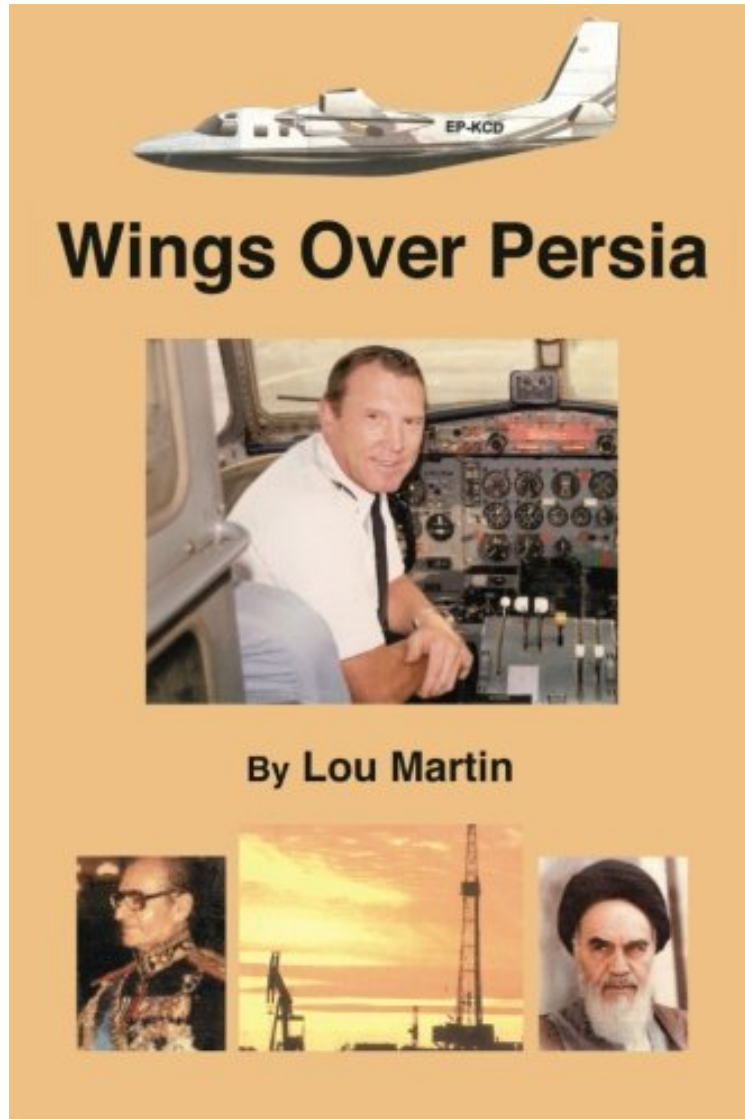


(Free pdf) Wings over Persia

Wings over Persia

Lou Martin

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Lou Martin : Wings over Persia before purchasing it in order to gage whether or not it would be worth my time, and all praised Wings over Persia:

0 of 0 people found the following review helpful. Good Read and Hard to Put Down. By BookLuvr39 Lou Martin is an old Air Force friend of mine. His narration of his post-Air Force days flying airplanes in foreign countries is very interesting. His experiences in Iran (formerly Persia) detail the trials and tribulation flying in a country where English is not a primary language. This would be interesting for any former military or commercial pilot to read. Highly recommended. 0 of 0 people found the following review helpful. MN was right to award this their Aviation book of the

yearBy Tim Mulina "Wings over Persia" is the second of Lou Martin's books I have picked up and reviewed. First off I believe this was a self published effort as is his other book "Close Encounters with the Pilot's Grim Reaper". If you enjoyed that one I highly recommend picking this one up as well. Even if one is neutral about the geographical location and era of the setting it is a good read both from a cultural and pilot point of view. If you have not picked either up then I suggest getting them both and reading them in the order of PGR then WoP. I am looking forward to Lou getting the later part of his aviation career down on paper where he worked for the FAA (hint c'mon Lou, get typing). With a review one is supposed to find things large and small to nitpick, so here are my nits. The cover design is plain but one should never judge a book by its cover. Secondly the book could have used the services of a professional editor because there is so much left unsaid that I feel could have fleshed this book out more. A professional editor could have inspired Lou to share more of his experiences as those he does share are good. I could easily have read another 10,000 words or so of Lou's experiences in Persia. Though I normally have lowered interest in reading about that part of the world during that era, Lou sucked me right in almost as bad as a Tom Clancy book but luckily I started reading it earlier in the day so was able to wrap it up my first time through before 2am. His descriptions of life and those he met working in Iran right up to the time of the Islamic overthrow of the Shah certainly is unique and not something I have read before. His description of driving and traffic certainly explains some of the video I have seen of the streets of Tehran during the mid 1970's with no one appearing to obey or even understand the benefits of lanes or traffic signals. Insha'Allah is the term that the citizens of the area use and that Lou shares with us to describe the overall societal attitude toward preparedness and travel. If Allah wills it to be so, then it will be. If the wing falls off because Allah wanted the mechanics to not safety wire on motor mounts, then that is ok. I cannot imagine how in depth my own preflight would be there compared to in the US. 0 of 0 people found the following review helpful. Five Stars By John Yuen excellent and fast shipment

