

New evidence backs EIR's charge: Diana was murdered

by Jeffrey Steinberg

Two leading European forensic experts have come forward with new, damning evidence, buttressing EIR's charges that the death of Princess Diana, Dodi Fayed, and Henri Paul, in a Paris automobile crash on Aug. 31, 1997, was the result, not of a traffic accident, but of a vehicular homicide attack.

Although neither expert explicitly said that they believe the death of Diana was premeditated murder, they provided critical information corroborating important features of the EIR dossier, which we published in the Nov. 21, 1997 issue.

On Jan. 13, Prof. Murray Mackay, the head of the Birmingham Accident Research Center and a professor of transportation safety at the University of Birmingham in England, told British TV Channel Four that the French police had it all wrong, when they claimed that the Mercedes 280-S, driven by Henri Paul, was travelling at a speed of more than 120 miles per hour (190 kilometers per hour) at the point that it crashed into the 13th pillar in the Place de l'Alma tunnel. Using sophisticated computer technology, Professor Mackay conducted a simulation of the crash of the Mercedes and a second car (which is now known to have been a Fiat Uno, turbo model, manufactured sometime during 1984-87), the results of which demonstrated that the structural damage to the Mercedes revealed a speed of about 60 mph at the point of impact.

Mackay told the Channel Four interviewer that "newspapers have talked of speeds of 120 mph, but looking at the damage tells a very different story. It suggests an impact with the pillar of about 60 mph. This was a severe but a survivable accident and what we now need to consider is why three people died. If the Mercedes had hit the post at 120 mph, the whole of the passenger compartment would have been destroyed."

Mackay's interview was aired as part of a documentary, entitled "Crash," which detailed the events surrounding the Aug. 31 crash. On the day following Mackay's interview, the

London *Daily Mirror* published several pages of photographs of Professor Mackay's simulations, and several other major British news dailies also gave prominent coverage to the broadcast.

Mackay's study added to an already-substantial body of evidence showing that Princess Diana could have survived the crash. He pointed out that she was sitting in the right-rear seat, which suffered the least impact when the car hit the pillar and spun. Mackay also noted that, had the tunnel been fitted with a guard-rail along the central pillars, all four individuals in the Mercedes could have survived. "The guardrail would have deflected the car along the line of the highway, there would have been no heavy hit, and the forces would have been survivable," he said. The Place de l'Alma tunnel is one of the few underpasses in Paris that does not have such guardrails, and it has been the scene of a number of fatal automobile crashes. A professional assassination team, looking for a place to stage a murder which could be explained away as an "accident," could not have selected a better spot for a vehicular assault, according to several former British intelligence experts.

As EIR reported early in the investigation, the French police were outright lying when they leaked information to an all-too-cooperative Paris press, that the Mercedes' speedometer had read more than 120 mph when the first rescue teams arrived on the scene and looked into the mangled vehicle. In fact, as EIR reported at the time, based on interviews with safety experts at Daimler Benz, the manufacturer of the car, the speedometer read zero—and would have read zero, whether the car had been going at 30 mph or 130 mph at the point of the crash.

Mackay's computer simulation was also consistent with accounts by several eyewitnesses, who reported that the Mercedes carrying Princess Diana and Dodi Fayed, spotted along



The Place Vendôme, in front of the Ritz Hotel, Paris. The building toward the rear of the photograph, attached to the Ritz Hotel, is the French Ministry of Justice. A crowd of 40-50 paparazzi, and a half dozen other, still unidentified men, surveilling the Ritz Hotel, were all on the Place Vendôme during the final hours before Princess Diana and Dodi Fayed died.

the Seine River just before the tunnel entrance, was travelling at around 60 mph. The witnesses, including American businessman Frank Anderson, Mohamed Medjhadi, and British secretary Brenda Wells, all emphasized to French police investigators that the Mercedes was being chased and harassed by at least one other automobile and several motorcycles, as it entered the Place de l'Alma tunnel. Wells specifically described a Fiat Uno as being among the cars that drove her off the road as she tried to enter the tunnel.

