

Episode 8

Saturday, March 13, 2021 8:44 PM

Diana, Princess of Wales (born Diana Frances Spencer; 1 July 1961 – 31 August 1997), was a member of the [British royal family](#). She was the first wife of [Charles, Prince of Wales](#)—the [heir apparent](#) to the British throne—and was the mother of [Prince William](#) and [Prince Harry](#). Diana's activism and glamour made her an international icon and earned her enduring popularity as well as unprecedented public scrutiny, exacerbated by her tumultuous private life.

Diana was born into the [British nobility](#) and grew up close to the royal family on their [Sandringham estate](#). The youngest daughter of [John Spencer, 8th Earl Spencer](#), and [Frances Shand Kydd](#), she was strongly affected by their divorce in 1967. She did not distinguish herself academically, but was talented in music, dance, and sports. In 1978, she moved to London, where she lived with flatmates and took on various low-paying jobs.

Diana came to prominence in 1981 upon her engagement to Prince Charles, the eldest son of [Queen Elizabeth II](#), after a brief courtship. [Their wedding](#) took place at [St Paul's Cathedral](#) in 1981 and made her [Princess of Wales](#), a role in which she was enthusiastically received by the public. The couple had two sons, the princes William and Harry, who were then second and third in the [line of succession to the British throne](#). Diana's marriage to Charles, however, suffered due to their incompatibility and extramarital affairs. They separated in 1992, soon after the breakdown of their relationship became public knowledge. The details of their marital difficulties became increasingly publicised, and the marriage ended in divorce in 1996.

As Princess of Wales, Diana undertook royal duties on behalf of the Queen and represented her at functions across the [Commonwealth realms](#). She was celebrated in the media for her unconventional approach to charity work. Her patronages initially centred on children and youth but she later became known for her involvement with [AIDS](#) patients and campaign for the removal of landmines. She also raised awareness and advocated ways to help people affected with cancer and mental illness. As princess, Diana was initially noted for her shyness, but her charisma and friendliness endeared her to the public and helped her reputation survive the acrimonious collapse of her marriage. Considered to be very photogenic, she was a leader of fashion in the 1980s and 1990s. Media attention and public mourning were extensive after [her death in a car crash](#) in a Paris tunnel in 1997 and subsequent [televised funeral](#). Her legacy has had a deep impact on the royal family and British society.

From <https://en.wikipedia.org/wiki/Diana%2C_Princess_of_Wales>

| Diana | |
|--|---|
| <div><i>Princess of Wales (more)</i></div> | |
| <div>Diana in June 1997</div> | |
| Born | <div>Diana Frances Spencer</div> 1 July 1961 <div> Sandringham, Norfolk, England</div> |
| Died | 31 August 1997 (aged 36) <div> Pitié-Salpêtrière Hospital, Paris, France</div> |
| Burial | 6 September 1997 <div> Althorp, Northamptonshire, England</div> |
| Spouse | <div> Charles, Prince of Wales</div> |
| | (m. 1981; div. 1996) |
| Issue | <div><ul style="list-style-type: none"> Prince William, Duke of Cambridge Prince Harry, Duke of Sussex</div> |
| House | <div><ul style="list-style-type: none"> Spencer (by birth) Windsor (by marriage)</div> |
| Father | John Spencer, 8th Earl Spencer |
| Mother | Frances Roche |
| Signature | |

From <https://en.wikipedia.org/wiki/Diana%2C_Princess_of_Wales>



Unhappy Marriage

Saturday, March 20, 2021 3:06 PM

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Five years into the marriage, the couple's incompatibility and age difference of 12 years became visible and damaging.^[52] Charles resumed his relationship with his former girlfriend [Camilla Parker Bowles](#), and Diana later began one with Major [James Hewitt](#), the family's former riding instructor. The media speculated that Hewitt, not Charles, was Harry's father based on the alleged physical similarity between Hewitt and Harry, but Hewitt and others have denied this. Harry was born two years before Hewitt and Diana began their affair.^{[53][54]}

By 1987, cracks in their marriage had become visible and the couple's unhappiness and cold attitude towards one another were being reported by the press.^{[55][56]} In 1989, Diana was at a birthday party for Camilla's sister, [Annabel Elliot](#), when she confronted Camilla about her and Charles's extramarital affair.^{[60][61]} These affairs were later exposed in May 1992 with the publication of [Andrew Morton](#)'s book, *Diana: Her True Story*.^{[62][63]} The book, which also revealed Diana's allegedly suicidal unhappiness, caused a media storm. In 1991, James Colthurst had conducted secret interviews with Diana in which she had talked about her marital issues and difficulties. These recordings were later used as a source for Morton's book.^{[64][65]} The Queen and the Duke of Edinburgh hosted a meeting between Charles and Diana and unsuccessfully tried to effect a reconciliation.^[66] Philip wrote to Diana and expressed his disappointment at the extramarital affairs of both her and Charles; he asked her to examine their behaviour from the other's point of view.^[67] The Duke was direct and Diana was sensitive.^[68] She found the letters hard to take, but nevertheless appreciated that he was acting with good intent.^[69] It was alleged by some people, including Diana's close friend Simone Simmons, that Diana and her former father-in-law, Prince Philip, had a relationship filled with tension;^{[70][71][72]} however, other observers said their letters provided no sign of friction between them.^[73] Philip later issued a statement, publicly denying the allegations of him insulting Diana.^[74]

During 1992 and 1993, leaked tapes of telephone conversations reflected negatively on both Charles and Diana. Tape recordings of Diana and James Gilbey were made public in August 1992,^[75] and transcripts were published the same month.^[19] The article, "[Squidgygate](#)", was followed in November 1992 by the leaked "[Camillagate](#)" tapes, intimate exchanges between Charles and Camilla, published in the [tabloids](#).^{[26][77]} In December 1992, Prime Minister [John Major](#) announced the couple's "amicable separation" to the [House of Commons](#).^{[78][79]} Between 1992 and 1993, Diana hired voice coach [Peter Settelen](#) to help her develop her public speaking voice.^[80] In a videotape recorded by Settelen in 1992, Diana said that in 1984 through to 1986, she had been "deeply in love with someone who worked in this environment."^{[81][82]} It is thought she was referring to [Barry Mannakee](#),^[83] who was transferred to the Diplomatic Protection Squad in 1986 after his managers had determined that his relationship with Diana had been inappropriate.^{[82][84]} Diana said in the tape that Mannakee had been "chucked out" from his role as her bodyguard following suspicion that the two were having an affair.^[81] [Penny Junor](#) suggested in her 1998 book that Diana was in a romantic relationship with Mannakee.^[85] Diana's friends dismissed the claim as absurd.^[85] In the subsequently released tapes Diana said she had feelings for that "someone", saying "I was quite happy to give all this up [and] just to go off and live with him". She described him as "the greatest friend [she's] ever had", though she denied any sexual relationship with him.^[86] She also spoke bitterly of her husband saying that "[He] made me feel so inadequate in every possible way, that each time I came up for air he pushed me down again."^{[87][88]} Charles's aunt, [Princess Margaret](#), burned "highly personal" letters that Diana had written to the Queen Mother in 1993. Biographer [William Shawcross](#) considered Margaret's action to be "understandable" as she was "protecting her mother and other members of the family", but "regrettable from a historical viewpoint".^[89]

Although she blamed Camilla Parker Bowles for her marital troubles, Diana began to believe her husband had also been involved in other affairs. In October 1993, Diana wrote to her butler [Paul Burrell](#), telling him that she believed her husband was now in love with his personal assistant [Tiggy Legge-Bourke](#)—who was also his sons' former nanny—and was planning to have her killed "to make the path clear for him to marry Tiggy".^{[90][91]} Legge-Bourke had been hired by Charles as a young companion for his sons while they were in his care, and Diana was resentful of Legge-Bourke and her relationship with the young princes.^[92] Prince Charles sought public understanding via [a televised interview](#) with [Jonathan Dimbleby](#) on 29 June 1994. In the interview, he said he had rekindled his relationship with Camilla in 1986 only after his marriage to Diana had "irretrievably broken down".^{[93][94][95]}

In the same year, the [News of the World](#) claimed that Diana had made over 300 phone calls to the married art dealer [Oliver Hoare](#).^{[96][97]} These calls were proven to have been made both from her Kensington Palace apartment and from the phone box just outside the palace. According to Hoare's obituary, there was little doubt she had been in a relationship with him.^[98] However, Diana denied any romantic relationship with Hoare, whom she described as a friend, and said that "a young boy" was the source of the nuisance calls made to Hoare.^{[99][100]} She was also linked by the press to rugby union player [Will Carling](#)^{[101][102]} and private equity investor [Theodore J. Forstmann](#),^{[103][104]} yet these claims were neither confirmed nor proven.^{[105][106]}

After her 1996 divorce, Diana retained the double apartment on the north side of [Kensington Palace](#) that she had shared with Charles since the first year of their marriage; the apartment remained her home until her death the following year. She also moved her offices to Kensington Palace but was permitted "to use the state apartments at St James's Palace".^[111] Furthermore, she continued to have access to the jewellery that she had received during her marriage, and was allowed to use the [air transport of the British royal family and government](#).^[115] In a book published in 2003, [Paul Burrell](#) claimed Diana's private letters had revealed that her brother, Lord Spencer, had refused to allow her to live at [Althorp](#), despite her request.^[117]

Diana dated the British-Pakistani heart surgeon [Hasnat Khan](#), who was called "the love of her life" by many of her closest friends after her death,^{[126][127][128]} and she is said to have described him as "Mr Wonderful".^{[129][1240][1241][1242]} In May 1996, Diana visited Lahore upon invitation of [Imran Khan](#), a relative of Hasnat Khan, and visited the latter's family in secret.^{[1243][1244]} Khan was intensely private and the relationship was conducted in secrecy, with Diana lying to members of the press who questioned her about it. Their relationship lasted almost two years with differing accounts of who ended it.^{[1244][1245]} She is said to have spoken of her distress when "he" ended their relationship.^[1246] However, according to Khan's testimony at the inquest into her death, it was Diana who ended their relationship in the summer of 1997.^[1246] Burrell also said the relationship was ended by Diana in July 1997.^[120] Burrell also claimed that Diana's mother, Frances Shand Kydd, disapproved of her daughter's relationship with a Muslim man.^[1247] By the time of Diana's death in 1997, she had not spoken to her mother in four months.^{[1248][1249]} By contrast, her relationship with her estranged stepmother had reportedly improved.^{[1250][1251]}

Within a month, Diana began a relationship with [Dodi Fayed](#), the son of her summer host, [Mohamed Al-Fayed](#).^[1252] That summer, Diana had considered taking her sons on a holiday to [the Hamptons](#) on [Long Island, New York](#), but security officials had prevented it. After deciding against a trip to Thailand, she accepted Fayed's invitation to join his family in the south of France, where his compound and large security detail would not cause concern to the Royal Protection squad. Mohamed Al-Fayed bought the [Jonikal](#), a 60-metre multimillion-pound yacht on which to entertain Diana and her sons.^{[1252][1253][1254]}

From <https://en.wikipedia.org/wiki/Diana%2C_Princess_of_Wales>

Murder or Mishap?

