Burton Pynsent - Curry Rivel, Somerset.

Heritage · United Kingdom

GPS coordinates	51.02334, -2.88962
Elevation	68 m
Maximum height	120 m max
Access	On foot < 1,000 m
Nearest aerodrome	Curry Rivel Airstrip 1.2 km S · spot 25 m higher
Spot reference	298175



Spot location and restrictions (Drone-Spot map image)

Sun (local times, UTC)

Day	Dawn	Sunrise	Sunset	Dusk	Day length	Golden hour
Sat 21 Nov	07:01	07:38	16:17	16:54	8 h 39	07:38–08:32 · 15:22–16:17
Sun 22 Nov	07:02	07:39	16:16	16:53	8 h 36	07:39–08:34 · 15:21–16:16
Mon 23 Nov	07:04	07:41	16:15	16:52	8 h 34	07:41–08:36 · 15:20–16:15

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Curry Rivel Airstrip	Aerodrome	1.2 km S	43 m
Merryfield RNAS Air Base	Aerodrome	7.5 km SW	46 m
Langport Airstrip	Aerodrome	7.6 km NE	96 m
Middlegate Farm Airstrip	Aerodrome	7.8 km NE	55 m

Description

The 140 feet (43 m) Burton Pynsent Monument on Troy Hill at Burton Pynsent, within the parish of Curry Rivel, Somerset, England, was built in 1767 and has been designated as a Grade I listed building.[1] Alternative names for the tower, which stands on Troy Hill, a spur of high ground about 700 m north-east of Burton Pynsent House, include the Curry Rivel Column, Pynsent Column, Pynsent Steeple or Cider Monument.[2] The monument, which is clad in Portland Stone, was designed by Capability Brown and built by Philip Pear,[3] at a cost of £2,000,[4] for William Pitt as a monument to Sir William Pynsent,[5] of the Pynsent Baronets. Pynsent was grateful to Pitt for opposing a ten shilling tax on a hogshead of cider (1763 Cider Bill), which would have affected his business, so on his death he left his entire estate to Pitt.[6][7] Pitt then used some of the income from the estate (£3000 per …

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=298175

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

Good practice

This spot is outside Europe: the country's rules apply. Check with its civil aviation authority before flying; the Drone-Spot library gathers leaflets from several countries.

- Keep the drone in sight and fly low (120 m maximum is the most common rule).
- Do not fly over people, crowds or roads.
- Stay away from aerodromes, military sites and prohibited areas.
- Check whether registration, training or an authorisation is required in the country.
- Respect privacy and check your insurance.

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=51.02334&lon=-2.88962
Drone pilot library : https://www.drone-spot.tech/en/bibliotheque

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.