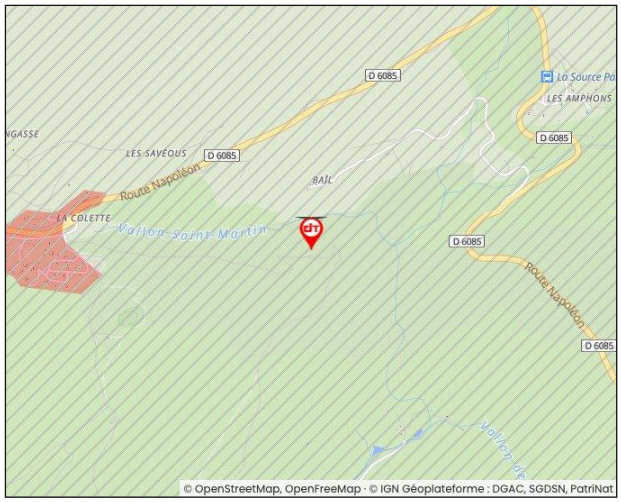
# The Chapelle Saint Martin on the Napoleon Route

Heritage · Alpes-Maritimes

| | |
|---|---|
| **GPS coordinates** | 43.72900, 6.80441 |
| **Elevation** | 932 m |
| **Maximum height** | 50 m max |
| **Access** | On foot > 1,000 m |
| **Nearest aerodrome** | Cipieres Alpes Dazur ULM<br>7.4 km NE · spot 223 m lower |
| **Spot reference** | 313196 |




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** | 07:03 | 07:35 | 17:03 | 17:34 | 9 h 27 | 07:35–08:19 · 16:18–17:03 |
| **Sun 22 Nov** | 07:04 | 07:36 | 17:02 | 17:33 | 9 h 25 | 07:36–08:20 · 16:17–17:02 |
| **Mon 23 Nov** | 07:06 | 07:37 | 17:01 | 17:33 | 9 h 24 | 07:37–08:22 · 16:17–17:01 |

## Nearby aerodromes

| Aerodrome | Type | Distance | Elevation |
|---|---|---|---|
| Cipieres Alpes Dazur ULM | Aerodrome | 7.4 km NE | 1,155 m |
| Fayence Glider Field | Aerodrome | 16 km SW | 226 m |
| Hôpital Clavary Heliport | Heliport | 16 km SE | 168 m |
| Sophia Antépolis Heliport | Heliport | 22 km SE | 235 m |

## Description

I'm taking you to the Chapelle Saint-Martin in Escragnolles. Although isolated from the housing and the heart of the parish, which have moved over the centuries, this little Saint-Martin church, never abandoned, alone carries the whole memory of medieval Escragnolles. Made up of a single nave and a semicircular apse with a half-dome vault, the building is the result of successive rebuilding and restoration campaigns. Its architecture is therefore no longer medieval. Yet it was in that period that it appeared, on the site of the fortified village – the Castrum d'Esclangolo or d'Escajola – which was deserted at the end of the Middle Ages. When the land was resettled in the sixteenth century, the church remained a parish church, even though the authorities judged it "old and ancient" and ordered a new church to be built in the center of the territory. It was only in 1612, when it was in …

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=313196

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=43.729&lon=6.80441
**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.