

SERGIO FELLETI

# LADY DIANA



# TOP - SECRET

THE NAME OF THE KILLER INSTIGATOR REVEALED



Sergio Felletti

**Lady Diana – Top Secret**

«Tektime S.r.l.s.»

**Felleti S.**

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SERGIO FELLETTI  
LADY DIANA  
TOP-SECRET  
THE NAME OF THE KILLER INSTIGATOR REVEALED  
(SECOND EDITION)



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## PREFACE

Nothing of what happens can remain hidden forever, in fact, within a number of decades to come, in addition to the CIA (Central Intelligence Agency), a special UN secret archive, under the supervision of a General Assembly, will give the resolution to Top Secret documents, revealing the one true cause of the sudden death of the Princess of Wales, Diana Spencer. Like a valuable handbook, the literary content of this book aims to anticipate the times by explaining to you, right now, what everyone calls “The big unsolvable mystery about Lady Diana's death.”

With a particular intellectual criterion, our long investigations have been meticulously performed using, among other things, some last generation, sophisticated investigative techniques. About the tragic death of Princess Diana, it will be easy for the reader to identify the exact identity of the true main instigator and his accomplices (although not directly mentioned) with all their names and surnames. In addition, the content of the motive will be clear, the procedures performed during the deadly attack and every other small detail of what has escaped to the eyes of the best investigators.

Despite being an abbreviated summary of the first edition of the complete book: “I am Lady Diana”, this book will explore directly and in a clearer way, the occult world of that incomparable truth, the only one existing, and that only a few individuals know. Yes, this is the revelation and the cornerstone of the reality that some powerful leaders involved have held secret to escape true Justice and unbiased equity, virtue of popular Sovereignty.



DIANA SAID:

“I don't go by a rule book, because I lead from the heart, not the head, and that's got me into trouble in my work.”



## PROLOGUE

â# What and who caused the death of Lady Diana and her last companion Dodi Al-Fayed?

â# Where they the victims of a fatal accidental car crash, or were they murdered through a precise and well organized plot?

â# What evidence is there to justify it being an inadvertent accident and what demonstrates that it was the result of a premeditated conspiracy?

â# And if they were victims of an assassination through a calculated scheme, who was the killer and how did he act?

â# Who was his client?

â# Was someone from the Royal House of Windsor or from the British Government involved?

â# Were it the secret services of some nation or was it a group of ruthless terrorists?

â# Perhaps some enemy of Mohamed Al-Fayed, father of Dodi?

â# Was it some lone unscrupulous person who was at the Ritz that night?

â# Or some rich man who wanted to have Diana only for one night?

â# Did Diana have dangerous enemies?

â# How much is to blame to the paparazzi who were harassing her?

â# is it possible that the instigators were two, not just one?

â# Is it possible that one of the two instigators wanted to kill Diana, while the other wanted to save her, kidnapping her (without Diana's knowledge) and bringing her back to London, safe and sound, before the beginning of the attack?

â# Is it possible hat this alleged attacker just wanted to stop her, but not to kill her?

â# Or, perhaps, he/she just wanted to scare or kill Dodi and not Diana?

â# What could have been the real reason to cause damage to Diana?

â# It is possible that the motive was only based on unverified rumours?

â# Was Diana really pregnant?

â# Was the driver really drunk?

â# Had the Mercedes been tampered with?

â# Diana died after the accident, but was it because of the injuries or because of a mistake?

â# It is possible that the murder took place later, at the hospital?



How could someone prove the accuracy of the events?

Rarely any passage in a book, magazines, publications, newspaper article, film, documentaries, news bulletins on the radio or TV and television programs, together with all official and private judicial inquiries concerning legendary Princess Diana, was able to reveal or to find a safe lead, which would confirm the cause, dynamic and possible architect of her death 100%. Yes, it seems that *“Diana's Case”* is the biggest insolvable mystery of this century. For dreamers, it is a sad novel ended badly, but it is actually a very serious drama, a complex police topic difficult to clarify. According to the authors of many books it is an extremely mysterious story, and it will remain so forever.

Almost every writer expresses his probable theory, culprits and his dynamic of the facts, just assumptions and judicious concepts regarding the tragedy, that could have happened in a way instead of the other. Almost all the thousand media that spread to the world the news about the cause of Diana's death used words of uncertainty, hypothesis, theories, possibility, opinions, much speculation and never anything concrete, definitive, certain or about a precise and specific event happened.

Renowned authors say and write that true detective stories should never reveal the identity of the killer, but did we really find the culprit? Or are we making our readers believe we know the criminal's identity, hiding behind the fact that with this being our an investigative book, this prevents us from communicating or writing his name in capital letters?

The book about Diana you are holding in your hand is very different from others. Of course, even for us it was sometimes inevitable to use *“maybe”* and *“might”*, not only for a matter of personal safety, but also because of right and proper concerning of the dangers of how guesswork, axioms and the infinite possibilities, should be presented to obtain accurate and precise results.

But as you will see in the entirety of the following chapters, using a refined knowledge of information contexts scattered here and there, and by joining their direct and indirect connections,

adding knowledgeable captions, we managed to present a mystery with a final general ending of 99%, and in many specific cases we were even able to reach 100% of the solution to Diana's case.

The file on Diana's biography

The author begin to gather information about Diana's life in the early 90's. After that his attention focused on the case of the Alma accident since the beginning of its occurrence. Updated within the years and later archived, it is now only available in this publication. Especially after that September 1997, he started collecting more and more information concerning Lady Diana and the mysterious Windsor royal family. This long search, a detailed and thorough gathering of information, lasted three whole years and ended only a few months before the publishing of the first edition of this book.

As you will notice, it also includes interviews and testimonies given directly by characters who knew Diana up close: friends and girlfriends, direct relatives, acquaintances, servants, ladies-in-waiting, waiters, bodyguards, personal chauffeurs, eyewitnesses, anonymous informers, people involved in the Alma crash, judicial investigations agents, organizations for international collaboration and press offices. Seeing as how many anomalies were found since the beginning, like the different truth covered-up by officials of the judicial investigation, the author, as well as other journalists, decided to perform its own investigative inquest, an investigation parallel to all those "official and unofficial".

With great difficulty, he managed to read between the lines of hundreds of documents. Much of this Top-Secret material was official. According to the result of the investigation, almost none among the general public knows the truth about how things really went. Within everything published by media through their channels, little to nothing corresponds to the truth.

Inside people's mind is still present a great confusion and ignorance about what went on behind the scenes, about appearances, about the mysteries and about why there are so many theories concerning the real solution of Diana's case.

Regarding the official inquiries already made there is still a giant question mark, to which the true answer lies in this book: **WAS IT BECAUSE OF GOVERNMENT REASONS THAT THE TURTH WAS DELIBERATELY AND DULY HIDDEN?**

It seems certain that none of the official inquiries, nor the French or the British, disclosed the real truth. There are no books in the world that completely reveal the one and only truth about the facts and the real reasons behind what really happened during the night of 30\_ 31 August, 1997 in the Alma tunnel in Paris, not even William and Harry (Diana's sons) are fully aware of it. We are of the opinion that the book you now have in your hands, will enlighten the way towards the true and accurate knowledge of the one existing truth, revealing the majority of the secrets that for years have cloaked the overview of the tragic death of the Princess of Hearts. Yes, we all want to know the truth and only the real truth.

The Author wishes you will enjoy your reading, sure that it will be full of suspense, anxiety and expectation, caused by the intertwining of various adventurous and mysterious dramas, of which is often difficult to imagine the true outcome and the end.

Sergio Felletti

**PART OF THE CAST OF ACTORS IN DIANA'S CASE**

- 1) The top brass of the French and/or British ruling class (the French and/or British Parliament, Legislature and Executive authority).
- 2) The British Establishment (a ruling class formed by: the Prime Minister and other Ministers of the Government, the Archbishop of Canterbury, Queen Elizabeth, the Duke of Edinburgh and Prince Charles)
- 3) The Foreign and Commonwealth Office (a department of the United Kingdom responsible for promoting the country's interests abroad).
- 4) Elizabeth II Queen of England.

5) Prince Philip of Edinburgh. After being informed by the British Establishment that there would have been an attack on Diana, he gave order to David Spedding to retrieve the Princess and bring her from Paris to London safe and sound.

6) Sir David Spedding Rolland (1943-2001), Head of MI6 Secret Service - The British Secret Intelligence Service (MI6) from 1994 to 1999. At the orders of Prince Philip of Edinburgh, he would have had to kidnap (retrieve) Diana and bring her back to London safe and sound.

7) Jean-Pierre Chev nement, the French Interior Minister. He helped his friend David Spedding in the mission to save Diana. By Spedding's order, he misled the first French judicial inquest.

8) Simone Simmons. A psychic. False friend of the princess. She sold false information to many reporters seriously putting Diana in danger. Simmons is the one who invented the existence of a list of names (regarding investors of illegal weapons and land mines) that Diana had allegedly revealed to reporters.

9) Rosamond Mary Monckton (Rose). False friend of the princess. In reality she worked for MI6. She reported several false information to her superiors seriously putting Diana in danger.

10) Sarah Margaret Ferguson, Duchess of York. Ex-wife of Andrew, second son of Queen Elizabeth and Philip, and former sister in law of Diana and Charles. She has spread many rumours and intimate details about Diana to reporters.

11) The International-Instigators (it is a ruling class made of powerful people, including some ministers of the British government, especially from the Conservative Party whose leader has always been Margaret Thatcher). Among these is the Leader of the Instigators of the attack to Diana.

12) The powerful associates of the Leader of the International-Instigators (politicians, billionaires and powerful businessmen from many nations). Under their Leader's advice they allegedly invested and made their governments invest on illegal weapons, including land-mines.

13) The Leader of the International-Instigators (a very influential English person, a Minister). He accomplished his unfounded motive (based only on rumours). Together with his powerful associates, he ordered the killer-Perpetrators to stop Diana.

14) The Mercenaries of the international death squadron (the killer-Perpetrators). Among these there is the person who tampered with the brakes of the crashed Mercedes.

15) The Executive Body (the Secret Services and Intelligence agencies including the CIA, the NSA and Britain's MI5 and MI6). After the accident, they have worked together with Jean-Pierre Chev nement, to make sure the involvement of the International-Instigators and their Leader in the attack against Diana would remain hidden.

16) Police Informers or Spies, these are civilians, informal assistants, not necessarily Police officers or Law Enforcement Agency agents. They are specifically prone to justice. Article 203 of the Code of Criminal Procedure does not legally define the role of the informer, but it protects its safety by giving it secrecy, legitimately placed by the agent or officer of the investigative police and services staff.

Any information can be used as part of the trial during judicial proceedings, in which nothing should be withheld to get to the truth, and so to pursue justice, provided that the identity will remain anonymous. Article 203 of the Code of Criminal Procedure allows the identity of the source not to be revealed to the Magistrate. Information given is only a starting point for an investigation. Investigative findings must correspond to all the information provided, and only those will count as evidence.

17) Professor Bruno Riou, Dr. Moncef Dahman and professor Alain Pavie (from the hospital Piti -Salp tri re in Paris) stated to have performed a surgery on Diana's body, attempting to save her. In reality that was a lie. At 02:08 when the Princess was delivered to the E.R. of the hospital, Diana had already deceased for more than 8 minutes.

18) Professor Dominique Lecomte (the manager of the morgue and Institute of Legal Medicine of Paris). She embalmed Diana's body about 15 minutes after the Princess was taken to the hospital.

