Ile de la Réunion - Tresta Star Wreck

Unusual · La Réunion

GPS coordinates	-21.27851, 55.82354
Elevation	0 m
Maximum height	120 m max
Access	On foot < 1,000 m
Spot reference	317130

Sun (local times, UTC+04:00)

Day	Dawn	Sunrise	Sunset	Dusk	Day length	Golden hour
Tue 17 Nov	05:03	05:27	18:36	19:00	13 h 09	05:27–05:58 · 18:05–18:36
Wed 18 Nov	05:03	05:27	18:37	19:01	13 h 10	05:27–05:58 · 18:06–18:37
Thu 19 Nov	05:03	05:26	18:38	19:02	13 h 11	05:26–05:58 · 18:06–18:38

Description

La Réunion. February 2022. Some stories are written by the ocean in its own way. Stories where man, despite his technology and his certainties, ends up yielding to the power of the elements. The story of the Tresta Star begins off the coast of Mauritius. Put into service in 2019, this 74-meter refueling tanker is a relatively recent vessel. Its mission is simple: to supply fuel to the commercial ships transiting through Mauritian waters. But in February 2022, Cyclone Batsirai is about to upend its fate. As the port of Port-Louis closes its access to protect itself from the storm, the ship finds itself facing extreme weather conditions. A propulsion failure, violent winds and a raging sea gradually make it lose control of its course. The ocean becomes uncontrollable. Carried off by the elements, the Tresta Star drifts toward the coast of La Réunion. Hundreds of kilometers from its home …

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=317130

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=-21.27851&lon=55.82354
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.