



Darryl Legg

# REACH FOR THE SKY 2026



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Buffaloes over Singapore

DECEMBER 2025									
Mon	Tue	Wed	Thu	Fri	Sat	Sun	Wk		
1	2	3	4	5	6	7	49		
8	9	10	11	12	13	14	50		
15	16	17	18	19	20	21	51		
22	23	24	25	26	27	28	52		
29	30	31						1	

FEBRUARY									
Mon	Tue	Wed	Thu	Fri	Sat	Sun	Wk		
						1	5		
2	3	4	5	6	7	8	6		
9	10	11	12	13	14	15	7		
16	17	18	19	20	21	22	8		
23	24	25	26	27	28		9		

JANUARY 2026							
Mon	Tue	Wed	Thu	Fri	Sat	Sun	
			1	2	3	4	1
5	6	7	8	9	10	11	2
12	13	14	15	16	17	18	3
19	20	21	22	23	24	25	4
26	27	28	29	30	31		5

Geoffrey Fiskin engages the invading Japanese, flying a Brewster Buffalo W8147, of 243 Squadron, December 1941. When the Japanese invaded northern Malaya on 8 December 1941, the B-339E initially performed adequately. Against the Nakajima Ki-27 'Nate', the overloaded Brewsters could at least hold their own if given time to get to altitude, and at first achieved a respectable number of kills. However, the appearance of ever greater numbers of Japanese fighters, including markedly superior types such as the Nakajima Ki-43 'Oscar' soon overwhelmed the Buffalo pilots, both in the air and on the ground. In the end, more than 60 Buffalo Mk I (B-339E) aircraft were shot down in combat, 40 destroyed on the ground, and approximately 20 more destroyed in accidents. The last airworthy Buffalo in Singapore flew out on 10 February 1942, five days before the island fell.







North Sea Strike - Bristol Beaufighter

JANUARY								
Mon	Tue	Wed	Thu	Fri	Sat	Sun	Wk	
			1	2	3	4	1	
5	6	7	8	9	10	11	2	
12	13	14	15	16	17	18	3	
19	20	21	22	23	24	25	4	
26	27	28	29	30	31		5	

MARCH								
Mon	Tue	Wed	Thu	Fri	Sat	Sun	Wk	
30	31					1	9/14	
2	3	4	5	6	7	8	10	
9	10	11	12	13	14	15	11	
16	17	18	19	20	21	22	12	
23	24	25	26	27	28	29	13	

FEBRUARY 2026							
Mon	Tue	Wed	Thu	Fri	Sat	Sun	
						1	5
2	3	4	5	6	7	8	6
9	10	11	12	13	14	15	7
16	17	18	19	20	21	22	8
23	24	25	26	27	28		9

RAAF Beaufighters (featuring NE543) of 455 Squadron, over the North Sea, 1944. The Beaufighter was equipped with a pair of Bristol Hercules engines, capable of around 1,500 hp each. In October 1938, the project, which received the internal name Type 156, was outlined. In March 1939, the Type 156 was given the name 'Beaufighter'. The Beaufighter soon commenced service and its ruggedness and reliability quickly made the aircraft popular with crews. The North Coates Strike Wing of Coastal Command, operating Bristol Beaufighters, based at RAF North Coates on the Lincolnshire coast, developed tactics that combined large formations of Beaufighters, using cannons and rockets, to suppress flak, while the Torbeaus attacked at low level with torpedoes. These tactics were put into practice in mid-1943 and in ten months, 29,762 tons (84,226 m³) of shipping were sunk.







