

Al Fayed fires back at official coverup of Diana-Dodi murder

by Jeffrey Steinberg

On Sept. 17, 1999, Mohamed Al Fayed was interviewed by John Humphrys on BBC's Radio 4 "Today" program, and he repeated the charges that his son, Dodi Fayed, and Princess Diana were murdered. "She had hell for 20 years, especially from Prince Philip," Al Fayed insisted, charging that the British secret services, MI5 and MI6, in league with French intelligence, murdered the couple through a sophisticated vehicular homicide attack, in the Place de l'Alma tunnel in Paris, on Aug. 31, 1997.

During the 14-minute broadcast, Al Fayed leveled several new charges at British intelligence and the British royals.

- He told BBC that both British and American intelligence agencies were monitoring all of the cell phone and radio transmissions from the couple aboard the Al Fayed yacht in the Mediterranean, during the days leading up to their fateful trip to Paris. Thus, MI6 knew, well in advance, that the couple was travelling to Paris to pick up the ring that Dodi had bought for the Princess several weeks earlier.

- He charged that the driver of the Mercedes that carried Diana and Dodi to their death, Henri Paul, was on the payroll of MI6 for at least three years, prior to the crash. Paul was also killed, instantly, when the Mercedes crashed into the 13th pillar of the Alma tunnel.

Al Fayed told BBC that he has already filed an appeal in the French courts, to reopen the probe into the Paris crash. On Sept. 3, Magistrates Hervé Stephan and Marie Devidal had formally shut the two-year-long inquiry, concluding that there was no basis to prosecute any of the ten paparazzi or "other individuals unknown" for the fatal crash, and charging that the entire responsibility for the deaths lay with the late Henri Paul.

"I am already mounting my appeal and in the appeal court nobody will be able to hide," Al Fayed asserted. "No one will be protected with political immunity. And all those people I am talking about will have to appear and tell exactly what happened. Where is the Fiat Uno which pushed the car? Where is the motorcycle which ran away with [the] laser gun blinding the driver? There is all these elements. I know my son has been murdered, and I am sure I know exactly what happened. . . . Where is Henri Paul's record in MI6, [for the] three years he was paid, on the payroll?"

Al Fayed concluded with a pointed challenge to British Prime Minister Tony Blair: "If Tony Blair put an independent inquiry with a legal representative appointed by me to really open the files of MI6 and MI5, and see the massive campaign against me and the way they have plotted to kill my son and who has given them instructions. . . . I will carry on until I find the truth. I will find it in France, also in the United States—I am trying to get the CIA and American intelligence, I have mounted a tremendous legal campaign over there. I am still here and people have to understand that what happened to Diana and my son is murder, and I am not going to keep quiet until I have found the truth."

A raw nerve

The fact that BBC chose to air the Al Fayed interview struck a raw nerve at Buckingham Palace, and at the British Foreign Office. In a highly unusual development, a spokesman for the royal family issued a formal statement, condemning BBC for airing the interview, which was "deeply upsetting" to the royals. The British Foreign Office also issued a public statement, condemning the "Today" program's editor, Ron Liddle, for giving Al Fayed the air time.

In yet another indication of how the British monarchy and the Blair government are becoming unnerved at the early signs of unravelling of the French coverup, sources have told *EIR* that the mainstream British media—under pressure from the Palace and the Foreign Office—has thoroughly suppressed significant new revelations, contained in the September 1999 inaugural issue of *Talk* magazine, the U.S. monthly launched by Blair groupie Tina Brown. Writer Gerald Posner conducted an interview for that magazine with Mohamed Al Fayed, in which the Harrods owner bluntly accused Prince Philip of ordering the twin murder. "Prince Philip is the one responsible for giving the order," Al Fayed stated. "He is very racist . . . and I'm sure he is a Nazi sympathizer. Also, Robert Fellowes [the Queen's private secretary and Diana's brother-in-law] was key," he continued. "He is the Rasputin of the British monarchy."

While the Al Fayed accusations against the Royal Consort did grab tabloid headlines in London briefly, the results of Posner's own investigation into the Paris crash were totally

suppressed. Posner had stated that he “found no credible evidence whatsoever confirming Al Fayed’s beliefs,” but he did, nevertheless, make several startling discoveries, based largely on leaks from active-duty U.S. intelligence sources, with whom he claimed to have longstanding ties.

