

Warrant Officer Raymond Eldon Bavinton joined in May 1943, and was posted out Nov 44 as 'non-effective sick'.

Australian pilot, Sergeant Raymond Bavington, who had joined the squadron just two days previously. A few months later, on 13th September 1943, Bavington overstressed Typhoon R8224 coded PR-H during aerobatics, and the airframe was not repaired. He left the squadron in 1944.

“The squadrons 'hack', Hawker Hurricane MKI AG265, was one of 2 Hurricanes operated by 609 Squadron during the war. It was originally on the strength of No. 253 Squadron, and was part of a batch of 300 Hurricane MKI's delivered by the Canadian Car & Foundry at Fort William, Ontario, Canada, between April 1941 and April 1942 under contract BAC C-45. It was later damaged beyond repair when it swung on landing and the undercarriage collapsed at Manston on the 27th May 1943 while piloted by an Australian pilot, Sergeant Raymond Bavinton, who had joined the squadron just two days previously. A few months later, on 13th September 1943, Bavinton overstressed Typhoon R8224 coded PR-H during aerobatics, and the airframe was not repaired. He left the squadron in 1944.”

From the Form 540 Operations Records Book (Squadron Diary):

May 25. 8 a/c at 'stooge' Readiness from 1030-1315. Scrambles at 1206, 1902 (6 a/c), 2152 and 2158. The one at 1902 is in aid of a Clacton raid. The conflicting information and instructions issued by Hornchurch lead to some ill-feeling and a request from Group for a report as to why 609 have not intercepted. There have recently been several raids of 12-20 Fw 190's, though not on this part of the coast, and the long spells of cockpit Readiness have led to sore behinds and much complaint – for actual patrols are few. The scrambles get off, however, in usually less than a minute. Visit today of S/L de Soumer (Belgian) of 3 sqdn, West Malling, to see the C.O. with a view to some combined operations. Arrival of yet 3 more O.T.U. pilots, this time Australians – Sgts. Bavinton, MacLaughlin and Foley. The first startles everyone by requiring a pair of flying boots size 3.

May 27. Another dawn shipping effort is cancelled owing to the reported need of defence preparedness, and for operational pilots the day is one of constant cockpit Readiness, often 2 sections at once. No one however takes off, and F/O Payne threatens to resign – till he is told that if he does, Hitler will be winning the War of Nerves. Several new pilots embark on their first solos, and F/Lt Wells, watching the landings, gradually becomes a spent man (he is nearly taken away in the ambulance when Sgt Bavinton writes off the undercarriage of the Hurricane by means of ground loop. Highlight of the day is the visit of 15 W.A.A.F.s from Swingate: pilots showing a most unusual readiness to show the visitors around. F/Sgt Stark ferries a Typhoon of 198 sqdn to Woodvale, and advantageously uses the transport to take a 48. F/Sgt Collins flies to Heston by Maggie.

From Bob Wallings Diary

Sept 17th. Since the last entry leave has been re – started and in consequence everyone is much more happy. Italy has surrendered unconditionally – I give these events in their chronological order – not in order of importance – though undoubtedly leave to lots of the erks in the squadron means a damned sight more than a couple of dozen Italy's. The rumour mongers at last had their answer by the announcement of the completion of 'large scale amphibious exercises in the Channel'. On the night of Sept 9 – 10 the RAF gave Calais, Boulogne, and the rest of the French Channel ports a heavy bombing and followed it up next morning by large scale daylight raids – landing craft and transports steamed up and down the coast, but Jerry did not bite – it was a great anti – climax as everyone was on their toes expecting either the 'invasion' or at least a second Dieppe. The normal life of the squadron went on – F/L Davis was awarded the DFC – the 11th this year – and departed to take over a flight of 137, who are now death or glory boys with Hurricane IIC's. F/S Stevenson was moved out of 'A' Flight to the echelon, and I took his place in 'A' Flight. The position is rather a delicate one as both Olaf and Eric resent me being put over here – I hope they get over it soon as it makes my position very uncomfortable and things are not so easy. (Later addition: Personal remarks which might perhaps have been true at the time of writing, but everything went very well right up to the time of posting overseas.) Several new aircraft arrived, and were all filled up with drop tanks, and several long rangers were attempted. On Sept 11th, Tom Leslie and Ross went on a ranger and caught some HE126's landing. (Later addition: HE126's are training aircraft and very different types for Typhoons). Both of them fired and Ross saw Toms 126 hit the deck and explode – his own Jerry dived violently away, then Ross saw tracer whipping past his wings, so turned and beetled for home. Tom Leslie did not come back, and so far there is not any news of him. W/O Bavinton, one of our Australians had a narrow escape in 'H' when he very nearly spun in – he came down from 10,000 ft to 900 feet before he managed to get the kite out – in getting it out he wrinkled the mainplanes and we had to write the kite off.