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Blue Scout Junior (0-2)

MISSILE: Blue Scout Junior (0-2)

LAUNCH: 0400:16, 4 December 1961, Sun Flare Pad, Point Arguello

COUNTDOWN HISTORY: The countdown was normal and no holds were encountered. The programmed lift off time was 0400 hrs.

FLIGHT PERFORMANCE:

	<u>IGNITION</u>	<u>BURNOUT</u>	<u>PERFORMANCE</u>
First Stage	T 0 Sec.	T 35.8	Normal
Second Stage	T 37.1 Sec.	T 76.1	Normal
Third Stage	T 82.8 Sec.	T 114.8	Normal
Fourth Stage	t 116.0 Sec.	T 154.0	Wobble

Trajectory: 185 Azimuth, 82° elevation, expected apogee 24,000 NM

The first Stage impacted about 4 miles short of the expected impact area.

AGE: All Aerospace Ground Equipment performed satisfactory.

REMARKS: Data analysis indicates that at 4th stage ignition the vehicle began to wobble or precess to about 55° from the normal axis of trajectory. Further analysis is being conducted to determine probable upsetting moments that could cause a wobble of this magnitude. The final report should be released by AFSWC approximately 15 Feb 62.

DOWNGRADE AT 3 YEAR INTERVALS;  
DECLASSIFIED AFTER 32 YEARS  
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BEAN STALK LAUNCH NR. 1

1. MISSILE: 498J Vehicle 102 LAUNCHED: 17:08.443Z/31 May 1962

2. COUNTDOWN HISTORY:

The first BEAN STALK vehicle was successfully launched on the first attempt from Point Arguello NERV/Sunflare Complex at 17:08.443Z, 31 May 1962. The countdown started at 11:20Z, 31 May 1962 and proceeded thru liftoff after encountering two holds consisting of 98 minutes 44 seconds. The first hold of 15 minutes was to adjust T-Time to the work being done. The other was awaiting range clearance.

3. FLIGHT PERFORMANCE:

<u>EVENT</u>	<u>NOMINAL TIME</u>	<u>ACTUAL TIME</u>
Liftoff	1500 GMT	17:08.443 GMT
Spin Motor Ignition	+1.02 Sec	+1.0 Sec
Second Stage Ignition	+37.3 Sec	+39.7 Sec
Heat Shield Ejection	+77.5 Sec	+81.2 Sec
Third Stage Ignition	+79.4 Sec	+83.8 Sec
Payload Disconnect	+126.8 Sec	+129.2 Sec
Payload Separation	+128.3	+131.0 Sec
Predicted Impact	+1272.45 Sec	*+825 Sec

(\*Apparent Splash or Burn. T/M signal lost at this time.)

4. AIRBORNE PERFORMANCE: POINT ARGUELLO, CALIF.

a. VEHICLE: Trajectory was slightly low and left of nominal but well within expected tolerance. All events occurred as planned.

b. PAYLOAD: Both telemetry channels operated throughout the flight and desired information was recorded on all channels.

c. AGE: No technical problems or holds were encountered, during vehicle and payload checkout.

DOWNGRADED AT 3 YEAR INTERVALS  
DECLASSIFIED AFTER 12 YEARS  
DOD DIRECTIVE 5200.10

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BEAN STALK LAUNCH NO. 2

1. MISSILE: 498J Vehicle 101      LAUNCHED: 1729:12.85Z/24 July 1962

2. COUNTDOWN HISTORY:

The second BEAN STALK vehicle was successfully launched on the first attempt from Point Arguello NMFA Launch Complex "A" at 1729:12.85Z, 24 July 1962. The countdown started at 1430Z, 24 July 1962 and proceeded thru lift off after encountering one hold for 29 minutes at T-5 minutes. This hold was for range clearance prior to going into terminal count.

