

1

00:00:00,000 --> 00:00:03,000

On this episode of MythBusters...

2

00:00:03,000 --> 00:00:06,000

Good morning everyone, my name is Adam and I'll be your flight attendant today.

3

00:00:06,000 --> 00:00:07,000

...I'm Joe at MythBusters.

4

00:00:07,000 --> 00:00:10,000

...is the brace position intended to save you...

5

00:00:10,000 --> 00:00:11,000

That's really bad.

6

00:00:11,000 --> 00:00:14,000

...or kill you.

7

00:00:14,000 --> 00:00:15,000

And...

8

00:00:15,000 --> 00:00:19,000

I have a sneaking suspicion that I'm a really, really bad driver.

9

00:00:19,000 --> 00:00:22,000

...is driving and chatting.

10

00:00:22,000 --> 00:00:23,000

Could you repeat that again?

11

00:00:23,000 --> 00:00:25,000

Just as dangerous as...

12

00:00:25,000 --> 00:00:26,000

Officer, would you help me a beer?

13

00:00:26,000 --> 00:00:29,000

...driving under the influence.

14

00:00:30,000 --> 00:00:32,000

Who are the MythBusters?

15

00:00:32,000 --> 00:00:34,000

Adam Savage?

16

00:00:34,000 --> 00:00:36,000

I reject the reality and substitute my own.

17

00:00:36,000 --> 00:00:38,000

And Jamie Heineman?

18

00:00:38,000 --> 00:00:40,000

I couldn't like it in here, it's private.

19

00:00:40,000 --> 00:00:45,000

Between them more than 30 years special effects experience...

20

00:00:45,000 --> 00:00:46,000

That was intense.

21

00:00:46,000 --> 00:00:50,000

They don't just tell the myths...

22

00:00:50,000 --> 00:00:53,000

They put them to the test.

23

00:01:01,000 --> 00:01:03,000

Guys, I got a good one.

24

00:01:03,000 --> 00:01:06,000

While flying this weekend, I actually heard a really interesting myth...

25

00:01:06,000 --> 00:01:09,000

While I was reading my emergency safety card...

26

00:01:09,000 --> 00:01:12,000

The guy next to me claims conspiracy theory style...

27

00:01:12,000 --> 00:01:16,000

That the brace positions that you have to get into on the commercial airlines...

28

00:01:16,000 --> 00:01:18,000

When you're crashing into land or water...

29

00:01:18,000 --> 00:01:21,000

Are actually to kill you.

30

00:01:21,000 --> 00:01:22,000

It's so that...

31

00:01:22,000 --> 00:01:25,000

When you're crashing, your neck will instantly break...

32

00:01:25,000 --> 00:01:29,000

Because it's actually cheaper to pay out for a wrongful death suit...

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00:01:29,000 --> 00:01:32,000

Than years and years of rehabilitation.

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00:01:32,000 --> 00:01:34,000

That's a good one, Carrie.

35

00:01:34,000 --> 00:01:36,000

And we get to destroy another aircraft.

36

00:01:39,000 --> 00:01:41,000

As much fun as that would be...

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00:01:41,000 --> 00:01:43,000

I'm not sure it's really feasible for this.

38

00:01:43,000 --> 00:01:46,000

I mean, we need to do several experiments...

39

00:01:46,000 --> 00:01:48,000

And destroying a full-size plane...

40

00:01:48,000 --> 00:01:50,000

We're only going to get one test if that.

41

00:01:50,000 --> 00:01:52,000

So, do you have a plan for a repeatable ring?

42

00:01:52,000 --> 00:01:55,000

Yeah, I mean, I definitely think we need something controllable...

43

00:01:55,000 --> 00:01:57,000

So, you know, we could just do many experiments...

44

00:01:57,000 --> 00:02:00,000

One with the brace position, of course, buster...

45

00:02:00,000 --> 00:02:02,000

One without the brace position...

46

00:02:02,000 --> 00:02:04,000

And just see if we can knock his head off.

47

00:02:04,000 --> 00:02:07,000

See if there's a real difference between the brace position and sitting regularly.

48

00:02:07,000 --> 00:02:09,000

And you know, what about business class?

49

00:02:09,000 --> 00:02:12,000

Are you any safer when you spend that extra dough?

50

00:02:12,000 --> 00:02:15,000

And then there are those backwards-facing seats that the flight attendants use.

51

00:02:15,000 --> 00:02:16,000

What about those?

52

00:02:16,000 --> 00:02:17,000

Exactly.

53

00:02:17,000 --> 00:02:19,000

To get to the bottom of this myth...

54

00:02:19,000 --> 00:02:22,000

The team's going to have to lay their bodies on the line.

55

00:02:22,000 --> 00:02:24,000

But let's not get ahead of ourselves.

56

00:02:24,000 --> 00:02:28,000

First, they're going to need three different types of airplane seats.

57

00:02:30,000 --> 00:02:34,000

It's back to the old Mythbusters standby for airline parts.

58

00:02:34,000 --> 00:02:36,000

Interface aviation.

59

00:02:36,000 --> 00:02:38,000

I can just keep going and going...

60

00:02:38,000 --> 00:02:40,000

Last time the team was here...

61

00:02:40,000 --> 00:02:44,000

They picked up an in-flight toilet for their vacuum test.

62

00:02:44,000 --> 00:02:46,000

Boy, did that suck!

63

00:02:48,000 --> 00:02:51,000

And the Mythbuster maturity continues.

64

00:02:52,000 --> 00:02:54,000

Yeah!

65

00:02:58,000 --> 00:02:59,000

He's worked!

66

00:02:59,000 --> 00:03:00,000

They really work!

67

00:03:00,000 --> 00:03:01,000

Who would have thought?

68

00:03:01,000 --> 00:03:02,000

Nice, Tori.

69

00:03:02,000 --> 00:03:04,000

Let's remember why you're here.

70

00:03:04,000 --> 00:03:06,000

I think that's quite a fun shopping list.

71

00:03:06,000 --> 00:03:08,000

I think we need five rows of the economy seats.

72

00:03:08,000 --> 00:03:12,000

One row of two-seaters for the first class.

73

00:03:12,000 --> 00:03:14,000

Is this the first time you've ever been in first class?

74

00:03:14,000 --> 00:03:15,000

Oh, man!

75

00:03:15,000 --> 00:03:16,000

Me too.

76

00:03:16,000 --> 00:03:18,000

That's a good life.

77

00:03:18,000 --> 00:03:20,000

And the final item on their list...

78

00:03:20,000 --> 00:03:23,000

A flight attendant's rear-facing seat.

79

00:03:23,000 --> 00:03:25,000

This is going to be perfect.

80

00:03:25,000 --> 00:03:26,000

Happy?

81

00:03:26,000 --> 00:03:27,000

Think we got everything?

82

00:03:27,000 --> 00:03:28,000

I'm very happy.

83

00:03:28,000 --> 00:03:29,000

This is going to be good.

84

00:03:29,000 --> 00:03:31,000

We've got some good stuff here for sure.

85

00:03:31,000 --> 00:03:34,000

We've got a lot of work to do, so we should head back to the shop.

86

00:03:39,000 --> 00:03:43,000

Although air travel is one of the safest forms of transportation,

87

00:03:43,000 --> 00:03:48,000

every year in the U.S. an average of 120 people are killed

88

00:03:48,000 --> 00:03:53,000

and 350 seriously injured in commercial airline crashes.

89

00:03:53,000 --> 00:03:58,000

Right off the bat, our researchers have found that there actually is an element of truth to this story.

90

00:03:58,000 --> 00:03:59,000

Oh, yeah.

91

00:03:59,000 --> 00:04:04,000

Well, it turns out that it is, in fact, cheaper for the airlines to pay out a wrongful death settlement

92

00:04:04,000 --> 00:04:08,000

than it is to pay someone who's been injured over the course of their lifetime.

93

00:04:08,000 --> 00:04:13,000

Wrongful death settlements pay out at between around three and five million bucks an occurrence,

94

00:04:13,000 --> 00:04:18,000

whereas depending on the severity of the injuries for a lifetime of rehabilitation,

95

00:04:18,000 --> 00:04:23,000

the airlines may pay out between eight and ten and sometimes up to 50 million dollars.

96

00:04:23,000 --> 00:04:24,000

Wow.

97

00:04:24,000 --> 00:04:26,000

He has busters whole family here.

98

00:04:26,000 --> 00:04:29,000

To assure passengers the safest flight possible,

99

00:04:29,000 --> 00:04:33,000

engineer Richard DeWeeze of the FAA Civil Aerospace Medical Institute

100

00:04:33,000 --> 00:04:38,000

conducts extensive testing on the crashworthiness of airline seats

101

00:04:38,000 --> 00:04:40,000

and their effects on passengers.

102

00:04:40,000 --> 00:04:41,000

So cool.

103

00:04:43,000 --> 00:04:47,000

Carrie popped into his office in Oklahoma City to see how it's done.

104

00:04:47,000 --> 00:04:48,000

Wow.

105

00:04:48,000 --> 00:04:51,000

This is where we do all of our testing.

106

00:04:51,000 --> 00:04:55,000

And of course, down the middle of the area is our test track.

107

00:04:55,000 --> 00:04:57,000

This is our test sled.

108

00:04:57,000 --> 00:05:00,000

Essentially, it's a rolling platform.

109

00:05:00,000 --> 00:05:04,000

We hook this cable up to the front, and we can pull it back with a winch

110

00:05:04,000 --> 00:05:06,000

and control its speed.

