

Bid to organize

7th FAI Pan-American Championships

Sept 12-19, 2026

Monroe Utah

Annexe A – Bid Information

- The following information must be provided in support of your bid.
- A bid will be refused if some of the information is missing.
- This template must be followed: same items in the same order.
- This document will form part of the FAI Organiser Agreement. It is binding. Key information (like entry fees, Event Director, Meet Director...) cannot be changed later without CIVL consent.
- At any time, the FAI Secretary General and the CIVL Bureau may request clarifications on the bid information or on issues as deemed necessary for the proper conduct of the event. This includes financial information.

1. Name of the Championship

...
The 7th FAI Pan American Championships

2. Location(s) of the Championship

...
Monroe, Utah, USA

3. Proposed Dates of the Championship

...
Sept 12-19, 2026

4. Proposed Dates of the Test Event

August 31- Sept 6, "Red Rocks Wide Open" US Nationals / Cat 2. Details here: <https://civlcomps.org/contest/red-rocks-wide-open-2024/info>
We will have operated 4 X US Nationals, and a PWC before the Pan Ams.

5. Competitions Allowing the Organiser to Bid

- 2022 Red Rocks Wide Open (US Nationals and Pre PWC (FAI 2) <https://airtribune.com/red-rocks-wide-open-22/results>
 - 2023 Red Rocks Wide Open (US Nationals and Pre PWC (FAI 2) <https://airtribune.com/red-rocks-wide-open/results>
 - 2024 Red Rocks Wide Open (US Nationals and Cat 2) <https://civlcomps.org/contest/red-rocks-wide-open-2024/info>
- More details: [https:// www.usparaglidingcompetitions.com/](https://www.usparaglidingcompetitions.com/)

(To be eligible, the NAC making the bid shall, as a minimum, have held a national championship or FAI Category 2 competition with a minimum entry of 50 pilots for Cross- Country events or 30 pilots for Accuracy and Aerobatics events, on the proposed site(s) within the four years before the bid is received.

6. Local Organiser

Name – Address – Phone – E-mail
Gavin McClurg
103 Nez Perce Circle, Hailey, ID 83333.
gavin@cloudbasemayhem.com
+1 208 309 0973

(Party designated in the Organiser Agreement who will have contractual responsibility for organising the event.)

The following person will sign the Organiser Agreement

Gavin McClurg

gavin@cloudbasemayhem.com

Owner, Cloudbase Collective LLC

103 Nez Perce Cir, Hailey, ID 83333

+1 208 309 0973

Will you sign the agreement as a person or the representative of an organization? If organization its email address and tell also necessary and also your position in it.

Representative (Manager) of the organization, Cloudbase Collective LLC-

gavin@cloudbasemayhem.com

(See annexe E for the statement that the organiser will have to sign in the Organiser Agreement.)

7. **Sporting Power**

(Party having the sporting power in your country, NAC or federation or other delegated entity.)

USHPA (United States Hang Gliding and Paragliding Association)

1685 W Uintah St #209, Colorado Springs, CO 80904

+1 (719) 632-8300

Please add the name of the person who will sign the Organiser Agreement on behalf of USHPA
Name – Position – Phone – E-mail

Bill Hughes

President

bhyl.hughes@gmail.com

+503 888-6336

USHPA sponsorship letter attached

(See annexe E for the statement that the NAC/Holder of sporting power will have to sign in the Organiser Agreement.)

8. **Key Officials**

Organizer: Gavin McClurg - has organized 3 FAI 2 events in the past 3 years. 4 X Red Bull X-Alps Athlete and organizer 4 X Global Rescue XRedRocks

Meet Director: Logan Walters (2 X Meet Director Red Rocks Wide Open)

Safety Director: Justin Grisham. ER Physician, expert in high altitude medicine and Wilderness extraction. Liaison with all local helicopter rescue and SAR services.

Meteorologists: Reavis Sutphin-Gray. 3 X Red Bull X-Alps Supporter and weather EXPERT. Lisa Versalla, NOAA meteorologist and expert HG and PG pilot.

Launch Marshal: Myles MacArthur. 3 X Launch marshall for the Red Rocks Wide Open
Scorer: Bill Hughes - has been scorer for 30+ FAI events in past 10+ years. President, USHPA, Treasurer, PWC.

Live Tracking Manager: TBD

Goal Marshal: Logan Walters (Meet director 2 X Red Rocks Wide Open and athlete Red Bull X-Alps).

