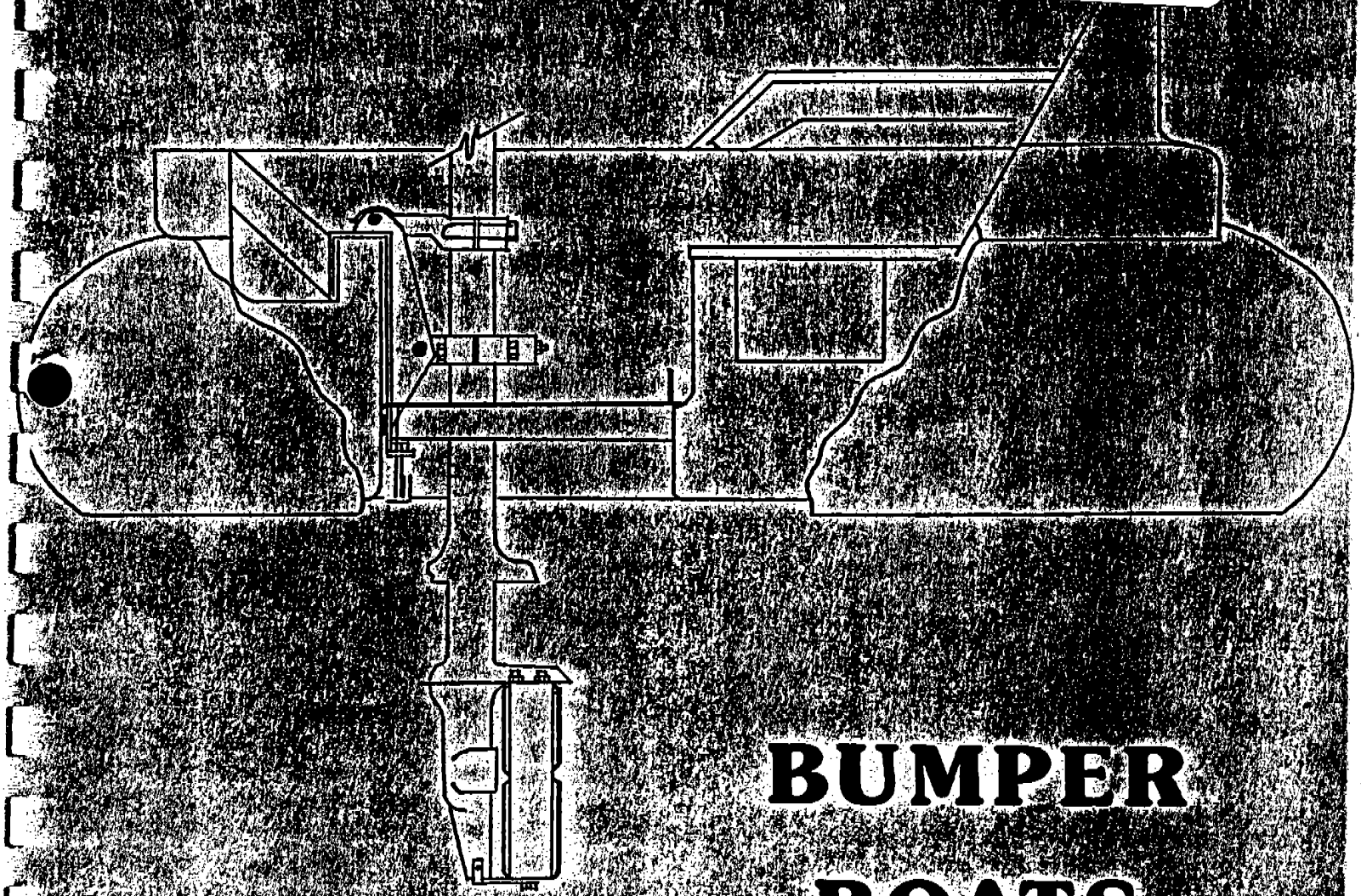
FKL KARTWORLD

MAINTENANCE MANUAL

MFG: FKL KARTWORLD
NAME: BUMPER BOATS
TYPE: NON-KIDDIE



BUMPER BOATS

INSTRUCTIONS

1) IMPORTANT - READ THE HONDA OWNERS MANUAL SUPPLIED, BEFORE YOU OPERATE YOUR BUMPER BOATS.

2) TUBE - THE TUBE SHOULD BE INFLATED TO A MAXIMUM OF 3 P.S.I.

3) TURN FUEL VALVE LEVER TO OFF POSITION AND CLOSE FUEL CAP AIR VENT KNOB (FIG. 1:1) WHEN ENGINE NOT IN USE.

4) ENSURE WATER FLOWS FROM WATER HOLE. (FIG. 1:1) IF THERE IS NO WATER FLOW, STOP ENGINE IMMEDIATELY. CHECK FOR OBSTRUCTION IN WATER OUTLET.

5) WHEN DRAINING OIL OR FILLING OIL, IT IS DONE IN THE SAME PLACE (FIG. 1:1), TO DRAIN, SIMPLY TILT MOTOR UNTIL OIL DRAINS COMPLETELY. THEN REPLACE OIL (10W40 IS RECOMMENDED) WHILE MOTOR IS UPRIGHT POSITION. DO NOT OVERFILL!

6) NEVER REFUEL MOTOR WITH CUSTOMER IN BOAT.

7) ENGINE MUST BE SHUT OFF DURING REFUELING.

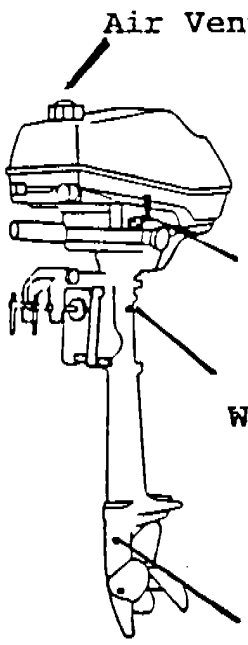


FIG. 1:1

REGULAR MAINTENANCE

1) CHANGE OIL EVERY TWO (2) WEEKS DURING PEEK SEASON. THIS WILL SAVE MONEY AND DOWN TIME BECAUSE OF PREMATURE WEAR ON MOTOR.

