



*Sub*

*Rosa*

*Newsletter of the*

## FRIENDS OF THE INTELLIGENCE CORPS MUSEUM

[www.intelligencemuseum.org](http://www.intelligencemuseum.org)

E Newsletter 10 - Spring 2015

### WELCOME TO *SUB ROSA* IN THE SPRING!

**Newly appointed FICM chairman Tony Hetherington looks to the future with confidence.**

**I write this as the new – very new! – chairman of the Friends, and I am already realising what a hard act John Quenby is to follow. So, let me begin by paying tribute to John, who has just retired from the chair but, happily, remains one of our trustees.**

His work more than three years ago in reviving the Friends of the Intelligence Corps Museum has paid big dividends, both to the museum itself and to our membership. We have a website which is updated regularly with news of activities and articles of interest. We have *Sub Rosa*, which is sent to every member; and we have events, of which more in a moment.

Meanwhile, the museum benefits from FICM's fundraising efforts, which pay for specific projects such as the purchase of new displays. Currently, we are looking into ways of completely updating computer facilities so the scattered buildings of the museum and its archive are linked, with modern equipment that can scan and catalogue documents and artefacts in a way that makes them easily identifiable and accessible to researchers. This will not be a cheap project, but it will certainly be hugely worthwhile.

We shall very shortly – on April 16 – be holding our third Lunch with Lectures at the Special Forces Club in London. This has become a very popular annual event for FICM members. Dr Jim Beach will speak about the Everyday Life of the Intelligence Soldier: Vince Schürhoff, 1916-1918. And Nick van der Bijl will give a talk on the Falklands Campaign and the work of the Corps in the South Atlantic.

Then on September 10 we shall be holding an open day at the museum. There will be a meeting of the trustees, and all members can attend, ask questions and put forward ideas. There will be a talk from an officer of the Legion of Frontiersmen, an organisation that predates the Corps; and of course, a buffet lunch!

Membership of FICM has now topped 160. It would be good to see the rise continue. The museum has a secure place in the life of the Corps and in the lives of those who have served and moved on. Our own organisation is similarly now secure and we look to the future with a degree of confidence that could not have been taken for granted three years ago.

**Best wishes to you all! Tony Hetherington, Chairman**



*FICM Chairman Tony Hetherington*

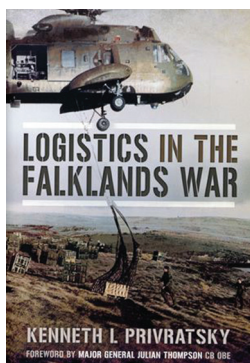
**Photo: JQ**

### DISTRIBUTION GUIDANCE

While this newsletter does not include any classified information, it is intended for the personal use of FICM members, their families and close friends only. Your co-operation in observing this guidance is much appreciated!

# BOOK REVIEWS: WITH PETER JEFFERIES

*Logistics In The Falklands War* by Kenneth L Privratsky, Pen and Sword Publications, 2014. 305 pp.



Reviewing this book reminded me of a comment made by a US four-star general when he introduced a presentation on logistics in East Germany that followed a series of presentations on the changes in organisation and the new armour, artillery, air defence, missile and engineer systems that were entering service in GSFG. He brought us all back to reality with the comment: “Remember guys, without gas and bullets no one is going anywhere.” Kenneth Privratsky is a retired US Army major general who started out as an infantryman before becoming a logistics specialist. He therefore brings an unbiased and unique perspective to the question of logistics in the Falklands. The truth is that many armed forces, including the British, rarely practise integrated

real logistics in peacetime, mainly because it is too expensive in both financial and resources terms, so they get lulled into the false sense of security that the ammunition, rations, medical and other stores will always arrive. War brings a reality to this concept when they discover that material and supplies can be interdicted as well as the front line.

Many books have been written on the Falklands War and the tales of derring-do of the naval, ground and air forces involved but this is the first one to focus on the vital aspect of logistics and bring forth the truism that it is easy to put forces where you want them, but sustaining them there is a different matter. Examples are given of when the front line outran the logistics tail and had to wait until the stores caught up with it.