From the very outset of the investigation, Daimler Benz had offered to assist the French police, by sending a team of safety engineers to Paris to participate in the forensic tests. The French police categorically refused the offer, Daimler Benz officials told *EIR*. The Daimler Benz safety engineers are especially trained to detect the slightest signs of possible tampering with the automobile, especially sabotage of the brakes, or the sophisticated computers that control the Mercedes safety systems.

Legal action against the rescue team

One day after the airing of the Channel Four documentary, the largest-circulation German daily newspaper, *Bild Zeitung*, ran a front-page story under the banner headline, "Diana Died Because She Was So Famous." The article reported on a pending lawsuit by Dr. Wolf Ullrich, a well-known German criminologist and lawyer who also lectures at Eastbourne University in England and heads the European Commission on Crime. Dr. Ullrich charged that "Diana could still be alive, had it not been for the incompetence of the doctors. They simply let her bleed to death." According to the *Bild Zeitung*

story, Dr. Ullrich is in the process of filing a criminal complaint in a Paris court against the doctors who tended to Princess Diana following the crash, charging them with criminal negligence in her needless death.

Dr. Ullrich provided *Bild Zeitung* with a detailed chronology of what occurred in the Place de l'Alma tunnel in the minutes immediately following the crash. He debunked the French government's lying claims that it did not know that Princess Diana was one of the crash victims. Dr. Ullrich cited paparazzi Romuald Rat, who identified the Princess even before the first emergency rescue vehicles arrived on the scene, approximately 15 minutes after the crash. Dr. Ullrich also exposed the French government's other lie: that the rear passenger compartment of the Mercedes had been severely damaged in the crash, and Princess Diana was pinned inside, thus delaying her removal from the car. In fact, the rescue team was able to get to Princess Diana immediately. Eyewitnesses reported to police that paparazzi Rat had been in the back seat, leaning over the Princess, when they arrived on the scene.

Dr. Ullrich's account of the French emergency response corroborates *EIR*'s Nov. 21 report, in all critical details. While senior French police officials, including Paris Police Chief Philippe Massoni and Paris Criminal Brigade head Martine Montell, were in the tunnel overseeing the rescue effort and the initial investigation soon after the crash (according to former Manchester Deputy Police Inspector John Stalker, Montell arrived within 17 minutes of the crash), rescue workers took more than an hour to place Princess Diana in the ambulance and leave for the hospital. And, they took another 43 minutes to drive four miles to La Pitié Salpêtrière hospi-

tal—passing up the closer Val de Grâce military hospital, which is normally where VIPs are taken when they require emergency medical care. French Interior Minister Jean-Pierre Chevènement arrived at the La Pitié Salpêtrière long before the ambulance carrying the Princess, and was in mobile-phone communication with Massoni and Montell who were inside the tunnel.

Dr. Frédéric Mailliez, an emergency medicine doctor who was the first medical professional on the scene to administer first aid to Princess Diana, correctly diagnosed her as suffering from internal bleeding; the rescue squad doctors, who arrived ten minutes later, corroborated Dr. Mailliez's diagnosis. Yet, none of the appropriate life-saving measures were taken. According to every medical expert interviewed by *EIR*, Princess Diana needed to be gotten immediately to a hospital operating room for surgery to repair the damaged veins and arteries and to receive blood transfusions. One leading Paris emergency medical expert told *EIR* that Princess Diana could have been in surgery within 30 minutes after the crash. But, as Dr. Ullrich charged, "They simply let her bleed to death."

Where were the French police?

EIR investigators have unearthed new details about the events of Aug. 30-31, 1997, which also buttress our earlier assessment that Princess Diana was the target of a murder plot. The *EIR* probe has raised a number of additional nagging questions about the events that transpired in Paris.

Among those questions: Where were the French police? Why was there no official French police protection for the future Queen Mother of Britain and former member of the royal family? French authorities claim that there was no security detail assigned to Princess Diana, because there was no official request for protection from the British Embassy or the British Foreign Ministry. That claim borders on the preposterous.

