

Deer Park Union Free School District
DAILY LESSON PLAN TEMPLATE
P.A.R. (Preparation, Activities, Reflection)

TEACHER'S NAME	DATE	SUBJ/GR/PER	LEARNING UNIT/TOPIC
John Heeg	1 June 2017	Social Studies/ Grade 8	Vietnam/Missing in Action/Prisoners of War
OBJECTIVE	NYS Performance Indicators		ESSENTIAL QUESTION
<i>Students will be able to analyze documents from an incident that took place in Vietnam and support their claim with evidence from the documents.</i>	Standard 1, 2, 3		<i>What happened to the Marines whose bodies were not recovered?</i>
DO NOW / BELL WORK		MOTIVATION / ANTICIPATORY SET / HOOK	
<i>Students will read a letter to Corporal Bruce Kane's mother informing her that her son is missing in action.</i>		<i>Teacher will read aloud the letter to Mrs. Lind informing her that her son Corporal Bruce Kane is unaccounted for in Vietnam following a helicopter crash. Pivotal questions about the letter will introduce the students to the topic and prepare them for the cooperative learning activity.</i>	
SCAFFOLDED LEARNING ACTIVITIES that incorporate: Input, model, guided practice, independent practice			
<p>Background information Tragedy in Laos http://thevietnamwar.info/tragedy-in-laos/</p> <p>Power point: https://goo.gl/yyBvhT</p> <p>Teach(Input): The teacher will begin the lesson by reading a letter to Corporal Bruce Kane's mother informing her that her son is missing in action. https://goo.gl/KRJYYL</p> <p><i>Pivotal questions for discussion:</i></p> <ul style="list-style-type: none"> ● Why are they informing her? ● Why is it important for the government to inform the family? ● How will the USMC find Bruce? ● Why will finding him be difficult? What are some of the potential challenges involved in recovering Corporal Kane? ● What do you think happened to Kane based on the circumstances described in the second paragraph? ● If he is alive what will he need to do to stay alive? ● What do you think will happen to him if he is captured? ● How do you think his mother will feel? His family? ● Why would a parent not want their child to enlist in the military? ● Why is it important for friends and family to know what happened to their loved one who is in combat? ● How will knowing help them? ● Will knowing what happened help? Why? Why not? ● How would you feel? Why would you want to know? Why not? 			

- Let's say the year is 1969 and you are reading this knowing that in 4 years you will be 18. If you are a guy you may enlist or you could be drafted. This war has carried on for some time. What are your thoughts?

You are going to be looking at documents involving the investigation of this incident. What are you hoping to find out? What do you want to see happen? As you read these documents what will you be looking for as an active reader/investigator?

Model: After students have read the letter to Kane's mother the teacher will read the letter to the class and pose questions for discussion to the class.

Guided Practice: Cooperative learning: Students will be placed into groups of four with each member receiving one of the following documents:

- **Document A:** Investigation to determine the circumstances of the disappearance of Lt. Janousek and Corporal Kane <https://goo.gl/Se14VV>
- **Document B:** Statement of Major Thomas B. Hill <https://goo.gl/SVakUt>
- **Document C:** Statement of Lance Corporal J.J. Dean <https://goo.gl/AGjR0b>
- **Document D:** Statement of 1st Lt. James M. Lyon <https://goo.gl/Bs0vwL>

After students have had some time to read the document assigned to them they will then take turns sharing what they have learned with the members of their group. After discussion students will use the worksheet provided to them to come up with a conclusion as to what they think happened to Lt. Janousek and Corporal Kane. Students will cite the document and the evidence they have used from that document to support their claim. <https://goo.gl/a5o59H>

Independent Practice: For the Do Now students will read the letter to Corporal Bruce Kane's mother informing her that her son is missing in action. After a discussion of the letter students will read a document from the investigation of the helicopter crash prior to working in cooperative learning groups. Before students read the document independently the teacher will say: *You are going to be looking at documents involving the investigation of this incident. What are you hoping to find out? What do you want to see happen? As you read these documents what will you be looking for as an active reader/investigator?*

CLOSURE / REFLECTION

Based on the documents and discussion with members of your group what do you think happened to Corporal Bruce Kane and First Lieutenant Ronald J. Janousek? Be sure to use evidence from the text to support your conclusion.

