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The Ritz Diana Videos Prove The Assassination

Joseph Ehrlich, Sender, Berl & Sons Inc.
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Sender, Berl & Sons Inc. originally covered in 1997 Princess Diana's accident, death and investigation. In fact, Google "Diana ambulance" or "Diana Brenda Wells" and SenderBerl has kept its leading position on Google pages for over a decade. SenderBerl's "open issues" web page is as relevant and vibrant today as it was in 1997. See www.senderberl.com/diquestions.htm.

Now, a decade later, SenderBerl has new facts and evidence before it that allows it to expand on the evidence it presented ten years back: that Diana's accident was no accident but an assassination. New photographs released as part of the Inquest regarding Princes Diana shows us that those photographs were doctored, that the photographs were taken seconds before Diana's death, that Henri Paul was intentionally blinded to impair his ability to properly handle the Mercedes, and in our opinion the evidence clearly shows us that the man taking the photographs in issue was part of the team assembled to implement Diana's accident.

If the Ritz videos were not available, as they are to us today due to the fact that Dodi Fayed's father, Mohammed al-Fayed, was the owner of the Ritz Hotel in Paris, France, we could never know what we offer you herein. The official Inquest videos are viewable at <http://clients.mediaondemand.net/judiciary/inquest/>. They are over two hours in length and they first and foremost show that contrary to the lies rendered in 1997 that Henri Paul was not only fully sober but part and parcel of a covert scheme allowing a limited number of "paparazzi" to be present when Diana and Dodi made their escape from the Ritz Hotel Service Exit.

PART ONE

First, let us begin with showing you the two photographs in issue



The first thing to notice is that the brightest light from whatever its source is on Henri Paul. Since Diana is the person of primary interest for the paparazzi photographers, the question that immediately arises, especially with Diana looking back, is why is the brightest light on Henri Paul? Moreover if you can focus on that white circle behind the car, and further noting Henri Paul's hand positions on the wheel, the car is moving and obviously then the light source is immediately in front of the car and further something is of definite interest and concern to Trevor Rees Jones, the bodyguard (and to Diana in turning her head to look out the back window).

Next, you can see in Photo 1 that the car was on an incline and then a second or to later the roadway is leveling off. Lastly, if you focus on the back of Diana's head in Photo 2, as we now do....



you can see that the back of her head has been subject to photo manipulation/distortion. By comparison, here is the back of her head in Photo 1.



Now, due to the Ritz videos, we can also deduce that the back of Diana's head in both photos were digitally tampered with:





The first photo above was taken six minutes before Diana's accident and the second photo eleven minutes before the crash in the Alma tunnel.

SenderBerl has seen a copy of Photo 2 different from the one now offered. On October 2nd we offered the following to our global geopolitical audience concerning our comment regarding the photo we had originally seen:

"Since finding these photos is not that easy and since they may disappear I wanted to note one more photo. What do you find interesting in this photo regarding issues of light and shade?
Answer: This photo could be very important. Why is the brightest light on the driver's face? Where would a photographer have to be to realize such a flash effect on the driver?"

Alas, let me see if there are people out there who will now use this compelled evidence to connect dots long connected by me in the analysis of this event -- or will the issue soon disappear as an event long past its prime?

Diana is looking back -- she is the person of primary interest. The photos should be from back to front or if front to back on her side of the car meaning that Trevor's face should carry the highest light reflection."

The photograph that we originally saw showed very little light on the back of Diana's head.

Now, the one offered not only shows light off the back of her head but is clearly without question digitally tampered with. If we had seen this photograph we would have immediately noted the digital tampering which is crystal clear and evident.



So the question is why the need to tamper with this photograph?

The answer connects to the contention that Henri Paul was blinded by light to impede him from defending himself and the occupants of the car as the Mercedes was directed into the 13th pillar of the Alma Tunnel to invoke the accident.

Thus if the back of Diana's head has little light on it and Henri Paul's face has intense light on it, then this proves that Henri Paul was intentionally blinded, and thus you have an essential part of proving that Diana's accident was no accident at all.

Thus, the original photo we saw was central to this contention in that Henri Paul's face had even more light intensity on it, Trevor Rees Jones had less intensity, and Diana barely any at all.

In the current version, the photograph from where we sit, shows less intensity than before on Henri Paul's face, more on Trevor Rees Jones (but still far less than Henri Paul), and the bright spot on Diana's head digitally rendered (in both photos) to diffuse the clear import of her having little light on it at all.

Thus, on October 4, 2007, two days later, there was a dire need for those seeking to mask the import of these photographs to contend that they were taken not a second or two before the accident but earlier than that. Those seeking to mask the truth of the assassination were desperate and thus in view of the Ritz videos they hung themselves as this paper intends to prove.

However, before we get to that discussion, it is important to note that the entrance to the Alma tunnel involves a steep incline and the photos themselves attest that they were taken while the Mercedes was traveling down that incline. Moreover, with Diana looking back, photographers, if on foot, and the photos taken at the time officially alleged to have been taken (outside the Ritz), would have simply moved around the car to take the photos from the back and side not the front, with Diana turning back (but none to our knowledge have been produced). However, not only does the photographer, if on foot, fail to move back, but he focuses on Henri Paul, and further there are no paparazzi behind the car taking photos they otherwise would crave for front pages of global newspapers (Diana looking back behind her)! Thus, the official version

connective to the two key photographs is problematic. See also http://www.youtube.com/watch?v=NJhM68U-_yA.

