



For JPAC Use
Date Received _____
INCIDENT# _____

JOINT POW/MIA ACCOUNTING COMMAND ARCHAEOLOGICAL SITE REPORT FORM

Please fill out as much of the information as possible and return to the address on last page.

1. Your Name: Clayton Kuhles

Your Age/Rank: _____

Address: P.O. Box 12871
Prescott AZ
86304-2871

Phone #: 928-899-1614

e-mail: ClaytonKuhles@cableone.net

2. What type of site?: -Isolated Burial -Cemetery - Aircraft Wreckage -Battlefield
- Artifact/Evidence turned-in without known location - Scatter of remains or artifacts

Notes: B-24-J Serial #42-100184

3. Date(s) you were there?: 07 Dec 2010 -Never there

4. Location of site: Latitude/Longitude: N 28° 33' 47.6", E 095° 23' 27.4"
Other geographic coordinates: _____

If coordinates were obtained using GPS, what DATUM was used? WGS 84

Province/State: Arunachal Pradesh Nearest Village/Town: Cheppe

Area/Site Name: India

5. Who owns the land where the site is located?: India

6. Vegetation around the site?: -Jungle, -Marsh, -Farmland, -Forest, -Grassland

Notes: Elevation 11,432 Ft. Aspect SW.

7. Topography: -Mountains, -Hills, -Plains, -River, -Sea/Ocean, Altitude: _____ meters

Notes: Steep slope in pine forest.

8. How did you find the site?: Found during survey/reconnaissance

-Artifact/Evidence turned-in without associated site -Other: _____

-Reported by someone else?: _____

Name: _____ Address: _____

Phone/E-Mail: _____



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9. Type of artifacts collected or seen: (attach any detailed information and photographs)

- Identification Tags, Aircraft Wreckage, Military Equipment, Other: _____
- None

*Where are the artifacts now? At site.

Notes: _____

10. What remains were seen at the site?

- Bones Skulls, How many? 1
- Teeth None

Where are the remains now? At site.

11. Did you see any numbers or writing on any material found at the site (on the aircraft, engines, ID tags, guns, etc.)? Please copy any information seen on material and describe the material on which they were found:

Item: Engine Number: 42-1462

Item: _____ Number: _____

Notes: _____
See attached notes.

12. If the site contains aircraft wreckage, how many engines or propellers did you see? 4

13. Has anything been removed from the site by others in the past? Please describe what was taken, by whom, and where it may be now.

See attached notes.



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14. Who else has been to the site, and when did they visit it?

Name: See attached notes. Age/Rank _____
Address: _____ Phone: _____
Occupation: _____

15. **Map:** Draw a sketch map of the site area showing nearby named roads, mountains, villages, streams, and other landmarks; please indicate North, and approximate scales or distances.

						• Anini
				• Aneleih		
		• Cheppe				
	X					
						• Roing

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16. How far from the site to the nearest water source? .25 mi.

Type of water source: Pond, Stream/canal, River, Other: _____

17. How far to the nearest village? 3-day trek Name: Cheppe

18. Has the site been disturbed by any of the following:

Hydraulic (Water) Erosion Landslides Salvaging Construction Other: _____

19. To your knowledge, has this site been reported to USA authorities before?

Yes No

Please describe the circumstances:

See attached notes.



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****Remember**, it is important to leave a site undisturbed until a JPAC scientific team can visit the location. Our ability to recover and identify remains depends artifacts, wreckage, and bones being left in place.

****If artifacts or remains have been removed**, place them in a bag and write the **date, location,** and the **name and address of the person** who found the evidence on a slip of paper and place it in the bag.

****If artifacts or remains have been recovered in different places**, put them in different bags.

Attach or send us a photocopy of a local **map** with the location of any found material clearly marked. (This will help us to identify site size, boundaries, and logistical needs for mission planning.) Any photographs of the evidence or location should also be attached and logged below.

Attached Notes, Photographs, or Drawings:

See attached photos.

How many Photographs attached? 20

Photograph Description	Date	Direction
<i>See notes attached to each photo.</i>		

Return this form to:

J-2 Intelligence
Joint POW/MIA Accounting Command
310 Worcester Ave., Bldg 45
Hickam AFB, HI 96853-5530
USA

<http://www.jpac.pacom.mil>

THANK YOU !

Notes on B-24J #42-100184

The American Graves Registration Service (AGRS) made two unsuccessful attempts to find this missing airplane in the late 1940's. They wrote a report in 1948 summarizing their search efforts.

I obtained a copy of the 1948 AGRS report and studied it for useful clues. My lucky break came when I researched the names of local tribesmen mentioned in the report. I discussed the tribal names with an Adi Abor friend in Damroh. He quickly identified the men as being of the Idu Mishmi tribe. Furthermore, he knew that some of those men had once lived in the upper Sessari River valley, just S of a large mountain known to the Idu Mishmi people as Shidibi Mtn.