19) Dr. Arnaud De Rossi and Dr. Jean-Marc Martino (the two doctors in the ambulance SAMU n° 75, who provided first aid to Diana). Instead of leaving for the hospital right away, they waited about 90 minutes inside the Alma tunnel, with Diana on board.



## TV-RADIO REPORTERS: THE NIGHT OF THE ALMA

THE PITIE-SALPETRIERE PARIS It is a hot and muggy night, the very first hours of a lazy Sunday in Paris, late August, when the phone rings. Princess Diana is wounded, Dodi Al-Fayed is dead, a car accident in Paris, an attack...The first news coming from ANSA (National Associated Press Agency) are confusing.

While speeding towards the Alma tunnel, hoping to see something about the happenings, Diana is already on the operating room table of the hospital La Pitié-Salpêtrière, where the surgeons are attempting in vain C.P.R. Paris is empty, during the rush towards the Alma not a single person is seen, but along the Seine, from afar, you can see the flashing lights of the ambulances, police and firemen. At the entrance and exit of the tunnel, behind the police barriers, you can see metal debris of the Mercedes crumpled up around the pillar. The bodies are gone, but a lot of paparazzi looking for the perfect shot are still around. People giving out sketched testimony, most of it invented or transformed by word of mouth. The Princess is dead, the car exploded, Diana's body was not found...

ANSA ROME... Many confirm that the blood test done on the driver's body was tampered with, others say that killers allegedly put an explosive device inside the engine of the Mercedes, some others state a poisonous substance was placed inside the airbag of the steering wheel and that the brakes were sabotaged. Many and too many say a lot of things that build a lot of controversial senseless rumours. Fact is that the car, chased by the many photographers in cars and on motorcycles, supposedly crashed against a pillar made of reinforced concrete, driving at a crazy speed, around 150 km/h.

Dodi and the driver die immediately. The bodyguard, Trevor Rees-Jones, is gravely injured. Lady Diana has several broken bones, cuts and an extremely serious internal injury given a tear of the pulmonary vein, which causes a strong internal haemorrhage. Apparently Diana was rescued and carried by an ambulance, then it was given C.P.R. many times, until she was brought into the operation room for a surgery that lasted several hours.

Diana Spencer is declared deceased at 04:05 am of 31 August, 1997. First morning dispatches from press agencies reveal: Diana is dead. It seems that Charles, upon receiving the news, screamed with his eyes shut, losing his voice in his breath, unable to hold back the terrible pain he felt.

In those days there also was an altercation within court, between Charles and Lady Diana's sons, sided against the Queen, to permit the flag to fly at half-mast at Buckingham Palace. In fact, the Queen believed Diana was not worthy of such recognition.

«Diana is not a member of the Royal family anymore» is what Elizabeth said to young forty-eight years old Tony Blair, newly installed Prime Minister of the United Kingdom at that time, but the Queen had to give in under the pressure of the British Government, and then she had to realize how much Princess Diana had entered the hearts of people.

The funeral was something indescribably moving. It is hard to forget the hundreds of thousands of people thronged along the route of the funeral procession in London; flowers, cards, poems, teddy bears; the slow solemn steps of the young princes, who became suddenly motherless, forced to keep their great pain inside, as ordered by the internal protocol of court; the tears shed by hundreds of millions of viewers and the condolences coming from every remote side of the world.

AFP PARIS... None who stands at the Alma CAN know with certainty what has happened, nobody saw Frederic Maillez, the doctor who was at the place of the accident by chance, that gave first aid to Diana and that called the ambulance. But questions start to be asked, interrogatives which

remained largely unanswered: Why did it take so long for the first ambulance to arrive and then to leave for the hospital? (later it was calculated it took beyond 43 minutes).

Why wasn't Diana brought to the near military hospital of Val de Grace, where there is the best emergency equip always ready, among other things, to assist politicians and V.I.P.? Questions bounce around, the crowd of onlookers increases, many are crying on that flyover overlooked by the monument of the torch, which sadly will become the memorial of Diana Spencer.

A common exercise done by all journalists arrived outside the Alma tunnel that night was to count the pillars: one, two, three, up to the 13rd, the fatal pillar who killed Diana, which remained for years with that corner scraped by the terrible crash, the one that later became a place of pilgrimage. A sign of respect which began that night, while two surgeons named Bruno Riou and Philippe Pavie, defeated and resigned, were closing up the slaughtered chest of Princess Diana, flooded by the blood from the pulmonary vein.

CNN... Journalists decide to move to Pitié-Salpêtrière, the big public hospital situated on the bank of the Seine. Right there, in front of a white door, people live the dawn waiting for official news. Doctors come out for a succinct announcement: «Severe haemorrhagic shock», «heart massage, external then internal, for two hours», «deceased at four in the morning». Nobody there will forget those words, the death announcement of the most loved Princess, mother of the future king of England.

There is a great mystery, in part even today, around the end of Diana Spencer and Dodi Al-Fayed. During those hours however, none could accept the tragedy. And when in the late afternoon Prince Charles, landed at the military airport of Villacoublay, reaches the Parisian hospital to say goodbye forever to the woman he married and who will never be queen, people become the protagonist. At Pitié patients, doctors and many curious onlookers burst into an endless chorus: «Assassins, assassins». Charles, his face darkened, does not bat an eyelid.

THE NEW YORK TIMES... From the hospital (where one after the other many celebrities paraded, Jacques Chirac first of all) to the British Embassy, many journalists commuted those days, trying to grasp a detail, a witness, a curiosity. Always, however, passing by the Alma bridge, still closed!?

No, already reopened to traffic from 05:00 am, and, above all, avoiding Place Vendôme, where TV-reporters from all over the world lined up to speak in front of their camera with the Hotel Ritz in the background, place where Diana and Dodi, besieged, left their suite, to never return.

LE MONDE PARIS... But how could that have happen? Was it an accident? Did they kill her? But who and why!? For ordinary people everyone is a murder suspect, the Royal House above all. At that time no one was aware of the fact that in the days, months and years following, the cause of death of the Princess would continue to remain an unsolvable mystery, and that perhaps only future generations will be able to solve it, re-reading the history of our times.

The princess's body is buried on a tiny island in the middle of an oval pond that embellishes her childhood home at Althorp Park, about 130 kilometres north-west of London.

REUTER LONDON... So, these were the last minutes of the last day of a short life, the 31 August 1997. After a couple of days spent in Sardinia on the Emerald Coast, those private moments were widely documented and explained by the numerous paparazzi, which became more and more bulky around Diana during her last ride. That Saturday night of August, after eating dinner at Ritz, Diana's crew studied a plan of escape trying to avoid being chased by photographers. At 12:15 am four people got on the Mercedes.

In the driving seat there was Henri Paul, on his side the other bodyguard of Dodi, Trevor Rees-Jones, the only one who, as they say, fastened his seat-belt and got out of the terrible car crash alive. Dodi was sitting behind the driver and Diana was on his right side.

An official at Ritz supposedly stated that the driver was clearly excited and drunk; others, including the only survivor of the crash, said he was completely sober; later blood test confirmed the alcohol level in his blood was three times higher than the allowed limit.

## CHAPTER 1

# THE LAST DAYS OF DIANA'S LIFE

We have highlighted the way how many newspapers and illustrated news magazines report a specific event using different times, often contrasting with each other. With great care and precision, we have tried to check, calculate and establish the exact time line of each date and the definite time of each single event.

It's Saturday afternoon of August 30, 1997, sitting in the open-air on the deck of the yacht Jonikal, after eating a rich English breakfast under the Italian morning sun, Diana, as usual, phone calls her sons and her Public Relations agents, warning them about her next stop in Paris.

After that, around midday, the couple Dodi-Diana approaches the nearby island of Sardinia, where, waiting for them, a white Mercedes will drive them from the port to the airport of Olbia. It's 1:50 pm and the couple is about to leave the airport of Olbia on board of Dodi's father, Mohamed Al-Fayed, private jet. The powerful plane is a Gulfstream 4 and carries the colours of Harrods, their destination is Paris, airport of Le Bourget.

After the flight attendants, Princess D. is the first to enter the plane, Dodi will get on right after and then their two bodyguards Trevor Rees-Jones and Kez Wingfield, the pilots will be last. All the passengers are now on board of the airplane, after 90 minutes of flight, the jet will land at Le Bourget in Paris. There, to welcome them, they will find Henri Paul, Deputy Chief of Al-Fayed's security, and another body-guard: Philippe Dourneau. Later, Wingfield will drive an armoured Mercedes limousine with darkened windows, while Dourneau (Dodi's habitual driver) will follow on a Range Rover provided with first aid material, to transport the luggage.

### THE LAST HOURS OF A PRINCESS

The countdown to the last 12 hours, before the end of the Princess of smile has already begun. While Dodi and Diana were flying towards the airport of Paris, Dodi received a phone call by Hotel Ritz body-guards concerning the presence of some members of the French Authorities, awaiting for them at the airport of Paris, which were willing to offer the couple an official escort.

According to bystanders, Dodi persuaded Diana to reject the protection offered by the national police agents, the SPHP, to rely on Al-Fayed's (his father) Security guards. (SPHP: Service de protection des hautes personnalités) (VIP PS: Important Person Protection Service Protection, although the President of the French Republic is protected by both the Gendarmerie & the National Police).

French National Gendarmerie (Gendarmerie nationale) is a police force with military status under the control of the French Ministry of Defence during military operations, while during normal police operations it responds to the Ministry of the Interior.

The issue of Criminal Magazine of Saturday, July 5, 2008 says: Diana's protection, as we have seen, was assigned to Al-Fayed's body guards and not to Paris police VIP SPHP. SPHP offered their escort many times, but Dodi refused (www.1922lasegretissima.com).

1997-2007 Anniversary Edition, (The Great Heroes - N°5) LADY DIANA on page 31 says: The protection of Diana is therefore assigned to Al-Fayed's body guards and not to SPHP, the service that Paris police reserves to the most important personalities, which Dodi mistrusts.

In the book Lady died by Francis Gillery, L' Ippocampo publishing, on page 302 it is written: "The French authorities, even if they have rigidly denied it, were aware of the arrival of Harrods owner's Gulfstream IV at Bourget on August 30, 1997, with Diana on board". The presence of a car and motorcyclists of the national police at the landing of Princess Diana's airplane is attested by the photos of the few paparazzi present there".

Regarding the presence of Diana in Paris, according to the official protocol and to the orders previously received from the Royal Family and the British government: "During a 'private vacation' the divorced Princess of Wales was not required, and in that circumstance nor even dutiful, to ask permission or to notify of her arrival the French authorities or the British Embassy based in Paris".

It should be noted what some paparazzi who were at the airport that afternoon (two of these are Fabrice Chassery and James Andanson) have referred and photographed: «At about 3:20 pm of that Saturday, August 30, 1997, on the runway of Paris airport there were also some limousines and several motorcycles of the French police (the SPHP). Furthermore there was also the Central Body of the Paris police, the British Embassy, the French authorities and other authorities for the precautionary protection in favour of the diplomatic corps».

After the accident, some members of the French authorities asserted to reporters that: «They never knew that the Princess was in Paris that Saturday». Although, even if some representatives of said authorities have denied it resolutely, the pictures taken on location by paparazzi (seized by the police and therefore never published) and the testimonies of at least three body guards at Ritz (Trevor Rees-Jones, Kez Wingfield e Philippe Dourneau) should be more than clear evidence of their presence at the Paris airport Le Bourget.

