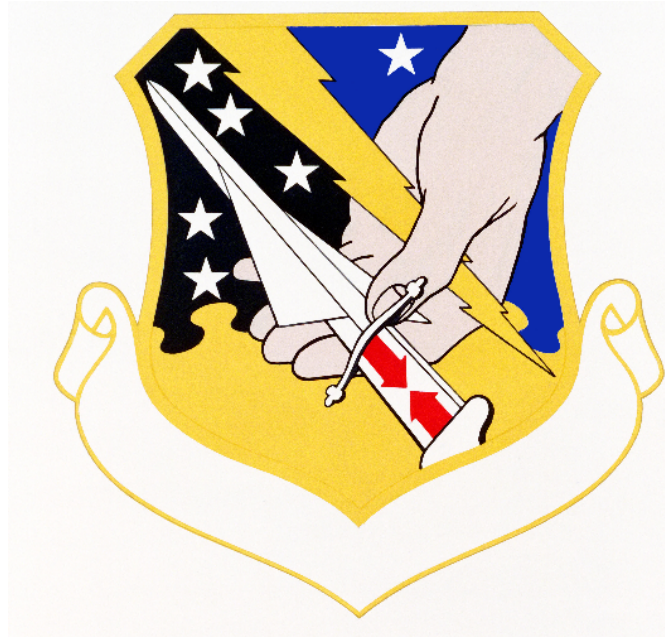


325 MISSION SUPPORT GROUP



MISSION

The primary mission of the 325 Mission Support Group is to provide dominant mission support and combat-ready Airmen to Team Tyndall and worldwide expeditionary forces. These support services and activities include providing civil engineering, security, communications, personnel, services, contracting, supply, and transportation support for 21,000 active duty, civilian, dependent, and retired personnel.

LINEAGE

325 Air Base Group established, 28 Jan 1942
Activated, 16 Feb 1942
Redesignated 325 Service Group, 13 Jun 1942
Redesignated 325 Air Service Group, 26 Apr 1945
Inactivated, 26 Nov 1945
Disestablished, 8 Oct 1948

325 Air Base Group established, 10 May 1948
Activated, 9 Jun 1948
Inactivated, 6 Feb 1952
Activated, 18 Oct 1956
Redesignated 325 Combat Support Group, 1 Apr 1963
Discontinued and inactivated, 1 Jul 1968

325 Air Service Group reestablished and consolidated with the 325 Air Base Group, 17 Jun 1981.
Consolidated unit designated 325 Air Base Group

Activated, 1 Jul 1981
Redesignated 325 Support Group, 1 Sep 1991
Redesignated 325 Mission Support Group, 19 Aug 2002

STATIONS

MacDill Field, FL, 16 Feb 1942
Sarasota, FL, 17 May-21 Jul 1942
Chelveston, England, 18 Aug 1942
Burtonwood, England, 20 Dec 1943
Langford Lodge, Northern Ireland, 11 May 1944
Burtonwood, England, 3 Jul-19 Nov 1945
Camp Kilmer, NJ, 25-26 Nov 1945
Hamilton AFB, CA, 9 Jun 1948
Moses Lake AFB, WA, 26 Nov 1948
McChord AFB, WA, 23 Apr 1950-6 Feb 1952
McChord AFB, WA, 18 Oct 1956-1 Jul 1968
Tyndall AFB, FL, 1 Jul 1981

ASSIGNMENTS

Air Force Combat Command, 16 Feb 1942
Third Air Force, 18 Feb 1942
Air Service Command, 27 Jun 1942
VIII Air Force Service Command, 18 Aug 1942
1 Base Air Depot, 20 Dec 1943
Base Air Depot Area, 11 May 1944
Army Service Forces, 19-26 Nov 1945
325 Fighter (later, 325 Fighter-All Weather; 325 Fighter-Interceptor) Wing, 9 Jun 1948-6 Feb 1952
325 Fighter Wing, 18 Oct 1956-1 Jul 1968
USAF Air Defense Weapons Center, 1 Jul 1981
325 Tactical Training (later, 325 Fighter) Wing, 1 Sep 1991

COMMANDERS

Col John D. Coffey
Col William Grund
Col Gregory S. Beaulieu

HONORS

Service Streamers

World War II
European-African-Middle Eastern Theater

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

Air Force Outstanding Unit Awards

1 Jun 1967-1 Mar 1968

16 May 1984-15 May 1985

1 Jul 1985-30 Jun 1987

1 Jul 1993-30 Jun 1995

1 Jul 1994-30 Jun 1996

1 Jul 1996-30 Jun 1997

1 Jul 1997-30 Jun 1999

1 Jul 2002-30 Jun 2004

1 Jul 2004-30 Jun 2005

1 Jul 2005-30 Jun 2006

1 Jul 2006-30 Jun 2007

1 Jul 2008-30 Jun 2009

EMBLEM

Group will use the wing emblem with the group designation in the scroll.

MOTTO

NICKNAME

OPERATIONS

The 325 Mission Support Group traces its history to its original activation as the 325 Air Base Group on, Feb. 16, 1942, as part of the Third Air Force. The group was located at MacDill Field, Fla. Over the years, the group has experienced many moves and changes. The first of many designations occurred on June 13, 1942.

As the 325 Services Group, it was tasked to deploy to Europe in support of the war effort in early August of 1942. Arriving at Chelveston, England, it provided base services and aircraft maintenance support of the 92nd, 301st, and 305th Bombardment Groups. With deployment, the group was reassigned to the Eighth Air Force Services Command. On Dec. 15, 1943, all personnel, in an effort to maintain aircraft, manned the 442nd Sub Depot. By Dec. 20, 1943, the group found itself in Buttonwood, England, providing base services and performing assembly work for P-38 Lightnings.

