From the Executive Director

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

Museum Staff

Ed Gunnlaugsson
Executive Director

Mike Bennett
Director of Operations

Ann Cancer
Executive Director Emerita

Ellen Henry
Curator

Bob Callister
Program Manager

Tom Zane
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Eileen Gallagher
Fran Greene
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Janet McSherry
Janice Teasley
Bill Teasley

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

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Daytona Beach Area Attractions Association

Upcoming Meetings:

Jan. 13, 2010
Budget Finance/Endowment Committee Meetings

Jan. 18, 2010
Board of Trustees and Endowment Committee Meetings

Feb. 15, 2010
Board of Trustees Meeting

Mar. 15, 2010
Board of Trustees Meeting

Board of Trustees and membership meetings are held in the Gift Shop Conference Room. Members are encouraged to attend.
**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 preregistration 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, and clicking on Merchandise. Then click on Girl Scout Day and follow the prompts.

**Feb 7 (Sun)**
1:30 PM – 2:30 PM
**ECHO Rangers Program**
Educational program developed in conjunction with Volusia County. Free admission with preregistration 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 |
| March 4–6, 2010 (Thursday—Saturday) | Bike Week Extended Hours of Operation |

**Newsletter Contributing Writers**

| Mike Bennett | Bob Callister | Ed Gunn |
| Ellen Henry | Tom Zane | |
Relaxing in their living rooms, many Daytona Beach residents had just tuned 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”.

Flushed with patriotic fervor and resolve, young men and women flocked to 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 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 Airlines took over the route.

In the late 1930s, four paved runways measuring 4,000 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, hangars, 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 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.

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 1944, and captured by the Japanese. Imprisoned in Hiroshima, he was killed in the atomic bomb blast on 6 August 1945.”

SB2C Helldiver Banking to Dive through the Clouds During Maneuvers over Central Florida. The aircraft was assigned to the Operational Training Unit (OTU) at NAS Deland, FL.
Lighthouses for Airplanes

Just as they had attracted the first automobile and motorcycle enthusiasts, the sunny weather and hard-packed sands of Daytona Beach also attracted airplane pilots. Many of the earliest American pilots were men who initially brought their vehicles to Daytona for speed trials and realized that airplanes could land safely on the wide beaches. Six years after the Wright Brothers’ historic flight of 1903, Daytona Beach was playing host to barnstormers, air shows, airplane racers, and student pilots.

Daytona quickly became a busy aviation center, with the beach as its airport. Nearly 20 hangars were located along the beach and large hotels like the Clarendon thrilled guests and local residents by staging flying exhibitions, barnstorming shows, and air races. As time passed and flying became safer, daring spectators would actually go aloft (for a fee) with pilots like Ruth Law. Having purchased her first plane from Orville Wright in 1912, Ms. Law held many records including the honor of being the first women to pilot a plane at night. She would eventually become the first pilot to ferry mail to the Philippines in 1918.

The Mosquito (Ponce) Inlet Lighthouse tower was, like many other lighthouses, an important navigational landmark for aviators. It also served as a “pylon” or course marker for numerous local airplane races. It would not be long before lighthouses and the Lighthouse Service would find new and even more important connections with aviation.

Official experiments with airmail in the United States were conducted in 1911, and the Post Office Department immediately recognized the possibility of developing the airplane into a practical means of transportation. Technological advances, made necessary during World War I, plus the large number of available surplus aircraft at the conclusion of the war, finally made the transportation by air of mail - and even passengers - a realistic goal. In May, 1918, Congress approved $100,000 to establish an air mail route between New York and Washington DC, with a stop in Philadelphia for the exchange of mails and/or airplanes.

The War Department furnished the planes, pilots and aircraft maintenance, and the Post Office Department handled the mail. In August, 1918, the Post Office Department took over the entire operation of the route, furnishing its own equipment and personnel. At about the same time, airmail began arriving in Daytona Beach.

Many problems had to be overcome on these mail flights. Planes had to be reliable enough to maintain a regular schedule and fly in any kind of weather. Lacking the internal navigation instruments that would later become standard in most aircraft, early pilots relied solely on hand-held magnetic compasses and visible landmarks to guide them to their destinations. Night flying was nearly impossible, especially over less populated areas of the United States, and flying in bad weather was just as dangerous.

Despite all these obstacles, a transcontinental air route was established across the United States from New York to Chicago to Omaha and on to San Francisco. The trip, including stops along the way, was 33 hours and 21 minutes over a total distance of 2,629 miles. By 1920, there were fifteen airfields spaced about 200 miles apart over the entire 2,680-mile route. At first, a combination of rail and air was used. Pilots flew the mail during daylight hours and trains carried the mail at night.

