drone-spot

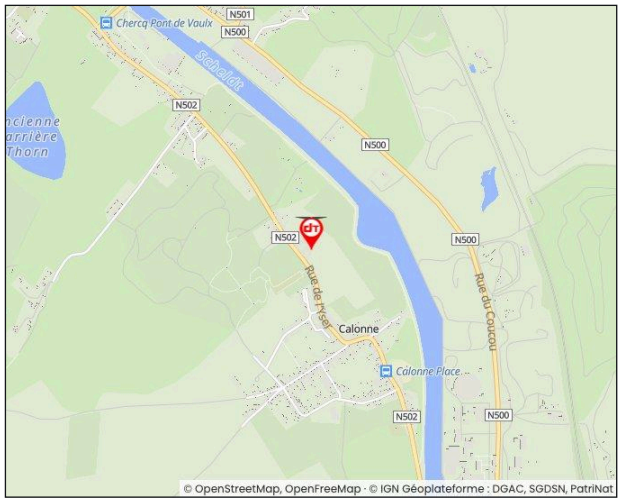
FLIGHT CARD

Generated on 21 November 2026

Calonne, in the municipality of Antoing

Heritage · Belgium

GPS coordinates	50.58085, 3.43489
Elevation	29 m
Maximum height	120 m max
Access	On foot < 1,000 m
Nearest aerodrome	Tournai/Maubray Glider Field (EBTY) 7.0 km SE · spot 20 m lower
Spot reference	315543



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	07:34	08:11	16:53	17:30	8 h 42	08:11–09:05 · 16:00–16:53
Sun 22 Nov	07:35	08:12	16:52	17:29	8 h 40	08:12–09:06 · 15:58–16:52
Mon 23 Nov	07:37	08:14	16:51	17:28	8 h 37	08:14–09:08 · 15:57–16:51

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Tournai/Maubray Glider Field	Aerodrome	7.0 km SE	49 m
Warcoing heliport	Heliport	17 km NW	37 m
Amougies Airfield	Aerodrome	18 km N	15 m
Lille-Lesquin Airport	Airport	25 km W	48 m

Description

Overlooking the Escaut, the former fortified farmhouse of Curgies, named after the Sars de Curgis family of Valenciennes and also known as the Château des Quatre-Vents, is a complex dating back to the first half of the 17th century, as shown by the date 1633, which has since disappeared. Despite the extensions and alterations made over the following centuries, the complex, grouped around a paved courtyard, keeps its traditional-style silhouette, reinforced by the limestone masonry, the projecting plinth, the string courses and the roofs between overhanging stepped gables. It is dominated by the manor house flanked by a square tower which retains, on the courtyard side, a Tudor-style arched door topped with a coat of arms of the family that commissioned it, a banderole and a drip molding forming a fleur-de-lis, both remarkable and rare. Opening onto the garden, the façade is lit on the …

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=315543

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=50.58085&lon=3.43489
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.