



PRICE 25 CENTS

SAN DIEGO (Q-2)

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AND THE CIVIL AERONAUTICS ACT OF 1938

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WARNING: Due to war conditions, lights, radio facilities and other aids to air navigation may be changed or discontinued without notice.

1. In the projection used for this chart, great circles are within the practical limits of straight lines. Hence, the meridians being great circles, shown as straight lines while the parallels, not being great circles, shown as curved lines. Therefore, the true course between any two points on this chart or on a coast line, is the straight line connecting them. The true course between any two points on this chart or on a coast line, is the straight line connecting them. The true course between any two points on this chart or on a coast line, is the straight line connecting them.
2. Straight lines connecting any two points on this chart or on a coast line, are shown as straight lines. The true course between any two points on this chart or on a coast line, is the straight line connecting them. The true course between any two points on this chart or on a coast line, is the straight line connecting them.
3. Radio ranges, visual ranges, radio bearings and visual bearings are shown as straight lines. The true course between any two points on this chart or on a coast line, is the straight line connecting them. The true course between any two points on this chart or on a coast line, is the straight line connecting them.
4. Great circles on the earth and straight courses on the chart, except meridians, intersect successive meridians at different angles, therefore such courses are slightly but constantly changing. By no method other than steering a range is it possible to make these great circles as they occur, and thus follow a true great circle course. Therefore, they are permitted to accumulate, and are corrected by changes in course at specified intervals. This results in making the courses between intermediate points on the great circle. The true course between any two points on this chart or on a coast line, is the straight line connecting them. The true course between any two points on this chart or on a coast line, is the straight line connecting them.
5. Rhumb line courses between any two points are measured from the meridian nearest half-way between the points in question. When radio bearings are determined at and transmitted from radio direction finder stations they should be plotted from those positions.
6. The border scale of statute miles is uniform and may be used in measuring distances on any part of the chart.

POPULATION

Over 100,000	SAN DIEGO
" 25,000	San Bernardino
" 5,000	Montebello
Less than 5,000	Quetzale

Lines of equal magnetic variation

- Prominent transmission line
City or large town
Town or village
Oil Well Derricks
Lookout Tower
Forest Ranger Station

United States Highway

- Highway
Highway
Railroad
Trolley
Coast Guard Station



Radio Range

Bearings are magnetic at the station

Army, Navy or Marine Corps Field

- Commercial or Municipal Airport
Civil Aeronautics Authority Intermediate Field
Marked Auxiliary Field
Seaplane Base
Seaplane Anchorage
Protected Anchorage
Mooring Mast
Lighting facilities

Rotating Beacon

- Rotating Beacon
Flashing Beacon
Flashing Code Beacon
Marine Navigational Light
Obstruction

Radio Station

- Radio Station
Radio Direction Finder Station
Marine Radiobeacon
Fan Marker Beacon

Designation of Civil Airways Limits

- Designation of Civil Airways Limits
Designation of Civil Airways Limits

RESTRICTED

In the VITAL DEFENSE AREA no civilian flight except air carrier permitted.

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SECTIONAL AERONAUTICAL CHART

INDEX TO PUBLISHED ADDING SHEETS

120°	118°	116°	114°
SAN FRANCISCO (Q-2)	LOS ANGELES (Q-2)	PHOENIX (Q-2)	DOUGLAS (Q-2)
123°	121°	119°	117°

Letters and numbers following chart name show SEATTLE or 15 miles only to Sectional Aeronautical Chart Index of the United States