Maltese Mosquito

FEBRUARY							
Mon	Tue	Wed	Thu	Fri	Sat	Sun	Wk
						1	5
2	3	4	5	6	7	8	6
9	10	11	12	13	14	15	7
16	17	18	19	20	21	22	8
23	24	25	26	27	28		9

APRIL							
Mon	Tue	Wed	Thu	Fri	Sat	Sun	Wk
		1	2	3	4	5	14
6	7	8	9	10	11	12	15
13	14	15	16	17	18	19	16
20	21	22	23	24	25	26	17
27	28	29	30				18

MARCH 2026							
Mon	Tue	Wed	Thu	Fri	Sat	Sun	
30	31					1	9/14
2	3	4	5	6	7	8	10
9	10	11	12	13	14	15	11
16	17	18	19	20	21	22	12
23	24	25	26	27	28	29	13

A De Havilland Mosquito FB.VI of 23 Squadron, flies low along the Dingli Cliffs, while based on the island fortress of Malta. The De Havilland DH.98 Mosquito was a British twin-engined, multirole combat aircraft, introduced during WWII. Unusual in that its airframe was constructed mostly of wood, it was nicknamed the 'Wooden Wonder' or 'Mossie'. In 1941, it was one of the fastest operational aircraft in the world. Originally conceived as an unarmed fast bomber, the Mosquito's use evolved during the war into many roles, including low- to medium-altitude daytime tactical bomber, high-altitude night bomber, pathfinder, day or night fighter, fighter-bomber, intruder, maritime strike, and photo-reconnaissance aircraft. The crew of two, pilot and navigator, sat side by side. A single passenger could ride in the aircraft's bomb bay when necessary.







Debden Stallions

MARCH							
Mon	Tue	Wed	Thu	Fri	Sat	Sun	Wk
30	31					1	9/14
2	3	4	5	6	7	8	10
9	10	11	12	13	14	15	11
16	17	18	19	20	21	22	12
23	24	25	26	27	28	29	13
MAY							
Mon	Tue	Wed	Thu	Fri	Sat	Sun	Wk
				1	2	3	18
4	5	6	7	8	9	10	19
11	12	13	14	15	16	17	20
18	19	20	21	22	23	24	21
25	26	27	28	29	30	31	22

APRIL 2026

Mon	Tue	Wed	Thu	Fri	Sat	Sun	
		1	2	3	4	5	14
6	7	8	9	10	11	12	15
13	14	15	16	17	18	19	16
20	21	22	23	24	25	26	17
27	28	29	30				18

Heading home for Debden, England, in the last year of WWII, P-51D Mustangs of the three squadrons comprising the 4th Fighter Group are seen in loose formation, lead by Col. Everett Stewart flying 'SunnyVIII'. Stewart was assigned to 336 FS, 4FG, 8AF USAAF, one-time personal aircraft of the 4th Fighter Group Commanding Officer. The 8th Air Force started operations from Britain in August 1942 and the Mustang was so clearly superior to earlier US designs that the 8th Air Force began to steadily switch its fighter groups to the Mustang. As the war progressed, the numerical superiority of the USAAF fighters, superb flying characteristics of the P-51, and pilot proficiency helped cripple the Luftwaffe's fighter force. As a result, the fighter threat to the US, and later British bombers, was greatly diminished by July 1944.







Ten Knights in a Bar Room

APRIL								
Mon	Tue	Wed	Thu	Fri	Sat	Sun	Wk	
		1	2	3	4	5	14	
6	7	8	9	10	11	12	15	
13	14	15	16	17	18	19	16	
20	21	22	23	24	25	26	17	
27	28	29	30				18	

JUNE								
Mon	Tue	Wed	Thu	Fri	Sat	Sun	Wk	
1	2	3	4	5	6	7	23	
8	9	10	11	12	13	14	24	
15	16	17	18	19	20	21	25	
22	23	24	25	26	27	28	26	
29	30						27	

MAY 2026

Mon	Tue	Wed	Thu	Fri	Sat	Sun	
				1	2	3	18
4	5	6	7	8	9	10	19
11	12	13	14	15	16	17	20
18	19	20	21	22	23	24	21
25	26	27	28	29	30	31	22

On 1 December 1943, 'Ten Knights In A Bar Room', a modified Consolidated B-24 D took off from Five Mile Drome (Ward) near Port Moresby piloted by 1st Lt Oliver Sheehan on a bombing mission against Wewak. This bomber was in the number five position in the formation. After the bomb run at 11:12am over Wewak, a single Ki-61 Tony attacked from the direction of the sun and fired a momentary but accurate burst that hit the port wing of this bomber, causing it to catch fire, with flames coming out of the waist windows. The bomb bay opened just prior to the wings buckling and the tail broke off, crashing near Angoram. The tail section impacted roughly half a mile from the rest of the wreckage. The attacking Ki-61 Tony followed the bomber down to the ground. Possibly, at least one of the crew bailed out before it impacted the ground.







