

F/O Bateman F. "Tim" Keefe

Location - East-A: R35, C13

PILOTING OF TROOP GLIDER IS EXACTING AND TRICKY

**Bateman Keefe, Son of Oshkosh Congressman, Takes
Pride in Feats of Airborne
Units**

The thrills and experiences of a glider pilot in the United States army glider program were revealed recently by Glider Pilot Bateman Keefe, son of Rep. and Mrs. Frank B. Keefe of this city, who is now stationed at Bowman Field, Louisville, Ky.

Home on furlough last week for a short stay, Pilot Keefe said the glider program of the army has been in use only 18 months following its authorization by congress in October of 1941. However, in spite of this, the importance and value of the glider as an offensive weapon have already been proven in the Sicilian campaign, in which the American flying forces used gliders for striking in advance of regular invasion troops.

Pilots and Commandos

All men stationed at Bowman Field, are graduates of flying schools. In addition to this, the men received dual training, as glider pilots and as commandos. This latter training is necessary, Keefe said, as the gliders, towed by a power driven plane, carry airborne commandos who strike silently and suddenly to paralyze enemy communications and seize airfields and key points behind the enemy lines.

The physical training of glider pilots is similar to that of paratroopers, with an additional toughening course to keep them physically fit for their hard task.

Some of the difficulties encountered by glider pilots were mentioned by Keefe. Of these he said the pilots are trained to land quickly and to stop short on skids. On the ascent of the glider and at the cutoff stage, the pilot must keep the plane on a level that is neither too high above or too far below the towing plane. Because the glider is made of thin fabric and highly vulnerable to enemy attack it must be landed swiftly and safely for all occupants aboard. . .

Problems for Landing

Unlike a power driven plane where landings can be partially controlled by the motor speed, gliders land between 60 and 100 miles an hour and in some cases many gliders must land in a limited space in methodical order. This is one of the most difficult of the pilot's operations, Keefe added.

Bateman F. Keefe

ATLANTA — Bateman F. Keefe, 73, of Atlanta, formerly of Oshkosh, passed away Thursday, Nov. 29, 1990, at Piedmont Hospital in Atlanta.

Bateman was born Feb. 4, 1917, to Congressman Frank B. and Mildred Steele Keefe.

He was employed as a public health adviser at the Communicable Disease Center in Atlanta until his retirement.

Mr. Keefe is survived by his wife, Margaret Fox Keefe of Atlanta; one daughter, Mrs. Robert (Karen) Price of Fairfield, Conn.; one grandson, David Price, and one granddaughter, Lauren Price, both of Fairfield, Conn.; two sisters, Mrs. Charles (Virginia) Nolan of Oshkosh and Jean Rosten of Madison.

CONGRESSMAN'S SON ACCEPTED AS CADET

Capt. Lauris M. Eek of the traveling aviation cadet examining board in Appleton reported today that Bateman F. Keefe, son of Congressman and Mrs. Frank B. Keefe, 687 Main street, has qualified as an aviation cadet, and will probably be sent to some flying field within the next eight weeks.

Bateman Francis Keefe, son of Representative and Mrs. Frank B. Keefe, 687 Main street, has graduated from the Victorville army flying school at Victorville, Calif., as a glider pilot with the ranking of flight officer. A graduate of Oshkosh High school, Flight Officer Keefe attended Oshkosh State Teachers college and Carleton college, Northfield, Minn.

Bateman Keefe, son of Rep. and Mrs. Frank B. Keefe, has been promoted to the rank of staff sergeant at Big Springs, Tex., where he is a member of a glider detachment.

BATEMAN FRANCIS KEEFE

FLT O US ARMY

WORLD WAR II

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