



About Pierre Regional Airport

Originally constructed 1942 as the Pierre Army Airfield by the U.S. Army, the Pierre Regional Airport (PIR) was used as a training facility for B-17, P-40 and P-47 pilots during World War II. The Army deactivated the airfield in 1945 but engineers continued to maintain the it until the City of Pierre purchased it a year later.

Today, the Pierre Regional Airport is still owned and operated by the City of Pierre. The full-time airport manager, a city employee, manages all day-to-day airport operations. Other city employees provide a range of services, including daily maintenance, snow removal and emergency response. The Airport's primary features include two runways nearly 6,900 feet long, a taxiway system, a passenger terminal and support area, and a general aviation (GA) area. There is a precision instrument approach for Runway 31 and two non-precision instrument approaches for Runways 7 and 25.

Covering about 1,800 acres, the Airport is located within Pierre city limits, three miles east of the city center and four miles east of the Missouri River. Steep ravines dominate the largely undeveloped land to the east and south while land to the west towards Pierre has fewer ravines and is generally used for agriculture, housing and industry. To the north, the land is more level and agricultural use is the most prevalent, with some industrial and residential uses.

Six airports are located within approximately 60 miles of PIR. These airports have considerably shorter runways than the Pierre Regional Airport and do not have scheduled passenger service. The closest airport with passenger service is Huron, located 120 miles to the east. The next closest airport with passenger service is in Rapid City, 176 road miles to the west.

The Pierre Regional Airport serves the aviation-related needs of the state capital, its residents and the businesses of central South Dakota - playing a vital role in the state's economy and transportation system. Last year, the Airport had the fourth highest number of passenger flights per year in the state (behind Sioux Falls, Rapid City, and Aberdeen) and was fourth in annual takeoffs and landings (operations).

The Pierre Regional Airport is certified by the Federal Aviation Administration (FAA) as an air carrier airport. This certification allows the Airport to be served by scheduled or unscheduled passenger flights with aircraft having a seating capacity of 30 or more. To obtain this certification, the Airport must meet (and continue to meet) the requirements of Federal Aviation Regulations (FAR) Part 139, which prescribes rules governing the operation of airports offering passenger operations.



The South Dakota DOT also has an airport classification system. According to these criteria, PIR is functionally classified as a Transport/Commercial Service airport. Airports designated as Transport/Commercial Service are able to accommodate commercial air carrier aircraft and business jets with approach speeds in excess of 121 knots and by having paved runways over 5,000 feet in length.

Pierre Regional Airport is served by Great Lakes Aviation (code share partners with United and Frontier and an interline agreement with Delta Airlines). Great Lakes operates 19-seat Beech 1900 turboprop aircraft and 30 seat Embraer EMB 120 Brazilia turboprop's. As the only airport in central South Dakota that provides scheduled air carrier service, PIR plays an important role as a convenient airport for the residents and businesses of this area.

Mustang Aviation is the fixed base operator (FBO) at the Pierre Regional Airport. It provides users of the Airport with services such as "on demand" charters, fuel sales, major and minor airframe repair, engine repair, turbine starting, deicing and aircraft washing. Terminal services and amenities provided include a pilot's lounge, weather information center, flight briefing room, storage and vending/concessions. It also runs flight instruction and ground school training, with each program serving approximately 40 students a year. Also operating at PIR are three agricultural spraying businesses, one of which also provides aircraft sales.

Pierre Regional Airport, A Look Back...



March 9, 1911 – Little more than eight years after the Wright Brothers had made their first flight at Kitty Hawk, the skies of South Dakota opened to aviation.

Pilot Hugh Robinson of the Curtiss Aerial Exhibition Company called upon several men in the small crowd to help push his Curtiss Model "D" Pusher into position for his take off. He fired up



the 50 horsepower, rear mounted engine – a configuration that ‘pushed’ the aircraft through the air, and . . . he took off.

The concept of powered flight at that time was so difficult to imagine that some people actually believed that the Wright Brothers flight was a hoax, the ‘TV set moon landing’ of its time. But in the skies over Rapid City folks found proof – aviation was real, and it had arrived in South Dakota.

Among the crowd watching was a young man named Saxe Pitts Gantz, born in Rapid City in 1883. Gantz would be so inspired by what he saw that he would study at the School of Mines and eventually become South Dakota’s first pilot.

