



*Lindbergh  
Field*

**SAN DIEGO  
CALIFORNIA**

LINDBERGH FIELD  
MUNICIPAL AIRPORT  
SAN DIEGO, CALIFORNIA  
"Air Capital of the West"

Lindbergh Field was dedicated, 1928, in honor of Col. Charles A. Lindbergh, whose history-making flight was made in a San Diego-built plane from San Diego, May 10, 1927. The "Spirit of St. Louis" was designed and constructed by the Ryan Airlines.



PREPARED AND DISTRIBUTED BY  
HARBOR DEPARTMENT  
CITY OF SAN DIEGO

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COVER DESIGN: The new Ryan S-T flying over Lindbergh Field, and the Hangar of the Ryan School of Aeronautics—home of the famous Ryan Planes.

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For further information concerning aviation activities or factory or hangar sites on Lindbergh Field, write

Port Director,  
Harbor Department,  
or  
Aviation Department,  
San Diego Chamber of Commerce



Administration Building at Lindbergh Field. The municipal piers and waterfront area of San Diego may be seen in the background.

This unusual photo of Uncle Sam's four mighty aircraft carriers shows the proximity of Lindbergh Field to San Diego harbor. Lindbergh Field, with these excellent seaplane facilities is the principal U. S. Coast Guard Air Patrol Division on the Pacific Coast.





## AVIATION HISTORY IN SAN DIEGO

San Diego has been the scene of many achievements in the field of aviation. The most recent, and of course the most famous, of these was the flight of Col. Chas. A. Lindbergh to Paris in May, 1927. This flight started from San Diego and was made in a San Diego-built plane.

The important part played by San Diego in the history of aviation is illustrated by the following list of feats accomplished for the first time in the world at San Diego:

- First "Sea-Plane Flight" in the world, by Glenn Curtis in 1911.
- First "Aerial Photos," by Col. H. A. Erickson in 1911.
- First "Loop-the-loop," by Lincoln Beachey, in 1913.
- First "Radio used in an Airplane," by Curtis and Morin, in 1912.
- First "Circumnavigation of the World by Air," 1924, started and ended at Rockwell Field, San Diego. Flight made by U. S. Army Air Corps, using Douglas planes.
- First "U. S. Army aero squadron" organized, 1914, at Rockwell Field.
- First official "parachute jump," by Tiny Broadwick, 1912, at North Island.

- First "Night Flying" by Major T. C. Macaulay, 1913.
- First "Aerial Bombing" by Riley T. Scott, in 1914.
- First "use of planes to locate schools of fish," 1914.
- First "Transcontinental Squadron Flight," in 1918.
- First "Re-fueling in Flight," by Smith and Richter, in 1923.
- First "Non-stop Transcontinental Flight," by Macready and Kelly, in 1923.
- First "Regular Passenger Service," San Diego to Los Angeles, in 1923, by Ryan Airlines.
- First City on the Pacific Coast to draft an "Air Ordinance," in 1926.
- First "Municipal Board of Air Control," in United States, in 1926.
- First non-stop flight from San Diego to Mexico City, made by Capt. Emilio Carranza of the Mexican Army, May 23, 1928.
- First "Night Re-fueling in Mid-air" by "Question Mark," December 30, 1928.
- First "Transcontinental Glider Flight," started at Lindbergh Field, San Diego, by Frank Hawks.

San Diego has been the scene of more than 42 world's records in Aviation. These records include altitude, distance, duration, and speed flights made by Army and Navy aviators since 1916.

## LINDBERGH FIELD DATA

**Rating:** Rated "A-1-A" by U. S. Department of Commerce, Bureau of Air Commerce. Certificate No. 298, October 16, 1934.

Rated "Permanent Airport of Entry" by U. S. Treasury Dept.

**Location:** On shore of San Diego Bay, south of U. S. Marine Base,  $\frac{3}{4}$  mile north of Municipal Piers. 110 miles South of Los Angeles; 12 miles North of Mexican Border.