Saturday, March 20, 2021 3:11 PM

In the early hours of 31 August 1997, [Diana, Princess of Wales](#) succumbed to her injuries that occurred after being involved in a car crash in the [Pont de l'Alma](#) tunnel in [Paris](#). Her partner, [Dodi Fayed](#), and the driver of the [Mercedes-Benz W140](#), Henri Paul, were pronounced dead at the scene. Their bodyguard, [Trevor Rees-Jones](#), survived with life-threatening injuries.

Some media claimed the erratic behaviour of [paparazzi](#) following the car, as reported by the [BBC](#), had contributed to the crash.^[1] In 1999, a French investigation found that Paul, who lost control of the vehicle at high speed while intoxicated by alcohol and under the effects of prescription drugs, was solely responsible for the crash. He was the deputy head of security at the [Hôtel Ritz](#) and had earlier goaded paparazzi waiting for Diana and Fayed outside the hotel.^[2] [Anti-depressants](#) and traces of an [anti-psychotic](#) in his blood may have worsened Paul's inebriation.^[4] In 2008, the jury at a [British inquest](#) returned a verdict of [unlawful killing](#) through grossly negligent driving by Paul and the following paparazzi vehicles.^[2] Early media reports claimed Rees-Jones survived because he was wearing a seat belt, but further investigations revealed that none of the occupants of the car were wearing their seat belts.^[4]

Diana was 36 years old when she died.^[2] Her death caused an unprecedented outpouring of public grief in the United Kingdom and worldwide, and [her funeral](#) was watched by an estimated 2.5 billion people. The [Royal Family](#) were criticised in the press for their reaction to Diana's death. Public interest in Diana has remained high and she has retained regular press coverage in the years after her death.



A Mercedes-Benz W140, similar to the one involved in the accident

On Saturday, 30 August 1997, Diana left [Sardinia](#) on a private jet and arrived in [Paris](#) with Egyptian film producer [Dodi Fayed](#), the son of businessman [Mohamed Al-Fayed](#).^[4] They had stopped there en route to [London](#), having spent the preceding nine days together on board Mohamed's yacht *Jonikal* on the [French](#) and [Italian Riviera](#).^[2] They had intended to stay there for the night. Mohamed was and remains the owner of the [Hôtel Ritz Paris](#) and resided in an apartment on Rue Arsène Houssaye, a short distance from the hotel, just off the [Avenue des Champs Élysées](#).^[10]

Henri Paul, the deputy head of security at the Ritz, had been instructed to drive the hired black 1994 [Mercedes-Benz W140](#) in order to elude the [paparazzi](#);^[11] a [decoy](#) vehicle left the Ritz first from the main entrance on [Place Vendôme](#), attracting a throng of photographers. Diana and Fayed then departed from the hotel's rear entrance,^[12] Rue Cambon, at around 00:20 on 31 August [CEST](#) (22:20 on 30 August [UTC](#)), heading for the apartment in Rue Arsène Houssaye. They did this to avoid the nearly thirty photographers waiting in front of the hotel.^[12] Diana and Fayed were the rear passengers; [Trevor Rees-Jones](#), a member of the Fayed family's personal protection team, was in the (right) front passenger seat.^[13] The occupants were not wearing [seat belts](#).^[4] After leaving the Rue Cambon and crossing the [Place de la Concorde](#), they drove along [Cours la Reine](#) and Cours Albert 1er – the embankment road along the right bank of the [River Seine](#) – into the Place de l'Alma underpass.^[14]

The Crash

At 00:23, Paul lost control of the vehicle at the entrance to the [Pont de l'Alma](#) tunnel. The car struck the right-hand wall and then swerved to the left of the two-lane carriageway before it collided head-on with the thirteenth pillar that supported the roof.^[15] The car was travelling at an estimated speed of 105 km/h (65 mph)^[16] – over twice the tunnel's 50 km/h (31 mph) [speed limit](#). It then spun and hit the stone wall of the tunnel backwards, finally coming to a stop. The impact caused substantial damage, particularly to the front half of the vehicle, as there was no [guard rail](#) between the pillars to prevent this.^[17] Witnesses arriving shortly after the accident reported smoke.^[18] Witnesses also reported that photographers on [motorcycles](#) "swarmed the Mercedes sedan before it entered the tunnel."^[19]



The entrance to the Pont de l'Alma Tunnel (as seen in 1998), the site where Diana was fatally injured

With the four occupants still in the wrecked car, the photographers, who had been driving slower and were some distance behind the Mercedes, reached the scene. Some rushed to help, tried to open the doors and help the victims, while some of them took pictures.^[20] Police arrived on scene around ten minutes after the crash at 00:30^[20] and an [ambulance](#) was on site five minutes later, according to witnesses.^[21] [France Info radio](#) reported that one photographer was beaten by witnesses who were horrified by the scene.^[19] Five of the photographers were arrested at the time.^[18] Later, two others were detained and around twenty rolls of film were confiscated from the photographers.^[19] Police also [impounded](#) their vehicles afterwards.^[19] Firemen also arrived at the scene to help remove the victims.^[22] Still conscious, Rees-Jones had suffered multiple serious facial injuries and a head [contusion](#).^[23] The front occupants' [airbags](#) had functioned normally.^[24] Diana, who had been sitting in the right rear passenger seat, was still conscious.^[25] Critically injured, Diana was reported to murmur repeatedly, "Oh my God," and after the photographers and other helpers were pushed away by police, "Leave me alone."^[26] In June 2007, the [Channel 4](#) documentary *Diana: The Witnesses in the Tunnel* claimed that the first person to touch Diana was off-duty physician Frederic Mailliez,^[26] who chanced upon the scene. Mailliez reported that Diana had no visible injuries but was in [shock](#).^[27] After being removed from the car at 01:00, she went into [cardiac arrest](#) and, following external [cardiopulmonary resuscitation](#), her heart started beating again.^[28] Diana was moved to the [SAMU ambulance](#) at 01:18, left the scene at 01:41 and arrived at the [Pitié-Salpêtrière Hospital](#) at 02:06.^[29] Fayed had been sitting in the left rear passenger seat and was pronounced dead shortly afterwards.^[30] Paul was declared dead on removal from the wreckage.^[29] Both were taken directly to the Institut Médico-Légal (IML), the Paris [mortuary](#), not to a hospital.^[31] Paul was later found to have a [blood alcohol level](#) of 1.75 grams per litre of blood, which is about 3.5 times [the legal limit in France](#)^[32] (equivalent to about 2.2 times the legal limit in Canada, the UK, and the US).

Despite rigorous attempts to save her, Diana's injuries were too extensive and resuscitation attempts, including internal [cardiac massage](#), were unsuccessful: her heart had been displaced to the right side of the chest, which tore the [pulmonary vein](#) and the [pericardium](#). Diana later died at the hospital at approximately 04:00.^{[33][34]} [Anesthesiologist](#) Bruno Riou announced her death at 06:00 at a news conference held at the hospital.^{[35][36]}

Later that morning, [French Prime Minister Lionel Jospin](#) and [Interior Minister Jean-Pierre Chevènement](#) visited the hospital.^[35] At around 17:00, Diana's former husband, [Charles, Prince of Wales](#), and her two older sisters, [Lady Sarah McCorquodale](#) and [Lady Jane Fellowes](#), arrived in Paris.^[36] The group visited the hospital along with [French President Jacques Chirac](#) and thanked the doctors for trying to save her life.^[37] Prince Charles accompanied Diana's body to the UK later the same day.^[38] Her body was taken to the Hammersmith and Fulham mortuary in London for a post-mortem examination later that day.^[39]

Initial media reports stated Diana's car had collided with the pillar at 190 km/h (120 mph), and that the speedometer's needle had jammed at that position;^[42] it was later announced that the car's speed upon collision was 95–110 km/h (59–68 mph), more than twice as fast as the speed limit of 50 km/h (31 mph). In 1999, a French investigation concluded the Mercedes had come into contact with another vehicle (a white [Fiat Uno](#)) in the tunnel.^[40] The driver of the Fiat was never conclusively traced, although many believed the driver was [Le Van Thanh](#). The specific vehicle was not identified.^{[41][40]} It was remarked by [Robin Cook](#), the [British Foreign Secretary](#), that if the accident had been caused in part by being hounded by paparazzi, it would be "doubly tragic."^[42] Diana's younger brother, [Earl Spencer](#), also blamed tabloid media for her death.^[43] An eighteen-month French judicial investigation concluded in 1999 that the crash was caused by Paul, who lost control at high speed [while intoxicated](#).^[43]

The absence of [CCTV](#) images showing the Mercedes's journey from the hotel to the crash site has been frequently cited as evidence of an organised conspiracy. According to [The Independent](#) newspaper in 2006, there were more than 14 CCTV cameras in the [Pont de l'Alma](#) underpass, though none recorded footage of the fatal collision.^[62]

Judge Hervé Stéphan was appointed as Examining Magistrate in this case on 2 September 1997. On that day, by Judicial Order, he tasked the Brigade Criminelle with identifying all video and photographic images along the route taken by the Mercedes. Lieutenant Eric Gigou of the Brigade Criminelle led the team that carried out that work, initially by retracing the route several times and drawing up a list of possible locations. His report showed that the team identified ten locations of CCTV cameras. None of these had any images relevant to the inquiry, since they were principally security cameras facing the entrances to buildings. Most of the cameras were not maintained by the City of Paris; the owners of the buildings to which they were attached operated them privately. There was a traffic-monitoring camera above the underpass in the Place de l'Alma itself but this was under the control of la Compagnie de Circulation Urbaine de Paris (Paris Urban Traffic Unit). That department closed down at about 11 p.m., had no night duty staff and made no recordings. Officers in the Police Headquarters Information and Command Centre could continue to view the pictures shown by the traffic camera in real time but could not control it.

