

The 14-Year Coverup of Princess Diana's Death

by Susan Welsh

Since the Aug. 31, 1997 death of Princess Diana, her fiancé Dodi Fayed, and driver Henri Paul, *EIR* has been the international publication of record, chronicling what is known about what really happened—and what didn't happen—in Paris that night, and who has been complicit in the coverup. With the May 13 screening at the Cannes Film Festival of Keith Allen's film *Unlawful Killing*, there is every reason to expect that the dossier will be reopened.

There is massive evidence that the “accident” was no accident; the principal question then becomes, *cui bono?* The inescapable conclusion is that the address of those who stood to benefit is Buckingham Palace.

The feud between Diana and her former in-laws was no secret to anyone, especially after her divorce from the looney Prince Charles, and her increasingly activist political role. We limit ourselves to quoting from an article in the London *Sunday Mirror* on the very morning of Diana's death:

“At Balmoral next week, the Queen will preside over a meeting of The Way Ahead Group where the Windsors sit down with their senior advisers and discuss policy matters. MI6 has prepared a special report on the Egyptian-born Fayed family which will be presented to the meeting....

“A friend of the Royals said yesterday: ‘Prince Philip has let rip several times recently about the Fayed family.... He's been banging on about his contempt for Dodi and how he is undesirable as a future stepfather to William and Harry.’ Diana has been told in no uncertain terms about the consequences should she continue the relationship with the Fayed boy.... Now the Royal Family may have decided it is time to settle up.”

Soon before that edition of the *Sunday Mirror* appeared on the newsstands, Princess Diana was pronounced dead.

We summarize below some of the anomalies that *EIR* has pointed to over the years—the holes in the of-

ficial story, which is that the “accident” in the Place de l’Alma tunnel was due to drunk driving by Henri Paul. These anomalies involve six main areas:

1. The claim that Henri Paul was speeding.
2. The inordinate amount of time that was wasted getting Diana to the hospital.
3. The assertion that Paul was drunk.
4. Tampering with the evidence.
5. The role of a mysterious Fiat Uno.
6. The role of intelligence agencies.

Aspects of the Coverup

The coverup of the actual circumstance surrounding the deaths of Diana, Dodi, and Henri Paul, went through several phases. In each phase, however, outright lies were peddled, to further the misinformation that the cause of death was a drunk-driving accident.

In the immediate hours after the crash, most of the attention was focussed on the paparazzi, nine of whom were arrested at the crash site on charges of manslaughter and violation of France’s Good Samaritan law, which requires passersby at an accident scene to render aid.

But in the end, investigating magistrate Hervé Stephan exonerated all of the paparazzi and placed exclusive blame on Paul. By failing to indict any of the paparazzi, the government was able to withhold from the public the 60,000-page report on the investigation.

But even in the early hours after the crash, the French police—obviously on orders from higher up—were peddling two crucial, but easily discredited lies.

1. Speed

First, the police leaked word that Paul had been speeding: that the speedometer on the Mercedes 280S had frozen at more than 120 miles per hour.

EIR researchers in Germany contacted safety engineers at Daimler Benz, the manufacturer of the 280S, and were told that when a Mercedes crashes, the speedometer automatically goes back to zero. The French police rejected Daimler Benz’s offer to send a team of engineers to Paris to assist in the analysis of the Mercedes, and instead *imposed a gag order, forbidding Daimler Benz from making any statements about the investigation.*

Two weeks after they put out the bogus 120 mph story, the police admitted it was false, but nobody was listening.

Then on Jan. 13, 1998, British TV Channel 4 ran an

interview with Prof. Murray Mackay, head of Britain’s Birmingham Accident Research Center and a professor of transportation safety at the University of Birmingham, who said that computer simulations of the crash reveal that the Mercedes was travelling at approximately 60 mph at the point of the crash—not 120 mph. “This was a severe but survivable accident... If the Mercedes had hit the post at 120 mph,” he said, “the whole of the passenger compartment would have been destroyed.”

