

SLEAP KOSH



UK'S BIGGEST FLY-IN AIRSHOW

Event Plan, Briefings, and Risk Assessment for Sleap Airfield
Flour Bombing Competition

Version 3.1

FLOUR BOMBING

WRITTEN BY BRUCE BUGLASS

INTRODUCTION

This document details the event plan and associated briefings and risk assessment for the event to be held at SleapKosh, Sleap Aerodrome on the 11th & 12th of July 2026.

It does not contain risks or mitigations for any other type of risk that may or may not happen as part of normal operational procedures, except for where that risk impacts on the air-side element. Normal Operational Procedures risks and mitigations are contained within the Airfield Operations Manual for Shropshire Aero Club, and the SleapKosh event plan manual, with details of the Event, Layout, Responsible Persons and Permissions.

The flour bombing activity falls outside of the **Article 86** permission timings later in the day, **however the Article 89 permission (dropping of articles) should cover both events.**

For more information regarding the SleapKosh event and Airshow, click here.

RESPONSIBILITIES

Organisational control and responsibility for normal operations remains with Shropshire Aero Club. The airborne element of the Flour Bombing is organised and managed by Bruce Buglass (EO).

PERMISSIONS, EXEMPTIONS AND NOTIFICATIONS

The Following permissions will be applied for from the CAA for the above activities to take place:

- SERA.5005 (500ft) Exemption for Flour Bombing.
- ANO Article 89 permission for Flour Bombing.
- NOTAM for event and temporary Sleap procedural changes.

This application will be made to the CAA by Bruce Buglass on behalf of Shropshire Aero Club Ltd with the appropriate accompanying documents, complying with CAP403 when possible.

BOOKING IN

All pilots will need to book in prior to the event, with Full Name and aircraft registration via the online booking system found at www.sleapkosh.co.uk There is a maximum of **20** competitors.

There is a fee of **£30** to enter, which includes **2x 0.5kg** flour bombs.

BRIEFINGS

This document contains the following briefings, which will be required for the issue of the various CAA permissions and exemptions.

The briefings contain details of procedures to be followed for each activity, to be read by all Shropshire Aero Club personnel involved with normal and event duties on the day, as well as by all participating pilots, who will sign to record they have been briefed, there will be a pilots brief prior which all pilots must attend **at 18:00 Saturday & 10:30 Sunday.**

The briefings within this document contain the mitigation measures identified within the risk assessment for the Flour Bombing activities to deconflict normal and event traffic and to ensure the safety of all concerned.

CONTACT INFORMATION

The following people are involved in the competition. Please contact them directly for further information or clarification.

