



# PONCE DE LEON INLET LIGHT STATION

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LIGHTHOUSES OF THE WORLD  
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Dear Members,

The purpose and mission of museums have changed dramatically over the years. Once considered to be little more than a repository for artifacts, modern museums are now centers of learning that are actively engaged in preserving the past, defining the present, and educating for future. Museums of today are dedicated to presenting the best of the world's culture, heritage, and achievement.

As the mission of museums have changed, so too have the methods, standards, and ethics related to the preservation, restoration, exhibition, and interpretation of the artifacts in their care. To achieve these changes, museums like the Ponce de Leon Inlet Light Station have developed new technologies, techniques, and practices through careful study, experimentation, and often at significant expense.

In accordance with its mission to preserve and disseminate the maritime and social history of the Ponce Inlet Light Station, the Association has developed and maintained an aggressive five-year plan to design and install several new and exciting interpretive exhibits, update and improve many of the museum's existing exhibits, and to continue its important work in preserving and restoring the historic Light Station.

Because the Association recognizes the importance of providing the public with a quality educational experience, IT has been actively involved in the development of new educational programs for young and old alike. These important programs are provided both on and off-site and are often tailored to the specific needs of each participating group. The Association's educational outreach programs, which are offered free of charge, have become especially important to public school teachers who are finding it much more difficult to schedule on-site visits to the Lighthouse due to budgetary cuts throughout the school system.

Despite ongoing tourism concerns, we are hopeful in our ability to weather the current economic crisis thanks to the continued support and patronage of local and regional residents.

However, as we continue to experience a decline in funding we turn to you, our trusted members, to help us through these trying financial times. With your support, the Association will be able to continue providing visitors and students with educational programs in the areas of history, science, language arts and social studies. Your generosity will help ensure their continued success and availability to current and future generations.

There are many ways to show your appreciation, dedication, and support. A donation by check or credit card can be returned in the enclosed envelope. The purchase of a memorial brick for you, a loved one, or family member, will be installed in our memorial brick walkway and live on in perpetuity. Ask a neighbor to become a member of the lighthouse, or perhaps purchase a membership for a friend or family member. Our online store provides a safe and convenient way to process your choice of support. Best of all, stop by to see our new exhibits and enjoy the beauty of this treasured National Historic Landmark.

As the Lighthouse adapts to meet the challenges of the 21st century, we remain committed to our mission and to the multiple communities that we serve — locally, regionally, nationally and globally. Whether on-site, via the web, or through educational outreach, the Association will continue to foster a wholesome, family-oriented environment that encourages people to come together to discover and appreciate our unique and fascinating history.

On behalf of the Association's Board of Trustees, I would like to express my heartfelt appreciation, for your continued membership, support, and trust. Your gift, along with the gifts of others, will allow us to continue caring for and interpreting the Ponce Inlet Light Station into the future.

Respectfully,

*Ed Gunnlaugsson*  
EXECUTIVE DIRECTOR

THE PONCE DE LEON INLET LIGHTHOUSE PRESERVATION ASSOCIATION IS DEDICATED TO THE PRESERVATION AND DISSEMINATION OF THE MARITIME AND SOCIAL HISTORY OF THE PONCE DE LEON INLET LIGHT STATION.

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The Light Station is published quarterly by the Ponce de Leon Inlet Lighthouse Preservation Association, Inc.

Subscription is a benefit of membership in the Association. The Light Station welcomes letters and comments from our readers.

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- Jan. 13, 2010  
WEDNESDAY Budget Finance/Endowment Fund Committee Meetings
- Jan. 18, 2010  
MONDAY Board of Trustees and Quarterly Membership Meeting
- Feb. 15, 2010  
MONDAY Board of Trustees Meeting
- Mar. 15, 2010  
MONDAY Board of Trustees Meeting

BOARD OF TRUSTEES AND MEMBERSHIP MEETINGS ARE HELD IN THE GIFT SHOP CONFERENCE ROOM. MEMBERS ARE ENCOURAGED TO ATTEND.



