

**Morton M. Smith**  
**Important Dates**

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Stan Smith (703) 289-1230

1949 – Made a member of Louisiana Nu Chapter of Xi Sigma Pi (National Forestry/Natural Resource Honor Society)

1949 – Made a member of Louisiana Chapter of Alpha Zeta (Professional Fraternity of Agriculture)

1950 – B.S. (Forestry) from Louisiana State University

1951 – M.S. (Game Management) from Louisiana State University

1951 (July) to 1953 (July) – Assistant Waterfowl Study Leader, Louisiana Fisheries & Wildlife Commission. Supervisor was Richard Yancey. Based in Ferriday, LA. Served as assistant to Yancey on Waterfowl Research Project 17-R and 29-R under Pittman Robertson Section. Work consisted of research and surveys of Louisiana waterfowl populations. Duties required 200 hours flight time per year as an observer. Work conducted statewide.

1953 (April 23) – Notification of Assignment Upon Entry into Active Military Service (“Having accepted a commission as a second lieutenant in the Air Force Reserve through the Air Force Reserve Officers’ Training Corps Program, you are being ordered into active military service and assigned to 1912<sup>th</sup> Airways and Air Communication Service Squadron, Olmstead Air Force Base, Pennsylvania.” /s/ Samuel E. Barger, Major, USAF, Acting Air Adj Gen.).

1953 (July 3) – Entered Active Duty. Served as a personnel officer, primarily at Scott Field, Illinois. Served as Squadron Personnel Officer and Adjutant for two years. Responsible for all administrative phases of squadron operation, including records, personnel assignments and squadron maintenance.

1954 (March 4) – Promoted to first lieutenant.

1955 (July) – Honorable discharge from USAF.

1955 (July) to 1957 (July) – Biologist II, Louisiana Wildlife & Fisheries Commission. Supervisor was John Newsom. Based in Alexandria, LA. Responsible for wildlife management and development practices carried on in the Commission’s District III under various Pittman Robertson projects. Also was responsible for fish and game work in District III.

1957 (July) to 1962 (December) – Biologist II, Louisiana Wildlife & Fisheries Commission. Supervisor was Robert Murray (Research Supervisor). Returned to research as a Waterfowl Study Leader. Responsible for all research under Pittman Robertson Project W29R. Duties required travel statewide. One phase of work required 250 hours of flight time/year as an observer.

Late 1950's – Conducted aerial surveys (along with fellow Louisiana biologist Clark Hoffpauir) in the aftermath of Hurricane Audrey indicating a sudden population jump in certain species wintering in Louisiana. (Source: Flyways: Pioneering Waterfowl Management in North America, Arthur S. Hawkins, et al., Editors, U.S. Government Printing Office, May 1984, page 448.)

Late 1950's to Early 1960's – Participated in annual workshops of technical committees of the flyway councils to discuss agency contributions to waterfowl management programs of the flyway. (Source: Flyways, at page 382, pictured attending meeting of Mississippi Flyway waterfowl technicians held at Louisiana's Rockefeller Refuge.)

Early 1960's – Flew aerial transect surveys over inland and coastal marshes with other state waterfowl biologists. (Source: Flyways, at page 446.)

1962 (January 4) – Career-Conditional Appointment as Wildlife Biologist (Management/Airplane Pilot) for Bureau's Division of Wildlife, Branch of Management and Enforcement, Atlanta, Georgia (Pos. No. 4-3213-1).

1964 – Contributor, U.S. Department of the Interior's Waterfowl Tomorrow (U.S. Government Printing Office, Washington, D.C., 1964); "Ducks in Dixie" with John L. Sincock, and John J. Lynch (at page 99-106).

1967 – Attended meeting of management biologists at Northern Prairie Wildlife Research Center. (Source: Flyways, at picture at page 260, caption at page 261.)

~1968 (January) – Appointed Assistant Branch Chief, Division of Management and Enforcement's Branch of Management, and reassigned from Atlanta to Washington, D.C.

