

67. 281 (Transit 2A), 22 June 60, Response Mode NA, Flight Phase 2 and 5: Although boost phase was normal, anomalous performance during second-stage burn produced an orbit with apogee of 570 miles and perigee of 341 miles instead of the planned 500-mile circular orbit.
68. 262 (Courier 1A), 18 Aug 60, Response Mode 4T, Flight Phase 1: Hydraulic pressure began a steady decay beginning about 18 seconds after liftoff. Severe transients were noted at 129.3 seconds. Uncontrolled yaw, pitch, and roll maneuvers began about 133 seconds. Between 138 and 143 seconds the missile turned through three full revolutions in pitch. The upper stages separated at 140.4 seconds and the first stage broke up about 142.8 seconds. The second stage remained intact and was beacon tracked until 400 seconds.
70. 283 (Transit 3A), 30 Nov 60, Response Mode 4, Flight Phase 1: The first stage shut down 11.2 seconds prematurely at 151.85 seconds when the MECO cutoff circuit was armed. Since velocity at that time was about 2500 ft/sec below the normal cutoff velocity, portions of the first stage impacted in Cuba. The second stage separated and performed normally until shut down by the RSO at MECO plus 159.9 seconds to prevent overflight of South America.
71. 313 (Transit 3B), 21 Feb 61, Response Mode NA, Flight Phase 4 and 5: Second burn of second stage failed to occur. This resulted in an orbit with perigee of 539 miles and apogee of 92 miles instead of the planned 500-mile circular orbit.
75. 311 (Composite I), 24 Jan 62, Response Mode 5, Flight Phase 2: Flight was within acceptable limits until second-stage ignition. Probably because of rupture of the lower oxidizer manifold, normal thrust levels never developed. About 50 milliseconds after ignition, severe thrust chamber motion developed and the second stage began to tumble. Telemetry indicated that the first tumble period was about 29 seconds. Propellant depletion occurred at MECO plus 212 seconds. The nominal first-burn duration was 378 seconds.
77. 314 (ANNA 1A), 10 May 62, Response Mode 4, Flight Phase 2: After a successful Thor flight, an electrical malfunction prevented separation and second-stage ignition.
81. 240 (Asset-2), 24 Mar 64, Response Mode 4, Flight Phase 2: The second stage either failed to ignite or burned for only one second.