As *EIR* first reported on Nov. 21, 1997, from the moment Diana and Dodi arrived at Le Bourget Airport just outside Paris, the couple was under constant surveillance and harassment by 20-40 paparazzi, and several other still-unidentified men. *EIR* has recently learned that French police *did* escort Dodi Fayed and Princess Diana's cars from their aircraft to the airport exit, but then dropped off, never to reappear. En route into the city, the Mercedes carrying Princess Diana and Dodi Fayed was cut off by a dark-colored Peugeot, which then jammed on its brakes, nearly causing a collision, and enabling several paparazzi on motorcycles to come up alongside the Mercedes.

The paparazzi not only stalked the couple wherever they went in Paris, but, according to sources close to the magistrate's probe, there were paparazzi staked out all day at Dodi

Outside the Imperial Suite on the second floor of the Ritz Hotel. Trevor Rees-Jones and Kes Wingfield sat in these chairs, on security duty, as Princess Diana and Dodi Fayed ate their last meal together, inside the suite.



Fayed's apartment at 1 Rue Arsene Houssaye. When the couple arrived back at the apartment from the Ritz Hotel at approximately 7:30 p.m. on Aug. 30, bodyguards had to hold back the paparazzi while the couple entered the apartment building. The harassment was so intense that Dodi Fayed cancelled dinner reservations that he had made at the Chez Benoit restaurant, and returned with Princess Diana to the Ritz Hotel, where they dined in privacy in the Imperial Suite on the second floor, just above the main lobby.

When Diana and Dodi arrived at the Ritz, at approximately 9:47 p.m., there were an estimated 40-50 paparazzi, with their motorcycles and cars, already gathered in front of the hotel. The Ritz Hotel, located at the Place Vendôme, is attached to the French Justice Ministry (see photograph). Yet, despite the rowdy presence of the paparazzi in the plaza, French authorities still did not send a single police officer to provide security for the couple, or even to order the paparazzi to disperse.

Bodyguards Kes Wingfield and Trevor Rees-Jones took up positions in the corridor outside the Imperial Suite. Henri Paul, the deputy security director of the Ritz Hotel, who had been the driver of the Land Rover that trailed the Mercedes from the airport into Paris, returned to the hotel shortly after the couple arrived back at the Ritz for dinner. Contrary to early news accounts, Paul had been on the job all day. He had only left the hotel for two hours, after the couple first departed for Dodi Fayed's apartment, sometime after 7 p.m. He had been called on his mobile phone, and he immediately returned to the hotel, upon learning that the couple would dine at the Ritz.

At 12:15 a.m., in the morning of Aug. 31, Diana and Dodi



Left: The service elevator and the corridor where Princess Diana and Dodi Fayed waited for several minutes, while driver Henri Paul secured the Mercedes on the street near the rear exit of the Plaza Hotel.

Right: The corridor of the Ritz Hotel, leading to the service elevator. Princess Diana and Dodi Fayed, accompanied by Henri Paul and bodyguard Trevor Rees-Jones, walked down this corridor, in an effort to avoid the mob of paparazzi who were waiting for them on the Place Vendôme.

walked out of the Imperial Suite, and took a left turn down a long corridor, leading to the service elevator at the rear of the hotel (see photograph). They took the elevator down to the employees' exit on the Rue Cambon, a narrow, one-way street. They waited for several moments in an outside corridor (see photograph), as Paul secured the backup Mercedes that had been called up from a car pool at the disposal of the Ritz. In an effort to distract the paparazzi, the Mercedes that the couple had used all day, along with the green Land Rover, were still parked in the front of the hotel. The diversion, however, failed. A still-unidentified male was standing near the Rue Cambon service entrance, and he saw the Mercedes, carrying Princess Diana and Dodi, drive off. Seconds later, according to closed-circuit TV camera footage, the man made a call on a mobile telephone, and simultaneously, a white sedan pulled out in pursuit of the Mercedes. One of the last things that Trevor Rees-Jones, the sole survivor of the crash, remembers, is that a white car was following them from the moment they left the Ritz Hotel.