**Distance from City:**  $1\frac{1}{2}$  miles from center of business district, Post Office, and leading hotels. Reached via taxi, street car or private auto.

**Area of Field:** 222 acres. (80 acres additional is expected to be added in near future.)

**Lighting:** Complete boundary, obstruction and flood lighting, operated Sunset to Sunrise.

**Beacons:** Green code beacon on Administration Building flashes "S D" (. . . — . .); Rotating Beacon at North Island, 1 mile W, with green code beacon flashing "S" (- - -)

**Radio Beacon:** One-half mile North of Airport. Operates on 224 kc.; Call letters "S Q".

**Runways:** Paved runways and taxi strips. Large portion of field oiled. Entire area safe for landings.

**Hangars:** Three large hangars. Airtech and Ryan hangars available for storage.

**Weather Reports:** Complete U. S. Aerological Station in Administration Building. 24-hour service.

**Radio:** Station KGQZ (3172.5 and 3162.5 kc.) operated by United Air Lines.

**Teletype:** Field included on three services; Dept. of Commerce, U. S. Weather Bureau, and United Air Lines.

**Repairs:** Authorized repair station; mechanics available at all hours.

**Wind Indicator:** Illuminated Wind Tee on hangar. Wind cones on hangars.

**Altitude of Field:** 15 feet above sea level.

**Prevailing Wind:** Northwest; average velocity, 6 miles per hour.

**Facilities:** Administration Building has rest rooms, lunch room, telephone, weather maps, etc.

**Inspection:** Official Airport of Entry for planes visiting Mexico. Customs, Immigration, Health and Horticulture inspectors on duty.

**Marking:** "Lindbergh Field" on hangar, and on runway.

**Seaplanes:** Safe anchorage south of field for seaplanes. Landing area, entire San Diego Bay. Seaplane ramps, etc., being installed.

## GENERAL AVIATION INFORMATION

Lindbergh Field is the Western terminus of the Southern Transcontinental Airway, which is known as the "Fair Weather" route across country. This airway is the principal one used by military and naval planes on cross-country flights.

Lindbergh Field is the southern terminus of the Pacific Coast Airway, which is lighted from San Diego to Seattle.

**Lindbergh Field is the only official permanent "Airport of Entry" in California.** All planes visiting Mexico must land here to clear customs, immigration and other inspections.

Two major air transport companies base at Lindbergh Field. These are: Western Air Express, operating from San Diego to Salt Lake City; and United Air Lines, operating from San Diego to Seattle and to New York. These companies operate frequent schedules carrying mail, passengers and express, and using the latest type of transport equipment.

Lindbergh Field is the base of operations for the Ryan School of Aeronautics, and is also the base for the U. S. Coast Guard Air Patrol.

The first unit of the Consolidated Aircraft Corp. factory on Lindbergh Field will be occupied September 1, 1935. This unit will be 300'x900' and will employ 1600 people.

San Diego is known as the "Air Capital of the West" because this city has more aviation activity than any other city in the West.

San Diego County is well equipped with airports and landing fields. Among the other airports in the San Diego area are the following:

\*U. S. Naval Air Station—on North Island across San Diego Bay, lighted.

\*Rockwell Field—U. S. Army Air Base, on North Island, lighted.

\*Camp Kearny—10 miles N. E., area 1000 acres, Navy, lighted.

Linda Vista airport—12 miles N. E., private.

\*Oceanside—40 miles N. on Coast, intermediate field, lighted.

Chula Vista—8 miles S. on Bay, private.

Speer Airport, opposite Marine Base, private.

\*To be used by private and commercial planes only in cases of emergency.



