



# ***e-DEFENCE ELECTRONICS NEWSLETTER***

**THE e-NEWSLETTER OF THE DEFENCE ELECTRONICS HISTORY SOCIETY:  
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**HAPPY NEW YEAR!**

I trust every member of DEHS managed to enjoy the recent seasonal celebrations, and take this opportunity of wishing you a happy, healthy and successful New Year for all your various projects, whatever they may be. I also extend a warm welcome to two new members. We welcome you both and look forward to your sharing your interests and researches with colleagues through **eDEN** and the DEHS, and joining in the debates which you will find in our publications, lectures and symposia.

This issue of **eDEN** is intended for passing to non-members who might be interested in joining DEHS, so may I now address myself to non-members. Welcome to you all! Whatever your interest in military electronics, you will find that the Defence Electronics History Society covers it; our role extends across all uniformed services of all nations, plus the many non-uniformed groups who play a role in military electronics activities, from researchers through manufacturers to users. We deal with electronics in all its forms – not only radio communication and radar, but also for example control and guidance systems, computing and electronic warfare, and our interest is as wide as the spectrum 'from DC to light'. Though we originate in the UK, we are interested in the story of military electronics of all nations, because we see it as our mission to give a balanced account of the use of electronics in military conflict, recognizing that quite often no one nation predominated in ideas, equipment, or their use on the battlefield. We concern ourselves with **'the truth, the whole truth, and nothing but the truth'** which means that we dig down behind the often-told stories.

This issue of **eDEN** sets out a fair representation of the types of questions and debates with which we deal. We begin with a query on an obscure section of the British Army's Royal Corps of Signals, the Signals Experimental Group, whose duty was to assess captured German equipment in the Western Desert during 1941-3; we continue with information sent in about the Orfordness 'Black Beacon', a pre-World War 2 'maritime radio beacon' which may have played a role in Britain's early development of radar; and some battlefield finds which add interest to the question of why a British radar convoy found itself on the USA's Omaha beach on D-Day. There is the first of a twelve-part series of articles on how to trace World War I people in

military service, including as an example one of the very first 'Wireless Observers'; and the third instalment of the Whitlock memoirs on working with the Admiralty on servo control. *Your involvement in ideas and debate would be most welcome!* Further articles include a selection of magazine articles which I think will be of particular interest to you; *Ops Board* will perhaps provide you with talks, lectures or meetings of relevance to historic military electronics; and *Tailpiece* shows a 'seasonal' EW artefact of the electronic war over Europe in 1944-5. Details of our second Burns Lecture, at the UK Defence Academy, Shrivenham, and a booking form are also included – even though you may not yet be a member, please take this as an invitation to book and come along; we would be delighted to meet you.

As always, of course, letters, suggestions for improvements, offers of articles and all general comments to me at [philjudkins@btinternet.com](mailto:philjudkins@btinternet.com) or [chairman@dehs.org](mailto:chairman@dehs.org).

Dr. Phil Judkins, DEHS Chairman.

## BURNS LECTURE 2013

Today's military reality is that increasing costs of equipment and decreasing procurement budgets compel nations to share resources; for the UK in the future, the most obvious will be the sharing of aircraft carriers with France. Over the years, there have been a number of attempted joint procurements with France – some successful, such as the Sepecat Jaguar, some less so. Within France, an undoubted success story is that of Marcel Dassault and Avions Dassault, constructors of the *Ouragan*, the *Mystere*, the *Étendard*, the *Mirage* and the *Rafale*; but how has this company managed to grow and develop in a nation of very similar size in population and GDP to the UK, with an often turbulent political process? We have been fortunate to secure as our speaker **M. Luc Berger, a director of Dassault**, who is interrupting his preparation for the Paris Air Show to come to talk to us at Shrivenham on **April 18<sup>th</sup>**. A Booking Form is attached – so book NOW!

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