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## LIGHTHOUSE EVENTS JANUARY–MARCH 2010

**JAN 10 (SUN)**  
1:30 PM – 2:30 PM

**ECHO RANGERS PROGRAM**  
Educational program developed in conjunction with Volusia County. Free admission with pre-registration by ECHO Ranger participants.

**JAN 16 (SAT)**  
10:00 AM – 2:00 PM

**GIRL SCOUT DAY**  
Calling all Girl Scouts! Come and enjoy the lighthouse and museum while working on requirements for the Lighthouse Brownie Try-It, the Junior Lighthouse Badge, or the Lighthouse Interest Project. Reserve your place by logging on to [www.ponceinlet.org](http://www.ponceinlet.org), and clicking on Merchandise. Then click on Girl Scout Day and follow the prompts.

**JAN 30–  
FEB 14  
(SUN–SAT)**

**SPEED WEEKS 2010**  
Examine turn-of-the-century artifacts and enjoy other Lighthouse activities. Enjoy the rare opportunity to view spectacular sunsets from the top of the tower and see the Lighthouse at night during our special speed week extended hours. No advance registration required.

**FEB 7 (SUN)**  
1:30 PM – 2:30 PM

**ECHO RANGERS PROGRAM**  
Educational program developed in conjunction with Volusia County. Free admission with pre-registration by ECHO Ranger participants.

## 2009 SUMMER & FALL LIGHTHOUSE HOURS

### NORMAL HOURS OF OPERATION

- SEPTEMBER 8, 2009–  
MAY 30, 2010** Open daily from 10:00 a.m. until 6:00 p.m. (last admission at 5:00 p.m.)
- MAY 31, 2010–  
SEPTEMBER 6, 2010** Open daily from 10:00 a.m. until 9:00 p.m. (last admission at 8:00 p.m.)

### SPECIAL HOURS OF OPERATION

- FEBRUARY 5–6, 12–13,  
2010 (Fridays & Saturdays)** Race Week Extended Hours of Operation  
Open daily from 10:00 a.m. until 7:00 p.m. (last admission at 6:00 p.m.)
- MARCH 4–6, 2010** Bike Week Extended Hours of Operation  
Open daily from 10:00 a.m. until 7:00 p.m. (last admission at 6:00 p.m.)

### NEWSLETTER CONTRIBUTING WRITERS

- |              |               |         |
|--------------|---------------|---------|
| Mike Bennett | Bob Callister | Ed Gunn |
| Ellen Henry  | Tom Zane      |         |



# NAS DAYTONA BEACH



BLACK AND WHITE GROUP PHOTOGRAPH OF NAVY PERSONNEL IN UNIFORM. PHOTOGRAPH WAS TAKEN AT THE NAVAL AIR STATION, DAYTONA BEACH, FLORIDA IN 1945. IN BLACK INK ON THE BACK OF THE PHOTOGRAPH IS WRITTEN "NAS DAYTONA BEACH BEFORE CLOSING 1945". FRANCES SWEENEY IS SOMEWHERE IN THIS PHOTOGRAPH.

Relaxing in their living rooms, many Daytona Beach residents had just turned their radios to WDBO, an Orlando affiliate of the Columbia Broadcasting Company (CBS), when their program was interrupted by news correspondent John Charles Daly. Breaking into a live broadcast of the New York Philharmonic at 2:25, Mr. Daly shocked listeners with news of a surprise attack on U.S. naval forces stationed at Pearl Harbor, Hawaii by aircraft belonging to the Japanese Imperial Navy. Special news bulletins quickly followed on other radio stations as well including WMFJ, a Daytona-based MBS affiliate, which interrupted the long anticipated match-up between the New York Giants and their long-time NFL rivals, the Brooklyn Dodgers, with news of the horrific event.

