Dees, Jerry Richard
Dates in the 57th - 1969
Pfc – Crew Chief
Birth Date: November 21st 1950
Phoenix, AZ
Killed In Action Date: July 27th 1969
Kontum, RVN

Goldbook information on UH-1H 67-17800

Information on U.S. Army helicopter UH-1H tail number 67-17800
The Army purchased this helicopter 0968
Total flight hours at this point: 00000497
Date: 07/27/69
Incident number: 690727131ACD Accident case number: 690727131 Total loss or fatality Accident
Unit: 57 AHC
The station for this helicopter was Kontum in South Vietnam
Number killed in accident = 4 . . Injured = 0 . . Passengers = 0
costing 455945
Original source(s) and document(s) from which the incident was created or updated: Defense Intelligence Agency Helicopter Loss database. Army Aviation Safety Center database. Also: OPERA, Unit History (Operations Report.)

Summary: Crashed during a radar approach to Kontum in very bad weather. Loss to Inventory

Crew Members:
AC WO1 BERGQUIST ERIC EMANUEL KIA
P 1LT CARR JAMES ALLEN KIA
CE SP4 **HINSON** THOMAS ALLEN KIA
G PFC DEES JERRY RICHARD KIA

Accident Summary:
ON 27 JULY 1969, AT APPROXIMATELY 1800 HRS (LOCAL), A TACTICAL EMERGENCY WAS DECLARED BY FOB HEADQUARTERS AT KONTUM. THE 57TH AVN CO (ASLT HEL) WAS INFORMED OF THE SITUATION AND SCRAMNLED FOUR UH-1H (SLICK) AND TWO UH-1C (GUNSHIP) AIRCRAFT IN SUPPORT OF THE OPERATION. THEY WERE TO MAKE TROOP EXTRACTIONS IN THE BEN HET AREA. THE AIRCRAFT DEPARTED KONTUM AND ALL ARRIVED SAFELY AT DAK TO, WHERE THEY REFUELED AND PROCEEDED ON THEIR MISSION. THEY WERE UNABLE TO REACH THE EXTRACTION SITE, DUE TO THE WEATHER AND BEGAN A CIRCULAR ORBIT APPROXIMATELY FOUR MILES TO THE NORTHEAST OF THE SITE WAITING FOR AN OPPORTUNITY TO EXTRACT THE TEAM. AFTER APPROXIMATELY ONE HOUR, THE FLIGHT RETURNED TO BEN HET. WO1 JOHN M. SMITH, AIRCRAFT COMMANDER OF AIRCRAFT 559 HAD LED THE FLIGHT THIS FAR, DUE TO THE FACT THAT HE WAS THE PRIMARY EXTRACT SHIP. UPON ARRIVAL TO BEN HET, WO1 SMITH WAS INSTRUCTED BY THE FLIGHT LEADER, WO1 MAURICE D. MAXWELL, TO PROCEED DOWN THE ROAD TOWARDS DAK TO AND TO RELAY THE WEATHER BACK TO THE REST OF THE FLIGHT, WHICH WOULD REMAIN IN ORBIT AT BEN HET. APPROXIMATELY HALF WAY TO DAK TO, WO1 SMITH CALLED THE FLIGHT AND SAID THAT HE HAD MADE IT ALLRIGHT, THAT CEILING ALONG THE ROUTE WAS RANGING FROM FIFTY TO ONE-HUNDRED FEET AGL AND THAT THERE WAS MODERATE RAIN FALL.\ THE FLIGHT LEADER'S STATEMENT. HE STATES THAT WO1 SMITH REPORTED THAT HE HAD TO GO IMC FOR SHORPERIODS OF TIME AND THAT IT WAS AT THIS TIME WHEN WO1 BERGQUIST ASKED FOR PERMISSION TO RETURN TO KONTUM UNDER IMC FLIGHT. THIS IS SOMEWHAT

