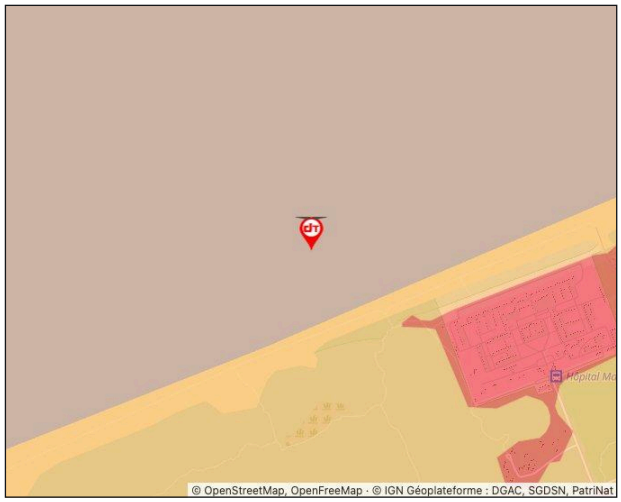
Wreck of the Claude (X37)

Water · Nord

GPS coordinates	51.07006, 2.46876
Maximum height	120 m max
Access	On foot < 1,000 m
Nearest aerodrome	Centre Hospitalier Heliport 6.2 km SW
Spot reference	301165



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	07:39	08:17	16:55	17:33	8 h 38	08:17–09:11 · 16:01–16:55
Sun 22 Nov	07:41	08:18	16:54	17:32	8 h 36	08:18–09:13 · 15:59–16:54
Mon 23 Nov	07:42	08:20	16:53	17:31	8 h 33	08:20–09:15 · 15:58–16:53

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Centre Hospitalier Heliport	Heliport	6.2 km SW	17 m
Dunkerque – Les Moëres Airfield	Aerodrome	6.6 km SE	-1 m
Koksijde Air Base	Airport	13 km E	6 m
Sint-Augustinus heliport	Heliport	14 km E	4 m

Description

A wreck in a heart. In February 1915, the first Lord of the British Admiralty (Lord FISHER) asked the architect Walter POLLOCK to design and build 200 motor barges to unload the large ships arriving off the Turkish coast. Not all the barges built will go to the Mediterranean, some will remain in England and will be used to transport supplies to the north of France. From February 1916 to July 1919, the X-37 was based in Chatham (south of the Thames estuary), managed by the firm Robotham and served notably in Calais. On Wednesday 29th May 1940 in London, the Admiralty requisitioned from Portsmouth, London and Chatham all barges and lighters to bring water and food to the beaches between Dunkirk and La Panne, the troops were short of water and food. Orders were to beach these flat-bottomed ships to unload them and then abandon them, with the crews to be repatriated by larger ships. On the …

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=301165

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

Recreational flying in France: European open-category rules, applied by the DGAC.

- 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.
- In France: registration and training on AlphaTango (DGAC); a drone of 800 g or more must broadcast electronic signalling (or the remote ID of class-marked drones).

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=51.07006&lon=2.46876
Drone pilot library : https://www.drone-spot.tech/en/bibliotheque
DGAC open-category guide (French) : https://www.drone-spot.tech/en/bibliotheque/guide-categorie-ouverte
Registration and training (AlphaTango) : https://alphatango.aviation-civile.gouv.fr
NOTAMs and temporary areas (SOFIA Briefing) : https://sofia-briefing.aviation-civile.gouv.fr

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.