

114th LOGISTICS READINESS SQUADRON

MISSION

The mission of the 114th Logistics Readiness Squadron is to provide and direct the supply, fuels, procurement, financial, motor vehicle, and commercial transportation activities, toward the overall objectives and missions of the assigned and attached units of the group.

LINEAGE

114th Logistics Readiness Squadron

STATIONS

Sioux Falls, SD

ASSIGNMENTS

114th Mission Support Group

COMMANDERS

Maj Lonny Reese

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM

MOTTO

NICKNAME

OPERATIONS

The 114th LRS met numerous challenges in 2010 with great success. The Block 40 aircraft conversion resulted in a \$10 million increase of warehouse assets, with over 4,000 new line items added to the existing inventory. The 114th LRS and 114th Force Support Squadron continued the nearly flawless support of the Air Expeditionary Force and Expeditionary Contingency Support Operations, ensuring 371 personnel and assets were deployed or redeployed to 16 different countries around the world.

The 114th LRS met numerous challenges in 2011, with great success. During the spring and summer of 2011 the 114th LRS activated nearly 60 percent of squadron personnel in support of flood relief efforts. The vehicle management and vehicle operations sections coordinated the use of 34 vehicle assets as well as the movement of nearly 600 personnel. In addition to the state active duty mission, the 114th LRS deployed four members in support of Operation Iraqi Freedom and Operation Enduring Freedom. The 114th LRS also supported 114th Fighter Wing mission readiness and prepared for Air Force initiatives. The material management and distribution sections continued to provide outstanding support in closing out the Block 40 aircraft conversion. The operations compliance section prepared for the 2012 release of a new Air Force supply chain resource management system. The Expeditionary Combat Support System will provide an integrated IT system, standardized work processes and enterprise data for up to 250,000 personnel when fully implemented. Scheduled for release in the fall of 2012, the 114th LRS is one of three Air National Guard units, along with Ellsworth AFB, that will be the first to migrate to this new technology.

Logistics functions have been organized into many different combinations and entities over the last 50 years. It consists of Contracting, Transportation (Vehicle Maintenance & Traffic Management Office), and Base Supply. Finance and Logistics left the Logistics Squadron and now report to the Vice Commander.

Base Contracting has undergone many changes. The office started out as a two man shop and now has a four person staff. Contracting is like a mini-depot for supplies and services for the Wing. During the 1970s, Contracting was part of Base Supply. Bill Leimbach was the contracting officer with Marvin Davis as purchasing agent. Since that time many have come and gone. Technology has taken a major step. The Base Contracting Automated System (BCAS) communicates directly with Base Supply through an online computer system. Remember •when Bill Leimbach used cash to purchase local requests?

The Traffic Management Office (TMO) provides the most efficient, economical, passenger and freight transportation services to destinations worldwide. TMO utilizes commercial and military carriers to transport personnel and cargo, which includes high cost aircraft parts, hazardous, classified, and sensitive materials. MSgt Donald Stewart was the original Traffic Manager. Later Glen Dannen was hired as an assistant. Some of the tools used were manual typewriters, freight books, and telephone. Today TMO operates with state-of-the-art technology consisting of computers, laser printers, computerized scales, automated airline ticketing, and a freight tracking system (CMOS) that can track freight anywhere in the world.

Vehicle Maintenance: The mission of the Motor Pool over the last 40 years has not drastically changed providing safe vehicles to support the unit. Around 1968 the Air Force started calling Motor Pool, Vehicle Maintenance or Vehicle Operations, many still refer to it as "Motor Pool."

The first "Motor Pool" manager was Ollie Mabee. The vehicle inventory consisted of seven WWII Jeeps, all/2 ton military style truck and about 7-21/2 ton military trucks.

In 1952 Eugene Cady took over and the Motor Pool moved to west of Base Supply. In 1963 Dale McDowell became Superintendent and remained until 1969 when Milford Soward took over. In 1985 DuWayne Andersen became Superintendent.

In March 1992 Ron Janssen took over as Superintendent. Vehicle Maintenance today consists of 92 vehicles and 22 personnel, including seven full-time technicians. New technology is present in every section.

Construction of a new Vehicle Maintenance building could begin as soon as 1996. It will be located at the east end of the base.

In 1946 Col Donald Clancy began the legacy of the SDANG Base Supply. He set a standard, a sense of pride and determination, that has continued for 50 years. The other COS's that have carried on this strong tradition are Merlyn Tidemann, John Majeres, Wayne Shanks, and, as of 1 July 1995, Tami Mielke. Wayne Shanks sacrificed a promising career as an accordion player to work here.

During the early years of Supply all accounting was accomplished manually. In the early 1970s the supply account was computerized. All transactions were processed through one terminal by using card key-punch capability. Today every technician has a computer, or two, or three, depending on requirements.

The fundamental tasks of Supply haven't changed much. We supply the assets required to support the functional areas in the unit. The internal organization has changed several times. In 1995 the Material Supply Liaison (MSL) assigned to maintenance was reassigned to the Operations Support Flight of Base Supply. The MICAP (Mission Capable), Repair Cycle, and MSL elements were combined in a work area in the middle of maintenance. The number of personnel hasn't changed much in the last 25 years. In 1978 Debra Phelps (Burt) became the first female technician hired in Supply. Today there are 41 Supply and 18 POL authorized with 26 full-time. In 1996 a new Supply building will be built.

Supply has an outstanding inspection record. In 1992 Base Supply/POL achieved an "outstanding" rating and received the "Best Supply Seen To Date". In 1993 we won the Dadalian, (Best Supply Account in the ANG and Reserve) after being second runner up in 1975 and finalist in 1981.

Although POL (Fuels) is one of the elements of Base Supply, their operation is different. The fuels business began in 1946 under maintenance. Storage consisted of twelve 25,000 gallon aviation fuel tanks, 3 -133,000 gallon heating fuel tanks and 4 -12,000 gallon engine oil tanks.

From 1953 to 1968 Dale Wellendorf was Fuels Superintendent.

In 1968 Burt Tunge took over. During his reign the fuels system became computerized. In 1974 the first fuels' laboratory was started. A big improvement in fuels came in 1979 when the new POL operations building was completed.

In 1982 Ernest Sturzenbecher became Superintendent. During this same year, a multi-million dollar fuels storage facility was built. This provided two 105,000 gallon tanks and a dispensing rate of 600 gallons per minute. Also included was a new cryogenics storage area.

The Fuels Flight has had a long tradition of excellence. In 1993 Fuels received an "outstanding" "Best Fuels Seen To Date" in the QAFA. Ernest Sturzenbecher received the "Fuels Superintendent of the Year" award for the entire ANG. In 1994 the Fuels' Flight received the American Petroleum Institute award for the Best Fuels Flight in the Air National Guard.

Air Force Lineage and Honors

Created: 23 May 2020

Updated:

Sources

Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.