The subject of the CCTV cameras is dealt with in Chapter 5 of the Operation Paget report. It was also found that a photograph that was published in a book by David Cohen *Diana, Death of a Goddess* and captioned as having been taken just before the car entered the tunnel was in fact taken by a photographer as the car left the back of the Paris Ritz.^[64]

From <https://en.wikipedia.org/wiki/Death_of_Diana,_Princess_of_Wales_conspiracy_theories>

Trevor Rees-Jones (also known as **Trevor Rees**; born 3 March 1968) is a British bodyguard who was badly injured in the [car crash](#) in [Paris](#) that killed [Diana, Princess of Wales](#), on 31 August 1997. Because he suffered a serious head injury, he does not recall any details from the crash.^[a] Early media reports claimed he survived because he was wearing a [seat belt](#),^[a] but investigations revealed that none of the occupants of the car were wearing their seat belts.^[a]

On 31 August 1997, Rees-Jones was seriously injured in the crash that resulted in the [death of Diana, Princess of Wales](#). The Princess' boyfriend, [Dodi Fayed](#), and the driver of the car, Henri Paul, were pronounced dead at the scene; Rees-Jones was the only survivor. His face was flattened, with numerous bones broken or crushed. His face was reconstructed from family photographs by [maxillofacial surgeon Luc Chikhani](#), using about 150 pieces of [titanium](#) to hold the bones together and recreate the original shape. Within a year, his face was nearly back to normal.^[citation needed] Hospital care costs were paid by Dodi's father, [Mohamed Al-Fayed](#), Rees-Jones's employer at the time of the crash, and the rest by the British [National Health Service](#) (NHS). At first, it was widely rumoured that Rees-Jones had lost his tongue in the crash, but this was untrue. He underwent a 10-hour operation to restore his jaw to a normal condition.^[a] After spending a month in hospital, Rees-Jones returned to Britain on 3 October 1997. At the time, he was able to communicate only by whispering and writing down answers.^[a] He resigned from his job as a bodyguard on 19 May 1998: Al-Fayed was reported as saying that his job would be available if he wished to return.^[a]

From [<https://en.wikipedia.org/wiki/Trevor_Rees-Jones_\(bodyguard\)>](https://en.wikipedia.org/wiki/Trevor_Rees-Jones_(bodyguard))



| Trevor Rees-Jones | |
|--------------------------|---|
| Born | <div>Trevor Rees</div> <div>3 March 1968 (age 53)</div> <div> Rinteln, West Germany</div> |
| Occupation | Bodyguard |
| Known for | Death of Diana, Princess of Wales |
| Spouse(s) | <div><div>Sue Jones</div><div>​</div><div>(m. 1995; div. 1997)</div><div>Ann Scott</div><div>​</div><div>(m. 2003)</div></div> |

From [<https://en.wikipedia.org/wiki/Trevor_Rees-Jones_\(bodyguard\)>](https://en.wikipedia.org/wiki/Trevor_Rees-Jones_(bodyguard))

Henri Paul

Saturday, March 20, 2021 3:31 PM

Theorists have alleged that the driver of the Mercedes-Benz, acting head of Ritz security [Henri Paul](#), was in the pay of a national security service, though different versions of the allegation name the country of the security service alternately as Britain, France or the United States. Evidence purported to support this arises mainly from money in his possession at the time of his death and his personal wealth. These allegations are covered in chapter four of the [Operation Paget](#) criminal investigation report. Mohamed Al-Fayed claims that Henri Paul was working for MI6 and that they set him up.^[24] The inquiry found no evidence Henri Paul was an agent for any security service.^[24]

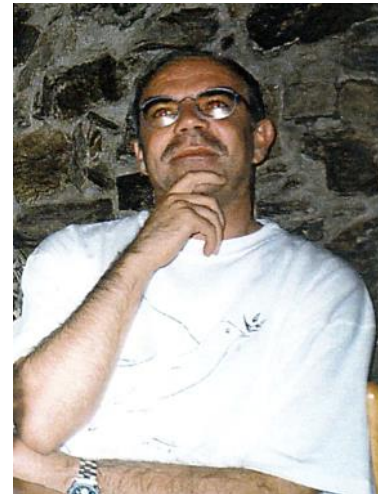
Another allegation concerns the reliability of blood tests carried out, which indicated Paul had been drinking before he took the controls of the car. The French investigators' conclusion that Paul was drunk was made on the basis of an analysis of [blood](#) samples, which were said to contain an [alcohol](#) level that (according to Jay's September 1997 report) was three times the French legal limit. This initial analysis was challenged by a British [pathologist](#) hired by Al-Fayed. In response, French authorities carried out a third test, this time using the more medically conclusive [vitreous fluid](#) from inside the eye, which confirmed the level of alcohol measured by blood and also showed Paul had been taking [antidepressants](#).^[23] It has been claimed that the level of alcohol reported to have been found in Paul's blood was inconsistent with his sober demeanour, as captured on the [CCTV](#) of the Ritz that evening.^[23] Professor Robert Forrest, a forensic pathologist, said that an alcoholic like Paul, with a higher tolerance for alcohol, would be able to appear more sober than he actually was.^{[23][25]} The families of Dodi Fayed and Henri Paul did not accept the findings of the French investigation.

It was disclosed in November 2006 that Lord Stevens had met with Paul's elderly parents telling them that their son was not drunk.^[24] Just prior to Stevens's appearance at the inquest, a source close to Stevens stated that this inconsistency could be explained as him being "considerate" and "sensitive" towards the elderly couple,^[24] an assessment Scott Baker suggested might be credible in his opening comments to the jury.^[22] Under cross-examination at the inquest in February 2008, Stevens denied "deliberately misleading" Paul's parents and said that the chauffeur's condition at the time of the crash did not match the police's definition of being drunk, which he said relied upon someone's physical responses.^[22] Stevens said that the available evidence suggested Paul had consumed only two alcoholic drinks, but this was not necessarily all that Paul had consumed, and that he was indeed "under the influence" of alcohol at the time of the crash.^[22] An expert cited in the report estimated that Paul had drunk the equivalent of five measures of Ricard, his favourite liqueur-flavoured French aperitif, before driving.^[22]

In the two French TOXLAB tests, Paul was found to have 12.8% carbon haemoglobin saturation, a combination of blood's iron-carrying pigment and carbon monoxide. A smoker normally has about 10%, so the result was not unusual.^[22] Paul had been smoking small cigars, [Cigarillos](#), in the hours before the crash.^[22] Another test, backed by the opponents of the official findings, showed Paul had 20.7% in his blood at the time of death; if accurate, the rate of dispersal of carbon monoxide from the bloodstream would have meant that Paul's blood had 40% saturation a few hours earlier, and he would scarcely have been able to function at all.^[22]

On 9 December 2009, it was reported that [DNA](#) samples confirm the blood samples with high alcohol levels were indeed from the driver.^[22] This was established by a comparison with samples provided by Paul's parents, demonstrating that the blood tested was that of Henri Paul and that he had three times the French legal limit of alcohol in his blood.^[22]

From https://en.wikipedia.org/wiki/Death_of_Diana,_Princess_of_Wales,_conspiracy_theories



Princess Diana's driver takes many secrets to grave

When Henri Paul is buried in his home town in Brittany this morning, many of the secrets surrounding the August 31st car crash in which he died with Princess Diana and her companion Dodi Fayed will be buried with him.

Could Paul, the 41-year-old deputy head of security at the Ritz hotel, have succumbed to a suicidal impulse when he drove the Mercedes S280 at high speed into the 13th column of the tunnel under Paris's Alma Bridge, as British tabloids have suggested?

Where and what did he drink in the final hours before the accident? Was he an alcoholic, or simply an average Frenchman who sometimes overindulged? What caused the depression for which he was secretly treated?

Who was Henri Paul, the man who killed Princess Diana? French police are looking for a blue Fiat Uno which Paul may have clipped when he swerved to avoid a collision, but even if the mystery car is found, that will not exonerate Paul.

In the events of that fateful night, he has been proven guilty on four counts: of drunk driving; of speeding; of mixing prescription anti-depressants with alcohol; and of driving without the required licence. In the eyes of investigators, Henri Paul bears near-total responsibility for the crash.

Such posthumous infamy is an ironic end for a man who led a life of quiet desperation. A bachelor, he had lived alone in a meticulously neat 60 sq m fourth-floor apartment at 33 rue des Petits-Champs. From 1990 until 1992 he had shared the flat with Laurence Pujol, a secretary at the Ritz, and her daughter from a previous relationship, Samantha.

"He was too protective, too paternalistic with me," Pujol told Le Figaro. "I couldn't bear the situation." After she moved out, Pujol continued to see Paul until 1995.

In their last telephone conversation a year ago, he told her: "The door is still open."

[Learn more](#)

Friends believe Paul started taking anti-depressants at the time of the break-up. The only photos in his apartment were of the couple and Samantha on their holidays together, and he had left her name on his mailbox.

Some of Paul's associates remember him drinking heavily a decade ago, before he dated Laurence Pujol. His closest male friends say Paul discussed neither his love life nor the rich clients he served at the Ritz. They did not know he was taking the antidepressants Prozac and Tiapride, often used to counter the effects of alcoholism.

After his death, police found the pills stashed in the Ritz's underground security room. This year Paul was passed over for promotion to be the hotel's head of security. The Ritz will not say why, but that doubtless deepened his depression.

Henri Paul was careful to hide his problems, and his drinking. Three weeks after his death, French police have still not established with certainty where or what he drank from 7 until 10 p.m., before returning to the Ritz at the insistence of the hotel's acting director.

While Princess Diana and Mr Fayed ate dinner between 10 p.m. and midnight, Paul ordered two drinks at the Ritz's Vendome bar. To have reached an alcohol ratio of between 1.75 and 1.87 grams per litre of blood, confirmed by three blood tests, he must have consumed the equivalent of at least seven glasses of whiskey earlier in the evening.

Witnesses give contradictory testimony as to whether Henri Paul was visibly drunk when he left with the princess, Dodi and his bodyguard, Trevor Rees-Jones. Alexander Wingfield, another Fayed bodyguard, claims Paul appeared sober. A jerky security camera video is inconclusive. But Ritz employees have said he was "drunk as a pig". When Paul went out to the front of the hotel several times to joke with waiting photographers, one asked out loud: "Is he drunk or what?"

Henri Paul had organised his life in such separate compartments that male friends like Claude Garrec, a printer with whom he played tennis on the last morning of his life, did not even know the name of the blue-eyed, blond art history student whom he often invited to local restaurants. Every Wednesday night he went bowling with his buddies, then dined at the Grand Colbert, whose owner says he drank "like any normal Frenchman".

According to Le Figaro, the blonde, identified only as Sylvie L, had a date with Paul when she waited for him in vain: he had died 15 hours earlier. Her concierge told her the news when she returned to the studio apartment which she and her companion, a violinist, rented from Paul. Investigators have interviewed Sylvie L at length in hopes of understanding Paul's personality. Like most of his friends, she is from Brittany and appears to have been a friend and confidante rather than a mistress.

A licensed pilot, Paul spent rare leisure hours at home on a computer flight simulation game, or playing the piano. The bartender at Le Champmesle, a lesbian bar near his apartment, says he discussed the literary novels and thrillers that he read with her. But his job at the Ritz consumed him. He took only one week's holiday this summer, in Spain with three secondary school friends from Brittany. Even then, he took his portable cellphone and stayed in touch with the Ritz.

Henri Paul was a creature of habit, whose adult life passed within a few square kilometres of central Paris's first and second arrondissements, all near the Ritz. He had lived at No 5, rue des Petits-Champs, when he moved to Paris after his military service in 1979. Already he seemed to accumulate disappointments: he dreamed of being an airforce pilot, but his eyesight was too poor.

He offered private flying lessons, but when that came to naught he spent the next six years selling catamarans at a boutique called Emeraude, also in the rue des Petits Champs. When he later moved to a bigger apartment, he stayed in the same street. Inhabited by office workers in the day, empty except for a few Asian restaurants and gay and lesbian bars at night, Henri Paul's neighbourhood is an old, if soulless, part of Paris.

Back in 1986 one of Paul's friends in the police tipped him off that the Ritz was recruiting for its security service. To get the job, he embellished his c.v., claiming to have reached the rank of captain in the air force when he was only a reserve lieutenant and falsely stating that he had been in charge of security for the Rochefort airbase.

Paul rose to deputy head of security at the Ritz, with an annual salary of £24,000 and 20 employees under his orders. He supervised the installation of security cameras in the hotel's halls and lifts and, according to one employee, even hid one in the kitchen clock.