Privratsky looks dispassionately at the challenges involved; the lack of preparation time; the urgency; the huge distances involved; the need to requisition ships from trade and the lack of sophisticated infrastructure in theatre that precluded the movement of supplies on wheels. After a brief discussion of events leading to Argentina's invasion the book describes in detail the rush to reorganise and deploy forces, the despatch of the Task Force, the

innovative solutions needed to sustain the Task Force, the vital staging base at Ascension Island, the in-theatre resupply, the setbacks and finally the restoring of order after victory. Another complication was that 5 Brigade was seen by some as a “post-war garrison” that would not need the full panoply of a fighting brigade, including integrated logistics, unlike 3 Commando Brigade that had all the necessary troops integrated into its organisation.

Had the logistics plan failed, victory would have been impossible and humiliation inevitable, with no food for the troops, no ammunition for the guns, no medical support for casualties etc. The lessons learned have never been more important as the UK faces increasing numbers of operations in ever more remote locations at short notice. This book fills an important gap and should be made compulsory reading for the new generations of military planners, because it shows that you ignore logistics at your peril. It is also a fascinating insight for military historians.

The verdict – good money well spent.

PJ, December 2014

*Listening In* by Dave Forster & Chris Gibson, Hikoki (Crecy) Publications, 2014. 192 pp.



The book covers the RAF's SIGINT-gathering capabilities from the end of WWII to the present day. The earlier years are covered in detail but information becomes more bland when more recent activities and systems are involved, presumably because they are still concealed behind the security veil.

This is not a pick it up and read it in one night book. The wealth of detail means that it needs to be tackled in bite-sized chunks. That being said, the writing is slightly academic in tone and style which is to be expected when dealing with a technical subject that draws on official papers as sources.

The book starts with the resurrection of the RAF's Radio Countermeasures (RCM) and Y capabilities in the aftermath of WWII. It traces the development of the airborne platforms and their equipment and the routes followed to collect the intelligence over Europe and the wider-ranging areas where there were British interests in what were euphemistically called “Radio Proving Flights” (RPF). Information on the results achieved by all these missions is limited. Whether this is due to security constraints or other reasons is not made clear in the book and I, personally, found this lack of information a little disappointing because it does not answer the “so what?” question, and detracts from what is a very good reference book, especially to those outside the SIGINT world.

There are details of the political machinations that had to be gone through to authorise flights in which the Foreign Office had a major say. Between the 1950s and the 1970s a very cautious attitude prevailed, with almost every flight needing individual authorisation. This is a surprising attitude because the majority of RPF were conducted outside territorial airspace.

By contrast, the photographic flights in the Berlin air corridors were given a six-monthly authorisation that was only reviewed before that period was up if the political situation demanded it. It seems that Whitehall was, to quote Sir Humphrey Appleby, “a hotbed of cold feet”.

There are the occasional eyebrow-raisers. One of the justifications quoted for the procurement of the Nimrod R1s was that “In peacetime the UK's primary source of Comint on Soviet Forces in Europe was the RAF's 26 Signals Unit stationed in Berlin”. Corps colleagues who served in Army SIGINT units in Germany and Berlin may feel that this is a slightly misleading statement but it could have been a ploy to ensure that the procurement proceeded successfully.

Notwithstanding all of this, the book is well researched and provides a good start point to start delving into the mysteries of the SIGINT world. It is good value for money and I would certainly recommend it as a buy for any serious student of intelligence matters.

PJ, December 2014



# MEET A VOLUNTEER

*with Chris Yates*

**Hello to Andy Cole**, volunteer in the museum since late 2013!

Born in Lytham St Anne's in 1943, his RAF family moved frequently until his dad was demobbed from Henlow and in 1950 they settled locally for a while in Haynes, up the road from Chicksands. To the child Andy, the AN/FLR-9 direction-finding "elephant cage" that dominated the horizon, was the 'lion cage'.

After an electrical engineering apprenticeship he began a long association with the UK arm of Eaton Corporation, a diversified industrial electrical and hydraulic power company with whom he worked for 47 years. He soon moved into the marketing/sales side and his big break came when he was tasked to conduct a detailed three-month market survey Iran and the Middle East. Later he managed 20 sales and design engineers in a price-margin operation in special equipment. In 1984 Andy took a career jump into Eaton's aerospace controls operation with sales responsibilities in the British Isles, Northern Europe, Middle East and India, working on cockpit controls for civil and military aircraft including the Tornado GR1 & 4, EH101 Merlin helicopter, Eurofighter Typhoon,

Fokker F100, Saab JAS39 Gripen and electrical power control modules for the AH-64D Longbow Apache helicopter. Also he worked on the naval side with control equipment on the Astute attack submarine programme. A word he uses a lot to talk about what he has done is "fun".