111

00:05:06,000 --> 00:05:09,000

The further back we pull it, the faster it's going to be going when it gets here.

112

00:05:09,000 --> 00:05:16,000

The test scenario is a 35 feet per second velocity change at 14 Gs.

113

00:05:16,000 --> 00:05:19,000

And we get to that 14 G peak in only 80 milliseconds.

114

00:05:19,000 --> 00:05:20,000

Wow.

115

00:05:20,000 --> 00:05:23,000

And from the course of the test dummy, we're going to be gathering things

116

00:05:23,000 --> 00:05:27,000

to tell us whether or not the person would have been injured by the readings we get from them.

117

00:05:27,000 --> 00:05:32,000

OK, so this rig may be a bit outside the built-in scope,

118

00:05:32,000 --> 00:05:36,000

but Tori's got a plan, and it's on the cheap.

119

00:05:36,000 --> 00:05:40,000

Well, we don't have the hydraulic rams that they use at the FAA.

120

00:05:40,000 --> 00:05:45,000

So we're going to have to come up with a new experiment to test this.

121

00:05:45,000 --> 00:05:49,000

One thing we could do is basically we'll build a gantry, put the seats on it,

122

00:05:49,000 --> 00:05:52,000

we'll get a crane, and vertically drop it.

123

00:05:52,000 --> 00:05:55,000

All we have to get is 35 feet per second.

124

00:05:55,000 --> 00:06:00,000

So for one second, we drop it for one second, we're going to get some serious G forces.

125

00:06:05,000 --> 00:06:10,000

My number one concern was that this thing has got to be super strong.

126

00:06:15,000 --> 00:06:21,000

We will it with a two-inch square tubing and then triangulated the heck out of this thing.

127

00:06:22,000 --> 00:06:29,000

The whole gantry is at a 30-degree angle, which is to specs to the FAA's crash tests that they do.

128

00:06:31,000 --> 00:06:36,000

But before they take to the skies, their next myth has them hitting the road.

129

00:06:38,000 --> 00:06:41,000

Come on, admit it. You know you do it.

130

00:06:41,000 --> 00:06:44,000

Talk on the cell phone while driving.

131

00:06:44,000 --> 00:06:49,000

And deep down, you know it's dangerous.

132

00:06:50,000 --> 00:06:55,000

But is it as dangerous as that other driving taboo?

133

00:06:55,000 --> 00:06:57,000

Here comes another one.

134

00:06:57,000 --> 00:07:04,000

The myth is that it is just as dangerous to drive while talking on a cell phone as it is while driving drunk.

135

00:07:04,000 --> 00:07:08,000

Well, obviously, you know, while you're dialing your eyes are not on the road,

136

00:07:08,000 --> 00:07:13,000

but what we really need to pinpoint is whether the conversation itself is dangerous.

137

00:07:13,000 --> 00:07:14,000

Yes.

138

00:07:14,000 --> 00:07:18,000

Yeah, people seem to be under the impression that if you're at a stoplight, it might be okay to dial because you're not moving.

139

00:07:18,000 --> 00:07:21,000

But then it's okay to talk once you actually get moving.

140

00:07:21,000 --> 00:07:23,000

And that's the key thing about this myth.

141

00:07:23,000 --> 00:07:27,000

Is it, in fact, safe to talk on a cell phone while you're driving?

142

00:07:27,000 --> 00:07:28,000

That's what we're going to test.

143

00:07:34,000 --> 00:07:39,000

They're off to the Russell Racing School at Infineon Raceway in Napa, California.

144

00:07:39,000 --> 00:07:44,000

The problem we've got today is that both Carrie and I are the test subjects.

145

00:07:44,000 --> 00:07:47,000

We're actually going to do the Russell Racing School course here.

146

00:07:47,000 --> 00:07:50,000

They've got several different driving skills to test on us.

147

00:07:50,000 --> 00:07:58,000

First, they'll each run a control lap, sober and cell phone free to get acquainted with the course.

148

00:07:58,000 --> 00:08:05,000

Then they'll navigate the course again, only this time while Jamie distracts them with a cell phone call.

149

00:08:05,000 --> 00:08:07,000

Chief, I want to hear that.

150

00:08:07,000 --> 00:08:13,000

Finally, they'll knock back a few cold ones, take a police-administered breathalyzer test,

151

00:08:13,000 --> 00:08:17,000

and then climb back behind the wheel for their last lap.

152

00:08:17,000 --> 00:08:18,000

Oh, man.

153

00:08:18,000 --> 00:08:25,000

This is a tough one because I do think, I do notice an occasion talking on a cell phone that it's easy to zone out.

154

00:08:25,000 --> 00:08:31,000

Whether that's equivalent to driving while drunk, which I've never done, I have no idea.

155

00:08:34,000 --> 00:08:37,000

Ladies and gentlemen, start your engines.

156

00:08:37,000 --> 00:08:44,000

Carrie and Adam are about to test the myth that driving with a cell phone is just as dangerous as driving drunk.

157

00:08:44,000 --> 00:08:50,000

Once again, going to humiliate myself in front of a very large audience.

158

00:08:50,000 --> 00:08:58,000

But before they attempt the skills course impaired, they'll each try a control run first, sober and cell phone free.

159

00:08:58,000 --> 00:09:01,000

Hey, how are you doing? I'm Jamie. Mark Wallachatia.

160

00:09:01,000 --> 00:09:02,000

Hi, Mark.

161

00:09:02,000 --> 00:09:08,000

Mark Wallachatia, chief instructor for the Russell Racing School, takes them both through the route.

162

00:09:14,000 --> 00:09:15,000

Ready?

163

00:09:15,000 --> 00:09:16,000

Go.

164

00:09:18,000 --> 00:09:19,000

Are you ready?

165

00:09:19,000 --> 00:09:20,000

Go.

166

00:09:21,000 --> 00:09:27,000

First challenge, accelerating to 30 miles per hour and stopping at the sign.

167

00:09:27,000 --> 00:09:30,000

If you don't get to 30, you're going to fail that part of it.

168

00:09:30,000 --> 00:09:34,000

If you don't stop at the stop sign, you're going to fail that part of it.

169

00:09:35,000 --> 00:09:37,000

First, nobody stops like this, do they?

170

00:09:37,000 --> 00:09:38,000

I don't.

171

00:09:38,000 --> 00:09:40,000

Apparently, neither does Adam.

172

00:09:40,000 --> 00:09:43,000

You can't go into the other lane.

173

00:09:43,000 --> 00:09:46,000

Then there's everybody's favorite, parallel parking.

174

00:09:46,000 --> 00:09:47,000

Oh, man.

175

00:09:48,000 --> 00:09:52,000

Just ran into a lady to get lined up in the crossing.

176

00:09:52,000 --> 00:09:53,000

Oh!

177

00:09:53,000 --> 00:09:56,000

I still can't park.

178

00:09:56,000 --> 00:09:58,000

Oh, thank you.

179

00:09:59,000 --> 00:10:01,000

The time trial comes next.

180

00:10:02,000 --> 00:10:06,000

Your job is to average 15 miles an hour through the whole course.

181

00:10:06,000 --> 00:10:11,000

So if you go too fast or too slow, then you're going to fail that part of it.

182

00:10:12,000 --> 00:10:13,000

And now the time.

183

00:10:13,000 --> 00:10:14,000

Now and the time.

184

00:10:14,000 --> 00:10:16,000

Easy to get going fast there.

185

00:10:16,000 --> 00:10:17,000

Yeah.

186

00:10:18,000 --> 00:10:21,000

You've got to be at least 10 miles an hour around here.

187

00:10:22,000 --> 00:10:23,000

You got it.

188

00:10:23,000 --> 00:10:28,000

And for the peace de resistance, the accident avoidance challenge.

189

00:10:28,000 --> 00:10:31,000

You'll drive up at say 30 miles an hour.

190

00:10:31,000 --> 00:10:33,000

I'll say left, right or center.

191

00:10:33,000 --> 00:10:38,000

You've got to make that lane change and then you'll get through that particular lane change.

192

00:10:38,000 --> 00:10:40,000

You've got to get through that lane change.

193

00:10:40,000 --> 00:10:44,000

You've got to make that lane change and then you'll get through that particular lane change.

194

00:10:44,000 --> 00:10:46,000

So now what we've got to do without the brakes?

195

00:10:46,000 --> 00:10:47,000

Without the brakes.

196

00:10:47,000 --> 00:10:49,000

A little over 25, 27.

197

00:10:49,000 --> 00:10:50,000

Okay.

198

00:10:50,000 --> 00:10:51,000

Let's go.

199

00:10:53,000 --> 00:10:54,000

Left.

200

00:10:59,000 --> 00:11:00,000

Fail.

201

00:11:00,000 --> 00:11:02,000

We've got to pull.

202

00:11:04,000 --> 00:11:05,000

Okay, right.

203

00:11:10,000 --> 00:11:14,000

I kind of takes you back to those driver and days, doesn't it?

204

00:11:14,000 --> 00:11:15,000

How did I do?

205

00:11:15,000 --> 00:11:16,000

That was pretty good.

206

00:11:16,000 --> 00:11:19,000

We were a little quick for the, what we call the road drive.

207

00:11:19,000 --> 00:11:21,000

You're very good at the parking.

208

00:11:21,000 --> 00:11:24,000

Every time you turn, I'm going to want to see checking both sides and signaling.

209

00:11:24,000 --> 00:11:25,000

For the whole test?

210

00:11:25,000 --> 00:11:26,000

Yeah, even.

211

00:11:26,000 --> 00:11:27,000

Okay.