2. A Two-Hour Trip to the Hospital

The second outright lie told by the French police in the hours after the crash had to do with the effort to save Diana’s life. They claimed that the car had been crushed to such an extent that she was trapped in the rear seat, and it took a long time to cut her loose from the wreckage.

But photographs of the car clearly showed, and eyewitnesses confirmed, that the rear door on the right side of the car was open, and that that part of the passenger compartment had not been crushed. In fact, there was no obstruction to getting the Princess out of the car. Both paparazzo Romauld Rat and passerby Dr. Frédéric Mailliez had been able to reach the Princess and move her in the back seat before the first emergency rescue workers arrived at the scene.

French officials were well aware that the nearly two-hour delay in bringing Princess Diana from the crash site to the hospital, was the single biggest cause of her death. The injuries that she suffered in the crash were not necessarily fatal—had she been brought into surgery in the shortest possible time.

Princess Diana was treated at the Alma tunnel for an hour, and it took an additional 43 minutes to drive her, by ambulance, to the La Pitié Salpêtrière hospital—just five miles from the crash site! She died moments before she was brought into surgery.

On Sept. 29, 1997, *The Scotsman* quoted Dr. Frédéric Mailliez: “I thought her life could be saved.” Mailliez had concluded that Diana was bleeding internally. The first ambulance doctor to arrive on the scene told *The Scotsman* the same thing. “She was sweating and her blood pressure had dropped. She had the external signs of internal hemorrhage.” *The Scotsman* concluded: “*What is puzzling about the treatment, is that she was not hospitalized until her condition had deteriorated to a critical extent.*”

On Nov. 28, 1997, *EIR* published an interview with a French physician who had designed the Paris medical

response system. The doctor stated: “I would have taken her within a quarter of an hour to Val de Grâce, which is much closer than La Pitié. That is a military hospital. Every political figure who is in a car crash or is injured is taken there. The firemen who were on the scene of the crash, are part of the Army. They undoubtedly notified the Val de Grâce, which has a top team of trauma specialists on duty round the clock. I might have helicoptered her in. She would have been in the operating block a few minutes after being stabilized.”

Under “standard procedures,” especially for VIPs, Diana would have been alive today, the doctor opined.

3. Was Henri Paul Drunk?

Forty-eight hours after the crash, medical examiners who performed the autopsy on Henri Paul said they had found levels of alcohol in his blood that were three times the legal limit. A second test revealed traces of two prescription drugs. As the days wore on, it was said that Paul had been on a “drinking binge” for a week prior to the crash.

Later, at a Washington press conference on Aug. 30, 2000, Dodi Fayed’s father, Mohammed al-Fayed, filed

a civil suit demanding that the U.S. government turn over all classified documents that could relate to the case. John Macnamara, the security director for al-Fayed’s Harrods department store in London, told the press that the French coroner’s files revealed that Paul’s blood contained not only had alcohol and traces of prescription drugs, but also 21% carbon monoxide! Experts on carbon monoxide poisoning concur that 21% carbon monoxide would render any individual incapable of moving—and, in fact, near death. There is no evidence from video footage or anything else that Paul suffering from such poisoning.

Macnamara declared that the only conclusion that can be drawn, is that the blood samples were either so contaminated as to be useless, or were taken from some other person! Police refused to allow DNA tests, which could prove whether the blood samples were actually Paul’s. Those blood samples are the only basis for the “drunk driving” cover-story.

4. Tampering with the Evidence

At another Washington press conference, in August 2001, Macnamara and Washington attorney Mark Zaid

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revealed that French coroners had tampered with the evidence: They embalmed Princess Diana's corpse before it was shipped back to England for burial. The embalming foreclosed a number of potentially fruitful avenues of forensic investigation. No such embalming was done on Dodi Fayed, whose body was flown back to England at about the same time. French officials also sabotaged any opportunity to obtain further forensic evidence from the body of Henri Paul, by failing to store the body at the appropriate temperature.