Retiring in 2005, he didn't take it sitting down taking courses on "something completely different", in reflexology, Swedish body massage, archaeology and IT user qualifications. Andy launched himself into the modern version of retirement: busier than work.

What brought him to volunteering and the museum? Early volunteering saw him as a Gamesmaker at the London 2012 Olympics. Our last issue featured volunteer Richard Harper, and it was through him that Andy got interested in the museum. "Like a duck to water" could easily be the saying that describes Andy's relationship with working with museum artefacts; his early technical skills training proving to be helpful in problem-solving. There are many roads in life on offer: you can take either the high road or the low road, or a road less travelled, but one of them will bring you to where you are.

Andy says, "It's fate that organises your life, you have to know when opportunity knocks – don't forget the magic ingredient of fun." Andy has two sons, and four grandchildren to whom one day he can explain the mystery of fate.

Thanks to you Andy!

**CIGY, February 2015**



*Museum volunteer, Andy Cole*

**Photo: CIGY**

## TO MOVE OR NOT TO MOVE, THAT IS THE QUESTION! PLANNING FOR THE FUTURE OF THE MILITARY INTELLIGENCE MUSEUM



*Musuem OpInt display*

**Photo: JQ**

As I reported to the ICA AGM in London last October, the museum had been granted an option to lease an "outside-the-wire" parcel of land adjacent to the guardroom at Chicksands. This would have enabled us to take advantage of a much bigger footprint, centralise all our display, archive, admin and storage facilities in a purpose-designed building, and also free ourselves of the restrictions currently imposed on us by being "behind the wire".

*by John Condon, Chairman MIM*

In January of this year the trustees convened an extraordinary meeting to discuss strategy for the Onion Field project. Following much discussion and careful consideration of all the facts the trustees decided not to pursue this option further. For the time being we will remain in our present location but will seek suitable accommodation elsewhere. The trustees will, in the immediate future, appoint a project officer to investigate suitable alternative locations for a new museum concentrating on locations which offer commercial sustainability, good communications, existing tourist footprint and perhaps the opportunities for partnerships/co-operation with other organisations.

Meanwhile, the following are the recently agreed statements of purpose, and strategic vision:

### **Statement of Purpose**

The Military Intelligence Museum exists to collect, conserve, record, interpret and make otherwise accessible, for public benefit, artefacts, documents and other material relating to the Intelligence Corps and the UK's military intelligence activity.

### **Strategic Vision**

To be the foremost military intelligence museum, providing a unique visitor experience and comprehensive source of related research and archive material, telling the story of the Intelligence Corps, military intelligence and the part played in UK military operations.

**JC, March 2015**

# HISTORICAL NOTE

## *Green Beret – “Black” Aircraft – Supporting the USAF at RAF Mildenhall 1975–1980*

*by Peter Jefferies*

Between 1977 and 1980 I was stationed at the Joint Air Reconnaissance Intelligence Centre (JARIC) at RAF Brampton in Cambridgeshire. In spring 1978 I was called to the operations officer's office to be told, together with a WO2 called Mick, I had been selected to be part of a joint army/RAF team to support operations by Detachment 4 (Det 4) of the 9th Strategic Reconnaissance Wing (9SRW), USAF at RAF Mildenhall, Suffolk.

Det 4 was equipped with the SR-71 Blackbird and U-2R ‘black’ aircraft and were permanently based at Mildenhall. The unit had an integral photographic processing and photographic interpretation capability but at times of higher mission rates it was augmented by US personnel from the 544th Imagery Exploitation Squadron (544 IES) from Offutt AFB, Nebraska. The UK involvement came from the desire to increase interoperability between the two nations, especially in crises when British personnel could be quickly deployed to Mildenhall, unlike their US counterparts who would have to come from the mainland US and would also be at the mercy of airlift priorities.

So a team of RAF photographers and army and RAF Photographic Interpreters (PIs) was selected to support Det 4. At the time this overt support to the US forces was viewed as sensitive by the British. Because the base was designated RAF Mildenhall there was a small RAF element permanently stationed there to liaise with the US authorities, so the RAF augmentees were ordered to be in uniform. However, the army element was ordered to be in civilian clothes because there was no army presence. This difference in dress caused amusement when the colonel at JARIC visited us dressed in his suit. He was confronted by his army PIs dressed in an assortment of casual dress. He looked askance at this but when he saw the way the US technical representatives (contractors’ personnel who supported the aircraft and systems) were dressed, he conceded that we had found effective camouflage.