Robinson and his Curtiss “D” found their way to an airfield near Pierre in 1915. He was not the first pilot to land at the Pierre airfield, but Robinson’s \$5,000 Curtiss “D” was easily the biggest draw the tiny Capital City had ever seen to that time. His visit to Pierre literally put the airfield on the map – the pilots maps that were just beginning to be developed.

The Capital City was filled with optimism as the community speculated about the great times in which they lived. A photograph of Robinson’s Curtiss racing a train past the newly completed South Dakota State Capitol Building seemed, to many, to capture the boundless energy and enthusiasm for what the future would bring to Pierre.



Wednesday, March 9, 2011 was the 100th Anniversary of Flight in South Dakota.



City of
PIERRE
on the river • on the move

AIRPORT TERMINAL DEDICATION

by NEWS photographers



FAA PERSONNEL—Personnel of the Federal Aviation Administration are shown looking over new equipment installed in the second floor of Pierre's new airport terminal building. Left to right (standing) are M.A. Simons, Station Chief at Pierre, L.S. Rusk, of the FAA Kansas City office, and George Kniska, Chief Air Traffic Manager for the FAA from Kansas City. Seated are Don Pater and Don Angle, both of the Pierre FAA office.



DEDICATION CROWD—This is part of the crowd which attended the dedication of Pierre's new airport terminal building Sunday.



MASTER OF CEREMONIES—City Commissioner Paul Moran was master of ceremonies at the dedication of Pierre's new airport terminal building. A crowd of some 3,000 attended (NEWS photo).



TRAMP STILL ALIVE—Oliver Byer attending the breakfast Sunday morning was Charles Fuller (left), pictured above, with his wife, a pilot, who has been listed since 1946, given the heard for a celebration. Miss Byer, who says she doesn't particularly care for Byer, but is willing to go along with her husband on flight. Moments after this picture was taken the couple happened to be home in their craft. (NEWS photo)



Man survives 110 degree temp

Sheridan, Feb. 11 (AP)—A 40-year-old man who was reported to have survived a 110-degree temperature inside a plane was reported to have survived the ordeal.

The man, who was identified as Robert J. Cummings, survived 110-degree heat for 17 hours and 45 minutes. He was reported to have survived the ordeal by drinking water and eating a can of peaches while working at a steady pace inside the plane.

The article in the Government report said the 110-degree heat the man's sustained by temperatures at the burner heater. They got him in a bath in six weeks and administered a saline solution. He showed no pump organs in his lungs.

SPEDDY JETS—Look closely and you'll see two of our nation's fastest jets as they streaked over Pierre Municipal airport Sunday. The delta-winged planes can hit 1,500 miles per hour. (NEWS photo)

