



Profile 64 – Nakajima J1N1-c MN 15, tail code V-1

This Irving was one of the first three reconnaissance J1N1-c Type 2 Land Reconnaissance aircraft to become operational in the South Seas. These were first deployed to Rabaul in July 1942, and were later briefly based at Lae. The fuselage *hinomaru* had a white border and the “V” and “1” were disproportionate in size.

Profile 65 – Mitsubishi C5M2 Babs tail code V-4

The Tainan *Ku* C5M2s wore a factory applied light olive brown scheme. A black tail code was reapplied over the original ones of white with red piping, which dated back to when the unit was in Bali in early 1942.

Profile 66 – Mitsubishi G6M1-L2 MN 209, tail code V-903

This Betty previously served with No. 1 *Ku* as tail code Z-985 (see Profile 3), having left the Mitsubishi factory in the two-tone “China scheme” as a G6M1-L experimental gunship. The gunship concept was not implemented, however, and the gap in the lower fuselage is the space from where a defensive gondola was removed. The bomber’s first tail number was 181 from its experimental days as a gunship, then it became Z-985 with No. 1 *Ku* before finally becoming V-903 with the Tainan *Ku* as illustrated there.