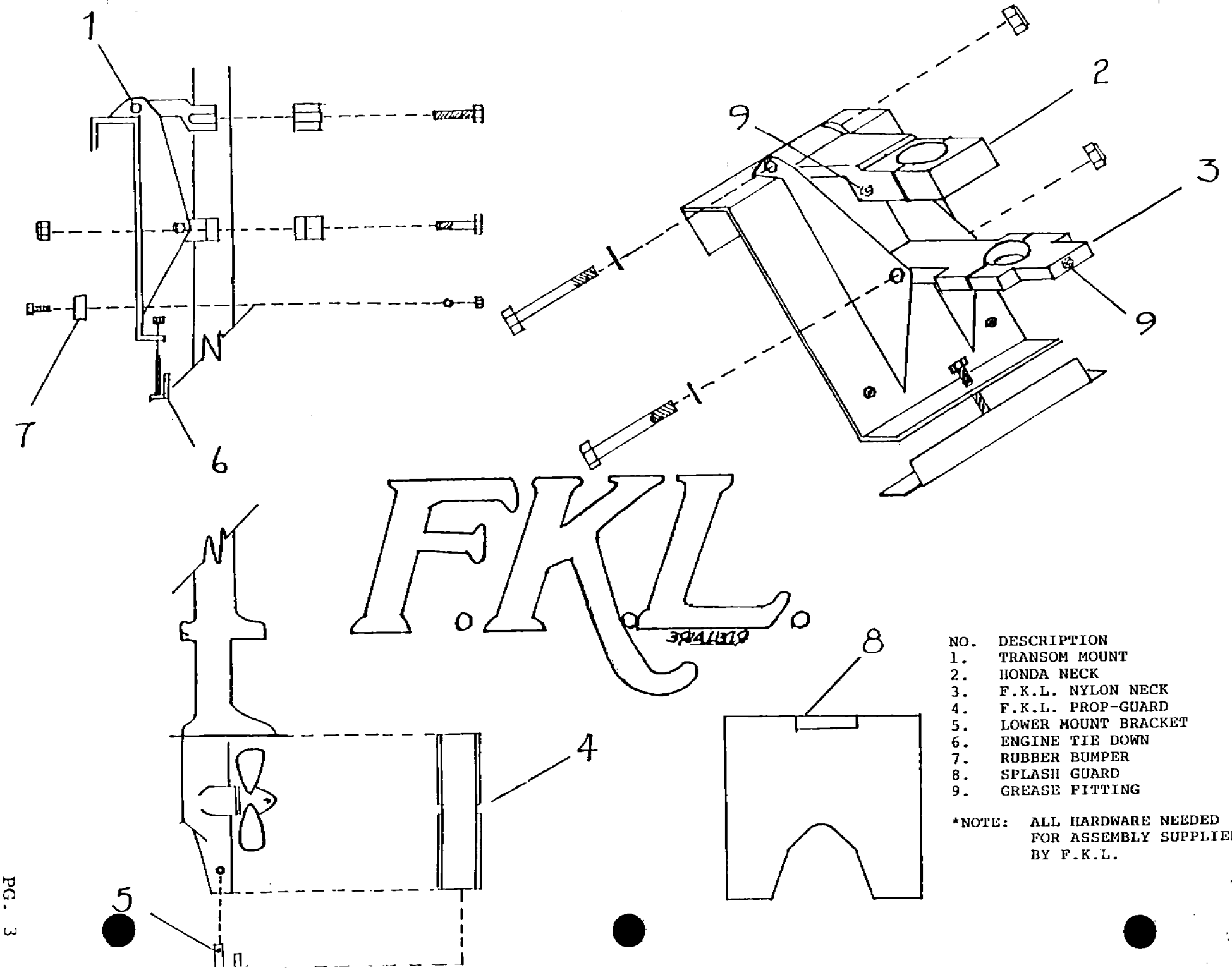
2) CHECK GEAR OIL LEVEL EVERY TWO (2) WEEKS. (FIG. 1:1, PAGE ONE)

3) GREASE ALL FITTINGS DAILY, SAVES ON WEAR ON SHAFT.

4) CHECK ALL HARDWARE AS SHOWN ON NEXT PAGE (IE: MOTOR MOUNT, TIE DOWN, PROP-GUARD, STEERING HANDLE, ETC.)

5) TO MAINTAIN LIKE NEW APPEARANCE, USE A GENERAL PURPOSE CLEANER FOR HULL AND TUBE *NON-ABRASIVE.

6) CHECK PERIODICALLY SWIVEL CASE LINERS TO ENSURE YOUR SHAFT IS NOT BEING WORN.



NO.	DESCRIPTION
1.	TRANSOM MOUNT
2.	HONDA NECK
3.	F.K.L. NYLON NECK
4.	F.K.L. PROP-GUARD
5.	LOWER MOUNT BRACKET
6.	ENGINE TIE DOWN
7.	RUBBER BUMPER
8.	SPLASH GUARD
9.	GREASE FITTING

*NOTE: ALL HARDWARE NEEDED FOR ASSEMBLY SUPPLIED BY F.K.L.

Shop Talk

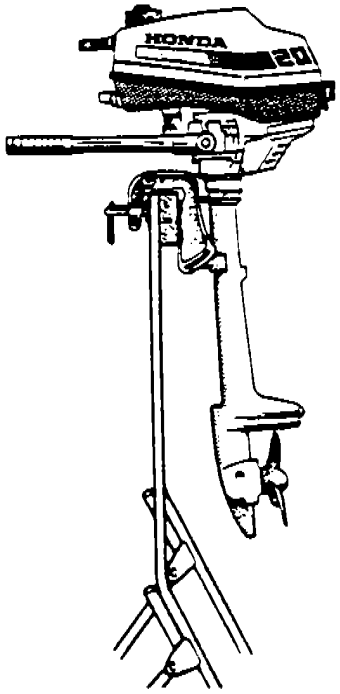
HONDA Power Equipment

BF20F - DON't RUN DRY AT PDI, OR PUMP WILL FRY

The fact that the BF20F's engine is air cooled has tempted more than one person to start one of these outboards on dry land. **This is a big mistake.**

