



DEPARTMENT OF THE AIR FORCE
57TH OPERATIONS SUPPORT SQUADRON (ACC)
NELLIS AIR FORCE BASE, NEVADA

24 May 2021

MEMORANDUM FOR NTSB

FROM: Tower Controller (Trainee)

SUBJECT: Aircraft Mishap "Sniper 1"

DATE: 24 May 2021

To whom it may concern,

I was in training SNIPER01 was issued a right break for Runway 03R. He started turning base when he stated he wanted a low-approach out to FLEX. He said he had a flap problem. I responded roger and asked if he was declaring as an emergency. He said yes and then I saw a smoke column. After that emergency dispatch was called and I unplugged.

//SIGNED//
AD Controller

TRAIN -- INSTRUCT -- LEAD



DEPARTMENT OF THE AIR FORCE
57TH OPERATIONS SUPPORT SQUADRON (ACC)
NELLIS AIR FORCE BASE, NEVADA

24 May 2021

MEMORANDUM FOR NTSB

FROM: Tower Controller (Coordinator)

SUBJECT: Aircraft Mishap "Sniper 1"

DATE: 24 May 2021

To whom it may concern,

I was working the Coordinator position. We had just begun the swing shift, and were recovering the aircraft launched by the previous shift. It was a routine daytime recovery to Runway 03. Multiple fighters were recovering via the overhead pattern. I remember SNIPER01 calling up stating he was inbound for initial. He was issued a right break for Runway 03R. All was normal until, in the downwind, SNIPER01 informed Local Control that he would need a low-approach, and requested to go to FLEX because of a flap malfunction. As the Coordinator, when I heard this I began coordinating with the adjacent airspace to get him to FLEX. Before I made the call I heard SNIPER01 declare emergency. I called the scope, but before I could say anything, I heard the Watch Supervisor react. I then looked up and saw the fireball and cloud of smoke coming from the ground.

//SIGNED//
DT Controller

TRAIN -- INSTRUCT -- LEAD



DEPARTMENT OF THE AIR FORCE
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NELLIS AIR FORCE BASE, NEVADA

24 May 2021

MEMORANDUM FOR NTSB

FROM: Tower Controller (Ground & Flight Data Combined)

SUBJECT: Aircraft Mishap "Sniper 1"

DATE: 24 May 2021

To whom it may concern,

I was working Ground Control and Flight Data combined. The aircraft, SNIPER01 was already airborne prior to the beginning of my shift. I didn't have any interaction with the aircraft. After the aircraft impacted the ground, I contacted base Fire Department via landline and told them of the event. I described the general location as southeast portion of the base near the golf course. It wasn't apparent if the site was on or off base. I described go south on Golf Taxiway and it will be east of the taxiway line. I also said you'll see the smoke. I was not monitoring the frequency SNIPER01 was on so I did not hear any of the final conversations between SNIPER01 and the Local controller. I had my back to the south portion of the airfield so I did not see any of the last segments of the flight after initial. I remarked that he looked higher in altitude at initial than 3500ft. I was rebooting the computer to try to bring up the PEX schedule. After my Fire Department notification I did my position checklist and assisted the Watch Supervisor with facility checklist. I was coordinating information with the Fire Chief. I also relayed updated site information to the SOF.

//SIGNED//

KY Controller-in-Charge

TRAIN -- INSTRUCT -- LEAD



DEPARTMENT OF THE AIR FORCE
57TH OPERATIONS SUPPORT SQUADRON (ACC)
NELLIS AIR FORCE BASE, NEVADA

24 May 2021

MEMORANDUM FOR NTSB

FROM: Tower Local Controller (Trainer)

SUBJECT: Aircraft Mishap "Sniper 1"

DATE: 24 May 2021

To whom it may concern,

SNIPER01 called inbound to initial for Runway 03. Since SNIPER was an F-1, he was issued a right break for Runway 03R, and the BAK-14 barriers were lowered for his landing. SNIPER01 flew through initial higher than the published altitude, which is normal for Draken pilots. He broke into the downwind with no issue and started to slow as he approached the base turn. After turning base, SNIPER01 advised Tower he would be conducting a low-approach due to a flap issue. SNIPER01 confirmed that he was declaring an in-flight emergency when asked by Tower and requested to fly to FLEX. I looked towards the tower radar display to verify the flight path would be clear, and when I looked back I saw SNIPER01 disappear into a fireball with black smoke. I then took over as the Tower controller for AD, who is a trainee, and separated all other arriving aircraft from the general area of the incident. I asked a DOE helicopter in the airspace to survey the area until he was relieved by a METRO police helicopter. TV13 helicopters were told to remain out of the airspace but could be seen observing from McCarran International airspace.

//SIGNED//
PB Controller

TRAIN -- INSTRUCT -- LEAD



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57TH OPERATIONS SUPPORT SQUADRON (ACC)
NELLIS AIR FORCE BASE, NEVADA

24 May 2021

MEMORANDUM FOR NTSB

FROM: Tower Controller-in-Charge

SUBJECT: Aircraft Mishap "Sniper 1"

DATE: 24 May 2021

To whom it may concern,

I was manning the Tower Watch Supervisor position. Initial contact with SNIPER01 was on his recovery to the base. He checked in with Tower on the frequency north of the fix Craig for the overhead pattern. The controller plugged in and talking issued SNIPER01 a right break for Runway 03R. Draken F-1s like to use that runway due to the cables having the ability to be lowered. SNIPER01 recovered a bit high; he appeared to cross Las Vegas Blvd around 4,400ft MSL. SNIPER01 appeared to have a normal flight path over the runways and broke into the downwind at his own discretion. When SNIPER01 reported base turn, he notified Tower that he was experiencing an issue with a "flap". He requested to make a low-approach and proceed out to FLEX. The controller cleared SNIPER01 for a low-approach. At this point I told the controller to ask SNIPER01 if he was declaring an emergency. The controller asked and SNIPER01 stated that he was. After a quick glance away from SNIPER01, to notify the other controllers about the emergency, I looked back at SNIPER01 and saw that he was really low and not in a normal turn or position in the pattern. I verbally stated to all controllers my observation and watched the aircraft descend rapidly. Maybe 1-2 seconds before impact I saw what looked like a small explosion from the aircraft like a canopy or seat ejection device had ignited. Shortly after that the plane impacted the ground. I was unable to locate an ejection seat or parachute from my previous observation. After this the controllers and I started to run our emergency checklists.

//SIGNED//

RA Controller-in-Charge

TRAIN -- INSTRUCT -- LEAD