Sender, Berl & Sons Inc. long offered the reason she was looking back. Princess Diana was looking to Dodi Fayed for protection, she long fearing that her life was in jeopardy post her royal divorce. Diana not only did not recognize perhaps some of the people chasing the Mercedes by car and motorcycle, but at the point she was turning back, the slip roadway, which Henri Paul needed to exit, to get directly to Dodi's apartment, was blocked. Thus, this forced Henri Paul into the Alma tunnel and Diana was obviously concerned, as was Trevor Rees Jones from the fact that those taking the photograph were immediately in front of the car forcing Henri Paul, as some witnesses to the accident expressed, to brake and blow his horn.

Tack onto these realities the one that Brenda Wells, the person who was blocked from entering the roadway into the tunnel by two motorcycles, to preclude her from being a direct witness to what took place in the Alma tunnel a seconds later, was told as a matter of fact by French police to disappear, which she has, then the evidence speaks to a planned assassination on Princess Diana's life. Moreover, do not discount the reality that Diana not only was concerned that the slip road was blocked forcing the Mercedes into the tunnel but she could have further noted two motorcycles blocking Brenda Well's car from entering the tunnel as the Mercedes she was in was doing so!

PART TWO

This is the news report emanating on October 4, 2007, regarding the place where the photos were taken:

Two photos shown to the inquest on Tuesday, taken by French photographer Jacques Langevin, apparently are the last taken of Diana before the crash - though only her hair is visible.

The time is 12:20 a.m. on Aug. 31, 1997. About 10 minutes later the Mercedes had slammed into a pillar in the Pont d'Alma tunnel.

Langevin was prosecuted for invasion of privacy for taking two photos of the couple leaving the Ritz, and he and two other photographers faced the same charge for taking pictures of the car shortly after it crashed.

Langevin was acquitted of the charge involving the Ritz photos.

Following a series of appeals, Langevin, Christian Martinez, and Fabrice Chassery were fined \$1.42 each by a Paris appeals court for the tunnel photos

THIS IS A LIE. Why do we contend that this is a lie (among a series of lies we detailed in 1997 and highlight below)? If you stay with the Ritz videos to near the bitter end, you will see Princess Diana and Dodi Fayed entering the Mercedes and driving off and there is no flash or bright lights or anything of that order in the video. In fact, while Jacques Lengevin was present in the immediate area, by his own admission, he was not there to operate as a photographer at all as he himself proves by his original statements made concerning where he was at the times in issue:

<http://images.google.com/imgres?imgurl=http://www.bbc.co.uk/politics97/diana/rat3.jpg&imgrefurl=http://www.bbc.co.uk/politics97/diana/photo.html&h=159&w=160&sz=24&hl=en&start=1&sig2=Ai4Ukw1Jc7In0bkPegSHvw&tbnid=RXuZ6mJbx2t6oM:&tbnh=97&tbnw=98&ei=ED0QR4XWEoiQeeOX2OwK&prev=/images%3Fq%3DRomuald%2BRat%2B%26gbv%3D2%26svnum%3D10%26hl%3Den>

Langevin: condemns paparazzi who fled accident

In an interview for American TV, the French photographer Jacques Langevin, also arrested after the tragic accident that killed Princess Diana, said he was not among the paparazzi "killers" who chased her through Paris.

"I am not paparazzi," Langevin told CBS Television. "On this story, I work in the respect of the law. ... I arrived after the police, after the ambulance people. I am charged now and I cannot accept that."

Mr Langevin said he was assigned by the Sygma Agency to go to the Ritz Hotel on Saturday night and take photographs of Diana and her companion, Dodi Al Fayed.

"We knew she was coming out of the hotel. A car came quickly... so I shoot pictures of Diana leaving the hotel (and) of the two inside the car through the window," he told CBS.

Mr Langevin said Diana put her hands in front of her face to shield herself from flashes and after taking the photos he left to rejoin friends for dinner. He told CBS he had arrived at the scene of the accident by chance about 15 minutes later.

The award-winning photographer, who has covered combat in Bosnia and the Gulf, said he did not immediately recognize the wreckage as the car containing Diana, Al Fayed, their driver and Diana's bodyguard "because in my mind I couldn't accept that was the car I saw near the hotel".

Commenting on witness claims that some paparazzi who chased the vehicle took pictures of the victims after the crash and sped off before police arrived, Mr Langevin said: "It's unacceptable. They are not photographers. They are - I don't know, but they are not journalists. In a way, they are killers."

The Ritz videos attest that Henri Paul made a covert deal allowing a handful of people to position themselves outside the service entrance where Diana and Dodi would and did in fact exit. Among those thus present, by his own admission, due to this secret deal, was Jacques Langevin, a person with credentials making his appearance on a late Saturday night, to capture pictures of Dodi and Diana that were available all day long, all the more noteworthy.

