

Intellectual rubbish about AMERICAN ASSASSINATION posted on amazon.com.

Compare what he says here with the contents of the book and with information that can be found at the sources cited above or at assassinationscience.com.

My comments appear here [between the brackets]. This is a good example of a hatchet job whose misguided author has no respect for logic or for evidence by authoring a review that trades upon the ignorance and gullibility of readers.

Josiah Thompson (Bollinas, California USA)

American Assassination: The Strange Death Of Senator Paul Wellstone
by Four Arrows and Jim Fetzer

Edition: Paperback

Price: \$11.20

Availability: Usually ships in 24 hours

15 used from \$9.05

2 of 13 people found the following review helpful:

More tabloid nonsense from Fetzer and friend..., August 5, 2005

The two co-authors parade their Ph.D.s in philosophy and education to make you believe they are serious analysts. They aren't. Neither has ever piloted an aircraft and their analysis shows that they know butkus about aviation.

[Four Arrows holds both a Ph.D. and an Ed.D. and has authored about a dozen more books than Josiah Thompson, who is making a career of trashing books that I have edited. (See his other reviews on amazon.com.) I piloted a jet as a midshipman while I was in college. There is ample evidence of knowledge of aviation and expert contributions distributed throughout our research. This is an example of the genetic fallacy. Would an author have to have committed murder to write about it? Read the book and you will see the distortion in this passage.]

ITEM: Fetzer claims it is a sinister fact that communication with the Wellstone plane was suddenly lost. It wasn't. During its approach, the Wellstone plane made all its expected communications checks. There never was any interruption in communication with the plane.

[There was no distress call, even though the plane--whose passengers included a US Senator, his wife and daughter, and three aides--was going down in a remote, swampy area where the rapid arrival of first responders might make the difference between life and death. There were two pilots. He is committing a fallacy of equivocation by playing with words. That the copilot, who had handled most of the communications, did not send a distress call suggests he sent no call because communications were disabled and he was unable to send out a call.]

ITEM: Fetzer claims it is a sinister fact that the plane's propellers were found to be not giving much thrust to the aircraft at the time of the crash. He's right about the propellers not providing much thrust but wrong about this fact being in any way sinister. The NTSB studied the propellers and found they were in the "flight idle position" at the time of the crash. This setting would not provide much thrust since the pilots in their approach were reducing their airspeed in advance of landing. It was the proper and normal setting for propellers in an approach.

[This is a nice example of "spinning" by trying to turn vice into virtue. Since the plane was in distress, the pilots would be expected to "power up" and get out of trouble, which is exactly what happened during the NTSB's own simulations. They were unable to bring the plane down, even when it was flown abnormally slowly. They were not landing. The field was miles to the north from where they were. This remark displays either massive ignorance or deliberate deception.]

ITEM: Fetzer claims that FBI agents from Minneapolis got to the crash site too early and hence must have had foreknowledge of the impending accident. The agents weren't from Minneapolis. They were field agents from the area ordered into the crash site by radio when it happened.

[Rick Wahlberg, the Sheriff of St. Louis County, reported that he had arrived at the airport at 1:30 PM and saw agents he knew personally from the St. Paul FBI "rapid response team". Gary Ulman, the airport assistant manager, confirmed to me that they had been there at least since 1 PM. Paul McCable, the spokesman for the FBI, said they had not arrived before 3:30 PM, contradicting both Wahlberg and Ulman. These agents were not in the area at the time, as Christopher Bollyn of americianfreepress.com confirmed at the time. Thompson is making all this up.]

ITEM: Fetzer claims that a secret electromagnetic pulse weapon downed the plane. He claims to know this because a cell phone in the area malfunctioned at about the time of the crash! First, no such weapon is known to exist. Second, the guy whose cell phone malfunctioned was named John Ongaro. Back in June 2003, Kevin Diaz, a reporter for the Minneapolis Star Tribune, found Ongaro and talked to him. Diaz wrote on 6/3/03: "Ongaro, who was near the airport when Wellstone's plane went down, has dismissed the significance of his experience, in which he said his cell phone made 'strange sounds and then disconnected. It's not unusual for cell phones, especially in northern Minnesota,' he said."

[There are lots of reports about RF, EM, and HERF weaponry, so Thomson has to be "pulling our leg". Truly disgusting. Just go onto google and you can find lots of information about them. An expert on EM, who holds a Ph.D. in physics with a specialty in electromagnetism, contributed a section about them to the book. Apparently Thompson thinks he possesses more knowledge than experts in the field. They can take out all computerized components, including stall warning systems, the course deviation indicator and communications, as well as disabling electrical components, such as the electrical switches that control the pitch of the props. The fire burned bluish-white rather than sooty black, which indicates that

it was electrical in origin. The fire department could not put it out, but the NTSB says nothing to explain it. The use of a weapon of this kind would explain the loss of communications and the loss of control, the smoke and the fire, and a number of other oddities about the crash, including the odd cell phone anomaly that John Ongaro experienced en route to the funeral that was bringing Wellstone into the area. While Ongaro did later seek to minimize the significance of his experience, he was quite alarmed about it at the time and strongly believed it could be connected to the crash. We all know witnesses can be pressured into changing their mind. Read the book for the emails he sent to me at the time, where his words contradict Thompson's account. This guy is counting on a naive audience to simply accept his review and not compare it to the book's contents.]

The list of factual mistakes could be virtually infinitely expanded. These two show about as much care in their research as a pair of reporters for the National Enquirer writing about three-headed twins! They take advantage of the fact that no one is going to take the trouble to look at the carefully researched and documented NTSB report on the crash. That report shows in exquisite detail that the crash was caused by the airplane getting ahead of two flaky pilots. As another reviewer of this book has mentioned, the radar track of the plane shows that it dropped out of the overcast low and slow and slightly off course. In trying to remedy these problems, the air crew got behind on what was happening and the plane stalled out at too low an altitude to recover. No sinister elements in all of this. Just ineptitude.

[The plane was exceptional, the weather was fine, and the pilots were well-qualified. Richard Contry, the primary pilot, had 5,200 hours of experience and an Air Transport Pilot's rating, the highest commercial rating. PLUS he has passed his FAA flight check just two days before the fatal flight. By the government's own standards, he was highly qualified to fly this plane. Even the NTSB's own simulation evidence contradicted its own findings. A member of the NTSB team, Richard Healing, who signed the report, admitted that they had no idea what had happened and were merely "speculating". The NTSB is not permitted to investigate a crash scene as a "crime scene" unless the US Attorney General declares it to be the scene of a crime. That was not done in this case. Anyone who wants to know the skinny about Wellstone has to go beyond hatchet-job reviews by hack writers to the serious and informed studies of the case, including the book but also more recent work that may be found at <http://www.assassinationscience.com> and links that I give here:

New research on the death of Paul Wellstone:

It was a pleasure to appear on The Mike Malloy Show on airamericaradio.com for an interview about the death of Senator Paul Wellstone. The interview was archived and can be found by scrolling down to Friday, 12 August 2005:

<http://www.whiterosesociety.org/Malloy.html>

Additional new evidence about the case has appeared in an article co-authored

with John P. Costella, Ph.D., "The NTSB Failed Wellstone", published in fromthewilderness.com on 6 July 2005 and subsequently in FROM THE WILDERNESS (31 July 2005), pp. 15-22. It has now become available on line at the following link and on this site's home page:

<http://www.fromthewilderness.com/free/ww3/...wellstone.shtml>]