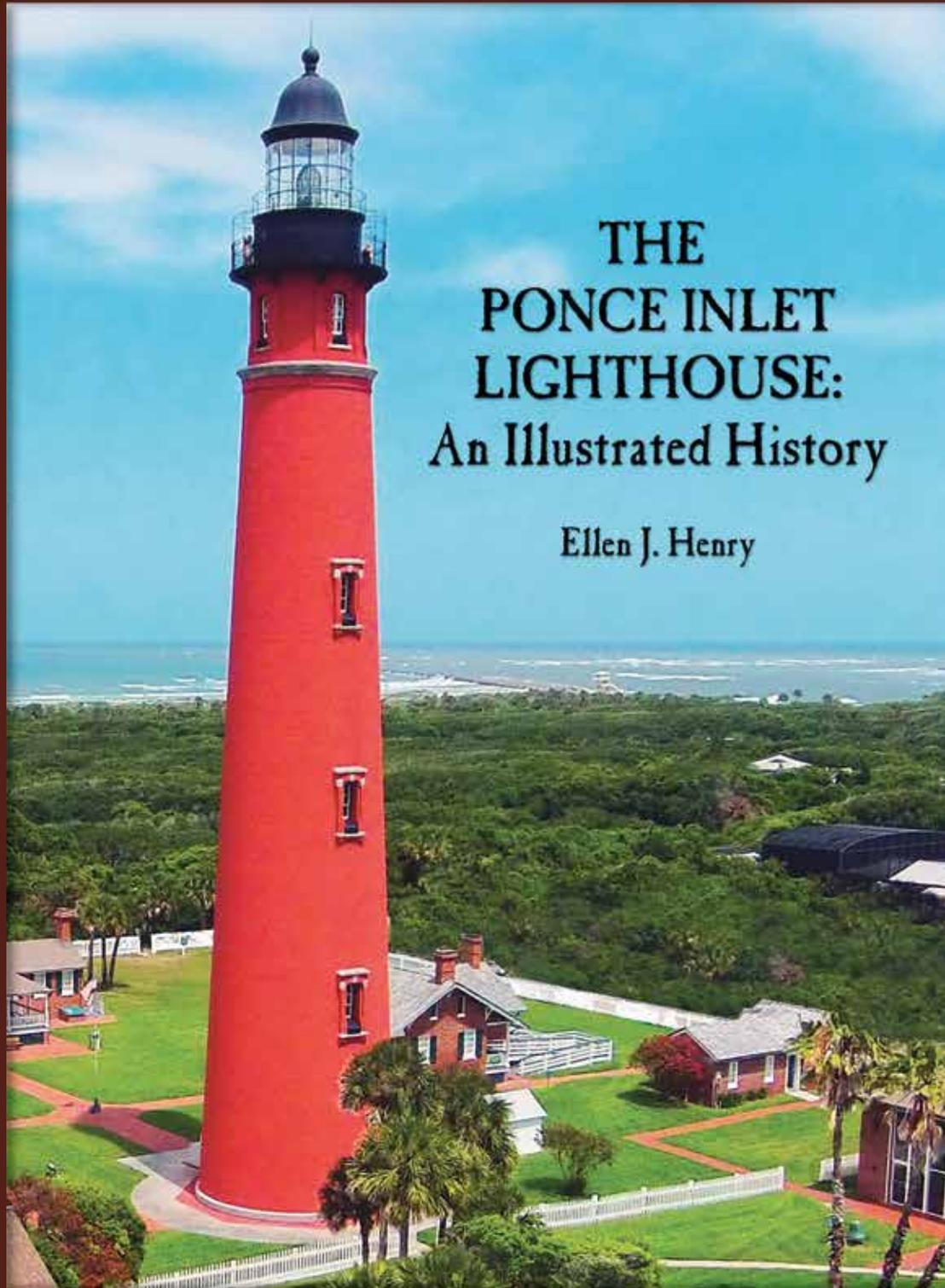




PONCE DE LEON INLET LIGHTHOUSE ILLUMINATIONS

4931 South Peninsula Drive • Ponce Inlet, Florida 32127 • www.ponceinlet.org • www.lighthouselocker.org • (386) 761-1821 • lighthouse@ponceinlet.org
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THE PONCE INLET LIGHTHOUSE: An Illustrated History

Ellen J. Henry

Dear Members,

Constructed in 1887, the Ponce De Leon Inlet Lighthouse with its brilliant beacon has guided mariners along Florida's treacherous coastline for more than 130 years. For many, the lighthouse stands as a constant reminder that we are not alone in the darkness - that there is someone out there watching over us. For others, this magnificent beacon illuminates the nobility of the human spirit. Regardless of its personal symbolism, few can look upon this beautiful structure with anything but awe.

