drone-spot

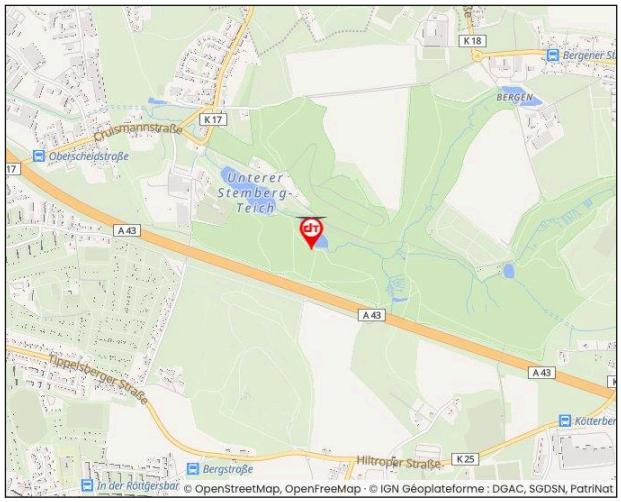
FLIGHT CARD

Generated on 25 November 2026

The spirit of winter

Unusual · Germany

GPS coordinates	51.51148, 7.23016
Elevation	99 m
Maximum height	120 m max
Access	On foot < 1,000 m
Nearest aerodrome	Marl-Loemühle Airfield (EDLM) 16 km N · spot 26 m higher
Spot reference	302242



Spot location and restrictions (Drone-Spot map image)

Sun (local times, UTC+01:00)

Day	Dawn	Sunrise	Sunset	Dusk	Day length	Golden hour
Wed 25 Nov	07:27	08:06	16:31	17:09	8 h 25	08:06–09:02 · 15:34–16:31
Thu 26 Nov	07:29	08:07	16:30	17:08	8 h 22	08:07–09:04 · 15:32–16:30
Fri 27 Nov	07:30	08:09	16:29	17:07	8 h 20	08:09–09:06 · 15:31–16:29

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Marl-Loemühle Airfield	Aerodrome	16 km N	73 m
Waltrop UL	Aerodrome	20 km NE	49 m
Lünen-Lippeweiden Airfield	Aerodrome	22 km NE	49 m
Essen Mülheim Airport	Aerodrome	24 km SW	129 m

Description

It's time to upload a new DJI Phantom Movie This time I tried to use the copter for a cinematic movie. My target was to do a very stable flight without any vibrations or disturbances. If you fly very slowly and make only small adjustments, the DJI Phantom with the GoPro hero3 Black Edition is a very usable tool for low budget / micro budget filmmaking. The next step to get an even smoother movie you have to pay at least five times as much as for the DJI Phantom. At this moment I think that's not necessary for me. I am very happy with the results. ---------- It's time again to upload a new DJI Phantom film. This time I tried to use the copter for a movie in the kinolook. My goal was to have a very stable flight without any vibrations and disturbances. If you fly very slowly and make only small movements, the DJI Phantom with the GoPro Hero 3 Black Edition is a very useful tool for …

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=302242

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=51.51148&lon=7.23016
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.