Lasting less than two minutes, Daly's special news bulletin was the first of many that would reveal the extent of the damage brought about by Japan's attack. What had begun as an ordinary Sunday, indistinguishable from any other in recent memory, became one that no American would ever forget. December 7th, 1941 would forever become the "Day That Would Live in Infamy".

Shocked and outraged by Japan's actions, President Roosevelt addressed the American people and assembled members of the House and Senate the following day, reporting that the surprise attack had severely damaged American naval and military forces on Oahu and cost a great many American servicemen their lives. He continued to shock the nation by reporting that the assault on Pearl Harbor was by no means an isolated occurrence and that similar attacks by Imperial Japanese forces had occurred throughout the Far East including Singapore, Hong Kong, Guam, the



SBD FLYING OVER NAS DAYTONA BEACH, FLA IN 1943.

Philippines, and the strategic atolls of Wake and Midway Island.

Flushed with patriotic fervor and resolve, young men and women flocked to



BLACK AND WHITE PHOTOGRAPH OF A GROUP OF WAVE'S THAT WORKED WITH FRANCES SWEENEY, WORLD WAR II WAVE. THIS PHOTOGRAPH WAS TAKEN AT THE NAVAL AIR STATION IN DAYTONA BEACH, FLORIDA



BLACK AND WHITE PHOTOGRAPH OF A GROUP OF WAVE'S AND SAILORS IN UNIFORM WITH A PLANE IN THE BACKGROUND. FRANCES SWEENEY IS SECOND WOMAN FROM THE LEFT. THE PHOTOGRAPH WAS TAKEN DURING WORLD WAR II AT THE NAVAL AIR STATION IN DAYTONA BEACH, FLORIDA. IN BLACK INK ON THE BACK OF THE PHOTOGRAPH IS WRITTEN "MATERIEL DIV. 2ND FROM LEFT 1945".

their nearest recruiting station to answer the nation's call to arms. They came from the backwoods of Kentucky and the streets of New York, from the corn fields of the Midwest and the beaches of Florida. In less than twelve months the ranks of America's military services swelled from a little over two million to more than seven. By war's end, more than sixteen million would have served in uniform, including a quarter



SB2C-3S ASSIGNED TO OPERATIONAL TRAINING UNIT (OTU), NAS DELAND, FL, PICTURED ON THE FLIGHT DECK OF USS SOLOMONS (CVE-67) IN MAYPORT, FL.

million from Florida alone.

Confronted with the daunting task of preparing millions of raw recruits for war, the Federal Government turned to its civilian agencies for much needed assistance. Having already established a good working relationship with the Army Air Corps while engaged in the Development of Landing Areas for National Defense (DLAND) program, the Civil Aeronautics Administration (CAA) was given the task of locating appropriate sites for future naval air stations and army air fields within the United States.

Realizing the economic advantages of hosting a military base, Florida business leaders and elected officials openly courted the CAA with generous offers of free land and the unrestricted use of private and civil airfields. Already familiar with the state's excellent flying conditions and aviation-friendly communities, the Civil Aeronautics Administration selected hundreds of airfields throughout Florida to serve as military air stations including the Daytona Beach Municipal Airport and other landing strips within the Volusia County region.

Although only a decade old when it was leased by the military in 1942, the Daytona Beach Municipal Airport could trace its roots back to 1909, when aircraft could be seen lifting off from the same white beaches that had attracted turn-of-the-century automotive enthusiasts. Located in the ocean-side community of Seabreeze next to the old Clarendon Hotel, the original Daytona "Beach" airport featured enclosed hangers, mechanical services, and refueling stations. Although plagued with numerous aviation hazards including dangerous cross winds, frequent collisions with seagulls, and runways littered with ocean debris, automobiles, and inattentive pedestrians, the Daytona "Beach" Airport remained in continuous operation until being replaced by a new airfield in 1929.

