



WISDOM INDUSTRIES, INC.



REQUIRED INSPECTION NOTICE

DATE: JULY 31, 1998
RIDE: DRAGON WAGON
SUBJECT: ROD END COUPLER THREADS
REQUIRED COMPLIANCE: MANDATORY
COMPLETION DATE: IMMEDIATELY

One coaster has experienced wear on the threads on the rod end connecting the cars together. The wear is caused by the lock nut loosening and allowing the rod end to work back and forth in the coupler mount. To prevent the possibility of the rod end pulling out of the mount, check the threads in all rod end couplers for wear and replace any that are worn.

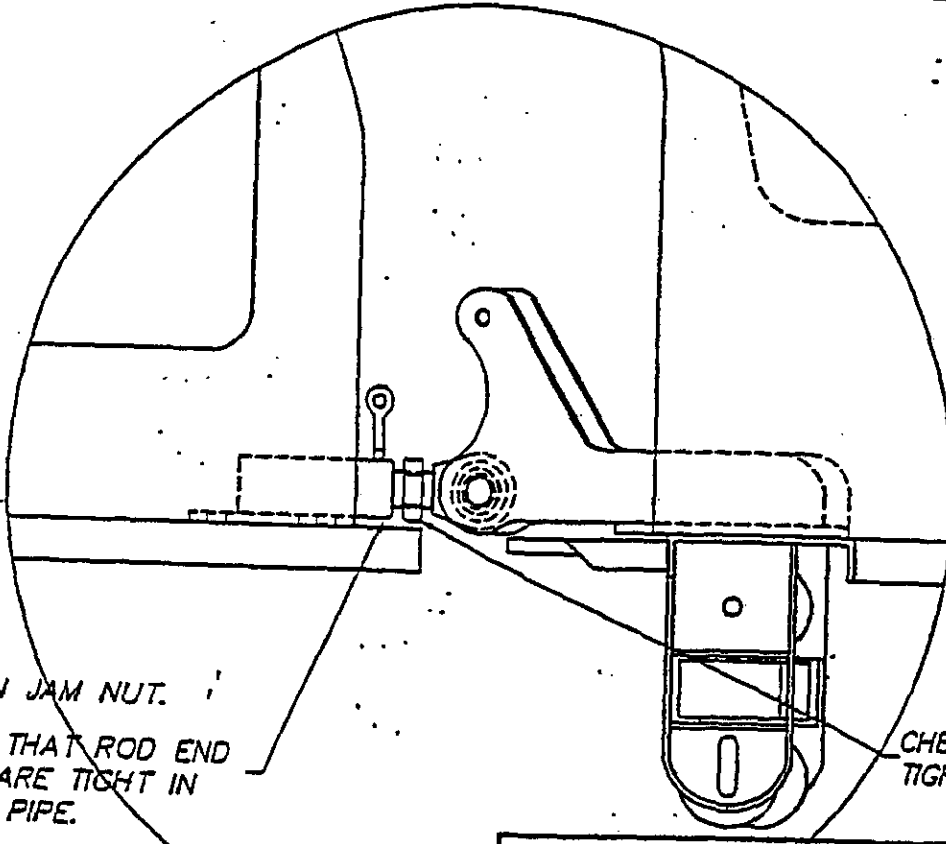
TO INSPECT FOR THREAD WEAR

1. Loosen jam nut on rod end.
2. Raise and lower the front of the car that the rod end is attached to.
3. Look for looseness or movement of the thread end inside the coupling mount as the front of the car is raised and lowered.
4. If no looseness is observed retighten the rod end.
5. If the threads are loose remove the rod end and replace.
6. Retighten the rod end.

REPLACING THE ROD END


1. Block up front of car.
2. Remove 1 inch connecting bolt.
3. Disconnect safety chain.
4. Push car ahead to allow access to rod end.
5. Loosen lock nut.
6. Unscrew rod end from coupler.
7. Screw lock nut from original rod end onto new rod end.

8. Check for looseness in the coupler by moving the rod end up and down.
9. If it is still loose the coupler may need to be replaced.
10. Tighten lock nut.
11. Reconnect cars together with 1 inch bolt and lock nut.
12. Connect safety chain.
13. Check that the lock nut is tight.
14. Remove blocks and check track for objects that will stop the train.
15. Test run ride.
16. Check that the jam nut is tight daily.



1. LOOSEN JAM NUT.
2. CHECK THAT ROD END THREADS ARE TIGHT IN MOUNTING PIPE.
3. TIGHTEN JAM NUT.

CHECK JAM NUT FOR TIGHTNESS DAILY.

 WISDOM INDUSTRIES Merino, CO 80741		
SCALE: NTS	APPROVED BY:	DRAWN BY: JLC
DATE: 7-19-96		REVISED:
DESCRIPTION CAR HITCH		
EQUIPMENT: COASTERS		DRAWING NUMBER DWG #



WISDOM INDUSTRIES, INC.