All fluent in English.

Include brief note on qualifications, experience, languages, etc. See above

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9. **Detailed Schedule of Championship**

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Sept 12 training day (Free or Mandatory?)
Sept 12 1600-1800 Registration
Sept 12 1830-1930 Mandatory Safety briefing
Sept 12 Opening ceremony immediately following registration. Fireworks and local rodeo
Sept 13-19 task days
Sept 19 1900 Closing Ceremony/ Awards

(The duration of the event is defined as from the day of the opening ceremony to the day of the closing ceremony. The maximum length of a championship is 14 days.)

10. Pilots Entry

The maximum number of pilots allowed overall 130

(The maximum number of pilots per nation and the team size will be defined in the local regulation, which are subject to CIVL approval.)

11. Restriction of Admission

P4 or equivalent pilot rating and Mandatory InReach or SPOT or other approved satellite tracker.

12. Entry Fees

Define the entry fee for the event:

Pilot Entry fee: \$575 USD

Included:

- Competition T-Shirt or equivalent,
- Transportation to launch and retrieve,
- Awards banquet and dinner,
- Daily safety and weather briefings,
- Emergency Services including helicopter rescue,
- Oxygen filling station (fills are \$10/ per)

Any fee for team leaders and assistants? No.

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13. Test Event

Pilot qualifications criteria (open selection or specific criteria if any).

Minimum pilot qualifications P4 or equivalent, mandatory equipment per rules, and entry by WPRS ranking.

Test Event will be held this year August 31-Sept 6 which is the 3rd annual Red Rocks Wide Open, a US Nationals USHPA Sanctioned / FAI Cat 2 race to goal event. For details on the event: <https://civlcomps.org/contest/red-rocks-wide-open-2024/info>

Pilot Entry fee: \$575 USD

Included:

- Competition T-Shirt or equivalent,
- Transportation to launch and retrieve,
- Awards banquet and dinner,
- Daily safety and weather briefings,
- Emergency Services including helicopter rescue,
- Oxygen filling station (fills are \$10/ per)

(See Section 7 Common 2.4.5 and 12.1.1 for general requirements.

See Section 7 Common 12.3.1 for the minimum International Participation required.)

14. **Third-party Liability Insurance**

Third Party Insurance: Current USHPA member (30 day temporary memberships will be made available for foreign pilots at registration for \$10).

(Coverage for competitors, team leaders, team managers, delegations and their assistants is the responsibility of each participant.

Coverage for assistants to the organisers is the responsibility of the organisers.

Coverage for FAI officials attending the event is the responsibility of the FAI.)

15. **Personal Insurance**

Personal Insurance: All participants must have personal medical and evacuation/repatriation insurance. For foreign pilots we have a partner policy offered through Global Rescue for a reasonable fee. We also suggest, but do not demand travel and medical insurance through IMG Signature. Details provided before registration.

16. **Budget**

https://www.usparaglidingcompetitions.com/wp-content/uploads/2024/01/cat_1_budget_annexe_c_-_v2018.pdf

Annexe C — Support Documentation

Attach to the bid the following documents:

1. **Letter of support from the NAC or delegated entity (federation / association). SEE ATTACHED**
2. **Letter of information from the delegated entity to the NAC (if applicable). SEE ATTACHED**
3. **Letter of support from the local authorities SEE ATTACHED**

Annexe D – Additional Information from the Organiser

Launch sites

General comments on suitability of sites for proposed event, competition history, accessibility, availability, permission for use.

Monroe has 4 world-class launches and two others we can use within a 90 minute drive. Monroe Peak is the main launch, at an altitude of 11,171 feet and faces SW. It is an astonishing 6,000' above the valley floor! HUGE distances have been flown from Monroe (many over 300 km). [A list of the top flights](#). Drive from town to Monroe launch is 45 minutes. We have had several tasks of 100+ miles in past events.

Another nearby launch is COVE. Cove is a local favorite for getting incredible restitution glass-offs of well over 15,000 feet even in October! Cove has launches from N, W and S. We have had successful late afternoon tasks in previous US Nationals that start at 5 pm of over 70 km. Drive from town to Cove is 25 minutes.

Mt Edna, one of the most stunning take offs in the Rockies is the highest drive-up launch in Utah, with various launches that take nearly all winds between 11,500 and 11,700 feet. Drive from town to Edna is 1 hour.