212

00:11:27,000 --> 00:11:28,000

So that's a pass.

213

00:11:28,000 --> 00:11:29,000

It's all good.

214

00:11:29,000 --> 00:11:30,000

And carry?

215

00:11:30,000 --> 00:11:35,000

I have a sneaking suspicion that I'm a really, really bad driver.

216

00:11:36,000 --> 00:11:37,000

That wasn't bad.

217

00:11:37,000 --> 00:11:41,000

You need to practice your parking, which not many people do.

218

00:11:41,000 --> 00:11:43,000

So I failed you on that.

219

00:11:43,000 --> 00:11:46,000

The rest of it, you did actually very good in the accident avoidance parking.

220

00:11:46,000 --> 00:11:49,000

That was really close.

221

00:11:49,000 --> 00:11:50,000

That was good.

222

00:11:50,000 --> 00:11:51,000

So overall you passed.

223

00:11:52,000 --> 00:11:55,000

Yeah, but the real fun still to come.

224

00:11:57,000 --> 00:12:02,000

I suspect that driving while talking on the cell phone is going to cause more impairment

225

00:12:02,000 --> 00:12:04,000

than any of us really imagined.

226

00:12:04,000 --> 00:12:06,000

I think the cell phone is going to be murder.

227

00:12:06,000 --> 00:12:07,000

There's absolutely no way.

228

00:12:07,000 --> 00:12:12,000

I'm trying all my concentration just to remember what I'm doing when I'm driving on this and where the roads are.

229

00:12:17,000 --> 00:12:22,000

Back at the shop, the framework for Tari's Myth Must Air plane is nearly complete.

230

00:12:22,000 --> 00:12:27,000

They'll have Buster testing the validity of the brace position in no time.

231

00:12:27,000 --> 00:12:29,000

I found fingers and toes.

232

00:12:29,000 --> 00:12:33,000

What I have to do next, I have to cover this whole thing with plywood.

233

00:12:33,000 --> 00:12:36,000

And that's going to be the theoretical airplane floor.

234

00:12:36,000 --> 00:12:40,000

I'll lay the tracks on and then I'll start putting on the airplane seats.

235

00:12:45,000 --> 00:12:46,000

Careful there, Tari.

236

00:12:46,000 --> 00:12:49,000

You remember what happened the last time you went stunt riding.

237

00:12:55,000 --> 00:12:56,000

I'm okay.

238

00:12:56,000 --> 00:12:59,000

It's easy to break bones when they're real.

239

00:12:59,000 --> 00:13:03,000

But when it comes to Buster's bones, well, that's a bit trickier.

240

00:13:04,000 --> 00:13:14,000

For this myth, we need Buster's broken bones to explain to us what's going to happen in the brace position to the human body.

241

00:13:14,000 --> 00:13:20,000

So we just basically want to do some fact checking to make sure that Buster is up for the test and he will give us some real data.

242

00:13:20,000 --> 00:13:24,000

We want to make sure that he is as much like a human as possible.

243

00:13:25,000 --> 00:13:34,000

To retrofit Buster's aluminum frame with the most realistic bones possible, the built-in tests the strength of different materials.

244

00:13:36,000 --> 00:13:39,000

First, animal bones as the control.

245

00:13:40,000 --> 00:13:41,000

Yep.

246

00:13:46,000 --> 00:13:47,000

Then, wood.

247

00:13:47,000 --> 00:13:49,000

Green fiberglass.

248

00:13:51,000 --> 00:13:52,000

Acrylic.

249

00:13:54,000 --> 00:13:55,000

PVC.

250

00:13:57,000 --> 00:14:03,000

And carbon epoxy tubing to see which would break most like a real bone.

251

00:14:03,000 --> 00:14:06,000

I think you've found your match, Kari.

252

00:14:06,000 --> 00:14:07,000

Look at that.

253

00:14:09,000 --> 00:14:11,000

It's broken, but it's not...

254

00:14:13,000 --> 00:14:14,000

It's not shattered.

255

00:14:14,000 --> 00:14:15,000

It's perfect.

256

00:14:15,000 --> 00:14:21,000

Both carbon epoxy tubing and lamb bone broke at a 120 pound dynamic load.

257

00:14:21,000 --> 00:14:23,000

So, that's what we're using.

258

00:14:24,000 --> 00:14:31,000

If this material breaks inside Buster on our crash test experiment, we can pretty much assume that a human bone would break.

259

00:14:31,000 --> 00:14:36,000

I know it's not perfect, but this is the closest that we're going to get to a good calibration.

260

00:14:36,000 --> 00:14:40,000

Don't look so glumbuster. You won't be crashing alone.

261

00:14:40,000 --> 00:14:41,000

More dummies to kill, huh?

262

00:14:41,000 --> 00:14:42,000

Wow.

263

00:14:42,000 --> 00:14:47,000

My God, it's like an embarrassment of riches after all those times of distraughting Buster.

264

00:14:47,000 --> 00:14:50,000

I haven't seen a clean dummy in a long time.

265

00:14:50,000 --> 00:14:52,000

Meet Buster's nuclear family.

266

00:14:52,000 --> 00:14:53,000

Wow.

267

00:14:54,000 --> 00:14:55,000

Look at Dad.

268

00:14:55,000 --> 00:14:56,000

Dad's buff.

269

00:14:58,000 --> 00:15:01,000

I think Dad's molded off the Heinemann model.

270

00:15:01,000 --> 00:15:03,000

These are what are known as simulades.

271

00:15:03,000 --> 00:15:07,000

While they are the correct weight, it's not distributed correctly.

272

00:15:07,000 --> 00:15:10,000

These guys are just a round out passenger seating around Buster.

273

00:15:10,000 --> 00:15:12,000

He's still our main test subject.

274

00:15:12,000 --> 00:15:13,000

They're dummy dummies.

275

00:15:13,000 --> 00:15:20,000

You know, it's amazing after all this time to finally expand the MythBuster's abuse family.

276

00:15:21,000 --> 00:15:25,000

I mean, I know you can't take the same kind of damage that Buster takes,

277

00:15:25,000 --> 00:15:27,000

but I'm willing to try.

278

00:15:27,000 --> 00:15:32,000

Oh, the abuse will come all right, but right now they're just victims of fashion.

279

00:15:32,000 --> 00:15:34,000

Did she come with her bra?

280

00:15:35,000 --> 00:15:37,000

We don't want to be indecent. This is a family show.

281

00:15:37,000 --> 00:15:39,000

So where do we get the bra? Did you give her ears?

282

00:15:39,000 --> 00:15:40,000

No.

283

00:15:40,000 --> 00:15:46,000

Let's leave Carrie hanging and head outside to see how the gantry is coming along.

284

00:15:46,000 --> 00:15:50,000

Tori's moved into the test site for some finishing touches.

285

00:15:50,000 --> 00:15:51,000

Seats.

286

00:15:51,000 --> 00:15:55,000

You think we should give the passengers a little bit more space?

287

00:15:55,000 --> 00:15:59,000

No, I think we should cram them even closer together to save a buck or two.

288

00:15:59,000 --> 00:16:02,000

You know, don't waste that fuel.

289

00:16:02,000 --> 00:16:05,000

More passengers, more money.

290

00:16:05,000 --> 00:16:09,000

That's why airlines go broke, because they get to people too much room already.

291

00:16:10,000 --> 00:16:12,000

You are a sweet guy.

292

00:16:13,000 --> 00:16:17,000

MythBust Air is ready for takeoff.

293

00:16:17,000 --> 00:16:20,000

Now it just needs its final passenger.

294

00:16:20,000 --> 00:16:26,000

Well, I guess the next big problem is the age-old MythBuster's problem of determining what happens to Buster.

295

00:16:26,000 --> 00:16:30,000

He can't talk to us, but we need to know if he's injured, if he's dead.

296

00:16:30,000 --> 00:16:31,000

Right.

297

00:16:31,000 --> 00:16:34,000

And if there's a difference between sitting in the embrace position or sitting normally.

298

00:16:34,000 --> 00:16:40,000

Well, it seems that maybe the neck would be a good thing to know if it could break.

299

00:16:40,000 --> 00:16:45,000

Right now he doesn't have any way of indicating to us that he's got a broken neck.

300

00:16:45,000 --> 00:16:52,000

If you are in an airline crash and your head is coming towards a seat in front of you,

301

00:16:52,000 --> 00:16:58,000

you're going to crash in and your neck is going to bend like this while the rest of your body continues on.

302

00:16:58,000 --> 00:17:05,000

This is known as extension, but Buster's neck is fixed and therefore won't bend like a human's.

303

00:17:06,000 --> 00:17:10,000

Leave it to Mr. Fixin to crack this quandary.

304

00:17:10,000 --> 00:17:15,000

What this means for Buster is I've got to make a neck that replaces this one.

305

00:17:15,000 --> 00:17:19,000

So I'm going to machine the neck, this piece.

306

00:17:19,000 --> 00:17:26,000

I've got a couple hinges from the hardware store so it can move and actually move pretty far back.

307

00:17:26,000 --> 00:17:34,000

And Grant's added a series of springs to simulate the muscles in the neck that would normally resist for supply to the forehead.

308

00:17:34,000 --> 00:17:38,000

But getting the neck to bend is only half the solution.

309

00:17:38,000 --> 00:17:45,000

Grant also needs to be able to determine the amount of injury the neck sustains during the crash.

310

00:17:45,000 --> 00:17:51,000

He'll do so by calibrating the neck's angle of deflection or how far it bends backwards.