While the large crowd was waiting for Diana to exit from the front of the Ritz, Henri Paul, deputy director of security of the hotel, was making plans for Dodi and Diana to exit the hotel from the service area and then take one car without the Range Rover that usually backs them up to Dodi's apartment. What is significant is that Henri Paul keeps Diana and Dodi waiting an inordinate period of time in the service area of the hotel. The following video frame shows them in the area at 12:11 AM Sunday morning, August 31, 2007:



What we see for the first time on the Ritz videos is that Diana, having to stand their waiting, finally shows Henri Paul her watch questioning the delay. Thereafter Henri Paul moves them into the car, notably nine long minutes after their arrival in the service area. Why the delay? During those nine minutes Henri Paul is seen exiting the service area multiple times, one time openly waving to his three or four "paparazzi" confidants in the area, privy to the exit route.



Motorbike arrives 12:07 AM four minutes before Diana and Dodi enter the service area. The driver sees he is in the direct line of the security camera so he moves himself and his motorbike out of camera range.



On the other hand, the few "paparazzi" with inside knowledge of where Dodi and Diana would exit, stand in waiting across the street, thinking they are outside the range of the Ritz security camera. Henri Paul comes out, sees them, checks inside the office, confirming they are on camera, and waves them off to move, and they immediately do so.





Princess Diana, who with Dodi is standing there unaware of the true reason for the delay, becomes impatient and flashes Henri Paul her watch to indicate that she would want to move forward, Henri Paul, signals her that it won't be much longer, and then, twenty seconds later, once Diana complains, things move quickly.





The Ritz video then shows the following:

12:19:50 Diana and Dodi exit the Ritz from the Service Exit

12:20:17 They quickly enter the Mercedes

12:20:23 Mercedes leaves the area

THERE ARE NO SIGNS OF THE USE OF ANY FLASH BULBS OR HIGH INTENSITY LIGHTS ON THE CAR OR ON ANY OCCUPANT OF THE CAR. THIS IS ALSO VERIFIED BY A SECOND RITZ SECURITY CAMERA CAPTURING DIANA'S AND DODI'S ENTRY INTO THE MERCEDES FROM BEHIND THE MERCEDES.

Jacques Langevin by his own admission was there and those there were not there to photograph Diana but ready for the chase on a route they knew in advance would drive the Mercedes into the Alma tunnel. The delay was to put those involved in place including those needing to block the slip exit and entrance off the Alma tunnel and otherwise get the crew in

place to also assure Diana's death as SenderBerl presented in 1997 and as we, immediately below, in Part III, review here for you.

PART III

SenderBerl released the following guide to refresh its global group of readers of some material events it presented in 1997 regarding Diana. Now, with the additional facts above, everything easily falls into place.

SENDERBERL KEY GUIDE TO UNDERSTANDING THE TRUTHS RE DIANA

This reference was very hard to find from mainstream news sources:

Source: <http://www.cnn.com/WORLD/9708/30/diana.dead/>

Several motorcyclists were detained for questioning after the crash, police said. A badly damaged motorcycle was taken from the scene of the accident by police.

Ehrlich: Never explained who was on it and how it got damaged.

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Look how the BBC first put it on August 31 (1997):

Source: http://news.bbc.co.uk/onthisday/hi/dates/stories/august/31/newsid_2510000/2510615.stm

Mr Al Fayed and the chauffeur died at the scene but the princess and her bodyguard were cut from the wreckage and rushed to hospital.

Ehrlich: To say that Diana was rushed to the hospital is a historic lie.

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Di's bodyguard Trevor Rees-Jones survived the crash but only has vague memories of events leading to it.

Ehrlich: Have vague memories or die. Link this to our discussion regarding Pat Tillman.

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Guardian put forth the BS regarding the assassination:

http://www.guardian.co.uk/uk_news/story/0,,768041,00.html

Several other decoy cars are understood to have been driven away to lure the photographers off. But the ruse failed. The 'paps' were smarter than that. After half an hour, the couple left the rear entrance of the Ritz around midnight.

They were snapped as they got into their car, an armour-proofed Mercedes. The French Ritz driver had had little practice with the car, which handled in a peculiarly heavy way.

Ehrlich: They pushed this BIG LIE but could not get away with it. Now, it is all but conveniently forgotten.

The broad square of the Place Vendome is normally deserted by that time of night, the jewellery boutiques and antique shop for the super-rich long since closed for the evening. But as Diana and Dodi sped away, the photographers leapt onto their motorcycles and the buildings echoed to the screech of tyres.

Their route would have taken them along the perimeter walls of the Jardin des Tuilleries before they entered the expanse of the Place de la Concorde, where the traffic flows four or five cars abreast over the cobblestones. Here, the French chauffeur made his first attempt to dodge the pursuing paparazzi riding BMWs. But his attempts to outmanoeuvre the photographers failed. They, after all, were old hands at the deadly game of car chasing, and he was not.

The Mercedes then sped on towards the Seine and Dodi 's home. The dual carriageway exit to the west, along the Cours de la Reine, funnels the vehicles into a narrower raceway with a low, central dividing wall. The natural temptation here is to accelerate. Because of this the speed limit is set between 35 and 50 mph. The Ritz driver did accelerate - according to some reports, as fast as 95mph.

Across the river, the bulking profile of the Eiffel Tower shot into vision as the Mercedes raced along. Through, first one shallow underpass, illuminated by yellow strip lighting from frosted glass panels one one side.

'You should never drive along there too fast,' a woman taxi driver said yesterday. 'Take care when you approach the second tunnel. It swings to the left just as you go down. There have been accidents there before.'