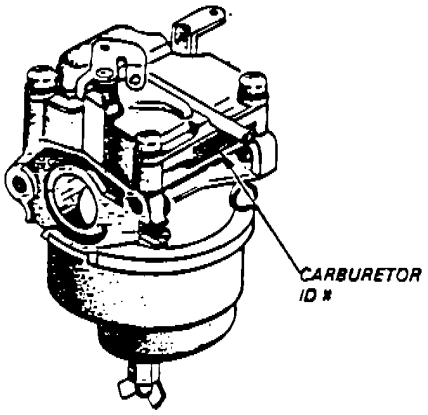
The exhaust system on this motor is water-cooled, and the pump that delivers the water is made of plastic for corrosion resistance. **Dry-running the engine for even a short time will damage the pump. Longer running times may warp the swivel case and friction block.**

Don't take chances. Be sure the anti-cavitation plate is always at lease 4" under water before starting a BF20F. Refer to Service Letter #038 issued August 1986 for more details.



Don't even think about dry-running a BF20F!

BF20F CARBURETORS



Ordering BF20F carburetors or carburetor parts can be confusing.

Back in 1985, Honda's engineers decided to coax a little more performance out of the BF20F outboard motor. They redesigned the cylinder head and increased the carburetor bore by 2mm. These changes improved engine breathing.

Because of cylinder head changes, the larger carburetors don't fit on early motors, and vice versa. You have to know the engine serial number when ordering a carburetor and certain carburetor parts for a BF20F. The information below should help.

° **BF20F Serial No. 1000001-1009662**

Description	P/No.	Carb. ID #
Carb. Assy.	16100-ZV0-045	BF09A A

° **BF20F Serial No. 1009663 - present**

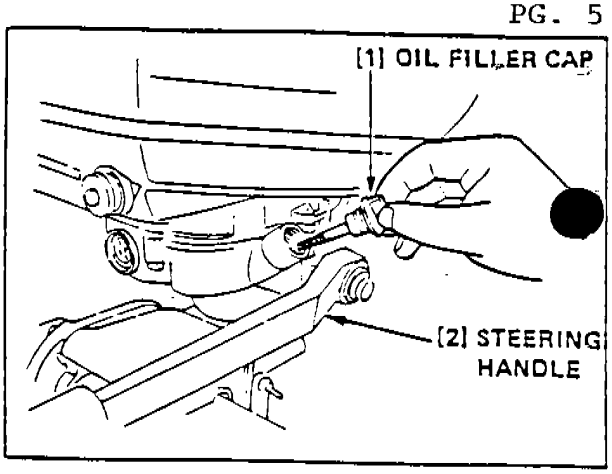
Description	P/No.	Carb. ID #
Carb. Assy.	16100-ZV0-055	BF22A C

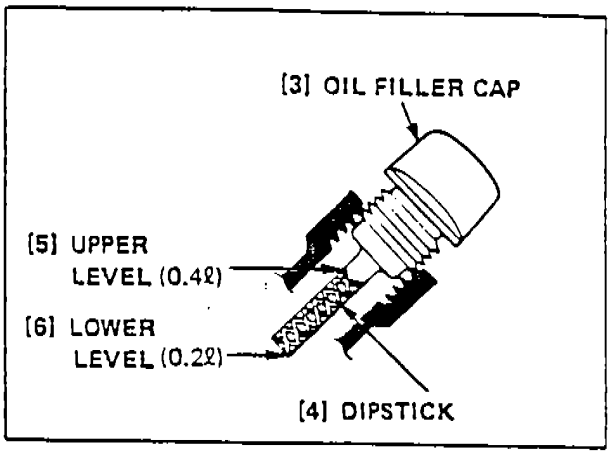
ENGINE OIL

Drain the oil while the engine is still warm to assure rapid and complete draining.

1. Turn the fuel valve lever OFF and close the fuel cap vent knob.
2. Remove the oil filler cap and turn the motor on its side to drain the oil.
3. Stand the engine in an upright position and fill the crankcase with the recommended oil. Check the oil level with the dipstick resting on the filler opening (do not screw in). Fill to the upper level mark on the on the dipstick

Engine oil capacity	0.4ℓ (0.42 US qt, 0.35 Imp qt)
Recommended oil	SAE10W-40





GEAR OIL

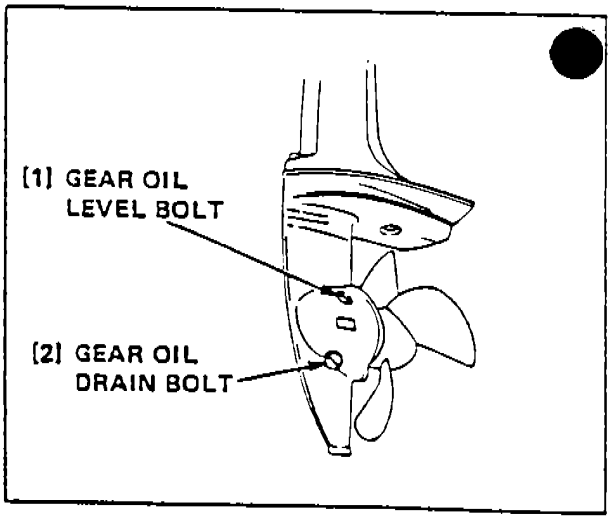
1. Remove the gear oil bolt and gear oil drain bolt to drain the oil.
2. Using the gear oil bottle (optional part) inject oil through the drain bolt hole until it starts flowing out through the level bolt hole.
3. Reinstall and tighten the level and drain bolts securely.