Bruce Buglass - EO for Event

Shropshire Aero Club Ltd

Tel: 07823555228

Email: bruce@shropshireaeroclub.co.uk

Tom Knowles - On the day contact

Tel: 07930 633546

Email: tom.knowles@ba.co.uk

Jon Price - FDD Contact for flying display

Tel: 07887573671

Email: jon@aeromount.com

APPENDIX A – FLOUR BOMBING BRIEFING

AIRCRAFT AND PILOTS

1. The pilot of each aircraft is solely responsible for ensuring all rules of the air and ANO regulations are complied with. Pilots attention is drawn to, but not limited to
 - i. Article 240 - Endangering the safety of aircraft
 - ii. Article 241 - Endangering persons or property
2. Shropshire Aero Club Ltd have obtained CAA ANO Article 89 (dropping of articles) permission for all participating aircraft on the day of the event. A copy is available on request.
3. The Pilot of each aircraft is solely responsible for operating the aircraft within the procedures of the Pilots Operating Handbook (POH) with particular regards to opening windows, doors or canopies in flight.
4. For pilots using club Cessna 152s or Cessna 172s, they must be in group 'A' and current with the club 42 day currency requirements and checked out.
5. A minimum crew of **TWO** persons are required in each aircraft; the pilot **must not** be the bomb releaser!
6. All pilots and bomb aimers must sign the entrance register, and attend the briefing (in the **Speakers Corner**). Pilots who do not attend the briefing and sign in will not be allowed to complete.
7. A running order will be produced at the morning briefing and pilots will follow in order as published Pilots sharing aircraft will have spacing between flights.
8. When calling (R/T) for departure, ensure you state that the departure is for "FLOUR BOMBING" so the tower knows you are taking part in the competition. When downwind call "FLOUR BOMBING" after callsign.
9. Pilots will line up, take off and join the circuit, around to approach. After the 'bombs away call' the aircraft will rejoin the circuit as normal and follow the aircraft in front. Pilots have 3 bombs and cannot make practice runs so will conduct 3 circuits, then land on the 4th.
10. The Slep circuit, 1000ft AGL must be flown as normal on the way to the bombing run. Make approach as normal. Do not fly tight in circuit and avoid cutting up traffic. If the traffic ahead on final is to land, leave sufficient space behind them to let them land, avoid flying over any aircraft when 'bombing'. **All pilots must be familiar with the runway & circuit directions, which are different to normal. All pilots must have read the fly-in brief.**
11. The A/G will advise circuit activity. If you are waiting for your turn, make a note of a few aircraft before you and keep an eye on them. Although it may be more/less we will aim for around 3-4 'bombers' in the circuit with a max 2/3 normal aircraft/visitors, however A/G will advise if safe to enter circuit at hold. Start up early before your run and listen out on the radio (**122.455mhz**)

12. **AIRMANSHIP** - Beware of other circuit traffic - keep a good lookout and listen to the R/T for situational awareness.
 - i. Be sure of your position in the circuit pattern.
 - ii. Make appropriate positional radio calls.
 - iii. Fly the aircraft in a sensible and safe manner.It is the pilot's responsibility for safe separation and deconfliction with other traffic.
13. On final approach, ensure you state "G-XXXX, final for FLOUR BOMBING"
14. To comply with the CAA ANO Article 89 exemption, the maximum height for a flour bomb to be dropped is **500ft** AGL and a minimum height of **100ft** AGL.
15. A large target will be on the right-hand grass edge of the intersection as a cross, with distance markers from this.
 - a. 30m from target is 1 point
 - b. 10m from target is 5 points
 - c. 5m from target is 10 points
 - d. In the middle of the target there will be a large cardboard cut-out. If the pilot hits this, they will get 50 points.
 - e. You will be notified of how far off the target you are via R/T.
 - f. The winner will be announced at the end of day BBQ (Subject to Weather).
 - g. **The Judge's decision is final.**
16. Shropshire Aero Club, associated companies and individuals will not be held responsible for any damage or injury caused to any participant or aircraft as a result of taking part in this activity.
17. The event organiser has the right to exclude any pilot if they deem the airmanship and actions unsafe.

CONTROL CALLS

There is an event organiser (in the tower) during the event. If in their opinion, an aircraft operates in such a manner as to cause concern or alarm or operates in such a manner that in **their opinion** threatens the continued safety of the event at that particular point in time or contravenes any relevant legislation or pertinent rule or regulation, the following action will be taken.

In the case of an aircraft flying too low in the opinion of the EO, a warning will be issued via Sleaf Radio, in the form of a standard call **TOO LOW** at a suitable and safe point. Pilots will be expected to acknowledge with call sign when safe to do so and take action accordingly. The second 'too low' call will result in an automatic STOP call. Pilots may also receive a **TOO HIGH** call if they exceed 500ft AGL.

In the event of an aircraft or formation continuing to operate in a manner which gives the EO serious cause for concern for whatever reason, the aircraft callsign and the phrase **STOP STOP STOP** will be issued on the display frequency. (No discussion will be entered into over the R/T). On hearing this, pilots should acknowledge with call sign, attain straight and level flight when safe to do so land at Sleaf as normal, and immediately cease any bombing runs.

APPENDIX B – GENERAL TRAFFIC AND CIRCUIT BRIEF FOR ALL PERSONNEL

This briefing is to be read by all pilots and personnel whether taking part in the Flour Bombing competition, or performing normal operations.

ALL AIRCRAFT NOT INVOLVED IN ANY OF THE EVENT SPECIFIC ACTIVITIES

- Non-Radio Aircraft will not be accepted (see NOTAM)
- Be aware of flour bombing activities
- Duty instructor to inform all instructors of activity.
- Training circuits must be avoided when possible.
- Normal size circuits must be adhered to at all times, avoiding noise areas and no 'low level' inside circuits.
- A/G to advise traffic information and will assist with fitting traffic in.
- Be prepared to leave the circuit to rejoin when not as busy.