And finally Junction, a SE facing launch where HUGE XC flights (several over 300km) go down nearly every year. We can also use Wales and Horse Heaven, about an hour+ north of Monroe which provide for even more flexibility and weather options. Drive from town to Junction is 1 hour.

Central Utah has the most reliable flying weather in the Intermountain West. CUASA, the local club hosts an annual fly-in at the end of September every year and it is nearly always flyable every day. We are hosting this event right after the monsoon, when OD becomes much less of an issue and yet the days are still long and XC potential is still fantastic. The fall colors will be setting in and the terrain is nothing short of mind-boggling. Expect long and varied tasks (FAI triangles, downwinders, and out and backs) that utilize the most of every day. To view the tasks from the 2023 event [go here](#).

At all launches we provide shade, porta-potties, drinking water, launch tarps, set up areas, and Flymaster trackers.

Waypoints are here: <https://airtribune.com/red-rocks-wide-open/info> (scroll down to very bottom)

The only airspace in the entire region is class one (18,000') and is strictly regulated.

There is no traffic in this area, but some of the flying areas are quite remote and many of the roads are dirt and not paved. We have several UTV Vehicles and 4 X 4 vehicles to utilize for remote retrieves.

Landing areas are plentiful, all the valleys are wide open. The biggest hazard is the very high altitudes that can be reached when flying, we highly recommend the use of supplemental oxygen, which is provided. All goal fields have been scouted in person and are free of hazards. Many are rarely used backcountry air fields.

Weather

- **Typically launches in this area “turn on” in mid September by 1030 am. The area is in the high desert region of southern Utah. It is one of the most famous places in the US for restitution lift in the late evenings due to the large valleys and huge temperature swings between day and night. Prevailing winds are westerly and hazards include strong winds with approaching fronts and thunderstorms during times of monsoonal conditions, which typically end late in August.**
- **Launches in Monroe range from 8500' to over 12,000' so altitude is always a concern for pilots not used to the altitudes. Wind of over 18km/hr typically mean we cannot safely task.**

Meteorology

- **Reavis Sutphin-Gray and Lisa Vergalla are our weather experts. Lisa is an accomplished hang glider and paraglider pilot and works for NOAA as a forecaster/ expert meteorologist. Reavis is one of North America's most legendary pilots and weather experts. These two pilots will provide daily telegram synopsis and verbal summaries at the daily task briefings.**
- **We utilize a number of forecasting models. The NOAA weather discussion for the area, Skysight.io, XCSkies as well as the local weather real-time weather obs:**

[CUASA Cove Station](#)

[NOAA Central Utah](#)

[Weather.com – Hourly](#)

[USAirNet.com Winds Aloft – US](#)

[WindCast – Utah / Soaring Forecast](#)

[Live Feed on Cove Two hour time span on Cove](#)

Transport

- Daily transport via private 4 X 4 vehicles and 15 passenger rental vans as well as three U-Haul storage trailers for gear are provided to launch and for retrieve.
- Flymaster trackers are provided. We have a very experienced retrieve team consisting of two paid retrieve coordinators and paid retrieve drivers. We utilize two platforms to track pilots (mandatory InReach): XCFind, and Flymaster Tracking.

Safety

- **See <https://www.fai.org/page/safety-handbook>**
- **State what your safety management plan will be: Please see attached “Incident Response Flow”. In addition:**

Pilot health may cause a pilot to be removed from a daily task. This will be determined by the race director and medical staff assigned at launch (which is the location of the daily weather briefings). Conditions that warrant removal from task include dehydration, staggering, slurred speech, delayed reaction time, cloudy judgment, poor launch technique, signs of hypoxia, confusion. This will be monitored by our Safety Director Justin Grisham who runs our emergency response medical team (ER physician, paramedic, wilderness first response instructor, and expert in high altitude issues).

 - **Landowners and physical obstacles**

Pilots will be briefed on appropriate landowner issues including; avoiding trespassing and respecting property of landowners in the case of landing in non-designated LZ's, being sensitive to crops and livestock, notify race committee in case of any property damage during landing. All goal fields are have been scouted thoroughly. Note all waypoints are coded (goal, launch, remote, road access, water available, etc.)
 - **Local meteorological conditions (areas of rotor, strong valley winds, etc.) or local terrain features (pylons).**

Local meteorology and flying area is covered in full during the initial mandatory safety briefing the evening of registration. Each task is then also briefed with weather of the day and potential hazards of the task.