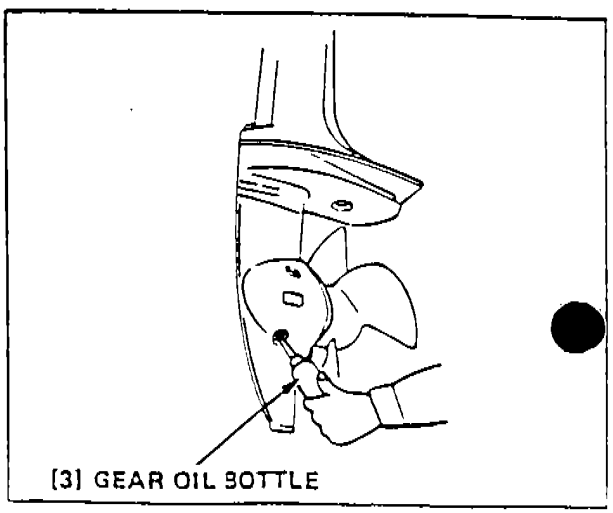
Gear oil capacity	0.05ℓ (0.053 US qt, 0.044 Imp qt)

Recommended oil	API standard (GL-4 or GL-5) SAE90 outboard motor gear oil

CAUTION:

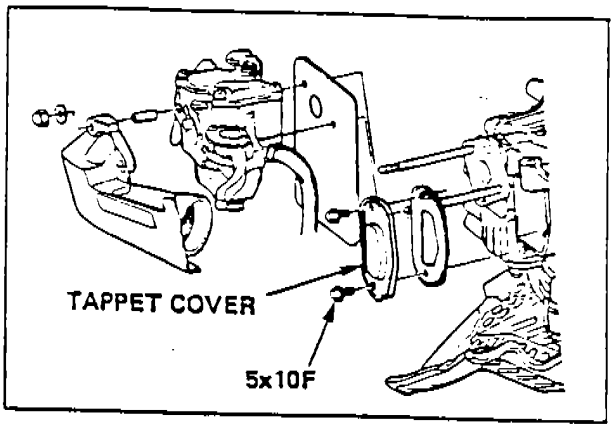
If water is detected in the oil, check the gasket and water seal for damage and the gear case for improper installation.





VALVE CLEARANCE

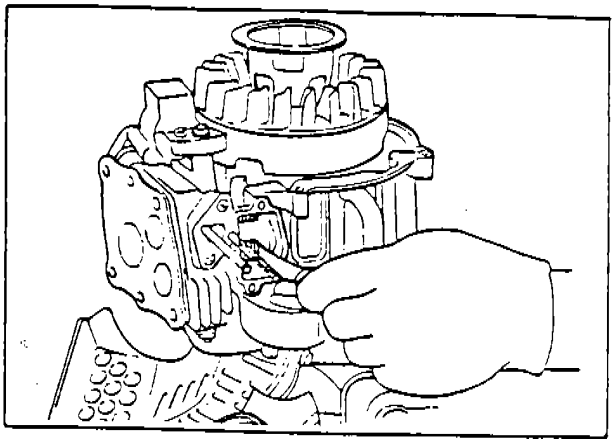
1) Remove the fan cover.
2) Remove the two 6 mm cap nuts and the carburetor.
3) Remove the two 5x10 mm flange bolts and the tappet cover.



4) With the engine cold and the piston at TDC on its compression stroke, measure the valve clearance.

Standard valve clearance	IN/EX—0.08—0.16 mm (0.003—0.006 in)

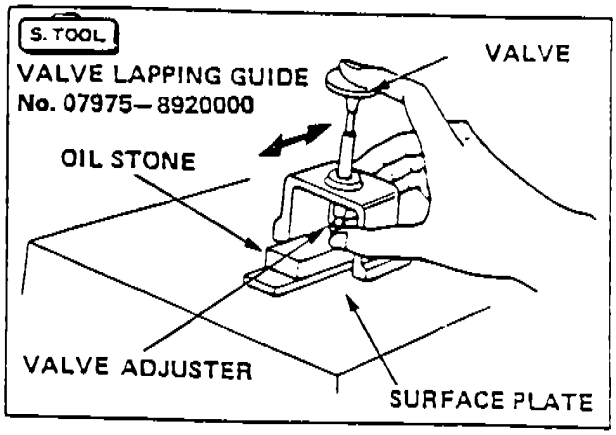
5) If the valve clearance is not within the specified range, replace the valve adjuster to obtain the correct clearance.
Valve adjusters are available in the sizes shown in the following table.
Measure the thickness of the used adjuster, and then select the replacement adjuster that will achieve the correct clearance.



REPLACEMENT VALVE ADJUSTER

Part No.	Thickness
14801—892—000	3.15 mm (0.124 in)
14803—892—000	3.25 mm (0.128 in)
14806—892—000	3.34 mm (0.132 in)
14809—892—000	3.43 mm (0.135 in)
14812—892—000	3.52 mm (0.139 in)
14815—892—000	3.61 mm (0.142 in)
14818—892—000	3.72 mm (0.146 in)
14820—892—000	3.82 mm (0.150 in)

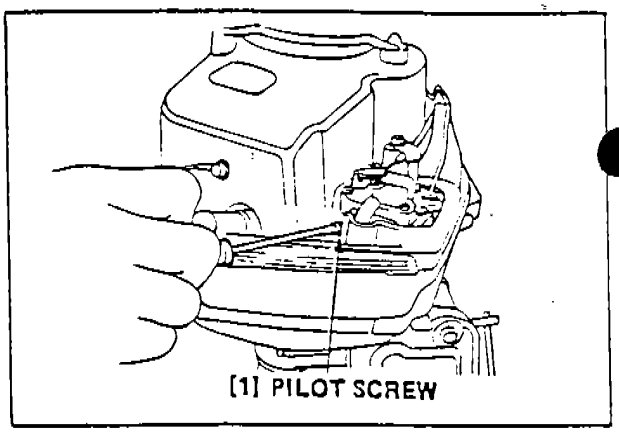
If the standard clearance cannot be obtained by replacement, lap the bottom of the adjuster on an oil stone using the valve and the VALVE LAPPING GUIDE (special tool), as shown.