## FIELD AND TRAFFIC RULES

1. Comply with Department of Commerce Regulations.
2. Land parallel to runway nearest into the wind (except when wind is in unusual direction which would make this impractical).
3. Ascertain runway by position of tee and verify by wind cone.
4. In taking off or landing, when wind is from the north, circle field to the left (counter-clockwise), and when wind is from the south, circle field to the right (clockwise). In other words, in both cases circle over the bay instead of the city.
5. Take off on the runways. (It is a violation of Rules to take off on the dirt except when unusual circumstances make it necessary.)
6. Before taking off, taxi to extreme leeward end of proper runway, see that all field area in front is clear, and wait until all planes landing or approaching for a landing have landed and taxied to the clear. (A landing plane has the right of way over planes moving on the ground or taking

off, but said plane shall land at least 300 feet in a lateral direction from any plane on the ground).

Nothing in this regulation is to be interpreted so as to excuse pilot in **either** aircraft from exercising extreme care and diligence.

7. Do not make sharp, pivoting turns on landing area and avoid in every way cutting up surface or making dust more than minimum necessary.
8. Taxi on paved aprons and taxi-ways whenever possible. When in the vicinity of hangars and other structures, or other aircraft, taxi speed should not exceed eight (8) miles per hour, and all aircraft without brakes shall have ground attendant on wing.
9. Do not cut in on another ship in the air when circling the field or when approaching for a landing.
10. Transport and mail planes have the RIGHT OF WAY over other planes, except when other planes are landing or approaching for a landing.



San Diego is known as the "Air Capital of the West." This city has more aviation activity than any other city in the West.

U. S. Navy Official Photograph.

## FIELD AND TRAFFIC RULES (Continued)

11. Park all planes on regular plane line or in hangars or on hangar aprons.
12. When aircraft motors are turning up faster than idling speed, the aircraft shall be so placed that the air stream from the propeller will not be directed toward any building, other traffic, or groups of people. This applies particularly to pulling away from loading canopies.
13. Aircraft motors shall not be started or running unless a competent mechanic or pilot is in the cockpit attending the controls, except when the ship is securely blocked. Ships not equipped with brakes must be blocked whether or not mechanic is in the cockpit.
14. No persons shall be allowed on the flying field except on business.
15. FIRE REGULATIONS: It shall be unlawful to smoke within 50 feet of any container of gasoline or other highly combustible liquid or within any hangar, work shop, or enclosed place on the field, where "No Smoking" signs are posted.
16. When a flag man is on duty he will be approximately 150 feet out from the loading canopy on the apron directly in front of the Administration Building or in the Tower of that building. A red flag from him means that planes on the ground shall remain stationary; a white flag to a particular plane means okay for taking off.
17. Persons instructing student pilots on the field are required to acquaint students with these rules and regulations and exercise every effort to have them strictly obeyed.
18. GOVERNMENT AND CITY TRAFFIC LANES: A map setting forth air traffic lanes around San Diego, published by the Harbor Dept. in cooperation with the U. S. Naval Air Station and the U. S. Army Air Base (Rockwell Field), sets forth the direction and path for all planes flying below 1,500 feet altitude. These are to be complied with by all civilian and Service planes.

