



Division of Secretariat
Office of Secretary
700 E. Broadway Avenue
Pierre, South Dakota 57501
Phone: 605 – 773 – 5105

TO: South Dakota Aeronautics Commission
FROM: Secretary Joel Jundt
DATE: March 11, 2026
SUBJECT: Highway Patrol Aircraft Purchase Follow-up

Current state statute regarding the Aeronautic Commission’s advisory function to provide advice and expertise to state agencies on transactions for state owned aircraft.

50-2-1.1. Commission within department--Advice regarding state owned aircraft.

The commission shall continue within the department, and all its functions shall be performed by the department as provided by § 1-44-11.

The commission shall provide advice and expertise to state agencies regarding the purchase, transfer and disposition of state owned and operated aircraft including those owned or operated by any state institution.

Source: [SL 1973, ch 2](#), §§ 227, 228; [SL 1974, ch 3](#), § 33; [SL 1992, ch 333](#), § 1; [SL 1997, ch 16](#), § 4; [SL 2010, ch 227](#), § 3; [SL 2014, ch 222](#), § 2.

Highway Patrol Follow-up

February 2026

From: Collins, Colonel Casey (HP001) <Casey.Collins@state.sd.us>

Sent: Thursday, February 26, 2026 8:22 AM

To: Bob Huggins <bobhuggins56@outlook.com>

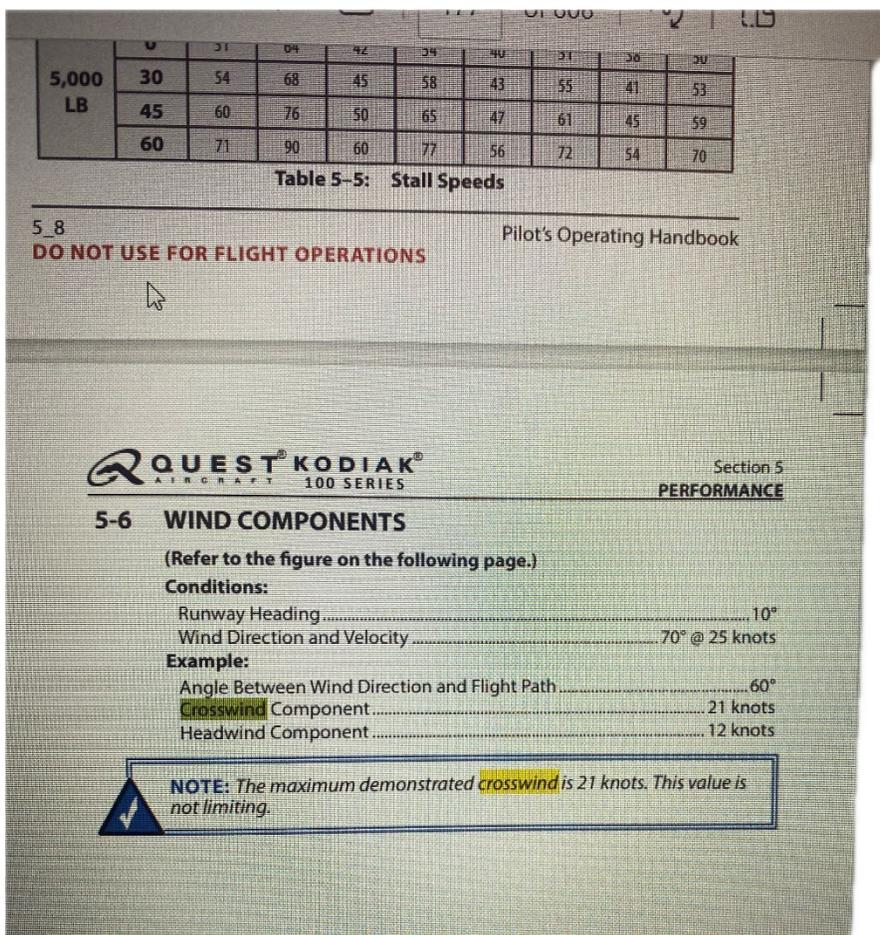
Cc: Perry, Robert <Robert.Perry@state.sd.us>; Jundt, Joel <Joel.Jundt@state.sd.us>

Subject: Re: [EXT] Highway Patrol Follow Up

Chairman-

As a follow up, we reached out to Kodiak directly and they confirmed the Kodiak 100 is 21 knot for the crosswind limit. The 16 knot limit referenced by Commissioner Howard is for the float version. They also noted 21 knots is not a limiting factor, it's just the most they have tested it in. Attached is the page from the actual manual. Thank you.

Casey Collins



From: Collins, Colonel Casey (HP001) <Casey.Collins@state.sd.us>
Sent: Saturday, February 21, 2026 5:55:43 PM
To: bobhuggins56@outlook.com <bobhuggins56@outlook.com>
Cc: Perry, Robert <Robert.Perry@state.sd.us>; Jundt, Joel <Joel.Jundt@state.sd.us>
Subject: Highway Patrol Follow Up

Greetings Chairman Huggins-

These are the questions that I believe were outstanding from our aeronautics commission meeting. If I missed something, please let me know. Thank you.

What is the demonstrated crosswind component for the Cessna T206 vs Kodiak 100?

The Cessna's 20-knot rating is for a clean aircraft and doesn't account for the significant drag and handling offset from our current fuselage-mounted camera. While the Kodiak is listed at 16 knots in the POH available online, we're told its 20-knots and have verified this with Forest Service pilots operating the Kodiak 100 aircraft. They advise that it handles over 20-knots at reduced flap settings. It is also important to note the Kodiak's STOL capability and higher ground clearance, which allow for a retractable belly-mounted camera that removes the aerodynamic penalties we face with the Cessna.

What is the service ceiling of a Cessna T206 vs Kodiak 100?

The service ceiling of a Cessna T206 is 27,000 feet while the Kodiak 100 is 25,000 feet, but this is not a factor in our missions. Our target altitude is 10,000 feet due to camera limitations, and the Cessna's payload capacity won't allow for the larger camera to operate effectively at that height. Additionally, a turbine engine allows for descents over 3,000 feet per minute, whereas the Cessna requires a very slow descent to avoid shock cooling the Lycoming engine.

What do the cameras options weigh?

The current camera we have is a FLIR 230-HD that weighs 42 pounds. The two options I discussed at the meeting were a Trakka TC-375 which is listed at 99 pounds and a Wescam MX-15 which is listed at 100 pounds.

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