REQUIRED INSPECTION NOTICE

DATE: JULY 31, 1998
RIDE: DRAGON WAGON
SUBJECT: ROD END COUPLER GREASE ZERK HOLES
COMPLIANCE: MANDATORY
COMPLETION DATE: IMMEDIATELY

One coaster has has one rod end crack at the grease zerk hole. Inspect the rod end, between the cars for cracking in the grease zerk area.

TO INSPECT FOR CRACKS.

1. Thoroughly clean the area around the grease zerk.
2. Inspect the area around the ground zerk for cracks.
3. If there is a question about cracking use a dye penetrant kit to check for cracks.
4. If no cracks are found include a check of the grease zerk area in the daily inspection of the ride.
5. If the rod end is cracked replace the rod end.

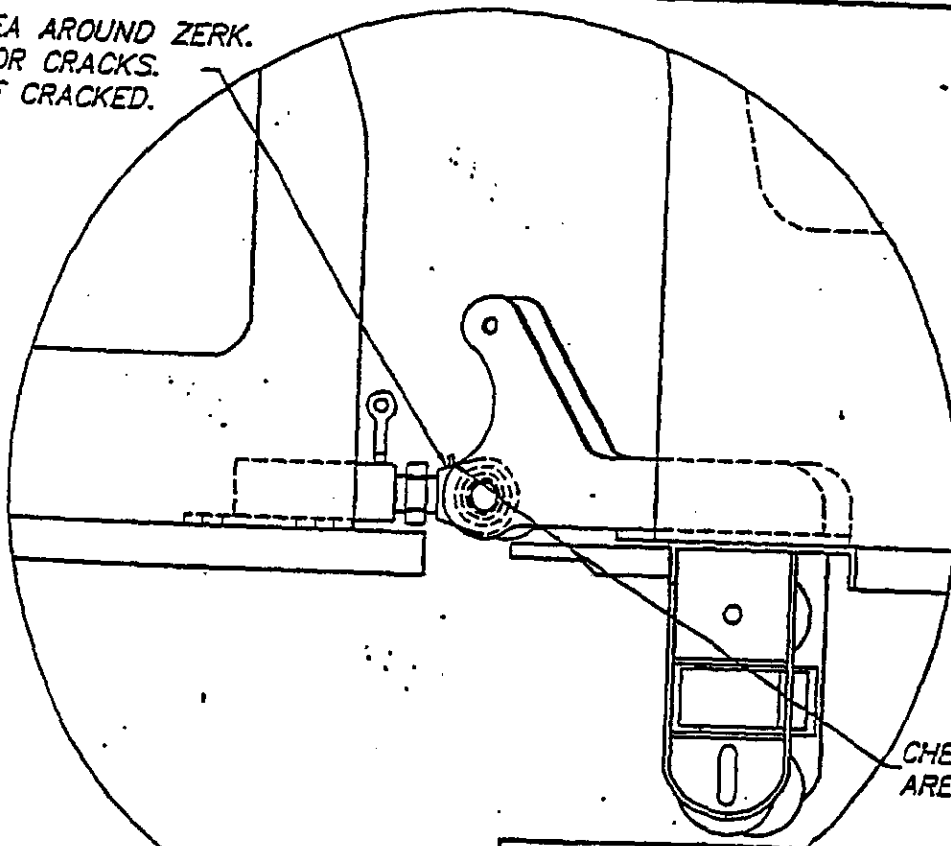
REPLACING THE ROD END

1. Block up front of car that the rod end is going to be replaced on.
2. Remove 1 inch connecting bolt.
3. Disconnect safety chain.
4. Push car ahead to allow access to rod end.
5. Loosen lock nut.
6. Unscrew rod end from coupler.
7. Screw lock nut from original rod end onto new rod end.
8. Screw in new rod end.


NOTE: The threads must be screwed in at lease 1 to 1.25 inches into the coupler.

9. Screw new rod end into coupler.
10. Tighten lock nut.
11. Reconnect cars together with 1 inch bolt and lock nut.
12. Connect safety chain.
13. Check that the lock nut is tight.
14. Remove blocks and check track for objects that will stop the train.
15. Test run ride.
16. Check that the jam nut is tight daily.

CLEAN AREA AROUND ZERK.
INSPECT FOR CRACKS.
REPLACE IF CRACKED.



CHECK GREASE ZERK
AREA FOR CRACKS.

