

NAFLIC

National Association For Leisure Industry Certification

Standards & Related Documents Committee

TECHNICAL BULLETIN - JUNE 2000

204. Crazy Frog Accident

An accident occurred earlier this season at Whittam in Essex involving a “Crazy Frog” ride manufactured by the Spanish company Safeco. This is a device looking like a cross between the original type of Octopus ride and Jets and there are a number of them in Great Britain. There are 14 arms, each carrying a 3 seater car. In the accident, we understand that a girl was ejected from one of the cars.

The primary restraint has a release handle within reach of the passengers. Normally, release of the latch is blocked by a secondary interlock, which on some models is pneumatically operated and on others it is magnetic. We believe that, on both types, the secondary devices fail to danger when power is lost.

In general, loss of power occurs with a significant probability, and we are reminded that incorrect choice of mode of failure (i.e. whether it should be positive or negative mode - fail on or fail off) has been responsible for a variety of accidents over the years. In this respect we are reminded of the Far Fabbri Top Spin accident in 1994 (see TB 100).

We specifically reported on locks and interlocks in TB 095, TB 155, and TB 167.

Committee Members :- Dr Garry Fawcett (Chairman), Mr Richard Barnes, Mr Bob Nicholls, Mr Robert Casey,
Mr Peter Smith, Mr Richard Cousins and Mr Ian Grant

© June 2000

2A GROVE PARADE, BUXTON, DERBYSHIRE. SK17 6AJ
TEL: (01298) 22384 FAX: (01298) 70784