Christmas crash remembered

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 re-member being afraid as the Flying Fortress went down.
"Sitting in the dark in the rain zero."

ing in the dark in the rain wait-

Work to begin on area roads

On area roads

work is beginning this week on two read-improvement projects in the Farmington area.

One project includes a new asphalit surface for Farmington Road from Cakiand Community College north to 13 Mile. Shoulders also will be paved and curbs placed at the intersection of 12 Mile and Farmington roads.

The other project moviews the resurfacing of Orchard Lake Road from Freedom Road, also will be improved. Following the repairing, a traffic lighal will be matalled at Freedom and Grechard Lake roads.

Both projects, which will be paid for metallicity grant will be matalled at Freedom and Grechard Lake roads.

Both projects, which will be paid for metallicity grant will be matalled at Freedom and Grechard to the Charles of the Powders of the paving will be completed this fall.

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scary," be said. "That's when you feel afraid. But, when you're creat handing, 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 rendezous with the 12th Tatical Advance Corps. They stayed in the area until after New Year's.

FINALLY, THEY "borrowed" a weapons carrier from the Army — "sten they weren't looking," according to Party — and sped off to Belgium. "In Belgium, we made contact with the Air Corps and we flew back to England in a C-47." be said.

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

missions over Germany.

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

routes in color and containing his nota-tions.

He won't forget bombing run No. 18 when the plane had to make an emer-gency landing on a short fighter run-way in France. Another immorable

day was Jan. 3. 1345, when his was one of 1,300 Fortresses dropping 2,500 tens of bombs on the beart of Berlin.

The property of the state of berlin and the state of bearing to party. It could have more things wrong with it and still fly than any airplane ever Party. It descripts the state of the state

built."
Pardy, director of engineering services and quality control at Federal
Mogal, got to see the inside of a B-IT
during his recent remion. By special
arrangement, the former filers were
allowed to explore one on display at the
Air Force museum near Dayton.
"That was the hig hrill." Pardy said.
"It was a lot smaller than I remembered."

bered."

And his service buddles (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."
Pardy said. "Their voices sounded the same. But they were, I'd say, 30 pounds heavier."

heavier."
THE WIVES of the filers. Purdy em-

THE WIVEN of the filers, Purdy emphasized, were the moving force behind his the first-ever requient of the 35th Bomb Group. "They've written each other these (0 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 rechembered. "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 site. Jean. in

Purdy married his wife, Jean, in 1945, and then completed his education. earning an engineering degree from Wayne with the help of the GI Bill of

Wayne with the help of the GI Bill of Rights.
He's worked in the bearing industry ince graduation, the last 18 years at Federal Mogul. The Purtys have four children. But grown and moved away, and four great grandchildren.
During the summer of 1982, Jean and Glenn Purty took a two-week vacation in France and were able to locate the farm field in France where Lucay Lady crashed in Christians Eve of 1944.
Wheat still grows in the field where

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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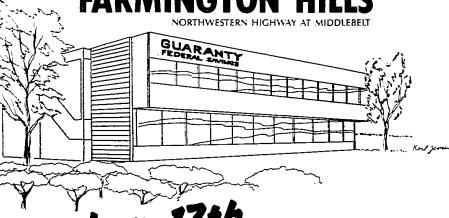
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