With the paparazzi still in close pursuit, the Mercedes, carrying Diana , Dodi and their bodyguard, Trevor Rees-Jones, made another attempt to accelerate away. Diana and Dodi were sitting in the back seat, without seatbelts. At least seven paparazzi on motorcycles were in hot pursuit.

As the car swung left and raced into the second underpass, below the Pont de l'Alma, the driver appears to have lost control of the vehicle. Skid marks, streaked with black paint were visible yesterday on the central dividing wall marking the point where the vehicle veered to one side.

Ehrlich: With the release of those doctored photos we now know someone was in front of the Mercedes.

The huge Mercedes ricocheted off an opposite wall before slamming into the 13th pillar supporting the tunnel roof, and rolling over two or three times.

The pursuing motorcycles appear to have braked before they reached the wreckage. But even in the awful aftermath of the crash, there was money to be made and, it seems, the prospect of a final ghoulish exclusive.

According to French radio, several of the photographers took pictures before help arrived. One of them was beaten at the scene by a horrified witness. An eyewitness, speaking on BBC Radio yesterday, said: 'Initially when I approached one (photographer) was even taking pictures.'

Even before I could run the 50 yards into the tunnel, he was there. His camera equipment was far more sophisticated than that normally used by tourists.' The fire brigade received their first call at 12.27am from some American tourists who had heard an enormous bang. The Mercedes had partially fallen on its roof, crushing it and forcing the engine back into the driver's and passenger's compartment. The car's heavy radiator had been thrown into the front.

It was a catastrophic accident. Dodi , aged 42, died instantly in the crash. The French Ritz chauffeur was also killed on impact. Diana was still alive - just. But she was gravely injured and trapped in the tangle of crumpled metal and broken glass.

Two American tourists were the first on the scene. Tom Richardson, from San Diego, said he saw smoke, adding: 'I think the car hit a wall. A man started running towards us telling us to go.' His friend Joanna Luz added: 'The horn was sounding for about two minutes. I think it was the driver against the steering wheel.

Ehrlich: Critical side stepped facts.

'There was a photographer on the scene within five seconds of the crash. As we were running out of the tunnel police and others were running in but it took around five or seven minutes for them to get there.

'People were running towards the crash site and steering traffic away not knowing who was in the car. We were 20 yards from the accident but we did not see anyone in the car. The car was in the right lane facing on-coming traffic. The air bag was on the passenger's side. We did not see one on the driver's side.'

Other witnesses suggest the Mercedes had not been under close pursuit from press photographers, though several arrived very soon afterwards.

One taxi driver, Michel Lemonnier, said: 'It must have been the chauffeur's fault. He was mad to be driving like that in that tunnel.'

French emergency services took between five and seven minutes to arrive. Early reports suggested the princess was suffering from concussion, a broken arm and cuts to her thigh. In fact, those reports were wildly optimistic. The grim reality was that she had suffered massive chest injuries and internal bleeding.

As rescue crew started to attack the mangled Mercedes with cutting gear, paramedics revived the princess, still encased in the crush of wreckage. Intravenous drips would almost certainly have been used to replace blood loss, and she would have been given pain relief, probably morphine and nitrous oxide. Of her desperate plight, she knew nothing. At no time did she recover consciousness.

Ehrlich: Not true at all. Big lie.

The race to cut her free was proving difficult. The problem was the car's dense armour plating. 'The car is extremely heavy and needs experience to drive it,' a police officer said. 'The specially reinforced steel made it extremely difficult to cut through and reach Princess Diana and the injured bodyguard in the front seat after the crash.

Ehrlich: THE BIG LIE.

'The firemen needed a full hour. As far as we can tell, the bodyguard survived because he was the only person in the vehicle who was wearing his safety belt.'

The cutting continued, as police rounded up five photographers at the scene and impounded their motorcycles. After more than an hour of cutting, at 2am Diana was finally lifted clear of the carnage of the Mercedes.

Ehrlich: All of this are lies upon lies upon lies. The instruction for all those present who were in on what was taking place was to delay her removal from the accident site. Top officials said they did not call the ambulance but photos in these series of emails will show them in communication awaiting exactly what to do and when.

She was taken, still unconscious, to Paris's biggest hospital, the Pitie Salpetriere Hospital.

Diana was rushed straight into surgery. But shortly after her arrival she suffered a catastrophic cardiac arrest. On the operating table the French surgeons did their best. They opened the injured chest of the princess and repaired a ruptured vein. But the internal bleeding simply would not stop, however hard they tried.

Back in Britain, the Royal Family, on holiday at Balmoral, including the Prince of Wales, were woken and informed of the crash.

The British ambassador in Paris, Sir Michael Jay, rushed to the hospital immediately on being notified of the accident by the French authorities.

Mohamed Al Fayed flew by helicopter to Paris from his home in Surrey. He was told that his son was dead, and that Diana was gravely injured. The Prime Minister, Tony Blair, at home in his Sedgefield constituency, was woken and informed of the accident. He was deeply anxious about the princess. He got up, paced about, and waited for news.

In the United States, President Bill Clinton and his wife Hillary were told by a military aide about the crash while they are attending a party at a private residence on Martha's Vineyard where they were on holiday. They slipped away.