The periods selected for the UK support to the SR-71 operations were the bi-annual Soviet troop rotation periods in Germany when time-expired conscripts were returned to Soviet Russia and replacements were

brought in. The conscripts were moved mainly by rail but by the late-1970s movement by air became more commonplace.

SR-71 missions had two tracks: the short one flew along the inner German border (IGB) and Czech border from north to south and vice versa; the long one flew to the North Cape and imaged Soviet naval targets in the Murmansk and Severomorsk areas. It then flew down along the IGB and Czech border, similar to the short mission. In all cases the missions were flown in either international or West German airspace and the primary sensor was High Resolution Radar (HRR).

An SR-71 mission took considerable planning and there was a long lead-time between authorising the mission and flying it. Once the mission was authorised the aircrew went into a preparation sequence which took several hours. There were always two crews in preparation so that there was a reserve crew. Preparation consisted of a full physical examination, a low-residue diet and pre-breathing oxygen to purge the blood of nitrogen.

Because the SR-71 required tanker support, the first indicator that a mission was on was the launching of the KC-135Q tankers of which up to six were needed. The KC-135Q was specially adapted to carry the JP-8 fuel used by the SR-71, and was unique. They were converted from early model KC-135s and had the original model of engine that equipped those aircraft. This made the aircraft marginal at take-off at high all-up weights and to boost the take-off power, water-methanol was injected to increase

thrust. A KC-135Q take-off always drew a crowd of spectators. The aircraft entered the runway and was then pushed back so it could use the maximum length runway. The engines were opened up to maximum power and a puff of blue-grey smoke told us that the water-methanol had been activated. The brakes were released and the aircraft lumbered along and seemed to stagger into the air after using an awful lot of runway. The critical bit was that the water-methanol only lasted for 45 seconds. I once asked what would happen if an engine failed after take-off or the water-methanol gave out. I was given an old-fashioned look that said, “Don’t ask.” A USAF master sergeant was more forthcoming: “There would be a large smoking hole in the fields beyond the end of the runway.”

About an hour after the tankers had launched, the runway was declared “sterile” and checked for foreign objects before the SR-71 took off. The noise was incredible and the shock waves made your flesh creep – literally. Once the SR-71 took off it was a case of waiting. When it returned there was quite a time before the sensor payloads could be downloaded. This was because of the surface heating, caused by the Mach 3+ flight which made the outer skin too hot to touch for some time.

After sensor download the film was taken for processing. The optical take (the tracker camera) was processed as normal photographic film. The HRR take was first processed as normal photographic film then passed through a device called the correlator which converted the raw, radar



*SR-71 takes off on another mission*

Photo: PJ archive



data film into a photographic film that could then be processed as normal film that was passed to the PIs for exploitation. The PIs task was to produce reports for the Initial Photographic Interpretation Report (IPIR). If I remember rightly this was expected every six hours and was passed to various US and UK agencies. There was always pressure to produce something for the IPIR, which was strange to the UK PIs who were used to the attitude of “If there is nothing to report either say nothing or signal nothing to report”. The US felt that if there was nothing in the part of the IPIR, that they had failed.

The operating constraints applied to RAF Mildenhall meant that the aircraft often launched in daylight. Consequently the processing and interpretation phases took place later in the day and the PIs often did not finish work until late night/early morning.

Supporting the U-2 was slightly different. Its sensors were day-only optical and the main target area was the autumn exercises in West Germany. The aircraft launched in early to mid-morning and flew a track virtually the whole of West Germany. We were told that the aircraft normally flew at about 70,000 feet but I saw higher readouts. Aircraft recovery was an exciting affair. Because the U-2 was essentially a powered glider it wanted to keep flying and the pilot had no sense of where it was in relation to the ground. The solution was for another U-2 pilot to chase the aircraft down the runway in the “chase car” – an X litre American pick-up – and tell the pilot where he was in relation to the ground. I went in the chase: a real white-knuckle ride. When the aircraft came to a halt, and it was a point of honour for the pilot to have the aircraft balanced on the main wheels, the ground crew inserted the pogo wheels under the wings so that the aircraft could taxi to its parking space. Once the aircraft had parked, the film was taken to JARIC for processing and interpretation which took most of the night. The reporting format was the US IPIR and the aim was to provide the high-level G2 and G3 Staff with enemy dispositions although the information was definitely somewhat stale by the time it reached the customer. The number of targets found was relatively small because only if units were caught in the open could they be reported. Most mobile military units tended to go into cover in woods or buildings that made them invisible to optical imagery. During a mission we were not given direction about areas of priority interest to G2, so we had to look at all 2,000