CARBURETOR

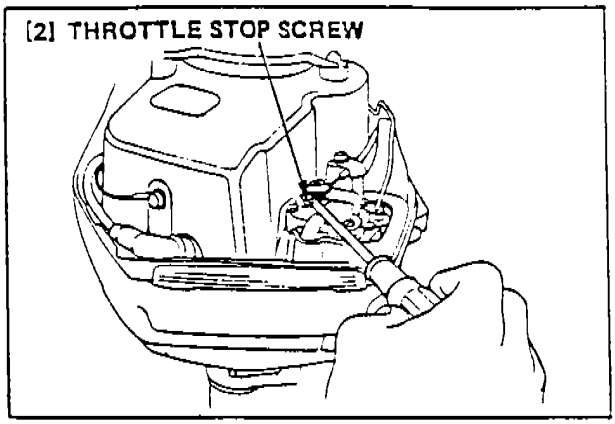
1) Start the engine and allow it to warm up to normal operating temperature.
2) With the engine idling, turn the pilot screw in or out to the setting that produces the highest idle rpm. The correct setting will usually be obtained at approximately the following number of turns out from the fully closed (lightly seated) position:

Pilot screw opening	2 turns



3) After the pilot screw is correctly adjusted, attach a tachometer to the engine and turn the throttle stop screw to obtain the standard idle speed.

Standard idle speed	1,400 ± 100 rpm



SPARK PLUG

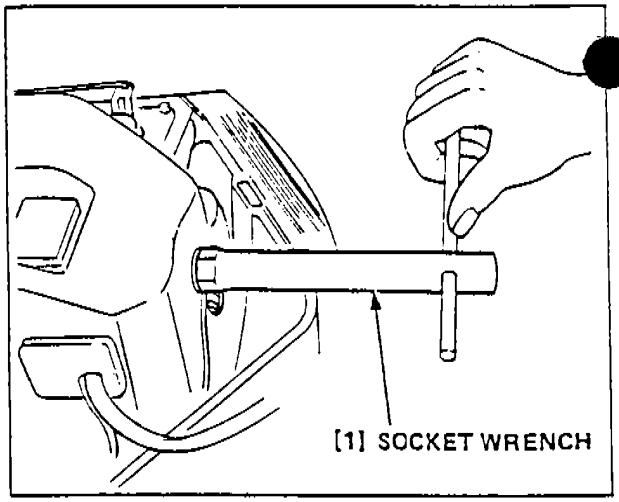
1) Remove the engine cover and spark plug cap.
   Remove the spark plug using the socket wrench.
2) Visually inspect the spark plug. Discard it if the insulator is cracked or chipped.

Standard spark plug	BMR-4A (NGK)

3) Remove carbon or other deposit with a stiff wire brush.
4) Measure the plug gap with a wire type feeler gauge.

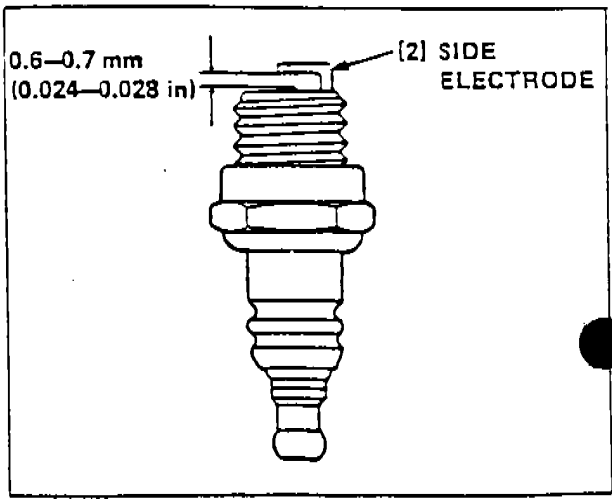
Spark plug gap	0.6—0.7 mm (0.024—0.028 in)

If necessary, adjust the gap by bending the side electrode.
Make sure the sealing washer is in good condition, replace if necessary.
Install the plug fingertight to seat the washer, then tighten with a plug wrench (an additional 1/2 turn if a new plug) to compress the sealing washer. If you are reusing a plug, tighten 1/8—1/4 turn after the plug seats.



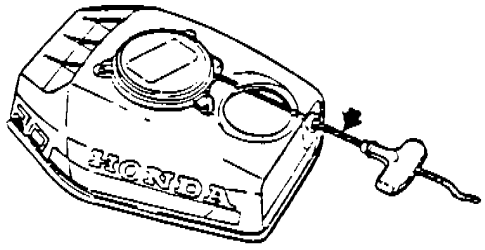
CAUTION:

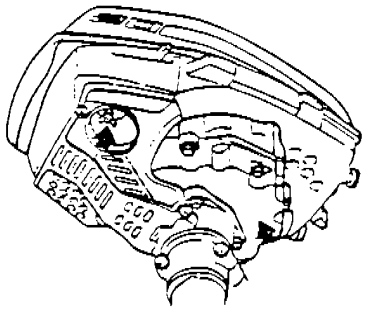
- **The spark plug must be securely tightened. An improperly tightened plug can become very hot and possibly damage the engine.**
- **Never use a spark plug with an improper heat range.**



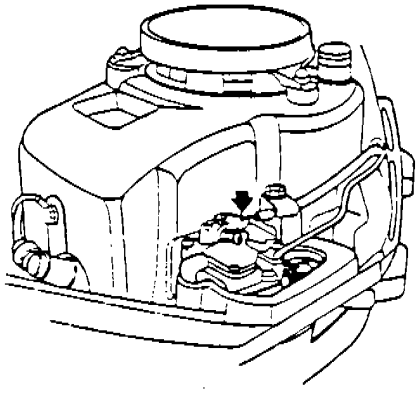
LUBRICATION CHART

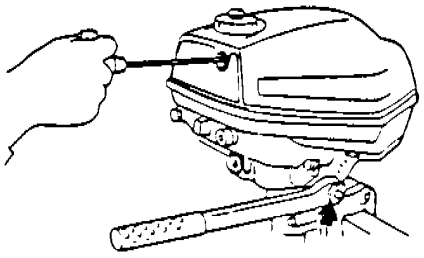
1. Wipe the outside of the engine with a cloth dipped in oil. Apply oil to the following parts.