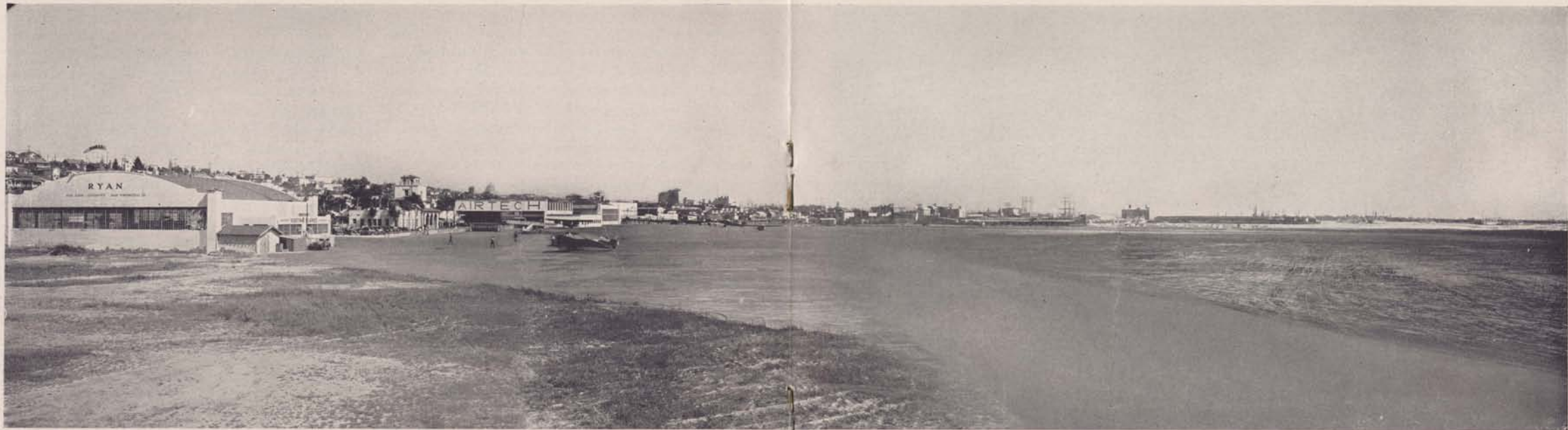
Any person operating or handling an aircraft in violation of these rules, or refusing to comply therewith, may be promptly removed or ejected from the Airport by or under the authority of the Harbor Department; and upon the order of the Airport Manager may be deprived of the further use of the airport and its facilities for such length of time as may be required to insure the safeguarding of the same and the public and its interests therein.

Every pilot and/or plane owner operating equipment on Lindbergh Field, shall at all times have in effect acceptable policies of property damage and public liability insurance covering damage or injury to equipment and/or persons on the airport. The pilot and the owner of any plane causing damage or injury to persons or equipment shall be entirely responsible for such injury or damage.

The right to do commercial flying of any kind on the airport, with the exception of scheduled inter-city airlines service, is the privilege of/and restricted to, firms or individuals who own and operate one or more hangar buildings, located on an area leased from the city and of such architecture and size as approved by the Harbor Commission and the Planning Commission of the City of San Diego.

All operations on Lindbergh Field are subject to the approval of the Board of Harbor Commissioners or its duly authorized agents. As a prerequisite to securing permission to operate from or on this airport, the Commission may require the posting of a cash bond, or the construction of acceptable hangar buildings, or such other security as may in the opinion of the Board, be necessary.





12  
Acclaimed by aeronautical experts of America and Europe as one of the finest combination landplane and seaplane airports in the United States, Lindbergh Field, San Diego's municipal flying field and the United States Government's

only official permanent "Airport of Entry" in California, has developed within the last few years into an international sky harbor.

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Five of the training ships of the Ryan School of Aeronautics flying above a bank of cumulus clouds.



Photo courtesy Shell Oil Co.



Richfield's Northrup Wright - powered plane, using Richfield products exclusively, has broken speed records from Seattle to Los Angeles, San Francisco to Los Angeles, and Los Angeles to Las Vegas.

"The Richfield Eagle"

Mechanics grooming twin-motored transport for Western Air Express schedules to Los Angeles and Salt Lake.



Operating fast passenger-mail-express schedules between Lindbergh Field, San Diego, and Salt Lake City, Western Air Express provides a high standard of flying equipment and experienced personnel. A pioneer operator, not only in the west but of the entire nation, Western

Air Express has flown by April, 1935, more than 13,000,000 miles, carried more than 110,000 passengers without death or injury to a single one. The line now operates two speedy Boeing transport schedules daily each way to and from San Diego.





Flying multi-motored ten-passenger Boeing transports, United provides San Diegans with 19-hour direct service to principal cities of the

Atlantic seaboard, as well as overnight service to north Pacific Coast points and Canada.

Established here in September, 1926, the United Air Lines' facilities include a heavy investment in hangar, depot, ticket offices, waiting room, radio and other equipment. As a repair and overhaul base with mechanics, operating crews and traffic personnel permanently located here, United contributes a sizable monthly payroll to the economic well-being of San Diego.