*U-2R from the front - an evil looking beast*

Photo: PJ archive

to 3,000 feet of film – long and arduous. Besides the work there were many, many memories of working with the Americans and “black” aircraft. Inevitably there were the two nations separated by a common language moments, most of them unrepeatable in a family newspaper, but it broke the ice. The Brits were very useful at getting telephone lines to the US opened. The “cute” British accent worked wonders with the American, mainly female, switchboard operators. On one occasion our ops officer, a US Army captain, was told there were no available lines to Offutt for at least two hours. I tried and was put through in seconds – well we got to the pub before closing time!

There was also the matter of dealing with warrant officers. In the US forces they can use the officers’ club although not commissioned. Most officers referred to their warrant officers by first names. The detachment commander was one Lt Col Daniel “Zee” Smith the Third, USAF, and he used to call me by my first name. After I explained British custom and practice we reached a compromise. He called me “Sgt Maj Pete” and I called him “Col Dan Sir” so honour was satisfied.

To my cost I forgot the old army advice: never volunteer. A U-2 had landed and the one of the pogo wheels would not engage so the aircraft was stuck. The suggestion was that if someone sat on the end of the wing that had its pogo in place, the aircraft could be taxied to the hangar where the recalcitrant one could be put in whilst the aircraft was downloaded. Being young, fit and foolish, I volunteered to sit on the wing. Up I got and the aircraft started to taxi. At the first turn when the wing I was sitting on was on the outside of the turn, I realised my folly. I was at edge of a 50-foot radius circle and had to cling on for dear life, much to

the amusement of our American cousins. “Set-up” sprang to mind.

There was inevitably the end of detachment “beer call” and barbeque. The British contingent joined the party in the hangar where there was a large noticeboard with team names and times. We were told that this was the “Budweiser case demolition contest”. The rules were simple: a team of 10 stood in a circle and a case of 24 cans of Budweiser beer was thrown in. As it touched the ground the watch started. When the beers had been consumed and the last piece of the case touched the floor outside the circle, the watch stopped. Up for the challenge, the Brits formed an ad hoc team after being warned that the USAF had been practising for weeks. The scoreboard showed the fastest time as 1 min, 35 secs. The case hit the floor; 45 seconds later we were done and dusted. A shocked silence was broken by an American voice saying “Jeez that was ’ossum.” Teach them to throw tea into harbours!

The abiding memory was of long hours, the amount of film exploited prodigious, but all deployments supporting the “black” aircraft were worth their weight in gold. It introduced us to another nationality and their working methods, and forged bonds. I used to get a Christmas card from the chief master sergeant until he sadly passed away in the late 1990s. Would I do it again? Like a shot!

PJ, July 2014

**FICM WEBSITE**  
[www.intelligencemuseum.org](http://www.intelligencemuseum.org)

# FROM OUR ARCHIVES

## *Himmler's Razor Blades and Shaving Cream by Dan Francis, Museum Assistant*

Prepared by Museum Assistant Dan Francis, this account is an extract from the more in-depth article written by Paul Croxson in June 2013 which may be viewed or downloaded from the FICM website. **Ed.**

### **The Man**

Heinrich Luitpold Himmler (1900–45) was a prominent member of the Nazi Party and military commander of the SS. From 1943 he was appointed chief of German police and minister of the interior, and oversaw all internal and external police and security forces including the Gestapo. Himmler was one of the most powerful men in Nazi Germany and directly implicated with the Final Solution and the Holocaust. He became disillusioned with the failing German war effort and Hitler's military command in 1944, leading to his attempts at peace talks with the Allies. The news of this was broadcast by the BBC. Hitler received the news and was enraged, as he believed Himmler one of his most loyal men; orders for his arrest were made.