This would demonstrate that some of the diplomatic authorities allegedly lied since they were very well aware of the arrival of Ritz owner's Gulfstream 4, carrying Diana. One of the main key parts needed to know about the secret of Lady Diana's death, could be just within the lines above mentioned.

Another important element to discover a subsequent fragment of the truth, still mysterious, may lie in knowing: On behalf of who those influential members were speaking when they declared the sentence, «French authorities have asserted that they never knew that on Saturday, August 30, 1997 Princess Diana was in Paris». According to the media, among those that heard or declared the above stated phrase there were:

- 1) the British Ambassador in Paris: Sir Michael Jay;
- 2) the French Interior Minister: Jean-Pierre Chevènement;
- 3) the Commissioner and Chief of Paris Police: Philippe Massoni.

As we will see below, these are the first three characters that would have had to worry about the reason why the ambulance, which was carrying Diana after the accident, was delayed for too long under the Alma tunnel, instead of urgently leaving for the closest hospital near the place of the crash. It is also important to consider that Philippe Massoni and Jean-Pierre Chevènement were among the five co-responsible of the first Criminal Investigation, the French one (the Enquête criminelle).

## COUNTDOWN

FROM THIS MOMENT ON, PRINCESS DIANA'S LAST DAYS BEGIN

1981 February 24: Charles Windsor and Diana Spencer get engaged.

1981 July 29: Charles and Diana get married.

1982: To her surprise, Diana realizes that her marriage is formed by three people. Charles is the perpetual lover of Camilla Parker Bowles. Despite much effort (seductions and suffering) Diana cannot separate them.

1984: In the year of the birth of Prince Harry, George Smith (one of the Palace wait-staff), claims to have surprised his colleague Michael Fawcett having a homosexual intercourse with Prince Charles Windsor. Smith reports the following to Diana: «Fawcett and Charles are lovers». This scandal, by the way, was mentioned by the newspaper "Mail on Sunday", in December 2002.

1992 December 9: Charles and Diana are officially separated.

1994 June 29: Prince Charles, through the TV channels of BBC, admits that he had committed adultery with Camilla Parker Bowles.

1995 September: Diana meets her new lover: it is the Pakistani heart surgeon Hasnat Khan.

1995 November 20: Diana is interviewed on TV. She talks about her uneasy relationship with the Royal House and her troubled marriage with Charles.

1995 December 14: Diana reveals the news that her husband Charles got their sons' nanny pregnant. Later he paid her to have her get an abortion.

1996 August 28: Charles and Diana are officially divorced.

1996 December: Many tabloids announce the beginning of an alleged love story between Lady Diana and Dodi Al-Fayed.

1997 Spring: End of the loving relationship between Hasnat Khan and Diana.

1997 July 11: Diana and both sons, William and Harry, are guests of the billionaire Mohamed Al-Fayed and spend their holidays in Saint-Tropez, in the Castle Saint-Th  r  se. This is a vast estate of the Egyptian magnate.

1997 End of July: The two princes William and Harry return to England, at Highgrove, in the custody of their father Charles. Diana leaves for the holidays with her friend Rosa Monckton.

LADY DIANA'S LIFE IS ABOUT TO END

Let's get into the atmosphere of the last existential and tragic summer vacation to examine the final weeks of the couple Diana and Dodi, during their first and last cruise around the northern coasts of the Mediterranean Sea. Guy Croussy, a writer, British crown specialist and author of the book *Les Chagrins du Prince Charles*, had a press service which he used to inform many journalists about all movements done by the new couple.

Croussy information included precisely the times of arrival and departure in all the ports where they would have arrived with the *Jonika* yacht, in the Mediterranean, these are: Saint-Tropez, Saint-Jean Cap Ferrat, Sardinia, Portofino, Cinque Terre, Elba island and others. Furthermore, the information stated: Thursday afternoon, August 28 in Paris, stop at Ritz Hotel, visit to Villa Windsor in the Paris suburb of Bois de Boulogne. Saturday morning August 30 in London.

The following Monday, September 1, together with her former husband Charles, Diana would have taken her son William to the reopening of Eton College, the famous English private school situated in Eton, Berkshire. This is an elitist school founded in 1440 by Henry VI (Stuart) King of England and baptised: «King's College of Our Lady of Eton Beside Windsor».

August 1997 from the 5 to the 20: Diana leaves Saint-Tropez for a charity journey in Bosnia, at «Landmine Survivors Network». Together with her there is Lord Deedes (former manager of «The Daily Telegraph»).

1997 August 10: *Sunday Mirror* publishes the famous picture of the *KISS* between Diana and Dodi. According to public opinion, this first and only photo should reveal the existing romantic relationship between the couple. This scandalous picture is also the first snapshot showing the Princess in the arms of another man after the marriage with Charles.

From this moment, mass media around the world, promote the feeling that the Princess could be pregnant of a Muslim child, of which Dodi could be the father.

1997 Thursday, August 21: After a visit in the Greek islands, Diana leaves for a quick visit to London, to her apartment in Kensington Palace. She returns to Saint-Tropez the same day.

1997 Sunday, August 24: As written by tabloids: *In Montecarlo* (district of the Principality of Monaco), Dodi invites Diana to the prestigious jewellery of Italian Alberto Repossi in Monaco, and offers the Princess a fabulous ring, called *Dis-moi oui*. Diana is nonchalant of that gift, but it is not her finger size, Repossi promises to fix it. The ring will be ready for pick up at the store in Paris, *Place Vendôme*, the following week.

Dodi and Diana are now on board of the yacht *Jonikal* (owned by Dodi's father, Mohamed Al-Fayed), they set sail leaving the port of Monaco on the French *Côte d'Azur*, heading to Portofino on the Italian Riviera Ligure. As usual, Diana carries four mobile phones.

1997 Monday, August 25: Chased by numerous paparazzi on a motor boat, Diana and Dodi leave Portofino and head towards the south of the Riviera Ligure. They cross the sea in front of Chiavari and Sestri Levante, in direction of Cinque Terre, then they drop anchor at Porto Venere, just before La Spezia.

1997 Tuesday, August 26: Diana and Dodi spend an entire day on the Tuscany Coast. They pass the archipelago along Capraia Island, and moor the yacht *Jonikal* at Elba Island.

1997 Wednesday, August 27: Diana and Dodi leave Elba and head to the coast of Sardinia.

1997 Thursday, August 28: Dodi and Diana, still aboard of the magnificent yacht *Jonikal*, are now in Costa Smeralda in Sardinia, near Olbia. According to the established itinerary, the couple should have left that afternoon for Paris.

1997 Friday, August 29: It is the penultimate day of the Mediterranean cruise on Al-Fayed's yacht. Diana has often called her sons. In a telephone call made to her faithful butler Paul Burrell, Diana asks for advice: *«How should I respond if Dodi gives me an engagement ring? My desire to get married is like the desire of having a pimple in the face!»*. The butler suggests: *«You must accept it graciously and with kindness and then you could put it on the ring-finger of your right hand»*. At this point it is believed that Dodi already mentioned to Diana that it is his desire to make a brief stopover in Paris before returning to London.

Diana promised Harry and William, that on Saturday, August 30 she would have returned home. On the phone William even scolded her and told her about his distress, because he did not want his mother in a relationship with Dodi. Apparently the fifteen year old William had been informed that the Al-Fayed family had a dishonest reputation. It seems that Dodi tried to persuade Diana anyway into accepting his next invitation, explaining that his father Mohamed had bought the large yacht, *Jonikal*, just to let her spend a dream holiday. In his belief, Dodi supposedly asked her this favour.

At this point, even if Diana was unwilling to follow him, she felt obligated to accept the request of her *partner*. But it seems that, in reality, Dodi was expected in Paris for personal reasons. During that summer of 1997, entire groups of journalists and paparazzi were travelling day and night with their vehicles, motor homes, boats and helicopters following the footsteps of Princess Diana.

Their reports and photographs were sent in real time to the Press Agencies and newspapers from all around the world. A simple picture or an insignificant news about Diana was worth a big amount of money. In the week before the arrival of the Princess in Paris, every newspaper, radio and TV in the world had announced and illustrated with photographs every single movement of Diana, daily.

1997 Saturday, August 30, 1:50 pm: Diana and Dodi are still on board of the yacht *Jonikal*, in Costa Smeralda, Sardinia, around Olbia. Outdoor, under the warm morning sun, they are sitting on

the deck below, enjoying a rich breakfast. Around midday, they head towards the port of the nearby Sardinia island on a motorboat.

They get on a white Mercedes that will take them to the airport Olbia-Costa Smeralda. Later they leave the airport and set off towards Paris with a private airplane owned by Mohamed Al-Fayed, a Gulfstream 4. The modern Jet bears the colours of Harrods. Regarding her arrival in Paris, according to the protocol and the orders received from the Royal House and the British Government, Diana is not obliged to notify any of the authorities Italian, French, English or British Embassy in the city.

1997 Saturday, August 30, 3:20 pm: (Starting from this very moment, for Princess of Wales, Lady Diana Spencer the final countdown begins).

The plane with Diana, Dodi, Trevor Rees-Jones and Kez Wingfield on board, lands to the airport Le Bourget of Paris. They are welcomed by Al-Fayed's Ritz Hotel deputy chief of the security: Henry Paul and Dodi's body guard: Philippe Dourneau.

Besides many paparazzi and secret services agents, on the runway there also were a car and some motorcycles of the national French police. The pictures taken by paparazzi that were present at Diana's arrival at Le Bourget, confirm the presence of the French national police, while they were waiting for the Harrods Jet to land. Dodi convinced Diana to refuse the protection offered by the agents of the police of Paris, SPHP. So the couple preferred relying their safety on their own guards, which were part of the Ritz Hotel security.

1997 Saturday August 30, around 3:50 pm: Dodi and Diana, together with two more bodyguards, get on a Mercedes Benz, limousine, armoured, black, series 600, type Sedan, 12-cylinder, 280-S model with darkened windows, license plate: 405 jvj75 (not the Mercedes of the accident).

Philippe Dourneau is driving, besides him there is Trevor Rees-Jones. The other two agents follow them on a green Range Rover, which is also used to carry the luggage and first aid supplies.

Being spied on and stalked by a small yet annoying group of paparazzi, Dodi decides to speed up the ride and not to stop at Ritz, but to proceed directly to Villa Windsor, property of Al-Fayed. Luggage is brought to Dodi's apartment in Rue Arsène-Houssaye, which is right before the Arch of Triumph, next to Avenue des Champs-Élysées. The intention of the couple is to spend the night in this apartment.

1997 Saturday, August 30, 4:10 pm: The two arrive to one of the residence of the incredibly rich Mohamed Al-Fayed, Villa Windsor. This villa is situated in Bois de Boulogne, a green space of nineteenth century inspiration, located in the heart of Paris, in the south-western area of the city. The lush and luxurious mansion consists of 14 sumptuous nineteenth century rooms.

The whole property is surrounded by a spacious green park, covered by many trees. It is a former mansion that belonged to the Duke and Duchess of Windsor, who moved there in exile in 1953 after being banned from the Royals and the British Government. Diana and Dodi come into this romantic and elegant estate of Al-Fayed and make a brief stop of about ten minutes, then, still accompanied by the increasingly numerous and unpredictable paparazzi, they leave.

1997 Saturday, August 30, 4:35 pm: The couple arrive at Ritz Hotel in Paris. The 31 CCTV working cameras, the 43 present inside and outside of the Ritz, recorded everything in sequence.

