drone-spot

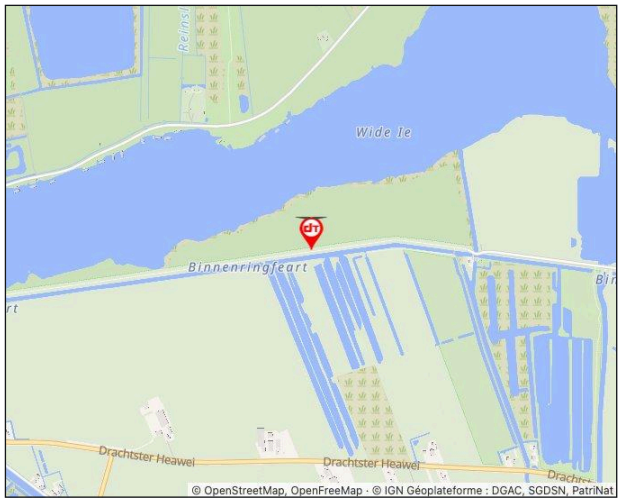
FLIGHT CARD

Generated on 21 November 2026

American windmotor at De Veenhoop

Unusual · Netherlands

GPS coordinates	53.10248, 5.96832
Elevation	-1 m
Maximum height	120 m max
Access	On foot < 1,000 m
Nearest aerodrome	Drachten Airfield (EHDR) 11 km E · spot 5 m lower
Spot reference	299565



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	07:32	08:11	16:33	17:12	8 h 22	08:11–09:10 · 15:34–16:33
Sun 22 Nov	07:33	08:13	16:32	17:11	8 h 19	08:13–09:12 · 15:32–16:32
Mon 23 Nov	07:35	08:14	16:31	17:10	8 h 16	08:14–09:14 · 15:31–16:31

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Drachten Airfield	Aerodrome	11 km E	4 m
Medisch Centrum Leeuwarden. Locatie Zuid Heliport	Heliport	15 km NW	0 m
Leeuwarden Air Base	Airport	20 km NW	1 m
Antonius Ziekenhuis Heliport	Heliport	23 km W	4 m

Description

The mill is a large milling American windmill engine of the brand Herkules, type Metallicus. The mill was manufactured at the Deutsche Windturbinen Werke in Dresden and imported by the trading company R.S. Stokvis en Sons from Rotterdam. It has a wind wheel of 30 blades and a diameter of 11 meters. The mill was originally placed in 1921 to drain the 391 ha polder De Hoge Warren.[1] It served as such until 1962, when it was replaced by an electric pumping station. A year later, the wind turbine was purchased by a private individual, who wanted to preserve it for future generations. However, the costs for this were found to be high. In 1996, the mill was in such a bad state that it was demolished and stored to prevent worse. He was sold for the symbolic sum of one guilder to another private individual. He was obliged to restore the mill, but he could not afford the costs either. After …

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=299565

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

This country applies the European drone rules (open category); it may add its own zones and conditions.

- 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.

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=53.10248&lon=5.96832
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.