

DEXTER B. FLORENCE MEMORIAL FIELD

KADF

Elevation 182'

Arkadelphia, AR

[Airport Website](#)

Airport Overview

Dexter B. Florence Memorial Field is a city-owned public-use airport located one nautical mile south of the central business district of Arkadelphia, a city in Clark County, Arkansas, United States. The Arkadelphia Municipal Airport is home to Henderson State University's aviation school and welcomes hundreds of visitors each week. The airport covers an area of 203 acres at an elevation of 182 feet above mean sea level. It has one runway designated 4/22 with an asphalt surface measuring 5,002 by 75 feet.



Longest Runway	Lowest Published Approach Minimums
<p>RWY 04/22:</p> <p>5002' x 75'</p>	<p>RNAV (GPS) RWY 04 :</p> <p>LPV DA 431-1 (250)</p>



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Runway	Surface	Light System	Runway Length	Runway Width	LDA	GA/TCH	TDZE
04	Asphalt	MIRL, REIL, PAPI (P2L)	5002	75	5002	3.0/23'	181'
22	Asphalt	MIRL, REIL, PAPI (P2L)	5002	75	5002	3.0/32'	182'

Approach Review	
04	22
RNAV (GPS)	RNAV (GPS)

ATC	
CTAF/UNICOM: 122.7	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Notes:
Runways 04/22 Load Bearing: S-50, D-60, 2D-100

- Airport Notes of Interest**
- Attended Mon-Fri 1300-2330Z.
 - For airport attendant after hours call 870-246-8946—fee charged.
 - RWY 22 PAPI unusable beyond 8 degrees right of centerline.
 - Self-serve fuel available 24 hrs with credit card (100LL & Jet A, full service available upon request).
 - Significant student pilot activity.
 - For CD CTC Memphis ARTCC at 901-368-8453/8449.

- Terrain/Obstacles**
- Towers located in all quadrants. Tallest obstacle within 15nm is located 12NM SSW of the airport at 1349' MSL (1112' AGL).

Reference Documents (Double-Click on icon to retrieve)
AFD



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Safety Factors

- Significant student pilot activity.

Accident/incident History

A search of available databases revealed three reports that were pertinent to the airfield between 2018 and 2023. There were two bird strikes and one NMAC. The NMAC report is below:

ASRS Report: **ACN 1635083**—GA pilots of two aircraft reported NMAC in the pattern at non-towered airport.

We were doing takeoffs and landings at ADF. We departed RWY 4 and were going to stay in the traffic pattern. We extended upwind to provide adequate spacing between us and the downwind traffic to perform a power-off 180. We were on upwind still and a plane took off of RWY 4 before we turned onto crosswind. Common practice at ADF is to wait until the upwind traffic turns onto crosswind before initiating their takeoff. He failed to follow this protocol. We turned onto crosswind and then shortly after turned on downwind. The student I was evaluating decided to climb to 1250 MSL, which is 250 feet above our traffic pattern altitude, to give him extra altitude to help perform his power-off 180. In this case it was probably a good thing because it increased our vertical separation.

I am not sure how long we were on downwind, probably several seconds, and then I heard the student make a radio call that he was turning onto crosswind and immediately started scanning for the traffic since we had extended our upwind and we were in the position in the traffic pattern that it would be possible for a crosswind traffic to collide with us on downwind. My scan started from behind the wing because that is the actual position the student should have been and then proceeded to start scanning forward and I finally saw the aircraft right in front of the wing. I immediately called out to my student, "THERE HE IS TURN LEFT". My scan from start to finish probably took 5 seconds before I saw him. We turned left and avoided the aircraft and circled to the southeast of the airport and then re-entered the pattern on the 45 to the downwind and landed with no other issues.

On further investigation the plane that almost collided with us was a student pilot on a solo flight, which no one in the local area knew that there was a solo student pilot. Also the student not using the correct altimeter setting which gave him in indication he was flying at 1000 feet but he was actually flying at 780 feet. This gave extra vertical separation which is why I noted the vertical separation was 470 feet.