First, Posner wrote that he was played excerpts from one of several National Security Agency (NSA) tapes of private conversations between Princess Diana and her friend, Lucia Flecha de Lima, the wife of the former Brazilian ambassador to the United States. “This spring in Washington I listened to an innocuous portion of an undated conversation between Diana and de Lima,” he wrote in *Talk* magazine. “The recording was made available by an active U.S. intelligence asset, who says it was one of several collected by the National Security Agency.” He further wrote, “The NSA will not officially acknowledge the tapes’ existence, but does admit to holding 39 classified documents about Diana, totaling 124 pages.” Indeed, *EIR* is presently involved, along with a number of other media organizations, in trying to gain access to the NSA documents, under the Freedom of Information Act (FOIA).

Posner also revealed that, in the three-hour period that Henri Paul was away from the Ritz Hotel, during the evening of Aug. 30, 1997, he was closeted with an officer of the French equivalent of the CIA, the DGSE. Posner wrote, “according to an American law enforcement official and an American intelligence agent, Paul spent the last several hours before the crash with a security officer from the DGSE. That may come as news to the French police; in an internal report, a French police commandant named Jean Paul Copetti concluded that it was ‘not possible’ to determine Paul’s whereabouts during that time.”

Sources familiar with the story have told *EIR* that Posner’s two American sources were an FBI agent posted at the U.S. Embassy in Paris and a CIA officer also working in France. The fact of the DGSE-Paul secret liaison just prior to the crash was, according to these sources, known to at least a dozen officials of the French security services; and either the information was withheld from Magistrate Stephan, or Stephan covered up the fact of the secret session. Sources believe that the information was, in all likelihood, kept from the magistrate.

Other missing elements

There are growing indications that other crucial leads were also suppressed by French investigators. One important lingering question involves the still-missing, white Fiat Uno, which collided with the Mercedes carrying Dodi and Diana, at the time of the fatal crash. Within weeks of the fatal incident in the Alma tunnel, an active-duty senior French police officer delivered his own eyewitness account of the crash to the police investigators in charge of the case.

David Laurent told the Criminal Brigade that he was driving toward the Alma tunnel just moments in front of the Mer-

Diana: The ultimate proof

The following statement was released by Lyndon LaRouche on Sept. 21, 1999.

In a certain crucial respect, in the case of the wrongful death of Britain’s Princess Diana, the most devastating proof against the British monarchy is to be found in the same place Edgar Allan Poe found “the purloined letter.” The most conclusive, and most obvious evidence against the British monarchy is what they, most plainly, did not do to pursue to the limit the clear evidence of a wrongful death perpetrated against that member of the royal household itself. Thus, the stench of a Classical Greek tragedy hovers over that royal dynasty.

Admittedly, mean old Queen Elizabeth II had shown malice toward Princess Diana. Hence, one must admit that she and her house viewed Diana as an adversary. That does not excuse the Queen’s conduct toward Diana the victim. The right to govern, or to judge, lies in our devotion to justice itself. The crucial test of one’s moral fitness to rule, or to judge, is the quality of justice one metes to even one’s bitterest adversary.

Such was the lesson of the Treaty of Westphalia. Such was the lesson which Wolfgang Mozart embodied in his alteration of the ending of the script for his *Abduction from the Seraglio*.

In brief, the case of Princess Diana hangs like sensed presence of the Classical Greek “furies” over the doomed House of Windsor.

cedes, when he was passed, at breakneck speed, by the white Fiat. As Laurent’s car entered the Alma tunnel, less than a minute ahead of the Mercedes, he spotted the same white Fiat lingering at the entrance of the tunnel, clearly waiting for something. Laurent drove through the tunnel, and heard the crash as he was coming out the other end. Laurent’s vital eyewitness account of the Fiat Uno, which cohered with a dozen other eyewitness descriptions of the white Fiat cutting off the Mercedes as Henri Paul sped into the tunnel, hotly pursued by a powerful motorcycle with a passenger on back, was withheld from Magistrate Stephan for nearly nine months. Only in June 1998 was Stephan alerted to the crucial account—after a senior French police official leaked details of Laurent’s story to the London *Daily Mirror*.

Laurent’s and the other eyewitness accounts were suppressed in the final, terse 28-page report by Paris prosecutors, which placed the entire blame for the crash on the late Henri Paul.