Himmler approached Count Bernadotte of the Swedish Red Cross and the USA via General Eisenhower's headquarters to negotiate peace. He promised, as long as he was not prosecuted, to surrender Germany to the Allies. Eisenhower refused Himmler's approach and subsequently declared him a war criminal. From January 1945 he stayed with his medical adviser, Professor Dr Karl Gebhardt in Hohenlychen, before moving to Schwerin in April. On 30 April, following Hitler's suicide, Admiral Karl Donitz (commander-in-chief of the German Navy), was appointed head of state. He informed Himmler that he had no place in the new government and was dismissed from all offices.

Rather than surrendering, Himmler along with a few close personnel, attempted to flee to Bavaria. The group carried false documents and assumed the role of a demobbed secret military policeman. Unfortunately for Himmler and his colleagues members of this group were on the Allies' Immediate Arrest Category. Himmler and his entourage left Flensburg on 10 May 1945, reaching the town of Bremervörde on the 18th. Rather than

continue across country they decided to cross the British-held bridge on the east of the town. They would bluff their way through the checkpoint by posing as sick and wounded men on their way from Berlin. The group divided, with the first few attempting the crossing, and if successful the remainder would follow. At 1600 hrs on 20 May, the first group crossed the bridge and were stopped at the checkpoint. They were taken to a nearby mill which housed a security and screening centre, manned by 45 Field Security Section of the Intelligence Corps, in support of HQ 30 Corps. Suspicions were aroused immediately, although the fleeing SS men were given the impression all was fine. The men were arrested and were shipped off to an internment camp at Westertimke. Before leaving, the prisoners spoke of their concern about three sick comrades who had been left behind. Himmler, under the identity of "Sergeant Hitzinger", was in this group. On the 22 May 1945, believing their colleagues had been successful, Himmler and two others attempted to cross the bridge. They were stopped by a British patrol and taken for interview. They were asked to produce their documents, which were discovered to be forgeries. All three men were searched and taken for interrogation before being formally arrested. Himmler's arrest report was signed by Staff Sergeant John Hogg Intelligence Corps, witnessed by Sergeant Arthur Britton, Intelligence Corps and in the presence of Sergeant Ken Baisbrown, Intelligence Corps.

The following morning the men were taken to the Civil Internment Camp Westertimke for initial processing. En route, a report was made to Capt Excell at 45 Field Security Section HQ on the arrest of the three men. Himmler arrived at 031 Civil Interrogation Camp (CIC) Barnstedt at 18.30hrs, up to this point "Sgt Hitzinger's" real identity was still unknown. During this evening a fellow Nazi, Karl Kaufmann, watched the new internees arrive and spotted, "an odd figure in military boots, breeches and civilian jacket and saw him go behind a bush, remove an eye patch, and reappear putting on glasses". Kaufmann immediately recognised him as Heinrich Himmler, having met him previously.

At 19.00 hrs Himmler, along with two of

his men, requested to see Camp Commandant Captain Thomas Selvester. Prior to this meeting, Himmler had reverted into his disguise before meeting Capt Selvester. Upon meeting the camp commandant, Himmler removed his eye patch, replaced his glasses, and informed Selvester of his real identity. This information was immediately reported to HQ British Second Army at Lüneburg. Major Rice, an intelligence staff officer, arrived at the camp that evening to confirm Himmler's identity. A full body search was carried out by Captain Wells, RAMC, the HQ medical officer who wrote: "Having searched the prisoner thoroughly he came to the mouth where he noticed a small blue ... object sticking of the lower sulcus of the left cheek. He slipped his finger into the prisoner's mouth to sweep out what he had seen but Himmler immediately clamped down on the doctor's fingers; they struggled, he wrenched his head away, crushed the glass capsule between his teeth and the cyanide did its deadly work".



*Himmler's shaving cream and razor blades* Photo: SAR

### **The Artefacts**

#### **Shaving Cream and Razor Blades (ASFIC: 2387)**

Himmler's cell was quickly stripped of anything of interest as souvenirs, and by the time personnel of the Intelligence Corps arrived all that was left was the shaving cream and razor blades which are now on display in the Military Intelligence Museum.

*Acknowledgements: Paul Croxson for his article on Himmler which may be viewed on the FICM website and Joyce Hutton for sourcing articles on Himmler.*

**DF, Museum Assistant, March 2015**



# PLANNED EVENTS

**16 April 2015 – London Lunch with Lectures\* – Special Forces Club**

**Everyday Life of the Intelligence Soldier: Vince Schürhoff, 1916-1918**, by Dr J M Beach, author of Haig's Intelligence, and other works. (A copy of Schürhoff's diary is held by the museum archives and Jim has edited it for publication by the Army Records Society in October 2015).

