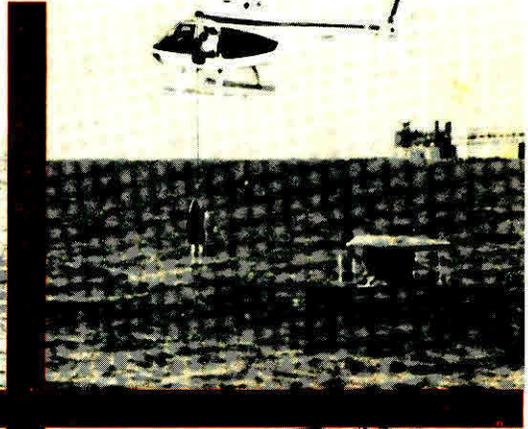
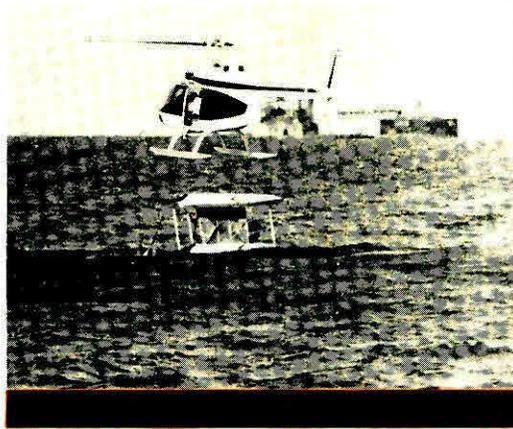


Fireman pilot Edward McCarthy hovered the JetRanger over a capsized catamaran in Lake Michigan this summer as copilot Edward Ulrich operated the hoist to rescue boater Rick Berger.



down and grabbed a line connected to the overturned vessel.

While Tannehill struggled to hold the helicopter in position, Wilson lashed himself to the strut and then shoved his arm through the loop in the line. In this fashion, the two airmen towed the boat and its survivors safely to shore.

Wilson suffered severe rope burns from the experience, but both he and Tannehill were rewarded a few weeks later by citations from the American Legion and Bell Helicopter Co.

Miraculously, the fourth survivor swam the five miles to shore!

On another occasion a daring pilot landed the bubble-nose on the deck of a freighter some 30 miles offshore to pick up a seriously ill seaman.

With so many of the helicopter activities now concentrated on Lake Michigan, the pilots work closely with the Dept.'s scuba divers and its "Navy," consisting of eight fire boats, some of which are water-jet propelled.

Nevertheless, the air crews are also constantly attuned to land problems. They stay alert for traffic jams, wrecks, fires, riots and other emergencies.

Pilots are also starting to take air samples so that authorities can

study the degree of air pollution in the Chicago area.

Mayor Richard Daley wanted the Police and Fire Depts. to work closely in their helicopter operations. Thus the mayor directed Fire Commissioner Robert Quinn to be in charge of the combined operations; however police work assignments would come from within the Police Dept.

The firemen, already experienced pilots and knowledgeable in municipal operations of helicopters, were assigned the job of training the police pilots.

The Police Dept. acquired two 47G-4A's and equipped them with special police radios, loud speaker systems, electronic sirens and high intensity searchlights.

Three full-time mechanics are available to keep the combined police-fire fleet flying. Major repair work is done at Chicago Helicopter Airways, also located at Midway Airport.

Serving as head of the helicopter operations under Commissioner Quinn is Lt. Tannehill, 39, a 16-year veteran pilot.

The Fire Dept. does not charge other city departments for air time. Use of the helicopter for these missions is left to the discretion of the chief officer on duty with the ap-

proval of Commissioner Quinn.

Despite an already packed schedule, the helicopter unit has taken on a new task—that of getting more hospital heliports in the Chicago area. The project has been undertaken with the help of hospital administrators and area physicians.

One Cook County Hospital doctor states flatly that the city's helicopters "are vastly superior to private service ambulances. The surface ambulances are dying. They are very expensive and they are always a losing proposition."

The helicopter, doctors point out, is particularly effective for head or chest wounds, internal damage, unconsciousness from unknown causes after an accident and facial damage resulting in difficult breathing.

The Cook County Hospital erected its heliport from public funds received as a memorial to Robin Dean, a burn victim brought to the hospital by helicopter.

Some 15 hospitals either have heliports or are planning to add them.

Clearly, the use of helicopters in behalf of the public interest is entering a new and expanded era in Chicago.