It is therefore with great sadness that I announce the passing of one of the Association's brightest lights and strongest advocates, Earl Daniel Davis.

One cannot contemplate the many accomplishments of the Preservation Association without thinking of Earl, who devoted more than forty years of his life to helping preserve this National Historic Landmark for future generations. The husband of founding member and former light station resident Gladys Meyer Davis, Earl played a pivotal role in convincing the Town of Ponce Inlet to acquire the light station from the Department of the Interior in 1972 and helping transform this once dilapidated facility into one of the most complete and best preserved historic light stations in the country today. I invite you all to learn more about this wonderful man on page 9 of this issue of *Illuminations*.

I am pleased to announce that the scheduled tower preservation and restoration work originally discussed in the April, 2018 edition of *Illuminations* is currently underway. This important project entails the cleaning, repair, and recoating of the lighthouse's metalwork in its entirety, including: the tower's upper and lower level cast iron door frames; all ten windows; the interior spiral staircase and its associated railings, landings, and support systems; the exterior gallery deck, gallery deck railing, and support brackets; the widows walk; the interior and exterior of the lantern room; and the cupola, vent ball and lightning rod.

In addition to repainting the tower's metalwork, the Association is also addressing corrosion issues with the lantern room's 16 tie-down rods. Originally installed in 1887, these important rods marry the lantern room to the top of the brick tower. Years of exposure to the harsh coastal climate has caused corrosion to occur within these rods, which in turn has created hairline cracks in the masonry walls that surround them. To mitigate these issues, the rods will be exposed, inspected, and treated as needed. When completed, the walls will be restored to their original appearance.

All tower restoration work is being completed under the supervision of lighthouse staff by Razorback LLC of Tarpon Springs, FL, and Federal Masonry LLC based of Baltimore, MD, respectively. Both owner-operated

companies possess substantial experience in historic lighthouse restoration and have been thoroughly vetted by lighthouse staff.

Requiring specialized skills and materials to complete, the ongoing restoration and preservation efforts of the Preservation Association comes at a heavy cost. As such, I ask you to consider supporting our efforts by contributing to either the General Operating Fund or Lighthouse Endowment Fund. With your help, the Association will be better equipped to meet the growing costs associated with its ongoing mission of preserving and disseminating the maritime and social history of the Ponce de Leon Inlet Light Station for this and future generations. Those wishing to contribute to this worthy cause may do so online at www.lighthouselocker.org; by mailing a check directly to the lighthouse at 4931 South Peninsula Drive, Ponce Inlet, FL 32127; or by visiting the lighthouse and making a donation in person. For those who have already contributed to this year's fund raising efforts, I thank you.

In closing, I wish you a wonderful holiday season and a happy new year.

With Warm Regards,

Ed Gunnlaugsson

Ed Gunnlaugsson
Executive Director
Ponce Inlet Lighthouse

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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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ILLUMINATIONS is published quarterly by the Ponce de Leon Inlet Lighthouse Preservation Association, Inc.

Subscription is a benefit of membership in the Association. *ILLUMINATIONS* welcomes letters and comments from our readers.

REGULAR HOURS OF OPERATION

SEPTEMBER 4, 2018 – MAY 26, 2019
OPEN DAILY FROM 10:00 AM UNTIL 6:00 PM
(LAST MUSEUM ADMISSION SOLD AT 5:00 PM)

MAY 27, 2019 – SEPTEMBER 2, 2019
OPEN DAILY FROM 10:00 AM UNTIL 9:00 PM
(LAST MUSEUM ADMISSION SOLD AT 8:00 PM)

SPECIAL HOURS OF OPERATION

OCTOBER 12, 2018
(FRIDAY)
MUSEUM AND GIFT SHOP OPEN FROM 10:00 AM UNTIL 8:30 PM.
(LAST MUSEUM ADMISSION SOLD AT 7:30 PM)

THANKSGIVING HOLIDAY
NOVEMBER 22, 2018 (THURSDAY)
MUSEUM AND GIFT SHOP CLOSED

NOVEMBER 24, 2018
(SATURDAY)
MUSEUM AND GIFT SHOP OPEN FROM 10:00 AM UNTIL 7:00 PM.
(LAST MUSEUM ADMISSION SOLD AT 6:00 PM)

