

EIRFeature

Was a laser used in the murder of Princess Diana?

by Jeffrey Steinberg

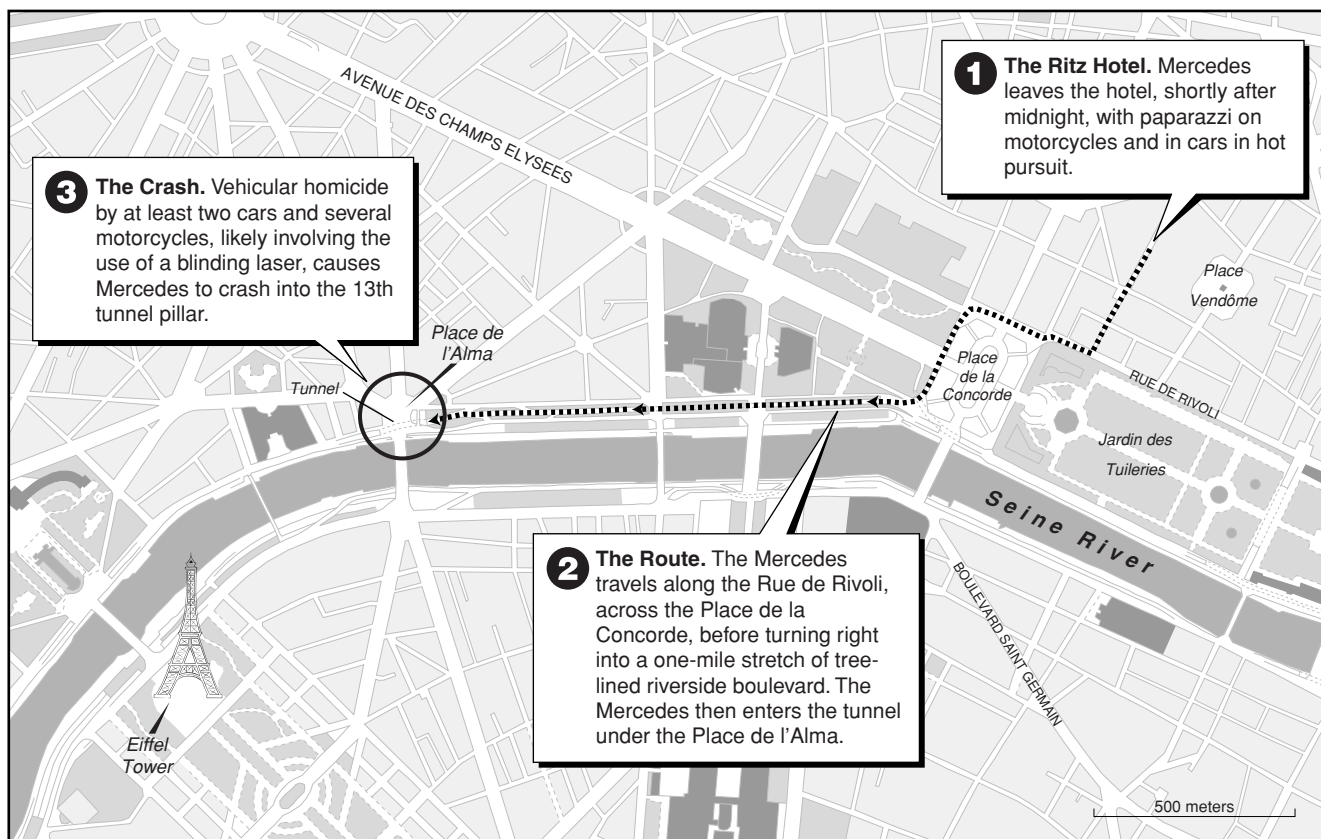
An ongoing review of unclassified scientific data has confirmed that a mobile anti-personnel laser could have been employed by the assassins of Princess Diana, to incapacitate driver Henri Paul, and ensure a “sure kill” of the Princess, her friend Dodi al-Fayed, and their driver and bodyguard, in the car crash in the Alma Tunnel in Paris, on Aug. 31, 1997.

