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Miscellamy

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# -He was rioght up there with the pilots' 

In setting out to photograph the story on the air war (pp. 44-59), Larry Burrows determined-by means of photographic technique and at risk of his own life-to put the viewer in the place of a combat pilot in action. It took him eight months to do it. George Weiss, an Air Force major who helped make the arrangements, said, ${ }^{~ " I t ~ i s ~ t h e ~ f i r s t ~}$ time this kind of story has been done under combat conditions. Larry had his neck a long way out. He was right up there with the pilots."

Burrows is a tall, thin Englishman whose bad eyesight kept him out of the British army in World War II (he worked in the coal mines instead). He started working for us as a laboratory assistant in London and soon started taking pictures on his own. He covered riots in Paris and the Congo, wars in Suez and Cyprus and, in addition, taught himself to become a top-notch color copyist of paintings. At first Saigon was, he says, "a quiet and pleasant place. There were about 16,000 American advisers and maybe 30 correspondents. Today there are almost 300,000 U.S. military personnel in Vietnam, and the correspondents are pushing 400." By now he has become something of a legend among the press corps and U.S.


LARRY BURROWS troops. "They start out being fascinated with that British accent," says an officer, "and end up with deep respect for the man and what he's trying to do." Larry is the only two-time winner of the Robert Capa Award "for superlative photography requiring exceptional courage and enterprise."

Burrows says that this assignment (which he himself suggested last October) was one of his most exacting. He flew in almost every type of aircraft being used in the war. "The F-4C is the most difficult," he says. "You are locked in by masses of harness with your legs strapped back, and you feel like a trussed turkey." For another picture, he recalls, "I waited for days to get a ride on the top of a Vietnamese armored train. From this position I hoped to show the functions of a spotter plane that would be circling above. But no sooner had I completed the arrangements than the bloody V.C. blew up the train. I wished those chaps would have checked with me on the timing." Perhaps the most difficult picture in the story for Lary to take was of "Puff, the Magic Dragon," an old DC-3, spewing machine-gun fire into the jungle. Larry had to persuade the Air Force to remove the second half of the plane's rear door. Then he lashed himself to the plane, and his camera to the doorframe. "The strap around my waist made me feel a bit like a Yo-Yo," he says, "but, fighting against the tremendous wind, I was able to reach the camera and take the picture while we were circling the Vietcong position."

Burrows has no intention of abandoning the Vietnam war. "Be it exotic meetings with Madame Nhu," he says, "or sleeping on a stretcher on a Vietnamese patrol or sharing a sock of rice with the Special Forces. this strange war fascinates me. My deepest wish is to be around to photograph both South and North Vietnam in peaceful times."
 Managing Editor



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