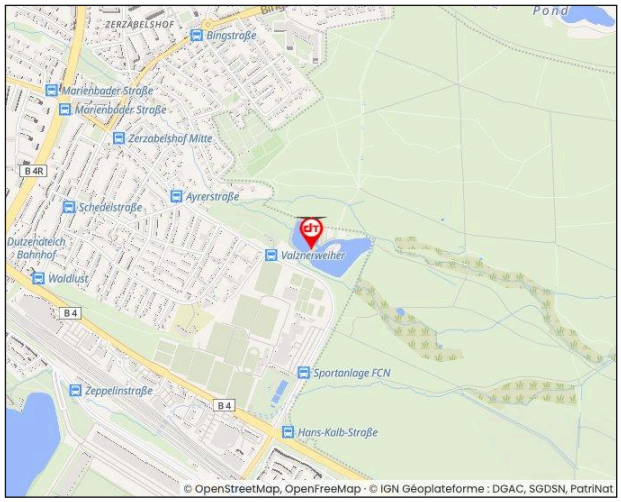
Valznerweiher Nuremberg

Water · Germany

GPS coordinates	49.43811, 11.13318
Elevation	328 m
Maximum height	120 m max
Access	Direct access by car
Nearest aerodrome	Nuremberg Airport (EDDN) 7.8 km NW · spot 9 m higher
Spot reference	302365



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	07:05	07:42	16:23	16:59	8 h 41	07:42–08:34 · 15:30–16:23
Thu 26 Nov	07:07	07:43	16:23	16:59	8 h 39	07:43–08:36 · 15:29–16:23
Fri 27 Nov	07:08	07:44	16:22	16:58	8 h 37	07:44–08:38 · 15:28–16:22

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Nuremberg Airport	Major airport	7.8 km NW	319 m
Erlangen Ebrardstrasse Helipad	Heliport	20 km NW	291 m
Fürth-Seckendorf Airfield	Aerodrome	20 km W	322 m
Schwabach-Heidenberg Airport	Aerodrome	21 km SW	360 m

Description

The Valznerweiher is a pond of about four hectares in the east of Nuremberg on the edge of the Lorenzer Reichswald. The pond was named after Herdegen Valzner, a banker from Prague. The spelling of the name changed over time, around 1823 it was called Vällzner Weyher, 1869 Falznerweiher. Valzner acquired the pond for the water supply of the Gleißhammer, his iron hammer at today's Zeltnerweiher. The Valznerweiher came into the possession of the patrician family Nützel as an inheritance loan. At first the pond belonged to the Zerzabelshofer Forst and came with the community mediators to the community of Mögeldorf. On 1 November 1923 the pond was incorporated together with Zerzabelshof in Nuremberg. Today, the Forsthof borders on its south-eastern edge and the Zerzabelshofer Forst on its north-eastern edge. On the island in the Valznerweiher there used to be a bird sanctuary. From the 19th …

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=302365

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=49.43811&lon=11.13318
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.