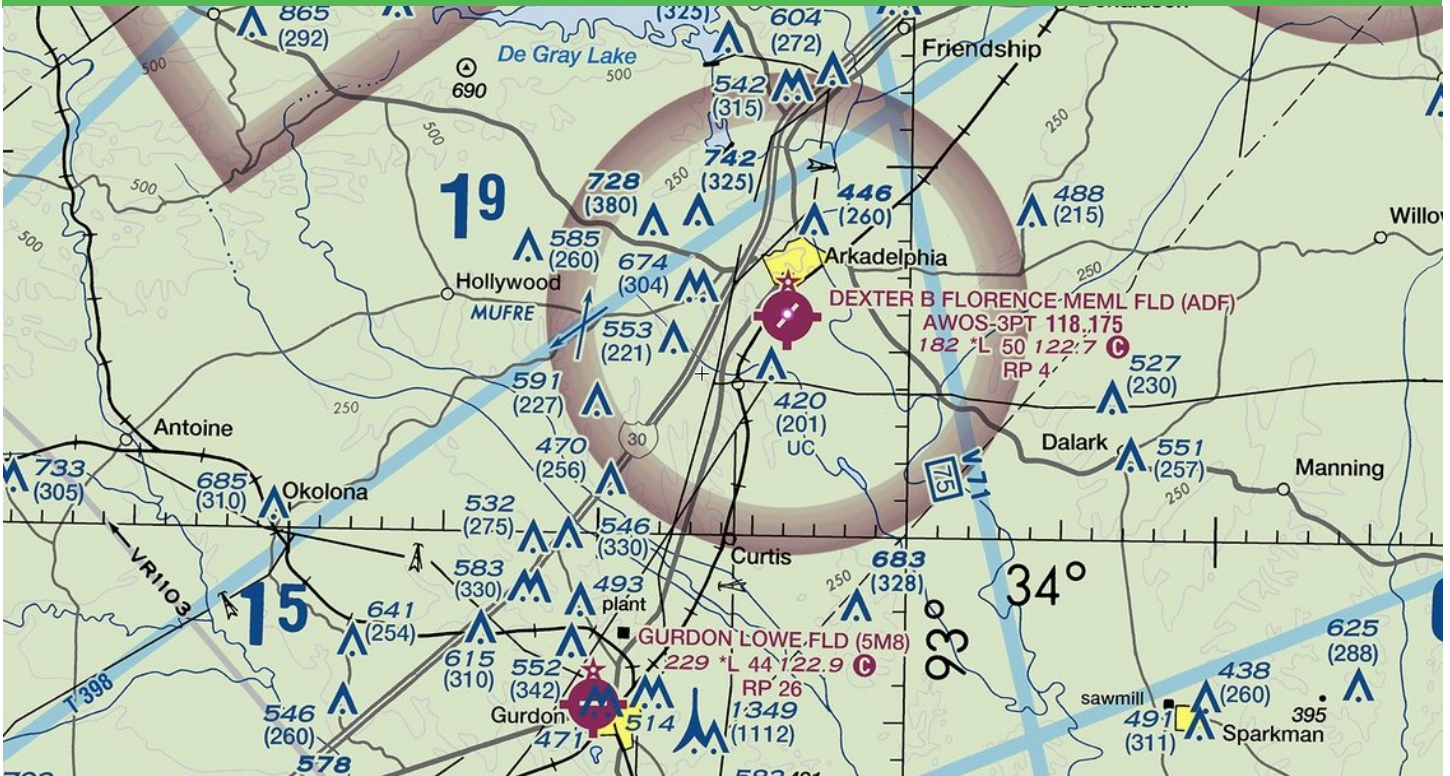
But this incorrect altimeter setting also made the student turn onto crosswind early, if he had the correct setting he would have turned later and probably would have turned behind us. This would have put him in the position where I initially started my scan.

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Risk Analysis

Hazard	(Optional) Mitigations—Please fill in your own company mitigations
Towers In Vicinity	
Significant student pilot activity.	