- **Task setting/task style/scoring ideas to compensate.**

We have a MASSIVE tastable area for this event. Several hundred miles in every direction. Tasks in all directions are possible and depending on the expected weather (which is almost always determined by wind strength at various heights and potential for overdevelopment) we can create tasks that account for potential hazards.

- **Comments on pilot qualifications/skill levels required:**

Minimum qualifications: P4 or International equivalent. Pilots can expect strong conditions in Monroe, very high altitudes and at times when we fly downwind over the “Swell”, potentially limited places to land. If pilots do not have a P4 or international equivalent they will be asked to contact the race organization with their flying background if they feel the Red Rocks Wide Open test event or Pan Americans suits their ability.

- **Details of any fatalities or serious accidents on the site or in the task flying area in the past 5 years:**

None at any of the events we have run thus far (2 X Red Rocks Wide Open/ US Nationals).

But there have been serious accidents in this area to lower hour pilots:

- 1 fatality two years ago (locked in spiral to very low hour pilot, assumed pilot passed out).
- One helicopter evacuation due to a crash caused from uncontrolled steep turn from riser twists on launch (inexperienced pilot) in 2023

- 2022 there was a heli evac from Mt Edna requiring hospitalization due to an attempted top landing in strong south wind. Bad wind for that site.
- 2021 there was a hospitalization of a man who crashed in the foothills of Cove attempting to evade power lines and spinning his glider.
- 2020 there was a MEDEVAC of one of an instructors students who crashed during a lesson requiring leg amputation.

Rescue/medical services

- **Information on applicable experience of on-site doctor/paramedic:**
See above. We have no less than 5 professional ER physicians who are also expert wilderness first aid/ SAR licensed professionals on-hand during the competition (lead ER physician is Justin Grisham, he runs this team). They are all pilots themselves and are well versed in emergency response as related to paragliding issues- high altitude, remote terrain, cold, hypoxia, desert environments, first aid, medical response in tasks area.
- **Helicopter availability including response times.**
Full trained SAR helicopter rescue and assets are available out of Richfield, Utah, which is 10 minutes by car to our main LZ. Response times in our task area are anywhere from a few minutes to 2+ hours.
- **Helicopter landing space for each site.**
Substantial at all, our LZ's are very large

Transmissions

- **Radios: details including any restriction on frequencies or types of radio, particularly 2m, and any licence requirements.**
No restrictions. 2M radio required by all participants.
- **Mobile/Cell 'Phone Coverage: availability of local SIM cards. Details of best network coverage within the competition area.**
Best networks are AT&T and Verizon. T-Mobile is greatly discouraged. SIM cards are available at the Salt Lake City Airport.

Liaison with police, military, public services

- **Their familiarity with this type of event. Past experience? Assistance expected?**
Local police and SAR volunteer authorities/ personnel are VERY experienced with paragliding events in this area as it has been home to the largest fly-in in North America for over a decade. They are keen to help and available 24-7 if needed.

Commitment for environment

- **As per CIVL Environmental Policy document (to be published)**
We do not provide single use plastic, water locally is very safe to drink. We contribute a tree for every registration through our commitment to carbon neutral operations. For more information [go here](#).

Event headquarters

- **Location and size of rooms for briefings, registration, equipment checks.**
We have three main facilities for the event: Richfield County Fairgrounds is an indoor recreation/ meeting facility that seats 600 comfortably and has a massive screen and stage for films, speaking events, etc. We typically hold registration and the initial safety briefing at the Monroe Lions Park, which is outdoors and has a covered area. And we have the awards and after party at the Sevier County RV Park which is a private outdoor amphitheater, with a large grass field and facilities. All staff also stay at the Sevier County RV Park. All facilities have internet.
- **Internet access available for Officials.**
- **Internet access available for competitors.**

Local facilities

- **General outline of availability and average prices of hotels, camping sites, apartments and other accommodations.**
- **LODGING (discounts are arranged and will be posted on the website):**
 - [Quality Inn](#) (Richfield)
 - [Monroe Inn](#) (Monroe)
 - [Hotels in Richfield](#)
 - [AirBNB's](#) in the area
 - [Monroe Canyon RV Park](#) (Monroe)- Ask for Jordan for a pilot discount (adjacent to the main LZ)

- [Sevier River RV Park \(Joseph\)](#)- about 17 mins from LZ. All staff stay here. Awards and afterparty will be here. Lots of grass and trees. Ask for Danny.
- **Proximity from event HQ of: car hire, shops, restaurants/bars, repair facilities, etc.** Everything is within 15 minutes of Monroe. Most hotels are in Richfield, which is 10 minutes from Monroe. The main LZ and operations happen out of Monroe. Richfield is the bigger “town” and has large grocery stores, car hires, assortment of hotels and restaurants.

