Things to ask the test pilots

* what would be the time to give control back to the pilot
  + you would have to do eyes wide open and keep calculating paths that the plane can escape
  + if only one path left to escape and the time to impact reaches limit, and no pilot response, then activate auto recovery
  + if more than one trajectory left to escape or more than one second left to escape, then pilot can take control (when the aircraft is finally pointing in a safe direction)
* what if the pilot inputs additional Gs into aircraft more than auto gcas commands?
  + Use eyes wide open to continue taking aircraft back to safety
* What should the clearance be for a c-130 pilot (what would be comfortable for low level missions)
* Would you like a dial to tailor how small the clearance should be or would that be annoying—or should this be set automatically based on altitude?
* What is the normal speed and height for a low lvl mission
* How do you think the c-130 community would react to use of heavy auto gcas? Would there be great support or even more backfire against the program due to the low level mission of the c-130?

Add the path of the current plane to the gcas trajectories

There is a scenario when there is a mountain and you are doing a banked turn and the trajectories say you are good but you are not.

Only have a forward path? That the number of gs necessary based on your bank angle??

Give pilot control one second after (time to collision instead of gamma terminate)

Try to keep it simple—maybe only do a forward trajectory—but this assumes that the pilot knows that the mountain is near by

Auto throttle—if you can do it, do it!!

Eyes wide open—check the trajectory you are heading towards and then give back pilot control if that trajectory is green

Auto throttle eliminates the problem of a minimum velocity

Look up math for terrain following