At 4:38 pm Diana walks in front of the columns of the foyer of the Ritz to reach the lift, she is wearing a beige suit with pants. While Dodi turns around to show her the road, Diana's pink silky face opens in a spontaneous smile. Diana calmly crosses the lobby, while Dodi grabs her arm. From inside Ritz lift cabin, it is possible to admire one of the last radiant smiles of Lady Diana with her cheerful look, satisfied and cheeky.

From this moment on, the smile Princess will never appear so calm and happy on photo or camera again. The lift will take the couple to the Presidential chamber, located on the first floor of the luxury hotel. Diana's imperial suite bears the number 102 and it is exposed to the charming

Place Vendôme (This suite is one of the largest in the Hotel, in 1997 was given to customers for \$ 6,000 a night).

Emad El-Din Mohamed Abdel Moneim Al-Fayed, also known as Dodi, son of the multimillionaire Mohamed Al-Fayed, supposedly promised Diana that in Paris she would have enjoyed the happiness of a festive ceremony, accompanying the gift of one of the rarest and most famous ring in the world: «Dis Moi Oui». This gift (among many already given by Dodi) would have been for Diana a last, but joyful event at the end of their Mediterranean cruise.

In Contrast to all this, a sense of irritation will soon replace the attractive charm of Lady Diana. The reason for this spontaneous but obligatory sadness, concerns what will happen after 17:40, in particular after the couple will reach the ground floor at Ritz, and approach a group of business friends of Dodi.

1997 Saturday, August 30, 5:06 pm: Dodi comes down the stairs and together with his bodyguard, Trevor Rees-Jones, exits from the main entrance and heads towards the Italian jeweller Alberto Repossi, whose sumptuous jewellery is situated on Place Vendôme, a few meters from the Ritz (the cameras of the jewellery store recorded everything, although later, after the accident, Trevor Rees-Jones will deny to have been in there on that day). A month earlier, in early August, while being in Montecarlo in a subsidiary of Repossi jewellery store, managed by Alberto's brother, by recommendation of Dodi's father, the couple had chosen a precious rare and very special ring.

The engagement ring chosen was part of a romantically evocative collection, its name was Dis Moi Oui, that means «Tell me Yes». «We just need to wrap it well...» Mrs. Angela, wife of Alberto, told Dodi «it will take a couple of minutes». After Alberto Repossi grouped up other precious and beautiful jewellery and after recommending to Dodi to show them to Diana, Dodi said that the «engagement» ring was going to get withdrawn by his subordinate, he took a handful of the jewels and together with Trevor left the store quickly.

1997 Saturday, August 30, around 5:30 pm: Claude Roulet, Director of Hotel Ritz, ordered by Dodi, enters the Repossi jewellery, Mrs. Angela Repossi still had the famous «engagement» ring on the finger of her left hand, she took it off and finished the packaging. Then, together with the famous ring for Diana, Roulet also receives other precious jewels selected by Alberto Repossi to show Dodi and Diana, and after that he gets back to the Ritz.

1997 Saturday, August 30, around 5:40 pm: From what has been reported by the Ritz staff, we concluded that: «Dodi and Diana are sitting on a luxurious sofa in one of the lounges on the ground floor of the Ritz. They are having a drink, but they are not alone. Gradually they are surrounded by people who show a lot of confidence towards Dodi. Diana is surrounded by some gallant and smiling men, they speak little English and more French language, but not all of them are French, there are also some women.

Diana stays close to Dodi. It seems that some people of the group around the couple are trying to express their desire to spend the evening with Dodi and Diana, but in a place quieter than the Ritz, away from prying eyes. Even if apparently the true reason referred to business and trade negotiations between Dodi and these «gentlemen», Diana feels their interest might not be only related to work, orders and deliveries of goods. Suddenly Diana becomes reticent, she continuously interrupts the conversation, implying what is not said.

Diana realizes that Dodi had persuaded her and deceived her, mainly in order to be present at that his appointment with other people. Diana also noticed that these alleged «businessmen» were quite persistent with their decisions, they did not give any choice to Dodi and nor even to her, ignoring her royal rank and her notoriety. Despite the rudeness of the group surrounding her, Diana is persuaded, and the meeting place for the so-called business was established for a little later at the Chez Benoît Restaurant, a bistro on the Rue Saint Martin near the Centre Pompidou and the Hotel de Ville.

1997 Saturday, August 30, 7:00 pm: (From now on the countdown for the couple begins, which in the case of Diana's life will stop completely at 2:00 am). Diana and Dodi leave the Ritz from the main entrance, the bodyguards think the objective is to go dining, even though they are not sure about it and they are unaware of the location anyway.

Outside of Ritz, after being overshadowed by a shouting and jostling crowd of autograph seekers and by many onlookers equipped with cameras and video-cameras, as well as the usual paparazzi army, the couple finally manages to get on their Mercedes (not the same Mercedes of the accident, but the one which was used to drive from the airport and throughout that afternoon). Trevor Rees-Jones is driving and next to him there is another agent. A second security vehicle, a Range Rover, is following them, in its driving seat there is bodyguard Kez Wingfield and by his side another agent.

At that moment the four security officers in the two cars have no idea where Dodi wishes to go, and this concerns them and jeopardizes Lady Diana's personal security. Anyway, Dodi's main intention is to take Diana to his private apartment in Rue Arsène-Houssaye, which is situated right before the Triumph Arch, to change his clothes, and later go to dinner with Diana at Chez Benoît Restaurant.

The pressure of the many paparazzi surrounding and constantly chasing the Mercedes with the intention of photographing Diana, plus the traffic jam on Avenue des Champs-Élysées, which stops them continuously, make all passengers very nervous. From this moment on, for Diana and Dodi both, the numerous and cumbersome presence of paparazzi is not welcome anymore.

During that Saturday, August 30, 1997, local radio and TV stations in Paris have broadcast images of the Princess' recent arrival in the capital all day long. All newspapers of Paris, especially the breaking news of Saturday afternoon, reported with capital letters that Diana was in Paris. The Princess was on everyone's lips.

That afternoon, the entire road traffic on Avenue des Champs-Élysées was jammed by an enormous crowd of onlookers. Several radio stations, television channels and a multitude of photographers and paparazzi were constantly busy taking pictures of the Princess while she was in the Mercedes with her companion Dodi Al-Fayed.

1997 Saturday, 30 August 7:10 pm: The deputy head of security Henri Paul, disappears from 7:00 pm to 10:00 pm for a break. Perhaps he has simply gone to dinner? ##Apart from this book, no other media will ever precisely clarify, where Henri Paul went and what he did## in those three hours.

On the front pages of almost all newspapers and several radio and TV programs, and on the French local newscast, regional and national, it is announced: «Today Princess Diana is in Paris, staying at the Grand Hotel Ritz». As a consequence Place Vendôme is packed with hundreds of people that have joined the paparazzi army. Even at the rear entrance of Ritz, on Rue Cambon, there are paparazzi lurking.

1997 Saturday, August 30, around 7:35 pm: Upon the couple's arrival on Rue Arsène-Houssaye, a further experience awaits them. A mob of onlookers and paparazzi are waiting for them right outside the door of Dodi's apartment. The Mercedes carrying Diana tries to get closer to the main entrance. Apart from the same security agents who travelled with Dodi and Diana, there seems not to be other security men waiting for them, to assist them or to find them a way through the crowd, or a corridor to the entrance.

After parking the vehicle, Trevor Rees-Jones opens the rear door of the Mercedes, Diana gets out, and she has just the time to touch the ground and get up on her own feet, then she is immediately pressed between the mass of people, which touches her and pushes her from every direction.

Suddenly, a photographer emerges out of the agitated mob pushing his way through it, he audaciously rushes towards Diana and Dodi to take pictures of the couple. Some witnesses will later

say that it was the paparazzi Romuald Rat, a 25 year old of a bulky and strong build. The two finally manage to enter Dodi's apartment, where they will stay until 9:35 pm.

1997 Saturday, August 30, 9:35 pm: For the couple it is time to dine at Chez Benoît Restaurant, as previously established by the appointment taken that same afternoon at Ritz. They exit the apartment on Rue Arsène-Houssaye and take sit in that same Mercedes that picked them up from the Bourget airport earlier that day. Dodi tells his driver Trevor Rees-Jones, and another bodyguard sitting next to him, to leave in a hurry, but he does not reveal them accurately where he would like to be taken, even the bodyguard Kez Wingfield and the other security agent accompanying them on a second vehicle are aware of it.

The Mercedes dives into the crowd anyway, around Diana's vehicle, again, there is a buzz of pedestrians, cars, motorcycles and scooters chasing them, honking and constantly approaching the car, slamming their hands on the body and on the glasses, taking pictures, shouting the name of Diana and whatnot. Also along the edges of the secondary roads there are groups of people observing this long and noisy parade.

All of a sudden Dodi tells Trevor to go on Avenue des Champs-Élysées. Over here the congestion is even bigger, the Mercedes is surrounded by many curious and it is barely able to move forward. However, Dodi calls the Ritz and orders his utmost faithful employee: Claude Roulet, manager of Hotel Ritz, to notify the Chez Benoît so that they can arrange a welcome with all the honours, fit for the Princess of Wales. Dodi also asks the manager Roulet to call Henry Paul and to reach him immediately.

After ending the call, Dodi refers Trevor to go to Chez Benoît Restaurant, the bistro on Rue Saint Martin. Shortly after, while the Mercedes is still going, with all the traffic problems caused by the screaming crowd around the vehicle, Dodi, taken by surprise by an angry panic attack, seems to want to suddenly change his mind. The situation is completely out of control.

The mob overcrowding the street scream and clap their hands on the roof and the windows of the Mercedes. The car is constantly blocked by pedestrians, by other cars, by onlookers and by paparazzi. Despite the many reversals driving, the Mercedes does not get anywhere.

The chasing by paparazzi with their cars and motorbikes is becoming more and more obstinate and unbearable; therefore, at some point, considering the continuous insistence and strong complaint of Diana, Dodi decides to cancel everything and to go back to the Ritz. The appointment falls through, they will have dinner at Espadon, the luxurious restaurant inside the Ritz.

1997 Saturday, August 30, around 9:45 pm: Some journalists have confirmed the following: «François Tendil, the man in charge of the evening and night security at the Ritz, contacted Henri Paul, who was off duty that night, and asked him to return immediately to the Ritz to join the team of security agents. The reason: Because of the multitude and the aggressiveness of paparazzi and onlookers that hinder every move of the couple, the four bodyguards have difficulty in protecting Princess Diana».

1997 Saturday, August 30, 9:50 pm: In the meantime Diana and Dodi approach the main entrance of Ritz with their car. And even there, the entrance is packed with paparazzi and people who want to touch Diana.

Besides the doorman (piccol<sup>2</sup>) and François Tendil, the guy in charge of the night security, there is no other agent to welcome and protect the couple escaping from the assault of the crowd. As soon as they get out of the Mercedes, two photographers appear and suddenly rush to Diana, physically sticking to her, annoying, pushing and bothering her, pestering her with their continuous flashes and filming. The situation is way out of control to be able to protect Diana's security, it is a total dangerous chaos. At this point, Dodi snaps in his anger rushing towards the two photographers, pushing them and making them get away from Diana; then, turning to François Tendil he shouts in French: «What are you doing? Not like this, this is shit!».

