

1705 AIR TRANSPORT GROUP



MISSION

LINEAGE

1705 Air Transport Group

STATIONS

McChord AFB, WA, 24 Jun 1952-18 Jun 1960

ASSIGNMENTS

COMMANDERS

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM

MOTTO

NICKNAME

OPERATIONS

January 1952 as orders are issued to activate the 1705th ATG at McChord AFB, Washington. The unit was to be activated on 24 January. The new unit would have as its flying squadrons the 1286th and 1289th ATs. Assignment of the 1740th ATs to the group was contemplated. This assignment was not to be as plans were in hand to transfer the squadron to West Palm Beach International Airport, proposed to be the future MATS training center.

The 1286th and 1289th ATs were reassigned to Kelly AFB during March. The squadrons, equipped with C-54s, were exchanged for the 1280th and 1291st ATs, both of which were C-124-equipped. It appears that the moves didn't alter the assignment of the affected squadrons; all came under the control of the group, though some of the squadrons were geographically separated from group headquarters.

During the second half of the year, the group received the newly activated 77th ATs. The unit was equipped with C-124s.

The group suffered a loss when one of its C-124s (51-107) crashed in Alaska, killing all on board. This too took place during the second half of 1952.

Unit historical records for the first half of 1954 show the 33rd ATs as a C-54 unit. These same records indicate the 32nd ATs transitioned to the C-124C at this time. The 77th ATs was transferred from the 1705th to the 1501st ATG during this period.

By the January - June 1959 time frame, the 32nd ATs was still flying the C-124 but the 33rd had transitioned to the C-118A. The 34th ATs was deactivated in 1955.

Training of C-124 aircrews is being turned over to the 937 MAG, an Air Force Reserve unit.

With the termination of C-124 training operations and the subsequent move to Altus AFB, Oklahoma, the 443rd found itself conducting jet transport training only. The 57th MAS, responsible for training C-141A (later C-141B) aircrews, moved to Altus as a C-141 unit. It appears the 56th MAS moved as a "paper" unit, acquiring personnel and aircraft upon arrival at Altus.

1705th ATG C-124C assigned to the Continental Division had arctic red tail and outer wings and a white cabin roof,

The arrival of the first C-124 aircraft to be accepted by the 1291st ATs in the November/December time frame. By 1952, the 1291st and its sister squadron, the 1280th, were both equipped with the C-124s. The C-124s created a problem for the group, there not being sufficient ramp facilities to accommodate the larger airplanes. As a result, both squadrons were transferred to the 1705th Air Transport Group, McChord AFB, WA. They were replaced by two new squadrons, both C-54 equipped, the 1286th and 1289th Air Transport Squadrons.

1957 reassignment of the 3rd ATS, located at Brookley AFB, Alabama, to the group on 18 June. The squadron was later transferred to the 1608th ATW, Medium, though it remained at Brookley AFB for a while longer, and the 1700th ATG was disbanded.

The 1705th Air Transport Group is an inactive United States Air Force unit. Its last was assigned to the Western Transport Air Force, Military Air Transport Service, stationed at McChord Air Force Base, Washington. It was inactivated on 18 June 1960. Upon inactivation, most personnel and equipment reassigned to 62d Air Transport Wing.

Established in August 1950 by Military Air Transport Service as part of its Continental Division. Initially equipped with C-54 Skymasters providing transport of equipment and supplies to Ladd AFB and Elmendorf AFB, Alaska Territory. Was discontinued in October 1951 when McChord AFB was reassigned from Continental Air Command to Air Defense Command under the "one base, one wing" policy.

MATS operations continued under provisional organization until 1705th Air Transport Group could be organized and activated in January 1952. Received new C-124C Globemaster II aircraft upon activation of group, began transition to new aircraft, becoming operational in July. Assigned to MATS Pacific Division conducting heavy global strategic airlift throughout the Pacific and South Asia, including Hawaii and Alaska. 1705th Air Traffic (later Terminal) Squadron activated on 1 February 1953 for operation of McChord personnel aerial port and passenger terminal.

Reorganized in July 1955, 34th ATS inactivated due to budget restraints after transitioning to C-118 aircraft; 32d ATS operated C-124Cs, 33d ATS began MATS passenger service to aerial ports in Hawaii and Japan in 1955 using C-118 Liftmasters reassigned from inactivated 34th ATS.

Inactivated in 1960 when senior Twenty-Second Air Force 62d Troop Carrier Wing was assigned to McChord from Larson AFB, Washington due to Strategic Air Command assumed control of Larson. Assets reassigned to 62d TCW.

Established as: 1705th Air Transport Wing on 1 August 1950

Activated on 24 August 1950 Discontinued on 1 October 1951, personnel and equipment assigned to: North Pacific Air Transport Wing, (Provisional) Established as 1705th Air Transport Group, 1 January 1952

Redesignated: 1705th Air Transport Group (Heavy), 24 January 1952 Organized on: 24 Jan 1952, assuming personnel and equipment of North Pacific Air Transport Wing, (Provisional) Inactivated on 18 June 1960, personnel and equipment assigned to: 62d Air Transport Wing.

Assignments

Continental Division, Military Air Transport Service, 24 August 1950 – 1 October 1951

Pacific Division, Military Air Transport Service, 1 January 1952

Western Transport Air Force, 1 July 1958 – 18 June 1960

McChord Air Force Base, Washington, 1 August 1950 – 18 June 1960

C-54
C-124
C-118

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Sources
Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.