311

00:17:51,000 --> 00:17:57,000

Simply put, he'll hang a series of weights from the back of Buster's head to make it bend.

312

00:17:57,000 --> 00:17:59,000

Here's 150 pounds I prepared earlier.

313

00:17:59,000 --> 00:18:03,000

Then measure the resistance to Buster's neck through a potentiometer.

314

00:18:03,000 --> 00:18:06,000

Which sends a signal to the arm eater.

315

00:18:06,000 --> 00:18:10,000

The higher the kilo ohms, the greater the damage.

316

00:18:10,000 --> 00:18:16,000

First, they record the resistance on the neck with no load attached to establish a baseline.

317

00:18:16,000 --> 00:18:19,000

Okay, so starting out we've got...

318

00:18:19,000 --> 00:18:21,000

4.29.

319

00:18:21,000 --> 00:18:23,000

Okay, 4.29. You ready?

320

00:18:23,000 --> 00:18:24,000

Yeah.

321

00:18:24,000 --> 00:18:25,000

Just going to lower it down.

322

00:18:25,000 --> 00:18:26,000

Here we go.

323

00:18:26,000 --> 00:18:29,000

Then they increase the weight to measure the angle of deflection.

324

00:18:29,000 --> 00:18:30,000

Great.

325

00:18:30,000 --> 00:18:31,000

Okay, so what do you got?

326

00:18:31,000 --> 00:18:34,000

6.2.

327

00:18:34,000 --> 00:18:36,000

6.2K.

328

00:18:36,000 --> 00:18:41,000

So that is serious neck injury.

329

00:18:41,000 --> 00:18:43,000

That's fantastic.

330

00:18:43,000 --> 00:18:44,000

It's perfect with Buster's solution.

331

00:18:44,000 --> 00:18:45,000

I'm really pleased.

332

00:18:45,000 --> 00:18:46,000

Thank you.

333

00:18:46,000 --> 00:18:47,000

Great.

334

00:18:47,000 --> 00:18:48,000

Thanks.

335

00:18:48,000 --> 00:18:50,000

Now we've got to get his face back on there.

336

00:18:50,000 --> 00:18:51,000

Not so fast.

337

00:18:51,000 --> 00:18:54,000

Grant's got one more gizmo for Buster's head.

338

00:18:54,000 --> 00:19:00,000

An accelerometer to measure the force Buster's brain will sustain upon impact.

339

00:19:01,000 --> 00:19:06,000

But Grant also hopes to measure the force of impact to other parts of Buster's body.

340

00:19:06,000 --> 00:19:11,000

So he's covering Buster's torso with shock watch stickers.

341

00:19:11,000 --> 00:19:19,000

What you do is you buy this off the shelf, stick it on your package, and it'll tell you if you've exceeded the g-load.

342

00:19:19,000 --> 00:19:21,000

So it keeps your shipping agent accountable.

343

00:19:21,000 --> 00:19:28,000

If the capsule inside the patch breaks and turns red, you know you've exceeded your specified g-load.

344

00:19:28,000 --> 00:19:31,000

So we've got 50, 75, and 100 giz.

345

00:19:31,000 --> 00:19:37,000

Conveniently, these three sizes correspond to thresholds of human injury.

346

00:19:37,000 --> 00:19:44,000

50 giz would correspond to the threshold of injury for the entire body in a frontal impact.

347

00:19:44,000 --> 00:19:48,000

Meaning that anything under that and you might possibly survive it.

348

00:19:48,000 --> 00:19:49,000

Yes, exactly.

349

00:19:49,000 --> 00:19:50,000

Okay.

350

00:19:50,000 --> 00:19:52,000

Without serious injury.

351

00:19:52,000 --> 00:19:57,000

75 would be for a rear impact, again for the whole body, threshold of injury.

352

00:19:57,000 --> 00:20:05,000

And 100 is corresponds to inside of the head, your brain actually bouncing around.

353

00:20:05,000 --> 00:20:08,000

That's all great. But how do they work?

354

00:20:08,000 --> 00:20:10,000

So I just stick this on.

355

00:20:10,000 --> 00:20:12,000

That's it. There's your package.

356

00:20:12,000 --> 00:20:14,000

Beer can equals person.

357

00:20:14,000 --> 00:20:15,000

Yep.

358

00:20:15,000 --> 00:20:16,000

They're a little bit higher.

359

00:20:16,000 --> 00:20:17,000

Not quite 50 giz.

360

00:20:17,000 --> 00:20:19,000

A little bit higher. I'm gonna actually chuck it. Ready?

361

00:20:19,000 --> 00:20:20,000

Okay.

362

00:20:21,000 --> 00:20:26,000

Now, I can see it's red from here.

363

00:20:26,000 --> 00:20:28,000

That's perfect.

364

00:20:28,000 --> 00:20:30,000

Red means you're dead.

365

00:20:30,000 --> 00:20:36,000

If it works this well on a beer can, they can't wait to see how it works on Buster.

366

00:20:36,000 --> 00:20:39,000

That's perfect, Grant. I'm totally psyched about that.

367

00:20:39,000 --> 00:20:41,000

Are you frightened?

368

00:20:41,000 --> 00:20:45,000

It's round two of Adam and Carrie's driving test.

369

00:20:45,000 --> 00:20:48,000

They've already passed the control run.

370

00:20:48,000 --> 00:20:53,000

So it's time to break out those cell phones and try a more distracted lap.

371

00:20:53,000 --> 00:20:58,000

Okay, for the cell phone test, I'll be off on the sidelines talking into a cell phone

372

00:20:58,000 --> 00:21:03,000

and delivering three different types of tasks to the driver in the car.

373

00:21:03,000 --> 00:21:08,000

The first one is repeat the sentence. They just have to repeat what I've said.

374

00:21:08,000 --> 00:21:11,000

The second one is a verbal puzzle.

375

00:21:11,000 --> 00:21:14,000

They have to actually think about what their answer is gonna be.

376

00:21:14,000 --> 00:21:20,000

And then the third one is a monologue where they have to list five different things

377

00:21:20,000 --> 00:21:22,000

about some particular subject that I'll give them.

378

00:21:22,000 --> 00:21:28,000

There's no doubt in my mind that their driving performance is gonna be significantly reduced.

379

00:21:28,000 --> 00:21:33,000

I'm a little nervous about it. I don't think I'm gonna do very well on this one.

380

00:21:33,000 --> 00:21:36,000

Okay, go. Go.

381

00:21:36,000 --> 00:21:40,000

Alright, if I say Jack Stoll and Spall, who's the thief?

382

00:21:40,000 --> 00:21:43,000

That would be Jack.

383

00:21:43,000 --> 00:21:51,000

Okay, repeat the sentence. The driver was stopped for driving 67 miles per hour in a 20 mile per hour zone.

384

00:21:51,000 --> 00:21:57,000

The driver was stopped for driving in a 15 mile per hour zone. Have you seen it?

385

00:21:57,000 --> 00:21:59,000

No, you missed it.

386

00:21:59,000 --> 00:22:04,000

The driver was driving 67 miles per hour in a 20 mile per hour zone.

387

00:22:04,000 --> 00:22:09,000

Okay, give me five things that are in the interior of your car.

388

00:22:10,000 --> 00:22:13,000

Five things that are in the interior of my car.

389

00:22:13,000 --> 00:22:31,000

The steering wheel, the rear view mirror, the steering wheel, the seat belt, the seat belt, the charger, and the speedometer.

390

00:22:31,000 --> 00:22:37,000

Driving this course was insane trying to talk on the cell phone. You could not pay attention to both at the same time.

391

00:22:37,000 --> 00:22:42,000

Do you see a picture with a diamond, a rectangle, and a circle?

392

00:22:42,000 --> 00:22:47,000

And the circle is to the right of the rectangle and directly above the diamond.

393

00:22:47,000 --> 00:22:51,000

Is the rectangle right above the diamond?

394

00:22:51,000 --> 00:22:54,000

I have a very, very good rectangle.

395

00:22:54,000 --> 00:22:56,000

Can you repeat that again?

396

00:22:58,000 --> 00:23:03,000

Which girl is taller if Jane is shorter than Kim?

397

00:23:03,000 --> 00:23:06,000

Kim is taller.

398

00:23:06,000 --> 00:23:13,000

Give me five things that are part of your daily work or activities.

399

00:23:13,000 --> 00:23:26,000

Kissing off, driving my hair, moving my camera, and driving my phone calls.

400

00:23:26,000 --> 00:23:32,000

And, oh man, I'm driving for lunch.

401

00:23:32,000 --> 00:23:38,000

Checking my email and putting phone calls on certain people.

402

00:23:38,000 --> 00:23:40,000

And...

403

00:23:45,000 --> 00:23:49,000

Here they come racing to the finish line. And the winner is...

404

00:23:49,000 --> 00:23:54,000

Oh, that was awful. That was absolutely awful.

405

00:23:54,000 --> 00:23:58,000

We actually gave her a fail for the overall course.

406

00:23:58,000 --> 00:24:03,000

There was one time there where she was trying to maneuver the wheel and she got very creative.

407

00:24:03,000 --> 00:24:06,000

Kind of held the wheel with her elbow.

408

00:24:06,000 --> 00:24:10,000

Yeah, not to mention you failed over half the course's obstacles.

409

00:24:10,000 --> 00:24:11,000

And Adam?

410

00:24:11,000 --> 00:24:15,000

He did end up failing. He failed half of the elements.

411

00:24:15,000 --> 00:24:18,000

That makes the Mythbusters 0 for 2.

412

00:24:18,000 --> 00:24:23,000

There are a ton of studies and a lot of conflicting data about how much talking on a cell phone actually affects your driving.

