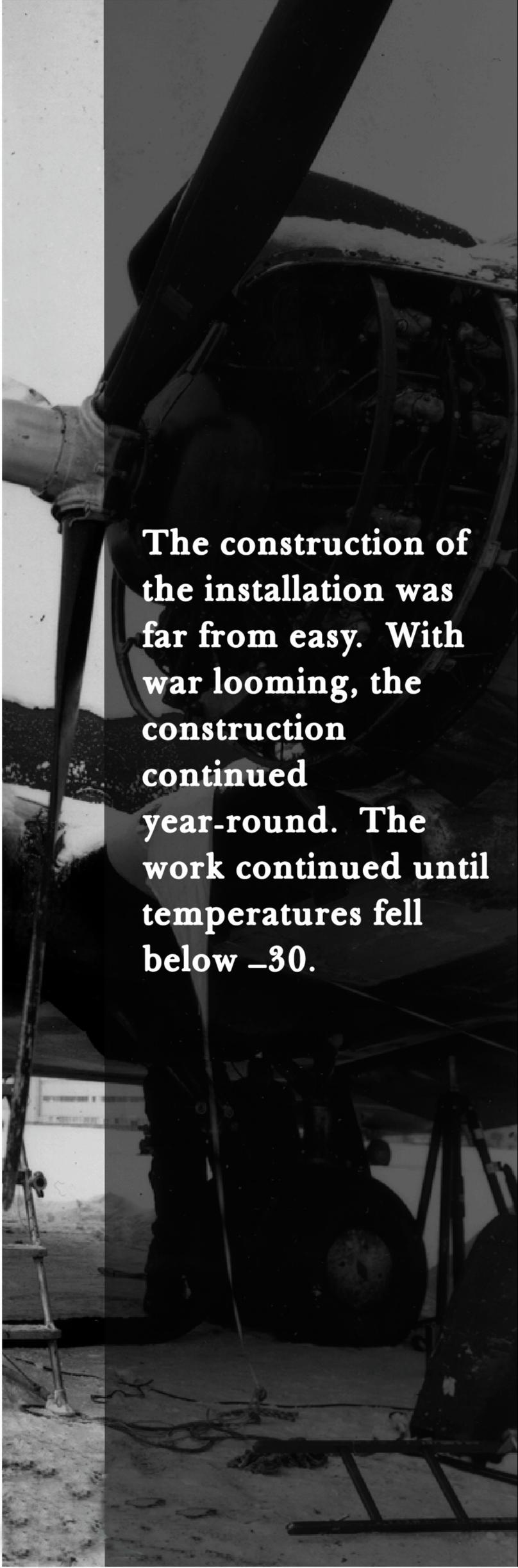


# "Cold Nose Boys"



**The construction of the installation was far from easy. With war looming, the construction continued year-round. The work continued until temperatures fell below  $-30$ .**

Cold weather testing at Ladd Field began as a promising but small operation in 1940 which was hampered by primitive facilities and logistical problems. By the final winter of the war, military and civilian personnel were involved in testing 22 different types of aircraft and associated equipment. Cold Weather testing began under primitive conditions and the team of test pilots became known as the "Cold Nose Boys."

The first test airplane, an O-38, arrived at Ladd Field shipped via water and rail. Two B-17s and two P-37s were sent shortly afterward. Because of the early lack of facilities, Brig. Gen. Dale V. Gaffney reported, "All tests and experiments were in every sense strictly an out-of-doors operation, regardless of the temperature."



That first winter, the Cold Weather Test Detachment made a series of observations on Alaskan flying weather and conditions, airplane maintenance and operation, and survival equipment. Aircraft maintenance and operation were the primary concern, and, as a result of this first season's work, guidelines were developed for cold weather operations. Despite the difficulties they faced the Test Detachment accomplished its mission by identifying some of the problems affecting arctic navigation and developed standard procedures for cold weather operations.

Their efforts were later noted in the 1944 edition of North Star Magazine which said, "The story of the "Cold Nose Boys," as they are known at Ladd Field, is a story of...hard plugging under severe arctic conditions; a story of general success, with occasional touches of tragedy. It's the story of the struggle to destroy the cold weather Gremlins that were ever present to harass both men and planes. In that struggle, the Cold Weather Testing Detachment has played a leading and honorable role."