

## Fields of Honor Memorial

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Fields of Honor  
Foundation



### Personal info

Full name

**DAVIS, Charles Clarence Jr**

Date of birth

**12 July 1920**

Age

**23**

Place of birth

**Essex, Middlesex County, Connecticut**

Hometown

**Essex, Middlesex County, Connecticut**

### Military service

Service number

**O-761803**

Rank

**Second Lieutenant**

Unit

**612th Bombardment Squadron,  
401st Bombardment Group, Heavy**

Awards

**Purple Heart,  
Air Medal with Oak Leaf Cluster**

### Death & Grave

Status

**Killed in Action**

Date of death

**25 June 1944**

Cemetery

**American War Cemetery Ardennes**

Plot	Row	Grave
B	37	4

## Immediate family

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### Members

**Charles D. Davis (father)**

**Catherine D. (Born) Davis (mother)**

**Dorothy Davis (sister)**

**Beatrice Davis (sister)**

**Elizabeth Davis (sister)**

## Plane data

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### Serial number

**42-97811**

### Data

**Type B-17G**

**Nickname: Slick Chick**

**Destination: Montbartier, France**

**Mission: Bombing of oil dumps**

**MACR: 6230**

## More information

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Aircraft No. 42-97811 was hit by flak some 20 miles inland near St. Lo, France. Crew members of other airplane in the group noticed that it took a direct hit in the bomb bay area and burst into flames. The aircraft then started to circle back, as if trying to make it back to the beachhead and behind allied lines."

Another crew reported: "The aircraft remained in flight for quite a while and objects were seen leaving the stricken plane, thought to be crew members bailing out."

A crew member of the airplane stated: "We were flying in the last block of B-17s and were the lowest in the formation per flight plan instructions. We had just cleared the beachhead between Caen and St. Lo, France, when we took a direct hit in the bomb bay. The aircraft was on fire and the intercom system was out of commission. The top turret gunner, Sgt Malcolm Paine, reported that the alarm bell rang, signaling that it was time to bail out. At this point I noticed that my parachute had been damaged by fire, making it useless. I made my way aft in the aircraft to find Sgt Brotherton standing in the left waist gun window. He offered me his parachute, saying that he would ride the aircraft down. I told him we would jump together using his parachute and he refused. Shortly thereafter, I located a spare parachute and buckled it on and assisted Douglas with his parachute. I then jumped from the crew door. When I last saw Sgt Brotherton he was still standing in the waist gun window calmly smoking a cigarette. It appeared to me that the aircraft exploded soon after I jumped.

Seven crew members survived and were taken prisoner, and three men were killed.

In January 1945, a local farmer found the remains of Lt Davis and buried him on his farm, thinking it was a British airman. Members of the Missing Research and Enquiry Unit of the RAF disinterred the remains and discovered two ID tags and clothing which identified the casualty as an American. On 25 July 1947 the body was handed over to American authorities and transported to the identification center at Ardennes Cemetery.

After positive identification, Lt Davis was initially buried in a temporary grave at Ardennes on 17 September 1947. He was given his final resting place on 5 April 1949.

## Photos



Source of information: Raf Dyckmans, Terry Hirsch, [www.ancestry.com](http://www.ancestry.com) - U.S., Headstone and Interment Records for U.S. Military Cemeteries on Foreign Soil, WWII Draft Card, 1930 US Census, IDPF

Photo source: Jac Engels, Arie-Jan van Hees, [www.remember-our-heroes.nl](http://www.remember-our-heroes.nl) - Andy Swinnen