

MI6 spreads more lies in Diana murder probe

by Jeffrey Steinberg

Britain's *Sunday Mirror* on Jan. 10 published a banner-headline account, purportedly based on leaked sections of the final report of French Judge Hervé Stephan, indicating that the sole blame for the Aug. 31, 1997 Paris car crash that claimed the lives of Princess Diana and Dodi Fayed, falls on Henri Paul, the driver of their Mercedes, who was also killed in the crash. Stephan is the chief French investigator of the crash. From the outset of the probe, French police, in concert with elements of the French government and the British monarchy, have been trying to foist all the blame on Paul, claiming that autopsy results showed that the driver was drunk, and also high on prescription drugs, at the time of the crash.

The *Sunday Mirror* "exclusive" began: "The investigation lasted 16 months and cost £6.4 million. It produced a 5,000-page mountain of paper that stands 42 inches tall. . . . Yet it has concluded that *no-one* is left to blame for the death of Princess Diana. . . . The highly sensitive first draft of the final report was completed in secret by investigating judge Hervé Stephan last week under extra-tight security. But key segments from the final pages of the dossier have been obtained by the *Sunday Mirror*'s investigators."

The *Mirror* quoted key sections of the purported report as stating, "From the overall examination of the known factors the accident may be due to excess speed, the peculiar characteristics of the road, the presence of a Fiat Uno at the mouth of the tunnel, and the poor control of the vehicle by the driver."

But, according to sources intimately familiar with the ongoing probe, the *Mirror* story was based on pure disinformation, probably originating with a British MI6 propaganda specialist who has been posted at the British Embassy in Paris since the crash. Richard Spearman, the suspected author of the disinformation, reports directly to MI6 chief Sir David Spedding, according to sources interviewed by *EIR* in Paris and London. The sources told *EIR* that Judge Stephan has assured attorneys for the families of both of Henri Paul and Mohamed Al Fayed, the father of Dodi Fayed, that the *Mirror* account is false.

Indeed, one day after the *Sunday Mirror* generated a spate of news stories and Reuters wires with its sensational claims, Associated Press issued a report from Paris that Judge Stephan had categorically branded the *Mirror* account as false. The Paris prosecutor's office, speaking on behalf of Judge Stephan, stated, "The investigation is not closed and it is prema-

ture to draw conclusions on the work of Judge Stephan." A source in the prosecutor's office told Associated Press that the investigation will not be concluded until March, and that no final conclusions have yet been reached.

The August status report

The last "official" word to come out of Judge Stephan, in August 1998, highlighted a number of unanswered questions, one year into the probe. He emphasized that blood tests had revealed the presence of near-lethal levels of carbon monoxide in Paul's bloodstream at the moment of the crash. An individual suffering from such an extreme state of carbon monoxide poisoning would barely be able to walk. Yet, eyewitnesses described Paul as being completely in control of the Mercedes, as he drove along the riverfront highway leading into the Place de l'Alma tunnel.

Stephan also cited the failure of the French police to locate the Fiat Uno which collided with the Mercedes, triggering the crash. Despite a year-long search, no credible leads have been developed as to the whereabouts or identity of the driver.

Judge Stephan also ordered a probe of the botched emergency medical rescue. Princess Diana, who was critically injured but not killed in the crash, was not brought to La Pitié Salpêtrière Hospital for more than two hours after the crash; and some of the emergency medical care she received may have contributed to her death.

The disinformation team

EIR's sources have been focussed on the activities of several top MI6 operatives who played a central role in the Paris events and their aftermath. According to several sources, a top MI6 dirty trickster named Nicholas Langman showed up in Paris several weeks prior to the crash, and operated out of the British Embassy. It is suspected that Langman was in some way involved in orchestrating the attacks on Princess Diana and Dodi Fayed, during what was to be a brief stopover in Paris on Aug. 30-31, 1997. Langman left Paris right around the time of the crash.

Langman was soon replaced by Richard Spearman, a disinformation specialist, who was reporting directly to Sir David Spedding, the head of MI6, according to several knowledgeable sources. Spearman, sources tell *EIR*, has been in the middle of the coordinated black propaganda efforts, with some French authorities, to cover up the actual cause of the crash. The sources believe that, ultimately, the vehicular assassination and cover-up were ordered by Prince Philip.

British and French officials are said to be very anxious about the fact that Judge Stephan has still not completed his probe, 16 months after the crash. The idea that Judge Stephan has taken more time than the Warren Commission that investigated the assassination of President John F. Kennedy, underscores the fact that the crash that claimed the life of the world's most popular princess, was anything but a routine traffic accident.