

Christmas crash remembered

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dy said. "And in that part of the war, they were no longer treating captured airmen very well."

Strangely enough, Purdy — who was on his very first mission — doesn't remember being afraid as the Flying Fortress went down.

"Sitting in the dark in the rain waiting to take off on a mission is very

Work to begin on area roads

Work is beginning this week on two road-improvement projects in the Farmington area.

One project includes a new asphalt surface for Farmington Road from Oakland Community College north to 13 Mile. Shoulders also will be paved and curbs placed at the intersection of 13 Mile and Farmington roads.

The other project involves the resurfacing of Orchard Lake Road from Freedom Road to Grand River. Both intersections, at Grand River and Freedom Road, also will be improved. Following the repaving, a traffic signal will be installed at Freedom and Orchard Lake roads.

Both projects, which will be paid for mostly by grants from the federal government, are being constructed by the firm of Detroit Concrete Products under contract to the Oakland County Road Commission.

The paving will be completed this fall.

scary," he said. "That's when you feel afraid. But when you're crash landing, there's just so much going on that you don't have time to be afraid. We had been on fire earlier. When the fire went out, it was such a big relief."

The Battle of the Bulge, raging all around them, prevented much movement once the airmen landed, but they managed to rendezvous with the 12th Tactical Advance Corps. They stayed in the area until after New Year's.

FINALLY, THEY "borrowed" a weapons carrier from the Army — "when they weren't looking," according to Purdy — and sped off to Belgium.

"In Belgium, we made contact with the Air Corps and we flew back to England in a C-47," he said.

Purdy, a member of the 95th Bomb Group flying out of Horham, England, was to participate in 29 more bombing missions over Germany.

He still has his "flak map" — marked "SECRET" — showing the air routes in color and containing his notations.

He won't forget bombing run No. 18 when the plane had to make an emergency landing on a short fighter runway in France. Another memorable

day was Jan. 1, 1945, when his was one of 1,300 Fortresses dropping 2,500 tons of bombs on the heart of Berlin.

The Flying Fortress was "one terrific airplane," according to Purdy. "It could have more things wrong with it and still fly than any airplane ever built."

Purdy, director of engineering services and quality control at Federal Mogul, got to see the inside of a B-17 during his recent reunion. By special arrangement, the former fliers were allowed to explore one on display at the Air Force museum near Dayton.

"That was the big thrill," Purdy said. "It was a lot smaller than I remembered."

And his service buddies (of the 10, seven were on hand, two are dead and one couldn't be found) had put on a little weight.

"They looked the same, basically," Purdy said. "Their voices sounded the same. But they were, I'd say, 30 pounds heavier."

THE WIVES of the fliers, Purdy emphasized, were the moving force behind this first-ever reunion of the 95th Bomb Group. They've written each other those 40 years," he said.

Purdy was single when he gave up his engineering studies at Wayne Uni-

versity and joined the Air Corps at age 20. "It was one of those things," he remembered. "Everyone was going in the Army. You were one of many."

Purdy had never flown an airplane or shown much interest in aviation before asking for flight school.

"They selected who was going to be bomber pilots and who was going to be fighter pilots by your psychological makeup," he said. "Bomber pilots were the conservatives."

Purdy married his wife, Jean, in 1943, and then completed his education, earning an engineering degree from Wayne with the help of the GI Bill of Rights.

He's worked in the bearing industry since graduation, the last 13 years at Federal Mogul. The Purdys have four children, all grown and moved away, and four great grandchildren.

During the summer of 1982, Jean and Glenn Purdy took a two-week vacation in France and were able to locate the farm field in France where "Lucy Lady" crashed on Christmas Eve of 1944.

Wheat still grows in the field where they crashed, he said in a lengthy letter to his former comrades in arms at Christmas of 1982.

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Those statistics were found in an Associated Press (AP) article. The magnitude of expense they show is frightening. A chiropractor must wonder if early treatment couldn't have significantly reduced these costs. The problem with backaches, is that they are ignored in their early stages when the discomfort is only slight. As the pain worsens, the condition is gradually degenerating into a severe ailment. If you are experiencing any discomfort in your neck or back, get a chiropractic examination now, before the pain (and the expense) become severe.

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