drone-spot

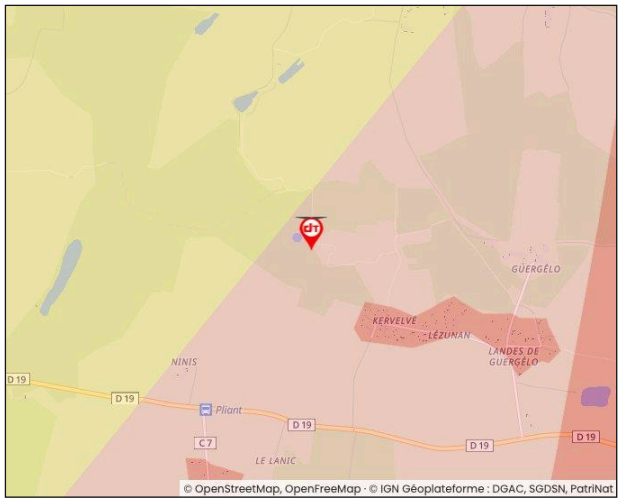
FLIGHT CARD

Generated on 21 November 2026

Plescop, the chapel ND de Lézurgan

Heritage · Morbihan

GPS coordinates	47.68920, -2.84333
Elevation	42 m
Maximum height	30 m max
Access	On foot < 1,000 m
Nearest aerodrome	Chubert Centre Hospitalier Heliport 7.6 km E · spot 32 m higher
Spot reference	315986



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	08:26	17:29	18:03	9 h 03	08:26–09:15 · 16:40–17:29
Sun 22 Nov	07:53	08:27	17:28	18:02	9 h 01	08:27–09:16 · 16:39–17:28
Mon 23 Nov	07:54	08:28	17:27	18:02	8 h 58	08:28–09:18 · 16:38–17:27

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Chubert Centre Hospitalier Heliport	Heliport	7.6 km E	10 m
Vannes-Meucon Airport	Airport	10 km E	136 m

Description

The Saint-Hamon chapel is said to have been built in 1456, the year the body of Saint Hamon was supposedly found in the undergrowth. According to legend, Saint Hamon was a crusader who had contracted leprosy and was refused a cup of milk by the people of the village. He went off to die alone. Following this refusal, the cows' udders dried up, and to make amends, the parishioners of Plescop built this chapel for him. The association Les Amis de la chapelle Saint-Hamon helps share this legend and promote the chapel.

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=315986

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=47.6892&lon=-2.84333
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.