Then later, Dodi addresses to another bodyguard, Kez Wingfield, who was in the Range Rover driving behind the Mercedes, and, shouting, he scolds him publicly asking: «Why did you not go in front of my Mercedes to clear the passage and to free the way from other vehicles, from the crowds and the sticky paparazzi?»

In fact, Dodi reproaches him for not going ahead, on patrol at the crossroads to clear out the streets, so to identify and prepare the most appropriate areas or lanes that would have permitted the Mercedes to pass freely. «Between saying and doing...» Said Kez Wingfield «None of us agents knew where Dodi intended to go; he was constantly changing direction; we only had the Range Rover to support the Mercedes. There were no other security agents, we were too few».

It was obvious that young Kez Wingfield was very demoralized by the rebuke given by Dodi in front of everyone.

#### THE RETURN TO THE RITZ HOTEL

Watching the movie that has been broadcast all around the world, filmed by the hotel cameras as they were passing through the revolving door of the main entrance of Ritz, you can respectively glimpse: Dodi, then Diana and finally Trevor Rees-Jones. A sense of distress and irritation is clearly visible on Diana's face, she is annoyed by that Parisian afternoon that she did not even want. They have done all that just to get back to the starting point. Diana does not feel safe with the security service arranged by the young and rich Arabic emir.

Diana probably thought to herself that the protection service was nothing compared to the great safety she could have been provided with the numerous officers of the Parisian police. The Parisian police would have accompanied Diana everywhere and with everyone she would have desired, in the same way they would have acted with Heads of State and Diplomatic Corps.

Diana would have had squadron of armoured cars with several national security agents, policemen and army personnel; these would have initially blocked all intersections of the roads to be crossed with armoured cars, and they would have formed a wall of armed men and armoured vehicles to ensure maximum protection to Diana, both inside and outside of her accommodation. With the police by her side nobody, neither paparazzi nor onlookers would have dared to approach the Princess if she would not have explicitly required.

In reality, the Lady believed and hoped that the Fayeds could offer her enough protection beside wealth, and not only temporarily, but everlasting. The playboy Dodi Al-Fayed, instead, was a young and rich spendthrift, a half junkie with a chaotic temper who loved and practised frivolous and shameless nightlife; therefore he would have not been up to fulfil eventual or controversial tantrums of the Princess. Furthermore Dodi was surrounded by «so called friends» of the late night, dangerous people without any morality or compassion, rich spoiled people wickedly uncontrollable, every wishes of theirs was fulfilled by Dodi.

So Diana found herself in the middle of bad company, she was not even protected morally. Several members of the Ritz personnel stated: «Some of Dodi's alleged business friends were playful, ruthless and without conscience. It is also likely that Diana sensed that they wished to have sex with her, maybe with drugs involved, and that Dodi would have not had any chances nor power to deny and to protect her, so that it would not happen».

Diana was aware of the possible danger, she would have never approved of this sort of free lust and she would absolutely not allow it to happen. From this moment her only goal was to have dinner at the hotel and to go to sleep, fleeing to her luxury suite n° 102, to never get out from Ritz until the day after to leave for London.

Diana was sadly wrong, within two hours unimaginable and uncontrollable things would have happened, strange and ghostly events. The Lady will not even notice of falling into a deadly trap, everything will happen like in a horror demonic thriller bringing only cruelty, pain and violent death.

1997 Saturday, August 30, 9:53 pm: Diana and Dodi are about to enter in the spacious and elegant lobby of the Ritz. The space of the restaurant is packed full with people, there is not a single

table available. Even if Dodi is the owner's son and despite the fact that Diana is the most famous woman in the world, according to what the French maître and the Hotel Ritz Director, Franck Klein, aka Mohamed Al-Fayed's right arm in France, are thinking there is no choice: «If you are not happy to eat standing up or at the bar, you will have to find a different place to eat dinner» (it seemed that Dodi did not have much control in this his hotel). Luckily, a table for the pair was quickly arranged.

Diana goes to one of the many luxurious toilets to rearrange her hair and make up, then she sits on the comfortable chair of her table, in the middle of the bustling and noisy Espadon restaurant. With her eyes looking down, Diana tries to unwind in her own silence.

Between a peek and the other, among the curious customers there are also some children. Sat down right there all alone, Diana shows a terrific body appearance, tanned by the Italian sun, but also very tired and hiding an emotion revealed only by her blue eyes, wet with small tears, drops that are struggling to get out.

1997 Saturday, August 30, 10:00 pm: The Mercedes with darkened windows that was used to pick up the couple from the airport of Paris and to drive them around the capital in that crowded afternoon, is now parked in front of the main entrance of the Ritz.

1997 Saturday, August 30, 10:08 pm: In a video recorded by the surveillance camera of the main entrance, you can see Henri Paul (deputy chief of the security) while he was parking his Austin. He is back to work and enters the Ritz. After briefly joining his colleagues (security guards) located on the ground floor at the Vendôme bar of the Ritz, Paul reaches Dodi.

In fact, that day Henri Paul should have had a night off. According to our investigators, the reason for which Paul has returned to work is not just to give support to the team of bodyguards, in order to avoid the same pressure that evolved in the presence of the numerous paparazzi and onlookers that afternoon, but it is for the need to report Dodi a vital message regarding the Princess. The recordings from the cameras of the Hotel Ritz show Henri Paul very peaceful, sober and smiling. His steps, his moves and his appearance seem quite normal.

1997 Saturday, August 30, 10:10 pm: Dodi asks Diana what she would like to eat, however, after placing their order, it becomes noticeable that the eyes of the other customers are fixed upon the couple, and especially upon Diana. She feels embarrassed by those elusive glances of dark nature.

Suddenly Diana expresses Dodi the wish of wanting to retreat in her own room, to have a bit of privacy. Dinner will then be served in their own Imperial suite number 102 of the luxurious Ritz Hotel.

#### HENRI PAUL'S INFORMATION AND THE TELEPHONE CALLS THAT CAUSED CONCERN TO DODI

1997 Saturday, August 30, 10:20 pm: Henri Paul approaches Dodi in one of the rooms of suite 102 and, confidentially, reveals to him, face-to-face, a piece of news which will disrupt him. Being very formal, Paul refers Dodi to have been contacted by a character, or one of his representatives, however, this person is a very influential man that in this book we will sometimes call: «The French Puppet Master/Collaborator», his real name is Jean-Pierre Chevènement, and he was the Interior Minister at the time.

Paul's words are: «This afternoon you rejected our welcome and the presidential security vehicles prepared by French Authorities for the Princess of Wales. Furthermore, you have been repeatedly informed about the agreement set in the past between French Authorities and your father. Parisian Authorities have been disappointed and strongly affected by your denial. Although, even if they nourish a bit of resentment as well as displeasure, they have decided to give you another favourable chance».

Paul adds: «Chevènement's exact words were: «Therefore, in order to prevent something bad from happening to someone, we wisely advise you not to dare to come out from the Ritz Hotel with the Princess and to not use your vehicle with your security guards. If you wish to take Lady

Diana somewhere in Paris, you need to ask for our vehicles and our security agents at our Parisian Authorities. We will richly provide you all of our supportâ##.

1997 Saturday, August 30, 10:40 pm: It is the night of a beautiful and warm day in late summer, we are in a fairly quiet and deserted Paris. The Eiffel Tower entirely lit up rises above the Napoleonic city, and with its 324 meters of height it looks like a massive diamond. Restaurants, bars and bistros are open, shops and their windows spread the light.

There are few vehicles circulating on the roads and a low amount of pedestrians, many Parisians are out of town for the holidays. As opposed to that, outside the main entrance of the Ritz Grand Hotel, overlooking the elegant and vast Place Vendôme, there is a lot people and a bustle of cars, motorcycles, photojournalists, onlookers and many tourists armed with cameras and video-cameras. Everyone is hoping for the Princess to appear at the windowsill, to see her, admire and photograph her.

Dodi and Diana are dining on the first floor of the majestic Imperial Suite of the Ritz, one of the most attractive hotels in the world.

They are both unaware that this it will be the last night of their life, the final dinner of their existence. According to wire-tapping and bugs that were placed in their suite and based on reports from eyewitnesses (the staff of the Ritz), journalists have established what follows: «Between a word and the other with Diana, Dodi makes and receives several phone calls, even from his father».

During the first phone call that he receives, someone announces a first message to him. The minute in which Dodi is aware of this message, his attitude changes, he feels disturbed and very concerned. During the second phone calls he gets, someone is talking about an appointment for that same night. Dodi answers to his interlocutor with an uneasy tone: «Let's talk about it face to face in a quiet place».

Did the content of these phone calls have something to do with the message just received by Henry Paul? Did Dodi have to negotiate an important deal, planned for a long time? Or maybe he had to meet with the same people that were waiting for him at Chez Benoît Restaurant, the bistro on Rue Saint Martin, earlier that afternoon? As we shall see following, the topics of these calls are one of the main keys to the solution of the case on the death of Princess Diana Spencer.

#### WHERE DID THE COUPLE WANT TO GO AT MIDNIGHT?

In an attempt to answer this question and to give a sense to the rest of the events, many journalists-investigators stated and wrote the following, but incomplete, piece of news: «That Saturday night, at the beginning of the first hour of Sunday, August 31, 1997 the couple left the Ritz because Dodi, for work reasons (a big business), was expected at a specific location and they could get there on their own initiative, using a Hotel service car».

Surely the given address referred to the building of the Residence Passy Kennedy, in the XVI Arrondissement of Paris. This Palace, built in the '80s is located on Maison de la Radio, on the Avenue du Président-Kennedy, which extends from the Avenue de New-York along the Seine after the Place de l'Alma. This is also the home of a major consultation agency, which has big companies of the defence industry as clients, such as GIAT Industries, Matra and Thalès.

Other journalists, however, asserted that at 12:20 am the couple walked out of the back of the Ritz promising and making paparazzi believe that, upon request and need of Diana, they would head to Dodi's house first. Many have said that in reality things went simply like this: at 12:20 am the couple stepped out of the back of the Ritz, which is located on Rue Cambon, entered the Mercedes and set off towards the house of Dodi, who is in Rue Arsène-Houssaye near the Arc of Triumph.

They would have wanted to spend the entire night in Al-Fayed apartment and the day after Diana would have left for London. However, according to the investigations of our experts, excluding some details, there is little truth in which was stated above. Anyway, almost all journalists said that the path related to the dynamic of the accident involved the following: from Rue Cambon the Mercedes drove towards Champs Elysées. While Diana's vehicle stopped in front of the traffic light at Place de la Concorde, Dodi noticed an exaggerated fanaticism and a lot of disturbance by paparazzi pursuers

towards the Princess that was on board, and he ordered his driver to leave immediately despite the red light.

Driver Henri Paul, attempted to quickly cross the crowded Place de la Concorde to later turn right and drive towards Champs Elysees, but it was not possible due to the much traffic (others affirmed that the road was closed) so he chose the straight path ahead of him, the one along the Seine, a two-lanes road. For the Mercedes carrying Diana the malfunctioning brakes, the very high speed and the sudden hard braking under the tunnel were the fatal mix of ingredients which caused the onset of the most dramatic and fatal princely event of the twentieth century.

Where did Dodi and Diana want to go at midnight? The only real answer to this question lies within the following: After Henri Paul gave him the shocking news at 10:20 pm, Dodi began to receive phone calls. A first and a second time Dodi answered to his questioner saying: «We will talk about it later, in a quieter place». Immediately after, Dodi called his father Mohamed Al-Fayed in London.