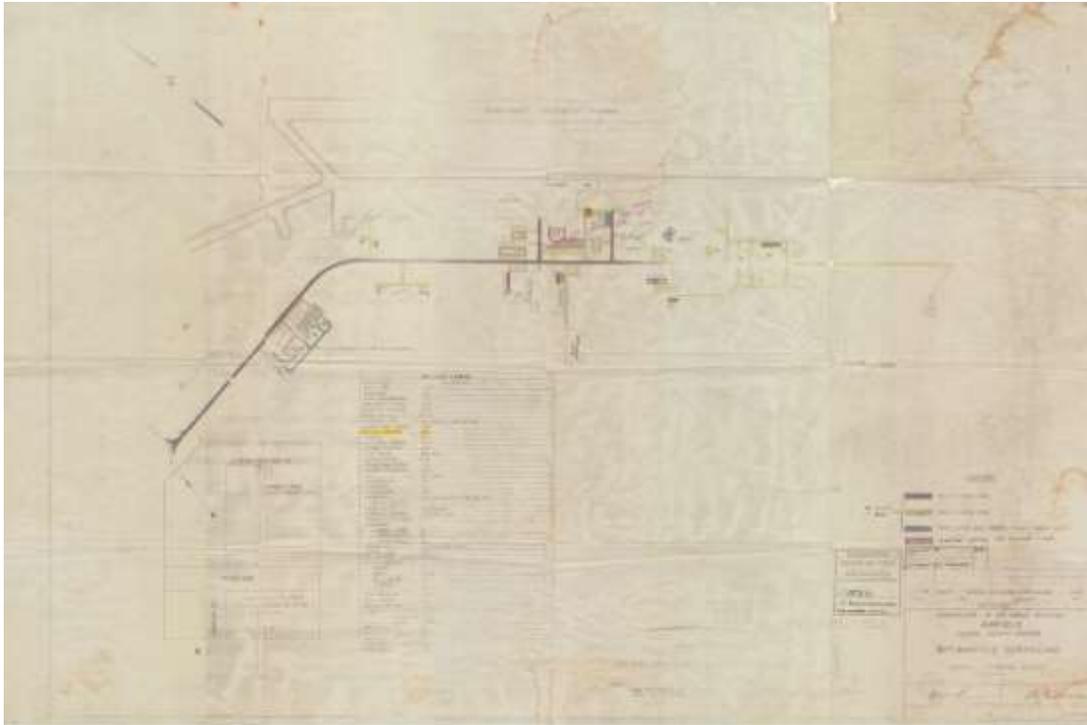


PIERRE PARKAS GO MODERN—In colorful, insulative jackets called the "Kut-Tel," Pierre residents are quick to get out of winter. The man on the left is wearing the "Kut-Tel" and the man on the right is wearing the "Kut-Tel" with the fur-lined hood. Both jackets are made with "Dacron" polyester fiber to be wind and water repellent.

READ THE WANT ADS



August 1960



(Runway in 1944)

REGULATIONS

Pilots' meeting will be held in the hangar office each day at twelve o'clock.

Two dollars entrance fee will be charged all planes. Passenger hauling will be permitted at the time specified to those planes which have paid their entrance fee. Rides will be sold at \$1.00 for adults, and fifty cents for children.

All pilots must register immediately upon landing, pay their entrance fee, and signify the events in which they intend to participate.

All ships must be commercially licensed, and have both federal and state licenses. If you are from without South Dakota, a state license will be issued you on the field. Private pilots will be allowed to take part only in the Spot Landing and Bomb dropping contests. The balance of the events are confined to transport pilots only.

Registrations will close at noon each day for that day's events.

Pilots must not leave the field during the hours of contest without first receiving permission of the officials. Planes landing will have the right of way over those taking off. Pilots when taking off must avoid turns over the crowds. Planes will be parked along picket line in front of crowds, by aid attendants, and all pilots will operate from the place assigned them. Your place will be assigned immediately after you have registered. Contestants must service their own planes, and gas will be available in a tank wagon on the field.

Department of Commerce and State regulations will govern all operations, and violations will make operators liable to immediate suspension and dismissal from the field, including forfeiture of all entrance fees.

PROGRAM

RULES AND REGULATIONS



MUNICIPAL

AIRPORT

DEDICATION CELEBRATION

(3 miles north of city)

PIERRE, S. D.

JUNE 5-6, 1937

**PIERRE AIRPORT
 DEDICATION CELEBRATION
 June 5 and 6, 1937**

Program Receipt 10c

Hold this receipt. You may win \$50.00, the attendance prize which will be given to some lucky person each day. You must be present and have your receipt. Buy as many programs as you want.

No. 514

Program Front/Back



PROGRAM

Saturday, June 5th

- 1:30 Parade of ships over Pierre.
- 2:00 Official Opening of Celebration by President of Pierre Kiwanis Club.
- 2:15 Aerial Acrobatics.
- O. X. Race. Six miles, twice around the pylons. Prizes, \$15.00, \$10.00, \$5.00.
- Bombing Contest. Prizes \$10.00, \$5.00, \$3.00.
- Light plane race. Open to commercial ships under 1000 lbs. or under gross. Prizes \$15.00, \$10.00, \$5.00.
- Acrobatics.
- Passenger Hauling. Open to all who have paid entrance fee.
- Parachute Jumps.

PROGRAM

Sunday, June 6th

- 1:00 Parade of ships over Pierre.
- 1:30 Dedication.
Address—Gov. Leslie Jensen.
Dedication—Hon. J. E. Hipple, Mayor City of Pierre.
- 2:00 Acrobatics.
Spot Landing Contest. Open to all ships. Spiral from 1000 feet, motor throttled. Prizes \$15.00, \$10.00, \$5.00.
Speed Dash. Open to all ships. One mile, not over 500 ft. dive. Prizes \$20.00, \$10.00, \$5.00.
Baton Race. For ships of not over 47 miles an hour landing speed. Three laps. Prizes \$20.00, \$10.00, \$5.00.
Balloon Busting. Open to all. Balloons released at 500 ft. Prizes \$15.00, \$10.00, \$5.00.
High Powered Race. Four laps. Prizes \$40.00, \$20.00, \$10.00.
Acrobatics.
Passenger Hauling.
Parachute Jumps.

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Program Center