

SCRIPT REVIEW CBC MOVIE ?

**ACT ONE**

- 1 a. The first production of the CF -100 was a MK III later the MK IV and the V.
5. Increases power -  
Maximum climb at 100% or full power.  
With jet engines you speak in terms of the % of power.  
Throttle is a term ore related to a reciprocating engine. (perhaps a minor point, but correct. *more*)
7. There is no logic to the inference that the control panel will "shake" wildly or the controls will vibrate - Quite the contrary, the climb would likely be a smooth ride.  
A fuel gauge coming loose and loose wiring sparking would justify aborting the test and returning to base for correction.  
At least that is what a responsible test pilot would do! and particularly if unusual vibrations in the airframe are being encountered.
9. Wing over went out with W.W.I and W. W. II. The pilot would "roll" into a dive.
10. Steadily increasing power moving slowly into this test sequence without loose wires etc. The test would be aborted and return to base. The cause of concern being reported by R/T so that the monitoring flight test engineers have a clue in case the aircraft doesn't make it.  
The increase in power to a specific % would be a movement of the control over 3 or 4 secs.
11. A test pilot would understand the Mach limit or thereabouts before starting the flight.

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- 12. In the event of heavy vibrating that has progressed as is suggested at a Mach number near the limit, a responsible test pilot would initiate the appropriate action and more over would be providing a description of what is going on - There is no reference to such reports. A test pilot's desire was to return with an evaluation of the test sequence.**
- 13. I have no idea how someone on the ground could possibly speculate that a pilot was attempting supersonic. This is most unrealistic unless during preflight briefing such a test was planned.**
- 14. Certainly a CF - 100 at Mach 95 would "rebel" and by then be uncontrollable with the trend to nose over into an inverted loop uncontrolled thru lack of elevator control which can only be stopped by reduction of speed.  
Recovery from such a situation may well cause a structural failure but it is unlikely you would know the problem by looking back.  
Your ability to look back to any degree is very restricted by the pilots hard hat and being tightly harnessed into the ejection seat and the back of the seat itself.  
I would add that if there had been a catastrophe structural failure it is unlikely that the test pilot can struggle with the controls in any effective way.**

**The circumstances suggest that an appropriate "Mayday" would be given by the test pilot who is not likely to be "cavalier" with small talk. He'll be very busy taking the ejection procedure without the comment he's preparing to exit.  
Failure to jetison the canopy thru malfunction of the system doesn't leave very much option. - Its good the test pilot reported the problem.**

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16. The hatchet <sup>SCENE</sup>~~scen~~ is not realistic for several reasons, firstly, I <sup>DON'T</sup>~~didn't~~ recall an axe being installed, but assume there was and with heavy G forces probably present with this uncontrollable aircraft and the restriction on a person strapped into a ejection seat, trying to flail around with an hatchet in the cockpit isn't likely.
17. The aircraft would likely be in more than a "slow spiral dive and the time available to hack ones way would be a matter of a few seconds.
20. A helicopter would be the order of the day. A fire truck would have a difficult time finding the crash, particularly in wooded area in and around Toronto at that time. Prototype testing certainly didn't take place over populated area's.

As a former test pilot and one who has had similiar experiences, my reaction to the whole sequence was not good. Primarily because a picture was painted of irresponsible action and a "devil may care" cavalier attitude of the approach to flight test. Perhaps this is an over sensitivity on my part, but I knew many of the people involved in the CF - 100 program at that time and I assure you that great care and planning went into each and every part of a flight test program.

At the same time I appreciate the position of the writer in trying to generate some excitement and intrege into it all.

HOPE THIS WRITE-UP IS USEFUL

Good Luck.