Clash over Ploiesti

MAY							
Mon	Tue	Wed	Thu	Fri	Sat	Sun	Wk
				1	2	3	18
4	5	6	7	8	9	10	19
11	12	13	14	15	16	17	20
18	19	20	21	22	23	24	21
25	26	27	28	29	30	31	22

JULY							
Mon	Tue	Wed	Thu	Fri	Sat	Sun	Wk
		1	2	3	4	5	27
6	7	8	9	10	11	12	28
13	14	15	16	17	18	19	29
20	21	22	23	24	25	26	30
27	28	29	30	31			31

JUNE 2026						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
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15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

On 21 April 1944, IAR 81Cs of the 1st, 2nd and 6th Fighter Groups took off to intercept B-17 and B-24 bombers which were targeting the Bucharest marshalling yards. While attacking the bombers, the Romanian fighters were engaged at high altitude by the escorting P-51 Mustangs of the 31st Fighter Group. In the aftermath of the air battle, the ARR lost 14 IARs and 11 pilots were killed, while the Americans reported 10 aircraft lost. The need to counter Allied air raids saw the start of an upgrade programme in early-1944 to make the IAR-80s and -81s more formidable and simplify maintenance and logistics. An unknown number were rebuilt as IAR-80M and 81Ms, having their weapon fit altered to two MG151 cannon and two 8mm FN-Brownings. The mid-1944 raids on the Ploiesti oil fields featured some of the last action by the outclassed IAR 80/81 fighter, soon to be withdrawn from service.







High Swallow

JUNE								
Mon	Tue	Wed	Thu	Fri	Sat	Sun	Wk	
1	2	3	4	5	6	7	23	
8	9	10	11	12	13	14	24	
15	16	17	18	19	20	21	25	
22	23	24	25	26	27	28	26	
29	30						27	

AUGUST								
Mon	Tue	Wed	Thu	Fri	Sat	Sun	Wk	
31					1	2	31/36	
3	4	5	6	7	8	9	32	
10	11	12	13	14	15	16	33	
17	18	19	20	21	22	23	34	
24	25	26	27	28	29	30	35	

JULY 2026							
Mon	Tue	Wed	Thu	Fri	Sat	Sun	
		1	2	3	4	5	27
6	7	8	9	10	11	12	28
13	14	15	16	17	18	19	29
20	21	22	23	24	25	26	30
27	28	29	30	31			31

In early 1945, a Kawasaki Ki-61 Hien of the 244th Sentai is seen diving through a group of Boeing B-29 Superfortresses. The Ki-61 with its licence-built Daimler-Benz in-line engine was one of very few Japanese aircraft with the performance to easily reach the bombers at their operational heights. The Kawasaki Ki-61 Hien was a Japanese World War II fighter aircraft used by the Imperial Japanese Army Air Service and was designated the 'Army Type 3'. Allied intelligence initially believed Ki-61s were Messerschmitt Bf 109s and later an Italian Macchi C.202, which led to the Allied reporting name of 'Tony', assigned by the United States War Department. Ki-61 Hien fighters entered service with a special training unit, the 23rd Chutai, and entered combat for the first time in early 1943, during the New Guinea campaign. Despite initial technical problems with the fighter, the Ki-61 proved to be a very successful design and a formidable opponent.