Al-Fayed senior never wanted to reveal to reporters what his son told him and what was the content of the first telephone message received by Dodi at about 10:40 pm, however this is what he claimed to have told him: «You must absolutely not leave the Ritz, stay there tonight, do not go out... But he never listened».

It was obvious that during all these calls: «Dodi was very upset and barely managed to control his movements and his voice. He even tried to hide the subject of his phone conversations to Diana».

1997 Saturday, August 30, 10:45 pm: Some employees of the Ritz reported the following piece of news: «Shortly after Dodi's phone calls, Diana understood very well both the content of those phone messages and the news that Dodi received from Henri Paul at 10:20 pm. Consequently a state of restlessness and anxiety got hold of her. The Princess quickly realized she had fallen in a serious mess. Overwhelmed by the fear of a potential danger, full of concern but with strong persistence and determination, Diana became decidedly stubborn in wanting to leave immediately for London».

#### YES, DIANA DEMANDED TO GO BACK TO LONDON

Dodi had no choice. The private jet of Al-Fayed, the Gulfstream 4, was still in Paris, at the airport Le Bourget, the only thing needed was to alert the pilot to be ready for take-off. Presumably, Dodi was the person who phone called the pilot. It was necessary to reach the airport as soon as possible, but in complete secret and without revealing the real destination to anyone.

Dodi called François Tendil, security agent at the Ritz, on the phone telling him to bring Henri Paul, Trevor Rees-Jones e Kez Wingfield to him. Dodi then revealed to the four his plan on how to get out of the Ritz anonymously. YES, Diana had instantly forced Dodi to bring her back to London that night, it was an undeniable and very strict order. Apart from obeying, Dodi did not have any choice.

Therefore, Dodi and the four security agents decided to put in place the following deception, called «the trick of the two cars»:

a) The black Mercedes with darkened windows, the same car used to drive the couple around Paris that afternoon, was parked outside of the main entrance of the Ritz, in Place Vendôme. This was going to be used as a deceiving car driven by its habitual driver, Philippe Dourneau. A camouflaged couple with the appearance of Diana and Dodi was going to get on this car, and they were going to leave together with the Range Rover, driven by Kez Wingfield, backing them up.

b) Another Mercedes (very similar, but sadly with transparent windows), that was going to be parked in Rue Cambon, close to the secondary exit at the back of the Ritz, was going to be used for the secret escape. This latter car would carry the real Diana and Dodi.

The three vehicles would have to leave as one. The Mercedes carrying the true Diana and Dodi was then going to drive on the road along the Seine in the direction of the airport, while, from the main entrance of the Ritz, the other Mercedes and the Range Rover were going to go towards Dodi's apartment on Rue Arsene-Houssaye, near the Arc of Triumph, to pick up Diana's luggage and to take it to the airport Le Bourget.

In fact, the trick was in the intention of deceiving the paparazzi, reporters and onlookers making them believe that Diana and Dodi would have entered the Mercedes parked outside the main entrance. In reality it was clearly visible on the videos recorded by cameras at the Ritz (even if the images are dark) that those who got on this Mercedes were different people camouflaged, including a blonde woman.

To make things clear, this decoy Mercedes was going to take the following path: it was going to depart from Ritz, to cross Place Vendôme, towards Rue Saint Honoré and arrive at Rue de Rivoli, then it was going to turn left in the direction of Place de la Concorde, to turn right on Avenue des Champs-Élysées in the direction of the Arc of Triumph, and finally it was going to go straight until it reached its destination, Dodi's apartment, which is located on Rue Arsene-Houssaye, on the right just before the Arc of Triumph.

On the ground floor at the back of the Ritz there is a door, this is a secondary exit that leads to the dark road of Rue Cambon. After midnight Dodi and Diana together with bodyguards: Henri Paul e Trevor Rees-Jones would exit that door. Both cars, the Mercedes carrying the real Diana and the decoy that was parked in front of the main entrance of the Ritz, were going to leave simultaneously.

The plan was very simple: the paparazzi, that were waiting for the couple to get on the Mercedes located in front of the Ritz, would follow this car instead of the one that was parked in the back. The path that the couple would follow on board of the new Mercedes with clear windows, was not going to be the same one of the Mercedes parked in front of the main entrance of the Ritz.

According to the escape plan, hoping that the two vehicles would not come across each other, the actual path of the Mercedes carrying the real Diana and Dodi was going to be the following: to start from Rue Cambon, to cross Rue Saint Honoré, to arrive at Rue de Rivoli, then on Rue Royale to turn left towards Place de la Concorde, to go straight at the traffic lights and then to turn slightly on the left to take the road Along the Seine (La Seine) on Cours la Reine, adjacent Cours Albert 1er, then to pass the Alma tunnel and to continue on the Avenue de New York and the Avenue du Président Kennedy, and next to enter the Avenue de Versaille in order to reach the entrance of the Périphérique (Périph') of Porte de St-Cloud (the ring road outside the city). At this point on the highway it was going to take the left towards Quai d'Issy and Port d'Ivry up to Port de la Villette. To later exit the Périphérique and merge on Avenue J. Jaurès driving up to Le Bourget airport.

1997 Saturday, August 30, 11:00 pm: Henri Paul calls Etoile Limousine Park to order another Mercedes dark and armoured, this car has to be delivered immediately and to be parked on the street on Rue Cambon, which is located on the back of the Hotel. However, Dodi and Henri Paul certainly make the following huge mistake: they should have not chosen a Mercedes identical to the car they used that afternoon; it would have been better to use a different model, with tinted windows in any case, not to drag any attention to themselves. Not taking into account this important detail, they order a black Mercedes, the same colour of the decoy car that was parked outside the main entrance of the Ritz (identical to the one they used that afternoon with plate: 405 JVJ75).

Furthermore, this backup Mercedes Limousine, with clear windows, was rented many times by the Hotel Ritz and it is the same car that was stolen to a driver several months before. After it was recovered, it was placed for a time in the Parisian parking lot (garage) of Saint-Ouen, at the moment of the call the car had already been in the Etoile Limousine Park of Paris for two months. The deadly car of the crash is therefore a Mercedes Benz, Limousine, 600 series, type Sedan, 12 cylinders, model S-280, colour black, armoured, with clear windows and the plate: 688 LTV 75 (Henri Paul had never driven it).

1997 Saturday, August 30, 11:42 pm: Until 12:06 am Henri Paul showed up many times on the apron of the main entrance of the Ritz, to have a conversation with the many paparazzi that were there. Regardless of all the rumours written by books and gossip magazines about: "What Henri Paul said and revealed to the photographers?" According to the plan of Dodi, Henri simply tried

to mislead the paparazzi, telling them: «The Princess will soon exit from the main entrance of the Ritz, so when she will show up, I ask everyone present here not to be too intrusive».

Examining the existing footage of those minutes, and observing Henri Paul's lip-reading, or which consonants he expressed with the movement of his lips, it seems clear that he also expressed the following to the paparazzi: «When we leave I am willing to challenge you in a race, me and this Mercedes which is outside the entrance of the Ritz.».

1997 Sunday, August 31, 12:10 and 13 seconds am: In a video shot inside the cabin of the elevator at Ritz, we can see Diana and Dodi in the background, they are smiling but they do not seem relaxed. The very last radiant smile of Lady Diana can be admired in that film, with her cheerful gaze, maybe a bit forced, but overall satisfied. After having dinner and passing the night in the luxurious Presidential Suite number 102, the lift is now going down from the first floor to the ground floor bringing the couple in the Hotel lobby.

Diana's outfit is the same one she wore that afternoon from 17:40. Together with the couple there are also the two bodyguards, Trevor Rees-Jones and Henri Paul, he will be the driver of the backup Mercedes.

1997 Sunday, August 31, 12:11 and 00 seconds am: We are on the ground floor in the rear wing of the lobby of the Hotel, in the next 14 minutes the worst road chaos of the XX century will happen at the detriment of Diana. Dodi and Diana have reached the workstation of François Tendil, jointly with the two security guards: Trevor Rees-Jones and Kez Wingfield. Henri Paul is at the beginning of the hallway in the back and he is waiting for the couple to arrive. The twosome pass in front of Henri Paul and heads towards the corridor that leads to the back of the Hotel.

It seems that all of a sudden something alarming happens, the agent Trevor appears to detect someone who allegedly touched Diana while she was walking for a moment alone.

Trevor is the only one who has noticed it, he suddenly stops and seeks cover behind an opening in the right wall, which is located between the lobby and the hallway. His gaze remains sharp, without losing sight of Diana for a moment. He puts his left hand on his gun, which he carries inside the holster around the waist of his pants (it is a .38), then he realizes that it is a false alarm and, without saying a word, continues approaching the couple that is about to reach the small and narrow corridor. At the end of it there is a small door, this is one of the secondary exits in the back of the building and leads directly to Rue Cambon. Their new Mercedes is parked on this small street and it will be used as vehicle to avoid the many paparazzi eager to photograph the Princess, located in front of the main entrance of the Ritz.

1997 Sunday, August 31, 12:11 and 53 seconds am : the very last videos from Hotel Ritz are silent, but the movements of the performers on the run appear to want to tell us something, their tension is very high revealing their thoughts and fears. Before exiting from the last door, Dodi and Diana are clinging to each other. Observing this behaviour from a psychological point of view, this type of hug, keeping the fingers of one's hand tight between the fingers of the hand of another person, with one's arm on the lower part of the back, is a tangible sign that the individual, Diana in this case, is unsure of herself, she is not at ease and asks for support and protection, she is anxious, has a great fear and apprehension.

We are unsure of what exactly she was thinking in that precise moment to have led her to that gesture, but one thing is sure, Diana was experiencing a combination of agitation, anxiety and concerns about a possible danger and the worry that something extremely serious could be happening to her. Now the couple is down the hallway, a few meters away from the secondary exit of the Ritz, there are neither armchairs nor benches to sit on, there is only the door that faces the narrow, gloomy and dark street of Rue Cambon.

To the left of this dim corridor there are some windows of one of the many shops of the Ritz, instinctively, Diana does not lose the opportunity to check her silhouette, outlined by her suit, reflected on the glass of the light up window.

Besides Henri Paul there is also Trevor Reese-Jones, often focused on looking at his watch. Henri Paul explains to Diana and Dodi on which side and spot of the side-walk the Mercedes is parked and makes clear how to reach it, after that he will give the couple the green light by inviting them to come out and will show his assistance by preceding them. As expected, Kez Wingfield and Philippe Dourneau are now in their respective vehicles at the front entrance of the Ritz, ready to leave at the exact previously agreed time.

1997 Sunday, August 31, 12:15 and 50 seconds am: Henri Paul leaves the Ritz through the service door which is in the back, goes on the side walk of the Rue Cambon, checks the road and sees three men, probably some photographers stationed on the other side of the street, he nods at them, raising his right hand, or, anyway, he performs some kind of greeting. Many journalists have asserted that with that act Henri Paul wanted to give to the three a kind of signal to start an activity plan, previously concurred.

According to other reporters Henri Paul's behaviour is very suspicious, some private investigators and media have connected Henri Paul's gesture to some kind of sign of agreement, associating it with the fact that he had sold information about the strategy the couple would have used that night on board of the Mercedes.

In reality, Henri Paul got out of the back of the Ritz simply to verify where, on Rue Cambon, was the backup Mercedes parked, the car he had requested an hour before (this is the vehicle which will be used in a few minutes for the escape plan programmed by Dodi and the man in charge of the security at the Ritz, François Tendil). The three individuals that Henri Paul greeted remotely raising his right arm, could simply have been some paparazzi or maybe some people that he knew.

