

325th Station Complement Squadron

The 325th Station Complement Squadron was first activated on February 28th 1944, at Army Air Force Station 103, Brampton Park, Huntingdonshire, England. Headed by Major Heyward M Braddock, the 325th would grow to 13 Officers and some 180 Enlisted Men during its assignment to the 398th Bombardment Group (H).



Major Heyward M Braddock, Commanding Officer, 325th Station Complement Squadron.

The 325th provided full support to the 398th BG in its day to day operations. As Station Air Inspector, Major Braddock was responsible for Flying Control and its staff, plus, all the airfield maintenance also came under his purview. His team were responsible for runway lighting, condition of all runway and taxiway surfaces and keeping all air-side operations running at maximum efficiency. The 325th SCS would liaise with the British Air Ministry staff as required, whose civilian employees & contractors would be responsible for the runway/taxiway surface repairs, plus the main electricity supply throughout the base.

The 325th also operated and manned the Dining Halls, Motor Pool, Orderly Rooms, radio & telephone repair, trash collections and disposal, throughout the base for all four Squadrons. Heyward Braddock told me in 1976 how he viewed his Squadron's success by the fact that nobody actually realised who was carrying out all the above tasks. Of course, Colonel Hunter the 398th Group Commander and Lt. Colonel Earl J Berryhill, the Ground Executive Officer, were certainly aware and appreciative of all the duties that the 325th SCS carried out so well. By taking care of their needs, the 325th SCS enabled the air crews to fly and fight in the skies over 'Fortress Europe'.

'Happy Warriors'

When the Enlisted Men on Squadron air crews finished their tour of duty, by completing the required 30, or later, 35 missions, they would have a period of waiting prior to receiving orders for movement back to the USA. These EM would be assigned to the 325th SCS, where they carried out various duties until new orders arrived. Perhaps not surprisingly these men were known officially as 'Happy Warriors' and they performed their many and diverse duties with great diligence and skill. They were highly decorated, with Air Medals and higher decorations amongst all of them.



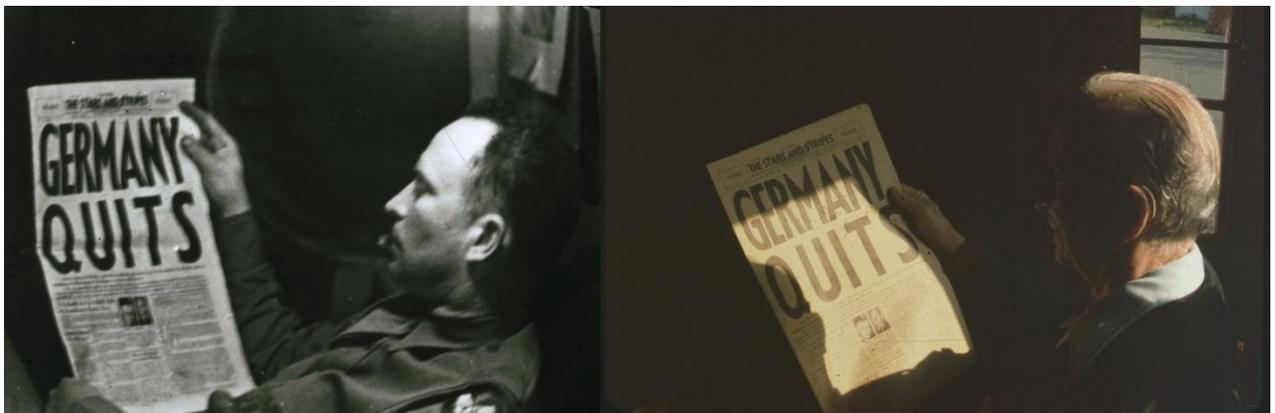
Going Home – 325th SCS men look on, as some 'Happy Warriors' wait for the truck to take them to Royston Railway Station to begin the long journey home.



325th SCS Pay Day and please smile for the camera



Major Braddock bet a fellow officer that he could bring a pheasant down on the wing just using a service pistol. He did not reveal the pistol had been modified by the armoury to fire shotgun cartridges. He won his bet! They laughed about it afterwards.

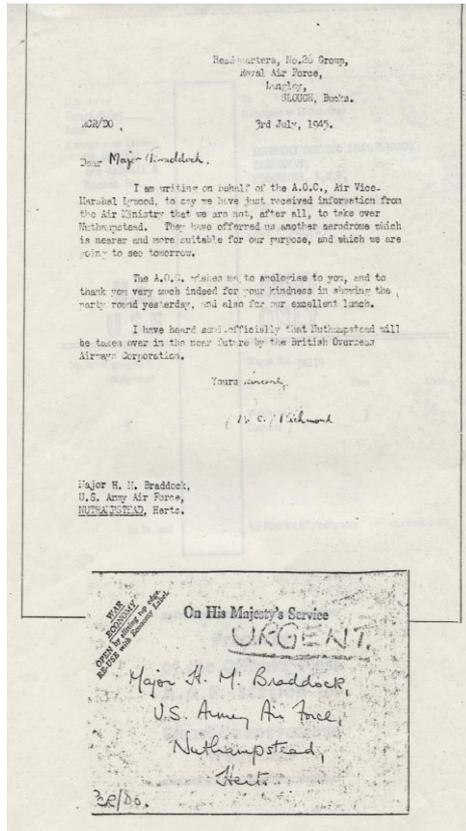


Then and then – 1945 and 1979. After the war ended Major Heyward M Braddock stayed in the military, later becoming a full Colonel. He reads the exact same copy of 'The Stars and Stripes', at left in his 325th SCS office and right in The Woodman Inn.

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0930 attended briefing to now 1130.
 altitudes 8000 - 9000 - 10000.
 1130 30 MIN DELAY
 1149 1st A/C TO AIRBORNE
 1240 OFF WATCH
 ON WATCH
 1335 40 A/C Air Base ON THE REF - LAST
 TIME INDICATED
 1630 ALL A/C ARRIVED VALLEY O.K.
 2359 ALL QUIET. 8th JUN 1945
 0600 A/F RED (DIV OPS)
 0800 A/F GREEN (DIV OPS)
 1200 FIELD OFFICIALLY CLOSED
 1252 OFF WATCH W. Aspen S.C.C.
 1200 AIRDROME CLOSED -

3rd June 1945 and Control Tower Log Book records 'Airdrome Closed'.



July 1945 and the RAF write to Major Braddock – but BOAC never came to Nuthampstead to carry out airliner pilot training, instead the AAF had used it as a collecting point for Ordnance from many other 1st Air Division bases. Bombs and cases of 0.50 calibre ammunition were lined up all along the now quiet runways and taxiways.

U.S. Army Date 26/6/45 From (Consignor or Station) US AAF 131 c/o Ashwell & Morden Sta.	To (Consignee or Destination) MOVEMENT CONTROL (EMBARKMENT) CALHEWYAN, STRANRAER, L.M.S. Per DAVY JONES LOCKER SSI * 3487/15
U.S. USE	ARMY ONLY
No. of wagons in consignment 9	Wagon No. 38119 Tons 7 Cwt. 6
To be used	for FORWARD traffic only. F. & C. Ltd. 54-2740

A copy of a consignment note given to me by Major Braddock. All the ordnance was taken by train to Scotland, then shipped out and consigned to 'Davy Jones Locker'.

Major Braddock's job was done, now he could go home at last.

All photos from Colonel Heyward M Braddock. Malcolm 'Ozzie' Osborn.