The crash came just in time for the late editions of the Sunday newspapers, but the tragedy was hedged with confusion. Buckingham Palace confirmed the princess was undergoing treatment for injuries and said the crash was 'an accident waiting to happen'. But the impression in the immediate aftermath was that Diana was going to pull through. For two hours the surgeons continued to massage Diana's heart.

At the scene, bodyguard Trevor Rees Jones, the only survivor of the crash, was eventually cut free from the wreckage and taken to hospital.

But the valiant efforts of the French surgeons to save Diana were in vain. The internal injuries which had caused huge blood loss and brought on the heart attack were too serious.

Ehrlich: You can see why the BS about Gotbaum is relevant to Diana.

At around 3am - 4am local French time - Diana, Princess of Wales, was pronounced dead.

Bruno Riou, head of the Salpetriere Hospital's intensive care unit, said surgeons gave up their bid to restart her heart after massive internal bleeding in the chest. There was nothing more they could do.

Her death prompted a flurry of telephone calls to the Royal Family, senior politicians, and diplomats. The French ambassador telephoned Balmoral and informed the Queen's private secretary that Diana had died.

The Prince of Wales was then informed and broke the tragic news to his sons, princes William and Harry.

Over at the Observer, on the fifth-floor of Farringdon Road, London, the headline 'Di reported dead with Dodi in Paris car crash' was being laid on the final edition of the paper.

At 4.21 the Press Association put out a newsflash which said Foreign Secretary Robin Cook's plane has been delayed from taking off from Manila military airport in the Philippines as he prepares to make a statement. The grimmer subtext was clear.

Twenty minutes later, at 4.21am, there was another newsflash which swept away all further doubts. 'Diana, Princess of Wales, has died, according to British sources, the Press Association learned this morning.'

Ehrlich: You can see that original reports were replete with OPEN AND DELIBERATE LIES to play the assassination as planned. However, due to intense global oversight over the accident and death they had to change tactics and thus it is imperative to highlight the BS they were pushing down our throats to diminish us and make us grieve while they laughed. If you don't see the Moabite/Sodomite model in play in the original scenario then I don't know what to say.

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Now please join the above to this excellent report and analysis I found --- generated August 31, 1997:

Source: <http://www.emergency.com/dianaded.htm>

08/30/97 - 22:50CDT

Princess Diana Reported Dead in Paris Hospital

By C. L. Staten, Sr. analyst

Paris, France (Emergencynet) -- According to at least two international news services and a spokesman from Newsweek magazine, Princess Diana, Princess of Wales, age 36, has succumbed to injuries she received in a automobile accident that occurred at approximately midnight (Paris time).

Paris police officials have reportedly begun a criminal investigation into the circumstances surrounding the accident that happened in an underpass of the Pont de l'Alma bridge, near the Seine river. Speculation continues to center on the involvement of at least one and maybe two motorcycles who may have been pursuing the vehicle containing the Princess and her

companion, Dodi Al Fayed.

According to doctors at the Hospital de la Pitie Salpetriere, Princess Diana died as the result of massive internal and head injuries. Reportedly, she passed away at approximately 04:00 a.m. Paris time. French Interior Minister Jean-Pierre Chevenement and Paris Police chief Philippe Massoni were with British diplomatic personnel at the hospital at the time of the Princess' death. Prince Charles, vacationing in Balmoral, Scotland, has been informed of the accident.

British Prime Minister Tony Blair reportedly was "shocked and saddened" by the "devastating, appalling tragedy," an ministerial spokesman said. Britons everywhere began to express their shock and dismay shortly after the announcement of Princess Diana's passing.

EmergencyNet News will continue to monitor events surrounding the incident and the ensuing investigation and provide additional details as they become available.

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Finally, the bodyguard and driver (described as a hotel security guard) should have been expected to flee a group of motorcyclists, "paparazzi" or not, if they had surrounded the vehicle of their principals. Given the history of Paris and terrorist attacks, standard security procedures would have caused them to attempt to allude any unknown personnel...out of fear that it was an assassination or kidnap attempt. More facts are needed, in order to draw more conclusions. -- C. L. Staten, Sr. Analyst

Ehrlich: This was an excellent observation and comment by the analyst!!! This is why Diana turned around because she saw that the slip road was blocked and that they were pursued by men on motorcycles not known to her.

It took rescue workers almost two hours to extricate Diana, age 36, from the wreckage and took her to a hospital where doctors battled for two hours to try to save the life of the Princess as she lay with massive bleeding from terrible injuries to her chest. During the vain and desperate battle, surgeons opened her chest and massaged her heart with their hands in a bid to save her. Because it took so long to extricate her from the wreckage of the car, the "golden hour" of emergency medicine was lost in which doctors may had been able to do more to save the life of the Princess.

Ehrlich: This was the reason for the delay.

There have been unsubstantiated reports that the flash from the photographers cameras may have blinded the driver of the car as he was traveling at high-speeds and then he lost control. It is not known if the driver had received special executive protection driver training.

Efforts to save the life of Diana, at the accident scene and at the hospital, were described as "heroic."

Ehrlich: The same no doubt applies to those who moved to save Carol Gotbaum.