These three may as well have been the two employees of the Park Etoile Limousine that delivered the keys of the car ordered to them, to a servant of the Ritz, and maybe they were waiting for a verification by Henri Paul.

Let us consider, however, that the information of the presence of a second Mercedes on Rue Cambon was known both to some of the Ritz staff and to the employees of Park Etoile Limousine. As we will see below, there are tangible elements that demonstrate the complete absence of a betrayal by Henri Paul against the famous couple. Contrary to this, Mohamed Al-Fayed claimed that Henri Paul that night betrayed his son by allying and cooperating with the French and British intelligence services.

#### FROM THIS MOMENT ON FOR THE FLEEING PASSENGERS BEGINS A 5 MINUTES COUNTDOWN

1997 Sunday, August 31, 12:19 and 50 seconds am: After a total of about 10 minutes waiting in the hallway in the back, the two CCTV surveillance cameras of the Ritz, filmed the last images of the Princess still alive, while exiting in silence from the small secondary door of the luxurious hotel. It is a warm late summer evening, particularly sultry, but not gloomy at all. At the flash of the few photographers hidden there, Diana appears with a casual outfit of a rather sporty cut, a well-worn black blazer, white stretch pants, long but summery and Versace pump shoes with medium-low heel.

She is not carrying anything, not a handbag and nor even a mobile phone, it seems that she might have dressed like that, purposely lightweight and sporty, to give the impression she was not undertaking a long journey, or to cover the eventuality of having to rush or to run away on foot, in case an emergency would have happened. She is certainly not going on a super stylish illuminated runway with a crimson red carpet, where all the superstars of the globe parade, and there are absolutely no macho bodyguards or crowds of photojournalists with cameras and TV broadcasting worldwide from behind the barriers.

Diana comes out in an absolute silence of a cold and dark vibe, the atmosphere brings shivers as in a thriller film that causes high tension and great fear. The Princess is dressed like one of the many simple girls next-door, white summery trousers, tight on her slim legs that enhance her fast walk in the darkness of this dreary road she is using to flee in secret.

Just out of the hotel, the couple is now preceded by Henri Paul walking on the side-walk that borders the back of the Ritz. Instantly, the flashes of the few photojournalists sputter continuously their blazing lights, it seems to hear a continuous loud noise, a crackle of fireworks and a loud rustling, like the sudden fall of hail stones of disproportionate size. They're about to reach the Mercedes parked a few ten meters away on the right central side of the road Rue Cambon, next to the same side-walk bordering the hotel. One in front of each other there is Henri Paul, then Diana and, right after, Dodi followed by the second bodyguard Trevor Rees-Jones.

A few meters after exiting the back door of the hotel, with a faster pace, Trevor Rees-Jones passes Dodi and reaches Diana while she is walking alone, then he holds on tight to her as a way to protect her. The group arrived at the Mercedes that awaits them, the engine is running, the car is ready in the middle of the road. An employee of the hotel opens the doors. Observing the vehicle, Henri Paul turns to the attendant and, with a warning tone, he asks him: «Why aren't the windows darkened, couldn't you bring a different car?». Then, turning to the paparazzi standing there, almost smiling, he shouts: «Are you ready? You are not going to get me!».

However, the four passengers quickly take seat in the new vehicle. Trevor Rees-Jones keeps the rear door on the left open for the Princess and helps her sit, Diana gets in the car without taking her blazer off, Dodi enters through the same door, sitting to the left next to Diana. Behind the wheel, it's Henri Paul, beside him Trevor Rees-Jones.

Dodi receives another phone call as soon as he gets in the vehicle. Henri Paul puts the Mercedes in gear and leaves quickly, they are chased by many motorcycles and cars driven by photographers, other people and onlookers, that did not fell for the trick of the two Mercedes.

The reason for which some photographers were also present on the dark street of Rue Cambon at the back of the Ritz is due to the fact that:

- 1) Paparazzi are well organized.
- 2) That night the paparazzi present there are numerous because somebody alerted them.
- 3) The paparazzi have assistants and with them they have surrounded the Ritz Hotel structure.
- 4) The paparazzi communicate with each other rapidly through mobile phones and long range walkie-talkies.
- 5) There are printing services, such as the one of James Andanson and Guy Croussy, which inform about all the movements and the appearance of VIPs. External agents, working for the journalists of these services, are guys who use motorcycles and scooters. They are many, young, cheap and they have the cellphone numbers of all photojournalists registered with the agencies of their printing service, all that it takes is to send a single information message, SMS or text to reach them all in just one second.

6) Like the secret services, also the most obstinate paparazzi have a tiny bug-radar device, easily applicable to the vehicle they have decided to stalk or intercept. The waves emitted by the device are reflected at a specific frequency to a central body, the waves then return to the receiver that automatically compares the visual field between the emission frequency and the one received. The transmitter can then trace the location of the trajectory while the vehicle is in motion, follow its movements or identify the shape, the position and the area in which it is situated at that moment.

1997 Sunday, August 31, 12.20 am: The Mercedes with the foursome, Diana, Dodi and their two bodyguards, moves away at full speed. A few paparazzi immediately take some pictures. Some witnesses said: «the Mercedes was chased by a single car and two motorcycles». But this information results to be fake, in reality the chase was done by an entire procession formed by a dozen motorcycles and cars. In contrast to what someone asserted, during the whole ride Trevor Reese-Jones never buckled up his seat-belt.

The Mercedes of the couple is now stopped in front of the red traffic light of Place de la Concorde. From inside the vehicle Diana, a bit frightened, looks all around her. One of the paparazzi will later say: «It seemed that, among the chasers, the Princess identified someone she knew very

well because she turned to Dodi pointing towards the outside of the window»». Seeing that, despite the traffic light still being red, Dodi orders to his driver to leave immediately.

From this moment on, until reaching the Alma Tunnel, the speed of the Mercedes will increase considerably. Some have stated that a top speed of 150 to 180 km per hour has to not be excluded. It is very dangerous to cross the big and crowded roadway of Place de la Concorde, it intersects with other stop lights connected with dozens of longitudinal lanes. A French journalist has confirmed that, according with the data registered by a speed camera located about 400 meters before the entrance of the Alma Tunnel, Diana's Mercedes was travelling at 196 km per hour. Along that section of the Along Seine the maximum allowed speed is 50 km per hour. However, the Mercedes was able to break away from the parade of paparazzi.

1997 Sunday, August 31, around 12:22 am: Right before entering the tunnel of death, the Eiffel Tower, all light up, is the last panoramic view that the couple is able to admire in the night sky of Paris.

1997 Sunday, August 31, 12:23 and 56 seconds am: The motorcyclist Eric Pãtel (one of the eye witnesses) is overtaken by Diana's Mercedes, shortly before it entered the Alma Tunnel.

1997 Sunday, August 31, 12:23 and 57 seconds am: A white Fiat Uno, from the right roadway parallel to Rue J. Goujon, is about to enter the Along Seine on at full speed, to later come across with Diana's Mercedes. The Fiat has a broken exhaust and emits a high pitch and crackling noise, like the stuttering of powerful rounds of gunfire.

1997 Sunday, August 31, 12:23 and 58 seconds am: From this moment, the sudden entrance of the Fiat combined with its deafening noise, catches Henri Paul by surprise, alarming him. In an attempt to avoid the impact on the right side, The Mercedes deviates quickly to the left and starts drifting. The driver Henri Paul is unable to slow down his vehicle or to control its direction and continues his ultra-high-speed race zigzagging.

1997 Sunday, August 31, 12:23 and 59 seconds am: François Levistre (one of the eye witnesses) sees Diana's Mercedes skidding, from the rear-view mirror of his grey Ford Ka. To better see what is happening, he immediately parks his car at the end of the tunnel on the right, but he does not get out of his vehicle.

1997 Sunday, August 31, 12:24 am: The Mercedes enters the tunnel. Right now, immediately after having swiped along the pillar No. 3, the Mercedes with Diana on board crashes fatally against the pillar No. 13 of the Alma Tunnel.

1997 Sunday, August 31, 12:24 and 2 seconds am: Every vehicle that was inside the tunnel during the dash and the crash, gets out of it, including the white Fiat Uno. Later, through various testimonies it will be identified that this Fiat belongs to Le Van Thanh.

1997 Sunday, August 31, 00:24 and 3 seconds: In the lit and silent darkness of the tunnel, a strange atmosphere reigns. The Mercedes is alone, placed sideways facing the opposite driving direction, it is almost at the centre of the roadway, but closer to the right side of the wall and with the left wheel on the side-walk. Its nose is quite crumpled and the engine is smoking. On the ground there are patches of oil and water, but very little petrol. Both headlights are still on and the muffler, still attached, is hanging to the ground. The horn is still on and it owls uninterruptedly.

1997 Sunday, August 31, 12:24 and 15 seconds or so am: After entering the tunnel with his motorcycle, Eric Pãtel approaches the recently crashed Mercedes. After looking inside (without opening the doors) and after seeing the four victims, he immediately hops on the saddle of his motorcycle and exits the tunnel to alert the police from a phone booth that is located right above the tunnel.

1997 Sunday, August 31, around 12:25 am: Also François Levistre leaves the tunnel with his Ford Ka.

1997 Sunday, August 31, around 12:25 and 30 seconds or so am: To the sight of the Mercedes, smoking and howling, in the middle of the road, other vehicles, and the motorized procession of photojournalists behind them, stopped at the entrance to the tunnel, blocking the entry of both lanes.

The first photojournalist that got closer (on foot) to the damaged Mercedes is named Serge Arnal. The second is the photographer Romuald Rat, followed by his colleague Christian Martinez.

1997 Sunday, August 31, around 12:26 am: A vehicle stops on the opposite lane of the tunnel, it is Dr. Frédéric Maillez, who was there by chance. He approaches the Mercedes and returns to his car, right after, to take an oxygen mask. In the meantime he calls for medical aid. Having returned to the victims, he assists the Princess right away. Diana is alive, she talks, but has an internal haemorrhage in the lungs.

## MINUTES OF THE CRASH

Sunday morning of August 31 1997 was just born, in the dark of the night which anticipated the dawn. Precisely at 12:24 am, Lady Diana remained victim of a serious car accident, in the Alma Tunnel, located in the centre of Paris. The armoured Mercedes, that transported Diana and Dodi, had left the Ritz Hotel only four minutes before the final impact against the deadly 13th pillar of the tunnel. The vehicle was driven by Henri Paul, beside him there was Trevor Rees-Jones. Soon before entering the fatal underpass, in order to avoid a sudden impact with another vehicle on the right side, the Mercedes violently swerved to the left.

With its high speed, the Mercedes started to skid, swiping along the third pillar, which is at the beginning of the tunnel on the left of the two lanes roadway, this sudden swerving caused the opening of the airbags of the car, that proceeded rapidly, zigzagging. At this point, the driver's natural instinct forced him to brake all of a sudden, and while being at the beginning of the slope, the vehicle collided violently and frontally against the thirteenth pillar on the left of the gallery.

Right after the impact, the Mercedes, still in movement, spun on itself to later stop, facing the opposite driving direction, almost in the middle of the roadway. The front face of the vehicle is crumpled, the engine is smoking but the passenger cockpit was still intact. The continuous acoustic sound of the horn remained on, filling the void of the silence, left there screaming about the happened tragedy with a resonant echo.