Homework: Students will read: **Pentagon: Marine's status not changed> Jay woman's son listed as 'last known alive'** and write a summary.

<https://goo.gl/PNP87p>

MARINE LIGHT HELICOPTER SQUADRON 367
Marine Aircraft Group 36
1st Marine Aircraft Wing, FMFPac
APO, San Francisco 96602

19 Aug 1969

Dear Mrs. Lind:

It is with deep regret that I inform you that your son, Corporal Bruce E. Kane 229 18 35 U. S. Marine Corps, is listed among the missing as of August 9, 1969, in the vicinity of Quang Tri Province, Republic of Vietnam.

On August 9th Bruce was flying as an aerial gunner for Major Thomas B. Hill in a UH-1E aircraft in support of a reconnaissance mission. After arriving in the target area, Bruce's aircraft descended to make a visual reconnaissance of a landing zone. As they passed over a 3400 foot ridge line the helicopter received intense automatic weapons fire and was severely damaged. The aircraft was maneuvered away from the immediate vicinity but the extensive damage necessitated that an emergency landing, in a river, in enemy territory be made. Rescue operations were initiated immediately and two of the crew were extracted. Every effort humanly possible was made to contact Bruce but they proved fruitless.

You must know even better than we the type of son you have. His actions during his assignment with the squadron and his actions that day are in keeping with the highest traditions of the Naval Service and the Marine Corps.

The search for Bruce is continuing and every effort is being made to locate him. You shall be notified immediately of any developments.

Please, if I can be of any assistance whatsoever, let me know.

Sincerely,

BOBBY R. WILKINSON
Lieutenant Colonel, U. S. Marine Corps
Commanding

Document A-Modified

MARINE LIGHT HELICOPTER SQUADRON 367
Marine Aircraft Group 36
1st Marine Aircraft Wing, FMFPac
FPO, San Francisco, 96602

1:OML:imm
5800
27 August 1969

From: Major Charles M. LIVELY 07 02 90, U. S. Marine Corps
To: Commanding Officer, Marine Light Helicopter Squadron 367

Subj: Investigation to determine the circumstances of the disappearance of
First Lieutenant Ronald J. JANOUSEK OLO 11 76 U. S. Marine Corps
Reserve and Corporal Bruce E. KANE 229 18 35 U. S. Marine Corps which
occurred on 9 August 1969

PRELIMINARY STATEMENT

1. In compliance with reference (a) and in accordance with the instructions contained in reference (b), (c), and (d) an informal investigation was conducted to inquire into the circumstances surrounding the disappearance of First Lieutenant Ronald J. JANOUSEK OLO 11 76 U. S. Marine Corps Reserve, and Corporal Bruce E. KANE 229 18 35 U. S. Marine Corps, following a crash of a UH-1E helicopter in which they were members of the crew.

4. Because of the hostile enemy situation in the area around the crash site, no attempts were made to insert a search party. The area has been overflown by Air Force FAC(A)'s several times every day with negative results. The Joint Recovery Operations Center at Saigon has been notified of the circumstances of the disappearance.

STATEMENTS OF FACT

1. That on 9 August 1969, First Lieutenant Ronald J. JANOUSEK, copilot, and Corporal Bruce E. KANE, gunner, were members of a crew of four on a UH-1E gunship piloted by Major Thomas B. HILL 07 50 08 U. S. Marine Corps. (Enclosure (1)).

2. That this gunship was struck by ground fire while on a tactical mission in a denied area. (Enclosures (1) and (2)).

4. That on approach to an emergency landing the aircraft burst into flames. (Enclosures (1), (2), (3), (4), (5), (6), (7), (8), (9), (10), and (11)).

