



## RECORD OF CONVERSATION

**Michael J. Hodges**  
**Air Safety Investigator**  
**General Aviation Accident Investigation Division (AS-20)**

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**Date: February 24, 2016**  
**Person Contacted: Mr. Olivier Gamard (Head of Airworthiness, Helicopteres Guimbal)**  
**NTSB Accident Number: GAA16LA117**

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### **Narrative:**

The following is a synopsis of the information provided by Mr. Gamard in an email conversation.

- When we certified the Cabri G2, we wanted to be sure there was no loss of tail rotor effectiveness (LTE) issue. All the more than ancient shrouded rotor design had possible history and that people would be concerned about that on a new general aviation design.
- Cabri G2 was therefore tested extensively, to winds higher than the required 17 knots, and found without LTE.
- Demonstrated envelope was 25 knots of wind at all headings over the whole flight envelope and 35 knots at all headings at sea level. This is stated in the Rotorcraft Flight Manual (RFM) page 5-5, below the in ground effect (IGE) hover curve.