

Research Article

Was Princess Diana a Victim of Intelligent Homicide?

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Abstract

On August 31st 1997, Diana, Princess of Wales died from injuries sustained in a car crash in Paris, France. Dodi Fayed, Diana's partner and the driver, Henri Paul, were killed. In 2008, a British inquest, Operation Paget, determined that Paul and the pursuing paparazzi were responsible for the deaths of Princess Diana, Dodi Fayed and Henri Paul. Since 1997 there have been allegations that a government engineered assassination was responsible for the deaths of Princess Diana, Dodi Fayed and Henri Paul.

Objective

To answer Why was Princess Diana a victim of homicide?

Methods

We reviewed "Coroner's Inquests into the Deaths of Diana, Princess of Wales and Mr. Dodi Al Fayed computer Aided Modelling Bureau, Metropolitan Police Service November 2007" and applied the probability theory to project odds of certainty that Princess Diana was a victim of a homicide.

Results

14 observations consistent with Princess Diana was a victim of homicide and inconsistent with that she was not, suggest that princess Diana was a victim of homicide. The odds of this conclusion being correct is percentage 99.99.

Discussion

Evidence suggests that Princess Diana, Dodi Fayed and Henri Paul were victims of homicide marked by signature traits of intelligent crimes executed by military perfection. Evidence also suggests less than optimal emergency medical intervention contributed to her death.

Conclusion

Princess Diana, Dodi Fayed and Henri Paul were victims of homicide. A new investigation is warranted.

Keywords: Homicide; Government engineered assassination; Operation Paget; Princess Diana

Highlights

- Failure to immediately transport Princess Diana to the right hospital contributed to her death.
- Carbon monoxide intoxication might have caused Henri Paul's reckless acts
- High levels of carbon monoxide found in James Andanson's (key witness) blood was consistent with carbon monoxide poisoning.
- The odds of "Princess Diana was a victim of homicide" is percentage 99.99.
- A new investigation is warranted.

In the early hours of 31 August 1997, Diana, Princess of Wales died from injuries sustained in a car crash in the Pont de l'Alma tunnel in Paris, France. Dodi Fayed, Diana's partner and the driver, Mercedes-Benz chauffeur Henri Paul, were both found dead inside the car. Diana's bodyguard, Trevor Rees-Jones, was the only survivor of the crash [1].

Henri Paul, deputy head of security at the Ritz, Diana and Fayed departed from the hotel's rear entrance, at around 00:20 on 31 August 1997. Trevor Rees-Jones, a member of the Fayed family's personal protection team, was in the (right) front passenger seat [1].

At 00:23, Paul lost control of the car at the entrance to the Pont de l'Alma underpass. The car reportedly struck a white Fiat, swerved to the left of the two-lane carriageway and collided head-on with the 13th column that supported the roof. It was travelling at an estimated speed of 105 km/h (65 mph) (26) – more than twice the 50 km/h (31 mph) speed limit of the tunnel. It then spun, hit the stonewall of the tunnel backwards and finally came to a stop [1].

Rees-Jones sustained multiple serious facial injuries and a head contusion, but was conscious. Diana was sitting in the right rear passenger seat and was critically injured, but she was also conscious. Her ribs and arm were fractured and her right collar bone was dislocated. The first person to touch Diana was off-duty physician Frederic Mailliez reported that Diana had no visible injuries. Diana was moved to the ambulance at 01:18, left the scene at 01:41, arrived at the Pitié-Salpêtrière Hospital at 02:06 and passed away at the hospital at 04:00 am [1].

An 18-month French judicial investigation concluded in 1999 that the crash was caused by Paul, who lost control at high speed while intoxicated the report held him solely responsible for the crash. Paul was the deputy head of security at the Ritz hotel [1].

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A special Metropolitan Police inquiry team was established in 2004, Operation Paget, headed by Commissioner John Stevens to investigate the various conspiracy theories which led to the British inquest. This investigation looked into 175 conspiracy claims that had been made by Fayed [1] fter hearing evidence at the British inquest, a jury in 2008 returned a verdict of “unlawful killing” by driver Henri Paul and the paparazzi pursuing the car. The jury’s verdict also stated: “In addition, the death of the deceased was caused or contributed to by the fact that the deceased were not wearing a seat belt and by the fact that the Mercedes struck the pillar in the Pont de l’ Alma tunnel rather than colliding with another car.”

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 [1].

Since 1997 allegations of a government sanctioned assassination (GEA) rooted in inconsistencies between the Operation Paget and new data in the deaths of Princess Diana, Dodi Fayed and Henry Paul have emerged [2].

In 2025, a new forensic method capable to differentiate government sanctioned assassinations from random murders demonstrated that the deaths of Martin Luther King, James Forrestal, Stanley Kubrick ,Princess Diana were marked by unique features or signature traits of government engineered assassination [2,3].

- A. Sudden death.
- B. Forensic evidence incompatible with official narrative.
- C. Evidence of cover up.
- D. Major investigative flaws.
- E. Medical inconsistencies.