CHRISTMAS EVE
DECEMBER 24, 2018 (MONDAY)
MUSEUM AND GIFT SHOP CLOSING AT 4:00 PM.
(LAST MUSEUM ADMISSION SOLD AT 3:00 PM)

CHRISTMAS HOLIDAY
DECEMBER 25, 2018 (TUESDAY)
MUSEUM AND GIFT SHOP CLOSED

DECEMBER 26 & 27, 2018
(WEDNESDAY & THURSDAY)
MUSEUM AND GIFT SHOP OPEN FROM 10:00 AM UNTIL 7:00 PM.
(LAST MUSEUM ADMISSION SOLD AT 6:00 PM)

SCHEDULED TOWER CLOSURES

NOVEMBER 23, 2018 (FRIDAY)
TOWER CLOSED FROM 4:30 PM UNTIL 6:00 PM
MUSEUM AND GIFT SHOP OPEN UNTIL 6:00 PM
(LAST MUSEUM ADMISSION SOLD AT 5:00 PM)

DECEMBER 22, 2018 (THURSDAY)
TOWER CLOSED FROM 4:30 PM UNTIL 6:00 PM
MUSEUM AND GIFT SHOP OPEN UNTIL 6:00 PM
(LAST MUSEUM ADMISSION SOLD AT 5:00 PM)

UPCOMING MEETINGS

OCTOBER 15, 2018 (MONDAY)
BOARD OF TRUSTEES AND ANNUAL MEMBERSHIP MEETING
(OPEN TO GENERAL MEMBERSHIP)

NOVEMBER 19, 2018 (MONDAY)
BOARD OF TRUSTEES MEETING
(CLOSED TO GENERAL PUBLIC AND MEMBERSHIP)

DECEMBER 17, 2018 (MONDAY)
BOARD OF TRUSTEES MEETING
(CLOSED TO GENERAL PUBLIC AND MEMBERSHIP)

CLIMB TO THE MOON SCHEDULE

CLIMB TO THE MOON

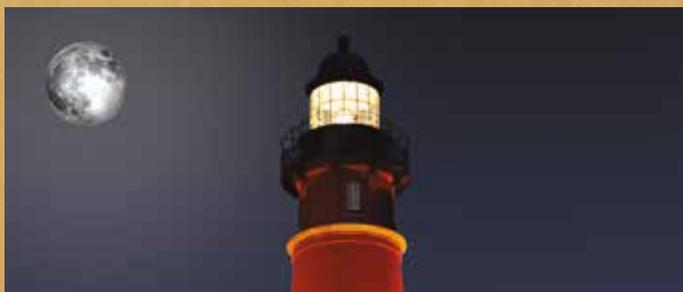
OCTOBER 24, 2018
(WEDNESDAY)
6:15 PM – 7:45 PM

NOVEMBER 23, 2018
(FRIDAY)
5:00 PM – 6:30 PM

DECEMBER 22, 2018
(SATURDAY)
5:00 PM – 6:30 PM

Journey to the top of the Ponce Inlet Lighthouse and experience this National Historic Landmark in all its glory. Join the *Old Lighthouse Keeper* on a personal tour of lighthouse and lantern room, and enjoy breathtaking views of the Atlantic Ocean, Ponce Inlet, and scenic inland waterways.

Toast the setting sun with a sparkling beverage and enjoy delicious hors d'oeuvres by the light of the full moon with your significant other and friends. Offered on the eve of each full moon, this special event is limited to 25 participants only. Tickets must be purchased in advance by calling Angel at (386) 761-1821 ext. 10. Prices are \$35 for non-members and \$30 for members.





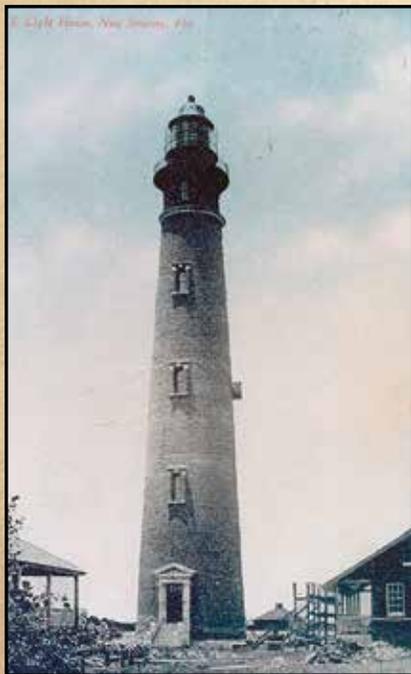
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Ormond Beach, FL