413

00:24:23,000 --> 00:24:27,000

Yeah, one study actually showed that a simple conversation wouldn't affect driving at all.

414

00:24:27,000 --> 00:24:36,000

Yeah, but a British study did extensive testing with things like memory tests, reasoning, and mental arithmetic,

415

00:24:36,000 --> 00:24:39,000

and found that it did heavily affect your ability to drive.

416

00:24:39,000 --> 00:24:43,000

And that was the first study to actually compare it to a benchmark of something we know is dangerous,

417

00:24:43,000 --> 00:24:46,000

which is driving under the influence of alcohol.

418

00:24:46,000 --> 00:24:48,000

It's time to start drinking.

419

00:24:48,000 --> 00:24:51,000

As dangerous as driving drunk?

420

00:24:51,000 --> 00:24:54,000

Well, only one way to find out for sure.

421

00:24:58,000 --> 00:25:05,000

Carrie and Adam are trying to determine if driving while on a cell phone is just as dangerous as driving drunk.

422

00:25:05,000 --> 00:25:09,000

They've already failed the skills course while chatting away.

423

00:25:09,000 --> 00:25:13,000

Now they'll try again after putting a few beers away.

424

00:25:14,000 --> 00:25:19,000

To feel the effects of the booze quicker, they've fasted since last night.

425

00:25:19,000 --> 00:25:22,000

I'm not really looking forward to a drink. I haven't eaten since I woke up.

426

00:25:22,000 --> 00:25:26,000

I've got a kind of hunger headache. It's a hot day out here.

427

00:25:26,000 --> 00:25:30,000

I expect it's going to get me pretty toasty.

428

00:25:31,000 --> 00:25:33,000

But not too toasty.

429

00:25:33,000 --> 00:25:39,000

The catch is they need to ensure their blood alcohol ratio remains below 0.08,

430

00:25:39,000 --> 00:25:43,000

which is a legal limit for operating a motor vehicle in California.

431

00:25:43,000 --> 00:25:46,000

Or the experiment will be called off.

432

00:25:46,000 --> 00:25:54,000

So they've called in a few of San Rafael's finest to administer breathalyzers 15 minutes after every beer down.

433

00:25:54,000 --> 00:25:57,000

Okay, start drinking now.

434

00:25:57,000 --> 00:25:59,000

Cheers.

435

00:26:05,000 --> 00:26:08,000

Yeah, it's a tough job, but someone's got to do it.

436

00:26:08,000 --> 00:26:10,000

Cheers.

437

00:26:10,000 --> 00:26:13,000

I'm actually surprised that I'm a little cock-eyed.

438

00:26:13,000 --> 00:26:15,000

One beer, empty stomach.

439

00:26:15,000 --> 00:26:18,000

And apparently, Carrie's not the only one.

440

00:26:18,000 --> 00:26:21,000

You're going to fart on camera to prove that women actually do occasionally.

441

00:26:21,000 --> 00:26:24,000

I am so not going to do that.

442

00:26:24,000 --> 00:26:27,000

If my boyfriend finds out I fart, he might leave me.

443

00:26:27,000 --> 00:26:32,000

What I need you to do is just put your mouth over this tube here and blow.

444

00:26:32,000 --> 00:26:36,000

One beer and 15 minutes later, Carrie's ready for the test.

445

00:26:36,000 --> 00:26:38,000

I'll hold onto this.

446

00:26:38,000 --> 00:26:42,000

Keep going, keep going, keep going, keep going, keep going.

447

00:26:42,000 --> 00:26:44,000

Okay.

448

00:26:44,000 --> 00:26:46,000

What do you want right there?

449

00:26:46,000 --> 00:26:48,000

0.038.

450

00:26:48,000 --> 00:26:49,000

Halfway there.

451

00:26:49,000 --> 00:26:51,000

That means I get another beer?

452

00:26:51,000 --> 00:26:53,000

Officer, would you have me a beer?

453

00:26:55,000 --> 00:26:57,000

You're next, Adam.

454

00:26:57,000 --> 00:27:00,000

Go, go, go, go, keep going.

455

00:27:00,000 --> 00:27:02,000

Go, go, go.

456

00:27:02,000 --> 00:27:04,000

I bet I need another beer.

457

00:27:04,000 --> 00:27:06,000

0.027.

458

00:27:06,000 --> 00:27:08,000

0.027.

459

00:27:08,000 --> 00:27:10,000

It sounds like I have a lot more to drink.

460

00:27:10,000 --> 00:27:12,000

Now there's something you don't hear every day.

461

00:27:12,000 --> 00:27:14,000

Keep going, keep going, keep going.

462

00:27:14,000 --> 00:27:17,000

Closer, but you can go higher, Carrie.

463

00:27:17,000 --> 00:27:20,000

What do you say she completes the other half beer and starts?

464

00:27:20,000 --> 00:27:22,000

It's not even half, it's like a third.

465

00:27:22,000 --> 00:27:24,000

0.515.

466

00:27:24,000 --> 00:27:26,000

0.515. I think I need another beer.

467

00:27:26,000 --> 00:27:28,000

Here we go.

468

00:27:28,000 --> 00:27:31,000

Let's hope Carrie's second beer is a charm.

469

00:27:31,000 --> 00:27:33,000

There you go.

470

00:27:33,000 --> 00:27:35,000

That's it.

471

00:27:35,000 --> 00:27:37,000

Beautiful.

472

00:27:37,000 --> 00:27:39,000

We're going to get 50 more. 0.75.

473

00:27:39,000 --> 00:27:42,000

And Adam's third tips the scales.

474

00:27:42,000 --> 00:27:44,000

0.7.

475

00:27:44,000 --> 00:27:46,000

0.7.

476

00:27:46,000 --> 00:27:48,000

Alright. Let's try with 0.7.

477

00:27:48,000 --> 00:27:50,000

They're rock.

478

00:27:50,000 --> 00:27:52,000

Now it's time to roll.

479

00:27:52,000 --> 00:27:54,000

Come on, come on, come on.

480

00:27:54,000 --> 00:27:56,000

Let's go to the sea.

481

00:27:56,000 --> 00:28:00,000

It's finally time to test the aircraft killer Brace position

482

00:28:00,000 --> 00:28:03,000

and Adam's singing with excitement.

483

00:28:03,000 --> 00:28:08,000

A buster and part of his extended family are going to be joining him on this drop.

484

00:28:08,000 --> 00:28:12,000

This first test buster is going to be sitting upright, not in the brace position.

485

00:28:12,000 --> 00:28:19,000

This is the, you know, the control and Grant is actually setting up the accelerometer in buster's head.

486

00:28:19,000 --> 00:28:26,000

He's already got his broken neck rig and we're just going to see if there's any difference between this and the brace position.

487

00:28:26,000 --> 00:28:28,000

We're dropping him from 15 feet.

488

00:28:28,000 --> 00:28:34,000

That should give us the absolutely FAA specced speed of 35 feet per second.

489

00:28:34,000 --> 00:28:37,000

Should be between 30 and 40 G's of impact.

490

00:28:37,000 --> 00:28:40,000

And, uh, well I think all hell's going to break this one.

491

00:28:40,000 --> 00:28:42,000

This is going to be an absolute horror drop.

492

00:28:42,000 --> 00:28:44,000

That all looks really good.

493

00:28:44,000 --> 00:28:45,000

Wow.

494

00:28:45,000 --> 00:28:48,000

That seems really high.

495

00:28:48,000 --> 00:28:50,000

You're good to go.

496

00:28:50,000 --> 00:28:51,000

Alright.

497

00:28:51,000 --> 00:28:53,000

And five.

498

00:28:53,000 --> 00:28:54,000

Four.

499

00:28:54,000 --> 00:28:55,000

Three.

500

00:28:55,000 --> 00:28:56,000

Two.

501

00:28:56,000 --> 00:28:57,000

One.

502

00:29:03,000 --> 00:29:06,000

That was a perfect, perfect drop.

503

00:29:06,000 --> 00:29:07,000

Woo!

504

00:29:08,000 --> 00:29:11,000

Easy for you to say Adam, you weren't on board.

505

00:29:11,000 --> 00:29:13,000

It was quite an impact.

506

00:29:13,000 --> 00:29:17,000

It, uh, you know, really kind of made the whole concrete area here shudder.

507

00:29:17,000 --> 00:29:19,000

That's a thousand pounds.

508

00:29:19,000 --> 00:29:20,000

It's really solid.

509

00:29:20,000 --> 00:29:22,000

All the seats are trashed.

510

00:29:22,000 --> 00:29:24,000

Wow.

511

00:29:24,000 --> 00:29:25,000

It was well balanced.

512

00:29:25,000 --> 00:29:26,000

It hit hard.

513

00:29:26,000 --> 00:29:27,000

It's amazed.

514

00:29:27,000 --> 00:29:30,000

So was it a regulation drop?

515

00:29:30,000 --> 00:29:31,000

Oh, that is really cool.

516

00:29:31,000 --> 00:29:32,000

Check out the replay.

517

00:29:32,000 --> 00:29:36,000

We met the FAA guidelines for a crash test perfectly.

518

00:29:36,000 --> 00:29:37,000

It couldn't have gone any better.

519

00:29:37,000 --> 00:29:43,000

I mean, we had 41 feet per second, 54 millisecond collision time,

520

00:29:43,000 --> 00:29:45,000

and 21 G's subjected to the frame.

521

00:29:45,000 --> 00:29:47,000

It's perfectly within the guidelines.

