drone-spot

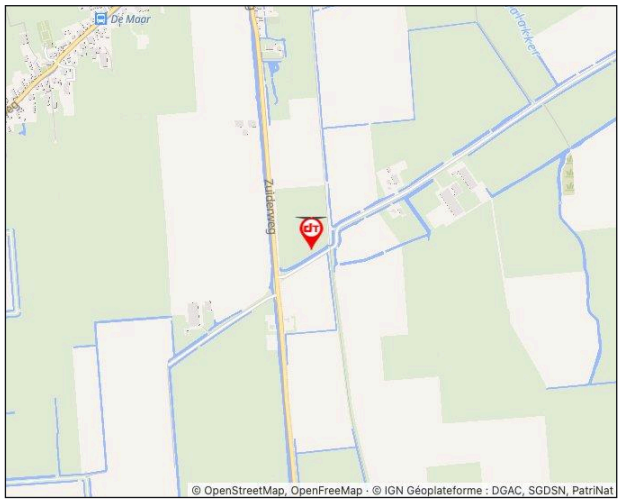
FLIGHT CARD

Generated on 21 November 2026

Birthday Steam Train Bello vs Drone. Looking to the future

Unusual · Netherlands

GPS coordinates	52.73823, 5.07264
Elevation	-2 m
Maximum height	120 m max
Access	Direct access by car
Nearest aerodrome	Middenmeer Aerodrome 9.2 km N · same altitude as the spot
Spot reference	299609



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	07:34	08:13	16:38	17:17	8 h 25	08:13–09:11 · 15:40–16:38
Sun 22 Nov	07:35	08:15	16:37	17:16	8 h 22	08:15–09:13 · 15:38–16:37
Mon 23 Nov	07:37	08:16	16:36	17:15	8 h 19	08:16–09:15 · 15:37–16:36

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Middenmeer Aerodrome	Aerodrome	9.2 km N	-4 m
Zweefvliegveld Noordkop	Aerodrome	18 km N	1 m

Description

175 years ago villages walked out to see the first steam train leave. Steam train Bello is now 100 years old 1914 -2014 and the passengers look with great admiration at the latest technology. Drones usher in a new technique. Post transport goods transport and what the future holds. In 1839 the first train passed through the Netherlands, between Amsterdam and Haarlem. That joyous event will be 175 years ago on September 20th this year. The train brought our country prosperity and progress, unlocked the cities and the hinterland and connected the inhabitants with each other. And 175 years later, that's still true. Via the main rail network, regional lines and local rail networks. By train, tram, light rail and metro vapor flake steam locomotive steam locomotives steam engine steam engines steam train railways trains tren vapor vapeur chemin de fer allemagne west deutschland germany german …

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=299609

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=52.73823&lon=5.07264
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.