Situated along the west bank of the Halifax River, Daytona's new Bethune Point Airport began operations with the launch of the area's first airmail service on March 1, 1929. Carried aloft in Pitcairn Mailwing



licensed to the Eastern Air Transport, the carefully stowed cargo went from being airmail to wet mail as pilot James Faulkner failed in his attempt to correct for a sudden cross wind and promptly flew his aircraft into the Halifax River. Although pilot and cargo escaped the incident relatively unscathed, this and later accidents revealed that a new airfield was needed further inland.

Completed in 1930, Sholtz Field was located on a 740 acre parcel of land about two miles west of Bethune Point. Named after then Governor David Sholtz, the airfield initially consisted of two crushed coquina runways measuring 1,800 and 2,100 feet in length. Renamed the Daytona Beach Municipal Airport shortly after opening, the airfield provided landing, aircraft storage, and maintenance facilities for private and commercial aircraft. Passenger service to and from Daytona Beach was provided by Eastern Air Lines until 1935, when National



SBD-3 DAUNTLESS BANKING TO DIVE DOWN THROUGH THE CLOUDS DURING MANEUVERS OVER CENTRAL FLORIDA. THE AIRCRAFT WAS ASSIGNED TO THE OPERATIONAL TRAINING UNIT (OTU) AT NAS DELAND, FL.

Airlines took over the route.

In the late 1930s, four paved runways measuring 4000 feet long and 150 feet wide were constructed under the supervision of the Civil Aeronautics Administration and Work Projects Administration in accordance with the Development of Landing Areas for National Defense Program. This expansion allowed DC-2 and DC-3 aircraft to land at Daytona Beach. When World War II broke out, the US Navy took over and used the airport for training, establishing it as Naval Air Station Daytona Beach under the direct authority of the Naval Air Operational Training

Command.

Under U.S. Navy control, all of the air station's runways were widened to 200 feet and the east-west runway was extended to 5,500 feet to better accommodate the advanced naval aircraft used to train flight cadets. Additional changes to the municipal airport included the construction of a control tower, hangers, administration buildings, and enlisted and officer barracks to house the more than 1,200 enlisted and 300 officers stationed there. Additional naval air training facilities to support NAS Daytona Beach were established at New Smyrna, Spruce Creek, Tomoka, and Bunnell.

Commissioned by Admiral A.B. Cook on December 12, 1942, NAS Daytona Beach was assigned the important task of providing Naval pilots with bombing, gunnery, and carrier flight operation experience. Admiral Cook informed those attending the commissioning ceremony that the graduates would leave NAS Daytona prepared "to go into immediate carrier duty, knowing that their first flight from a carrier could well be a combat flight." The station's commanding officer, Cmdr. Maxwell F. Leslie echoed the Admiral's hopes, adding that the "Naval Air Station was conceived, commissioned, and dedicated to the shortening of the war."

Assigned the important duty of teaching young flight cadets the art of aerial bombing, NAS Daytona Beach trained flight cadets in the venerable SBD Dauntless until 1943, when the U.S. Navy replaced by the "Slow But Deadly" aircraft with the SB2C Helldiver (nicknamed the Son of B\*#!@ 2nd Class) and F4F Corsair.

By mid-January, the quiet skies above Daytona were frequently shattered by the throaty roar of the SBD Dauntless as flight cadets pushed their skills and aircraft to the limit in an attempt to master aerial gunnery and the infamous Hell Dive.



AERIAL VIEW OF NAS DAYTONA BEACH IN 1943



MODERN VIEW OF DAYTONA INTERNATIONAL AIRPORT AS IT LOOKS TODAY.



SB2C-3S ASSIGNED TO OPERATIONAL TRAINING UNIT (OTU), NAS DELAND, FL, PICTURED ON THE FLIGHT DECK OF USS SOLOMONS (CVE-67) IN MAYPORT, FL.