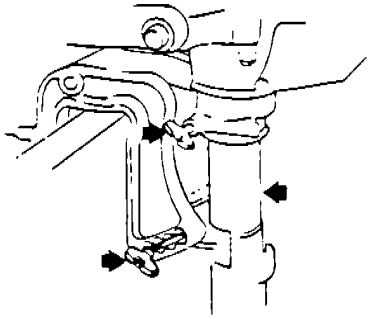


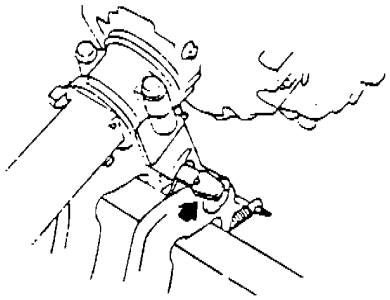


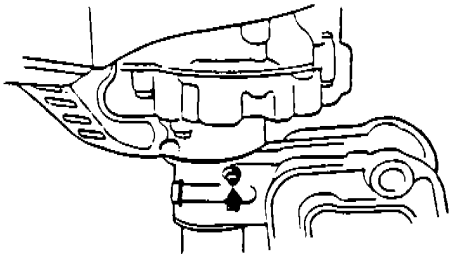
2. Apply marine anti-corrosion grease to the following parts.

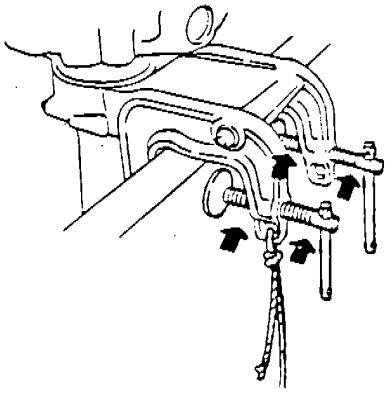












Sky Fun 1, Inc.

P.O. Box 20160 Boulder, CO 80308 Phone 303-678-9803 Fax 303-678-9804

January 27, 1993

Memo to Ron Greenman

From Bill Kitchen

Ron:

Here are the updated engineering and operational manuals for the Skycoaster. Note that the main changes include a new load limit of 510 lbs. Vs the old 450 lbs.

Also, note that the inspection of an R.P.E. is not required if a load test is conducted in front of a state ride inspector, or a factory authorized inspector. At this time, the only factor authorized inspectors are myself and Ken Bird.

Hope to see you in Tampa. We can ride the Skycoaster together!

Thanks,

WJK

Please destroy old manuals

BK

SAFETY BULLETIN TO ALL SKYCOASTER OPERATORS

An accident recently occurred where the launch cable broke 100 feet or more from the flyers, while flyers were being hoisted aloft.

The result was a premature flight, with the launch cable in tow behind the flyers. The launch "whipped" 3 people, causing minor injuries.

THIS IS A POTENTIALLY SERIOUS SITUATION WHICH COULD RESULT IN INJURY OR DEATH OF FLYERS OR SPECTATORS!

Do not operate the Skycoaster with a launch cable other than 1/4" galvanized cable that has been inspected according to the operations manual. Specifically, do not use a launch cable that is frayed, kinked, "bird caged" or otherwise deformed. If a cable is damaged, immediately cease operating the Skycoaster until the cable is replaced.

We highly recommend that you keep a spare cable on site, since a damaged cable must be replaced immediately, before further operation of the Skycoaster.

Additionally, inspect all cable guides on a bi-weekly basis. Replace the component if it shows excessive wear or grooving.

We do not believe this problem can occur if the cable is properly inspected on a regular basis.

DO NOT FAIL TO PROPERLY INSPECT AND MAINTAIN YOUR LAUNCH CABLE!

SB #1 9/93

SAFETY BULLETIN TO ALL SKYCOASTER OPERATORS

This Bulletin covers operation of Skycoasters in the presence of thunderstorms.

WARNING! SERIOUS INJURY OR DEATH CAN OCCUR IF LIGHTNING STRIKES A SKYCOASTER LAUNCH TOWER OR SUPPORT STRUCTURE. RISKS OF SERIOUS INJURY OR DEATH ARE GREATLY INCREASED IF THE TOWERS ARE NOT PROPERLY GROUNDED.

Tall towers act as "lightning rods" for weather based electrical activity. Since the Skycoaster towers are likely the highest point in the area, they are most likely the first object to be hit. **DO NOT WAIT FOR THE CRASH OF LIGHTNING AND THUNDER CLOSE BY -- SHUT DOWN THE SKYCOASTER ANYTIME THUNDER OR LIGHTNING IS IN THE VICINITY! THE FIRST STRIKE WILL LIKELY BE TO THE SKYCOASTER TOWERS!**

Ground all towers (and cranes on temporary installations) according to local electrical codes.
This should be a minimum of two ten foot long ground rods, connected to the towers with "OO" copper wire. Metal fences should be grounded separately, at least every 50' of fence length.

During a "shut-down" for lightning, **all customers and employees should leave the site.** Do not use this opportunity to work on equipment, or remain close to the towers, or metal fences surrounding the towers.

It is difficult to predict when and where the "first strike" will occur. A thunderstorm can form directly overhead, and the first bolt of lightning could hit your Skycoaster site. There will be no thunder preceding the hit as a warning.

Don't take a chance! Close down in advance!

SAFETY BULLETIN TO ALL SKYCOASTER OWNERS

This bulletin covers operation of Skycoasters with unauthorized personnel.

It has been brought to our attention that certain Skycoaster owners have been operating the site with Site Controllers that have not been trained by Sky Fun 1. *This is specifically in violation of the operations manual.* Owners who allow this can be subject to revocation of their license agreement.

Site Controllers may train other crew members, but the **Site Controller must be trained by the factory!**

If you find that you do not have sufficient site controllers to operate your Skycoaster site, then you may arrange with Sky Fun 1 to factory train additional site controllers - either at your site, or at another location.

Remember that any deliberate deviation from the procedures outlined in the operations manual could subject the Skycoaster Licensee to enormous personal and corporate liability if an accident occurs. While the insurance company would pay the claim for a suit initiated by the customer, the insurance company could then sue the licensee for breach of the agreement.

If you have any questions about crew requirements or training, contact Sky Fun 1 immediately.

SAFETY BULLETIN TO ALL SKYCOASTER OPERATORS

This Bulletin covers Daily Launch Cable Inspections.

With reference to the Skycoaster Operating Manual, **a full length launch cable inspection will be done daily prior to any operations.** The procedure is:

1. Complete your inspection at the base of the launch tower per the Daily Inspection Log.

2. Inspect the area between the nylon pinch roller and the grooved winch drum for foreign objects or debris.

3. Clear all personnel away from the winch drum and launch cable, turn the winch ON, shift to manual control, winch UP until the launch cable bumper gently contacts the sheave at the top of the tower.