522

00:29:47,000 --> 00:29:49,000

So I'm feeling really good about this test,

523

00:29:49,000 --> 00:29:51,000

and I think it's extremely valid.

524

00:29:51,000 --> 00:29:53,000

Let's see what Buster has to tell us.

525

00:29:53,000 --> 00:29:56,000

So, do you want to check his chest meters?

526

00:29:56,000 --> 00:29:57,000

I would love to.

527

00:29:59,000 --> 00:30:00,000

What do you got?

528

00:30:00,000 --> 00:30:01,000

Ah!

529

00:30:02,000 --> 00:30:03,000

Woo-hoo!

530

00:30:04,000 --> 00:30:05,000

Not even the 50's.

531

00:30:05,000 --> 00:30:10,000

That means Buster's body withstood less than 50 G's of force on impact,

532

00:30:10,000 --> 00:30:12,000

meaning his body weathered the crash.

533

00:30:12,000 --> 00:30:15,000

Probably the seat cushion absorbed a lot of that shock.

534

00:30:16,000 --> 00:30:18,000

But what about his head?

535

00:30:18,000 --> 00:30:20,000

What did your meter read, the accelerometer?

536

00:30:20,000 --> 00:30:26,000

The accelerometer gave me 56.4 G's, so no serious head injury there.

537

00:30:26,000 --> 00:30:32,000

It takes a minimum of 100 G's to the head to sustain major trauma.

538

00:30:32,000 --> 00:30:36,000

So Buster will live, but he's going to have one major headache.

539

00:30:36,000 --> 00:30:39,000

Check out this tray table here.

540

00:30:39,000 --> 00:30:41,000

So, what was the neck injury?

541

00:30:41,000 --> 00:30:45,000

So, the neck injury, the meter read 4.67 K,

542

00:30:45,000 --> 00:30:51,000

which isn't even close to our threshold for serious neck injury of 6.7 K.

543

00:30:51,000 --> 00:30:54,000

That means Buster's neck didn't bend back far enough

544

00:30:54,000 --> 00:30:57,000

to indicate significant damage on the arm eater.

545

00:30:57,000 --> 00:31:00,000

I tell you, it's pretty much a real testament to how these seats are built,

546

00:31:00,000 --> 00:31:03,000

that with a fall like that, the seats collapsing all around you,

547

00:31:03,000 --> 00:31:05,000

there may be some broken legs,

548

00:31:05,000 --> 00:31:07,000

but all of these passengers would have survived this fall.

549

00:31:07,000 --> 00:31:08,000

Absolutely.

550

00:31:08,000 --> 00:31:09,000

It's pretty amazing.

551

00:31:09,000 --> 00:31:13,000

Everything we have says this is a survivable type of drop.

552

00:31:14,000 --> 00:31:19,000

So, the very next thing to do is to pull Buster down off this rig,

553

00:31:19,000 --> 00:31:23,000

reset him for test number two, which is the brace position test,

554

00:31:23,000 --> 00:31:25,000

and in fact, in resetting this rig,

555

00:31:25,000 --> 00:31:29,000

we have to pretty much rebuild the whole thing to test it twice.

556

00:31:29,000 --> 00:31:33,000

Well, here's one serious injury.

557

00:31:33,000 --> 00:31:37,000

All things considered, that's not so bad, right?

558

00:31:37,000 --> 00:31:39,000

Wrong.

559

00:31:40,000 --> 00:31:44,000

You'd definitely not be able to make your way to the safety exit with a broken femur.

560

00:31:44,000 --> 00:31:49,000

Only 20% of people die on impact in an airplane crash.

561

00:31:49,000 --> 00:31:52,000

80% survive, and I think we've shown that.

562

00:31:52,000 --> 00:31:56,000

The rest die from smoke inhalation and fire damage.

563

00:31:56,000 --> 00:32:01,000

So, it's not, specifically, it's not being able to get out of your seat that will kill you.

564

00:32:01,000 --> 00:32:02,000

Okay.

565

00:32:02,000 --> 00:32:06,000

Well, maybe the brace position will spare Buster that trauma.

566

00:32:07,000 --> 00:32:11,000

I'm going to see if we have any difference between the brace and the non-brace position.

567

00:32:11,000 --> 00:32:14,000

The brace position that we're testing, basically an economy,

568

00:32:14,000 --> 00:32:17,000

you don't have the same room that you do in the business class.

569

00:32:17,000 --> 00:32:23,000

Business class has the best position, which would be down, holding onto your knees, flat down.

570

00:32:23,000 --> 00:32:25,000

But since economy, the seats are a little close together,

571

00:32:25,000 --> 00:32:29,000

you're going to be holding onto the back of the seat and dispersing the g-force,

572

00:32:29,000 --> 00:32:32,000

basically on the seat instead of on your neck.

573

00:32:32,000 --> 00:32:35,000

So, how do you get a dummy to assume the position?

574

00:32:35,000 --> 00:32:39,000

We're tying the hands and heads down so that way when we drop the gantry,

575

00:32:39,000 --> 00:32:41,000

it keeps it in its brace position.

576

00:32:41,000 --> 00:32:44,000

Definitely not going to affect the test, because once this gantry hits the ground,

577

00:32:44,000 --> 00:32:46,000

it's going to break the string.

578

00:32:46,000 --> 00:32:48,000

All right, you can take it up.

579

00:32:50,000 --> 00:32:52,000

And what goes up?

580

00:32:53,000 --> 00:32:55,000

Three, two, one.

581

00:32:55,000 --> 00:32:57,000

Must come down.

582

00:32:59,000 --> 00:33:02,000

Time to check Buster's gauges again.

583

00:33:02,000 --> 00:33:04,000

None of them tripped on his chest.

584

00:33:04,000 --> 00:33:07,000

Yeah, but how's the damage to Buster's head look?

585

00:33:07,000 --> 00:33:16,000

The accelerometer has only 34 Gs to the head, so I didn't even trip a major event.

586

00:33:16,000 --> 00:33:22,000

That's nearly 20 Gs of force less to Buster's head than when he sat unbrazed.

587

00:33:22,000 --> 00:33:26,000

And the gauge in his neck measured less deflection as well,

588

00:33:26,000 --> 00:33:29,000

meaning it didn't even come close to braking.

589

00:33:30,000 --> 00:33:34,000

So, while this looks really bad, like a huge amount of carnage,

590

00:33:34,000 --> 00:33:38,000

it's actually, as far as injury goes, not that bad.

591

00:33:38,000 --> 00:33:43,000

So, when sitting in economy, the brace position may literally save your neck.

592

00:33:45,000 --> 00:33:48,000

But probably not your legs.

593

00:33:48,000 --> 00:33:51,000

It's a pretty consistent injury to the broken femur.

594

00:33:51,000 --> 00:33:54,000

Even if you get survived, you're stuck in these chairs.

595

00:33:54,000 --> 00:33:56,000

That can't be good.

596

00:33:56,000 --> 00:34:01,000

The biggest damage that chairs take is damage that's not being transferred to your body.

597

00:34:01,000 --> 00:34:04,000

It's like in a motorcycle accident, you want to see a crack in your motorcycle helmet

598

00:34:04,000 --> 00:34:07,000

because it meant it took all that force away from your head.

599

00:34:07,000 --> 00:34:09,000

It's the same thing here.

600

00:34:09,000 --> 00:34:15,000

Amazingly, this drop supports our primary thesis and all of the data we've collected so far.

601

00:34:15,000 --> 00:34:20,000

And that is that not only is the brace position not designed to kill you outright,

602

00:34:20,000 --> 00:34:26,000

but it is the safest position to get yourself into in the event of a collision or an air crash.

603

00:34:26,000 --> 00:34:31,000

So, busted in the cheap seats, but first class is up next.

604

00:34:31,000 --> 00:34:33,000

Jamie, you ready?

605

00:34:37,000 --> 00:34:41,000

Busters back and ready for another brace position crash,

606

00:34:41,000 --> 00:34:44,000

but no more cheap seats for him.

607

00:34:44,000 --> 00:34:46,000

He had a few too many to drink.

608

00:34:46,000 --> 00:34:49,000

This time, he's flying first class.

609

00:34:49,000 --> 00:34:55,000

Sure, wider seats and plenty of leg room makes the flight more comfortable than coach.

610

00:34:55,000 --> 00:34:57,000

Like first class.

611

00:34:57,000 --> 00:34:59,000

But does it make it safer?

612

00:34:59,000 --> 00:35:03,000

You can actually get all the way down on your knees and grab your ankles.

613

00:35:03,000 --> 00:35:05,000

So, we're going to pull his legs back.

614

00:35:05,000 --> 00:35:06,000

Yeah.

615

00:35:06,000 --> 00:35:08,000

Three, two, one.

616

00:35:12,000 --> 00:35:17,000

Watching something spun into the ground never grows old.

617

00:35:17,000 --> 00:35:18,000

Wow.

618

00:35:18,000 --> 00:35:22,000

The seats look like they stood up better than the economy seats.

619

00:35:22,000 --> 00:35:24,000

Yeah, but how about the passenger?

620

00:35:24,000 --> 00:35:26,000

We lost a leg.

621

00:35:26,000 --> 00:35:31,000

Okay, so at first glance, maybe more leg room isn't such a bonus.

622

00:35:31,000 --> 00:35:32,000

Check it out.

623

00:35:32,000 --> 00:35:33,000

Whoa, dude.

624

00:35:33,000 --> 00:35:35,000

Two places here and here.

625

00:35:35,000 --> 00:35:37,000

We got a broken femur and tibia fibula.