Other employees considered Paul a spy for Frank Klein, the Ritz's director and, according to Paris Match, Paul had several employees fired for indiscretion. The magazine says that Paul is listed by French domestic intelligence, the Renseignements Generaux, as an occasional informer. Other reports say he kept an eye on suspicious foreigners for the authorities. His relations with the local police commissariat were so cosy that he got friends' traffic tickets annulled in exchange for a little foie gras from the Ritz.

If the investigating magistrate, Judge Herve Stephan, concludes that Henri Paul caused the deaths of Princess Diana and Dodi Fayed, ultimate responsibility under

Article 1384 of the French civil code will lie with the Ritz's owner and Paul's employer, Dodi's father Mohamed al-Fayed. Although the British royal family, the Spencers and the surviving bodyguard Trevor Rees-Jones, another al-Fayed employee, are not likely to sue the Egyptian billionaire for damages, the moral stigma attached to such a finding would be devastating.

From <<https://www.irishtimes.com/culture/princess-diana-s-driver-takes-many-secrets-to-grave-1.108077>>

Who was Henri Paul?

Henri Paul was born on July 6, 1956, in Lorient on the west coast of France, around 300 miles from Paris.

He joined the French Air Force in his early 20s and left at the age of 29, having reached the rank of captain.

After leaving the air force he went into security and later became assistant to the director of security at the Ritz in Paris. Paul had been acting head of security at the time of his death and held ambitions of securing the job permanently.

The 41-year-old had a reputation as a 'macho action man' who also loved being around celebrities and meeting high-profile people in his role.

An inquest into Diana's death heard he had been privately treated for alcoholism but [his family deny he had a drinking problem](#).

How did he come to drive Princess Diana on the night she died?



CCTV footage shows Diana at the Ritz hours before her deathCredit: PA
Paul had already picked up [Princess Diana](#) and Dodi Fayed from Le Bourget airport outside Paris on the morning of August 31, 1997.

He later took Diana on a shopping trip before finishing his shift.

But he later agreed to return to the hotel and drive the short distance to Mr Fayed's apartment near the Arc de Triomphe. He was said to have been 'over-excited' at the prospect of spending time with the princess.

There is a missing three-hour period between the end of his shift and his return to the hotel which remains a mystery.

Blood analysis results from Paul's post-mortem suggest he spent the early evening drinking - he was found to be three-times over the French drink-drive limit.

Hard evidence from a Ritz bar bill show he had two Ricards - a French aniseed spirit - while waiting to for Diana and Dodi to leave the hotel.

How was he behaving in the lead-up to the crash?



Paul was said to be drunk as he drove bodyguard Trevor Rees-Jones (front) and Diana and Dodi (back)
An inquest into Diana's death in 2008 - which found paparazzi photographers and Henri Paul were to blame for her 'unlawful killing' - heard testimonies from bar staff working at the Ritz on the fateful night.

Alain Willaumez said Paul was "drunk" and had been "walking like a clown" hours before the crash.

He said: "I could see first through his eyes and also the way he talked, but more especially in his eyes.

"His eyes were brilliant, wide open and he was visibly in an abnormal condition ... he was walking like a clown."

CCTV images from the Ritz do not show any evidence of drunken behaviour.

However, security footage first revealed at the inquest do show him appearing to wave at photographers moments before Diana and Dodi left the hotel.

The court was told Paul had goaded waiting photographers, saying: "You won't be able to catch up."

The [Mercedes did not take the direct route to Dodi Al Fayed's apartment](#) and four minutes after leaving the Ritz entered the Alma tunnel travelling at around double the 30mph speed limit.

What did police and the inquest jury believe about Henri Paul?

After 22 hours of deliberations over four days, an inquest jury ruled Diana had been unlawfully killed as a result of Paul's drinking driving and chasing photographers.

The forewoman read: "The crash was caused or contributed to by the speed and manner of the driving of the Mercedes, the speed and manner of driving of the following vehicles, the impairment of the judgment of the driver of

the Mercedes through alcohol, and there are nine of us who agree on those conclusions.

"In addition, the death of the deceased was caused or contributed to by the fact that the deceased [were] not wearing seatbelt(s), the fact that the Mercedes struck the pillar in the Alma Tunnel rather than colliding with something else, and we are unanimous on that, sir."



The wreckage of the car in the Alma tunnel after the crashCredit: AP:Associated Press
Scotland Yard's Operation Paget inquiry investigated criminal allegations of a conspiracy conducted on British soil to kill Diana and Dodi.

The 832-page report compiled by a team 14 police officers concluded allegations of a conspiracy were without foundation.

Referring to Mr Paul, it concluded: "The concentration of alcohol present in his blood at the time of his death would, unequivocally, have adversely affected his ability to safely control a motor vehicle."

The sole survivor of the crash, former bodyguard Trevor Rees-Jones also said he believed Henri Paul's drinking had been the cause of the crash.

He said in 2007: "The accident happened because Henri Paul was taking alcohol and was driving the vehicle. That's why the accident happened."

What do the driver's family believe happened to him?

His dad Jean, 85, told The Mirror he believes the royal and her lover were killed in a plot to stop her marrying a Muslim – and his son was "collateral damage".

Despite a string of official enquiries ruling Diana and Dodi died in a tragic accident, he insists they were victims of an Establishment plot.

Jean, of Lorient, Brittany, also believe samples showing his son had alcohol in his system could have been tampered with after his death.

He said: "Diana was killed and my son was killed. I believe they were both murdered.

"My son was simply collateral damage of a plot to kill Diana and they killed him as well.

"The English police came here to visit me and sat exactly where you are sitting now.

"Even inside Scotland Yard there are two sides. One believes there was a secret plot to kill Diana, the other believes it was a genuine accident."

From <<https://www.thesun.co.uk/news/4187143/henri-paul-princess-diana-driver-paris-car-crash/>>

Richard Tomlinson

Saturday, March 20, 2021 3:32 PM

[Richard Tomlinson](#), a former [MI6](#) officer who was dismissed from the [intelligence services](#) and later served five months in prison for breaching the [Official Secrets Act 1989](#),^[a] claimed in a sworn statement to the French inquiry in May 1999 that Britain's MI6 had been involved in the crash, suggesting that the security service had documentation which would assist Judge Stephan in his inquiry.^[a] The previous August, he had been reported by the [BBC](#) to have claimed that Paul was working for the security services and that one of Diana's bodyguards, either [Trevor Rees-Jones](#) (now known as Trevor Rees) or Kes Wingfield, was a contact for British intelligence.^[a] Tomlinson alleged that MI6 was monitoring Diana before her death, had told Mohamed Al-Fayed that Paul was an MI6 agent,^[a] and that her death mirrored plans he saw in 1992 for the assassination of then President of Serbia [Slobodan Milošević](#), using a strobe light to blind his chauffeur.^[a]

On 13 February 2008, Tomlinson told the inquest that he may have misremembered and that he had no evidence that Paul was an MI6 agent,^[a] but he had said in the previous day's court session that Paul was supplying MI6 with information.^[a] Speaking by video-link from France, Tomlinson conceded that, after the interval of 16 or 17 years, he "could not remember specifically" whether the document he had seen during 1992 had in fact proposed the use of a strobe light to cause a traffic crash as a means of assassinating Milošević, although use of lights for this purpose had been covered in his MI6 training.^[a] The [Operation Paget](#) Inquiry was given unprecedented access to the offices of both [MI5](#) and [MI6](#) to investigate Tomlinson's claims. It was later revealed that the mentioned memo was a proposal written in March 1993 to assassinate another Serbian figure if he gained power, not Milošević.^{[a][b][c][d]} Furthermore, the plan did not involve anything about using flashlights.^[a]

Further evidence discrediting Tomlinson's claims was found in drafts of a book he was writing about his time in MI6 before he was jailed in 1998 for breaching the Official Secrets Act. The draft, dating from 1996, referred to the memo and contained none of the detail about a staged car crash with flashlights in a tunnel.^[a] The inquest was later told by an anonymous MI6 manager (referred to during proceedings as "Miss X") that MI6 were not keeping any file on either the Princess or Dodi, and that there was no plan involving them.^[a] The inquiry concluded by dismissing Tomlinson's claims as an embellishment. It went on to comment that this embellishment was largely responsible for giving rise to the theories Diana was murdered.^[a]

Tomlinson was arrested by French authorities in July 2006 as part of their inquiry into the death of Diana.^[a] French police were also reported to have seized computer files and personal papers from his home in [Cannes](#).

From https://en.wikipedia.org/wiki/Death_of_Diana_Princess_of_Wales_conspiracy_theories>

Richard John Charles Tomlinson (born 13 January 1963) is a former officer of the British [Secret Intelligence Service](#) (MI6). He argued that he was subjected to [unfair dismissal](#) from MI6 in 1995, and attempted to take his former employer to a [tribunal](#). MI6 refused, arguing that to do so would breach state security.

Tomlinson was imprisoned under the [Official Secrets Act 1989](#) in 1997 after he gave a synopsis of a proposed book detailing his career with MI6 to an Australian publisher. He served six months of a twelve-month sentence before being given [parole](#), whereupon he left the country. The book, named *The Big Breach*, was published in Moscow in 2001 (and later in Edinburgh), and was subsequently serialised by *The Sunday Times*. The book detailed various aspects of MI6 operations, alleging that it employed a [mole](#) in the German [Bundesbank](#) and that it had a "[licence to kill](#)", the latter later confirmed by the [head of MI6](#) at a [public hearing](#).^[a]

Tomlinson then attempted to assist [Mohamed al-Fayed](#) in his privately funded investigation into the death of [Diana, Princess of Wales](#) and al-Fayed's son [Dodi](#). Tomlinson claimed that MI6 had considered assassinating [Slobodan Milošević](#), the president of Serbia, by staging a car crash using a powerful [strobe light](#) to blind the driver. He suggested that Diana and Dodi may have been killed by MI6 in the same way, although that claim was dismissed at their [inquest](#) in 2007. MI6 admitted that plans of that nature had been drafted regarding a different Eastern European official, but that the proposal had been swiftly rejected by management.^[a]

In 2009, MI6 agreed to allow Tomlinson to return to Britain, unfreeze royalties from his book and drop the threat of charges. MI6 also apologised for his mistreatment.^[a] Staff at MI6 have been allowed employment tribunals since 2000, and have been able to unionise since 2008.^[a]

From https://en.wikipedia.org/wiki/Richard_Tomlinson>



| Richard Tomlinson | |
|---------------------------|---|
| Born | 13 January 1963 (age 58) <div> Hamilton, New Zealand</div> |
| Nationality | British/New Zealand ^[a] |
| Alma mater | Gonville and Caius College , Cambridge |
| Occupation | Pilot |
| Espionage activity | |
| Allegiance | Britain |
| Service branch | MI6 |
| Service years | 1991–1995 |
| Rank | Intelligence officer |
| Codename | D/813317 (staff number) ^[a] |
| Codename | T (press anonymity) ^[a] |
| Operations | Russia • Bosnia • Iran |