ENSIGN RAYMOND L. PORTER AND HIS FELLOW STUDENTS PICTURED DURING ADVANCED TRAINING IN DIVE-BOMBERS AT NAS DELAND, FL. PORTER IS PICTURED AT THE FAR RIGHT IN THE FRONT ROW. "A NATIVE OF BUTLER, PENNSYLVANIA, LTJG RAYMOND PORTER ENTERED THE NAVY IN 1943, AND COMPLETED TRAINING AS A DIVE-BOMBER PILOT IN 1944. ASSIGNED TO BOMBING SQUADRON 87 (VB-87), HE FLEW FROM THE CARRIER USS TICONDEROGA (CV-14). PORTER WAS SHOT DOWN IN JULY 1945, AND CAPTURED BY THE JAPANESE. IMPRISONED IN HIROSHIMA, HE WAS KILLED IN THE ATOMIC BOMB BLAST ON 6 AUGUST 1945."

Developed during WWI, the Hell Dive was a method of bombing that required a pilot to point his aircraft directly at a target by entering a near vertical dive before releasing his ordnance. Commonly described as the "key to winning the war in the Pacific" the Hell Dive was both highly effective and extremely dangerous to teach. Aircraft accidents were all too common at NAS Daytona Beach and its outlying auxiliary air fields, and many cadets lost their lives or found themselves patients at the nearby Welsh Convalescent Hospital (later Halifax Hospital) due to mechanical failure and human error.

Used as a visual reference by pilots since the early 1900s, the Ponce de Leon Inlet Light Station remained a principal navigational waypoint for flight cadets throughout the war. Naval aircraft could be seen circling the Lighthouse on a daily basis and Coast Guardsman standing watch atop the tower maintained a vigil on nearby air operations, reporting accidents and mishaps as they occurred. One such report, dated November 6, 1943, described a plane crash 100 yards off the beach that cost 21 year old Flight Cadet Ensign Paul Chaplitsky and his gunner Ensign Paul Williams their lives. Additional aircraft accidents in and around Daytona Beach included numerous landing and take-off accidents, mid-air collisions, and catastrophic aircraft failure during dives. While many of these incidents occurred

>> CONTINUED ON PAGE 10











# HOMESCHOOL DAY NOVEMBER 2009

Our semiannual Homeschool Day was held November 12th, and about 70 homeschoolers from around Central Florida eagerly participated. The Association's primary objective during this fun-filled day was to provide homeschoolers the opportunity to discover what it was like to communicate in the days before cell phones, computers, and other forms of modern technology. Though some of the methods have been outdated for many years, the students enjoyed learning about many of the low-tech methods of communication commonly used in decades past.

Allen Bestwick and Demetrick Sherbino provided students the unique opportunity to learn about Morse code. Using Morse code transmitters made by Allen himself, students tried their hands at sending out the venerable dashes and dots that we all recognize so well. Who knows, the experience may have even started a few on the journey to become accomplished "brass pounders" themselves.

Jo Anne Hamilton and Kimberly Comfort taught students about Wig Wag flags. Developed in the 1850s by U.S. Army major Albert J. Myer, the Wig Wag System uses a single flag to convey a message to a distant observer. The flag is waved back and forth in a manner to simulate a binary code similar to the Morse code system of dots and dashes. Officially called the Myer System, communication via wig wag flags (nicknamed wig-wagging) was used extensively by signal corpsmen during

the American Civil War. Students were able to practice this unique form of early communication using Semaphore flags under Ms. Hamilton's and Ms. Comforts careful tutelage.

Homeschool participants were able to round out their alternative communication skills using Signal Flags. Maritime Signal Flags are international signals used by ships at sea. They come in a variety of colors, shapes, and designs with each flag conveying its own meaning. Signal flags can be combined in a specific sequence to spell out short messages. The flags are often hung bow to stern from the rigging to dress a ship up for ceremonial and festive occasions. Following a brief period of instruction by volunteers John Mann and Theresa Wolf, the students were quickly sending messages across the yard.