Wayne & Joanne Thaller
Port Orange, FL

Mary Jane Thompson
Port Orange, FL

Patio R. Vagts
Ponce Inlet, FL

Pam Williams
Gainesville, FL

OCTOBER 7, 2018 | NOVEMBER 4, 2018 | DECEMBER 2, 2018ECHO RANGER EVENTS

SUNDAY, 1:30 PM TO 2:30 PM

Echo Rangers and their families will learn what it was like to go to school 100 years ago in Ponce Inlet. This program is open to the participants of the Volusia County ECHO Ranger program.

OCTOBER 12, 2018 MUSEUM AT NIGHT EVENT

FRIDAY, 6:30 PM TO 8:30 PM

Join us for stargazing at the Ponce Inlet Lighthouse with Seth Mayo, curator of astronomy at the Museum of Arts and Sciences. Climb the lighthouse, explore the wonders of the night sky through MOAS telescopes, and participate in the lighthouse's *Science of Light and Lighthouse Illumination* workshop to learn how lighthouse lenses work.

OCTOBER 13, 2018 MEET THE AUTHOR BOOK SIGNING

SATURDAY, 11:00 AM TO 12:00 PM

Meet with museum curator and author Ellen Henry as she signs copies of the Preservation Association's most recent publication *THE PONCE INLET LIGHTHOUSE: An Illustrated History*.

OCTOBER 18-21, 2018 BIKETOBERFEST AT THE LIGHTHOUSE

THURSDAY THROUGH SUNDAY, 10:00 AM TO 6:00 PM

Take a scenic ride along the Halifax River and World's Most Famous Beach to the Ponce Inlet Light Station! One of Biketoberfest's most popular destinations, the lighthouse and museum has much to offer including the opportunity to climb to the top of Florida's tallest lighthouse, tour the historic 1887 light station, and explore one of the nation's most comprehensive lighthouse museums.

NOVEMBER 11, 2018 VETERAN'S DAY

SUNDAY, 10:00 AM TO 6:00 PM

Visit the Ponce Inlet Lighthouse this Veteran's Day and help us honor our men and women in uniform! Climb to the top of Florida's tallest lighthouse, explore one of the nation's largest and best preserved historic light stations, and discover the fascinating history of the Ponce Inlet Lighthouse and local region as you tour the museum. Active duty military personnel and veterans will be admitted free of charge on this day with proof of service.

NOVEMBER 15, 2018 FALL 2018 HOMESCHOOL DAY

THURSDAY, 10:00 AM TO 2:00 PM

The Ponce Inlet Lighthouse and Marine Science Center will join forces on November 15, 2018 to provide a special day of activities for homeschooled students. Don't miss out on this wonderful opportunity to participate in hands-on educational workshops at the historic light station and Marine Science Center. Advanced reservations are required for this event. Online registration will begin at 12:00 pm on October 15th at www.lighthouselocker.org. This special event is limited to only 80 participants.

NOVEMBER 23, 2018 THANKSGIVING GIFTS AT THE LIGHTHOUSE

FRIDAY, 10:00 AM TO 2:00 PM

Are you looking for something to do on Black Friday other than shopping? Visit the Ponce Inlet Lighthouse for an afternoon of fun family-oriented activities instead! Help the kids make vintage Christmas ornaments that are theirs to keep, examine historic artifacts, and learn what it was like to live and work at this once-isolated light station as you talk with the "Old Lighthouse Keeper" in his office.

DECEMBER 26, 2018 WINTER HOLIDAY CELEBRATION

WEDNESDAY, 10:00 AM TO 2:00 PM

Take a break from the hustle and bustle of the holiday season by visiting the Ponce Inlet Lighthouse and Museum on December 26th! Enjoy a fun-filled day of family-oriented activities as you explore the historic light station, tour the museum, and climb to the top of Florida's tallest lighthouse. Journey into the past and talk with the "Old Lighthouse Keeper" about what it was like to live and work at the light station 100 years ago.

ATTENTION READER: Unless otherwise noted, all scheduled events and activities at the Ponce Inlet Lighthouse are provided free of charge to participating guests with the price of regular admission with no advanced reservations required. Additional information regarding scheduled events can be found online at www.ponceinlet.org under Calendar of Events. Those wishing to learn more about these and other lighthouse offerings may contact programs manager Mary Wentzel by email at mwentzel@ponceinlet.org or by phone at (386) 761-1821 ext. 18 for more information.