The operation Paget hypothesis is inconsistent with the new evidence. Furthermore, the operation Paget hypothesis did not offer any mathematical calculations of accuracy. A new forensic tool has been helpful to demonstrate that several highly publicized deaths of leaders officially attributed to lone criminals or suicides were in fact government engineered assassinations [4-8].

It seems of essence for science and humanity to explain the inconsistencies between operation Paget and the new findings.

Objective

To determine whether Princess Diana was a victim of homicide and project odds of certainty of this observation.”

Methods

Application of the probability theory to project odds of certainty that Princess Dana was a victim of homicide.

The probability of a physically possible observation to be correct exponentially increases by each supporting evidence and can be expressed as an equation $R= 1/2^X$. R representing the probability of random occurrence and x the number of diverse evidence consistent with the hypothesis and inconsistent with the null hypothesis

This equation is based upon the premise that each supporting evidence is a hypothesis, a logical inference from observing facts from which consequences may be deduced with a 50% chance of being

correct and therefore the finaloutcome would be the same as the probability of random occurrence in flipping a coin. Hence, it would be like heads coming up at consecutive times. For instance, the probability of random occurrence of heads coming up 10 consecutive times is $\frac{1}{2^{10}}=1/ 1024 =0.0009 =\%09$.

Of significance, consistent with the framework of flipping a coin, potential flaws of statistical analysis, randomness and buys have no effect on the accuracy of outcome. As long as it is fair play without tricks, it does not matter who flips the coin.

We reviewed a British inquest, Operation Paget, assassination Identified14 observations with consistent with the observation that Princess Diana was a victim of homicide” and inconsistent with Princess Diana was not a victim of homicide”.

Results

Observations consistent with the observation that Princess Diana was a victim of homicide” and inconsistent with “she was not”.

1. The golden rule of modern emergency medicine to immediately transport an accident victim to the right hospital was not followed contributing to Princess Diana’s premature death. Autopsy indicated that a minor venal tear was the source of the bleeding and 3hours 40 minutes were sufficient for an emergency surgical intervention to diagnose and repair Princess Diana’s injury.

it took 1h 43m for Princess Diana to receive hospital care at the Pitié-Salpêtrière Hospital 4.1miles away from the crash site (Tables 1 & 2) [9,10].

Time	Event
00:23	Paul lost control
00:25	A physician with the private medical service SOS Medicines found her sitting on the floor with her legs on the backseat and her head wedged between the backs of the two front seats. Placed her head in a position that made it easier to breathe and administered an oxygen mask.
00:30	Police arrived.
—	Started an IV drip
12:40	SAMU ambulance arrived, started an IV drip
01:00	Removed from the car.
01:01	Cardiac arrest was intubated, on a respirator and an external chest massage to re-establish a cardiac rhythm.
01:18	Moved into the ambulance.
01:41	Left the scene (1hour 18 m after the crash).
—	At that time of night, it would normally take five or 10 minutes to drive to the hospital. The ambulance driver, applying standard French emergency procedures, drove extremely slowly so as not to subject the fragile patient to shocks and bumps.
02:04	Ambulance stopped within a few hundred yards of the hospital to treat a sharp drop in blood pressure.
02:06	At the Pitié-Salpêtrière Hospital (25 minutes later, 4.1 miles, 1h 43m after the crash, she arrived alive and with a cardiac rhythm.
—	X-rays: internal haemorrhaging that was compressing her right lung and heart
02:16	Cardiac arrest, injection of epinephrine directly into the heart,

02:20	Emergency thoracotomy. A partial rupture of the left pulmonary vein at the point of contact with the left atrium. The tear was sutured. Manual internal massage and electroshocks, no heartbeat.
04:00	Died.
Note	A physician a nurse and/or emergency medical technician in contrast to American, British or German systems staff the French emergency medical care - SMUR unit- where paramedics provide emergency care. Princess Diana arrived alive in the hospital, so she had not suffered a complete rupture and could have survived only with time sensitive appropriate medical treatment of rapid transportation to a hospital for surgery. In essence, no trauma victim with a partial tear of pulmonary tear in France or wherever the current French emergency medical system is practiced has a chance of survival because of the fatal flaws of the system that prohibit rapid time sensitive medical intervention in a hospital setting.

Table: 1 Chronological sequence of medical events and interventions from the crash to death.

Table B – GEA: Signature Traits
Sudden Death of a Leader
Evidence of a Cover-Up
Major Investigative Flaws
Forensic Evidence Incompatible with Official Narrative
Medical Inconsistencies

Table: 2 Key signature traits commonly observed in GEA-related cases.