Students rounded out their day by attending Paul Milward's and Sara Marsh's Radio Navigation Workshop where they learned how mid-20th century mariners relied on simple radio signals to navigate their ships in the days before radar, LORAN, and GPS.

### Aiding in the structured pandemonium



STUDENTS PRACTICE SIGNALING WITH SEMAPHORE FLAGS



TERESA WOLF SHOWS SEVERAL STUDENTS THE ART OF SENDING WORDS WITH THE SIGNAL FLAGS



PAUL MILWARD EXPLAINS ONE OF THE FINER POINTS ABOUT RADIO BEACON COMMUNICATION TO HIS GROUP OF RAPT STUDENTS.

that is Homeschool Day were Carroll Hamilton, Helen and Bill Magale, Jan Reece, John Mann, Judy and Joe DiCarlo, Don Garrett, Al Sepa and Art White.

The Association thanks the many volunteers who manned the workshops throughout the day. Everyone pitched in to provide the homeschoolers with an experience they will never forget despite colder than normal temperatures. Although many might have been chilled to the bone by day's end, everyone left with a warm heart and the knowledge that they had helped make Homeschool Day a great success. We would also like to thank all the parents and students who braved the chilly winds of November to participate in the exciting program.

Month in and month out, our wonderful volunteers serve as the Association's principal program facilitators. They lead guided tours, teach educational workshops, and travel to schools throughout the county to present a number of available educational outreach programs. This past Homeschool Day is just another example of the level of enthusiasm and dedication commonly exhibited by our volunteers. Thanks to their efforts, a visit to the Lighthouse is far more rewarding than it could otherwise be. The Association would like to offer them all its sincere thanks, without you, none of this would be possible.



STUDENTS LEARN MORSE CODE FROM VOLUNTEERS ALLEN BESTWICK AND DEMETRICK SHERBINO



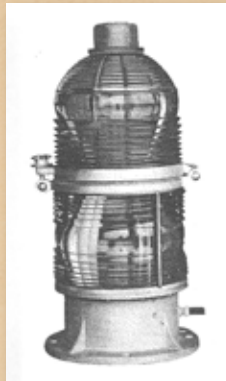
and control of the terminal airports was transferred to the municipalities at which they were located. Since the major Florida air route was from Atlanta to Jacksonville and on to Tampa, Daytona was not destined to become a terminal center for air mail.

By 1933, the Lighthouse Airways Division was overseeing 18,000 miles of lighted airways containing 1550 rotating beacons and 236 intermediate landing fields. That same year the Department of Commerce was reorganized. The Lighthouse Service Airways Division was transferred from the Lighthouse Service to a new Aeronautics branch, and, by the end of World War II, advances in radio navigation brought the need for an extensive system of lighted air routes to an end. While airport lighting continued to evolve, lighthouses for airplanes had become the technology of the past.

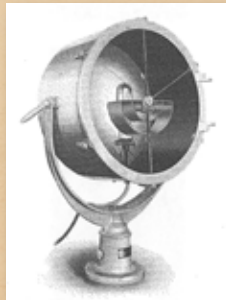
The Museum has been fortunate to acquire artifacts related to the role of the Lighthouse Service in the early airmail routes. A new exhibit highlighting the history of aviation in Daytona Beach and the involvement of the Lighthouse Service in early aviation will soon be open to the public in the Principal Keeper's dwelling. Exhibit artifacts on display will include an AGA Fresnel lens of the type that gave rise to airway lighting, a Sperry AGA 500 mm landingfield floodlight, a DCB-24" rotating beacon, a portable AGA marine/aerobeacon from World War II, and an FAA code beacon. Visit us soon for a unique look at this little-known part of Lighthouse Service history.