5. That the flames were inside the cabin area. (Enclosures (1) and (2)).

7. That First Lieutenant JANOUSEK was immediately engulfed in flames. (Enclosures (1) and (2)).
8. That the aircraft made an emergency landing in a river. (Enclosures (1), (2), (3), (4), (5), (7), and (11)).
9. That Corporal KANE jumped from the aircraft just prior to its contact with the surface of the river. (Enclosure (2)).
10. That the river was deep enough at the point of landing to submerge the aircraft to the top of the rotor mast. (Enclosures (2), (3), (9), and (10)).
11. That the river had a swift current at the point of landing. (Enclosures (1) and (2)).
14. That Corporal KANE was observed on the river bank after the crash landing. (Enclosure (2)).
15. That Corporal KANE was observed to re-enter the water. (Enclosure (2)).
16. That Corporal KANE was last seen being pulled under by the river's current. (Enclosure (2)).
17. That Corporal KANE's Service Record Book states that he was unqualified as a swimmer.
18. That an Army UH-1H, the rescue aircraft, picked up two of the downed crewmen, Major Hill and Lance Corporal DEAN. (Enclosures (2), (3), (4), (5) and (6)).

Document B

12 August 1969

STATEMENT OF Major Thomas B. HILL 075008/7563 concerning the Heroic Actions of the Co-pilot, 1stLt Ronald J. JANOUSEK 0101176/7561; the Crew Chief, LCPL John J. DEAN 2326023/6319; and the Aerial Gunner, CPL Bruce E. KANE 2291835/6315.

to the evaluation of my crew members' performance.
On August 9, 1969 I was assigned as the flight leader for an emergency extraction of a reconnaissance team deep in enemy territory. The flight was conducted in a denied area. The mission was classified; therefore, a considerable amount of data will be omitted in this statement.

As soon as the helicopter was taken under fire, 1stLT JANOUSEK, CPL KANE and LCPL DEAN immediately returned fire. I transmitted that we were taking fire from our six o'clock and were taking hits.

"I sincerely believe that if they had not returned fire instantly, our helicopter would have been severed in two."

We cleared the crest of the ridge and at approximately one half mile the enemy firing ceased.

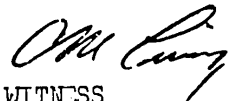
LCPL DEAN notified me in a clear and precise voice that we were losing and streaming fuel. A quick check of the fuel quantity gauge indicated that we had gone from 1200 pounds to 800 pounds from the time we had started our run in heading. The aircraft still had power and the controls were working. The crew appeared to be OK. We were at about 3500 feet A.G.L. At this point I felt that if the fuel flow stopped we could make it to one of our old abandoned fire support bases. I had initially headed the aircraft toward the nearest possible landing site which was located on the valley floor. I transmitted for one of the Army UH-1H's to get on our tail position.

made possible a successful landing.
With about ten degrees of turn remaining for our straight-away I felt a violent shudder in the tail section; but the rudders and all controls were still responding. I raised the nose of the helicopter to place it in a flat landing attitude. As soon as the impact with the water was imminent, I applied full collective and maintained directional control with the rudders. We landed approximately five feet short of my target. "The contact with the water felt very light, no harder than if you would jump off a five foot diving board." The aircraft immediately started to sink and being pushed backwards by the strong current. The fire was extinguished before the machine was completely submerged. I had enough time to observe the cataract at the head of the pool and to get a good lung full of air before going under. The aircraft was being moved and rolled by the current. "I knew I could not get out my cockpit door because of the position of the machine at that particular gyration and attitude. I had no difficulty unhooking my straps; although I was completely under water. The water was clear and I could see the straps and the movement of my hands." The aircraft rolled again permitting me to get another lung-full of air at the pilot's window. A crewman was on the outside trying to open my door. The aircraft started to roll again; so I worked my way into the cabin compartment and came out on the pilot's side of the aircraft. When I surfaced I realized that I would not be able to