4. Check the position and condition of the UP marker tape flags on the launch cable. Replace as necessary.

5. Fold a rag around the launch cable below the marker flags. Hold the two ends of the rag in one hand and slowly lower the launch cable to the DOWN marker tape flag while visually inspecting the launch cable and using the rag to check for any broken wire strands or damage along the launch cable.

6. Check for the correct positioning of the DOWN marker flag by standing on the flight boarding platform and pulling on the release as if to connect to flyers. The tension pulled in the launch cable should be approximately twenty-five pounds. If necessary, adjust the amount of launch cable OUT by moving the winch drum UP or DOWN and adjust the tape marker accordingly.

7. Disconnect the launch cable from the launch bridle at the Omega 4100 kg carabiner. At this point, allow the counterweight wire, counterweight, and launch bridle to hang freely so that any accumulated twists in the counterweight wire may rotate out.

8. Have a crewperson pull tension on the launch cable at the bumper while winching out to within 1 - 2 turns remaining on the winch drum. While pulling out, grasp the bumper, not the carabiner, in order that any accumulated rotations or twists in the launch cable will be allowed to relax.

9. Walk the launch cable from the bumper to the UP marker inspecting for kinks, broken wire strands or other damage. Replace any damaged launch cable with a new cable.

10. Have a crewperson pull tension on the launch cable at the bumper. Use a wooden stick to guide the launch cable on the grooved drum and slowly rewind cable onto the drum using manual control.

11. Visually inspect the lower portion of the counterweight wire for condition. Visually confirm that the quick link connectors on the counterweight and launch bridle are closed. Use Lock-Tite medium thread-locking compound on any quick link connector whenever closing. Inspect the launch bridle for condition and closed quick links.

12. Re-connect the launch cable to the launch bridle with the Omega 4100 kg carabiner. Securly lock the carabiner.

13. Note: Some launch cables at some locations show a tendency to "untwist" or "birdcage" particularly within the first 5'-15' from the rubber bumper. If you see this tendency in your launch cable, you should:

    1) Each day during the pullout of your launch cable, be sure to allow any accumulated twists or rotations to come out by allowing the launch cable to rotate freely while pulling out. Hold the rubber bumper, not the carabiner.

    2) Prior to reconnecting the Launch Cable to the Launch Bridle, put 5-7 rotations in the launch cable in the direction that will "tighten" the manufacturer's twists in the wire.

SAFETY BULLETIN TO ALL SKYCOASTER OPERATORS

This Bulletin covers Winch Visibility

With reference to step 11, page 16 of the Skycoaster Operating manual, it is the responsibility of the Controller and Assistant Controller during winch-up to "focus their attentions on the flyers, the flight area to ensure no unauthorized persons or objects, and the **OPERATION OF THE WINCH".**

THE WINCH DRUM MUST BE VISUALLY MONITORED BY BOTH THE CONTROLLER AND THE ASSISTANT CONTROLLER DURING WINCH-UP ON EACH AND EVERY FLIGHT.

The Flight Crew must be alert to any misspooling of the launch cable on the drum or any unusual winch operation. The UP flag marker must be monitored to ensure the cable is stopped with the bumper no closer than 6 inches from the sheave at the top of the launch tower.

It was brought to our attention that the T.V. winch monitor was inoperative for a 1 - 2 week period at one site. We visited two sites where winch lights were non-existant.

IF THE T.V. MONITOR IS INOPERATIVE, THE SKYCOASTER IS INOPERATIVE.
IF THE WINCH LIGHTS ARE INOPERATIVE, THE SKYCOASTER IS INOPERATIVE.

Ensure that the flight crew has all the necessary equipment to monitor the winch operation on **EACH AND EVERY** flight. A T.V. monitor failure during busy operations would dictate that a Site Controller or Controller physically monitor the winch operation from the power unit.

SAFETY BULLETIN TO ALL SKYCOASTER OPERATORS

This Bulletin covers Fall Protection and Work Aloft Safety

The Skycoaster Operation Manual is clear that whenever inspection or work above ground is needed, **SAFETY FALL PROTECTION IS REQUIRED.** All Skycoasters built beginning in 1994 are being provided with two sets of fall protection equipment. If your site has but one set, you should immediately call Sky Fun 1 and order an additional set. Do not wait until someone is in trouble or injured aloft to get your site prepared.

Sky Fun 1 policy **REQUIRES** that fall protection equipment be used by **ANYONE** ascending Skycoaster structures. This includes outside contractors doing work at your site. Your Site Controllers should equip these contractors and instruct them in the proper use of fall protection equipment.

Sky Fun 1 policy requires all tools or other items carried aloft to be securly tethered to the climber and that the area below and around the structures be cleared of all personnel with regard to the danger of falling objects.

Paragraph 12, page 12 of the Skycoaster Operating Manual indicates "any object secured to the tower must have redundant connections to preclude any danger from falling objects". This means that any lights, speakers, flags, signs, etc., must be securely attached with more than one bolt, clamp or other means. Wire rope "chokers" with a quick link or shackle are convenient devices to provide back up attachments to the towers.

SAFETY BULLETIN TO ALL SKYCOASTER OPERATORS

This Bulletin covers Foreign Object Damage (FOD) to Winch Drums

There have been two incidents of damage to nylon pinch rollers and a damaged grooved winch drum which was most likely caused by the presence of a tool or object being pulled into the roller / drum area.

Each day, during the Daily Inspection, and after completing any work in the winch area, inspect the winch drum area for the presence of any foreign objects or debris. Damage of this nature can be very costly but is easily preventable.

SAFETY BULLETIN TO ALL SKYCOASTER OWNERS

This Bulletin covers Skycoaster items taken out of service.

ANY Skycoaster Operational Items, including but not limited to, cables, carabiners & harnesses, that are taken out of service on the Skycoaster are not to be used for any other purpose. They are to be destroyed or returned to Sky Fun 1 for disposal. If you choose to destroy them, please send a letter to Sky Fun 1 detailing what the item is, the reason it was taken out of service, the serial number if any, the date and method of disposal.