The probe into the possible use of a laser weapon, commissioned by *EIR* Founding Editor Lyndon LaRouche, was provoked by several eyewitness reports, that a blinding flash of light was seen in the tunnel just seconds before the crash. In a Sept. 9 interview with Associated Press, al-Fayed family attorney Bernard Darteville described two photographs, taken from a vehicle in front of the Mercedes, seconds before the crash, showing driver Henri Paul holding his hands in front of his eyes, blinded by a bright light, bodyguard Trevor Rees-Jones flipping down the sun visor over the passenger seat, and Princess Diana, in the back seat, turned around looking at the headlight of a motorcycle, immediately behind the car. The photographs were shown to Darteville by Paris police investigating the crash. They were apparently confiscated from an unidentified paparazzi photographer.

Even the French police, who are waging a vicious cover-up of the murder of Princess Diana, have been forced to admit that at least one other car collided with the Mercedes 280-S, just before the princess’s car careened off a tunnel wall and crashed head-on into the 13th pillar. Bodyguard Rees-Jones survived the crash, and is now recuperating in seclusion somewhere in England; Dodi al-Fayed and Henri Paul were killed instantly; and Princess Diana survived the initial impact of the crash, but died, under still-mysterious circumstances, ostensibly from internal injuries, several hours later. It took rescue workers one hour to get Princess Diana into an ambulance, and 43 minutes to drive her to a hospital that was just six kilometers from the crash site. Along the route, the ambulance passed two other hospitals. As yet, there have been no complete accounts of what occurred during that nearly two-hour period.

FIGURE 1

The assassination scene



While many details about what happened shortly after midnight on Aug. 31 in the Alma Tunnel remain hidden, and may never be known, certain crucial facts are known, and argue strongly for a serious probe of the laser theory.

First, the French authorities, in full cooperation with their British counterparts, are conducting a brutal cover-up of the murders. In the face of a growing mountain of contradictory evidence, the French are still claiming that driver Henri Paul was drunk and high on prescription drugs, and was speeding at 120 miles an hour, when he lost control of the car and crashed. All of these details have been thoroughly discredited by eyewitnesses, by intimate associates of Paul, by medical experts, and by statements from Daimler Benz safety engineers, who dispute that the reading on the speedometer after the crash is a reliable indication of the actual speed of the car at the point of impact.

On Oct. 15, Rupert Murdoch's *New York Post*, in the most flagrant example of media collusion in the cover-up to date, reported that French police have not only exonerated all of the paparazzi of any responsibility for the crash; based on the testimony of a mysterious "new" eyewitness, who claims he saw Paul driving "like a madman" just before the crash, they are now also downgrading their search for the missing white

Fiat Uno, which collided with the Mercedes just before the crash, and fled the scene at high speed. According to the *Post* and the French publication *Voici*, French police now believe, based on the account of the new mystery witness, that the collision with the Fiat was Paul's fault.

This bogus account conforms to reports received from well-placed U.S. intelligence sources, that the Franco-British cover-up will next seek to thoroughly discredit Trevor Rees-Jones, the lone survivor of the crash, and Ritz Hotel owner Mohamed al-Fayed. Ultimately, these sources have told *EIR*, "the cover-up hangs or falls on the destruction of al-Fayed."

This latest preposterous hoax by the French police merely proves that they are committed to burying the truth about what happened inside the Alma Tunnel.

But the cover-up is not sticking. For the first time since the crash, a major British newspaper has come out with a banner headline story, touting the growing suspicion that Princess Diana was murdered by professional assassins, perhaps from MI5 or another branch of British intelligence, deployed by the House of Windsor.

The Oct. 19 *Independent* ran a story on its cover, headlined "Was Diana Murdered?" by Chris Blackhurst, which

reviewed several of the anomalies of the case, including the mysterious Fiat, which the article called “Princess Diana’s grassy knoll (the site of Kennedy’s alleged second assassin), an aspect of her death that, until the driver is found, cannot be explained.”