WINGS OVER PERSIA provides a firsthand account of intrigue and adventure of an American pilot flying in Iran, during the revolution which overthrew the Shah and installed Ayatollah Khomeini as Iran's Islamic dictator. Lou Martin was an air force pilot for 22 years and a captain for Japan airlines from 1970 to 1975, before joining a small cadre of foreign pilots in Iran hired to fly a variety of aircraft throughout the Middle East. His passengers ranged from family members of the late Shah of Iran to high-ranking Iranian government officials, and oil field roughnecks. His observations relating to these flights are outlined in thrilling chapter after chapter. He invites the reader to mentally share his cockpit during these exciting flights. Captain Martin was living and working in Iran during the disturbing days of 1978 when Islamic hard-liners rioted in the streets of Tehran demanding the overthrow of the Shah. The tempo of the revolution increased to the point where thousands of demonstrators were killed by the Shah's army forcing him and his family to flee to Egypt. His abdication allowed the firebrand leader Ayatollah Khomeini to become Iran's despotic leader, and form a ruthless fundamentalist Islamic government. Several of Captain Martin's friends and colleagues were summarily tried and executed by the Islamic revolutionary guards. During the peak of the revolution a personal friend was stabbed to death by unknown assailants, and fearing for his own life he hurriedly left Iran. His exodus forced him to abandon thousands of dollars of unpaid salary, a Volkswagen and other personal property. In the spring of 1979 he was prepared to return to Iran in an attempt to recover lost property, but an extraordinarily lucky event in Rome, Italy, convinced him that returning to Iran would very likely expose him to arrest and confinement. Faced with this dismal probability he returned to the United States to pursue a safer and less exciting life.

"Congratulations on being the 2004 recipient of the Minnesota Aviation Hall of Fame's Best Aviation writing by a Minnesotan! We enjoyed your exciting personal account of your days flying as a captain for an air charter company in Iran. Your book was exciting and personal, definitely the type of aviation writing the MAHOF wishes to honor and encourage with its annual award." Duane Jacobson - Minnesota Aviation Hall of Fame

About the Author Lou Martin was born and raised in a small Midwest farming town in northern Wisconsin. He was the ninth of ten children of hard working German, Scotch and Irish parents. He was thirteen years old when the Japanese military attacked Pearl Harbor and along with other young men his age, he contributed to America's victory to the extent his young years would allow. Before the war ended he collected scrap metal, delivered Western Union Telegrams, worked as a railroad labourer and in a defense plant in Chicago. A memorable event during the war years when, as a fourteen year old, he delivered telegrams to families informing them that their loved ones were killed in action or taken prisoner. He recalls that after being the bearer of such sad tidings he would leave lamenting family members with tears in his eyes. He was working in Detroit, Michigan when the war with Japan ended and he recalls the victory celebrations with clarity. When in Detroit, at the age of seventeen, he obtained a private pilot's license. In 1948 the air force was once again seeking aviation candidates, but it appeared he would not qualify as he did not possess the minimum educational requirement of two years of college. However, the air force stated they would accept young men for pilot training if they could successfully pass a two-year college equivalency exam. Along with eleven other young men from the Midwest, he reported to Chanute AFB to be evaluated for acceptance for pilot training. Four of the twelve successfully completed the qualification requirements with two graduating a year and a half later as air

force pilots. He spent the next twenty-two years as an air force pilot, retiring in 1970 with the rank of Lieutenant Colonel. He flew a variety of aircraft, including large four-engine transports and single-engine jet fighters. A vigorous self-study program when a member of the air force allowed him to obtain a BS degree in Military Science from the University of Maryland. From 1970 to 1975, he flew as a captain for Japan Domestic Airlines in Tokyo, Japan. His flying experiences in Japan were unique, as he flew a Japanese manufactured YS-11 turbo-jet transport with Japanese copilots and Japanese flight attendants. His years with Japan Airlines included flying with senior Japanese instructor pilots who had participated in the attack on Pearl Harbor, December 7, 1941 and with former members of Kamikaze squadrons. From 1976 to 1979, he flew as a captain for an air charter company in Tehran, Iran. On many of his flights in the Middle East, he transported the Shah's twin sister, his youngest brother, and high ranking government and military officers. Flights ranged from transporting high ranking Iranian VIPs to oil company roughnecks. He was caught up in the revolution that overthrew the Shah and made a hasty exit from Iran when his life was in danger. After returning to the US he worked as a Falcon Fan Jet instructor in Napa, California, before accepting a position in 1980 as an air carrier inspector with the FAA in New York. In 1983, he transferred to the FAA office in Minneapolis with duties as a DC-9, B-727, and B-747 pilot examiner. From 1992 to 1996, he was attached to the US Consulate Office in Frankfurt, Germany, where he served as the FAA Operations Unit Supervisor for the European International Field Office. In this position he worked closely with foreign aviation authorities and made two trips to Moscow, assisting Russian airlines in operating DC-10s and B-757s. To round out his vast aviation experiences, he became an active warbird pilot with the Planes of Fame Air Museum, where he flew restored World War Two aircraft. Lou Martin retired from professional flying in January 1999 with a total of 19,000 accident-free flight hours. However, he still flies his single engine Cessna and gliders with the Minnesota Soaring Club. He holds an FAA Flight Instructor's and Fligh