NEGATED BY THE STATEMENT OF WO1 SMITH, WHO MAKES NO MENTION OF IMC IN HIS STATEMENT, AND BY THE FACT THAT CW2 ALLEN M. MORRIS, AIRCRAFT COMMANDER OF 552, STATES THAT HE FOLLOWED WO1 BERGQUIST DOWN THE ROAD FROM BEN HET FOR A SHORT DISTANCE BEFORE WO1 BERGQUIST ACTUALLY DEPARTED THE FLIGHT. IT APPEARS THAT WO1 BERGQUIST WAS UNDECIDED AS TO HOW TO RETURN AT THIS TIME. THE FLIGHT LEADER FELT THAT WO1 BERGQUIST WAS CAPABLE AND LEFT IT TO HIS OWN DISCRETION. SHORTLY AFTER DEPARTING BEN HET, CW2 MORRIS OBSERVED WO1 BERGQUIST'S AIRCRAFT (67-17800) IN A LEFT CLIMBING TURN. CW2 MORRIS QUESTIONED WO1 BERGQUIST AS TO HIS INTENTIONS. THE REPLY WAS THAT HE WAS GOING TO MAKE A 360 DEGREE TURN FOR SPACING.\ APPROXIMATELY THREE TO FOUR MINUTES LATER. AT THIS TIME, HE CALLED THE FLIGHT LEADER AND TOLD HIM THAT HE WAS CLIMBING TO 7000 FEET AND REQUESTED PERMISSION TO CHANGE FREQUENCIES TO KONTUM GCA. THE FLIGHT LEADER GAVE HIS PERMISSION AND CONTINUED ON TO KONTUM.\ 67-17800 WAS THAT ESTABLISHED WITH KONTUM GCA. THE AIRCRAFT WAS PICKED UP AS A RADAR TARGET AND POSITIVE IDENTIFICATION WAS MADE SIX MILES NORTH OF THE AIRFIELD. AS EVIDENCED BY THE STATEMENT'S OF THE CONTROLLER AND THE SUPERVISOR ON DUTY, THE APPROACH WAS NORMAL UNTIL THE AIRCRAFT WAS TURNED ONTO A FINAL APPROACH. THE INSTRUCTIONS GIVEN WERE TO DESCENT AT 4800 FEET AND TURN TO 270 DEGREES ON FINAL AND TO REPORT LEVEL AT 4800 FEET. AT NINE MILES, THE PILOT REPORTED LEVEL. AT EIGHT MILES, THE CONTROLLER DID NOT HAVE AN ELEVATION TARGET. THIS HAD OCCURRED ON ONE OR TWO PREVIOUS APPROACHES THAT EVENING AND THE CONTROLLER SUSPECTED A FAILURE WITH HIS ELEVATION MECHANISM. AT THIS TIME, INSTRUCTIONS WERE GIVEN TO THE EFFECT THAT THE APPROACH WOULD BE CHANGED FROM A PRECISION APPROACH TO A SURVEILLANCE APPROACH WITH RECOMMENDED ALTITUDES GIVEN EACH MILE ON FINAL. THE PILOT ROGERED THE CHANGE OF INSTRUCTIONS AND RESUMED A NORMAL APPROACH. AT APPROXIMATELY FOUR AND ONE-HALF MILES, THE PILOT ASKED THE CONTROLLER WHAT HIS ALTITUDE SHOULD BE. THE CONTROLLER ANSWERED 3600 FEET AND A ROGER FROM THE PILOT WAS RECEIVED. THE

PILOT ASKED THE CONTROLLER TO ADVISE HIM OF RECOMMENDED ALTITUDES EVERY HALF MILE FOR THE REMAINDER OF THE APPROACH. AT FOUR MILES, DISTANCE AND ALTITUDE WERE RELAYED TO THE PILOT. SHORTLY THEREAFTER, THE TARGET DISAPPEARED FROM THE CONTROLLER'S SCOPE. THE CONTROLLER ISSUED INSTRUCTIONS TO EXECUTE A MISSED APPROACH AND RECEIVED NO ANSWER. HE CALLED AGAIN ON THE SAME FREQUENCY AND THEN PUT OUT A CALL ON GUARD, ALL WITH NEGATIVE REPLIES. AT THIS TIME, HE NOTIFIED OPERATIONS AT THE 57TH AVN CO (ASLT HEL).

War Story:
The 57th AHC's unit history states the monsoon weather had forced many mission cancellations during the month. Four slicks had departed for a mission and, after accomplishing the mission, header back for Kontum. While enroute the ceiling lowered to 300 feet in rain. Three of the ships made it back safely but the fourth, piloted by WO Eric Bargquist and 1LT James Carr, went IFR and had initiated a surveillance radar approach to the field. On a three-mile final to runway 28, contact was lost on radar. An immediate search was begun and, before the weather forced the search to a halt, wreckage was found burning approximately 100 meters below the top of a ridgeline. The two pilots, along with the CE, SP4 Thomas **Hinson**, and door gunner, PFC Terry Dees, died in the crash

This record was last updated on 05/25/98

The following is crew member information for this incident:

Name: PFC Jerry Richard Dees
Status: Killed In Action from an incident on 07/27/69 while performing the duty of Gunner.
Age at death: 18.7
Date of Birth: 11/21/50
Home City: Phoenix, AZ
Service: regular component of the U.S. Army.
Unit: 57 AHC
Major organization: 1st Aviation Brigade
Service: U.S. Army.
The Wall location: 20W-055

Short Summary: Crashed on surveillance approach into Kontum at night in bad weather. Suspect wrong altitude.
Aircraft: UH-1H tail number 67-17800
SSN: 527886036
Country: South Vietnam
MOS: 67N20 = UH-1 Helicopter Repairer
Major attributing cause: aircraft connected not at sea
Compliment cause: fire or burns
Vehicle involved: helicopter
Position in vehicle: door gunner
Started Tour: 04/23/69
"Official" listing: helicopter air casualty - other aircrew
Location: Kontum Province II Corps.
Reason: aircraft lost or crashed
Casualty type: Non-hostile - died of other causes
single male U.S. citizen
Race: Caucasian
Religion: Baptist - other groups
The following information is secondary, but may help in explaining this incident.
Category of casualty as defined by the Army: non-battle dead Category of personnel: active duty Army Military class: enlisted personnel
This record was last updated on 07/28/94

Gary e Wilson, 57th AHC Door gunner, Kontum RVN-68/69

POSTED ON 9/21/14

I am happy to say jerry was a friend, his job was helicopter mechanic, but he loved flying. we traveled to Kontum together in April 69. Whenever he had the chance, he'd volunteer for a door gunners' seat. On the night of his death we (4 choppers) spent the day helping a SF team near Dak To. We were unable to get the team out due to bad weather in the mountains, so we sat at Dak To until night fall. The mission was scrubbed, so the crew of the 4 ships got together and we decided to fly back to Kontum. Jerry was on the 4th ship and I was on the 3rd. In flight we ran into really heavy rain and very low visibility. Due to very bad weather conditions we had to come in with the help of radar. After landing in Kontum, radar reported only three ships came through them pass. The CO came out, jumped on my chopper, we went back on the other side of the mountain, Jerry's ship had crashed, 4 souls lost!