Of the two bodyguards that were in the front seats, the diver died instantly and the other was severely injured. First rescuers found the body of Diana alive, but whining inside the vehicle, while on her left lied the body of her last companion, that died right after an improvised paramedic performed CPR on him for about 10 minutes.

As cause of the accident, in one of the first sheet included in the dossier of the French judicial inquest, it is written: "The Mercedes at full speed collided accidentally against the pillar n° 13 of the Alma Tunnel in Paris; consequently Dodi Al Fayed died about ten minutes after the crash, while his driver Henri Paul was drunk and was killed instantly. Following the crash, rescue came after about half an hour or, as stated by some, the ambulance arrived after 14 minutes. TV crews instead, were on the scene of the accident after just seven minutes from the impact.

Lady Diana Spencer was taken to the ER of the hospital Pitié-Salpêtrière of Paris and after having surgery and being embalmed, she was declared dead, shortly afterwards, at 4:05 am of that same morning.

The only survivor of that accident is the young Trevor Rees-Jones that, badly injured, was subjected to intensive care in the same hospital. This agent of the security of the Al Fayed family was probably the only one that had fastened the safety belt.

Let's see the personal testimony of Dr. Frédéric Maillez, who found himself on the place two minutes after the crash. His deposition has been an integral part of the French inquest, information that he has repeated to the newspaper "The Scotsman" on 09/29/1997:

"Princess Diana was still alive after the crash, she was sitting on the floor between the two rear seats of the vehicle when I approached her, she had her back turned to me. She could move, she was lying semi-conscious badly injured, she was in shock, complaining for the pain, without a doubt she had some serious internal bleeding. The external appearance of Diana was essentially ordinary, without wounds, with no trauma or serious damage visible. In my opinion the Princess could have been saved, however she needed to be urgently taken to the hospital for surgery».

1997 Sunday, August 31, 12:27 am: Two agents of the nearby team VIII Arrondissement of Paris arrive on the place of the crash. They entered the tunnel right after being alerted by some pedestrians.

1997 Sunday, August 31, 12:31 am: Some TV crews have already arrived in the underpass. The French Agency AFP Agence France-Presse broadcasts the news: «A few minutes ago, Princess Diana of England has been severely injured in a car accident under the Alma tunnel in Paris. Police headquarters have confirmed that, by her side in the crashed vehicle, there was also an Arabian Prince who was badly injured. Right now the police commissioner of Paris, Philippe Massoni, and the chief of the Investigative Police, Patrick Riou, are on the site of the accident.

According to the earliest information, a group of photojournalists and paparazzi, on board of cars and motorcycles, were chasing the car carrying the two princes, these journalists would be the cause and directly responsible for the serious accident».

1997 Sunday, August 31, 12:37 am: There is a lot of confusion under the Alma tunnel. Among a bustle of onlookers on the crash site, other journalists, photographers and several radio stations progressively appear, including CNN. The police, however, have already secured the perimeter in both exits, at least 30 meters away from the crumpled Mercedes. Apparently all the rescuers are present (firemen), but the medical help ambulance has not arrived yet.

1997 Sunday, August 31, 12:38 am: Diana is still inside the Mercedes, she is deeply agitated, suffering and moving her head left to right, softly groaning and whispering sentences in English.

1997 Sunday, August 31, 12:39 am: At this time the first ambulance of SAMU (Service Aide Médicale Urgente) arrives on the place of the accident. During rescue, Diana will be the third person to be taken from the semi-curved Mercedes before being hospitalized in the ambulance n° 75. Dodi's corpse is placed in another ambulance before her. Then also Henri Paul's corpse is removed and placed in a second ambulance.

The remains of Dodi and Henri Paul are brought at the legal-medical Institute in Paris. It is said that this morgue, located in Quai de la Rapée, offers a prestigious legal reports service. This is a place where many corpses are kept, awaiting for an autopsy or for their identification. The structure has a large capacity for maintaining dead bodies of all sort: suicides, dead on the public street, road accidents and deceased for many other circumstances.

The night of August 30/31 1997, there were 23 corpses at the morgue of Paris (other journalists mentioned 24) waiting to be subjected to an autopsy. Among these corpses there was also that of a man who had committed suicide with gas and the dead body of another man suffering from cirrhosis, with his liver crushed by alcohol. The remains of Dodi and Henri Paul are among these cadavers. The doctor and head of this legal-medical Institute is Professor Dominique Lecomte.

Regarding the assistance offered by doctors in favour of Princess Diana, from the moment of the rescue onward, news will reflect an escalation of mysteriousness, poor health care and amateurism that involved an entire team of medical rescuers and hospital specialists.

1997 Sunday, August 31, 12:40 am: Philippe Boyer, Sergeant fireman of the Malar barracks, located about 300 meters from the tunnel, has been on the place of the accident for about 5 minutes. He starts working, focusing on the assistance of those who are rescuing Diana.

The Princess, more and more restless, is about to be pulled out of the vehicle. Boyer commented: «Lady Diana did not seem to have exaggerated breathing difficulties. Her pulse rate was good, she could move her left leg and left arm, her right arm was broken and stuck backwards. She was trying get her back up and she was constantly moving her head, groaning and mentioning words in the English language. Of the expressions she whispered, the only word I could understand was: «My God! My God! My God!...». Yes, the last words expressed by Diana were, for three times: «My God».

1997 Sunday, 31 August, 12:43 am: Before being extracted from the Mercedes, Diana was moving violently, almost as if she did not want to be touched, she seemed to want to hinder any kind of medical assistance. The two paramedics of the ambulance No. 75, responsible of the first aid given to the Princess were: Dr. Arnaud De Rossi (SAMU coordinator) and Dr. Jean-Marc Martino (specialist in anaesthetic and reanimation). At that time Dr. Martin, based on the weight of Diana

and her clinical status, gave her a sedative injection containing Hypnovel-2mg and Fentanyl-150 mg (a narcotic analgesic to induce loss of consciousness and alleviate the pain).

According to what was referred by Dr. De Rossi: «Diana calmed down immediately after, so it was possible to remove her from the wreckage of the Mercedes». Then, inside the ambulance, she was given a drip, but since Diana was moving energetically, doctors had to immobilize her by force to be able to introduce the needle in the vein of her arm. The opinion on the diagnosis, according to Dr. De Rossi was: «Young woman, unconscious, with a locked arm and blurring of sensory faculties».

1997 Sunday, 31 August, 12:44 am: Dr. Martino, says in his statement: «Diana sometimes shouted some words in English, they were understandable but they lacked logic and consistency. Not understanding the English language I would not know what she meant».

The fact that happened from this moment on, may have been the cause that killed the Princess. The ambulance, at this moment, should have left with urgency for the closest hospital to the Alma tunnel, but this does not happen.

The ambulance does not leave at all. Many years after the crash, Francis Gillery, author of the book *Lady died*, questioned Professor Phillippe Dartevelle, French doctor specialized in thoracic and vascular surgery. Dartevelle confirmed to Gillery an analysis already published by journalists of the *Time Magazine* and then quoted in the book by two Americans, Scott McLeod and Thomas Sancton, who asked: «Why wasn't Diana immediately transferred to a hospital, as you do in the United States?» Dr. Dartevelle said «The only chance to save the Princess was her urgent transfer to a surgical facility» and he added: «In a SAMU van, means for Intensive Care are very limited. In a case like this, you need to immediately go to a thoracic surgery ward, since the medical resuscitation involves opening the patient's chest to immediately stop the bleeding.

Obviously, when a blood vessel, that starts from the heart or that goes into the heart, tears, as it might happen in this kind of accident, it is necessary to operate on the patient. No transfusion, no per-fusion, no ventilation can adjust the problem of such trauma».

1997 Sunday, 31 August, 12:45 am: At the accident site, a truck-crane with a special machine necessary to cut the metal sheets of a damaged vehicle arrives to remove any of the stuck occupants. Trevor Rees-Jones is the only one still inside the Mercedes, his health condition is even more serious than Diana's, therefore it is necessary to cut the roof of the car to be able to pull him out. Some have asserted: «Even if it is not expected from a bodyguard to fasten his seat belt while in service, it seems that Trevor did so, and his disregard to the rules is what saved his life».

1997 Sunday, August 31, 12:50 am: Also Olivier Bonnefond, commissioner of this area of Paris, arrives to the place of the crash. He is the first to be present at the accident site as a ranked military police agent. Among the many photojournalists and or the paparazzi who are there, 17 are arrested (The paparazzi classification is referred only to photographers, excluding reporters).

1997 Sunday, August 31, around 12:55 am: According to newspaper reports on the scene of the accident, at this specific time, there is also Maud Coujard, deputy public prosecutor of the First Division of the Prosecutor Office of Paris. La Coujard states: «Considering the personality of one of the victims, the Princess, this is a special case and it is within the competence of the Criminal Team».

1997 Sunday, August 31, 1:20 am: It has been almost an hour since the crash happened, Lady Diana has been in the ambulance n° 75 for about 40 minutes. The ambulance is still stopped under the Alma underpass. As reported by Dr Martino of the ambulance that carried Diana: «We, medical staff, are waiting for a phone call to know to which hospital we have to bring the famous Princess Diana, but in the meantime her blood pressure started to fall and is increasingly falling some more».

Contradicting the justification given by Dr. Martino, in the official French inquest it will be written: «The reason for which the ambulance, with the Princess on board, was delayed to leave for the hospital was due to the difficulties the rescuers had, to extract Diana from the car body of the crumpled Mercedes».

NB. Contrary to what the judge wrote the inquest, both the post-crash photos, and the testimony of the eyewitnesses say: «All the rear doors of the vehicle involved in the accident, as well as the front ones, opened very well and immediately. No crumpled car body ever obstructed the immediate extraction of the Princess from the Mercedes».

When the very first rescuer, Dr. Frederic Maillez helped Diana at 12:25 am or so, the rear doors were already open. He said: «The engine was crumpled, but not the rear body of the car, also Diana was sitting on the floor between the rear seats and NOT trapped between the crumpled debris».

Beyond that, in a photograph taken from the French inquest dossier and then published in France in 2006, in the book by the investigative journalist Jean-Michel Caradec (photo taken by Romuald Rat), you can see part of Dodi's penis showing out of his trousers, and you can clearly glimpse the magical moment when Dr. Maillez assisted Diana, while the rear door is fully open and the back of the car interior is intact. No, there was no trouble in extracting Diana from the body of the Mercedes.

1997 Sunday, August 31, 1:24 am: An hour after the crash, French Agency AFP (Agence France-Presse-Paris) spread a press release coming from Buckingham Palace, the headline reports, as title: «A predictable accident» and continues with this text: «A spokesperson for Buckingham Palace has officially stated that the accident in which Princess Diana was seriously injured last night, between Saturday and Sunday, August 30-31 in Paris, while she was being chased by some paparazzi, was absolutely to be predicted in advance».

1997 Sunday, August 31, 1:39 am: Lady Diana has been in the ambulance for about an hour. As stated by the two paramedics: «At this very moment, the long-awaited telephone call from SAMU has arrived. They communicated us that the patient can be transferred to the hospital Pitié-Salpêtrière of Paris». Diana's ambulance leaves. In many have wondered: «It could have urgently departed from the tunnel at least one hour before, at around 00:30.

Will these two doctors be able to deliver Diana to the hospital while she is still alive? «». According to the testimony of the 2 doctors of the ambulance: «During the painfully slow transportation, Diana suffered from a fatal cardiac arrest. Her survival was in an incredibly critical stage».

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