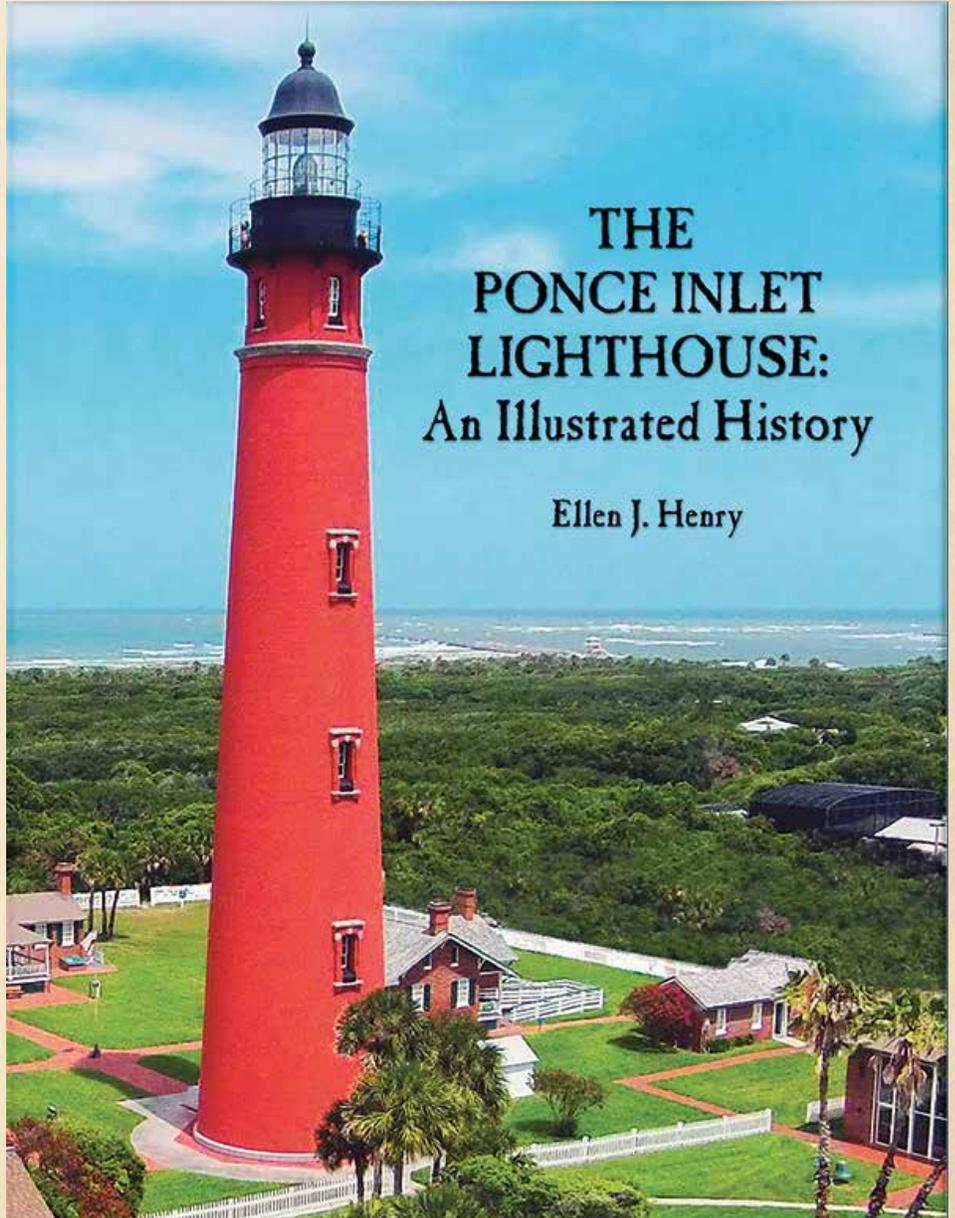
THE PONCE DE LEON INLET LIGHTHOUSE PRESERVATION ASSOCIATION
IS PLEASED TO ANNOUNCE THE PUBLICATION OF

THE PONCE INLET LIGHTHOUSE: An Illustrated History

Here is the story of a dangerous inlet, its important navigational aids, and the brave men and women who built, worked, and lived in the two lighthouses that marked the inlet from 1835 until the present day. The result of 15 years of research and packed with over 500 illustrations and hundreds of references, this is the definitive history of the Ponce de Leon Inlet Light Station -- a National Historic Landmark, a museum, a functioning private aid to navigation, and one of the most authentic large light stations remaining in the United States.