The *Independent* noted that, although “every newspaper and news organization” has adopted the Franco-British cover story, pinning responsibility on Paul, “people who read serious newspapers and watch serious television programs still have their doubts. . . . Their suspicions reflect another sentiment, that behind much of what happens at the top of our society lies the hand of dark, mysterious forces. We are fed a constant diet of films and novels suggesting that MI5, MI6, the CIA and other sinister groups, are capable of anything. . . . This is what leads many people to suspect something similar occurred with Diana.”

The *Independent* reported that “Diana feared she would be killed. She once, apparently, confided in friends that the security services would dispose of her because she was a ‘loose cannon.’ . . . ‘One day I’m going to go up in a helicopter and it’ll just blow up. MI5 will do away with me.’ ”

The *Independent* story was also the first to appear in a major British daily newspaper that seriously raised the possibility that the British royal family was behind her murder.

Highly professional ‘sure kill’

In our Oct. 10 issue, *EIR* provided a brief outline of the growing use of anti-personnel lasers in irregular warfare, by *21st Century Science & Technology* magazine staff scientist Charles Stevens. Stevens cited a 1993 report by the International Committee of the Red Cross, which warned of the danger of a proliferation of “dazers” and other highly mobile blinding lasers, and identified the British and French intelligence services as two of the agencies that have done the most work on developing and deploying such space-age weaponry. Both countries have balked at any restrictions on the use of such weapons, and have used them in the Balkans, Africa, and in the Persian Gulf.

In this *Feature*, Stevens provides a more in-depth review of how such a blinding laser could have been used in an attack against the Mercedes, seconds before the fatal crash.

In recent weeks, LaRouche has emphasized that the murder of Princess Diana had to have necessarily been the work of a professional team of assassins, committed to either securing a “sure kill,” or postponing the attempt for another occasion. Once one begins to review even the fragmentary evidence that has come to light, from the standpoint of an assassination designed by an irregular warfare professional with access to unlimited resources, inside information on the princess’s travels, and assurances of cooperation from the relevant French and British authorities to secure a cover-up, a far different picture emerges than the patently phony “drunk driver” story still being peddled by the French police to the shrinking ranks of the gullible.

A driver could be blinded with a laser

by Charles B. Stevens

The question has been raised in the death of Princess Diana, whether a laser beam originating from a lead car could have blinded or incapacitated the driver of Diana’s car. The answer is a definite yes.

For the act to be feasible, the following four conditions must be met: 1) the laser and its power conditioning unit must fit within an automobile; 2) the energy source for the laser must fit within an automobile; 3) the laser must deliver suffi-

FAA warned of laser danger to pilots

In October 1994, the Federal Aviation Administration (FAA) issued a press release, announcing that the Society of Automotive Engineers, the industrial safety group for mobile transportation on land, sea, air, and space, had formed a research committee to come up with safety standards for the use of outdoor lasers, following two dangerous incidents involving the accidental blinding of airplane pilots.

The first incident noted by the FAA, occurred in late 1993 at the Las Vegas Airport, as a Southwest Airlines commercial flight was taking off. A 12 W argon laser on the roof of the Las Vegas Rio Hotel accidentally was viewed by both the pilot and co-pilot, resulting in the first officer being completely blinded for 5-10 seconds, and suffering reduced vision for the next ten minutes. In a similar incident in June 1994, a flight engineer on a C-130 military cargo plane flying over Biloxi, Mississippi, was exposed to two 15 W beams from a laser at the Palace Casino. The flight engineer was totally blinded for more than one minute, although the contact with the laser occurred at a distance of 3.5 miles and an altitude of 700 feet.

It is also widely suspected that a mid-air crash of two stunt planes at the Ramstein Air Show in Germany in August 1988 was caused by a mobile laser device having incapacitated one or more of the pilots during a tricky multi-plane formation maneuver.