Focke-Wulf Fw-190F9 ‘Panzerblitz’

JULY							
Mon	Tue	Wed	Thu	Fri	Sat	Sun	Wk
		1	2	3	4	5	27
6	7	8	9	10	11	12	28
13	14	15	16	17	18	19	29
20	21	22	23	24	25	26	30
27	28	29	30	31			31

SEPTEMBER							
Mon	Tue	Wed	Thu	Fri	Sat	Sun	Wk
	1	2	3	4	5	6	36
7	8	9	10	11	12	13	37
14	15	16	17	18	19	20	38
21	22	23	24	25	26	27	39
28	29	30					40

AUGUST 2026

Mon	Tue	Wed	Thu	Fri	Sat	Sun	
31					1	2	31/36
3	4	5	6	7	8	9	32
10	11	12	13	14	15	16	33
17	18	19	20	21	22	23	34
24	25	26	27	28	29	30	35

The Fw-190F-9 was built side by side with the Fw-190A-9 and shared in all of its improvements. This consisted of a BMW 801 TS radial engine with a larger VDM wooden propeller blade. Those aircraft coming off production lines in January 1945 were also fitted with the larger ‘blown’ canopy. During the latter part of 1944, air to ground rockets called ‘Panzerblitz 1’ were developed. The mounting of these were finalised at eight per wing and replaced the outer bomb racks. The Panzerblitz 1 was in fact the mating of a R4M rocket with the 80mm mortar grenade. Though devastating against soft targets, they were only able to penetrate about 3½ inches of armour. This problem was partly overcome by firing the missiles off in pairs, but a larger weapon was needed and later developed. Those Fw-190F-9s carrying the Panzerblitz rocket were designated Fw-190F-9/Pb1 and served on all of the shrinking fronts until the end of the war.







Stirling Gardening Mission

AUGUST							
Mon	Tue	Wed	Thu	Fri	Sat	Sun	Wk
31					1	2	31/36
3	4	5	6	7	8	9	32
10	11	12	13	14	15	16	33
17	18	19	20	21	22	23	34
24	25	26	27	28	29	30	35
OCTOBER							
Mon	Tue	Wed	Thu	Fri	Sat	Sun	Wk
			1	2	3	4	40
5	6	7	8	9	10	11	41
12	13	14	15	16	17	18	42
19	20	21	22	23	24	25	43
26	27	28	29	30	31		44

SEPTEMBER 2026							
Mon	Tue	Wed	Thu	Fri	Sat	Sun	
	1	2	3	4	5	6	36
7	8	9	10	11	12	13	37
14	15	16	17	18	19	20	38
21	22	23	24	25	26	27	39
28	29	30					40

Piloting a 90 Squadron Short Stirling, Flt Sgt Jack Wood and his crew are on a sea mine laying 'gardening' sortie to the Frisian Islands. The mission took place on the night of the 5 February 1943. The Stirling never returned from its mission, with the loss of all eight crew. In early 1941, the Stirling entered RAF squadron service. During its use as a bomber, pilots praised the type for its ability to out-turn enemy night fighters and its favourable handling characteristics, whereas the altitude ceiling was often a subject of criticism. During the type's service with Bomber Command, Stirlings flew a total of 14,500 sorties, during which 27,000 tons of bombs were dropped; 582 aircraft were lost in action while a further 119 were written off in accidents. By December 1943, Stirlings were being withdrawn from frontline service as bombers, but were repurposed as heavy glider towing aircraft and other duties.







Burmese Hurricane

SEPTEMBER								
Mon	Tue	Wed	Thu	Fri	Sat	Sun	Wk	
	1	2	3	4	5	6	36	
7	8	9	10	11	12	13	37	
14	15	16	17	18	19	20	38	
21	22	23	24	25	26	27	39	
28	29	30					40	

NOVEMBER								
Mon	Tue	Wed	Thu	Fri	Sat	Sun	Wk	
30						1	44/49	
2	3	4	5	6	7	8	45	
9	10	11	12	13	14	15	46	
16	17	18	19	20	21	22	47	
23	24	25	26	27	28	29	48	

OCTOBER 2026							
Mon	Tue	Wed	Thu	Fri	Sat	Sun	
			1	2	3	4	40
5	6	7	8	9	10	11	41
12	13	14	15	16	17	18	42
19	20	21	22	23	24	25	43
26	27	28	29	30	31		44