**3 Commando Brigade Intelligence Section during the Falklands Campaign**, by Nick van der Bijl, author of A Corps History: Sharing the Secret.

\*There may be one or two places left for this for this very popular event at £39.50 per head for members of FICM. Please contact Tony Hetherington on [windscale@msn.com](mailto:windscale@msn.com) to check last minute availability.

**27 May 2015** - ICA/ICC AGM, London  
- Corps 75th Anniversary Dinner, London

**18 July 2015** - Corps Day, Chicksands

**10 September 2015** - Open FICM Trustees Meeting and Museum Open Day, Chicksands

Although this event will be free of charge, registration will be needed to ensure access to Chicksands!

11.00-12.30 Open trustees meeting (including routine business) in room three of the museum, open to those who wish to attend and listen/ask questions.

12.30 Buffet lunch available in room one – museum fully open for browsing FICM visitors and their guests

**14.00-15.00 Frontiersmen and the Early Years of Intelligence Gathering.**

A talk by WO2 QMSI Nick Gibson, Countess Mountbatten's Own Legion of Frontiersmen, City of London and Colour Squadron. Nick will focus on the years from the end of the Boer War to 1905 when many early frontiersmen gained their insights into field intelligence, and the Legion's formation to the start of WWI when the principal usage and focus of the Legion changed subtly to a more actively combatant stance. Time permitting, Nick will cover generally the work of the Legion today. (The talk will be held in room three. The rest of museum will still be open to FICM and guests)

15.00-16.00 Museum open in full browsing mode

16.00 Disperse

## NEW TRUSTEE AND CHANGES OF ROLES

At the FICM trustee meeting held at the museum on Thursday 5th March we were delighted to welcome Mike Palmer as a new trustee – see introduction overleaf – and to note a number of changes of responsibilities. Notably, Chris Yates takes over from Tony Hetherington as our hon. secretary which is made possible by the appointment of Mike Palmer as hon. membership secretary [mike-palmer@hotmail.co.uk](mailto:mike-palmer@hotmail.co.uk) with immediate effect. Tony Hetherington was appointed trust chairman filling the vacancy arising from the retirement of John Quenby. In order to emphasise the importance we place on René Dee's position as the FICM observer to the MIM (museum) trust as well as giving Tony backup in an ever-busier scope of trust activity, he has been appointed deputy chairman. Finally it was with heartfelt regret and with an enormous vote of thanks that we accepted the retirement of Sir Stanley Odell as a trustee. From the inception, Sir Stanley has been a wise counsel and constant supporter of FICM.

JQ, March 15



*Volunteers' 2014 Christmas Lunch*

Photo: CIGY

## JOLLY VOLUNTEERS AT THEIR CHRISTMAS BASH!

The volunteers' 2014 Christmas lunch was held at the Greyhound in Haynes. Attended by 23 volunteers, guests and all full-time staff, they tucked in to seasonal fare, fine wines and enjoyed jovial company, all that one expects of a Christmas event! With the usual financial support from the museum trustees (thank you), it was efficiently organised by volunteers Richard Harper and Chris Yates, supported by Joyce Hutton. All eagerly await next December!

# TREASURER'S REPORT

*Presented by Hon. Treasurer Dave Farrell - approved 5th March 2015*

## Hello from the new Hon. Treasurer

To the side are the 2014 income and expenditure account and balance sheet, which were approved on 5th March at a full meeting of the trustees.

We ended the year with a surplus of £3,702.41. This was down from £7,073.61 in 2013 as a result of donations FICM made to the Museum - see below.

Reserves stood at £17,346.58 (up from £13,644.17 in 2013), reflecting steadily increased income from subscriptions - plus 3 new Life Members - combined with continuing control of FICM's expenses.

During 2014 FICM gave just over £3,150 to the Museum to help it acquire or improve the display items of interest to the Corps and enhance the visitors experience (see Sub Rosa issue 7 of Spring last year for the detail).

Thank you to those of you who let us claim Gift Aid on your subscriptions and donations. In 2014 we recovered £907.30 from HMRC as a result of your generosity (£806.55 in 2013).

