

Brief History of Northrop's *SM-62 'SNARK'*

The SM-62 "SNARK" began life as the B-62, then became designated SM-62. Although undergoing numerous transformations, the final production size was about:

Span: 42 ft. 3 in.

Length: 67 ft. 2 in.

Weight: 48,147 lbs. without boosters

Armament: 4 megaton Nuclear Warhead

Engines: Pratt & Whitney J-57 jet engine of 10,500 lbs. thrust and two Aerojet-General solid-propellant booster rockets of over 130,000 lbs. thrust each.

Cost: \$4,134,000

PERFORMANCE

Max. speed: 650 mph/565 knots

Range: 6,325 statute miles/5,497 nautical miles

Service ceiling: 50,250 ft.

Compared to the costs of a traditional B-52 bomber, and the costs in fuel and payload size, it was a bargain both in cost and size.

While under development, the Snark had many failures, and so many crashed off Cape Canaveral Florida, that it was joked that the testing area was "Snark infested Waters" One particularly known failure of a "D" model, equipped with recovery skids, Northrop No. N-3309, USAF tail No. 53-8172—was launched Dec. 5, 1956, from Launch Complex 5, and failed to return! It was last sighted off the coast of Venezuela, heading towards Brazil. It is said to have been found by hunters in the state of Maranhao, northeast Brazil.

The first SNARK went on ALERT at Presque Isle Maine in March of 1960 with the 702nd Wing, and was fully operational in February of 1961. The missile was deactivated 1 month later, and the 702nd Wing was deactivated 3 months later in June. A Presidential Order from John F Kennedy, citing the missile's poor performance record, as well as the advances in ballistic missile technology, declared the SNARK to be, "obsolete and of marginal military value." The SNARK was immediately phased out of inventory.

Although the SNARK is now remembered for its failures, it was nevertheless a triumph in global navigation systems; the technologies of which are used today in modern cruise missiles.

The model represented here, is an amalgamation of paint schemes and features, as there are so many variations, that it is hard to tell one from another. It is an "ERIC" design configuration, based on several sources of available data, of the test phase of the final production type.

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Dave Pileggi- the original idea

Web Sites from: The U.S. Air Force, Hill Aerospace Museum, Prototypes.com, University of North Dakota, FAS.org, Encyclopedia Aeronautica;
...and the many other people and sites not mentioned either out of accidental non-mention, or non permission; whose love for history, pictures, and information were used in the creations of this model.

YOU ALL ROCK!

Eric☺