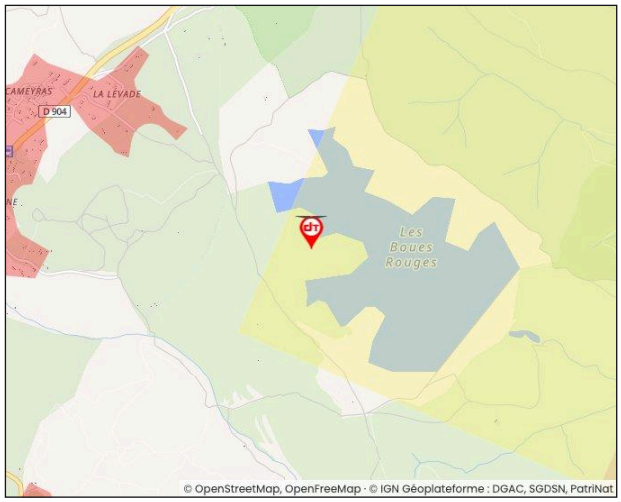
Lake Rousson

Water · Gard

GPS coordinates	44.20610, 4.15836
Elevation	271 m
Maximum height	120 m max
Access	On foot < 1,000 m
Nearest aerodrome	La Grand'combe Airfield (LFTN) 12 km W · spot 231 m lower
Spot reference	296202



Spot location and restrictions (Drone-Spot map image)

Sun (local times, UTC+01:00)

Day	Dawn	Sunrise	Sunset	Dusk	Day length	Golden hour
Sat 21 Nov	07:15	07:47	17:12	17:43	9 h 25	07:47–08:32 · 16:27–17:12
Sun 22 Nov	07:16	07:48	17:11	17:43	9 h 23	07:48–08:33 · 16:26–17:11
Mon 23 Nov	07:17	07:49	17:10	17:42	9 h 21	07:49–08:34 · 16:25–17:10

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
La Grand'combe Airfield	Aerodrome	12 km W	502 m
Aérodrome d'Alès Cévennes	Airport	15 km S	204 m
Uzès Airfield	Aerodrome	23 km SE	270 m

Description

Looking for a quiet spot by the water ... I came across the red mud lake of Ségoussac also called the "Lac de Rousson". Trails to walk around, a magnificent lake to discover (future water treatment plant). Access is earned ;) But it is an ideal spot to test equipment and settings. I took the opportunity to check my T2D pod parameters. The gondola forces and therefore still vibrates as soon as there is a light wind or updrafts. Conclusion: I have to lower the Tilt's engine power again, and it should be good.

Scan to open the up-to-date spot page: weather, map and restrictions.

https://www.drone-spot.tech/en/fiche-spot.aspx?id=296202

Before every flight: check the UAS zones map, NOTAMs and temporary areas, the weather and the Kp index.

Preparing the flight

Pre-flight Check-List

- ☐ Area checked: UAS zones, restrictions, protected areas
- ☐ NOTAMs and temporary areas checked
- ☐ Weather: wind, gusts, rain, visibility; Kp index
- ☐ Operator number displayed on the drone
- ☐ Training certificate or licence with me
- ☐ Third-party liability insurance checked
- ☐ Batteries charged: drone, controller, phone
- ☐ Propellers, motors and frame in good condition
- ☐ Memory card inserted and empty
- ☐ Software up to date, compass and IMU calibrated
- ☐ Return to home: home point and return height set
- ☐ Electronic signalling or remote ID active
- ☐ Take-off area clear, people informed and at a distance
- ☐ Observer present for FPV flights

Key rules of the open category

Recreational flying in France: European open-category rules, applied by the DGAC.

- Maximum height: 120 m above the ground, lower where a restriction requires it.
- Always keep the drone in sight; when flying FPV, an observer keeps it in sight next to you.
- Never fly over crowds and keep the distances of your subcategory (A1, A2 or A3).
- Respect UAS geographical zones: around aerodromes, prohibited or restricted areas, protected areas, sensitive sites.
- Register as an operator if the drone weighs 250 g or more or carries a camera (toys excepted), and display the number on the drone.
- Training: online A1/A3 certificate from 250 g or for a class C1 drone; A2 certificate to fly closer to people with a class C2 drone.
- Always give way to manned aircraft and land if one approaches.
- Respect privacy: no images that identify people without their consent; aerial photography is prohibited in some areas.
- Check your third-party liability insurance.
- In France: registration and training on AlphaTango (DGAC); a drone of 800 g or more must broadcast electronic signalling (or the remote ID of class-marked drones).

Non-exhaustive summary: rules change. Reference: the DGAC open-category guide and the country's regulations.

Useful links

UAS zones map around the spot : https://www.drone-spot.tech/en/carte-uas.aspx?lat=44.2061&lon=4.15836
Drone pilot library : https://www.drone-spot.tech/en/bibliotheque
DGAC open-category guide (French) : https://www.drone-spot.tech/en/bibliotheque/guide-categorie-ouverte
Registration and training (AlphaTango) : https://alphatango.aviation-civile.gouv.fr
NOTAMs and temporary areas (SOFIA Briefing) : https://sofia-briefing.aviation-civile.gouv.fr

My flight notes

Information sheet generated by Drone-Spot from community data: it replaces neither official aeronautical information nor the regulations. The remote pilot remains responsible for the flight.