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This Bulletin covers the Launch Release Secondary Snap Connectors

Ref: Skycoaster Operating Manual, pg. 15, CARABINERS AND CONNECTING HARDWARE

Paragraph 2, Launch release System:

As was discussed at the January Safety Meeting in Orlando, there have been numerous reports of the launch release disconnecting from the launch bridle at the top of the launch tower at the instant of flyer launch. To reduce the danger of persons on the ground being struck by a falling launch release, we are sending all Skycoaster locations four (4) Secondary Snap/Lanyard Connectors to be installed on all launch releases being used on all Skycoasters. This means that all launch releases will be connected to the launch bridle by two (2) independent snap connectors.

On occasion, the spring snap on the connectors may become deformed or bent so that the snap will not stay closed. A connector in this condition must be repaired or replaced before use. Repair by opening the wings of the snap with a screwdriver and lightly oil the hinge pin. A connector with a broken spring must be discarded and not be used for flight.

Upon receipt of this bulletin, the enclosed snap connectors, and photographs showing installation and use, install the secondary connectors on your launch releases immediately.

Complete the enclosed form to certify your receipt and installation of the secondary connectors and return the form to Sky Fun 1, Inc.

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This Bulletin changes the required age of Skycoaster Site Controllers:

Site Controller: Responsible for overseeing all operations of site. Shall be versed in all operations, procedures, staffing and training. Ultimately responsible for all actions and processes of SKYCOASTER. **Site Controller must be 19 years of age, and will have completed a factory authorized training program and have attended all factory required safety meetings. A Site Controller must be physically present during all Skycoaster operations.**

A Site Controller will be in possession of a current and valid factory issued Certification Card.

Certification Cards are valid for a period of one year and will be renewed upon completion of recertification requirements - generally met by participation in a Safety Seminar and completion of a written test.

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This Bulletin covers operational use of the rolling boarding platform.

Recently an incident occurred while a portable unit was being tested by an employee after set-up and before the Skycoaster was open to the public.

The employee was winched to the top of the launch tower by a Certified Site Controller using the manual control on the winch. The boarding platform was not moved away from the low point of the flight path and secured - as is required by the Skycoaster Operating Manual. When the employee pulled the ripcord and launched, he struck the left hand rail of the boarding platform with his head on the first swing through and then struck the right hand rail on his return swing. Miraculously, this individual was not killed but did suffer a broken jaw, bruised/cracked ribs, and several other very serious cuts and bruises.

The Skycoaster Operating Manual states very clearly " **THE CONTROLLER ENSURES THAT THE BOARDING PLATFORM SAFETY TETHER IS IN PLACE**" before the launch signal is given to the flyers. This requirement applies to **anyone** flying the Skycoaster - employee or customer.

This Operator was extremely fortunate the employee was not killed or injured far more seriously than he was.

Every Site Controller, Controller and Assistant Controller must be aware of the location of the boarding platform at all times and those directly responsible for moving and tethering it must be especially vigilant that it is out of the flight path.

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This bulletin covers flight area access and signage.

In a recent incident, a preoccupied Skycoaster employee walked from the flight suit area into the flight area, and through the low point as a flight went by. A flyer's arm struck the employee's head, with no injury to the employee and a hairline fracture of the flyer's arm. Had this incident occurred early in the flight, not just prior to landing, the injuries would have been much more serious.

This incident occurred at a site having very adequate fencing, but **NO GATE** at the entrance to the flight area from the suiting area.

TO ASSIST IN PREVENTING FUTURE INCIDENTS OF THIS NATURE, ALL LOCATIONS MUST:

A. Close the flight area to all unauthorized and unnecessary persons.

B. Inside the flight area, all authorized and necessary persons must remain clear of the flight line during flight time.

TO FURTHER THESE GOALS, THE FOLLOWING WILL BE REQUIRED WITHIN 10 DAYS AT ALL SKYCOASTER LOCATIONS:

1. In addition to the fencing already required around the Skycoaster operating area, all entrance and exit points will be protected with **self -latching gates.** Ropes or chains across these openings **are not acceptable!**

2. Warning signs will be on the entrance gates:

FLIGHT AREA
STOP
WAIT HERE

If a separate exit gate is used, this warning sign will be posted:

DANGER
DO NOT ENTER

3. All flyers waiting at entrance gates will be under the control of an employee at all times - either a flight suit person or a trained and designated Expediter, who will escort flyers to ands from the boarding lift at the appropriate times.

The "far gate" on dual Skycoaster installations will have an Expediter on duty at all times both sides are operational. Flyers are not to be sent to the "far gate" to wait unless the gate is staffed by an Expediter.

4. No persons, other than the flight crew, i.e., Controller and Assistant Controller, and persons directly under the control of the flight crew, are to be within the flight area (the fenced area) during flight time. Flight time is defined as when winch-up begins, until the flight is stopped at the low point. Other persons, such as microphone, video, maintenance, supervisory, or management personnel inside the flight area, are to remain with the flight crew at the E-Stop/Operator's Station during flight time, under the direct control of the flight crew.

5. To raise and maintain everyone's awareness of the location and danger of the flight line, all sites will:

   a. Mark a line or zone across the entrance/exit paths in a manner clearly indicating the danger zone of the flight path. Portable Skycoaster's, or others operating on a non-paintable surface, will use plastic traffic cones for this purpose. **(SEE PHOTOS)**

   b. Mark a line or zone across the area between the E-Stop/Operator's Station and the low point in a manner clearly indicating the danger zone of the flight path. Skycoasters operating on a non-paintable surface will use traffic cones. **(SEE PHOTOS)**

   c. Mark a line or zone across the path a video person or any other person within the flight area might take through the flight line. The danger of the flight line will be indicated with paint and/or traffic cones. **(SEE PHOTOS)**

EVERY EMPLOYEE MUST BE AWARE AT ALL TIMES OF THE FLIGHT AREA, THE FLIGHT PATH, THE DESIGNATED SAFETY AREA AROUND THE FLIGHT PATH AND THE LOCATION OF ALL PERSONS WITHIN THE FLIGHT AREA. SAFETY OF FLYERS AND EMPLOYEES REQUIRES CONSTANT ATTENTION.