From https://en.wikipedia.org/wiki/Richard_Tomlinson>

Dodi Fayed

Saturday, March 20, 2021 3:34 PM



One of the main motives which has been advanced for [alleged murder](#) includes suggestions Diana was pregnant with [Mohamed "Dodi" Fayed's](#) child and the couple were about to get engaged. The alleged dislike of the idea of a non-Christian within the British Royal Family meant such a relationship between the mother of the future king and a prominent Egyptian Muslim would not be tolerated.^[43] In Mohamed Al-Fayed's view, which he repeated in court at the inquest in February 2008, [Prince Philip](#), the [Prince of Wales](#), Diana's sister [Lady Sarah McCorquodale](#) and numerous others were all involved in a plot to kill the Princess and his son.^[41] Jeffrey Steinberg of the [Executive Intelligence Review](#), a publication of the American [Lyndon LaRouche movement](#), has also put forward theories that the Princess of Wales was murdered by the security services under the instructions of Prince Philip.^[42] An article in [The Daily Telegraph](#) in 1998 reporting the *EIR* conspiracy theories alleged earlier links between the *EIR* and Al-Fayed,^[44] while [Francis Wheen](#) reported the following year that Al-Fayed's spokesman had advised journalists to contact Steinberg.^[44]

Al-Fayed made the assertion in television interviews that the couple were going to announce their engagement on the Monday after the crash, 1 September 1997. Operation Paget commented that an announcement of such magnitude from the Princess of Wales would have been a substantial media event of worldwide interest and would have required significant preparation. No evidence was found that any such preparation had been made.^[45]

CCTV evidence shown at the inquest indicates that Dodi left [Alberto Repossi](#) jewellers on the 30 August with nothing more than a catalogue.^[46] Repossi said in 2003 that the ring had been placed on Diana's finger in a St Tropez hotel, and was being resized for future collection in Paris, but later admitted to writer Martyn Gregory that he had received "legal papers" from Al-Fayed, a client for more than 20 years.^[47] Al-Fayed said the couple chose the ring in Monte Carlo, and Dodi had picked it up in Paris the day before he died after it had been altered.^[48] This statement of Al-Fayed was contradicted by the statements of Claude Roulet, a shop assistant, and the CCTV footage.^[42] A CCTV recording demonstrated that a ring had been selected by a Ritz hotel official. It was bought by Mohammed Al-Fayed after the couple's death.^[41]

A few hours before the crash, on the afternoon of 30 August, Diana's journalist friend Richard Kay received a call on his mobile phone from Diana in which she asked about what was likely to appear in the following day's Sunday papers about her.^[49] During this call, she made no mention of any announcement she intended to make.^[49]

More revealing was the statement given by Diana's eldest sister, [Lady Sarah McCorquodale](#), who testified that in a phone conversation with Diana on Friday 29 August, Diana spoke about Dodi Fayed in a manner that gave her sister the impression the relationship was on "stony ground".^[50] Statements from other friends and confidantes Diana spoke to in the week before her death, including her butler [Paul Burrell](#), her friend [Lady Annabel Goldsmith](#), and her spiritual adviser Rita Rogers, were unanimous that she was firm about not wanting to get engaged or married to anyone at that point in her life. A week before she died, the princess had told Goldsmith: "I need marriage like a rash on my face."^[51]

Diana's former private secretary, Patrick Jephson, said to the BBC in reaction to the publication of the Operation Paget Report in December 2006 that her facial expression in the [CCTV](#) footage of her at the Paris Ritz on her final evening with Dodi Fayed was one she would wear when she was disgruntled with a situation.^[52] However, CCTV images released on 6 October taken just minutes before their deaths, show a relaxed Diana and Dodi affectionately holding hands.^[53]

An inquiry witness was [Hasnat Khan](#), a Muslim heart surgeon of [Pakistani](#) origin based in London, who had a relationship with Diana for two years. Diana had explored the possibility of marriage with him. This had been met with no opposition from the Royal Family and Prince Charles had given his blessing.^[54] Khan stated that he had received some racist hate mail from members of the public because of the relationship but had no reason to take what was said in this hate mail seriously. He also stated that he felt the relationship was not opposed by the Royal Family or any other branch of the British Government including the security services. [Paul Burrell](#) stated that Diana was still not over her break-up with Khan at the time of her death.^[54] It was also pointed out that Dodi and Diana had only met just under seven weeks before the crash, at Al-Fayed's villa in [St. Tropez](#) on 14 July, meaning there were only 47 days from their first meeting until the night of the crash. Of those days, their schedules permitted them to be together for an absolute maximum of 35 days. From analysis of Diana's actual movements, it is likely they had spent approximately 23 days together before the crash.^[55]

John Macnamara, a former senior detective at [Scotland Yard](#), headed Al-Fayed's own investigation for five years from 1997. Cross-examined at the inquest on 14 February, he conceded that he had found no evidence of a criminal conspiracy to kill the Princess, or that she was engaged or pregnant at the time of her death, apart from the claims Al-Fayed had relayed to him.^[56]

In January 2004, the former [coroner](#) of the Queen's Household, Dr. John Burton, said (in an interview with [The Times](#)) that he attended a [post-mortem](#) examination of the Princess's body at [Fulham mortuary](#), where he personally examined her [womb](#) and found her not to be pregnant.^{[50][57]}

In an effort to examine the assertions made by Al-Fayed, [Operation Paget](#) had scientific tests carried out on pre-transfusion blood found in the footwell of the seat in the wrecked Mercedes the Princess of Wales occupied at the time of the crash. This blood was found to have no trace of the [hCG hormone](#) associated with pregnancy.^[58] The inquiry also extensively interviewed friends of Diana's who were in close contact with her in the weeks leading up to her death. The evidence obtained from these witnesses was of a very sensitive nature and most of it was not included in Operation Paget's criminal investigation report. However, it was reported that friends said she was in her normal menstrual cycle and there was evidence she was using contraception.^[59]

Al-Fayed's persistence in asserting Diana was pregnant led him to get members of his staff to tell the media that on their final day together, Diana and his son had visited a villa he owned in Paris to choose a room "for the baby". While the couple had indeed visited the villa, the circumstances of the visit were exaggerated to say it had lasted two hours and that it was in the presence of a prominent Italian interior designer. A security guard at the villa, Reuben Murrell, felt uncomfortable lying about the matter and sold his story to [The Sun](#) stating that the visit lasted just under thirty minutes and was not in the company of any interior designer. He provided stills from CCTV to prove this and said he had been in the presence of Diana and Dodi for the entirety of their visit, with there having been no conversation about them coming to live at the villa. He later resigned from Al-Fayed's employment and initiated an employment tribunal for constructive dismissal after Al-Fayed successfully sued him for breach of contract because of the CCTV images he supplied to [The Sun](#).^{[60][61][62]} Senior members of Al-Fayed's staff made derogatory comments about Murrell and [Trevor Rees-Jones](#) in their statements to Operation Paget.^[63] In 2004, a Channel 4 documentary, *The Diana Conspiracy*, claimed that the butler at the villa who, in a June 1998 interview with the ITV documentary *Diana: Secrets Behind the Crash*, claimed to have shown the couple around with their intent being to live there, was not even present at the villa on that day as he was on vacation.^[64]

Al-Fayed first claimed that the Princess of Wales was pregnant at the time of her death to the [Daily Express](#) in May 2001. "If it is true, it is strange that he sat upon this important information for three and a half years," Scott Baker said at the inquest.^[51]

From https://en.wikipedia.org/wiki/Death_of_Diana,_Princess_of_Wales,_conspiracy_theories

James Andanson

Saturday, March 20, 2021 3:36 PM

Analysis of the wreckage of the Mercedes revealed it had glancing contact with a white [Fiat Uno](#) car which left traces of paint on the Mercedes bodywork. Extensive attempts by the French police to find the vehicle involved were unsuccessful. ^[a] Although no one had seen the Fiat in the tunnel, some witnesses reported seeing an Uno exiting the tunnel. ^[a] Mohamed Al-Fayed alleged in his July 2005 statement to Operation Paget, and at other times, that the white Fiat Uno was being used by MI 6 ^[a] as a means of causing the Mercedes to swerve and thereby crash into the side of the tunnel. Al-Fayed further alleged that the Fiat Uno was owned by a French photojournalist named Jean -Paul James Andanson, ^[a] a security services agent according to Fayed, ^[a] who had photographed Diana while she was at his villa in St. Tropez in July 1997. Andanson's death in May 2000, Al -Fayed claimed, was either due to guilt over what he had done or because he was assassinated by the French or British security services to silence him. ^[a]

Operation Paget found that the white Fiat Uno Andanson owned was in an unroadworthy condition, being nine years old at the time, with 325,000 km on the [odometer](#) ^[a] (suggesting that the car had been driven 27,000 miles per annum) and had not been maintained for several years prior. Andanson's neighbours confirmed the veracity of this evidence. ^[a] Andanson had sold the car in October 1997. ^[a] Operation Paget concluded it was extremely unlikely due to the car's condition and the fact Andanson had so openly disposed of it that it was the one at the scene of the crash in Paris. French police had examined Andanson's car as part of their effort to trace the one that had come into contact with the Mercedes with a view to prosecuting the driver for failing to render assistance and had reached the same conclusion. The French police spent a year after the crash searching for the vehicle and eliminated over 4,000 white Fiat Unos from their inquiry. Operation Paget decided it would be unlikely renewed enquiries would identify the vehicle involved as such a long period had elapsed since the crash. It concluded the threat of prosecution for a custodial offence probably deterred the driver from coming forward at the time. ^[a]

A retired major in the French Brigade Criminelle, Jean Claude Mules, gave evidence to the inquest in February 2008. Andanson had been interviewed by French police in February 1998, and had been able to provide documentary evidence about his movements on the previous 30 and 31 August which had satisfied them that he could not have been the driver of the Fiat Uno involved. These demonstrated that Andanson could only have been at his home in Lignieres, 177 miles from Paris, at the time of the crash. ^[a] Elizabeth, his widow, said at the London inquest in February 2008 that her husband had been at home in bed with her at the time of the crash. ^[a]

Andanson died in May 2000. The official verdict was suicide. ^[a] His body was found in a black, burnt-out BMW in a forest near the town of Nant, near Millau, in the south of France. Andanson's death was attributed to problems in his private life. The 2008 inquest into the death of the Princess of Wales heard that evidence was uncovered from his friends and associates that prior to his death he had talked of suicide by pouring petrol in a car and lighting a cigar, as noted by Richard Horwell QC, for the Metropolitan Commissioner. ^[a]

The Paget report states that when the car was found, Andanson's body was in the driver's seat of the car, and his head was detached and lay between the front seats. There was a hole in his left temple. The French pathologist concluded this hole was caused by the intense heat of the fire rather than, for example, a bullet wound. ^[a]

Operation Paget found no evidence Andanson was known to any security service and, contrary to Al -Fayed's claims, his death was thoroughly investigated by French police (although the whereabouts of the car keys has never been explained). A break -in at his former workplace in June 2000 alleged to have been carried out by security services was found to be unconnected to his death, as no items related to him were stolen. ^[a]

From <https://en.wikipedia.org/wiki/Death_of_Diana_Princess_of_Wales_conspiracy_theories>

Odd Suicide of James Andanson Princess Di Fiat Uno Driver

[Odd Suicide of James Andanson Princess Di Fiat Uno Driver ...](#)

Evidence shows that Andanson could not have been the Fiat Uno driver that was never found. Yet he was found in a black burned out BMW in a forest, with his head detached between the front seats with a hole in his left temple, supposedly by the fire. Conspiracy theorists believe he was murdered.