1968 (February) to 1969 (September) – Citation for Outstanding Performance for, among other things, "field administration and supervision of summer waterfowl surveys and banding program in the United States and Canada."

1970 (April 13) – Special Achievement Award "for Superior Service" to the Bureau's Division of Management and Enforcement.

1971 (February) – Cited for a Quality Performance Award for "continuing high level performance" with the Bureau's Division of Management and Enforcement.

~mid-1970's-1980's – At Patuxent Wildlife Research Center, supervising Branch of Surveys. (Source: Letter, dated March 9, 1990 from Thomas J. Dwyer, Chief, Office of Migratory Bird Management, on the occasion of retirement.)<sup>1</sup>

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<sup>1</sup> I have not yet located Dad's personnel files for the year ~1972-1990. They would probably provide more details about specific work assignments than I have been able to provide here.

1990 (May 1) – Retirement. Retired as Assistant Director – [Refuges] & Wildlife, Office of Migratory Bird Management, Washington, D.C. (Branch Chief, Surveys and Operations)

Logged 7,000+ hours as a pilot for FWS. (Source: Interview with Mark Madison, FWS Historian, conducted March 29, 1999.)

Worked with (among others):

<i>Vern Stotts</i>	<i>Matthew C. Perry</i>	<i>Rollie Sparrowe</i>
<i>Don Frickie</i>	<i>Leon Kirkland</i>	<i>Tom Taylor</i>
<i>William Vogel</i>	<i>Fairfax H. Settle</i>	<i>Roy Tomlinson</i>
<i>Patricia Holt</i>	<i>Bob Trost</i>	<i>Dave Trauger</i>
<i>Keith A. Morehouse</i>	<i>John Tautin</i>	<i>Jim Voelzer</i>
<i>Ken Gamble</i>	<i>Bruce Conant</i>	<i>Ken Williams</i>
<i>Jim Bartonek</i>	<i>Frank Bowers</i>	<i>Dr. Fred Glover</i>
<i>Jerry Serie</i>	<i>Judy Bladen</i>	<i>Kahler Martinson</i>
<i>Skip Ladd</i>	<i>Jim Bredy</i>	<i>Ross Hanson</i>
<i>David E. Sharp</i>	<i>Sam Carney</i>	<i>Dick Yancey</i>
<i>Harvey K. Nelson</i>	<i>Liz Cummings</i>	<i>Jake Chamberlain</i>
<i>David L. Hall</i>	<i>Dave Dolton</i>	<i>C. Lostetter</i>
<i>Gene Wood</i>	<i>Mike Elkins</i>	<i>W. Crissey</i>
<i>Henry Reeves</i>	<i>Greg Essinger</i>	<i>J. Smith</i>
<i>John P. Rogers</i>	<i>Fred Fiehrer</i>	<i>G. Jensen</i>
<i>George Brakhage</i>	<i>Ken Gamble</i>	<i>D. Purinton</i>
<i>Dick Pospahala</i>	<i>Paul Geissler</i>	<i>D. Combs</i>
<i>Bob Blohm</i>	<i>Jim Goldsberry</i>	<i>K. Baer</i>
<i>Brad Bortner</i>	<i>Mary Lou Hill</i>	<i>Harry Hansen</i>
<i>Sean Kelly</i>	<i>Larry Jahn</i>	<i>A Weinrich</i>
<i>Arthur Brazda</i>	<i>Kathy Klimkiewicz</i>	<i>R. Mackay</i>
<i>Dick Bauer</i>	<i>Phil Koscheka</i>	<i>K. Vermeer</i>
<i>Jerome Stoudt</i>	<i>Fant Martin</i>	<i>K. Norman</i>
<i>Arthur S. Hawkins</i>	<i>Harvey Miller</i>	<i>E. Wellein</i>
<i>Jerry Pospichal</i>	<i>Barbara Moore</i>	<i>R. Buller</i>
<i>Douglas S. Benning</i>	<i>Jim Nichols</i>	<i>R. Slattery</i>
<i>Bill Larned</i>	<i>Al Novara</i>	<i>P. Smith</i>
<i>Robert L. Jessen</i>	<i>Pete Poulous</i>	<i>R. Martinson</i>
<i>K. Duane Norman</i>	<i>Jim Price</i>	<i>Don Smith</i>
<i>Fred Roetker</i>	<i>Ron Reynolds</i>	<i>Maury Lundy</i>
<i>Vic Hamer</i>	<i>Bunny Siran</i>	<i>David Anderson</i>
<i>H. W. Heusmann</i>	<i>Bob Smith</i>	