ALL AIRCRAFT TAKING PART IN THE EVENT ACTIVITIES

- **Please see Appendix A.**

RISK ASSESSMENT AND MITIGATION DETAIL

The risks shown below contain generic risks that may be applicable to a variety of types of air display in order to capture these risks for every type of air show or location.

Other risks are identified that are relevant to Sleep only. The mitigation options are detailed against individual risks.

The following abbreviations have been used in the following table:

[P] = Public (those not involved with the event - including unofficial spectators outside of the event)

[S] = Spectators (on site within the organiser-controlled area)

[A] = Aircrew

[E] = Event staff

[ALL] = All persons on the event site

Risk Assessment by: Bruce Buglass

Dated: 06/04/2026

Signed:

A handwritten signature in black ink, consisting of a stylized, cursive 'B' followed by a flourish.

Risk No.	Hazard Description	Risk	Severity Score	Likelihood Score	Primary Risk Score	Mitigations	Residual Risk Score
1	Aircraft inbound to Sleep collide with aircraft involved in non-standard event activities	Multiple fatalities in the air and on the ground [ALL]	5	3	15	<ul style="list-style-type: none"> • Event will be notified by NOTAM detailing the following information to assure traffic separation • Non-Radio aircraft will not be accepted • Flour bombing event traffic will follow the standard circuit • All event activity pilots briefed on the above procedures, and signed to say understood • Specific R/T calls required from event activity aircraft <p>Likelihood score reduced to 1</p>	5
2	Flour bomb hits person on the ground	Person on the ground is incapacitated or injured [P] [S] [E]	4	2	8	<ul style="list-style-type: none"> • Flour bombing target is placed to the away from the tower • All event activity pilots briefed on the above procedures, and signed to say understood • Specific R/T calls required from event activity aircraft. • Flour bomb restricted to Weight (0.5kg) 	4
3	Pilot loses control and aircraft crashes due to uncontained	Multiple fatalities in the air and on the ground [ALL]	5	2	10	<ul style="list-style-type: none"> • Only sealed flour bags will be used • Additional person 	5

	flour in the cockpit (reduced pilot internal visibility)					(other than the pilot) will be responsible for care of the flour bomb on board the aircraft	
4	Flour bomb hits tailplane or other part of aircraft on release and causes loss of control	Multiple fatalities in the air and on the ground [ALL]	5	2	10	<ul style="list-style-type: none"> Flour bomb restricted to 0.5kg Additional person (other than the pilot) will be responsible for deployment of the flour bomb from the aircraft. Minimum height restriction in place for this activity. 	5
5	Pilot loses control and due to inappropriate aircraft window, door or canopy operation for flour bomb release	Multiple fatalities in the air and on the ground [ALL]	5	2	10	<ul style="list-style-type: none"> Pilot briefed (and signed to accept briefing) that includes the requirement to operate the aircraft within the stated limitations of the Aircraft Flight Manual (AFM) or Pilots Operating Handbook (POH) Additional person (other than the pilot) will be responsible for deployment of the flour bomb 	5

						<ul style="list-style-type: none"> from the aircraft Additional person on hand to deal with any abnormal situation regarding open windows, doors or canopies as allowed by the AFM or POH. Minimum height restriction in place for this activity. 	
6	Pilot loses situational awareness and aircraft crashes while pilot concentrates on releasing flour bomb		5	3	15	<ul style="list-style-type: none"> Pilot briefed (and signed to accept briefing) that includes the requirement for the pilot NOT to release the flour bomb. Minimum height restriction in place for this activity. Additional person (other than the pilot) will be responsible for deployment of the flour bomb from the aircraft <p>Likelihood score reduced to 2</p>	10
7	Parked aircraft on busy apron hit by bomb	Damage	4	3	12	<ul style="list-style-type: none"> During briefing, importance of dropping in the correct area well discussed 	10

NOTAM

**- FLOUR BOMBING COMPETITION. NON-RADIO AIRCRAFT NOT ACCEPTED.
PPR REQUIRED. CIRCUIT MAY BE BUSY.**

Submitted by TBC

ARTICLE 89 PERMISSION