The tribal groups in this area of India usually hunt only their own tribal territory, and avoid hunting in the territory of a neighboring tribe. If the tribal men referenced in the AGRS report were of the Idu Mishmi tribe, I assumed the wreckage was probably somewhere in Idu Mishmi territory, and they discovered it while hunting. Since some of the Idu Mishmi men named in the AGRS report were known to have lived in the upper Sessari River valley during the 1940's, I also made the assumption the wreckage was probably in that valley or on the slopes of Shidibi Mtn. The mountain actually seemed like the best place to search, given its high altitude and thus the likelihood of contributing to an airplane crash. I learned that the Idu Mishmi had long ago left the upper Sessari River valley and migrated to the E and N. Interestingly, the Adi Abor folklore in Damroh talks about a mysterious airplane wreckage high up on a mountain and far to the E of Sarcing (the local name for the area where I found B-24J #42-73308 on Dec 07, 2006, NE of Damroh), but none of the local hunters had ever been to this "far away" wreckage nor did they know its exact location. With the upper Sessari River valley now uninhabited and without any roads or trails into the area, I decided to access the search area from the N side of Shidibi Mtn. The closest Idu Mishmi village to Shidibi Mtn. is named Cheppe.

Abu Tayeng, the District Commissioner of Upper Dibang district (which includes Shidibi Mtn.) has taken a keen interest in my MIA search expeditions in NE India. Abu instructed his staff to ask local villagers if anybody knew of any old airplane wreckages within the district. Soon afterwards, word came to Abu that a young Idu Mishmi hunter named Mate Miuli had reported an airplane wreckage on his family's ancestral hunting grounds located on the SW slopes of Shidibi Mtn. Abu promptly notified me and introduced me to Mate, and then Abu arranged for Mate and a team of porters to take me to the crashsite.

Starting at road marker 173 km on the Roing - Anini road, we trekked W through the village of Aneleih, and then SW to the tiny village of Cheppe. In Cheppe, I met Mate's 85-year old grandfather, Naji Miuli. Naji said I was the first

Westerner to ever visit Cheppe. Naji then recounted in great detail how his father, Longe Miuli (now deceased), had discovered the airplane wreckage in the mid-1940's while hunting on the SW slopes of Shidibi Mtn. Longe soon returned to the crashsite with some friends (Tako Mena, Takiri Linggi, Poso Miuli and Anjou) to recover items to sell. Some of those men were the same Mishmi men mentioned in the AGRS report of 1948. He said his father and friends collected some dogtags and 3 pistols from the crashsite, and sold them to a shopkeeper in the town of Sadiya for 70 rupees plus a bag of rice and a bag of tea. The US Army eventually became aware of the dogtags and pistols now in the possession of the shopkeeper in Sadiya, and that precipitated the AGRS search efforts. Naji Miuli stated he was unaware of any US attempt to reach the crashsite in the 1940's.

The AGRS attempted to reach the crashsite from Damroh by approaching from the SW. The local Mishmi hunters told me there are no known trails or bridges which would allow safe access to the area from either Damroh or Milang, and the site can only be reached safely through Cheppe.

It took us 2 days of hard trekking to reach Cheppe from the roadhead at marker 173 km. on the Roing - Anini road. It then took us an additional 2 days of harder trekking to reach highcamp at 10,640 ft. on the NE base of Shidibi Mtn. Highcamp was a narrow, rocky ledge under an overhanging rock formation; much too narrow and cramped to erect any tents. The next day started at 5 AM, and required much steep climbing up through snowfields and frozen waterfalls before reaching the summit ridge at 12,873 ft. by mid-day. We then downclimbed the SW slope into the pine forests, reaching the crashsite at 11,432 ft. in the early afternoon. It was twilight by the time I finished documenting the wreckage and we had climbed back up to the summit ridge. The entire very hazardous downclimb back to highcamp was done in the dark with the aid of headlamps and flashlights. Everybody was soaked through and very cold and exhausted when we finally returned to highcamp at 7 PM.

From the summit of Shidibi Mtn, the village of Milang is visible to the west, and the Brahmaputra valley is visible to the far south. A helicopter landing area can possibly be cleared on one of the shoulders / knobs just below the summit ridge and above the treeline on the SW slope, and there is a helipad in Aneleih village. Otherwise, it's a long and rugged trek in from the Roing - Anini road.

Any remains recovery operations at this crashsite will need to be coordinated through Abu Tayeng, the District Commissioner in Anini.

I wish to express my sincere thanks to Abu Tayeng for his kind and invaluable assistance in helping me reach this important MIA site.