Ehrlich: Diana spoke to Dr. Maillez. While he refused to tell the public what she said, he made it clear in 1997 that she said things to him that he would convey to her family as he gently put an oxygen mask over her mouth (SenderBerl covered the Diana accident real-time in 1997 -- Google "Diana ambulance").

From senderberl.com

SenderBerl site (1997):

CONCLUSION: We would think that Dodi Fayed's father will investigate this entire affair using the resources he has at his disposal. Do we need a person with vast wealth to guarantee pursuit of the truth? Do we have to fear governmental powers thwarting an investigation by a vastly powerful person? Trevor Rees-Jones takes on the power to singularly oppose a false report. Will his memory ever return? Does he fear it returning? Why did he put on a seat belt when Diana didn't? There is one piece of seemingly confirmed evidence that may jog Trevor Rees-Jones' memory. There is a picture showing Princess Diana turning around and looking out the back window at a motorcycle. What we believe she may have been doing is seeing if she recognized the motorcycle driver. She was aware - after the many years together - of the identity of aggressive photographers. Did Trevor Rees-Jones sense danger when Diana possibly said she did not recognize the person/persons on the motorcycle aggressively or suspiciously moving about the Mercedes? The free lance photographers said they were all far back from the car, while a string of witnesses saw two motorcycles with a black car traveling next to and/or in front of the Mercedes. Do the French investigators know who was in the black car and the three persons on the two motorcycles? If not, more than ever, Brenda Wells statements to date take on critical importance, and it would be frivolous to leak news that they are going to point to alcohol and speed (i.e. Henri Paul). If any investigator establishes that Brenda Wells was impeded from entering the tunnel, then the evidence points to a conclusion far different than "alcohol and speed." Where is Brenda Wells? Again, where is Brenda Wells? If Brenda Wells is a sham, or an illusion, then tell us. Otherwise, produce her!

Ehrlich: Nothing has changed since 1997

Update(September 30, 1997): The misinformation spin masters were out in full force. A keen example was a British spokesman who said Britons were tired of the news regarding Diana and the newspapers were relegating stories to pages 6 and 7. Moreover, he said, the situation was clear. We had a highly intoxicated fellow who simply smashed up a car. Case closed. The truth of it all is that Britons, like most others throughout the world, are not tired of it, and in fact have grown more suspicious and rightfully so. As one professional accident analyst proffered today: the French permitted the accident scene to become polluted. The skid marks were critical to determining salient facts regarding what Henri Paul did and what effect, if any, a second car and two motorcycles may have had on Henri Paul's driving. Normally, this type of accident analysis is done immediately: within a week, at the latest, and steps are taken to preserve the accident site. Since the French are treating this accident as any other accident involving alcohol, it appears that they carry no remorse in opening up the roadway hours after the accident without preserving important evidence. To do the studies four weeks later is frivolous, this accident expert said, and it appeared he didn't even know about the immediate offer of Daimler- Benz to aid in such an analysis, Daimler-Benz obviously aware of the critical time window existing concurrent with the accident.

The public is treated with disdain: if enough spin masters say that everyone is losing interest

and getting on with their lives; if they give the appearance the general public is thinking that it is a simple case of an "addicted" "chronic" alcoholic causing a horrific accident; if they further buttress it by having the press and media altogether ignore the accident and death of Diana, or by having the press put it on page 6 of the daily newspaper, then the spin masters conclude they will prevail, and the dupes (the public) will have been duped again.

SenderBerl site (1997):

However, we for one, put focus on where the press and media should be doing its jobs. To say that this accident is just an ordinary accident of a driver full of alcohol and drugs, belittles the facts established.

It involved the Princess of Wales.

It occurred just prior to an anticipated announcement of engagement to Dodi Fayed. Her death eviscerated the steep problems which would have faced the Royals and England had she in fact married Dodi, or worse, become pregnant during the marriage. The original focus should not have been on Henri Paul but the fact that Diana could have survived the accident.

The Police Chief for Paris, France and the Interior Minister for the country, jointly admitted that they were surprised at the inordinate delay in the ambulance delivering Diana to the hospital. Yet no one picked up a phone to call the ambulance.

No facts have been revealed as to who was on ambulance, or what treatment was rendered to Diana, and who made the decisions to take one hour to bring her to a hospital 6 kilometers from the accident site. It moreover is unlikely that the ambulance even carried sufficient amounts of blood she needed.

The ambulance was originally accompanied by two police motorcycles, who "lost" the ambulance.

Diana's suffered an injury to her left pulmonary vein, not to her aorta, which we understand is the type of injury normally sustained in a "deceleration" incident. She would have materially benefited if she was quickly delivered to the hospital and placed on a heart lung unit. Neither was done.

Misinformation was released that the Mercedes was armored to support why it took so long to get Diana to a hospital. Only after intense world interest and focus did salient truthful facts become available including that she could have been swiftly removed from the car and scene and whisked to a hospital where 25 specialists were awaiting her.

A picture was taken showing Diana not looking at the photographer taking the picture but at a motorcycle behind the car. To do so she had to fully turn around, and it would appear that she was trying to identify those on the motorcycle. Why?

Trevor Rees-Jones put on his seat belt. Diana was a devoted seat belt user. If the focus and concern was Henri Paul then they would have simply told him to stop the car or pull over. Diana and Dodi both could handle another confrontation with the press. They wouldn't risk their lives to allow someone driving erratically to continue.