James Andanson's body was found in his burnt out white Fiat Uno. It was locked and the body had no keys on it. The fireman that found his body said that he saw two bullet holes in the back of his skull. The police declared that it was a suicide. How did he shoot himself twice in the back of the head and then set the car on fire, before he died?

1. Alibi: French investigators established Andanson was not even in Paris on the night of the deaths and was at home with his wife in Lignieres, 170 miles to the south of Paris.
2. Head: after BMW fire, it was found detached between front seats with hole in left temple, believed to be caused by intense heat of fire.
3. Fiat Uno: James Andanson owned a battered white Fiat Uno, the same make and colour of car believed to have smashed into Diana. He sold it soon after.
4. Paint match: files of Judge Hervé Stephan... the paint scratches from the Fiat found on the sideview mirror of the Mercedes were identical to the paint samples taken from the matching spot on Andanson's Fiat.
5. Shot in the head: Fireman claimed the body appeared to have been shot in the head twice.
6. Suicide: His death was ruled a suicide. he had committed suicide, although the Paget report discloses that when the car was found, his body was in the driver's seat of the car, but his head had been detached and lay between the front seats. There was also a hole in his left temple. The French pathologist concluded this was due to the intense heat of the fire.

<http://www.independent.co.uk/news/uk/crime/the-main-players-in-a-tragic-story-what-we-now-know-428562.html>

James Andanson

One of the most intriguing conspiracy theories concerns James Andanson, a French photographer who had taken pictures previously of the Princess and who was alleged to have been the driver of a white Fiat Uno which collided with the Mercedes in the Pont de l'Alma tunnel. The car has still not been traced.

Andanson's body was found in a black, burnt-out BMW in a forest in the south of France in 2000; Mohamed Fayed later alleged that Andanson was working for the security services and murdered to prevent him from going public. The Paget report discloses that Andanson was not even in Paris on the night of the deaths and was at home with his wife in Lignieres, 170 miles to the south of Paris. And while he had owned a white Fiat Uno, tests showed that paint flecks on the Mercedes could not have come from it.

An official French inquiry concluded he had committed suicide, although the Paget report discloses that when the car was found, his body was in the driver's seat of the car, but his head had been detached and lay between the front seats. There was also a hole in his left temple. The French pathologist concluded this was due to the intense heat of the fire. The Paget report concluded there was no evidence "whatsoever" to support the assertion that Andanson was murdered.

From <<https://niniapundit.blogspot.com/2013/08/death-of-james-andanson-princess-di.html>>



Le Van Thanh

Saturday, March 20, 2021 3:46 PM

It has been reported by numerous publications that the white Fiat Uno belonged to Le Van Thanh who was a 22-year-old taxi driver at the time of the crash. Thanh owned a white Fiat Uno identical to the one that struck the Princess of Wales' Mercedes. Georges and Sabine Dauzonne identified Thanh as "the agitated man they may have seen driving the car".^[1] Thanh has always refused interview requests.^[2] In 2006, Thanh's father said his son had re-sprayed his white Uno red hours after the crash, allegedly waking up his mechanic brother in the night to help him.^[3] Following tests, it was concluded that the car "could have been involved in the accident", but Thanh's involvement in the crash "was ruled out by French police because he said he was at work on the night in question".^[4] It was later uncovered that he had left work early that night and could have been at the scene of the crime. Multiple witnesses recall seeing a man matching his description exit the tunnel seconds after the crash.^[5]

From <https://en.wikipedia.org/wiki/Death_of_Diana,_Princess_of_Wales_conspiracy_theories>

Le Van Thanh is suspected of possibly driving the long-mysterious white Fiat Uno that had contact with [Princess Diana's](#) car in the moments before the Paris crash that caused the deaths of Diana, her lover Dodi Fayed, and their driver, Henri Paul. Now a new book argues that Thanh may have information that should provoke a new British inquiry into the fate of the Princess of Wales.

The death of Diana in a Paris tunnel has sparked years of conspiracy theories. Although an inquest found that Diana's death was an accident with speed and drunk driving as the cause, that hasn't stopped those who believe that the princess was murdered, perhaps by powerful people in Britain who didn't want the future King to have a Muslim stepfather (or so some of the theories go).

For years, the white Fiat Uno has been the subject of scrutiny, but a new book argues that a possible driver of it, identified as Thanh, was allegedly told to stay silent by French police.

Le Van Thanh has been written about before; in fact, in 2017, The Sun published photos of him, revealing he had become a competitive bodybuilder. You can see those pictures [here](#). The article also contains pictures of Thanh's once white Fiat Uno, which he repainted red. [Daily Mail reported](#) that Thanh's father indicated he'd resprayed the vehicle right after the Diana crash. The British publication reported in 2017 that Lord John Stevens, the former Commissioner of the Metropolitan Police who headed the British investigation into Diana's death, stated "publicly for the first time that he believes Mr. Thanh was the driver of the other vehicle involved in the crash." Thanh has denied having anything to do with Diana's crash.

The British government did hold an inquest into Diana's death, and its lengthy report is called Operation Paget, which found that Diana's death was a tragic accident and that she was not murdered. You can read it [here](#). Princess Diana died on August 31, 1997. "The white Fiat Uno was not traced during the French inquiry," the Operation Paget report states. "...A white Fiat Uno believed to have been involved in the collision with the Mercedes, did not stop at the scene. Neither the vehicle nor the driver has been identified." However, Lord Stevens wanted to update the report with an interview with Thanh because Thanh is not mentioned in it, according to Daily Mail, which spoke with Stevens. Lord Stevens told the publication in 2017: "We could not interview him before the inquest because the French authorities would not allow us to do so. Their reasoning was that he had been interviewed and ruled out."

Now, though, the authors of the new book write that they obtained a brief and troubling interview with Thanh.

Here's what you need to know:

The Authors of a New Book Say They Tracked Down Le Van Thanh & He Made Troubling Comments

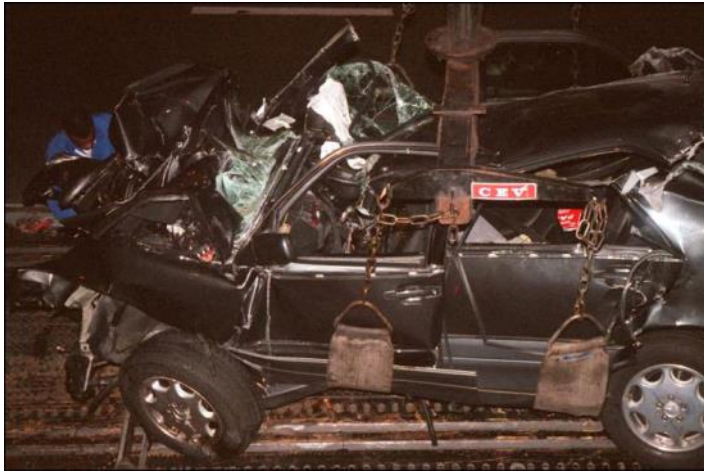


GettyPrincess Diana

The new book is called *Diana: Case Unsolved*, and it's written by investigative journalist Dylan Howard and former Australian detective Colin McLaren. Their book is available for sale on Amazon [here](#).

The book, reviewed by Heavy, says the authors interviewed Le Van Thanh. "There had been speculation that the driver of the vehicle was a paparazzo – but witnesses have identified a French national by the name of Le Van Thanh as the driver of that Fiat Uno," Howard told [7News](#) in Australia.





This picture taken 31 August 1997 shows a French policeman attaching the wreckage of Princess Diana's car in the Alma tunnel of Paris.

"On the night in question, Le Van Thanh left work early and, according to witnesses, was in the tunnel. That was verifiable. He emerged from a merging lane into a collision with Princess Diana's Mercedes, which sent the Mercedes careering into the 13th pylon inside that Paris tunnel."

The television station quoted Howard as saying that he and McLaren spoke to Le Van Thanh for the first time, other than French authorities' interview with him, since he has "not spoken for 22 years."

"While he did speak to French authorities, he never spoke to Operation Paget. Lord Stevens, who oversaw the inquiry, asked Le Van Thanh twice to answer questions, and he won't," Howard told News7.

Lord Stevens told Daily Mail in 2017: "What we have said to Mr. Thanh is, 'We believe you were the driver of the Fiat. Talk us through what happened.' We don't blame him for the accident. My Paget report said that a Fiat Uno was involved but was not the cause of the crash. We are still trying to interview him."

The Book Claims That Thanh Stated That French Police Told Him Not to Talk With English Authorities Investigating Diana's Death



Princess Diana in 1988.

The book describes the white Fiat Uno as a mysterious car that "numerous witnesses say sped into the tunnel after the dark blue Mercedes and bumped it from behind, causing the fatal wreck. Investigators found paint and plastic in the wreckage that matched an Uno owned by Jean-Pierre Andanson, a French photojournalist supposedly chasing the princess."

According to the book, police "bizarrely ruled the Uno out of playing any part in the crash," and Andanson was later found dead in a BMW in France. Whether he committed suicide or was murdered has long figured prominently into Diana conspiracy theories.

For years, authorities launched a search for the Fiat's driver, researching 112,000 cars. The book describes Le Van Thanh as then a 32-year-old man of Vietnamese ancestry, who was a security guard who owned one of the 4,600 white Fiat Unos registered in Paris at that time. Allegations arose that Le Van Thanh had repainted the car. He claimed he had an alibi for the time of the accident but had also replaced his bumpers.

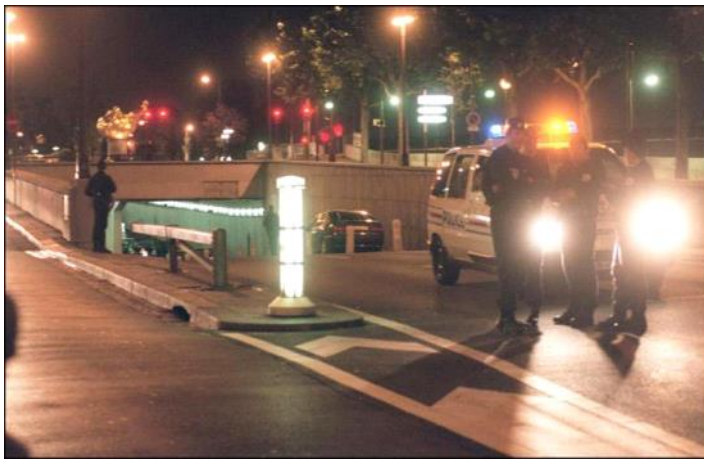


File photo dated 31 August 1997 shows wreckage of Princess Diana's car in the Alma Tunnel of Paris.

The authors spoke to him in 2015 and 2019 at his home in France. The authors also spoke to a French couple named Sabine and George Dauzonne, who say they encountered an erratic and damaged Fiat that day near the crash scene, and they identified Le Van Thanh as its driver. The authors believe French authorities have not seriously pursued the account of that couple.

According to the book, Thanh said in the new interview that he had received "legal advice to not speak of that night to anyone." The book claims he signed a police statement that he was at work on the night Diana died but later changed it to say he was driving around Parisian streets. But his sister told him not to sign it in case he could be prosecuted.

