

I wanted to report what happened at the recent World Championships in Las Vegas.

The canopy of the Extra 330 LX N330AN operated by the Italian pilot Riccardo Cresci, opened during the take-off roll on his first training flight in Las Vegas. He immediately aborted takeoff, but the canopy broke, with no further damage to the airplane.

Riccardo is a very experienced pilot. He flew for many years in the Italian Air Force as a fighter pilot, he competed in aerobatic competitions with CAP 231 and Extreme and currently owns and uses a single-seater EXTRA 300 S, he is a B737 Captain in Ryanair and operated as a warm-up pilot at the recent EAC 2023 in Pavullo.

On the morning of the event, when it was his turn to make the "FIRST" training flight with the EXTRA 330 LX N330AN rented for the Championships, he had just a few minutes to familiarize himself with an airplane he had never flown before, because the previous pilot just landed from his training flight. The adjustment of the pedals, the seat, the parachute etc. they didn't leave Riccardo any more time before takeoff to respect the training slot.

Furthermore, as often happens, there were difficulties with the hot starting, also due to the high temperature, so another pilot reopened the canopy

from the outside and intervened to help Riccardo in order to expedite the engine start.

In this situation of heavy external pressure and with the commitment to respect the training slot time, with the external intervention of another pilot who opened, but did not correctly close the canopy, the perfect recipe was created for the event which then happened.

Of course, Riccardo was the Pilot in Command and therefore responsible for the correct execution of the checks before Take Off, but it is undeniable that the organization created all the conditions for an event which fortunately did not have more serious consequences.

After this event, Riccardo compensated for the damage but then decided not to participate in the Championships, as he was unable to make even one test flight on the airplane he was supposed to use in the competition.

In the following days during the contest's flights there were similar situations of 2 pilots using the same plane and who had very little time between their flights.

I believe that the CIVA Safety Committee must raise awareness among the organizers, in order to avoid that such events won't happen again in the future and

operate without generate any type of pressure on the pilots.

AM		East judges line			
10:00 AM		W1 Craig Gifford			
10:12 AM		W2 Martijn Kersten			
10:24 AM	Pilot	Review			
10:36 AM	1	David Taylor	G-200	Giles	
10:48 AM	2	Balila	Anuncia	N981KM	300L
11:00 AM	3	HUSAM	GAMAL	N330AN	330LX
11:12 AM	4	Christiano	Oliveira	N808YF	330LX
11:24 AM	5	Laura	Russell	N330AN	330LX
11:36 AM	6	Jerzy	Strzyz	C-GSU	Sukhoi
11:48 AM	7	Matthew	Dunfee	N330MD	Extra
12:00 PM	8	Raymond	Pearson	AUS	DR-107
12:12 PM		Return to Ramp			
12:00-2:00 PM		Lunch & Switch Judges Line			
1:45 PM		Judges out to the West judges line			

6	07:55	Igoris	Lobanovas	LTU	N43DM	300S
7	08:06	Laura	Russell	IND	N330AN	EXTRA 330LX
8	08:17	Thomas	Thomason	IND	N202SF	Giles
9	08:28	David	Taylor	IND	N1210Y	Giles 200
10	08:39	Riccardo	Cresci	ITA	N330AN	EXTRA 330LX
11	08:50	Markus	Ruesch	SUI	N43DM	300S
12	09:01	Ekaterina	Volkova	IND	N330X	Extra 300S
13	09:12	Martin	Graef	GER	N808YF	EXTRA 330LX
14	09:23	Dave	Barbet	CAN	C-FXCC	Giles G-200
15	09:34	Christian	Baxter	CAN	C-GEEL	EXTRA 330SC