SPERRY AGA 24 INCH REVOLVING BEACON, TYPES DCA, DCB



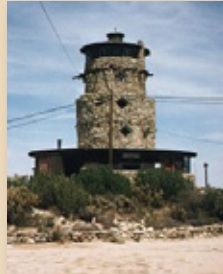
SPERRY AGA 300 MM OBSTRUCTION LIGHT OR AUXILIARY AIRFIELD LIGHT



SPERRY AGA 24 INCH AIRPORT DIRECTIONAL BEACON

## The Sperry Aga 500 mm Landingfield Light

The highlight of our new exhibit, The United States Lighthouse Service Airways Division, is an 800 pound floodlight which was built in the late 1920s and was used to illuminate an airfield that was once part of the early network of lighted air routes across the United States. It is serial no. 15 and is the product of a partnership between the Sperry Gyroscope Company and the American branch of Sweden's Aktiebolaget Gasaccumulator Company or AGA.



DESERT VIEW TOWER



DENNIS NEWMAN

When the beacon became obsolete for official navigational purposes, it was purchased by Dennis Newman, a pilot and resident of California. Dennis A. Newman earned his pilot's license at the age of 18 in 1929 and then flew as an airmail pilot. He joined the Royal Canadian Air Force at the start of World War II, and was a POW in 1942-1943. Newman



SPERRY AGA BEACON BEFORE RESTORATION

received the Distinguished Flying Cross for his wartime service.

After World War II, Newman purchased the Sperry AGA beacon and installed it atop the Desert View Tower, an old landmark and tourist attraction on his property in the California desert near Jacumba. Pilots reported being able to see the beacon's light for a distance of over 100 miles. The property was sold after Newman's death. The beacon was removed from the tower and purchased by the Lighthouse Preservation Association. It was restored by the museum's Fresnel lens restoration team during 2009.



SPERRY AGA BEACON DURING RESTORATION



with no loss of life, many did not.

At least one catastrophic accident took place directly over downtown Daytona Beach. Occurring on the evening of September 11, 1943, two dive bombers collided in dark skies above Volusia (International Speedway Blvd.) Avenue sending both plummeting to the earth. One of the aircraft crashed into a home on Maple Street. Cutting the house in half and burning the rest of the dwelling to the ground, the accident claimed the life the elderly African-American women who lived there. The pilots managed to parachute to safety.

Thousands of young men were trained at NAS Daytona Beach during its four years of operation. Intended for wartime operations only, the Naval Air Station was turned over to the city in 1946 and became the Daytona Beach Municipal Airport once again. The Station's auxiliary and outlying airfields were either turned over to their local municipalities or sold to private investors. These airfields were later renamed the New Smyrna, Ormond Beach, and Flagler Beach Municipal Airports. The small outlying field to the west of Port Orange would be developed in later years as the Spruce Creek



Fly In, the nation's first "fly-in" residential community.

The Daytona Beach Airport continued to grow in the years following the war with the construction of a permanent airline passenger terminal and new control tower in 1958, and the extension of its east-west runway to 7,500 feet in the 1960s to facilitate operations for Eastern Airline's Boeing 720 passenger aircraft. Embry-Riddle Aeronautical University moved to the Daytona Beach Municipal Airport from Miami in 1965, and continues to train student pilots destined for military service and the private sector to this day.

In the end, Naval Air Station Daytona Beach and other military facilities located within the greater Daytona Beach area would contribute greatly towards the United State's efforts to win the war against tyranny. Although little evidence of their existence remains today, remnants of these historic sites can still be seen if one looks closely enough. Many streets around the airport still bear the names of the battles, heroes, and aircraft that propelled America to victory as Quonset huts dating from the days of NAS Daytona Beach remain tucked between aircraft hangers of the modern age.

This quarter we have received another outstanding donation from Jacques N. Jacobsen, Jr., and Marion Jacobsen.



It is a fine and very rare United States Light House Establishment map or document case in excellent condition. Museum docent Demetrick Sherbinohas gifted us with a Coast Guard cap, possibly dating from World War I. Docent John Mann has added an early 20th century snake bite kit to the Keeper's Office display. Thank you all!