The inlet at 29 degrees latitude on Florida's east coast has long been considered one of the most dangerous inlets on the Atlantic seaboard. Located in an area called *Los Mosquitos* by the early Spanish explorers, it was the only navigable entrance to inland waterways between St. Augustine and Cape Canaveral. Shipwrecks in the area were common, and the rush of water in and out of the narrow inlet made navigation especially difficult. During the British Period, it was marked by a bonfire on a high dune or perhaps by a fire basket on a pole. Plantation owners, ship captains, and owners of coasting vessels all petitioned for a lighthouse

to guide sailors not just in and out of Mosquito Inlet, but also to help them navigate around Hetzel Shoal, another dangerous area just off the coast near Cape Canaveral. Finally, in 1835, a 45 foot lighthouse tower and a lighthouse keeper's dwelling were constructed on the inlet's south shore, but this structure was never lit and collapsed in a storm the following year. The inlet remained without a navigational aid until 1887 when a new and much more elaborate light station was completed on the inlet's north shore. This is the story of the inlet, its lighthouses, the people who built and lived in them, and the importance of the lighthouse that came to be known in modern times as the Ponce de Leon Inlet Light Station.

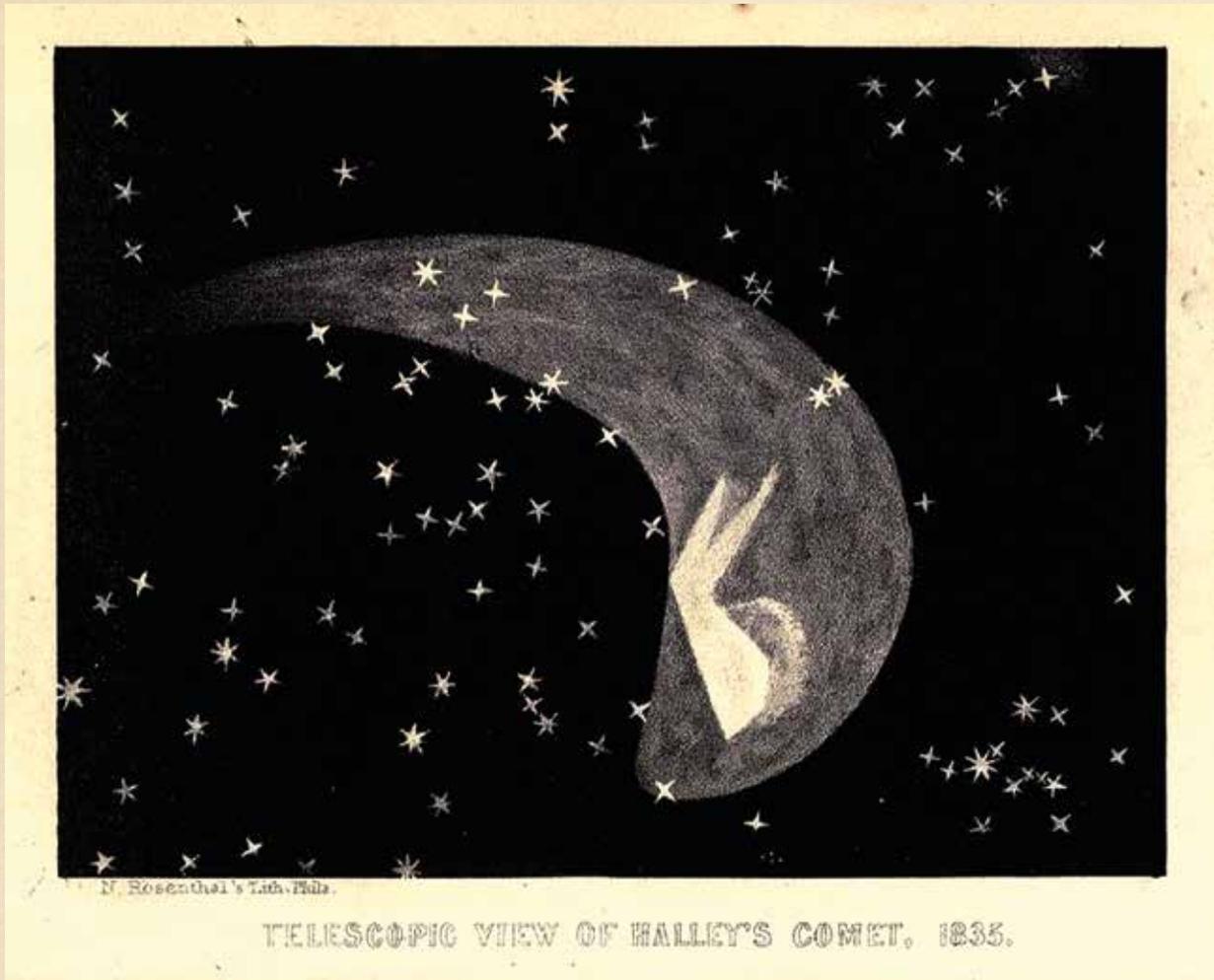


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THE PONCE INLET LIGHTHOUSE: An Illustrated History (continued)

INTRODUCTION

For the superstitious, the summer of 1835 was ominous with predictions centered on the expected appearance of Halley's Comet. Named for the British astronomer Edmund Halley, the comet had been observed since ancient times and over the centuries became associated with fears of storms, famines, war, and pestilence. The Canton, Ohio, *Repository* published a list of all the world disasters that occurred during each of the comet's recorded appearances since AD 1005, adding earthquakes and droughts to the list of apprehensions. The year 1835 did not disappoint the doom-sayers. Wars were fought in Cuba and Mexico. Chile suffered a major earthquake and tsunami. There were shipwrecks and mining disasters in the United States and around the globe. The Great Fire of New York capped off the year, claiming 530 buildings and reshaping the city forever.



Telescopic View of Halley's Comet, 1835. From *A Popular Treatise on Comets* (1861) by James C. Watson.