PS
Very happy to see his face again

https://www.vvmf.org/Wall-of-Faces/12762/JERRY-R-DEES/

HONORED ON PANEL 20W, LINE 55 OF THE WALL

JERRY RICHARD DEES

WALL NAME
JERRY R DEES

PANEL / LINE
20W/55

DATE OF BIRTH
11/21/1950

CASUALTY PROVINCE
KONTUM

DATE OF CASUALTY
07/27/1969

HOME OF RECORD
PHOENIX

COUNTY OF RECORD
Maricopa County

STATE
AZ

BRANCH OF SERVICE
ARMY

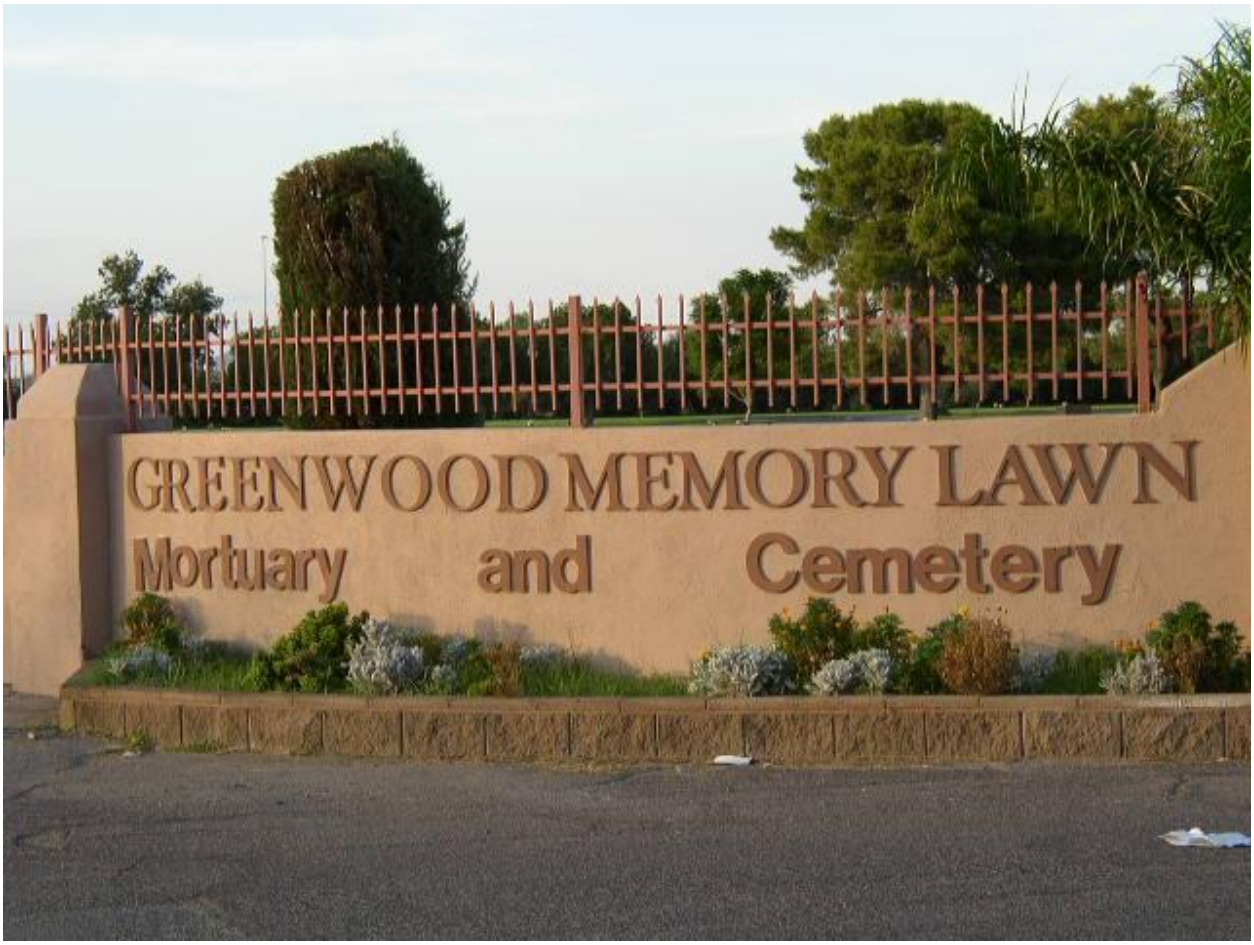
RANK
PFC

Obit: PFC Jerry Richard Dees - (21 Nov 1950 - 27 Jul 1969) - South Vietnam

Private First Class, U.S. Army. PFC Dees was killed in a helicopter crash in South Vietnam in July 1969. A native of Mobile, Alabama, Jerry Dees moved to Phoenix in 1960. He attended Phoenix Union High School before joining the Army in 1968. PFC Dees was a Huey helicopter repairer with the 57th Assault Helicopter Company, 52nd Aviation Battalion in the 17th Aviation Group of the 1st Aviation Brigade. PFC Dees was awarded the Bronze Star Medal and 5 Air Medals. Burial in Greenwood Memory Lawn Cemetery, Phoenix, Maricopa County, Arizona, USA

(Source: Arizona Republic, August 13, 1969)

https://www.findagrave.com/cemetery/57026/greenwood-memory-lawn-cemetery#view-photo=2080559



https://www.findagrave.com/memorial/64821971/jerry-richard-dees

PFC Jerry Richard Dees

BIRTH	21 Nov 1950
	Mobile, Mobile County, Alabama, USA
DEATH	27 Jul 1969 (aged 18)
	Vietnam
BURIAL	Greenwood Memory Lawn Cemetery
	Phoenix, Maricopa County, Arizona, USA
MEMORIAL ID	64821971 · View Source

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https://www.findagrave.com/memorial/64821971/jerry-richard-dees#view-photo=58895120

https://www.findagrave.com/memorial/64821971/jerry-richard-dees#view-photo=80643270

https://www.findagrave.com/memorial/64821971/jerry-richard-dees#view-photo=175387129

Pvt. Dees reported killed

Pvt. Jerry R. Dees, 18, a former Phoenix Union High School student, was killed in action July 27 in Vietnam, Army officials told his family this week. He had been listed as missing in action.

Pvt. Dees, 4440 N. 13th Place, was born in Mobile, Ala., and came here nine years ago. He had been in Vietnam three months.

Services will be at 10 a.m. tomorrow at A. L. Moore and Sons Mortuary, 333 W. Adams. Burial will be at Greenwood Memorial Park.

Survivors include his mother, Mrs. Hazel C. Martin of Phoenix; his father, Herman L. Dees of Mobile, Ala.; three sisters, Mrs. Joyce Whitman of Yuma and Brenda Dees and Lynn Martin, both of Phoenix; four brothers, Herman L. Jr., Donald, Ronald and Alton, all of Phoenix, and two brothers, one sister and two half-brothers out of state.

PVT. JERRY R. DEES