FICM's books were examined and approved by our independent examiner, Ashley Knight, ACA. We are grateful for his fee-free professional services and helpful advice.

As we approach the end of this year's first quarter, FICM continues to be financially healthy, especially benefiting from a large donation in January, so this year will see us continuing to provide Newsletters and a website for our Members and valuable support to the Museum and archives.

Any questions, please contact me on: [farrelld49@yahoo.com](mailto:farrelld49@yahoo.com)

Best Wishes,

DF, March 2015

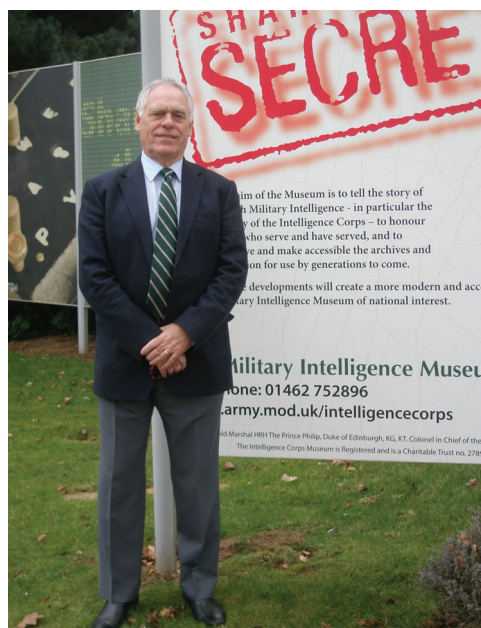
## Income and Expenditure Account

Income	2014	2013
From ICA and ICC	£0.00	£312.50
Events	£838.50	£787.50
Donations	£5,879.50	£8,075.00
Life members	£675.00	£500.00
Annual members	£1,774.50	£1,576.50
Bank interest	£42.30	£0.00
HMRC - Gift Aid	£907.30	£806.55
	<b>£10,117.10</b>	<b>£12,058.05</b>
<b>Expenditure</b>		
Printing	£1,079.60	£978.28
Postage & Staty	£410.54	£210.49
Events	£1568.40	£1813.05
Gift to the Museum	£3,150.64	£0.00
Website	£163.01	£1,942.62
Book purchase	£42.50	£0.00
Museum display	£0.00	£40.00
	<b>£6,414.69</b>	<b>£4,984.44</b>
<b>Net surplus</b>	<b>£3,702.41</b>	<b>£7,073.61</b>

## Balance Sheet

Current assets	2014	2013
Bank balance	£17,346.58	£14,038.97
<b>Current liabilities</b>		
Creditors	£0.00	£394.80
Net current assets	£17,346.58	£13,644.17
<b>Unrestricted reserves</b>		
Brought forward	£13,644.17	£6,570.56
Surplus for the year	£3,702.41	£7,073.61
<b>Carried forward</b>	<b>£17,346.58</b>	<b>£13,644.17</b>

## NEW TRUSTEE - MIKE PALMER



FICM Trustee - Mike Palmer

Photo: JQ

Mike enlisted in the Intelligence Corps in 1969 as a member of Squad 29. He was first posted to G Int, HQ BAOR working on the GSFG desk. Next came a posting to 3 Int & Sy Company in Berlin where he was assigned to HQ Berlin Infantry Brigade and continued his GSFG observations. After Berlin, it was back to Rheindahlen where he moved out of operational intelligence and joined 45 Security Section. In 1975, he attended a one-year Hebrew language course in London in preparation for his next posting to the Defence Attaché's Office in the British Embassy in Tel Aviv, after which he decided on a career change and left the army.

After five years in retail management, Mike moved into pharmaceutical distribution, in which he was employed for the remainder of his career. He initially managed distribution centres in Exeter and Letchworth before

becoming national head of customer services. In retirement Mike has embraced the voluntary sector and in doing so he has reconnected with his military life. He is a caseworker for The Royal British Legion and is the branch secretary of SSAFA in Bedfordshire. For the past three years Mike has exploited his penchant for nostalgia as a volunteer guide at the Military Intelligence Museum in Chicksands.

Outside of the military environment Mike has been chair of governors at his daughter's former school, and led a campaign tirelessly and unsuccessfully to prevent the installation of speed humps in his village. Together with his wife he still travels the world extensively, but now leisurely, having determined that at his age intrepid is no longer an option!

**Welcome Mike! Ed.**