Visas, vaccinations

- **Details of visas required for visitors from FAI member nations.**
- **Details of any vaccinations recommended for competitors (or provide web addresses for information).**
No vaccination requirements. Tourism (Visitor Visa B) visas are required from all countries other than Canada and Bermuda and are typically easy to obtain:

<https://travel.state.gov/content/travel/en/us-visas/tourism-visit.html>

Early arrivals:

- **State any date before which competitors should not arrive.**
- **Give details of arrangements for pilots if early arrival is possible (access to launch, etc.).**
Early arrivals are fine and there is a large local community of pilots who are more than happy to accommodate, give site briefings and help pilots get to launch and retrieve.

Customs and equipment importation:

- **Information on custom arrangements for temporary importation of gliders and other competition equipment. If necessary, customs at main entry points for the event should be informed of the nature of equipment that will accompany pilots.**
- **List entry points that have already been contacted or notified.**
None known and we cannot help with this, but I don't see why it would be necessary?

Medals, etc.

- **Medals and diplomas will be provided free by CIVL, but transportation and custom are paid by the organisers.**
- **State here if there are any other forms of recognition or prizes.**
Some sponsor schwag will be given out for each days' task winners and for overall category winners in addition to the CIVL awards

Media and social media coverage, merchandising

- **Website if not at civlcomps.org.** It will be on CIVLcomps.org as well as usparaglidingcompetitions.com
- **Outline of plans to promote the event.**
Local newspaper, my podcast (Cloudbase Mayhem), USHPA PILOT magazine, Cross Country Magazine, our instagram channel (@xredrocks).
- **Media coverage planned before, during and after the event.**
Same as above
- **Facilities for spectators (virtual and physical).**
Fantastic grass LZ in Monroe for physical spectators (for tasks where we can fly triangles and have goal in town), and live tracking and instagram for virtual.
- **Filming/video opportunities.**
We will have two dedicated film/ stills personnel getting film and still content in the air and from the ground headed up by National Geographic photographer and explorer at large [Ben Horton](#).

Any additional information in support of the bid

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A 501 (C) (3) Corporation

Tuesday, January 16, 2024

Dear CIVL,

We understand Gavin McClurg is submitting a bid to run the 2026 Pan American Championship in the United States. We enthusiastically support his bid to hold this prestigious event at the dramatic flying site in Monroe, Utah.

Respectfully,

Martin Palmaz
Executive Director

PO Box 1330
Colorado Springs, CO 80901-1330

Tel: 800-616-6888 / 719-632-8300

Fax: 719-632-6417

www.ushpa.org

Hello,

Central Utah Air Sports Association (CUASA) would be delighted to host the 2026 Pan Americans to be held from September 12th to September 19, 2026.

Respectfully,

Lindsey Ripa Burns, CUASA President

Lindsey Ripa Burns

1/14/2024

lindseyripaburns@gmail.com

Red Rocks Wide Open
Incident Response Flow

Life Threatening Injury

- 1) Provide First Aid
- 2) Call 911, follow all instructions
- 3) Inform Race Director and Safety Director
 - a. First Choice- Phone
 - i. Race Director: Gavin (208)309-0973
 - ii. Safety Director: Bill (801) 210 623 0357
 - b. Second Choice- Designated race radio frequency: _____

Non-Life-Threatening Injury

- 1) Provide First Aid
- 2) Inform Race Director and Safety Director
 - a. First Choice- Phone
 - i. Race Director: Gavin (208)309-0973
 - ii. Safety Director: Bill Beninati (801) 210 623 0357
 - b. Third Choice- relay through pilots to race director (inreach if needed)
 - c. Forth Choice- Call 911

Information to have ready for 911:

Pilot's name: _____

GPS location or cross road: _____

Injuries: _____

General principles:

- 1) Disconnect pilot from wing and reserve first thing
- 2) Stop bleeding
- 3) Do not move patient if they have:
 - a. Back, Neck, or Pelvis pain

OutdoorMed

www.paraglidingfirstaid.com

Dr. Justin Grisham

- b. Altered Consciousness
 - c. Numbness or weakness in any limbs
 - d. Altered level of consciousness
- 4) Keep patient WARM and comfortable