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TAGBOARD

SUMMARY OF TAGBOARD B-52 LAUNCHES

November 6, 1967. Drone #507. PMR. (PACIFIC MISSILE RANGE)

Launch and boost were successful. Drone attained a mach of 3.29 at 82,000 feet. Cruise flight was not sustained due to low inlet recovery; deformed inlet cone primary suspect. Drone travelled 134 miles down range and the hatch was not recovered.

December 2, 1967. Drone #509. PMR.

Launch and boost were successful. Free flight continued on course for 1400 miles, altitude of 74,000 feet (10,000 feet less than normal). Flight terminated prematurely after failure of the hydraulic system and subsequent loss of control. The hatch was not recovered.

January 19, 1968. Drone #508. PMR.

Launch and boost were successful. The drone travelled 550 miles down range, then the flight terminated prematurely when the drone began a pitch down and roll to the left. Telemetry was lost. Most probable cause of failure was electrical malfunction. The hatch was not recovered.

April 30, 1968. Drone #511. PMR.

Launch and boost were successful. Following booster ejection, the drone was unable to sustain cruise and lost altitude and speed due to low thrust from the engine (inlet not started). Drone travelled 150 miles down range and was destroyed. Hatch not recovered.

June 16, 1968. Drone #512. PMR.

Successful test flight. Drone travelled 2824 miles at a mach of 3.25 and attained an altitude of 91,800 feet. The hatch was air recovered by JC-130 aircraft.

July 1, 1968. Drone #514. PMR.

During pushover at the top of boost phase, the drone became laterally unstable due to insufficient autopilot gains. At separation, the booster struck the drone, rupturing the drone's fuel tank. The hatch ejected upon command and was recovered from the water in good condition.

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August 28, 1968. Drone #516. PMR.

Launch and boost were successful. However, the drone's engine remained at minimum power and cruise altitude was not maintained. The hatch ejected at an excessive speed on descent and was not recovered.

December 15, 1968. Drone #515. PMR.

Successful test flight. 3059 miles, mach 3.3, maximum altitude of 95,000 feet. This was the first mission to test the total system with the camera aboard. The hatch was air-recovered by JC-130.

February 11, 1969. Drone #518. PMR.

Launch and boost successful. Apparent shift in autopilot control at excessive mach caused the drone to descend resulting in the inlet remaining only partially started with attendant loss in thrust. Severe oscillations resulted. Drone believed to have structurally destroyed itself. Hatch was not recovered.

May 10, 1969. Drone #519. PMR.

Successful test flight. 2972 miles, mach 3.3, maximum altitude of 96,588 feet. Hatch was air recovered by JC-130.

July 10, 1969. Drone #520. PMR.

Successful test flight. 2937 miles, mach 3.3, maximum altitude of 91,000 feet. Hatch was air-recovered by JC-130.

November 10, 1969. Drone #517. First operational mission.

Launch and boost successful. Computational errors in the drone's Inertial Navigation System prevented drone from flying the programmed route. Self-destruct believed to have occurred upon descent at 52,000 feet. Hatch was not recovered.

February 20, 1970. Drone #521.

Successful test flight. 2969 miles, mach of 3.32, maximum altitude of 95,700 feet. Changes to INS program validated. Hatch was air-recovered by JC-130.

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December 17, 1970. Drone # 523. Operational Mission - South China.

Drone flew the programmed route and systems functioned properly through the hatch eject sequence. Malfunction in the parachute recovery system prevented successful recovery. Assumed that the high rate of descent caused the package to break up and sink upon impact with the water.

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