2. Henry Paul, a pilot, aviation instructor, chief of security of a 5 star hotel, an experienced driver with a perfect driving record without any history of illness acted recklessly before the crash.
- Henry Paul’s blood alcohol level 1.8 incompatible with witness reports, TV images of his sober demeanor, as captured on the CCTV of the Ritz that evening
- In 2006, Lord Stevens informed Paul’s elderly parents that their son was not drunk. Under cross-examination at the British inquest in 2008, Lord Stevens said that the chauffeur’s condition at the time of the crash did not match the police’s definition of being drunk, Stevens said that the available evidence suggested Paul had consumed only two alcoholic drinks,
3. High levels of carbon monoxide (two times higher than blood levels of a regular smoker) were found in Henry Paul’s blood, suggesting an unknown adverse influence. Furthermore, carbon monoxide disperses at the rate of about half every four or five hours [9]. Thus, the level of 20.7 per cent found during Paul’s autopsy could have been 40 per cent, several hours earlier when he died suggesting carbon monoxide intoxication consistent with Henry Paul’s reckless acts.
4. Richard Tomlinson, a former MI6 officer reported in a sworn statement to the French inquiry in May 1999 that Britain’s MI6 had been involved in the crash. The previous August, he had been reported by the BBC to claim that Paul was working for the security services and that one of Diana’s bodyguards, either Trevor Rees-Jones or Kes Wingfield, was a contact for British intelligence.
5. James Andanson , the photographer accused of helping MI6 kill Diana was found dead in burnt-out BMW with a hole in his head. French Investigating officer Jean-Michel Lauzun reported that he

witnessed the vehicle was ablaze and the corpse of Andanson at the steering wheel with his severed head on the floor. This observation ruled out suicide as claimed by operation Paget and was Consistent with a homicide

6. High levels of carbon monoxide was found in Andanson’s blood .This was not from inhaling smoke for he had been killed before the fire consistent with carbon monoxide poisoning [11,12].
7. Tunnel cameras did not operate. There were more than 14 CCTV cameras in the Pont de l’Alma underpass, though none recorded footage of the fatal collision.
8. The camera dysfunction was not caused by mechanical failure. Someone from an undisclosed governmental agency did manipulate the cameras.
9. The disabled cameras were not adequately studied was consistent with substandard investigation.
10. 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 and it was concluded that the car “could have been involved in the accident”.

Witnesses Georges and Sabine Dauzonne identified Le Van Thanh as “the agitated man they may have seen driving the car”. Thanh owned a white Fiat Uno identical to the one that struck the Princess of Wales’ Mercedes. Thanh admitted that he re-sprayed his car red from the original white and replaced bumpers, a few hours prior to the crash.

He refused to provide a reason for doing so. .Thanh’s father said his son had re-sprayed his Uno red hours after the crash.

Thanh told French investigators that he was on shift at the time of the crash as a night-shift security guard at a Renault factory in Gennevilliers. He did not have an alibi. The French police never verified his alibi nor adequately investigated his role in the crash.

11. Le Van Thanh ,the Fiat driver was not interviewed by Operation Paget.
12. Operation Paget never addressed why it took 25 minutes for the ambulance to travel 4.1 miles to the Pitié-Salpêtrière Hospital in the early morning hours with no traffic.
13. Reporters shadowing Princess Diana and Dodi and the driver speeding away had been a common occurrence yet Trevor Rees-Jones the front seat security guard failed to ensure the passengers were belted.
14. Powerful foes happy with the tragic outcome due to behavior offensive to traditional values. observations consistent with the conclusion that Princess Diana was a victim of homicide and inconsistent with Princess Diana suggesting that Princess Diana was a victim homicide. The odds of this observation being correct is percentage 99.99.

Discussion

Medical, forensic and mathematical evidence suggest that Princess Diana was a victim of homicide. Evidence also suggests less than optimal emergency medical intervention contributed to her death.

A cluster of very unusual mishaps were associated with the deaths of Princess Diana, Dodi Fayed and Henry Paul marked by signature

traits of organized intelligent murders. High levels of carbon monoxide found in Henry Paul and James Andanson's blood is worthy of scientific scrutiny for it may represent further proof of homicide. In both cases the toxic levels are red flags for foul play. Both victims must have been mentally incapacitated before death.

Henry Paul had a toxic alcohol level that did not match the witness reports and tv images suggesting the possibility that perhaps lab results were altered. Hence, the altered results would suggest sabotage. If the blood tests were valid they validate intoxication by carbon monoxide before death. Also Andanson's blood test validates intoxication by carbon monoxide before his death. How can we explain the carbon monoxide intoxication of Paul and Andanson? This crucial question remains unanswered and further investigation would be helpful. Is there a weapon that could deliver carbon monoxide or a poison that produces carbon monoxide?

Worthy of emphasis is the collective picture of an orchestrated crime that can be easily misperceived as conspiratorial by an exclusive review of individual pieces of data. In summary evidence is inconsistent with a hypothesis that princess Diana died by an accident caused by a drunk driver. It seems that, some of the investigational flaws may reflect conflict of interest of jurors heightened by their sensitive dependence on governmental influences. However, It is difficult to accept an substandard investigation by Operation Paget e.g. declaring the brutal murder of a key witness whose head had been severed, as suicide. A new investigation is warranted.

Conclusion

Princess Dianas was a victim of homicide. The odds of this observation being correct is %99.99. Less than optimal emergency medical intervention also contributed to her death.

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