The spotter at the rear of the hotel was one of at least seven individuals who remain unidentified to this day, but who were apparently surveilling the couple from the moment they arrived back at the Ritz for dinner. Sources close to the probe are still attempting to determine whether any of the men captured on surveillance cameras in and around the Ritz Hotel in the hours before the crash, were among the five MI6 (British Secret Intelligence Service) officers, said to have been in Paris, stalking Princess Diana and Dodi—on orders from the Royal Consort, Prince Philip—on their final day.

The Fiat revisited

Investigative magistrate Hervé Stephan, the man in charge of the French government probe of the fatal car crash, has told parties to the case that he will not shut down the investigation until the issue of the missing Fiat Uno that collided with the Mercedes and escaped the tunnel crash site, is resolved, and the driver and any passengers are identified.

From day one, French police have known that the crash had been the result of a collision with a second vehicle. According to a Dec. 3, 1997 Associated Press wire by Jocelyn Noveck, French police sketch artists drew a map of the Place de l'Alma tunnel within hours of the crash, in which they identified a "collision zone," where the Mercedes and a second vehicle had collided. The map also noted where parts of a rear light from the second car had been found at the crash site. Within a matter of days, police forensic experts had identified the missing car as a Fiat Uno turbo. Later forensic tests on the scratch marks on the right side of the Mercedes suggested that the Fiat may have been weighted down, or otherwise modified. The prospect that the Fiat Uno was converted into a ram-vehicle places even greater importance on the vehicle and driver that have disappeared from the face of the earth for the past four months.

On Dec. 31, 1997, in another AP story, Noveck reported that, on Sept. 18, police had interviewed a couple, only identified as "François" and "Valérie," whose car had been nearly rammed by a Fiat Uno that came speeding out of the Place de l'Alma tunnel, zig-zagging through traffic, just seconds after the crash.

There is another disturbing anomaly in the reports leaked by the French police to the media. The section of downtown Paris between the Ritz Hotel and the Place de l'Alma is ringed with closed-circuit television cameras, radar cameras that automatically photograph speeding vehicles, and other similar roadway surveillance devices. On the Rue Jean Goujon, where eyewitness Gary Hunter told police that he saw from his hotel window two cars speeding away from the tunnel moments after the crash, there are elaborate security cameras on the street, installed by a television studio, with offices several doors up from Hunter's hotel. Those surveillance cameras, placed outside the studio to deter potential robbers, should have captured footage of the fleeing cars.

Yet, so far, French authorities insist that none of the cameras or radar detectors were functioning, anywhere in the area, during the approximately ten-minute period that the Mercedes was travelling from the Ritz Hotel to the tunnel, and in the moments after the crash, when the Fiat and, perhaps, one other car, disappeared from sight. They claim there are no surveillance photographs, no film footage showing the Fiat Uno or the other white car that trailed the Mercedes from the rear of the hotel.

Nowhere near completion

The French police have now submitted a 400-page prelim-

inary report to Magistrate Stephan, which contains transcripts of interviews with scores of eyewitnesses, and other forensic reports. Contrary to stories planted in the French and British press by the French police, the investigation is far from complete.

It is now Magistrate Stephan's task to study the evidence, consult with the civil parties to the case—including the paparazzi who may be prosecuted for manslaughter and obstruction; the families of the deceased; the sole survivor, Trevor Rees-Jones; and the management of the Ritz Hotel—to determine whether a further police investigation is required.

Sources close to the magistrate have told *EIR* that the probe will not be completed before the end of the year. This is certain to make the House of Windsor, and top officials of the Lionel Jospin government in Paris, very nervous—and for good reason. The French police have tried—so far, unsuccessfully—to suppress evidence, silence witnesses, and spread disinformation aimed at covering up anything that points toward a premeditated, sophisticated vehicular homicide attack against Princess Diana and Dodi Fayed. The British royals know that, if Magistrate Stephan announces that he is opening a murder investigation, it almost certainly means the fall of the House of Windsor—within a very short period of time.

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