 WISDOM INDUSTRIES Merino, CO 80741		
SCALE: NTS	APPROVED BY:	DRAWN BY: JLC
DATE: 7-19-96		REVISED:
DESCRIPTION CAR HITCH		
EQUIPMENT: COASTERS		DRAWING NUMBER DWG #

MEMORANDUM

TO: All Inspectors

FROM: Mike Rinehart, O&MCI

SUBJECT: Wisdom's Dragon Wagon/Go Gator/Scooper Jet/Clatterpillar/Minor Mike

*Scarf out
Nov. 99*



As I have discussed with several of you, we had a wheel assembly fail on Crown Amusement's Dragon Wagon (made by Wisdom) on 10/29/99. Several kids had their heads jerked, no one was immediately transported to the hospital but some parents indicated they would take their child just to be sure.

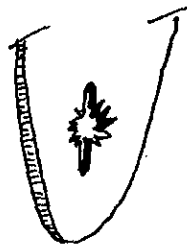
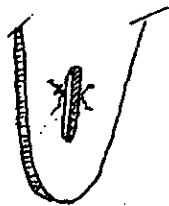
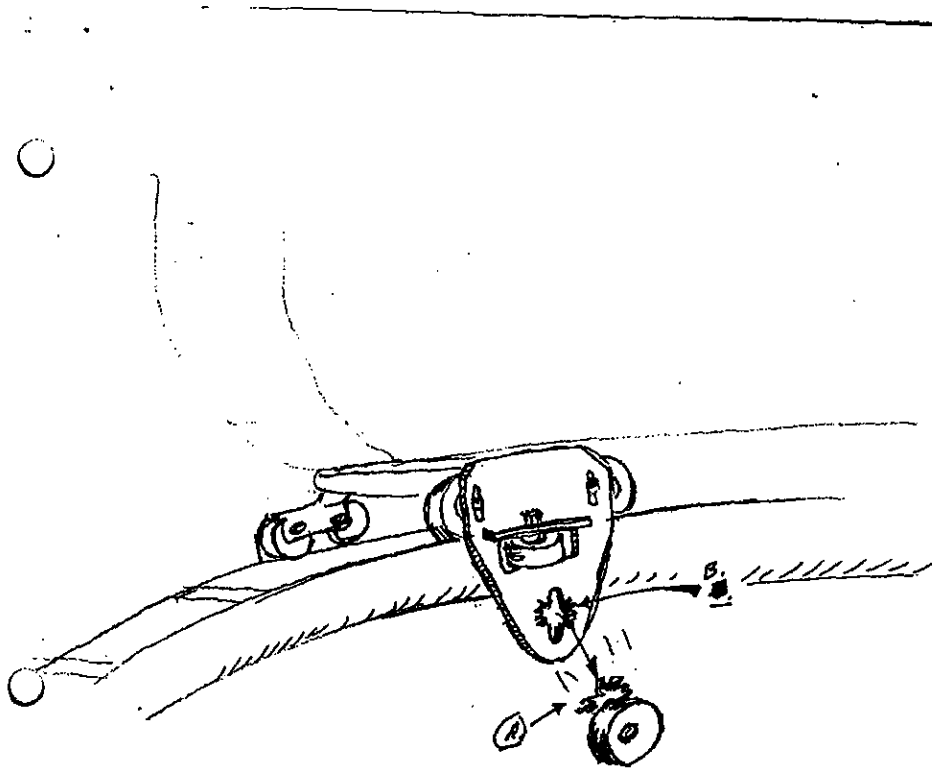
Carlos Corvo inspected Crown's Dragon Wagon and found the bottom wheel had broken loose, and came completely through the adjustment slot, due to metal fatigue/incorrect bolt size/incorrect nut/incorrect washer or combination of all four. (See diagram)

Removing the bottom wheels from the remaining tubs Carlos found seven out of the remaining eight had "v" shaped cracks (see diagram) emanating from the adjustment slot, and one of the seven was almost ready to fail.

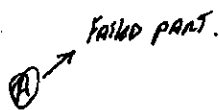
Returning home from Crown Carlos stopped and looked at Gargano's Dragon Wagon. He found one out of seven of the wheels cracked.

Until we hear further from Wisdom we will require the operators remove the bottom wheel, clean the area of grease and dirt, so that we can more closely visually inspect for cracks. There is an oversized washer that, we believe, is to be used on this wheel. If an undersized nut/bolt or washer is used it may exacerbate the situation.

Please let me know if you find any severely damaged or cracked areas so I can relay this information to Wisdom.