Squadron Leader, Frank Carey manoeuvres his 12-gun MkIIa Hawker Hurricane to claim a Japanese Ki-27 'Nate'. Frank Carey flew Hurricanes almost throughout the war, becoming the most highly decorated Hurricane fighter pilot of WWII. Flying before, during and after the Battle of Britain, Carey often flew six operational sorties a day. He was promoted to Squadron Leader in August 1941, forming No. 135 Squadron, who were subsequently deployed overseas in December 1941. Traveling via Takoradi, Cairo, Basra, Karachi and Calcutta they finished up landing in Rangoon on the 19 January 1942 in the middle of an air raid. Frank Carey claimed his first victory on 29 January 1942 where he shot down the 'Nate' Ki-27 of Sgt-Maj Nagashima of the 77th Sentai. The following month, on 26 February, he led an attack on Moulmein where he claimed another three 'Nate' Ki-27s taking his total to 28 victories.







Galland’s Last Battle

OCTOBER								
Mon	Tue	Wed	Thu	Fri	Sat	Sun	Wk	
			1	2	3	4	40	
5	6	7	8	9	10	11	41	
12	13	14	15	16	17	18	42	
19	20	21	22	23	24	25	43	
26	27	28	29	30	31		44	

DECEMBER								
Mon	Tue	Wed	Thu	Fri	Sat	Sun	Wk	
	1	2	3	4	5	6	49	
7	8	9	10	11	12	13	50	
14	15	16	17	18	19	20	51	
21	22	23	24	25	26	27	52	
28	29	30	31				53	

NOVEMBER 2026								
Mon	Tue	Wed	Thu	Fri	Sat	Sun		
30						1	44/49	
2	3	4	5	6	7	8	45	
9	10	11	12	13	14	15	46	
16	17	18	19	20	21	22	47	
23	24	25	26	27	28	29	48	

On 26 April 1945, German flying ace Adolf Galland claimed two Marauders destroyed by cannon fire at 11:50 and 11:55hrs. He used cannons as he had forgotten to arm his R4M rockets which accordingly did not fire. After hitting the second Marauder he banked and climbed to the left to watch the Marauder go down but was then hit by fighter gunfire. His fuselage was hit, instrument panel exploded and right engine lost power, followed soon by the left engine. Engine cover and other debris fell from the Me-262. Galland was wounded in the knee and considered bailing out, however reports of USAAF fighters shooting parachuting pilots, and especially jet pilots, convinced him to nurse the badly damaged Me-262 down. He forced landed at the airfield which then came under attack from US fighters. This was Galland’s last action in WWII and he spent the remainder of the war in hospital.







Breakthrough Victory

NOVEMBER								
Mon	Tue	Wed	Thu	Fri	Sat	Sun	Wk	
30						1	44/49	
2	3	4	5	6	7	8	45	
9	10	11	12	13	14	15	46	
16	17	18	19	20	21	22	47	
23	24	25	26	27	28	29	48	
JANUARY 2027								
Mon	Tue	Wed	Thu	Fri	Sat	Sun	Wk	
				1	2	3	53	
4	5	6	7	8	9	10	1	
11	12	13	14	15	16	17	2	
18	19	20	21	22	23	24	3	
25	26	27	28	29	30	31	4	

DECEMBER 2026									
Mon	Tue	Wed	Thu	Fri	Sat	Sun			
	1	2	3	4	5	6	49		
7	8	9	10	11	12	13	50		
14	15	16	17	18	19	20	51		
21	22	23	24	25	26	27	52		
28	29	30	31				53		

Fl. Lt Alan M Peart DFC, 81 Squadron RAF, flying his Spitfire Mk.Vc, FL-D, over Bone Harbour, Algeria 1 December 1942. Alan followed a SM-84 into the clouds until it drifted into view where he promptly shot it down, thus claiming the first of his six aerial victories. Supermarine Spitfires were deployed extensively in the Mediterranean, where they saw action over North Africa, Italy, and the Mediterranean Sea. Spitfires were also deployed in North Africa to counter the Axis forces in campaigns like Operation Torch and the Tunisian Campaign. The Spitfire Vc had a Type C or 'Universal' wing along with the revised main undercarriage. The tops of these wings featured large, bulged fairings to provide clearance for the ammunition feed motors of two Hispano cannon. Because two cannon were seldom fitted, these fairings were later reduced in size to more streamlined shapes.

