



Staff Sergeant
Frederick (Fred) Edward Keup

1942-10 Mar 1945 (KIA)

WWII



Fred Keup is a First Cousin, Once Removed, to Robert E. Cape

Military Service: 1942 to 10 Mar 1945

Honors:

Air Medal



Oak Leaf Cluster



Should also have been eligible for Asiatic/Pacific Campaign, WWII Victory, National Defense, American Campaign, Purple Heart, and others.

Posthumous Award

For meritorious achievement while participating in more than 200 hours of aerial flight as aerial gunner from 17 October 1944 to 27 February 1945 over the Bay of Bengal, its environs and China, where exposure to enemy fire was probable and expected. Their missions, in cargo aircraft transporting personnel, equipment and supplies to remote stations over high, rugged mountains and vast jungles the face of adverse weather conditions, without appropriate navigation aids or adequate air charts, contributed greatly to the expansion of effective weather service. Their devotions to duty and degree of efficiency, above and beyond that normally expected, reflect credit on themselves and the army air forces of the United States.

On-Line:

<http://www.ourpast.org/genealogy2/getperson.php?personID=I966&tree=Cape>

<http://tabacofamily.com/jtabaco/AWRA/0002wrs.html>

<http://www.kilroywashere.org/003-Pages/Hump/Hump.html>

http://www.dtic.mil/dpmo/news/2002/021009_aln_recovery_team_returns_from_china.htm

http://www.dtic.mil/dpmo/news/2002/020731_aln_china_search.htm

http://www.dtic.mil/dpmo/general_info/foia_requests.htm

<https://www.hrc.army.mil/site/active/TAGD/CMAOC/cmaoc.htm>

<https://www.hrc.army.mil/site/active/TAGD/CMAOC/RFAD/RFADWWII.htm>

Fred Keups Unit:

2nd Weather Reconnaissance Squadron

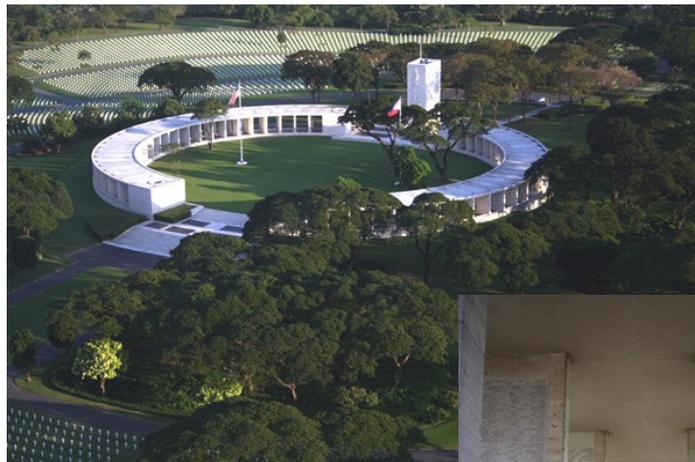
Fred E. Keup - Missing March 10, 1945.

Flying as crew on B-25 over the hump - India to China Service #36325666

Per USAF Missing Air Crew Report: **MACR 12978**

Crew flew a B25D. They left Myitkyina AFB, Burma for Chengtu, China with another B25 in the early morning of March 10, 1945. After take off there were no radio contacts with the other plane or the ground control stations.

Served as an aerial engineer with 2nd Weather Reconnaissance Squadron; listed as Missing in Action or Buried at Sea; memorialized on Tablets of the Missing at Manila American Cemetery; Manila, Philippines; awarded Air Medal with Oak Leaf Cluster.



S.Sgt. Keup disappeared on flight over China on March, 10, 1945, but officially listed with date of death as March 11, 1946. -taken from Illinois Alumni News, July, 1946

To: Command General, Headquarters 49th Composite ..., APO 627, Theater.

The following details are a summation of the facts now in the files of this squadron regarding Lt. Cannon, Missing In Action.

Second Lt. Charles A. Cannon, Jr, 0704460 and his regular crew took off from APO 690, Theater, in a B-25 shortly after day break on the morning of 10 March 1945 with a final destination that day of Chengtu, China. Another B-25 piloted by 1st Lt. John C. Scales, 0856381, also departed the same morning for the same destination, and preceded Lt. Cannon's ship by approximately 15 minutes.

Both ships landed at Myitkyina, Burma for refueling prior to proceeding. Lt. Cannon's ship departed Myitkyina for the Chengtu Area at 13:27 local time just 17 minutes after Lt. Scales departure. Lt. Scales arrived at Chengtu, China at 17:32 about one and one-half hours before sundown.

No further contact was made with Lt. Cannon's ship after take-off. Lt. Scales advise that weather over the Hump was generally good except for cumulus build-ups over ridges which could generally be topped or circumnavigated at 12,000 feet. Lt. Scales topped all weather without difficulty. The cumulus buildups of the first ridge East of Myitkyina was the highest, extending from 14,000 to 15,000 feet. Valley conditions around Myitkyina were unlimited at take-off time.

Both aircraft and crews were fully prepared to use oxygen if flight at high levels were necessary.

