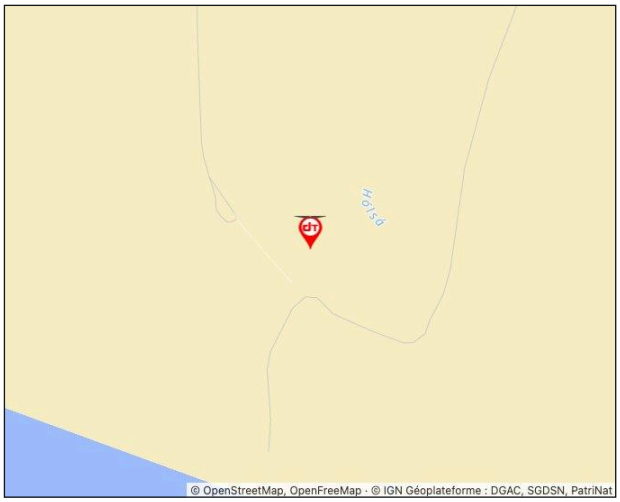
Downed DC-3 In Iceland

Unusual · Iceland

GPS coordinates	63.45979, -19.36418
Elevation	15 m
Maximum height	100 m max
Access	On foot > 1,000 m
Nearest aerodrome	Skógasandur Airport (BISK) 8.9 km NW · spot 25 m lower
Spot reference	301801



Spot location and restrictions (Drone-Spot map image)

Sun (local times, UTC)

Day	Dawn	Sunrise	Sunset	Dusk	Day length	Golden hour
Sat 21 Nov	08:58	09:59	16:08	17:09	6 h 09	09:59–12:14 · 13:53–16:08
Sun 22 Nov	09:00	10:02	16:06	17:07	6 h 03	10:02–12:25 · 13:42–16:06
Mon 23 Nov	09:03	10:05	16:03	17:05	5 h 58	10:05–12:40 · 13:28–16:03

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Skógasandur Airport	Aerodrome	8.9 km NW	40 m
Vík Airport	Aerodrome	24 km E	30 m

Description

OK, my drone footage over this DC-3 that made a forced landing in Iceland wasn't that great compared to stills, but here's probably the best of it as a short fly-over. Here's an article with more about it, http://www.dailymail.co.uk/news/article-2643794/Left-rot-The-eerie-wreckage-crashed-U-S-Navy-aircraft-abandoned-Icelandic-beach-40-years-ago.html. It's pretty easy to find if you go to the location on Google Maps. Just search for "DC-3 Iceland," and you'll find a point with a dirt road leading to it. Actually, it's a hard-packed sand road. Our 4x4 made it just fine; I'd say a regular car would be OK, but don't blame me if you try and don't make it. Or, you could walk.

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=301801

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=63.45979&lon=-19.36418
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.