

# Diana's murder: French scramble to cover role

by Jeffrey Steinberg

There is mounting evidence that French authorities are squirming over the fact that their well-constructed cover-up of the circumstances surrounding the deaths of Princess Diana, Dodi Fayed, and Henri Paul, in a Paris car crash on Aug. 31, 1997, continues to unravel. The authorities in charge of the probe of the crash are particularly sensitive, according to well-placed sources in Paris and London, about one feature of *EIR's* Nov. 21, 1997 exclusive report on the murder of Diana and Dodi: the revelation that Paris Police Prefect Philippe Massoni was at the Place de l'Alma tunnel, shortly after the crash, and that Interior Minister Jean-Pierre Chevènement arrived at La Pitié Salpêtrière Hospital, long before the ambulance that was carrying Princess Diana—thus placing these two senior government officials in charge of the so-called rescue effort.

As Princess Diana was kept inside the tunnel for more than an hour, Massoni and Chevènement were in regular telephone communication. When the ambulance finally did leave for a hospital over four miles from the crash site, it took 43 minutes to reach the hospital, stopping at one point just 500 yards from the emergency entrance for ten minutes.

As the *EIR* report charged, these top French government officials would have been prosecuted for manslaughter or murder if the incident had occurred in the United States.

## Enormous pressure

Since the moment of the crash, the French authorities have been engaged in a non-stop cover-up of the crime, leaking a daily dose of disinformation to an all-too-willing Paris media. Sources in London have told *EIR* that the French authorities placed an enormous amount of pressure on Dr. Frédéric Mailliez, the emergency medical doctor who happened onto the scene of the crash before the first ambulances or fire trucks arrived. He had initially told *The Scotsman* newspaper, "I thought her life could be saved" if she had received proper medical attention. However, in a Nov. 22, 1997 interview with the London *Times*, he recanted much of the story, insisting that he was certain that Diana would have died regardless of the medical treatment. "The doctors who treated her have reassured me that no one could have survived with her injuries," Dr. Mailliez told the *Times*.

He also, according to Paris sources, directly lied to the

*Times* when he claimed that the paparazzi at the scene of the crash were not interfering with the emergency medical care. Romuald Rat, one of the paparazzi under potential criminal indictment for the deaths of Princess Diana, Fayed, and Paul, was in the back seat of the Mercedes, leaning over Diana's body, when Dr. Mailliez arrived; and he returned to the back seat when the doctor went to fetch his medical bag. Reportedly, there are photographs seized from several of the paparazzi at the scene that show Rat in the back seat of the Mercedes.

Dr. Mailliez and his companion, Mark Butt, appeared on the Larry King Live show on CNN on Sept. 23, and there were already signs at that time that the doctor was changing his story, on the two crucial issues: his immediate crash site diagnosis of Princess Diana's condition and the involvement of the paparazzi. Butt did tell Larry King that a dark-colored small car and a motorcycle were parked inside the tunnel, just past the crash site, when they arrived at the scene, and that there were two men standing in the tunnel talking.

## The missing Fiat

According to the Nov. 23, 1997 edition of the British weekly *The People*, some French police agencies are not fully going along with the top-down cover-up being directed by the Socialist government. According to *The People's* Stuart Qualtrough, some French police agencies (there are a total of nine agencies involved in the probe) now believe that the missing Fiat Uno that collided with the Mercedes inside the Place de l'Alma tunnel, was specially modified for the attack. The location of paint markings from the Fiat on the right side of the Mercedes are lower than would be expected, suggesting that the car was weighted. The particular Fiat Uno model being sought, a 1984-87 turbo, is a faster car than the Mercedes.

As the result of these new forensic discoveries, *The People* reported that "police could be on the verge of officially treating Princess Diana's death as a murder inquiry."

At the same time, the Paris media, and the majority of the British press, have opened a smear campaign against Princess Diana's younger brother, the Ninth Earl Spencer, focussed on his ongoing divorce proceedings. The December issue of *Vanity Fair* has kept up the slanders against the al-Fayed family, as well. The *Vanity Fair* story by Sally Bedell Smith charged that Dodi Fayed had been a heavy cocaine user. According to sources familiar with the final days of Princess Diana and Dodi Fayed, the two British intelligence services, MI-5 and MI-6, were engaged in an all-out effort to dig up dirt on Dodi Fayed, in the hopes of forcing Diana to cut off the relationship. *The People* has already charged that a six-person MI-6 surveillance team was hounding the couple in Paris on the day of the crash. This report conformed to information obtained by *EIR*, that the MI-6 station at the British embassy in Paris was involved in operations against Dodi Fayed.