In August, at a time when the popular press had turned their readers' eyes to the sky, the *New York Sun* ran a series of articles that were supposedly reports of research and observations by the famous astronomer Sir John Herschel. The articles revealed that Herschel had developed a telescope that could clearly magnify objects at very great distances, and that by this means Herschel discovered life on the moon. The Great Moon Hoax articles ran for six days and created a sensation before they were exposed as a prank created by the paper's editor, Richard Adams Locke. The power of the news media was clearly demonstrated as reprints, lectures, discussions, exhibits, theatricals, and artworks based on the *Sun* articles quickly appeared all over the country and internationally as well. The *Sun's* circulation had been given a boost by the hoax, and other papers were not averse to appealing to their readers' attraction to the sensational. The eager readers seemed willing to believe almost anything, including the terrors that supposedly accompanied Halley's Comet.

>> continued on next page

THE PONCE INLET LIGHTHOUSE: An Illustrated History (continued)

Florida residents barely had time to recover when, at the end of October, another major storm struck, this time creating damage at the area around Mosquito Inlet on Florida's east coast. This storm lasted seven days. At a newly constructed light station on the inlet's south shore, the lighthouse tower was undermined and the keeper's dwelling was swept away with the keeper's family narrowly escaping the rising sea. Even though the lighthouse was left standing after the storm abated, its fate was sealed. The tower collapsed after another storm in April 1836, and no lighthouse tower would mark Mosquito Inlet again until 1887.²

NOTES

1. Barnes, Jay. *Florida's Hurricane History*, 2nd edition, University of North Carolina Press, 2007, Chapel Hill: 54-55.
2. In *Florida's Hurricane History*, author Jay Barnes reports that the lighthouse at Ponce (Mosquito) Inlet was toppled when the Key West storm moved north along the coast. In their 2003 "Chronological Listing of Tropical Cyclones affecting north Florida and Coastal Georgia from 1565-1899," Al Sandrik and Christopher Landsea speculated that the September 14-15 storm in Key West moved up the coast to the Mosquito Inlet area by September 17. They also speculated that the storm may have actually first crossed the state to the Gulf, curved and made its way back across the state to exit at St. Augustine. But the storm that undermined the Mosquito Inlet Lighthouse was reported by lighthouse keeper William H. Williams as having taken place in late October and the dates are clearly recorded in his correspondence with John Rodman, collector of customs at St. Augustine. It seems far more likely that this storm was a new one and not a continuation of the Key West gale. The lighthouse did not actually collapse until yet another storm in April 1836 finally brought it down.

Illustrations

Introduction and Chapter I

Watson, James C. "Telescopic View of Halley's Comet, 1835." *Public Domain Review*. A Popular Treatise on Comets, J. Challen & Son, 1861, www.publicdomainreview.org/collections/flowers-of-the-sky/.

