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Crashed Aircraft Recovery Report

Date of Recovery: 27 Nov 2023 to 20 Dec 2023.

Model & Serial Number: B-24J #42-100184.

GPS Coordinates: N 28-33-47.6 E 095-23-27.4.

Datum: WGS 84.

Country: India.

State/Province/District: Arunachal Pradesh.

Nearest Town/Village: Cheppe.

Distance/Direction: 3-day trek SW of Cheppe.

Altitude: 11,432 ft.

Topography: Mountains.

Aspect: SW.

Terrain Notes: Steep, forested slope.

Vegetation: Forest.

Nearest Water: Small stream approx. .25 mi. from site.

Site Disturbance: None noted.

Wreckage Trail: Wreckage extending approx. 200 yds. downslope from estimated point of impact.

Human Remains Recovered: Yes, pending analysis.

Personal Artifacts Recovered: Yes.

Wreckage Artifacts Recovered: Yes.

Photos: See website for photos. Additional photos/video on file.

Personnel on Recovery Team: 16.

Team Leader: Clayton Kuhles

Summary: When my team and I trekked to this crash site in Dec 2010, we approached from the E through the town of Anini and then through the small mountain village of Cheppe. The crash site was a 3-day trek SW of Cheppe. The 2010 approach route was entirely through the tribal land of the Idu Mishmi people. The wreckage is located high on the SW aspect of a mountain known as Shidibi Mountain to the local Idu Mishmi tribe. When my team and I reached Anini in late Nov 2023, we were promptly informed by the local Idu Mishmi people that we would need to pay them an “access fee” in Indian Rupees that was roughly equivalent to \$1,000 to pass through their tribal lands to the crash site. Without that amount of extra cash on me and unwilling to pay such an extortionate amount of money to gain access from the Idu Mishmi tribe, we reversed our approach and left Anini. My team was comprised entirely of men from the Adi Abor tribe, and my sirdar (lead guide) informed me that we could also access the crash site from the SW and entirely through the tribal territory of the Adi Abor people. The Adi Abor name for the crash site mountain is Disang Adi. Adi is their word for “mountain”. My sirdar warned me that it would be a longer and more challenging approach route from the SW, but it was feasible. It eventually involved a grueling 7-day trek from the SW to reach the crash site.

We established our high camp near the tree line and within a few minutes walk to the crash site. There were still some snowdrifts remaining amongst the nearby trees from an early season snowfall, and this snow provided our water source while we worked at the crash site. The small stream approx. .25 mi from the crash site that we used for our water source in 2010 was mostly frozen and had just a trickle of flowing water.

Recovery work at the crash site was conducted in a line formation, starting below the lowest extent of the debris field and methodically moving up-gradient. We completed our recovery work on 20 Dec 2023, just prior to an incoming storm front arriving on the mountain.

Demobilization started immediately.

Recovered remains and personal artifacts were transferred to US control for identification and repatriation to the families.

Date of Report: 30 Dec 2023

Prepared By: Clayton Kuhles