A police official told the authors the Thanh Fiat was "not compatible" with the Fiat in the crash but added that he had only studied the back of it whereas the French witnesses said its side was damaged.



GettyPolice guard entrance of the Alma tunnel in Paris early 31 August, inside lies the wreckage of Princess Diana's car.

The authors claim that, in a second interview, Thanh said the French police told him not to go to England to talk to English investigators looking into Diana's death. He told them he was already "exonerated" and "I know I didn't do anything." He said that French police told him "it's not the same law as in France; don't go there." They say he said, "That's why I let them think what they want."

Through his lawyer, Mohamed Al-Fayed, Dodi's dad, argued that the inquest should be reopened and Thanh interviewed by English authorities.

The book's blurb on Amazon reads, in part, "Diana: Case Solved has uncovered in unprecedented detail just how much of a threat Diana became to the establishment. In these pages you will learn of the covert diaries and recordings she made, logging the Windsors' most intimate secrets and hidden scandals as a desperate kind of insurance policy. You will learn how the royals were not the only powerful enemies she made, as her ground-breaking campaigns against AIDS and landmines drew admiration from the public, but also enmity from powerful establishment figures including international arms dealers, the British and American governments, and the MI6 and the CIA.

And, in a dramatic return to the Parisian streets where she met her fate, the two questions that have plagued investigators for over twenty years will finally be answered: Why was Diana being driven in a car previously written off as a death trap? And who was really behind the wheel of the mysterious white Fiat at the scene of the crash?"

Operation Paget Attempted to Dispel Conspiracy Theories in Princess Diana's Death



A cameraman films the point of the fatal car accident in Paris last night 30 August which killed Diana, Princess of Wales and her Egyptian friend Dodi al-Fayed. Bunches of flowers have been laid down in their memory.

In 2017, Daily Mail reported that "Thanh is in a stand-off with the former head of Scotland Yard who led a three-year inquiry into Diana's death. Ex-Metropolitan Police Commissioner Lord Stevens has twice written to him in the past year urging him to tell what he knows." At the time, the British publication said Thanh was working as a taxi driver.

The 800-plus page Operation Paget reports deals with eyewitness accounts and other vehicles in chapter 7. Some witnesses did not report seeing a Fiat Uno. Some saw motorbikes in the area and said the Mercedes was traveling at a high rate of speed.

"The witness evidence indicates that an unidentified motorcycle may have been to the right hand side of the Mercedes at the time when Henri Paul may have considered exiting to the right of the main carriageway of Cours Albert 1er in order to take the slip-road to Place de l'Alma," the report claims. Some witnesses described seeing a white car and flashes before and after the crash. However, the report indicates, "It is apparent that there was a loss of control of the Mercedes some distance before the Alma underpass. The loss of control had already commenced before that location and therefore any bright lights or flashes on the immediate approach to or within the underpass were not a contributory factor to that loss of control."

Other witnesses didn't see a white Fiat or described seeing dark-colored cars.

Witness Georges Dauzonne told investigators, according to Operation Paget, of the white Fiat Uno: "I noticed that the car was zigzagging as it came out of the tunnel, going from the right hand to the left hand lane, so much so that it almost touched my left hand side as we were travelling side by side. I said to myself that the driver must be drunk and I was afraid that he would hit me, so I sounded my horn. The man, who was adjusting to his rearview mirror as he drove, slowed down enough for me to be able to overtake him. He was driving really slowly, because I approached the embankment at roughly 30 kilometres per hour. The scene that I am describing to you took place alongside the 'Grand Chinois' and 'Wall Street' restaurants, at the Place de l'Alma. The man slowed down almost to the point of stopping. I had the impression that he was going to reverse, because he was paying so much attention to his internal rear view mirror. 'A large dog was on the rear seat and, although it was sitting, I could see its head, it must have been an Alsatian or a black Labrador. It was wearing an orange muzzle or 'bandana'."

His wife, Sabine, told investigators, per Operation Paget: "As we got near the embankment we saw a white Fiat Uno just like my mother's. The Fiat Uno came towards our car because it was going along "crabwise". The driver was looking behind him in his two rear-view mirrors. He didn't see us. The man overtook us, my husband let him pass. The man nearly hit us at the front left, going to the right. My husband tried to overtake him but the man swerved to the left again, as if he was sort of trying to stop us getting past and he nearly hit us again. The Fiat Uno was so close to us in front that I couldn't see the number plate at that point. The man got in the right-hand lane, as if he was going to stop. But I don't know what he actually did because I didn't turn round. My husband must have sounded the horn and overtook him on the left. The man was zigzagging and was not looking in front of him at all. He was just looking in his left and inside rear-view mirrors. He was leaning so far to look behind him that I thought he must be waiting for someone a long way behind in the Alma tunnel. I saw the car stop by the last restaurant there, about thirty metres from the tunnel exit." Again, this is the couple the new book says identified Thanh as the Fiat driver they saw, from photographs shown to them.

The Operation Paget report sections on the white Fiat Uno deal extensively with claims that photographer James Andanson might have been driving it – not Le Van Thanh. However, the report rules out Andanson as the driver.

As for Andanson's death, Operation Paget found: "There were no signs of violence or blunt trauma to the body of James Andanson. He was alive when the car was set on fire as indicated by the high CO levels. There was no evidence to suggest the involvement of any other person in his death."

As to the French investigation into the white Fiat Uno, Paget wrote: "The enquiries to trace the Fiat Uno came to an end after more than one year when the police reported their findings to Judge Stéphan. Despite checking 4,668 vehicles they could not positively identify the Fiat Uno involved in the collision. The search concluded in October 1998. Despite the efforts of the French police they were unable to identify the vehicle or its driver. Commandant Vianney Dyèvre reported the result of their enquiries to Judge Stéphan." (Judge Hervé Stephan was the head French investigator.)

As to whether Andanson's Fiat Uno was involved in the crash: "James Andanson has never been identified either as being at the scene of the crash or in Paris on the day of the crash. He slept overnight at his home in Lignières, some 170 miles south of Paris, and left at about 4am on Sunday 31 August 1997 to fly to Corsica for a pre-arranged appointment. His wife, Elisabeth Andanson, provided evidence to support this account."

Soldier N

Saturday, March 20, 2021 3:49 PM

The Court Martial of [SAS](#) Sniper [Danny Nightingale](#) led to a letter written by witness, Soldier N, and sent to his in-laws coming to wider attention. Soldier N, Nightingale's former roommate, was in prison for illegally hiding firearms and ammunition. On 17 August 2013, the [Metropolitan Police](#) announced they were reviewing evidence that Soldier N had boasted that the [SAS](#) were behind the death of Princess Diana.^[100] The parents of Soldier N's estranged wife reportedly wrote to the SAS's commanding officer, claiming Soldier N had told his wife the unit "arranged" Diana's death and it was "covered up".^{[101][102]}

The information was reportedly passed onto Scotland Yard by the [Royal Military Police](#). However, Scotland Yard stressed that this information would not lead to a re-investigation and that they were examining its "relevance and credibility".^[103] They also confirmed that Prince Charles and Mohamed Al-Fayed were being kept informed as preliminary examination progressed. At the end of November 2013, Scotland Yard ended its study of the SAS allegations and released a statement: "The Metropolitan Police Service has scoped the information and is in the process of drawing up conclusions, which will be communicated to the families and interested parties first, before any further comment can be made."^[104] On 16 December, it emerged from [Sky News](#) reports that there was "no credible evidence" that the SAS was involved in the death of the Princess and the others, and thus no reason to re-open the investigation.^{[107][108]}

Diana's death and the SAS: who is 'Soldier N'?

What do we know about the soldier who claims to know that Princess Diana was murdered by Britain's special forces?



Age: Classified.

Appearance: I could tell you, but then I'd have to kill you.

Is there anything you can tell me that won't result in someone dying? Yes.

What is it? It's complicated. Are you familiar with Sgt Danny Nightingale?

The 38-year-old SAS sniper who was given a suspended sentence after being convicted of keeping a Glock 9mm pistol and various rounds of ammunition in his house by a court martial in July, which was held after the court of appeal overturned a previous conviction for the same offence? I'll take that as a yes.

Good idea. Well, during the recent retrial, "Soldier N" was the codename given to a former colleague and housemate of Nightingale, who testified that it was routine for soldiers to bring weapons back home as trophies.

I see. But the court heard allegations that Soldier N was an unreliable witness. One piece of evidence was a letter that his parents-in-law had written two years ago to a commanding officer in the SAS, in which they said he was behaving erratically.

I'm with you so far. Good. The [letter](#) said that Soldier N was scaring his children by hoisting them high up in trees and transporting them around under canvas in the back of his Land Rover, and that he was frightening his wife with threats to make her "disappear".

How allegedly horrid. Quite. The letter also claims he said that Princess Diana had been murdered by the SAS.

Proof at last! Except it's not quite proof, is it? An inquiry and an inquest both found no evidence at all that Diana was killed deliberately. Needless to say, during the silly season, the [world's media](#) have [jumped on the story](#).

I noticed. So this "Diana killed by SAS" thing was mentioned precisely as an example of something that an unreliable person would say? Basically.

But the media are reporting it like it's significant? That's right.

Honestly, some people will print any old rubbish to sell newspapers, won't they? They will indeed.

Do say: "Perhaps we should just have a Diana inquiry every four years? A bit like the World Cup."

Don't say: "The guy who works in the pet shop where my wife's friend used to buy cat litter is the same age that Lord Lucan would be today."

From <https://www.theguardian.com/uk-news/shortcuts/2013/aug/19/diana-death-sas-solder-n>

Weirdness

Saturday, March 20, 2021 3:47 PM

The Bright Flash

An alternative explanation for the cause of the crash has been reports of a bright white flash just before the car entered the tunnel, blinding the driver. Richard Tomlinson made this allegation at the inquiry, but the veracity of his evidence was found wanting.