Our donation wish list includes turn-of-the-20th-century home furnishings and furniture, especially living room chairs and sofa. We are always happy to receive artifacts related to lighthouse history and the history of our local area. Civil War era objects and documents related to Florida are also being sought. The Education Department is still hoping for a player piano. The generosity of our members and visitors has helped us create a world-class collection, and you have our most heartfelt appreciation for your continued help.

LIGHTHOUSES OF THE WORLD

# TAKAMATSU'S ILLUMINATED LIGHTHOUSE

Situated on the northeastern tip of the island of Shikoku, the port city of Takamatsu is located 90 miles due east of the Hiroshima and only ten miles southeast of the main island of Honshu Shikoku across the Inland Sea, the port city of Takamatsu, is the seat of the Japan's Kagawa Prefecture. Due to its strategic location, Takamatsu flourished under the Daimyo (feudal lords) as a



castle town in the fiefdom of Takamatsu, during the Edo Period. Home to numerous branch offices of both the federal government and many of the Japan's most influential corporations, Takamatsu is one of Japan's most important shipping, political, and economic centers.

The Takamatsu Lighthouse is one of the most remarkable towers found by Registrar Tom Zane while researching Lighthouses of the World. Standing 46 feet tall, the octagonal steel tower is topped with both a lantern room and gallery deck. The lighthouse's most interesting feature is its veneer of 1,600 illuminated red glass tiles. Synchronized to the tower's beacon, the entire Takamatsu Lighthouse exhibits a three second on, three second off, flashing red light characteristic.

The unique lighthouse is located at the end of the 500 m (1650 ft) main breakwater marking the west side of the harbor's entrance. The tower is accessible via a long pier extending out from the newly redeveloped Sunport Takamatsu shopping and entertainment district that sits on the site of the port's old freight depot. The light, with a focal plane of 56 feet, continues to serve as an active aid to navigation operated and maintained by the Japanese Coast Guard's Maritime Safety.





# JOIN THE PONCE DE LEON INLET LIGHTHOUSE PRESERVATION ASSOCIATION

## A GENERAL ANNUAL MEMBERSHIP INCLUDES:

- Free admission to the museum and lighthouse during regular hours of operation
- 10 percent discount in the museum gift shop and online store
- One subscription to The Light Station quarterly newsletter
- Invitations to special events
- Volunteer opportunities

## MEMBERSHIP CATEGORIES:

**General** ..... \$20

- The benefits listed above for one individual

**Senior** ..... \$10

- All privileges of General Membership for one individual 62 years or older

**Student** ..... \$10

- All privileges of General Membership for one individual 12 years or older with a valid student identification

**Family** ..... \$40

- All privileges of General Membership for the immediate family
- Immediate family is limited to one or two adults and your children under age 18. Grandchildren are not eligible.
- You will be issued one membership card for each parent, and each card will list the names of your children.
- Child under 12 must be accompanied by an adult

**2nd Assistant Keeper** ..... \$100

- All privileges of General or Family Membership
- Recognition of your membership in the quarterly newsletters' 2nd Assistant Keeper List

**1st Assistant Keeper** ..... \$200

- All privileges of 2nd Assistant Membership
- Two gift General Memberships
- Recognition of your support in the quarterly newsletters' 1st Assistant Keeper List

**Principal Keeper** ..... \$500

- All privileges of 1st Assistant Membership
- A personalized guided tour of the Light Station
- Recognition of your support in the quarterly newsletters' Principal Keeper List

**Corporate Lampist** ..... \$500

- All privileges of General or Family Membership for up to five company principals
- A personalized guided tour of the Light Station
- Use of the Light Station's conference room for one meeting.
- Recognition of your companies support in the quarterly newsletters' Corporate Lampist List

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We will contact 1st Assistant Keeper, Principal Keeper or Corporate Lampist members to obtain gift membership and company principal information.

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**Thank You for Your Generous Support!**