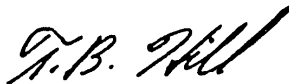
side of the aircraft. When I saw the... keep my head above water because of my body armor plate. I did see at least three men and had a chance to observe that we were being moved toward the cataract at the lower end of the pool. I took a good lung full of air and went to the bottom. "I knew that if I did not jettison my armor plate before I was washed into the cataract that I would never make it." I managed to jettison my armor plate and flight helmet. When I surfaced again there was an Army UH-1H hovering about three feet off the water. Two of its crew members jumped into the water with us. One of them handed me a rope. When I pulled on the rope there was nothing but slack. "I knew that the UH-1H was equipped with 150 foot ropes. I had no way of knowing how much was between me and the helicopter." I took another deep breath

and went to the bottom and started pulling in the slack rope. When the rope grew taut, I surfaced. At this time I was about 30 feet from the helicopter. I could not pull myself to the helicopter and keep my head above water. The rotor blast and survival equipment was causing me to sink. I took another lung full of air, went to the bottom and started working my way to the helicopter. I managed to reach up and pull myself aboard one of the skids. One of the Army crewmen in the water was helping me. By this time my arms felt like lead. "I knew that if the helicopter was taken under fire that the pilot would be forced to lift and my chances of holding on were slim." I managed to catch hold of a gun mount and started pulling myself into the cabin. The Army co-pilot was in the cabin compartment at this time helping me. I saw LCPL DEAN on the cabin floor looking exactly like I felt. The Army UH-1H continued to search the pool for survivors. "At this time I took my pistol out of the holster. I fully anticipated the helicopter to be taken under fire." When it was apparent that there was no one on the surface or in the deep water, I instructed the Army crewmen to have the pilot call down another helicopter to continue the search and take us up to altitude. I told him that LCPL DEAN and myself did not have enough strength left to fight on the ground if the UH-1H helicopter was forced down.

"I would like to make one final personal comment concerning my statement in reference to LT JANOUSEK and CPL KANE's performance of duty. The fact that they are listed as missing in action has not influenced my evaluation of their work. I have had the opportunity to observe the best and some of the weakest crewmen and pilots under combat stress. The performance of my co-pilot, crew chief and gunner was such that there was never a doubt in my mind that we were going to make it. I did have my doubts about the machine becoming uncontrollable or disintegrating in the air."



WITNESS
C. M. LIVELY, Major, USMC



T. B. HILL

Document C

10 August 1969

Statement of LCpl J. J. DEAN 2326023/6319 USMC, HML-367, MAG-36, 1stMABW, concerning events on 9 August 1969.

I was a crew chief in a UH-1E gunship in which 1stLt JAJOUSEK was the co-pilot and Cpl KAINE was the gunner. Working with a team that was on a plateau with an altitude of approximately 3700 feet we were flying at approximately 4000 feet. When the team reached the zone in which the transports were to go in and pick them up, the pilot made a pass over the zone to confirm the friendly position and check out the enemy situation.

When we were directly over the ridge line we took a burst of small arms fire. We received a large amount of hits in the fuel cells, cabin and cockpit. We began our descent after sustaining the fire. 1stLt JAJOUSEK was constantly advising the pilot of instrument readings as the pilot was looking for a place to land. When we had reached 1500 feet the aircraft began to burn. 1stLt JAJOUSEK was in the worst position in the aircraft as the fire initially broke out under him. 1stLt JAJOUSEK's flight suit and seat were ablaze. On the rest of the way down 1stLt JAJOUSEK never once panicked, which would have caused the aircraft to go into a spin and would have crashed, as he had complete access to all controls. 1stLt JAJOUSEK was almost completely ablaze when we crashed into the river and still he had not waivered *DATA*

DATA. 1stLt JAJOUSEK was either unconscious or close to it when we hit. He never even attempted to get out of the aircraft and we could not get to him because of the current and depth of the water. When the aircraft ignited in a ball of flames, Cpl KAINE started to panic, but realizing that it would only hinder the situation, calmed himself and again prepared for the crash or the explosion, which we all felt was going to happen. When we reached the river the pilot pulled the aircraft into a flare to set it into the water. During the flare we were close to the shoreline and at this time Cpl KAINE panicked and leaped from the aircraft. At the time he jumped, the tail boom blew off the aircraft and the rotor head dislodged itself and what was left of the aircraft blew into the approximate middle of the river and began to sink. The pilot and myself got out of the aircraft when it wasn't submerged too deep and instantly realized that the river was very deep and had a savage current. Realizing the trouble Major HILL and I were having keeping our heads above the water, Cpl KAINE re-entered the river from the safety of the shoreline. Before Cpl KAINE reached us the med-evac Huey came in and hovered over the water at approximately five feet. The three of us then started heading for the Huey. While trying to reach the Huey I had been pulled under numerous times by the savage current. One time I surfaced and saw Cpl KAINE pulled under by the current. I watched to see him surface again but he never came up.

