Venture has retained an independent engineering firm to review all of our rides and report any exception they may have to our present manuals and bulletins. The results of their review will be available for your inspection, if necessary, after March 1, 1990.

Sincerely,

Wayne P. Comstock
President

WPC/dgc



ILLINOIS DEPARTMENT OF LABOR

Gwen R. Martin
Director

February 15, 1990

Mr. Wayne Comstock
Venture Ride Manufacturing, Inc.
Route 8, Box 111-C, Highway 14
Greer, South Carolina 29651

Dear Wayne:

As we approach the start of a new season in Illinois, there is one matter that needs to be addressed. This matter was first conveyed to Venture in my letter of June 29, 1987.

To date, we have not received any definitive information. Nor have we received any reconditioning guides that Mr. Barber described in his letter of July 14, 1987.

Illinois requires that: "Operators shall provide the Department with a certificate of nondestructive testing for each part which the manufacturer recommends testing or the Board requires to be tested". We will initiate enforcement as soon as Venture identifies the "critical components". We require the following in order to start enforcement:

1. A list of the "critical components".
2. The serial numbers or other identification method to identify those rides which are over ten years old.
3. Details on the type of nondestructive test require and a sketch of the part(s) identifying the critical areas and also to aid in calibrating ultrasonic machines.

Your prompt attention to this matter will be appreciated. I would hate to see the third anniversary of my original request pass without this matter be resolved.

Sincerely,

A handwritten signature in cursive script that reads "Carl Kimble".

Carl Kimble, P.E.
Chief Inspector
Carnival & Amusement Ride Inspection
Telephone: 217-782-9347

CK:rh
Enclosure



Venture
Ride Mfg., Inc.

March 20, 1990

Carl Kimble, P. E.
Chief Inspector
Div. of Carnival & Amusement Ride Inspection
ILLINOIS DEPARTMENT OF LABOR
One West Old State Capitol Plaza, Room 300
Springfield, IL 62701

Dear Mr. Kimble:

Per Wayne Comstock's Feb. 21, 1990, letter to you, attached is a listing of Venture equipment by serial number and the date of manufacture. Also noted are those rides which have been factory-reconditioned and/or passed a 10-year inspection, with date of reconditioning or inspection included.

Please give us a call if we can be of further help to you.

Regards,

Marcy Collins

Marcy Collins
Marketing Asst.

Encl.

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MAR 27 1990.

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SCAT

1001	1972	
1002	1972	
1003	1972	
1004	1972	
1005	1972	
1006	1972	
1007	1973	
1008	1972	
1009	1974	
1010	1974	
1011	1974	
1012	1973	
1013	1973	
1014	1973	
1015	1972	
1016	1973	
1017	1973	
1018	1973	
1019	1973	- ride inspected & passed 10-year inspection 4/89
1020	1973	
1021	1973	
1022	1973	- ride inspected & passed 10-year inspection 5/89
1023	1973	
1024	1974	
1025	1974	
1026	1974	
1027	1974	
1028	1975	
1029	1975	
1030	1975	
1031	1975	
1032	1976	
1033	1976	
1034	1977	- ride inspected & passed 10-year inspection 1/89
1035	1977	
1036	1978	
1037	1978	
1038	1983	
1039	1985	
1040	1985	

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MARCH, 1990

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COBRA

2001	1973
2001	1974
2003	1974
2004	1974 - reconditioned in 1985
2005	1974
2006	1974
2007	1974
2008	1974
2009	1974
2010	1974 - ride inspected & passed 10-year inspection 4/89
2011	1974
2012	1974
2013	1974
2014	1974
2015	1974
2016	1974
2017	1974
2018	1974
2019	1975
2020	1975
2021	1975
2022	1975
2023	1975
2024	1975
2025	1975
2026	1975
2027	1976
2028	1976
2029	1976 - reconditioned in 1984
2030	1976
2031	1976
2032	1976
2033	1976
2034	1976
2035	1976
2036	1976 - reconditioned in 1984
2037	1977
2038	1977
2039	1977
2040	1978
2141	1984
2042	1986

BRONCO

2101	1981
2102	1981

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TURNTIKE

3001	1975	- reconditioned in 1986
3002	1975	- reconditioned in 1985
3003	1975	
3004	1975	
3005	1975	
3006	1975	
3007	1975	
3008	1975	
3009	1975	
3010	1975	
3011	1976	
3012	1976	
3013	1977	

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RACEWAY

7001	1976	
7002	1976	
7003	1976	
7004	1976	
7005	1977	
7006	1977	
7007	1977	
7008	1977	
7009	1977	
7010	1977	
7011	1977	- reconditioned in 1989
7012	1977	
7013	1977	
7014	1977	
7015	1978	
7016	1978	
7017	1978	
7019	1978	
7020	1979	
7021	1979	
7022	1979	
7023	1980	
7024	1980	

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JUNIOR SPACE TOWER

10001 1978
10002-S 1978
10003-D 1979
10004-D 1980
10005-D 1980
10006-D 1981

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