Scene 1: The white aircraft is the planned trajectory, green a/c path-on-elevator, throttles are fixed but not at minimum idle, rather at a near-idle level (same for the three scenes)

Scene 2: groundspeed-on-elevator, throttles are again fixed at same near-idle position

Scene 3: the red aircraft that does speed-on-elevator, uses nominal low idle thrust but issues thrust corrections to idle or a bit higher thrust when reaching the maximum allowed altitude

The only about the movies is that the aircraft is not responding to the simulated the bank angle deviation