The long arduous route taxed the limits of both the aircraft and the men who flew them. Claiming 12 lives in 1921 alone, airplane crashes occurred all too frequently. Caused by both mechanical failure and navigational difficulties, these deadly accidents contributed to an appalling pilot mortality rate of nearly one in six throughout the 1920s.

The solution to the problem of night and bad weather navigation was developed by the United States Lighthouse Service. Pilots had used lighthouses as guideposts since the beginning of flight. In 1920, the War Department asked the Commissioner of Lighthouses in the Department of Commerce for help by establishing radio fog
these floodlights were powerful enough to illuminate 50 acres. Airfield buildings were floodlit, and lights were placed around the boundaries of the field to guide pilots in landing and taking off.

Emergency airfields were established every 25-30 miles along the lighted airway. Each had an 18 inch incandescent searchlight that revolved 6 times per minute. Acetylene-powered boundary lights marked each corner of the field. These fields were maintained by part time caretakers.

Wherever possible, 24” acetylene or generator-powered flashing searchlight beacons on 51-foot towers were placed every ten miles along the airway to guide pilots at night and in bad weather. These clear, flashing lights could be seen at a distance of 40 miles. A small shack was installed next to the beacon tower to hold fuel, generators, and other support materials. The airway route numbers were painted on the roof and a large concrete arrow on the ground pointed the way to the next beacon. By the late 1920s, many additional air routes were marked by similar lighting systems.

The United States Lighthouse Service recommended the manufacturers and designs for all these beacons, and the Lighthouse Service Airways Division was given the task of setting up the beacon sites, selecting emergency landing fields, and installing and maintaining the navigational aids.

One of the primary makers of airfield lighting was the American Gas Accumulator Company (AGA). Its Swedish parent company, the Svenska Carbid & Acetylen AB Company, was founded in 1901 by Axel Nordvall to develop and market applications for acetylene gas. In 1904, the company became Gasaccumulator Company or AGA. The company reached international prominence due to the inventions and leadership of Nils Gustaf Dalen (1869-1937). Among his many inventions was the sun valve, an automatic flash device for controlling the beacons of acetylene-powered lighthouses and buoys.

In 1911, AGA Sweden opened a branch in Elizabeth, New Jersey. The American Gas Accumulator Company produced lighthouse and buoy lighting systems. American AGA provided the United States Navy with one of the world’s first aeronautical beacons, and AGA was eventually contracted to install lighting equipment on the first lighted airways in the United States and Canada.

AGA also made many aviation beacons in partnership with another American company, Sperry Gyroscope. The Sperry Gyroscope Company was founded in New York in 1910 by Elmer Ambrose Sperry to manufacture his marine navigation equipment. During World War I, the company diversified into aircraft components. In 1918, Sperry’s son Lawrence split from his father to form the Lawrence Sperry Aircraft Company. When Lawrence died a few years later, the two companies were reunited, and in 1933 the company became known as the Sperry Corporation.

Following World War I, Sperry Gyroscope joined with American AGA to produce a variety of airfield and airway lighting equipment. These products included airport rotating beacons, airport floodlights, runway lights, hangar lights, wind cones and wind direction markers, and obstruction lighting. Some of these beacons, such as the 24” rotating directional code beacon (DCB-24) had marine applications as well and were used in lighthouses.

In 1926, the Air Commerce Act was passed and control of the Postal Department’s airways, beacons, landing fields and terminals was turned over to the Department of Commerce. In 1927, the government began offering air mail routes to private contractors.
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. Comfort’s 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 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.
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.

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.

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 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.
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 woman 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.

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

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• 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.
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• 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
• Use of the Light Station’s conference room for one meeting.
• 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

For family memberships, list spouse/partner and all immediate children under eighteen years of age:

Spouse/Partner: __________________________

Children: __________________________

(List any additional names on a separate sheet.)

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

Membership enclosed: $ __________________________

Donation enclosed: $ __________________________

Total enclosed: $ __________________________

Please charge my: (check one)

❑ Visa  ❑ MasterCard  3-Digit Security Code: __________________________

CC#: __________________________

Exp. Date: __________________________

Signature: __________________________

Or, make check payable to:
Ponce Inlet Lighthouse
4931 S. Peninsula Dr., Ponce Inlet, FL 32127

Thank You for Your Generous Support!