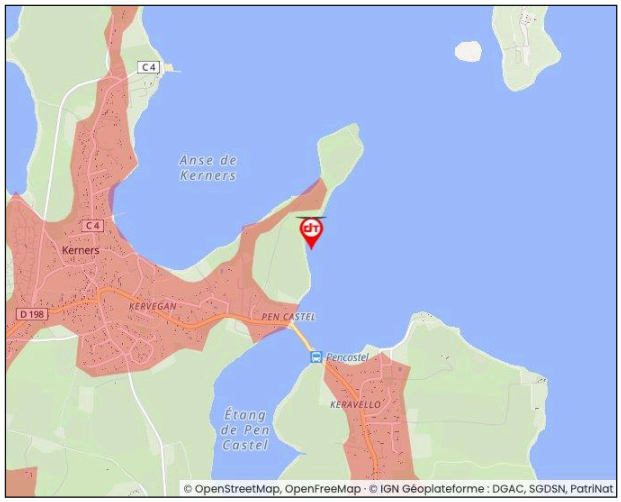
# The Pen Castel Mill

Water · Morbihan

| | |
|---|---|
| **GPS coordinates** | 47.55490, -2.86948 |
| **Elevation** | 5 m |
| **Maximum height** | 120 m max |
| **Access** | Direct access by car |
| **Nearest aerodrome** | Chubert Centre Hospitalier Heliport<br>15 km NE · spot 5 m lower |
| **Spot reference** | 315767 |




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** | 07:51 | 08:25 | 17:30 | 18:04 | 9 h 04 | 08:25–09:14 · 16:41–17:30 |
| **Sun 22 Nov** | 07:52 | 08:27 | 17:29 | 18:03 | 9 h 02 | 08:27–09:16 · 16:39–17:29 |
| **Mon 23 Nov** | 07:54 | 08:28 | 17:28 | 18:02 | 8 h 59 | 08:28–09:17 · 16:38–17:28 |

## Nearby aerodromes

| Aerodrome | Type | Distance | Elevation |
|---|---|---|---|
| Chubert Centre Hospitalier Heliport | Heliport | 15 km NE | 10 m |
| Quiberon Airport | Aerodrome | 19 km SW | 11 m |
| Vannes-Meucon Airport | Airport | 22 km NE | 136 m |

## Description

Former tide mill from the early 12th century: gabled roof covered with slate, south-west facade and gable ends in granite rubble stone, and north-east facade in cut stone. The overall decoration, rather unusual for a mill, marks it as a lordly construction and property. The dormer pediments, the row of modillions on the facade and the chimney sculptures (legend has it that the masks are those of Abelard and Heloise) recall the decorative vocabulary of the Renaissance, close to the style of the dormers in the town of Sarzeau. The mill once operated with the tide. Sluice gates hidden by the causeway let the water held in the pond flow onto the wheels located in the basement of the building. In 1380, the Duke of Brittany John IV exchanged Pen Castel for the Lices mill that the monks of Saint Gildas owned in Vannes. In 1789 the French Revolution broke out, and the monks were driven out of …

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=315767

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=47.5549&lon=-2.86948
**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.