The crew of which Lt. Cannon was a member had been briefed to fly the following route. Myitkyina, Burma (Lat 25°, 20', Long 97°, 20') to Paoshun, China (Lat 25°, Long 99°); Thence to Yunnani, China (Lat 25°, 30'; Long 100°, 40'); thence to Ipin, China (Lat 28°, 45', Long 104°, 30') thence to Chengtu, China (Lat 31°, Long 104°).

A total of four position reports were supposed to have been made to two different air traffic control centers in the course of flight. The radio logs of the traffic control centers have been checked and rechecked but search has failed to discover any contact made with Lt. Cannon's plane. Lt. Scales' ship had no record of air to air contacts with Lt. Cannon's ship after the departure at Myitkyina. Lt. Scales' ship was able to contact both the control at Yunnani and again at Ipin in addition to contacting the squadron ground station in India.

Search was begun by Search and Rescue units in the probable area of the accident as soon as the plane was declared missing. Both search aircraft and ground search parties were employed immediately and were aided by Capt. Wallace B. Black, then acting squadron Commander, who flew to Myitkyina to insure that every rescue unit had accurate information upon which to base the search.

To date the airplane and all occupants are still missing. The ship is listed as missing by the designated Search unit and search continues in conjunction with searches for other aircraft down in the same area. If further facts are discovered regarding Lt. Cannon or other members of that crew these facts will be forwarded.

Arthur A. McCartan Commanding

In order to clear up the communications point in question, Lt. John C. Scales, now Captain, the pilot of the accompanying aircraft, has been contacted. He states that his ship had no radio contact with Lt. Charles Cannon's plane after the take-off from Myitkyina. About fifteen (15) minutes after take-off and

again about thirty (30) minutes after take-off Lt. Wenger, co-pilot for Lt. Beales, attempted to make contact with the other B-25 on “?” Channel of the VHF set, the interplane frequency successfully used on the first leg of the journey. Each time no answer was obtained and it was assumed by Lt. Seales that the other ship had not ... taken off.

Guskhare, India. AAF, IBT Group 10th Wea Region; Squadron 2d Wea Rcn Sq Mission Type: Staging
Aircraft: B-25D, 36NC S/N 43-3671, nickname “Bit of Lace” Engines R2600-29, S/N 42-149146 and 42-149001 Crew: 6, Passengers: 1
Last knowledge: Contact by Radio, John H. Hansen, Tower commander



3671 (10th PRG, "Bit of Lace") crashed Mar 10, 1945 shortly after refueling at Myitkyin on the way to Chengtu, China.



2nd Weather Reconnaissance Squadron

REPORT PONTIAC FLIER AS MISSING

Staff Sgt. Fred E. Keup, B-24 engineer-gunner in a weather reconnaissance squadron, has been missing in flight since March 10 in the India-Burma theatre of war, according to a telegram received from the war department this morning by his wife, Mrs. Mary Keup, 220 East Howard street.

Sgt. Keup, 31, has been in India the past seven months. He has been in the army three years, prior to which he was employed at Pontiac post office.

His parents, Mr. and Mrs. Fred Keup, reside at 403 South Vermillion street.

Fred Keup, Lost More Than Year, 3/10/45 Believed Dead

Staff Sgt. Fred E. Keup, crew member of a B-25 bomber reported missing March 10, 1945, is presumed dead by the war department, according to word received here this morning by his wife, Mrs. Mary Keup, 504½ East Madison street. He is a son of Mr. and Mrs. Fred H. Keup, 403 South Vermillion street.

Sgt. Keup was aboard a bomber which departed from Myitkyina, Burma, en route to Chengtu, China. No radio communication was established with the plane after its take-off and no trace of the aircraft or crew members has been found, despite intensive search.

Sgt. Keup was born Dec. 30, 1910, at Saunemin. He was graduated from the University of Illinois in 1932 and on Dec. 19, 1935, he was married to Mary Odde.

He entered the army March 18, 1942, and went overseas in September, 1944. Before entering the service he was employed at the Pontiac postoffice.

Posthumous Award To Sgt. Fred Keup Received By Wife

Posthumous award of the Air Medal and Oak Leaf cluster for S/Sgt. Fred E. Keup, of the army air corps, was made to his wife, Mary Keup, 504 East Madison street, by First Lt. Howard C. Smith at her home Wednesday afternoon.

The citation accompanying the decorations read as follows:

"For meritorious achievement while participating in more than 200 hours of aerial flight as aerial gunner from 17 October 1944 to 27 February 1945 over the Bay of Bengal, its environs, and China, where exposure to enemy fire was probable and expected. Their missions, in cargo aircraft transporting personnel, equipment and supplies to remote stations over high, rugged mountains and vast jungles, in the face of adverse weather conditions, without appropriate navigation aids or adequate air charts, contributed greatly to the expansion of effective weather service. Their devotions to duty and degree of efficiency, above and beyond that normally expected, reflect credit on themselves and the army air forces of the United States."

Sgt. Keup was the son of Mr. and Mrs. Fred Keup of Pontiac.