It was found by the authorities that three eyewitnesses at the scene of the crash claimed to see a bright flash of light before the crash.^[82] François Levistre (originally François Levi)^[83] made a clear, specific claim that he saw a bright flash, but his three statements to the authorities were in conflict with each other.^[84] Both the French detectives investigating after the crash^[85] and later the officers who worked on Operation Paget rejected his evidence.^[86] With the Mercedes behind him, he claimed to have seen the flash in his rear-view mirror and recounted other elements of what he saw while he was negotiating the difficult bend out of the tunnel.^[87] Crucially, however, his testimony was directly contradicted by his then-wife, who was in the passenger seat next to him.^[88] However, eyewitness Brian Anderson, an American tourist, told detectives that he too saw a bright flash.^[89]

French Police in 1997 were aware of Levistre's conviction in [Rouen](#) during 1989 for dishonesty and his subsequent prison sentence,^[90] and he was not thought by them to be a reliable witness.^[91] Television documentaries produced by Channel 4 in 2004 and the BBC in 2006 both raised this issue;^[92] he appeared as a witness at the British inquiry via a video link in October 2007. *Diana: Secrets Behind the Crash* (3 June 1998), an ITV programme presented by [Nicholas Owen](#), then ITN's Royal Correspondent, gave enough weight to the claims of Levistre that 93% of viewers polled by the [Mirror](#) newspaper just after the broadcast believed there had been a bright flash of light at the time of the crash.^[93]

The detail of eyewitness testimony was thoroughly reviewed and Operation Paget officers succeeded in uncovering two new witnesses. Other eyewitness testimony made little reference to the appearance of any inexplicable flashes at the crash site. Several witnesses who would be expected to have seen a blinding flash made no reference to one. In any event, the detailed crash reconstruction revealed that the chain of events that led to the car unavoidably colliding with the pillar started well before it was at the mouth of the tunnel where the flash is alleged to have occurred. Furthermore, a strobe light of the type that was alleged to have been used is so powerful that a flash emitted from it would have been bright enough to illuminate a very wide area. It would have likely blinded not only Paul, but also the driver of the white Fiat Uno, the pursuing paparazzi and witnesses standing at the road side. The [Operation Paget](#) report concluded that the alleged flash did not happen.^[94]

The Seat Belt

There was some media discussion in April 2006 suggesting that Diana was a faithful seat belt user and therefore the fact that both her and Dodi's seat belts either failed or were not used was sinister and might suggest sabotage.^[95] Her sister, [Lady Sarah McCorquodale](#) later said that Diana "was religious in putting on her seat belt".^[92] Other sources question if she did in fact use her seat belt all the time, as was suggested.^[91]

"What is certain is that she was not wearing a seat belt and this made things worse. We would like to think that if she had been wearing a seat belt, we'd have been able to save her," said Prof. André Lienhart, who reviewed the emergency services' response for the French government investigation of the incident.^[93] CNN did an analysis of the crash in early September 1997 and concluded that injuries would have been minor had the occupants been wearing seat belts. The conclusions were provisional owing to limited data about the specific Mercedes model as the limousine was not sold in the US.^[84]

Analysis of the wreckage of the car after its repatriation to England in 2005 by a Forensic Accident Investigator from the [Transport Research Laboratory](#) of thirty-five years experience on behalf of [Operation Paget](#) found that all the seat belts were in good working order except for the right rear one which was attached to the seat Diana occupied. Follow up enquiries with French investigators found that they had declared all the seat belts operational at an examination in October 1998, suggesting the damage to this seat belt took place after the crash.^[96]

The British inquest verdict explicitly stated that lack of seat belts had "caused or contributed to" the deaths of both Dodi and Diana.^[96]

The Hospital Ride

The first call to the emergency services' switchboard was logged at 12.26 a.m. The [SAMU](#) ambulance carrying the Princess arrived at the Pitié-Salpêtrière Hospital at 2.06 a.m. This length of time has prompted much conspiracy-related comment.

The period between the crash and the arrival at the hospital takes into account the following: the time taken for emergency services to arrive; the time taken by the [Sapeurs-Pompiers](#) (fire service) of Paris to remove Diana from the damaged car; and the actual journey time from the crash site to the hospital. Police Officers Sébastien Dorzee and Lino Gagliadone were the first emergency officials to arrive at the scene at around 12:30 a.m. Sergeants Xavier Gourmelom and Philippe Boyer of the Sapeurs-Pompiers arrived at around 12:32 a.m. Doctor Jean-Marc Martino, a specialist in anaesthetics and intensive care treatment and the doctor in charge of the SAMU ambulance, arrived at around 12:40 a.m. Diana was removed from the car at 1:00 a.m. She then went into cardiac arrest. Following external cardiopulmonary resuscitation, her heart started beating again. She was moved to the SAMU ambulance at 1:18 a.m.^[97]

The ambulance departed the crash scene at 1:41 a.m. and arrived at the hospital at 2:06 a.m.—a journey time of approximately 26 minutes. This included a stop at the Gare d'Austerlitz ordered by Dr Martino because of the drop in the blood pressure of the Princess of Wales and the necessity to deal with it. The ambulance was travelling slowly on his express instructions. The doctor was concerned about Diana's blood pressure and the effects on her medical condition of deceleration and acceleration.^[98]

The SAMU ambulance carrying Diana passed the Hôtel-Dieu Hospital on the Ile de la Cité en route to the Pitié-Salpêtrière Hospital. The decision to transfer her to the Pitié-Salpêtrière Hospital was taken by Dr Marc Lejay who was on despatch duty in SAMU Control on that night, in consultation with Dr Derossi, who was at the scene. The Pitié-Salpêtrière Hospital was the main reception centre for multiple trauma patients in Paris. The Hôtel-Dieu was not equipped to deal with the injuries Diana had sustained. Lejay stated: 'The Hôtel-Dieu hospital on the 'Ile de la Cité' is closer but not equipped with heart surgery teams or neurosurgical teams or teams trained to take patients with multiple injuries.' Lejay was also aware that Professor Bruno Riou was on duty at the Pitié-Salpêtrière that night and was particularly skilled to treat her injuries. Dr Jean-Marc Martino supported this view.^[99]

Embalming

Mohamed Al-Fayed alleged that Diana's body was deliberately [embalmed](#) shortly after her death to ensure that any pregnancy test at the post-mortem would produce a false result.

[Operation Paget](#) found that 31 August 1997 was a very hot day in Paris. Diana's body had been stored in an empty room adjacent to the emergency room where she had been treated at the [Pitié-Salpêtrière Hospital](#), as the mortuary was on the other side of the hospital grounds and some distance away. Dry ice and air conditioning units were placed in the room to keep it cool but appeared to have had little success.^[100]

Diana's two sisters and [Prince Charles](#) were scheduled to view the body later that afternoon before bringing it back to the United Kingdom. President [Jacques Chirac](#) and his wife also wished to pay their respects. This meant there was very little time to prepare the body for viewing, and it was clearly unacceptable to present Diana's body to her family and the [President of France](#) in the state it was in. Faced with this situation, the hospital staff decided to press ahead with embalming with only verbal authority from Madame Martine Monteil, the local superintendent of police, who assured Jean Monceau "that everything would be in order". Under French law, paperwork must be completed before undertaking the embalming of any corpse likely to be subject to a post-mortem. This paperwork was completed, but only after the embalming had been carried out, giving rise to allegations of suspicious circumstances. The allegations were made despite there being no way the hospital staff could have known whether or not Diana was pregnant, as a pregnancy test would have been irrelevant to her post crash treatment and accordingly was not carried out.^[101]

From <https://en.wikipedia.org/wiki/Death_of_Diana,_Princess_of_Wales,_conspiracy_theories>

Operation Paget

Saturday, March 20, 2021 5:06 PM

Operation Paget was the British [Metropolitan Police](#) inquiry established in 2004 to investigate the [various conspiracy theories surrounding the death of Diana, Princess of Wales](#) in 1997. Its first report with the findings of the criminal investigation was published in 2006. The inquiry was wound up following the conclusion of the British inquest in 2008, in which a jury delivered its verdict of an ["unlawful killing"](#) by the driver and the pursuing paparazzi.^[a]

The criminal investigation in the United Kingdom was initiated on 6 January 2004 when the [Coroner of the Queen's Household, Michael Burgess](#), asked the then [Metropolitan Police Commissioner, Sir John Stevens \(later Lord Stevens of Kirkwhelpington\)](#), to conduct enquiries into allegations of a [cover-up](#) and conspiracy;^[a] that [MI6](#), under the orders of the [Royal Family](#), deliberately caused the fatal car crash in Paris that killed Diana and Dodi.^[a] The investigation was legally necessary; once the [inquest](#) into the deaths got under way in the United Kingdom, it became apparent to the Coroner that allegations were being made that a crime had taken place on UK soil: namely, conspiracy to murder. Coroners are legally obliged to refer to the police any information or evidence that comes before them concerning a suspected or actual crime. The basis of the investigation was public statements made mainly by Dodi Fayed's father, [Mohamed Al-Fayed](#).

The investigation initially was confined to the general premise of the alleged conspiracy, but was eventually broadened to cover every associated allegation made through the media, in legal submissions, and in formal correspondence since the crash. The level of detail of the investigation is reflected in the report's length at 832 pages which took a team of fourteen experienced police officers nearly three years to compile. Accident investigation experts from [TRI](#) assisted the police enquiry.

The British police also carried out investigations in Paris.^[a] Because of public interest in Diana, the Metropolitan Police decided to publish the report on the internet, although it had been drafted as an internal police document.^{[a][b]} The criminal investigation was expected to cost at least 2 million pounds.^[a] The cost of the inquiry eventually exceeded £12.5 million, with the coroner's inquest at £4.5 million, and a further £8 million spent on the Metropolitan Police investigation.^[a]

Conclusions

Each chapter of the report concluded that all allegations made since the crash of conspiracy were without foundation and all the evidence obtained point to the deaths of Diana and Fayed as being the result of a tragic accident. The script for the 2007 television [docudrama *Diana: Last Days of a Princess*](#) borrowed heavily from testimony in the Paget report.

Access

On 3 April 2007, the Deputy [Coroner of the Queen's Household, Baroness Butler-Sloss](#), decided to grant access to the evidence collected by the criminal investigation to lawyers for Mohammed Al-Fayed to assist them in putting together their case in support of the conspiracy allegation for the [inquest](#) to begin in October 2007.^[a] On 15 May 2007, it was revealed by Baroness Butler-Sloss that the underlying material collected by the criminal investigation team ran to more than 11,000 pages when printed out and also consisted of more than 1,400 photographs, several DVDs, large-sized plans and other data. The material was substantially disclosed to the interested persons and legal teams.^[a]

Coroner's Inquest

The coroner's inquest opened on 2 October 2007, headed by [Lord Justice Scott Baker](#). The opening statement was largely made up of evidence and findings in the criminal investigation report. On 7 April 2008, the jury came to the verdict that Diana and Fayed were unlawfully killed as a result of "gross negligence" of the driver [Henri Paul](#) and the paparazzi.^[a] Contributing factors cited included "the impairment of the judgment of the driver of the Mercedes (Henri Paul) through alcohol" and that none of those who died were wearing a seatbelt.^[a]

From <https://en.wikipedia.org/wiki/Operation_Paget>



14_12_06_
diana_re...

https://downloads.bbc.co.uk/news/nol/shared/bsp/hi/pdfs/14_12_06_diana_report.pdf



Motive

Saturday, March 20, 2021 5:11 PM

The Conspiracy Allegation

Mohamed Al Fayed has made a principal crime allegation, supplemented by numerous linked claims and assertions. In essence Mohamed Al Fayed's allegation is that the 'Security Services' (unless otherwise specified, this is taken to be the Secret Intelligence Service (SIS) - commonly known as MI6) acting at the behest of HRH Prince Philip, arranged for or carried out the murder of Dodi Al Fayed and the Princess of Wales. The alleged motive was that the Princess of Wales was pregnant with Dodi Al Fayed's child and there was to be an imminent announcement of their engagement. It is suggested by Mohamed Al Fayed that the Royal Family 'could not accept that an Egyptian Muslim could eventually be the stepfather of the future King of England'.

It is alleged that the Security Services of the United Kingdom covertly obtained the information concerning pregnancy and engagement, with or without the co-operation of overseas agencies, precipitating the need to put into operation a plan to murder them. Mohamed Al Fayed further alleges there was a cover-up by the 'Establishment' to prevent the conspiracy and murders from coming to light.

Crazy board

Saturday, March 20, 2021 6:45 PM

