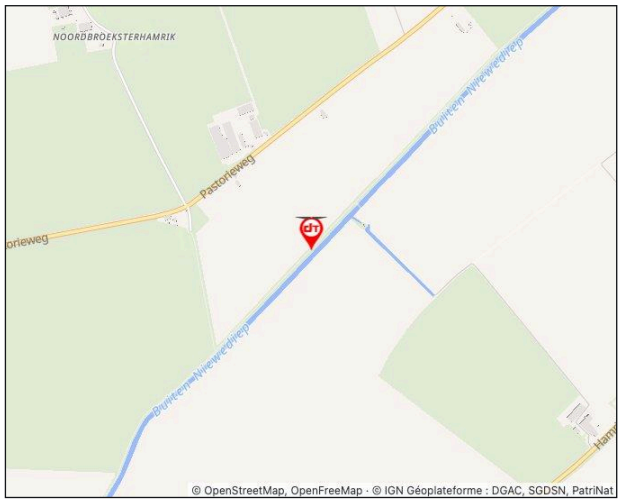
Aerial images of the Western Mill - Rare peace in Nieuw Scheemda

Heritage · Netherlands

GPS coordinates	53.20641, 6.91875
Elevation	-1 m
Maximum height	120 m max
Access	On foot < 1,000 m
Nearest aerodrome	Oostwold Airfield (EHOW) 7.9 km E · same altitude as the spot
Spot reference	299647



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	07:28	08:08	16:29	17:08	8 h 21	08:08–09:07 · 15:29–16:29
Sun 22 Nov	07:30	08:09	16:28	17:07	8 h 18	08:09–09:09 · 15:28–16:28
Mon 23 Nov	07:31	08:11	16:26	17:06	8 h 15	08:11–09:11 · 15:26–16:26

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Oostwold Airfield	Aerodrome	7.9 km E	1 m
Veendam Glider Site	Aerodrome	15 km SW	1 m
Universitair Medisch Centrum Heliport	Heliport	23 km W	24 m
Stadskanaal Airfield	Aerodrome	24 km S	4 m

Description

Images edited and uploaded by me The mill is situated on the Buiten Nieuwediep between Noordbroek and Nieuw-Scheemda. Halfway the Pastorieweg there is a car park from where you can reach the mill on foot or by bike. The mill was built in 1862 as a replacement for the mill burned down that year in 1798 by mill maker Kamphuis from Niewolda. Originally, the mill with its two augers drained the water board Westerse Molenpolder (662 ha. large) and from 1878 it functioned as an auxiliary pumping station for a steam pumping station put into service. When a cast iron top axle was fitted in 1893, the blade cross was provided with self-weighing. Since 1964 this steam pumping station was replaced by a pumping station with a 60 hp diesel engine. In 1967, the water board merged with other neighbouring polders into the Oldambt water board. As a result, the old steam pumping station and the miller's …

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=299647

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=53.20641&lon=6.91875
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.