In May 1944, along with its two service squadrons, the group was assigned to BAD3 USAAF Langford Lodge, in Northern Ireland, to essentially replace personnel of the Lockheed Overseas Corporation, and undertake their former tasks. Assigned to repair, reassemble, and modify aircraft, the 325 Service Group and its Squadrons undertook these tasks.

Some well-known modifications that were carried out at Langford by the 325 and its assigned

Squadrons was the P-38 Dive Flap, and P-38 Droopsnoot modification, that allowed a Norden Bomb site to be placed in the nose of the aircraft, many of these modification kits were produced at Langford.

As the war progressed, after the D-Day landings, the 325 Air Service Group took possession of hundreds of War-Weary aircraft, these were placed in storage around the airfield, or "pickled" was the term used. A large majority of these aircraft were run up daily and kept in an "as ready" state, in case they were required to replace damaged or lost aircraft. Many ex-combat pilots were assigned to the Group to ferry and flight test these war-weary and newly refurbished aircraft, they were Lt. Harold B. Reichert, Lt. William G. Brown, and Lt. Fred A. Barton. This was no easy task, and unfortunately a few pilots assigned to undertake this flight test work, were killed in the closing months of Langford Lodge.

They were not to be the only losses the group suffered. On 20th October 1944, an enlisted man, Pvt. Wallace J. Demery, was enroute to AAF Greencastle in a weapons carrier truck to deliver a much needed aircraft part, unfortunately the truck hit an embankment, and overturned, injuring Pvt. Demery, he was taken to the 36th Station Hospital where he sadly succumbed to his injuries on the same day. His military funeral was held at Lisnabreeny Cemetery on 22nd October. The second incident involving a 325 man occurred In May 1945. Sgt. Frank M. Seitz, a welder, was working on the wing of a salvaged aircraft, using his cutting torch, suddenly without warning there was a huge explosion and Sgt. Seitz was killed instantly.

In the weeks leading up to the closing of Langford Lodge, the Group was working increased hours to meet deadlines of getting aircraft completed and flown out of the airfield, any essential items, consisting of engines and machinery, were crated, and shipped either to the U.S. or over to England, any non-essential items and documents were "disposed of", according to the unit history. On the 2nd July 1945, with heavy hearts, the group bid a final farewell to Langford Lodge and Northern Ireland, as they made their way to the railway station at Site 4. Their destination was Larne and finally back to Burtonwood Air Depot in England. Sadly one member of the group would not be joining them, Lt. Fred A. Barton, a test pilot, had been killed the previous day in an aircraft accident, all who knew and came into contact with him were deeply moved by the news. Upon arriving back at Burtonwood Air Depot, some personnel had earned their points to return back to the States, while others stayed on. In August 1945, a new project was started at Burtonwood by the 325, titled the A-20 Project, the group was assigned to salvage a large amount of A-20s.

VJ Day was announced at approximately 00.30 on 15 August. Shortly after the announcement, members of the 513th AAF Band appeared with musical instruments and an informal parade proceeded to tour the Base. The following night a VJ dance was held in Hangar 220. August 15 and 16 were holidays with only a skeleton crew working in the offices throughout the Base.

On 31 August there were 13,369 personnel based at Burtonwood within the BADA, most of the increase coming from Langford Lodge and Warton even though many had been posted away from Burtonwood in the same period. Many more units closed. Due to the decreased demand the VHP Direction Finding facilities at Burtonwood were withdrawn during the week 10 August. Aircraft

deliveries during August totaled about 100; the bulk being P-47s for the 9th Air Force. Authority was received to salvage 354 additional excess aircraft. The operation was assigned to the 325 Air Service Group in Hangar 7 and the 574th Air Service Group in Hangar 8. These two Air Service Groups having taken over the responsibility of the Maintenance Division with effect from 1 September.

In the Depot, Supply Division devoted it's time to the closing of units and stations within the command of BADA and to the packing, marking, documenting and reporting surplus property. Maintenance activities under the 325 Air Service Group consisted principally of an A-20 Salvage project (284 aircraft) and a second project that included 742 aircraft — principally P-51s and P-47s. Sites 4 and 5 were to be vacated, except for a holding party on 1 October and to be returned to British control by 15 October. 20 units disbanded during the month with the close down accelerating during October. Haydock Park, Smethwick and Sudbury closed and Baverstock was scheduled to close by 29 October. Only two remaining holdings existed at Burtonwood and Taunton with a small unit remaining at Marchington until the end of 1945. By November the strength of BADA diminished to 10,563. Much stock was salvaged or handed over to the British since the cost of returning it to the US for disposal was too high as the equipment was not needed there.

On Oct. 18, 1956, McChord AFB, Wash., became the home of the 325 Combat Support Group and was assigned to the 325 Fighter Wing (Air Defense). The group provided base services at McChord until another inactivation in 1968. Florida welcomed home the 325 Combat Support Group, this time as part of the Panama City community and Tyndall AFB on July 1, 1981. Assigned to the USAF Air Defense Weapons Center, it performed all services necessary to support the primary mission of the base and its tenant agencies.

In 1991, during an Air Force-wide reorganization, the group changed its name to 325 Support Group. The September reorganization also inactivated the USAF Air Defense Weapons Center and redesigned the group under the 325 Fighter Wing. During another Air Force-wide reorganization in 2003, the group became the 325 Mission Support Group comprised of six diverse and dynamic squadrons, one detachment and one division: Services, Security Forces, Contracting, Civil Engineer, Communications, Mission Support, 325 FW (Det. 1), and Logistics Readiness Division.

USAF Unit Histories
Created: 23 Nov 2010
Updated:

Sources

Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.
Unit yearbook. *25 NORAD Region*. 1963.