5. The Fiat Uno

French authorities acknowledged from the outset of the investigation, that the Mercedes collided with a slow-moving white Fiat Uno at the entrance of the Place de l'Alma tunnel, and that this contributed to the fatal crash. But despite a nationwide dragnet, the police claimed that they were never able to find the car, nor identify the driver.

But the plot thickens. On June 4, 1998, the *Mirror* revealed that an off-duty high-ranking French police officer, David Laurent, provided French investigators with crucial evidence about the Fiat in September 1997, but that the evidence was withheld from Judge Stephan for months. A French source told the *Mirror* that Laurent "was driving toward the Alma tunnel when a white car overtook him and raced past. As the officer approached the tunnel he again saw the car, which he recognized as a Fiat Uno. But this time the Uno appeared to be creeping along very, very slowly a few meters from the mouth of the tunnel. It had no reason to slow down or stop, but it had come to a virtual standstill just before the tunnel entrance. At that stage there was no Mercedes in sight and no evidence that there had been an accident ahead. The officer drove past, leaving the Uno at the tunnel entrance. As he neared the tunnel exit, he heard a loud bang coming from somewhere behind him. He was unable to turn back and instead drove away. . . . He now believes the Uno was waiting for another car, quite possibly the Mercedes carrying Princess Diana."

Then, there is the report presented by Harrods security chief Macnamara at the August 2000 press conference, on the death of paparazzo James Andanson, whose charred body was found in the wreckage of a car in the south of France in May 2000. Officials claimed that marital troubles had led him to commit suicide.

Andanson was, however, the owner of a white Fiat Uno, which he had painted and sold shortly after the crash. The French authorities did, in fact, find and seize

the car, and forensic tests confirmed that its paint and bumper scratches matched those on the Mercedes. Yet, Andanson and the Fiat were released.

Andanson's death in May 2000 was followed, days later, by a burglary of the photo service where he worked. Three armed men wearing ski masks shot a security guard, and held employees hostage, while they ransacked the offices and confiscated what were believed to be computer files and cameras owned by Andanson.

6. The Intelligence Services

It is no surprise that MI6 was monitoring Diana and Dodi. But for their protection?

On Dec. 19, 1997, *EIR* published photographs taken from surveillance cameras in front of the Ritz Hotel, of two men—not paparazzi—standing at the edge of a crowd for nearly two hours, while Diana and Dodi were inside the hotel. Other surveillance photos suggest that seven men were staking out the Ritz that night. One man, posted at the rear of the hotel, is seen making a cellular phone call seconds after the Mercedes carrying Diana and Dodi left the rear of the Ritz.

Another lead: Former MI5 agents Annie Machon and David Shayler claim in their book *Spies, Lies and Whistleblowers: MI5, MI6 and the Shayler Affair* (2005), that MI6 orchestrated the crash that killed Diana, Dodi, and their driver. Machon said that "vehicle accidents are used as a way of assassination precisely because they are such a common cause of death." She referenced testimony to French investigators by former MI6 agent Richard Tomlinson, in which he stated that the crash paralleled an MI6 plan for assassinating former Serbian President Slobodan Milosevic.

In November 1997, a senior British police source said to *EIR*, "Was MI6 carrying out surveillance?" The French judge should ask them. If they say no, it has to be a lie, because they always did when Diana was on the continent. You have to understand MI6. They recruit entirely from within, never advertise from without. Entirely a closed group.

"Who controls them? The order for such a thing as this could come from only one source in Britain: a Royal."

And then there is Diana's own October 1993 letter to a friend, four years before her death. "This particular phase in my life is the *most* dangerous—my husband is planning 'an accident' in my car," she wrote. "Brake failure & serious head injury. . . ."

How did she know?