To further attest that Henri Paul wasn't their concern, we have Brian Anderson seeing the Mercedes driving in a straight path. We have Trevor Rees-Jones remembering nothing unusual about Henri Paul. We have the fact that Henri Paul parked his car normally, a feat hard to do

when highly intoxicated, thereafter walking normally, even speaking with both Dodi and Diana. Yet the contention is that this man was a chronic alcoholic and based on this contention we should all blindly accept it and go on with our lives.

We do not hear the fact that during the course of Henri Paul's chronic long term alcoholic condition he was a licensed pilot with 600 hours flying time. As one news story stated: "'Flying an aircraft through fog is not something you can do just hoping for the best,' Jean-Andre Cahazuc, his former instructor, told one French newspaper. 'It takes discipline, and Paul was the complete opposite of a clown.'"

While the media reports the French conducting one of the most thorough auto accident investigations in history, it is already a sham since they have polluted the opportunity to obtain critical evidence. Moreover, the investigators seem to discount and belittle the evidence of a Gary Hunter and Brenda Wells, while at the same time discouraging others to come forward. The press and media moreover circumvent any follow-up or discussion concerning what Wells in particular had to say. Brenda Wells is nowhere to be found, as far as we know.

It doesn't take an Einstein to recognize that the accident took place in an area where the chances of witnesses were minimized. Sheer coincidence? We don't think so, when the mystery black car and two motorcycles seemingly made their move in the tunnel, and Brenda Wells has effectively stated that she was stymied from entering the tunnel at this very critical time window.

How can the French leak and then confirm that they are bent on seeing here a routine accident caused by an "addicted" long term alcoholic until and unless they know the identity of the passengers on the motorcycles and in the mystery black car. To even assert blame under the circumstances and facts detailed above is an abomination of responsibility and accountability and an insult to the public.

There are obviously forces who want to derail intelligent thought, press coverage and investigation of the Diana accident and death. The investigation and press and media coverage of the Diana accident and death are vastly important to the future of all citizens of the world. If the press and media can be manipulated, if anyone wishing to pursue serious inquiry and discussion can be thwarted, then do such characteristics reflect democracy, or autocracy? In a democratic society and environment a free, open, and aggressively inquiring press and media is essential to offset the power and control of central government and control. In the new world order being successfully pursued this past decade plus, it is imperative to preserve the power and responsibilities of the press and media. If they fail here, as they have failed recently with TWA Flight 800, then one has to question on what principles and platform the evolving central government operates. Can people in an expanding capitalistic environment, where opportunity seemingly expands, at least for a period of time, recognize the erosion taking place to important democratic platforms. In the new world order, are elementary democratic precepts inherently in conflict with it? Is this conflict evidenced by the Diana's accident and death? We think so.

INSERT: THE ABOVE WAS A PRECOCIOUS PERSPECTIVE AGAIN ON WHAT WAS TO UNFOLD (9-11 ET SEQ) THAT CONFRONTS US TODAY!

Conclusion: Focus on the key issues and questions. Not only will this pay homage to Diana above and beyond her brother's funeral eulogy and Elton John's song, but it will be important for citizens of the world to openly express that they will not be victims of misinformation, as other citizens were victimized by misinformation during other times in world history. History


enforces the proposition that when people fall as victims of misinformation, it is usually the platform to far worse abuses. In America, a free open and aggressive press was an essential platform to democracy. It would be disappointing, in the time where America assumes a sole super power role, that we lose a main ingredient which made America great. Again, the original focus should have been on testimony whether Diana would have survived had she been taken to the hospital immediately. Working backwards from that original precept, it then becomes clear that one has to know the identity of those adjacent to the Mercedes and very carefully scrutinize the critical remarks of Brenda Wells. We never tire of asking, where is she? Can we hear what she has to say? Why not? We tire of hearing about Henri Paul. We await hearing what happened between the time of the accident and the time of Diana's death at the hospital. We await hearing about Brenda Wells. Isn't what we are asking equally if not far greater in importance than Henri Paul's claimed intoxication - which we have responded to; but nothing which concerns us has been addressed at all.

end 1997 excerpts from senderberl.com

PART IV

The photographs disclosed to the public toy with us. Here is the photograph major media likes to show to connect it to the claim that Henri Paul was drunk and driving irresponsibly well over the speed limit (the facts are that Henri Paul was complicit in what was taking place and had a great deal to do that night and he was cogent, coherent, active and not drunk at all meaning that the test results were fabricated):


abc NEWS NEWLY RELEASED PHOTOS: THE LAST MOMENTS BEFORE DIANA'S DEATH



Diana's Final Moments: Newly Released Crash Photos

French officials said that blood alcohol tests on Henri Paul confirmed that he had been legally drunk at the time of the fatal accident.
(Emergency Services/ scottbaker-inquests.gov.uk)

Scroll < > ABC News Homepage Photo Gallery Archive




However, here is an actual photo of the Mercedes after the crash:



A fireman in his high-visibility vest and radio at his waist peers into the front seat where bodyguard Trevor Rees-Jones lies horribly maimed, although he was to survive. Beside him Dr Mailliez in shirt sleeves points forward