Anecdotes (Source: Morton M. Smith Retirement File, 1990)

- [Author not named]: “I really believe Mort’s favorite air-machine was the DeHavilland ‘Speedster’ or Beaver. Seriously, when it came to multiple use or being

capable of handling many tasks, it was by far the best bush craft I ever flew. It had one unredeeming feature however – it was slower than the second coming of the ‘Big Man’ – in fact, it was the only aircraft I knew of that a tailwind wouldn’t help. I had several affectionate adjectives for the machine and I used to relate to Mort about the ‘Speedster’s’ inability to develop much forward motion. I believe he took this bitching with a grain of salt – until he drove it himself for awhile. Finally, after a long summer, he called and said I was probably right; ‘it probably wouldn’t go much over 100 miles per hour coming straight down.’”

- *Vern Stotts*: Some of his greatest thoughts and lessons for me were:
  - a. “I could hit these seaducks more often if they tasted better,” meant that with practice one can rationalize anything.
  - b. When he said, “We can get this 206 off the water in less than 1 minute when everyone is down to their high school weight,” it translated into don’t stuff rocks in your personal kit to take home as souvenirs.
  - c. After a clapper rail hunting trip to the Eastern Shore of Virginia, he remarked, “We should shoot these critters only with a singleshoot, 4-10 pistol fired with the left hand after a cross-draw”, meaning that modern equipment can take away the thrill of a full bag.
  - d. And, finally, after a perfect 2-point landing, he stressed that, “We can be happy that we didn’t do it the other way around and land with our wheels down on the water”, teaching me the hows, whys, whens, and beauty of a personal checklist.
- *Bob Blohm*: Of course, Mort, your red station wagon was legendary at the [Patuxent Wildlife Research] center and how many Monday lunchtime discussions focused on your weekend activities with your son to prepare the vehicle for the next week’s drive. And, your love of doughnuts (particularly stale ones, at least 3-4 weeks old) and old hunting clothes (the more holes and dangling threads, the better) is known far and wide.
- *Art Hawkins*: After you joined the FWS Airforce it was fun getting together with you, Don Smith, Maury Lundy and others to compare notes. You were unique among most of the pilots listed above in that you were completely interchangeable between ground and air duty. In fact, on days when you couldn’t fly, for one reason or another, you joined the guys in the trenches, of your own free will. ... One thing for sure, I never worked with anyone I’ve enjoyed working with more, whether in the Louisiana marshes or on the Canadian Prairies, whether at wing bees or Tech meetings. Your cheerful attitude and dedication to duty made the job easier.
- *John Tautin*: I still recall my first months with FWS in 1974 and being assigned to a duck banding station in Alberta. My first flight in FWS aircraft was when you flew me from Saskatoon to Brooks to meet up with the banding crew. We (you) had to make a tough landing in a crosswind on sod. It went well, and I still recall being impressed and thinking that this pilot has the right stuff. I went on to learn that the other pilots, our flyway biologists, were also fine biologists and good, safe pilots.

You deserve a lot of credit for that, having been in charge of that operation. Being in charge as Branch Chief, Surveys and Operations, is how I most often think of you. You have been one of the best managers I have seen, fair and honest with people, managing to get the job done well with limited resources, and firm and decisive when need be on issues and problems. I learned a lot from you that helps me now that I am in charge of [the Bird Banding Laboratory].