626

00:35:37,000 --> 00:35:40,000

But how'd the rest of Busters body fare?

627

00:35:40,000 --> 00:35:44,000

The G-Force accelerometers on his body look good.

628

00:35:44,000 --> 00:35:46,000

Check them and they were all none of them were set off.

629

00:35:46,000 --> 00:35:48,000

So, we didn't get about 50 on the chest?

630

00:35:48,000 --> 00:35:49,000

No.

631

00:35:50,000 --> 00:35:52,000

No deflection.

632

00:35:52,000 --> 00:35:55,000

And the head accelerometer reads 43 Gs.

633

00:35:55,000 --> 00:36:00,000

Nearly the same force achieved when Buster assumed the brace position in economy.

634

00:36:00,000 --> 00:36:05,000

Because you had no seat in front of you, you know, he went all the way and bonked his head on the ground, practically.

635

00:36:05,000 --> 00:36:06,000

Yeah.

636

00:36:06,000 --> 00:36:12,000

But I think some of it is because he can bend a little more flexibly than people who are not yogic masters.

637

00:36:12,000 --> 00:36:17,000

So, still not enough to reach the threshold of like serious head damage.

638

00:36:17,000 --> 00:36:18,000

But it's a bump on the head.

639

00:36:18,000 --> 00:36:20,000

It is a bump on the head, yeah.

640

00:36:20,000 --> 00:36:22,000

But not serious head injury.

641

00:36:22,000 --> 00:36:25,000

Two aspirin ought to take away that headache.

642

00:36:25,000 --> 00:36:28,000

Assuming Buster didn't break his neck.

643

00:36:28,000 --> 00:36:30,000

Matt, what'd you get on the neck potentiometer?

644

00:36:30,000 --> 00:36:32,000

I had almost no deflection.

645

00:36:32,000 --> 00:36:34,000

4.43 K.

646

00:36:34,000 --> 00:36:37,000

So, serious injury?

647

00:36:37,000 --> 00:36:38,000

No, not even close.

648

00:36:38,000 --> 00:36:40,000

There's no serious neck injury at all.

649

00:36:40,000 --> 00:36:46,000

I think it's because there's no seat back in front of him that he's hitting his head on and pushing the neck.

650

00:36:46,000 --> 00:36:51,000

He might have gotten a bang, but it wasn't a neck snapping bang.

651

00:36:51,000 --> 00:36:55,000

I mean, you might not have head or neck trauma, but you wouldn't be able to make it to the exit.

652

00:36:55,000 --> 00:36:58,000

And again, that supports the data that we have.

653

00:36:58,000 --> 00:37:00,000

Break your leg. You can't get out of the plane.

654

00:37:00,000 --> 00:37:02,000

All right, cool. Let's set up for the next test.

655

00:37:02,000 --> 00:37:10,000

So, overall, Buster fared slightly better when assuming the brace position in first class than when in economy.

656

00:37:10,000 --> 00:37:14,000

He's going to have some aches and pains, but at least he lived.

657

00:37:16,000 --> 00:37:22,000

For their final drop, the team's going to test the only seat on the plane facing in the opposite direction.

658

00:37:22,000 --> 00:37:25,000

The flight attendancy.

659

00:37:25,000 --> 00:37:28,000

Buster's never been a flight attendant before.

660

00:37:28,000 --> 00:37:31,000

It's very exciting for you. Career change.

661

00:37:31,000 --> 00:37:35,000

Good morning, everyone. My name is Adam and I'll be your flight attendant today.

662

00:37:35,000 --> 00:37:41,000

On behalf of our San Francisco-based flight crew here on this bus stair, we welcome you to your flight.

663

00:37:41,000 --> 00:37:45,000

That flight's going to be about 40 to 80 a millisecond.

664

00:37:45,000 --> 00:37:50,000

And it might be a sharp bump at the bottom, but rest assured there's people here that can put you back together.

665

00:37:50,000 --> 00:37:53,000

Three, two, one!

666

00:37:54,000 --> 00:38:01,000

All right. It's almost no change at all.

667

00:38:01,000 --> 00:38:06,000

The voltmeter indicated that Buster's neck hardly moved.

668

00:38:06,000 --> 00:38:12,000

There's almost no deflection, and that's because the head was fully supported by that back seat rest.

669

00:38:12,000 --> 00:38:15,000

The possibility of neck injury was greatly minimized.

670

00:38:15,000 --> 00:38:21,000

I'm going to get the data out of his head three-quarter.

671

00:38:21,000 --> 00:38:25,000

I got a peak of 87.4 Gs.

672

00:38:25,000 --> 00:38:32,000

You can see it in the high speed. His whole body bent forward, but there wasn't enough huge whiplash kind of crack.

673

00:38:32,000 --> 00:38:42,000

87 Gs. That's nearly twice the amount of force sustained in either the economy or first-class drop tests, braced or unbraced.

674

00:38:42,000 --> 00:38:46,000

And the accelerometers on the chest aren't painting a pretty picture either.

675

00:38:46,000 --> 00:38:50,000

We tripped the 50 G meter. Really? Yeah.

676

00:38:50,000 --> 00:38:55,000

So is flying rear-facing really safer than flying the conventional way?

677

00:38:55,000 --> 00:38:58,000

Dr. John Paul Strap believed so.

678

00:38:58,000 --> 00:39:09,000

Dr. Strap's crash survival research program proved that humans can in fact sustain much higher G forces in the backwards-facing position.

679

00:39:09,000 --> 00:39:14,000

Topping out at a peak load of 85 Gs.

680

00:39:15,000 --> 00:39:21,000

But engineer Richard Dewey isn't quite ready to turn all the airline seats around just yet.

681

00:39:21,000 --> 00:39:32,000

While a rear-facing seat will spread the loads out better during a forward impact, it also has you facing rearward and all that flying debris is now coming at you.

682

00:39:32,000 --> 00:39:39,000

A well-designed rear-facing seat, there's nothing wrong with it, but a forward-facing one can be just as safe as if it's designed as well.

683

00:39:39,000 --> 00:39:46,000

Let's hope so, because the next drop has the mythbusters putting themselves on the line.

684

00:39:46,000 --> 00:39:51,000

It's round three of the cell phone versus drunk driving test.

685

00:39:51,000 --> 00:39:55,000

And Carrie and Adam are fueled up and ready to go.

686

00:39:55,000 --> 00:40:01,000

They've already passed the control run, but failed the course while talking on the phone.

687

00:40:01,000 --> 00:40:10,000

Now they've consumed just enough alcohol and on empty stomachs no less to remain below the legal limit while driving the course a third time.

688

00:40:10,000 --> 00:40:14,000

Oh my God, you're getting in my car?

689

00:40:14,000 --> 00:40:20,000

And once again, the instructor puts his life on the line to grade their performances.

690

00:40:20,000 --> 00:40:25,000

Being the fact that we're only going to potentially knock over a few cones, I'm just fine.

691

00:40:25,000 --> 00:40:30,000

Let's hope Carrie's driving isn't that bad.

692

00:40:30,000 --> 00:40:32,000

And go!

693

00:40:32,000 --> 00:40:35,000

First obstacle, the brake test.

694

00:40:35,000 --> 00:40:38,000

That's a stop sign, Carrie.

695

00:40:38,000 --> 00:40:40,000

Slow down, hold up!

696

00:40:40,000 --> 00:40:46,000

We did go past the stop sign here right off the bat by about four or five feet, so we ended up in the crosswalk.

697

00:40:46,000 --> 00:40:51,000

Not a promising start, and parallel parking is up next.

698

00:40:51,000 --> 00:40:58,000

Actually, I gave her the parking. It was one of her best efforts. It was marginally good.

699

00:40:58,000 --> 00:41:05,000

Here comes the road timing test. Remember, it's got to be done in 45 seconds.

700

00:41:05,000 --> 00:41:10,000

Uh-oh, 30 seconds. That's going to cost ya.

701

00:41:10,000 --> 00:41:17,000

Hope you do better on the accident avoidance test.

702

00:41:17,000 --> 00:41:21,000

We pretty much killed a couple cones over in the accident avoidance.

703

00:41:21,000 --> 00:41:23,000

Or maybe not.

704

00:41:23,000 --> 00:41:26,000

I also think I took out a few cones.

705

00:41:26,000 --> 00:41:32,000

A few cones, you blew away half the obstacles, Carrie. That's what's known as a failure.

706

00:41:32,000 --> 00:41:37,000

Can we stop using the word failure and just be like, I didn't succeed?

707

00:41:37,000 --> 00:41:44,000

I am feeling a little bit tired and tipsy, and I'm definitely done with this experiment,

708

00:41:44,000 --> 00:41:48,000

because I don't usually drink beers during the day in the sun.

709

00:41:48,000 --> 00:41:52,000

All I want to do is go to sleep now and maybe eat something.

710

00:41:52,000 --> 00:41:53,000

No, I'm done.

711

00:41:53,000 --> 00:41:57,000

Go ahead, Carrie, indulge. You've earned it.

712

00:41:57,000 --> 00:42:01,000

I'm going to eat pizza in a minute. That's all I really care about.

713

00:42:01,000 --> 00:42:04,000

You'll get your reward soon enough, Adam.

714

00:42:04,000 --> 00:42:06,000

And go!

715

00:42:11,000 --> 00:42:14,000

Assuming you can ever park.

716

00:42:14,000 --> 00:42:17,000

Well, we saw the parking, so that was a little off.

717

00:42:24,000 --> 00:42:28,000

There was a couple times that I reminded him to look both ways,

718

00:42:28,000 --> 00:42:32,000

and I gave him kind of a half fail on that.

