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### Anthony Feher, Commander, USN

(Naval Aviator Number 95)

Commander Anthony Feher, USN, Naval Aviator No. 95, was a pioneer in naval aviation and flew the N-9 aircraft. He was born in Budapest, Hungary on October 22, 1882 and served in the U.S. Navy as both an enlisted man and as a commissioned officer as indicated below:

#### Enlisted and Commissioned Service

27 Sep. 1904	Enlisted U.S. Navy.
1 Nov. 1908	Honorable Discharge.
26 Oct. 1909	Reenlisted U.S. Navy.
23 Oct. 1913	Honorable Discharge.
15 Jul. 1914	Reenlisted U.S. Navy.
14 Jul. 1918	Honorable Discharge.
15 Jul. 1918	Reenlisted U.S. Navy.
12 Sep. 1918	Special Order Discharge to accept appointment as Ensign for Temporary Service.
13 Sep. 1918	Ensign for temporary service.
14 Jan. 1920	Lieutenant (Jg) for temporary service.
3 Jan. 1922	Boatswain.
14 Sep. 1926	Appointed Chief Boatswain.
30 Jul. 1929	Commissioned Chief Boatswain.
8 Dec. 1941	Lieutenant (junior grade).
17 Jun. 1942	Lieutenant for temporary service.
15 Apr. 1944	Lieutenant Commander for temporary service.
4 Jan. 1946	Commander for temporary service.
1 May 1947	Placed on the Retired List U.S. Navy.

#### Service- Ships and Stations                      From                      To

##### **Enlisted Service**

USS <i>Hancock</i>	Sep. 1904	Oct. 1904
USS <i>Franklin</i>	Oct. 1904	Dec. 1904
USS <i>Yankee</i>	Dec. 1904	Dec. 1904
USS <i>Yankee</i>	Jan. 1905	Feb. 1905
USRS <i>Lancaster</i>	Feb. 1905	Mar. 1905
USS <i>Pennsylvania</i>	Mar. 1905	Oct. 1908
USS <i>Solace</i>	Oct. 1908	Nov. 1908
USS <i>Connecticut</i>	Nov. 1909	Oct. 1913

#### Service- Ships and Stations (continued)

Receiving Ship at New York	Jul. 1914 - Nov. 1914
USS <i>Utah</i>	Nov. 1914 - Sep. 1916
Navy Aeronautic Station, Pensacola, FL.	Sep. 1916 - Dec. 1917
NAS Pensacola, FL.	Dec. 1917 - Sep. 1918
<b>Commissioned Service</b>	
NAS Pensacola, FL	Sep. 1918 - Oct. 1918
NAS Bay Shore, L.I., N.Y.	Oct. 1918 - Nov. 1918
NAS Brunswick, Ga.	Nov. 1918 - Jan. 1919
NAS Key West, Fla.	Jan. 1919 - Oct. 1919
NAS Rockaway Beach, L.I., N.Y.	Nov. 1919 - Feb. 1920
Carlstrom Field, Arcadia, Fla.	Feb. 1920 - May 1920
NAS Rockaway Beach, L. I., N.Y.	May 1920 - May 1920
NAS Naval Operating Base, Hampton Roads, VA.	May 1920 - Jul. 1920
Mitchell Field, Mineola L.I., N.Y.	Jul. 1920 - Sep. 1921
Fleet Ship Plane Division	
USS <i>Langley</i> , Hampton Roads, VA	Sep. 1921 - Mar. 1922
USS <i>Langley</i>	Mar. 1922 - Jun. 1925
USS <i>Wright</i> , Pensacola, FL. Aircraft Squadrons	
Battle Fleet, Scouting Fleet	Jun. 1925 - Jul. 1925
USNAS, Pensacola, FL.	Sep. 1925 - Jun. 1926
NOB, Hampton Roads, VA.	Jul. 1926 - Jun. 1927
VF-5, Scouting Fleet	Jun. 1927 - Jan. 1928
VB-1B, Aircraft Squadron Battle Fleet aboard	
USS <i>Lexington</i>	Jan. 1928 - Oct. 1928
VJ-1B, USS <i>Wright</i>	Oct. 1928 - May 1930
Naval Aircraft Factory, Navy Yard, Philadelphia, Pa.	Jul. 1930 - Jun. 1934
VJ 2-F, San Diego, CA. USS <i>Wright</i>	Jun. 1934 - May 1937
Naval Hospital Philadelphia PA. (Patient)	May 1937 - May 1937
Utility Squadron 2, USS <i>Wright</i>	May 1937 - Oct. 1937
Utility Squadron 2, USS <i>Riegel</i>	Oct. 1937 - Jun. 1938
Aircraft Factory, Philadelphia, PA.	Jun. 1938 - Jun. 1946
Naval Hospital, Philadelphia, PA. (Patient)	Jun. 1946 - Sep. 1946
to Naval Retiring Board, Washington, D.C.	

#### Medals and Awards

Good Conduct Medal  
World War I Victory Medal with Aviation Clasp  
World War II Victory Medal  
American Defense Service Medal

#### Personal and Historical Data

In a special transfer of custody ceremony February 15, 1966, at the Naval Air Engineering Center (NAEC), the N-9, an old Navy trainer, a seaplane of 1918 vintage, was transferred to the Naval Aviation Museum in Pensacola to join famous aircraft of the past. Commander Anthony Feher, USN (Ret.), Naval Aviator No. 95, and other pioneers in Naval Aviation who flew the N-9 participated in the ceremony.

In 1930, the Aviation Mechanics School at Great Lakes, IL., presented the N-9, now being transferred, to the Museum of Science and Industry in Chicago. In 1952, it was returned

to Navy custody pending the readiness of the National Air Museum. Subsequently, its restoration was undertaken by the NAEC. Restoration of the historic plane was completed at NAEL by skilled craftsmen.

The task of reconstruction, begun at the center in December 1963, was not simple. Major items, such as the floats, lower outer wing panels, fuselage turtleback and all engine cowling, had to be fabricated for the model. The restored aircraft is a late N-9 version in which an Hispano Suiza engine of 150 horsepower was substituted for the Curtiss OXX 100-hp engine. The maximum airspeed was upped to 80 miles per hour. The N-9 had a fuel capacity of 28 gallons and the total weight, fully loaded with a two-man crew was 2,750 pounds. In the restored condition, portions of the wing areas and fuselage are left uncovered to show the internal construction of the plane. The N-9 was the Navy's first satisfactory training plane in that it was relatively stable and easy to fly. About 500 N-9'S were purchased, some from Curtiss and many more from Curtiss' subsidiary, the Burgess Aircraft Company. Roughly 40% of the WW I trainers were N-9's. Since the N-9 was the first trainer put in production it was undoubtedly used as the major training vehicle for the more than 2,000 officers that earned Navy wings.

(Article from the Naval Aviation News magazine).