NOT TO SCALE





Florida Department of Agriculture & Consumer Services
BOB CRAWFORD, Commissioner
 The Capitol • Tallahassee, FL 32399-0800

Please Respond To:
 Division of Standards,
 Bureau of Fair Ride Inspection
 3125 Center Boulevard
 Tallahassee, FL 32399-1650
 1-850-488-9790
 Fax # (850) 488-9023

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TO: Victor Wisdom
 Wisdom Ind. Ltd.
DATE: November 1, 1999

PHONE: 907-522-7515
FAX: 907-522-2902

FROM: Michael W. Rinehart,
 Ph. (850) 922-2330 FAX (850) 488-9023 *MWR*

RE: Dragon Wagons/Go Gators/Scooper Jet/Clatterpillar/Minor Mike
NUMBER OF PAGES (including this cover sheet) **02**

COMMENTS

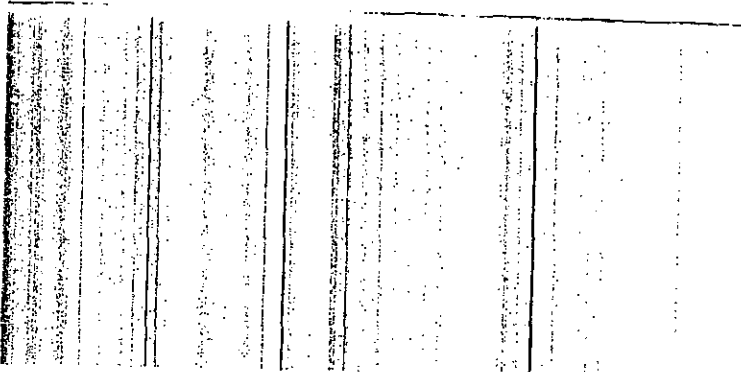
Mr. Wisdom, this weekend Crown Amusements' Dragon Wagon had the wheel assembly come off of the wheel carrier ear/flange because of metal failure in the area of the adjustment slot. (See drawing A). Our inspector was unable to determine the exact cause, whether it was metal fatigue, incorrect bolt used, improper torque, or what exactly caused this. We need your advice on what tolerances should/should not be. Can this area be welded to fix the problem?

Removing the bottom wheels from the other tubs on Crown's ride we found 7 out of nine tubs had cracks in the same location (See drawing area B.) One of them was barely hanging on.

Returning from Crown to his home our inspector stopped and checked Gargano's Dragon Wagon and found one flange/ear cracked out of seven.

We requiring operators to remove the wheels to inspect these ears.

Your advice and recommendations please. We are considering closing down all Dragon Wagon type rides until they can be inspected. Thanks.



Subject: Wisdom "Dragon Wagons" BFI Bulletin 99-^B~~101~~ *(email 1/2/99 to Wisconsin)*
Date: Fri, 03 Dec 1999 12:47:32 -0500
From: Michael Rinehart <rinehart@doacs.state.fl.us>
To: Ron Brooks, Randy Fleck,
Jerry Callahan Cliff Groscurth, Brad Mosher, Larry Cook, Allan Harrison,
Timothy Simpson, Carlos Corvo, Moe Hayes, Gary Fisher, Hunter Lyles, Jerry Winters,
Charlie Stegall Rotmes, Isadore"

As a couple of you are already aware, there have been additional cracks found on the lower wheel assembly on a couple of Wisdom's Dragon Wagons. Prior to this memo we were leaving it to your discretion to have the wheels pulled and visually inspect the inside and outside of the ear holding the bottom wheels. Because the recent cracks were found (at least in one instance) on a Dragon Wagon that had had the wheels pulled the week before we now require the wheels be pulled and the ears inspected at each set up. We recommend you advise the owner/operator upon arrival at the site that you will require the wheels to be pulled so that at least the ears can be inspected in a timely manner and then allow the owner/operator to reassemble the ride for the final inspection process. I am requesting Wisdom to advise us of any "fix" they plan. If you have any questions regarding this matter please don't hesitate to give me a call. A hard copy of this bulletin is being sent today for your acknowledgment.
Thanks, Mike.

P.S. (Not on original email) Attached you will find a copy of my original, undated, memo sent to each of you in November and a copy of my memo to Wisdom, which has still not been responded to.

04/11/2005 09:13 9705222902

WISDOM IND

PAGE 02/05

*Attn Rich Gallagan*

April 11, 2005

Alex Vicelli
21st Century Shows
86 Maple Street
Rutherford, NJ. 07070

RE: DRAGON WAGON (SMALL CARS)

Dear Mr. Vicelli:

Small coaster wheel brackets used on the Go Gator, Clatterpillar, Small Dragon, and Miner Mike are covered under Service Bulletin dated Feb. 10, 2000. This bulletin states bottom wheels must be removed monthly and slotted adjustment holes inspected. If doubler plates are added to lower slots, the inspection is annual.

Service Bulletin dated Feb. 25, 2004 is for Adult coasters with 2 wheels above track, 2 wheels beside track and on a wheel below. This one requires an NDT which is the only Bulletin on Adult Coasters at this time.

If you have any questions, or require further information, please contact us.

Sincerely,

Charley Stahley
Wisdom Industries, Ltd.