719

00:42:32,000 --> 00:42:36,000

He's coming down the home stretch, just one challenge left.

720

00:42:36,000 --> 00:42:41,000

The only thing with the accident avoidance, he did do it, but he kind of slowed down to the whole thing.

721

00:42:41,000 --> 00:42:46,000

It's not looking good, Adam. Like Carrie, you failed nearly half the course.

722

00:42:46,000 --> 00:42:48,000

Two and a half fails, I guess.

723

00:42:48,000 --> 00:42:50,000

So you just like kind of suck?

724

00:42:50,000 --> 00:42:52,000

I don't kind of suck.

725

00:42:52,000 --> 00:43:00,000

I mean, I was definitely impaired enough that, you know, it's the sort of impaired you want to keep people off the road at that level.

726

00:43:00,000 --> 00:43:07,000

That's right. Not only is drinking and driving not smart, it's illegal and very dangerous.

727

00:43:07,000 --> 00:43:10,000

So what's the final word?

728

00:43:10,000 --> 00:43:15,000

Clearly the results show that talking on the cell phone or driving is potentially as dangerous as driving drunk.

729

00:43:15,000 --> 00:43:23,000

I mean, we failed both the cell phone and the drunk driving tests, but we failed the cell phone test by a much bigger margin.

730

00:43:23,000 --> 00:43:32,000

However, all that being said, I still think that you can always put down the cell phone if something's happening that you've got to deal with.

731

00:43:32,000 --> 00:43:36,000

You can't exactly, so at least I can't exactly just stop being drunk.

732

00:43:36,000 --> 00:43:38,000

So what do you reckon? Confirmed, busted or plausible?

733

00:43:38,000 --> 00:43:41,000

It's absolutely confirmed.

734

00:43:41,000 --> 00:43:43,000

I agree, confirmed.

735

00:43:43,000 --> 00:43:45,000

I'm a little shocked.

736

00:43:52,000 --> 00:43:57,000

MythBuster is ready for its final takeoff and crash landing.

737

00:43:57,000 --> 00:44:02,000

Only this time, they're testing the brace position with a different set of dummies.

738

00:44:02,000 --> 00:44:10,000

We're about to do the MythBuster's body on a line test of what it's like to drop from a height while sitting in airline seats.

739

00:44:10,000 --> 00:44:14,000

And then we're going to strap ourselves in and go for a very short ride.

740

00:44:14,000 --> 00:44:24,000

The potential for injury if we did this improperly is fairly hot, so we're going to do it in a very safe and controlled manner, only from about 5 feet.

741

00:44:24,000 --> 00:44:28,000

Our calculations say we shouldn't pull any more than about 3 Gs.

742

00:44:28,000 --> 00:44:34,000

But just in case, they'll wear shock stickers to see if their fall surpasses 50 Gs.

743

00:44:34,000 --> 00:44:37,000

This is the source of all my special powers.

744

00:44:38,000 --> 00:44:40,000

There we go.

745

00:44:40,000 --> 00:44:42,000

Can you see felt it in?

746

00:44:42,000 --> 00:44:45,000

TEMPER! Don't tense up your arms!

747

00:44:47,000 --> 00:44:50,000

What's the worst thing that can happen to me? I don't know, bring my neck.

748

00:44:50,000 --> 00:44:55,000

Buster broke two Vemurs in every single test we did, but we were dropping him from 15 feet.

749

00:44:55,000 --> 00:44:59,000

We're only dropping from 5, which it doesn't look that high.

750

00:44:59,000 --> 00:45:03,000

It does look high, but it's not.

751

00:45:03,000 --> 00:45:05,000

Let's raise it up!

752

00:45:06,000 --> 00:45:11,000

I promise my mom I wouldn't do anything dumb and unsafe again.

753

00:45:11,000 --> 00:45:13,000

What's that look like you didn't keep your promise?

754

00:45:13,000 --> 00:45:15,000

It's like, let's get it going.

755

00:45:17,000 --> 00:45:21,000

It looks a little high, but I think you guys are in good shape.

756

00:45:21,000 --> 00:45:28,000

I would be right up there with you if it wasn't for that prior back injury and the insurance people.

757

00:45:28,000 --> 00:45:29,000

Right.

758

00:45:29,000 --> 00:45:32,000

Let's do it before I change my mind.

759

00:45:32,000 --> 00:45:37,000

In 5, 4, 3, 2, 1!

760

00:45:46,000 --> 00:45:50,000

I smashed my head into the seat. That felt terrible.

761

00:45:50,000 --> 00:45:52,000

My head's fine, my glasses are broken.

762

00:45:54,000 --> 00:45:56,000

I banged my knee into the chair in front of me.

763

00:45:56,000 --> 00:45:58,000

Yeah, it's all right.

764

00:45:58,000 --> 00:46:00,000

Are you broken bones?

765

00:46:00,000 --> 00:46:03,000

No, but yeah, I'm good.

766

00:46:03,000 --> 00:46:05,000

My shins kind of hurt.

767

00:46:05,000 --> 00:46:08,000

Your seat absorbed a huge amount of energy.

768

00:46:08,000 --> 00:46:10,000

I mean, it's collapsed here.

769

00:46:10,000 --> 00:46:11,000

Really?

770

00:46:11,000 --> 00:46:15,000

So that's a good sign, because that energy would have been going into your spine.

771

00:46:15,000 --> 00:46:17,000

I feel like I need a drink.

772

00:46:17,000 --> 00:46:19,000

Yeah, I feel shaky.

773

00:46:19,000 --> 00:46:23,000

Really? But it seemed like such a good idea at the time.

774

00:46:23,000 --> 00:46:24,000

Oh my God!

775

00:46:24,000 --> 00:46:27,000

I smacked my knee into the front of the chair.

776

00:46:27,000 --> 00:46:29,000

That's going to be a bruise.

777

00:46:29,000 --> 00:46:32,000

Oh, hey, but you didn't break any bones.

778

00:46:32,000 --> 00:46:38,000

I would like to say I'm sorry to you, mom and dad.

779

00:46:38,000 --> 00:46:42,000

I don't know, I'm a little stupid.

780

00:46:42,000 --> 00:46:44,000

Look the wire out of my bra.

781

00:46:44,000 --> 00:46:46,000

Pop the wire straight out of our bra.

782

00:46:46,000 --> 00:46:47,000

Holy moly!

783

00:46:47,000 --> 00:46:48,000

Can I get a close-up?

784

00:46:48,000 --> 00:46:50,000

No, no, that's one close-up we don't need.

785

00:46:50,000 --> 00:46:53,000

Given the fact that we were at a 30 degree angle,

786

00:46:53,000 --> 00:46:58,000

the brace position probably kept all of us from having some type of head trauma

787

00:46:58,000 --> 00:47:02,000

because there's not a lot of holding yourself back with that kind of force,

788

00:47:02,000 --> 00:47:05,000

even with those like three or four Gs or whatever we were pulling.

789

00:47:05,000 --> 00:47:09,000

We would not have been able to hold our heads back, so I'm glad we had our heads like that.

790

00:47:09,000 --> 00:47:12,000

The worst thing was banging into the seat in front of me,

791

00:47:12,000 --> 00:47:15,000

and that really made it clear why you don't want your legs,

792

00:47:15,000 --> 00:47:18,000

why you don't want your feet under the seat ahead of you.

793

00:47:18,000 --> 00:47:21,000

The brace position definitely felt good.

794

00:47:21,000 --> 00:47:25,000

It felt like it took all of the energy and put it into the seat instead of my neck and head.

795

00:47:25,000 --> 00:47:30,000

So it was like that initial punch hurt, but I mean, you know, I'd go higher.

796

00:47:30,000 --> 00:47:35,000

The brace for impact position is definitely the position you want to get in if you have a chance to.

797

00:47:35,000 --> 00:47:45,000

Our tests have shown that it's at least three times safer than sitting upright and striking the seat.

798

00:47:45,000 --> 00:47:49,000

All right everybody, well, thank you for flying mid-bust air,

799

00:47:49,000 --> 00:47:53,000

on behalf of our San Francisco-based flight crew, Tory, Kerry and Adam.

800

00:47:53,000 --> 00:47:57,000

We know you have a choice of airlines, and we're glad you chose us.

801

00:48:01,000 --> 00:48:06,000

So the myth that the brace position in an airline crash is designed to kill you, what did we get?

802

00:48:06,000 --> 00:48:10,000

What were the final tally of numbers, Grant?

803

00:48:10,000 --> 00:48:17,000

Well, what we found was in the economy class that braced is definitely safer than unbraced,

804

00:48:17,000 --> 00:48:21,000

and the first class is safer still than economy class.

805

00:48:21,000 --> 00:48:33,000

And finally, the flight attendant seat was the safest of all, sustaining up to 80 Gs of damage and almost zero neck deflection.

806

00:48:33,000 --> 00:48:39,000

Well, and the other great success we had on this is we've added to the MythBusters family,

807

00:48:39,000 --> 00:48:45,000

we've got three new test dummies to abuse, and I think they've already performed admirably.

808

00:48:45,000 --> 00:48:50,000

Yes, they already show the scuff marks of some real MythBusters service.

809

00:48:50,000 --> 00:48:55,000

So what do you guys think? Plausible, confirmed, or busted?

810

00:48:55,000 --> 00:48:57,000

This one's totally, totally busted.

811

00:48:57,000 --> 00:48:58,000

Busted.

812

00:49:15,000 --> 00:49:20,000

Thanks for watching.