3. FLIGHT PERFORMANCE:

<u>EVENT</u>	<u>NOMINAL TIME</u>	<u>ACTUAL TIME</u>
Liftoff	1700 GMT	1729:12.85 GMT
Spin Motor Ignition	+1.06 Sec	+ .90 Sec
Second Stage Ignition	+37.3 Sec	+39.15 Sec
Heat Shield Ejection	+77.5 Sec	+82.85 Sec
Third Stage Ignition	+79.4 Sec	+84.30 Sec
Payload Disconnect	+129.2 Sec	+130.33 Sec
Payload Separation	+131.0 Sec	+131.95 Sec
Predicted Impact	+1808 Sec	*+1486 Sec

(\*Apparent Splash or Burn.)

4. AIRBORNE PERFORMANCE:

A. VEHICLE: Trajectory was low long, and to the left of nominal but well within expected tolerance. All events occurred as planned.

B. PAYLOAD: Payload system separation was satisfactory. Both telemetry systems operated throughout the flight and desired information was recorded on all channels.

C. AGE: The vehicle and payload checkout was satisfactorily accomplished, no technical problems or holds.

DOWNGRADED AT 3 YEAR INTERVALS  
DECLASSIFIED AFTER 12 YEARS  
DOD DIRECTIVE 5200.10

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PROGRAM 279 LAUNCH #3

MISSILE: 279 Vehicle #201

LAUNCHED: 1820:35.6Z 21 Nov 62

COUNTDOWN HISTORY:

The third 279 vehicle (the first 200 series test) was successfully launched on the first attempt from Point Arguello, NMFA Launch Complex A at 1820:35.6, 21 November 1962. The countdown started at 1413Z 21 November 1962 and proceeded thru liftoff encountering holds totaling 33 minutes. Reasons for holding were:

- 6 minutes Countdown Evaluation (programmed)
- 3 minutes Project Technical Difficulties
- 6 minutes Aircrafts in hazard area
- 18 minutes Interference on telemetry frequency

FLIGHT PERFORMANCE

LAUNCH PROGRAM 661-A, USMC FA,  
CALIF.

EVENT

OFFICIAL NOMINAL TIME GRAPH

ACTUAL TIME

<u>EVENT</u>	<u>NOMINAL TIME</u>	<u>ACTUAL TIME</u>
Liftoff	1820:35.6	1820:35.6
Spin Motor Ignition	1.6	0.92
Second Stage Ignition	37.3	39.3
Heatshield Ejection	77.5	80.7
Third Stage Ignition	79.4	82.2
Payload Disconnect	126.8	127.8
Payload Separation	128.3	129.3
Payload Activate	139.8	144.4
Predicted Impact	1327	1114

NOT FOR RELEASE  
UNLESS OFFICIALLY RELEASED

AIRBORNE PERFORMANCE

A. VEHICLE: Trajectory was low long and to the left of nominal but within expected tolerance.

B. PAYLOAD: Payload separation was satisfactory. The telemetry subsystem operated throughout flight. All channels functioned properly. Payload carrier was recorded at ground and airborne stations at programmed turn-on time. Payload transmission terminated prematurely. Cause of termination appears to be high voltage inverter power supply failure. Plant verification of this is expected.

C. AGE: The vehicle and payload checkout was satisfactorily accomplished with minor technical difficulties associated with the inflight calibrator. This caused a 3 minute hold.

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PROGRAM 279 LAUNCH #4

MISSILE: 279 Vehicle #202

LAUNCHED: 2256:28.988

COUNTDOWN HISTORY:

1 FEB 63

The fourth 279 vehicle (the second 200 series test) was successfully launched on the first attempt from Point Arguello, NMFA Launch Complex A at 2256:28.988, 1 February 1963. The countdown started at 1015 PST, 1 February 1963 and proceeded thru liftoff encountering holds totaling 116 minutes. Reason for holding were:

- 60 minutes - Power outage at Hula
- 28 minutes - Trains
- 30 minutes - Ship in the impact area

FLIGHT PERFORMANCE:

<u>EVENT</u>	<u>NOMINAL TIME</u>	<u>ACTUAL TIME</u>
Liftoff	1745	2256:28.980
Spin Motor Ignition	1.56	1.36
Second Stage Ignition	37.3	40.42
Heatshield Ejection	77.5	80.20
Third Stage Ignition	79.4	82.08
Payload Disconnect	126.8	129.51
Payload Separation	128.3	131.10
Payload Activate	139.8	144.
Predicted Impact	1354	1472.8

AIRBORNE PERFORMANCE:

- A. VEHICLE: Trajectory was low and slightly right of nominal but within expected tolerances.
- B. PAYLOAD: Payload separation was satisfactory. The telemetry subsystem operated throughout flight. All channels functioned properly. Payload carrier was recorded at ground and airborne stations at programmed turn-on time. Payload transmission terminated after 7 minutes 8 seconds. Cause of termination appears to be antenna systems failure. Plant verification of this is expected.
- C. AGE: No technical difficulties.

DOWNGRADE AT 3 YEAR INTERVALS;  
DECLASSIFIED AFTER 12 YEARS  
DOD DIR 5200.10

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PROGRAM 279 LAUNCH #5

MISSILE: 279 Vehicle #203

LAUNCHED: 1701:49.057

COUNTDOWN HISTORY:

13 MARCH 63

The fifth 279 vehicle (the third 200 series test) was successfully launched on the first attempt from Point Arguello, NMPPA Launch Complex A at 1701:49.057, 13 March 1963. The countdown started at 0520 PST, 13 March 1963, and proceeded thru liftoff encountering one programmed hold of thirty (30) minutes for pre-launch evaluation.

FLIGHT PERFORMANCE:

<u>EVENT</u>	<u>NOMINAL TIME</u>	<u>ACTUAL TIME</u>
Liftoff	1700Z	1701:49.057
Spin Motor Ignition	1.06	1.0
Second Stage Ignition	37.3	41.4
Heatshield Ejection	77.5	82.7
Third Stage Ignition	79.4	84.4
Payload Disconnect	126.8	131.3
Payload Separation	128.3	132.8
Payload Activate	139.8	146.5
Predicted Impact	1313.0	149.8 & 38.0

AIRBORNE PERFORMANCE:

A. VEHICLE: Trajectory was 3° low and 1° left of nominal but within expected tolerances.

B. PAYLOAD: Payload separation was satisfactory. The telemetry subsystem operated throughout flight. All channels functioned properly. Payload carrier was recorded at ground and airborne stations at programmed turn-on time. Payload transmission terminated after 2 minutes 40 seconds. Cause of termination appears to be a short in 400 and 900 volt drums. Plant verification of this is expected.

C. AGE: No technical difficulties.

DOWNGRADE AT 3 YEAR INTERVALS;  
DECLASSIFIED AFTER 10 YEARS  
DOD DIR 5200.10

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PROGRAM 279 LAUNCH #6

279 OTF  
MISSILE: 279 Vehicle #301

LAUNCHED: 1600:18.8

COUNTDOWN HISTORY:

The sixth 279 vehicle (the first 300 series test) was successfully launched on the first attempt from Point Arguello, NMFA Launch Complex A at 1600:18.8, 17 May 1963. The countdown started at 0520 PDT, 17 May 1963, and proceeded thru liftoff encountering one programmed hold of fifteen (15) minutes for pre-launch evaluation.

FLIGHT PERFORMANCE:

<u>EVENT</u>	<u>NOMINAL TIME</u>	<u>ACTUAL TIME</u>
Liftoff	1600Z	1600:18.8
Second Stage Ignition	37.3	39.1
Third Stage Ignition	79.4	81.8
Payload Separation	128.3	128.6
Payload Activate	139.8	146.4

AIRBORNE PERFORMANCE:

A. VEHICLE: Trajectory was 3° high and 3° right of nominal but well within expected tolerances.

B. PAYLOAD: Payload transmitter activated as programmed and transmitted a clear and readable signal for 17 minutes 1 second and transmission ceased upon re-entry as expected.