/s/ J. J. DEAN

Certified to be a true copy.

C. M. Lively
C. M. LIVELY, Major, USMC

ENCLOSURE (2)

Document D

25 August 1969

Statement of 1stLt James M. LYON *DATA* USAR, B Co, 158th Avn Bn,
3d Bde, 101st Abn Div, concerning events on 9 August 1969.

My statement begins when the aircraft in question took enemy fire. When the aircraft was hit a great volume of fuel began spewing from the underside of the aircraft. The aircraft caught fire practically at the same time as the aircraft turned on its downwind leg of the autorotative approach. I followed the aircraft down and lost visual contact with it as it descended beyond a hill. I didn't see him for about 10 to 15 seconds. When I regained visual contact the aircraft had already hit the water and sank up to the engine cowling. I saw Maj Hill with his helmet still on trying to keep his head above water. Maj Hill is the only crew member I saw until the crewchief was brought on board my aircraft. After picking up the two crew members we hovered up stream as far as the wreckage and approximately 300 meters down stream to where the river made a large bend. We also searched along both banks of the river. There was no sign of the two missing crew members. We saw a helmet floating down stream and checked it out but could find no one. Maj Hill had taken his helmet off prior to getting into my aircraft. The water was dark green in color and appeared murky. This, combined with the effect of my rotorwash on the water, made it impossible to see beyond 1 or 2 feet below the surface of the water. We departed the area and took the two crew to "gn Med.

/s/JAMES M. LYON

C. M. Lively

C. M. LIVELY, Major, USMC

CERTIFIED TO BE A TRUE COPY.

Based on the documents that you and the members of your group have read now it is time to come up with a conclusion. When stating what you have concluded be sure to provide evidence to support your claim.

What do you think happened to:

Lt. Janousek

Based on the documents and discussion with the members of my group I/We believe....

Document

Evidence

Corporal Bruce Kane

Based on the documents and discussion with the members of my group I/We believe....

Document

Evidence

Pentagon: Marine's status not changed > Jay woman's son listed as 'last known alive'

<http://archive.bangordailynews.com/1994/11/16/pentagon-marines-status-not-changed-jay-womans-son-listed-as-last-known-alive/>

By (AP), Special to the BDN

Posted Nov. 16, 1994, at 12 a.m.

JAY — The Defense Department denied Tuesday that it had changed the casualty status of a Marine who was reported killed 25 years ago when his helicopter was shot down during the Vietnam War.

Cpl. Bruce Edward Kane's name was included on a "discrepancy list" of war casualties about whom more information is being sought, said Beverly Baker, a spokeswoman at the Pentagon.

Kane's mother, Joan Dunham of Jay, said Monday she received a two-page letter last week advising her that the Kane's status had been changed from "killed in action" to "last known alive."

The change was not the first regarding Kane, his mother said. Dunham said the Navy notified her in 1992 that her son was killed in Laos, not South Vietnam, as she initially was told.

Baker said she had no explanation of why the location of the downed helicopter had been changed.

Discrepancy lists include casualties whose remains have not been recovered, she said. The list on which Kane's name appeared included casualties in Laos and Cambodia.

"It is a working list, so when we go over there to do excavations or to do investigations we can use these as examples of cases where we feel the government should have more information," she said.

Kane, who was 20 at the time, was shot down in August 1969, his mother said. He was listed as killed in action 33 days later.

A representative of the Marine Corps casualty office called Dunham late Monday, but her daughter said the family remained skeptical.

“It was just words,” Diannia Dunham said. “What they’re saying is that all of a sudden it has become a priority to find him. The way we look at it, it should have been a priority 25 years ago,” she said. “We don’t believe a word.”

Bob Jones of Meredith, N.H., chairman of the Northeast MIA-POW Network, said the initial casualty report may have substituted Vietnam for Laos to conceal the presence of U.S. combat operations in that country.