**Aircraft History**  
Built by Glenn L. Martin Company in Omaha, Nebraska. Delivered to the U.S. Army Air Force (USAAF) as B-29-25-MO Superfortress serial number 42-65280. Ferried overseas to [North Field](https://pacificwrecks.com/airfields/marianas/ushi/index.html) on [Tinian](https://pacificwrecks.com/provinces/marianas_tinian.html).  
  
**Wartime History**  
Assigned to the 20th Air Force (20th AF), 313th Bomb Wing (313th BW), 9th Bombardment Group (9th BG), 1st Bombardment Squadron (1st BS) at [North Field](https://pacificwrecks.com/airfields/marianas/ushi/index.html) on [Tinian](https://pacificwrecks.com/provinces/marianas_tinian.html). Nicknamed "Dinah Might". Tail Code X ▵ 9.  
  
On [March 4, 1945](https://pacificwrecks.com/date/1945/03/04.html) (Mission 39) took off from [North Field](https://pacificwrecks.com/airfields/marianas/ushi/index.html) on [Tinian](https://pacificwrecks.com/provinces/marianas_tinian.html) piloted by 1st Lt. Raymond Malo on a bombing mission. Damaged and low on fuel, this B-29 was the first bomber to land at [Motoyama No. 1 Airfield (South Field)](https://pacificwrecks.com/airfields/japan/motoyama_no1/index.html) on [Iwo Jima](https://pacificwrecks.com/provinces/japan_iwo_jima.html) with fighting still underway to the west. This was the first of 2,400 emergency landings on [Iwo Jima](https://pacificwrecks.com/provinces/japan_iwo_jima.html). That same day, repaired, refueled and flown back to [North Field](https://pacificwrecks.com/airfields/marianas/ushi/index.html) on [Tinian](https://pacificwrecks.com/provinces/marianas_tinian.html).  
  
On [April 12, 1945](https://pacificwrecks.com/date/1945/04/12.html) again landed at at [Motoyama No. 1 Airfield (South Field)](https://pacificwrecks.com/airfields/japan/motoyama_no1/index.html) on [Iwo Jima](https://pacificwrecks.com/provinces/japan_iwo_jima.html).  
  
In total, this B-29 flew a total of 42 combat missions and aborted from one mission. On April 28, 1946 flown back to the United States. Ultimate fate unknown likely scrapped or otherwise disappeared.

Stinson L-5E-1 Sentinal OY-1 VMO-4

VMO-4 personnel and gear remained in Hawaii until January 1945 when they set sail for [Guam](https://en.wikipedia.org/wiki/Guam). While in Guam they received new aircraft and which were then flown to Saipan to be loaded upon [escort carriers](https://en.wikipedia.org/wiki/Escort_carrier) for movement to their next mission, the [Battle of Iwo Jima](https://en.wikipedia.org/wiki/Battle_of_Iwo_Jima). The squadron waited offshore to support Marines on the ground at [Iwo](https://en.wikipedia.org/wiki/Iwo_Jima) until two planes from the [USS Wake Island (CVE-65)](https://en.wikipedia.org/wiki/USS_Wake_Island_(CVE-65)) were able to land at the airstrip on 26 February 1945. These were the first two aircraft to land on the newly captured airstrip and they did so while still under heavy small-arms and mortar fire. In time the mere presence of these small planes overhead would influence Japanese gunners to cease fire and button up against the inevitable [counter-battery fire](https://en.wikipedia.org/wiki/Counter-battery_fire) to follow. Often the pilots would undertake pre-dawn or dusk missions simply to extend this protective "umbrella" over the troops, risky flying given Iwo's unlit fields and constant enemy sniping from the adjacent hills.[[6]](https://en.wikipedia.org/wiki/VMU-4#cite_note-USMC-Iwo-6) During the battle the squadron would fly 204 sorties in 19 days totaling 366.4 hours of flying. This would leave Six of the seven planes used so badly damaged that they were scrapped afterwards.[[7]](https://en.wikipedia.org/wiki/VMU-4#cite_note-Sherrod_p349-7) After the battle they returned to Maui in April 1945 where they would remain until the end of the war.

<https://twitter.com/usmc1940/status/1235296894424887298>

page 20 The first B-29 crew to utilize Iwo was Raymond Malo’s from our group, on March 4th.

They were low on usable fuel due to a malfunctioning fuel transfer pump. They were only on the

field about 20 minutes while the pump was repaired. During that time the Marines were exchanging fire with the Japanese not far from the short Japanese runway on which they had landed. Some Seabees offered to add 1000 feet to the runway if they would stay overnight. Malo knew he could take off all right with his light load and enough gas to get back to Tinian and declined the offer. That day the Marines saw a B-29 close-up for the first time and, I believe, started appreciating the worth of their efforts and sacrifices in contributing to the B-29’s capability of carrying the war effectively to the Japanese homeland. (After the war, our wing commander, Brigadier General John H. Davies, invited the Marine generals who had been in command of the Iwo operation to a luncheon and briefing at wing headquarters to explain to them the great value Iwo had been to the B-29s.

Iwo Jima amphibious epic .pdf