C. AGE: Vehicle and payload checkout was accomplished as planned with no technical holds.

AIRBORNE PHOTO  
 13644 Photo CHAPCS (MATS)  
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 PROPER ATTESTATION FROM THE RESPONSIBLE  
 OFFICIAL (AGREEMENT) SERVICES.

DOWNGRADE AT 3 YEAR INTERVALS;  
 DECLASSIFIED AFTER 12 YEARS  
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6595TH TW 63-2788

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9 JAN 1964

PROGRAM 279 LAUNCH #7

MISSILE: 279 Vehicle 0302

COUNTDOWN HISTORY:

The seventh 279 vehicle (the first Category II, AFR 80-14) was successfully launched on the first attempt from the 279 Launch Shelter Building, Vandenberg Air Force Base. The launch time was 17:17:34.3Z, 17 December 1963. The countdown started at 14:20:00Z, 17 December 1963, and proceeded through lift off. One unscheduled Range hold of 17 minutes was encountered.

FLIGHT PERFORMANCE:

<u>EVENT</u>	<u>NOMINAL TIME</u>	<u>ACTUAL TIME</u>
Lift Off	17:00:00Z (Scheduled)	17:17:34.3Z
Second Stage Ignition	Plus 37.3 Sec	Plus 41.0 Sec
Third Stage	" 79.4	" 74.9
Payload Separation	" 128.3	" 124.9
Payload Activate	" 139.8	" 143.7

AIRBORNE PERFORMANCE:

A. VEHICLE: The trajectory was 3° high and 4° left of nominal but well within the expected tolerances.

B. PAYLOAD: The payload transmitter activated as programmed and transmitted a clear and readable signal for 64 seconds. The transmission ceased prematurely. Telemetry data revealed that failure occurred at or beyond the directional coupler.

C. AGE: Vehicle and payload checkout was accomplished as planned with no technical holds. The sheet metal "blow out" panels of the shelter building were twisted and damaged beyond repair. The remainder of the building received superficial damage. No structural damage was evident.

THIS ENCLOSURE IS UNCLASSIFIED  
WHEN DETACHED

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VALS; DECLASSIFIED AFTER  
12 YEARS.  
DOD DIR 5200.10

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COMMANDER'S SUMMARY REPORT

PROGRAM 661A

MISSILE: SLV-1B (SCOUT JR.) #21-2

SEP 1 1964

LAUNCHED: 0936:52.883Z 29 August 1964

COUNTDOWN HISTORY:

Launch was accomplished on the first attempt. Countdown began at 2000 PDT, 28 August 1964, and proceeded normally to launch with holds, primarily caused by Range restrictions, totalling 2:37.

FLIGHT PERFORMANCE:

<u>EVENT</u>	<u>PREDICTED TIME</u>	<u>ACTUAL TIME</u>
1. Fire Spin Motors	T + 1.06 secs	T + 1.00 secs
Jettison Spin Motors	T + 1.56 secs	T + 1.50 secs
1st Stage Burnout	T + 36.00 secs	T + 38.24 secs
2nd Stage Ignition	T + 37.70 secs	T + 40.23 secs
2nd Stage Burnout	T + 69.70 secs	T + 72.99 secs
Heatshield Ejection	T + 71.70 secs	T + 74.87 secs
3rd Stage Ignition	T + 73.70 secs	T + 76.87 secs
3rd Stage Burnout	T + 105.70 secs	T + 108.57 secs
Despin Rockets Fire	T + 117.70 secs	T + 122.01 secs
Payload Separation	T + 119.70 secs	T + 123.43 secs
LOS		1200
2. Preliminary payload data indicates that direct telemetry readings were not available due to failure of payload despin rockets, but computed data shows that ion engine operation was successful.		
3. Apogee	Unknown	
Time to Impact	1766.4 sec	
Distance to Impact	1789.81 NM	

AEROSPACE GROUND EQUIPMENT PERFORMANCE:

Normal

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EXCEEDING 10 LINES

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