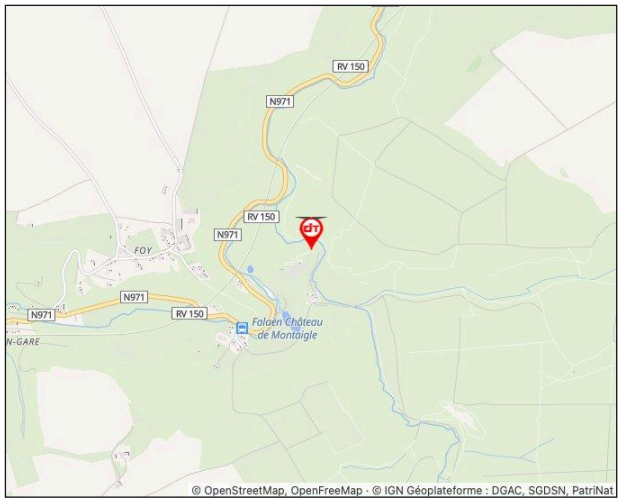
Ruins of Montaigle

Heritage · Belgium

GPS coordinates	50.29380, 4.81649
Elevation	135 m
Maximum height	120 m max
Access	On foot < 1,000 m
Nearest aerodrome	Maillen Ulmodrome (EBML) 12 km NE · spot 135 m lower
Spot reference	301142



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	08:04	16:49	17:25	8 h 44	08:04–08:57 · 15:56–16:49
Sun 22 Nov	07:29	08:06	16:48	17:25	8 h 42	08:06–08:59 · 15:54–16:48
Mon 23 Nov	07:31	08:07	16:47	17:24	8 h 39	08:07–09:01 · 15:53–16:47

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Maillen Ulmodrome	Aerodrome	12 km NE	270 m
Florennes Air Base	Airport	13 km SW	285 m
Namur - Bouge heliport	Heliport	21 km N	149 m
Namur-Suarlée Airfield	Aerodrome	22 km N	181 m

Description

Situated at the confluence of the Molignée and Flavion rivers, the castle of Montaigle stands on a steep rocky spur which was occupied by a small military garrison at the end of the Roman period, in the Lower Empire (3rd-5th c.). Built on an older structure, the medieval fortress was built in the early 14th century by the Dampierre family, then at the head of the County of Namur, and was the property of Guy de Dampierre's youngest son, Guy de Namur, regent of Flanders and figurehead of the famous Battle of the Golden Spurs (1302). Renovated in the 15th century, Montaigle became a comfortable residence, with additional floors and cellars, large windows, fireplaces, latrines... Most of the remains that can be discovered today date from this period, but the attentive visitor will be able to see traces of the castle's former state here and there: walled archways and crenellations; walls ...

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=301142

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=50.2938&lon=4.81649
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.