96. ITOS-E (WTR), 16 July 73, Response Mode 4T, Flight Phase 2: Pump-motor failure during second-stage burn at 490 seconds resulted in loss of hydraulic pressure, loss of attitude control, and vehicle tumbling.

100. Skynet IIA, 19 Jan 74, Response Mode NA, Flight Phase 4 and 5: Flight was within normal limits until impact point passed through Africa gate. During the second burn of the second stage, a short circuit in the second-stage electronics package resulted in an improper spacecraft orbit. The satellite reentered the earth's atmosphere five days later on 24 Jan 74.

101. WESTAR-B, 13 Apr 74, Response Mode NA, Flight Phase 1: One solid-rocket motor carried to MECO, but mission was still a complete success.

102. SMS-A, 17 May 74, Response Mode NA, Flight Phase 1 and 5: Mission was a partial success, although low first-stage velocity resulted from a liquid oxygen pressure line failure, and a booster shroud that snagged before fully jettisoning. Apogee was some 1,767 miles below the planned value, and well outside three-sigma limits.

130. ESRO-GOES, 20 Apr 77, Response Mode NA, Flight Phase 2.5 and 5: Due possibly to a short circuit in the second stage or failure in one of the two explosive bolts that hold the stage 2/3 clamp band together, the third stage separated prematurely from the second stage while spinning at only two rpms instead of the normal 97 rpms. As a result, coning during third-stage burn resulted in a spacecraft apogee nearly 13,000 miles low, and far outside three-sigma limits.

134. OTS, 13 Sep 77, Response Mode 4, Flight Phase 1: Core vehicle exploded at 57 seconds due to a burn through on the forward end of the #1 Castor IV motor.

155. DE, 3 Aug 81, Response Mode NA, Flight Phase 2 and 5: Flight was considered a success, although a 260-pound deficiency in fuel loading led to a premature propellant-depletion shutdown of the second burn of the second stage and degradation of final orbit. The inertial velocity at SECO was 240 ft/sec lower than planned. Final apogee was some 855 miles too low and well outside three-sigma limits.

162. WESTAR-V, 9 June 82, Response Mode NA, Flight Phase 1: Booster performance was low but mission was a success. Apogee and perigee were within three-sigma limits.

178. GOES-G, 3 May 86, Response Mode 4, Flight Phase 1: An electrical short in a control circuit in first-stage relay box caused premature main-engine shutdown at 71 seconds. Vehicle then tumbled and was broken up by aerodynamic forces. RSO sent destruct at approximately 91 seconds.