

The venue is AFB Waterkloof, with an 11000' main runway 01/19 direction, and a cross runway 06/24 direction. Along the sides of the first half of runway 24, Mr G. Brown has deployed his uniquely shaped runway reflectors, facing for a landing in a 24 direction.

The weather was not too kind, with a crosswind of about 11 knots, which will cause the aircraft runway lights to shine to the side on an approach, thus not optimal conditions for a reflector runway marker system. Having flown the Caravan for almost six years at AFB Waterkloof, I knew the general area fairly well, but did not know what to expect as reflective markers are about the only runway marking system I have not used before. Having done numerous night landings, often in the outback, using anything from landrover lights, partial flarepaths and even strobe lights (as well as nothing!), I felt confident about the night approach, even should the reflectors not prove to be up to standard.

I was pleasantly surprised when I rolled level on final approach, and from about 500' to touchdown, the runway magically appeared in front of me. Almost ghostly, the reflectors were not blinding at all, which I guess from a layman's (me!) point of view must be due to the curved shape of the reflectors.

With just the taxi lights or with the Caravan's ample twin landing lights the reflectors were just right, and I jokingly remarked that Mr Brown packed out a Jhb International runway!

Practical and safety concerns would include the sensible and professional usage of such a system, but it is for sure better than not having it!

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