

# CHADWICK CORPORATION

**JOHN P. HENEBRY**  
PRESIDENT

December 17, 1984

Mr. Charles W. Hinton  
585 Teakwood Avenue  
Satellite Beach, Fl. 32937

Dear Charles:

I served with the 13th Sq. of the 3rd Attack Gp. in Australia and New Guinea starting in July, 1942 - was transferred to the 90th Sq., of that Gp., which I later commanded - then to Gp. Hq. and subsequently commanded.

"CHADWICK" was the 3rd attack GP. code word for telephone communications.

While stationed at Dohodura, near Oro Bay, on the North Coast of N.G., we were equipped with new A-20s to replace the B-25, we had been using in three of our four Squadrons. One of the A-20s was designated as the GP. commanders' plane. As a gag Robbie Robinson, Gp. engineer, painted a "WHEEL" and "CHADWICK" on the verticle stabalizer and it appears that it stuck.

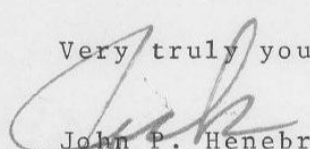
I don't recall anything about nos. 1-A.

Please tell Bill Henebry that we may be related if we go back far enough to County Tipperary, but I don't think we are in the way he mentioned. My Henebry for-bearers came from Bement, Il., before that County Tipperary with a short stop in N. Y., for a drink on the way through.

*In 1984 during formation of the Assoc. I wrote to General Henebry about the source of the name Chadwick. chrly*

JPH/mc

Very truly yours,

  
John P. Henebry  
Major General U.S.A.F. Ret.

**Pat Callahan**

I am responding to your letter inquiring about the origin of the term Chadwick.

About the time Jock Henebry became the Third Attack Group Commander, I was living with him in Dobodura. I was listening as usual when he voiced the problem of code-naming the Group. He had elected to use the word Chadwick because he said that word meant "3<sup>rd</sup>" Group.

He had come to admire the maintenance of the 89<sup>th</sup> Squadron and it seemed he wanted 89<sup>th</sup> mechanics to attend to "his" plane. He supported the 89<sup>th</sup> in successfully creating the "Steak and Eggs Special" as Henebry had come out of the 90<sup>th</sup> and had previously successfully retired one of their planes called the "Fat Cat".

About the same time, we received new A-20 Gs and Henebry was assigned one. So Jock had "his" plane and his newly acquired A-20 G placed in the care of the 89<sup>th</sup> mechanics.

So Jock's A-20 G then became known as Chadwick. He had the 89<sup>th</sup> painter put the name Chadwick on the nose as well as a big wheel with spokes in it on the rudder symbolizing this plane belonged to "the wheel".

I remember him inviting me to fly with him to Cape Gloucester for an inspection which I did. I remember on the return trip he switched over and landed at Finschhafen where was parked a brand new A-26 which Jock flew and rendered an unsatisfactory report to Wright Field. Though it was bigger and faster than the A-20 it had some features Jock didn't like, such as the placement of the engines, which blocked the pilot's view. Nevertheless, this plane was much used later in the Korean War, as it was then already in the last stages of the Japanese War.

With Peter Palmos at the controls, that new A-26 flew over the Battleship Missouri at the ceremonial signing of the Peace Treaty at the end of the war.

**John Robinson**