Again, here is another shot to mislead the public. The fact is that, as disclosed below, there was a false claim that Diana was stuck and they needed to remove the roof and that the roof was armor plated and this lie accounted for the long delay in removing her from the ambulance. In fact, it was the use of heavy machinery to remove the roof, one that was not armor plated, that made the car look far more awful than was otherwise the case.


abc NEWS NEWLY RELEASED PHOTOS: THE LAST MOMENTS BEFORE DIANA'S DEATH



Diana's Final Moments: Newly Released Crash Photos

The car, a Mercedes-Benz S-280 sedan, was believed to be traveling at speeds approaching 100 miles per hour in the Pont d'Alma tunnel. (Emergency Services/ scottbaker-inquests.gov.uk)

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PART V

Why? There is no excuse for dragging in the global public, but to the royals they had by tradition every right to eliminate Diana for her intent to do what she was doing to her family

impacting not only them but English culture and heritage as well. Assuming arguendo that they were furious, then the place to deal with it was among themselves, not pursuing an execution that murdered Diana in a very cruel and sadistic manner but also diminished the public by moving to make us complicit by our silence and ineffectiveness in it.

Here is an excerpt from Meet the Press that we published in 1997 that details the motive.

From senderberl.com/diupdate.htm:

The damage and anger Diana was causing the Royal family is readily seen from a Meet the Press televised discussion following Diana's funeral:

MR. HITCHENS: But I don't see why we should be the megaphone for this kind of thing all the time. The desire to worship and to find a leader figure and grovel to it is not an absolutely unmixed blessing in human nature, OK? And there were some unpleasant aspects to it this week, for example, the attempt to blame our profession for the death and to shift attention away from the rather trashy and crooked family into which Diana was hoping to marry. Because we couldn't mention anything like that in the week of her canonization, but the fact is, she's been saved from joining the Al Fayed family and taking those boys into that. And that's what she was hoping to do. Now, this is not, in fact, sainthood. It's not sainthood.

MS. MATHER: We don't know that, Christopher. We have--we absolutely can't say that.

MR. HITCHENS: We're given every reason, we're encouraged to think that it's true, and certainly no one has challenged the Fayed family spokesman who has been groveled to by this network outside the gates of Buckingham Palace several times this week in the impression he gives that that's true.

MR. RUSSERT: Let's go to London.

MS. MATHER: I completely agree with you, that the Fayed family is a very controversial family. It was dubious company for the mother of the future king to keep. What has been extraordinary here is how that has been forgiven. I personally have written very critically about it in the Sunday Telegraph. But here all that's been swept away. There were many notes here behind us on the railings and at Kensington Palace which are to Diana and to Dodi. Perhaps they--the crowds in--there is sentimentality, and sentimentality isn't entirely a bad thing. That perhaps this sad and unhappy girl did at least have a happy few last weeks of her life.

Concluding Comment: Henri Paul as Deputy Director of Security for the Ritz Hotel was in on the deal allowing a limited number of paparazzi as to where Diana and Dodi would exit the Ritz and also advising them of the route he would take. His role also included contrary to the advice of the bodyguards discarding the use of the Range Rover which would otherwise accompany Diana and Dodi as it did all day on August 30, 1997. Henri Paul had no idea that his own death was central to what was in play and to this day Sender, Berl & Sons Inc. never has been able to learn of the person who removed Henri Paul off the blaring horn of the Mercedes after the accident.

Even in 1997, we were concretely suspicious that whomever that was intruded physically on Henri Paul and that the subsequent tests for intoxication represented a manipulated lie in line with the disinformation about the Mercedes Benz being armor plated, that lie proffered to initially account for the delay in extracting Diana from the Mercedes. Sender, Berl & Sons Inc. also pointed to Brenda Wells as the witness in chief as to the complicity in play and the press

actually reported in 1997 that French police told her that her life was in jeopardy and for her own best interests she should vanish, which she seems to have done, our not hearing anything about her from the Fayed camp or any other source. We will see if the Inquest addresses Brenda Wells. However, the evidence since 1997 pointed always to a planned assassination against Princess Diana and the photos released due to the Inquest highlighted by us above do attest even in their altered state that Henri Paul was intentionally blinded so he could not defend himself or his occupants from whatever propelled the Mercedes into a spin taking them into the 13th pillar of the Alma tunnel. However, Sender, Berl & Sons wants to make it clear that if Diana was taken to a hospital immediately, she would have survived. She was conscious, she spoke to Dr. Mailliez, another potential player in the theater in play, who refused to tell the media what Diana said to him, saying it was a confidential matter for her own family. We would think that the Inquest should reveal what Diana did say since first it shows that she was conscious and coherent and second what she said is probably centrally relevant to the crime but no doubt if we do hear what she said, we will have little confidence that we will hear it.

We do know that she was rubbing her belly when speaking to Dr. Mailliez, from initial news accounts, and we know that she endured a very painful demise as part of what history records as her accident and death. We will never forget Dr. Mailliez's statement that she was talking to him as he "gently" put the mask over her mouth. Thus, the last words she said were to a man who helped deny her say anything more. Then the police stood by as they allowed the horde of photographers to take endless pictures of her, the flash bulbs right in her face without remorse or intervention by anyone there, helping promote her demise. Those pictures were all seized by the police and they sit no doubt, but for the two highlighted above, in the same vault as the radar images of TWA Flight 800 similarly seized and denied disclosure to the public.

END

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