The Socony-Vacuum Oil Company, Inc., are continuously testing the application of their products to aviation requirements. Their illustrated magazine for pilots "R. P. M." will be sent to anyone writing to General Petroleum Corporation at San Diego, California.



The red emblems of the Gargoyle and the Flying Horse are familiar sights at American airports.



Airtech Flying Service, Ltd.  
Lindbergh Field's Pioneer Air Service

#### Offering

- sightseeing flights over the city, day or night.
- charter trips, anywhere, anytime.
- airplane repair and service.

#### With

- Modern Equipment
- reliable pilots.
- 100% safety.

General view of Union Oil Company's plant at San Diego, Calif., where a complete stock of petroleum products is stored to take care of patrons in this vicinity.





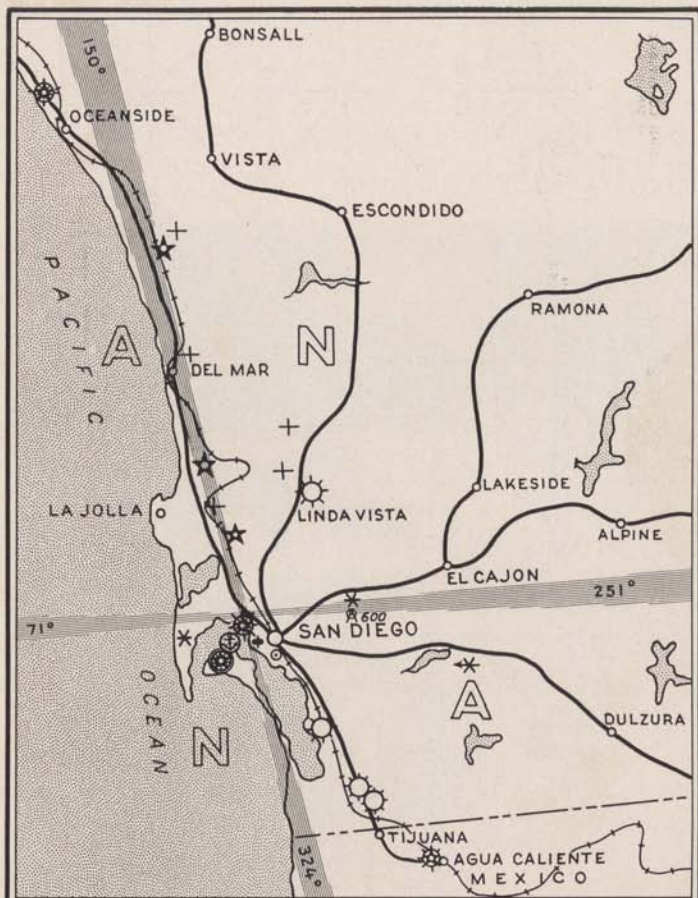


Lindbergh Field is equipped with a 3000-foot runway, and three 2,500-foot runways. At the extreme right may be seen the "birthplace" of the "Spirit of St. Louis" now occupied by the Solar Aircraft Company, manufacturers of exhaust collector manifolds for practically all of the leading aircraft manufacturers in the country.

The air-minded traveler will especially appreciate the convenient central location of the U. S. Grant Hotel. Only five minutes by motor from Lindbergh Field and close to everything. Modern comforts and service facilities. Rooms from \$2 without bath; from \$3.50 with bath.







- Commercial or Municipal Field.
- Dept. of Commerce Intermediate Field.
- Army, Navy, or Marine Corps Field.
- Seaplane Base, with ramp and handling facilities.
- Auxiliary Airway Light Beacon, flashing.
- Airport Light Beacon, without Code Light (within Airport Symbol).

LEGEND

- Airport Light Beacon, with Code Light (within Airport Symbol).
- Landmark Light Beacon without Bearing Projector.
- Landmark Light Beacon with Bearing Projector.
- Radio Station.
- Obstruction.
- Coast Guard Station.



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