drone-spot

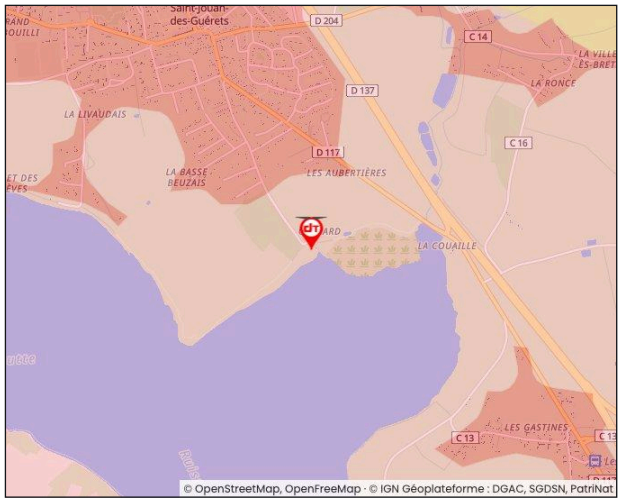
FLIGHT CARD

Generated on 21 November 2026

Saint Jouan des Guérets and its tide mill

Water · Ille-et-Vilaine

GPS coordinates	48.59204, -1.96770
Elevation	6 m
Maximum height	30 m max
Access	Direct access by car
Nearest aerodrome	Centre Hospitalier Heliport 6.0 km NW · same altitude as the spot
Spot reference	307714



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	07:50	08:25	17:22	17:57	8 h 57	08:25–09:16 · 16:32–17:22
Sun 22 Nov	07:52	08:27	17:21	17:56	8 h 54	08:27–09:17 · 16:31–17:21
Mon 23 Nov	07:53	08:28	17:21	17:56	8 h 52	08:28–09:19 · 16:30–17:21

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Centre Hospitalier Heliport	Heliport	6.0 km NW	8 m
Dinard-Pleurtuit-Saint-Malo Airport	Airport	8.3 km W	67 m
Dinan - Trélivan Airport	Aerodrome	19 km SW	120 m

Description

The Quinard mill, mentioned as early as 1806, used the power of the tides. With each tide, a water reservoir filled up. The water was held back and then released, thus generating energy. At the end of the 19th century, Prosper Dargone fitted it with a steam engine. The Quinard mill could thus combine tidal energy and thermal energy. The mill ceased all activity in 1925.

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=307714

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=48.59204&lon=-1.9677
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.