"Life on the moon, as seen through Herschel's telescope." *Wikipedia*. The Great Moon Hoax, *The Sun*, New York, 25 August 1835, en.wikipedia.org/wiki/Great_Moon_Hoax#/media/File:Great-Moon_Hoax-1835-New-York-Sun-lithograph-298px.jpg.

**Scheduled to be available by October 1,
you may now reserve your signed copy of**

THE PONCE INLET LIGHTHOUSE: An Illustrated History

**To purchase, visit our gift shop
or go to www.lighthouselocker.org.
For more information contact the gift shop
manager at 386-761-1821, extension 21,
or email to giftship@ponceinlet.org.**



**Meet the Author Book Signing Event
Scheduled in the lighthouse gift shop on
October 13, 2018 from 11:00 am till 12:00 pm**



William H. Wincapaw...The Flying Santa Claus

*♪ You know Dasher and Dancer, and Prancer and Vixen,
Comet and Cupid, and Donner and Blitzen.
But do you recall William Wincapaw, the most famous
New England Lighthouse Santa's helper of all ♪*



Born in Friendship, Maine, in 1885, William H. Wincapaw was no stranger to working under stressful and dangerous situations. The son of a New England fisherman hailing from a long-line of New England fisherman, William was practically weaned on salt spray and sea foam as he learned the family trade at his father's side.



THE ORIGINAL FLYING SANTA
CAPTAIN WILLIAM WINCAPAW

The sea that beats against Maine's rocky coast is an unforgiving and demanding mistress. The frigid, violent, and wholly unpredictable nature of this remote corner of the North Atlantic tempers the mind and body of any who work upon it. Like a cold, wet anvil of ice, this unforgiving environment forges a particularly rare breed of men and women who are known for their fortitude, independent nature, and pragmatic attitude.

Like most New England fishermen, Wincapaw possessed a strong work ethic and heightened sense of responsibility. He believed in the importance of family and friends, aiding those in distress, and showing appreciation for help when help was given. In addition to learning these important values, William also grew to understand the unpredictable nature of the sea and how survival often depended on one's ability to remain focused and solve problems. These life experiences, coupled with a strong moral upbringing produced a young man of exceptional character.

William H. Wincapaw loved adventure and was fascinated by all things mechanical including automobiles, boats, and bicycles. When news of Wright Brothers successful flight at Kitty Hawk, NC, swept the nation in 1903, the 18 year old tinkerer daredevil was immediately bitten by the aviation bug. Earning a mechanical engineering degree from the Pratt Institute in 1910, Wincapaw pursued his dream of becoming a pilot by enrolling in the Curtiss Flying School in 1911. He earned his wings a few months later after completing his first solo flight.

True to his New England upbringing, Wincapaw wasted little time getting a commercial air delivery business off the ground. Operating out of Rockland, Maine, the young aviator spent the next six years ferrying people and supplies up and down the New England coast before helping the Army Air Service train combat pilots during WWI. Capitalizing on the public's post-war fascination with aerial combat maneuvers and acrobatics, Wincapaw worked the barnstorming circuit for several years, amazing crowds of spectators with his exceptional flying skills at fairs, air shows, and festivals across the country.

Returning to his home state of Maine in 1924, William Wincapaw became president and general manager of Richmond Airways, an air delivery service

he would run until 1926. Joining the Curtiss-Wright Flying Service at the bequest of Glenn Curtiss himself, Wincapaw spent the next five years selecting, building, and managing airports and seaplane facilities throughout New England while still serving as one of the company's chief pilots.

In addition to a being a highly respected aviator, Wincapaw was also a well-known humanitarian who had rescued numerous mariners in distress throughout his career. Having grown up in the small town of Friendship, Wincapaw understood how much reliable air service meant to the residents of Maine's coastal communities. Not only did his timely arrivals help them feel less isolated from the outside world, but his ability to provide emergency transportation to the sick and injured was often a matter of life and death. Unwilling to let these people down, the veteran pilot would take his float plane aloft in weather that left most others tethered firmly to the ground.

Although possessing a level of skill on par with America's most renowned early aviators, Wincapaw's true claim to fame stemmed less from what he could do with an airplane and more with the lighthouse tradition he started with it.

Before the development of sophisticated electronic systems, aviators relied solely on a magnetic compass, a map, and landmarks to get from one place to another. Although designed for maritime navigation purposes, lighthouses (and Fresnel lenses in particular) proved so effective in aiding aeronautical navigation that the US Lighthouse Service had its own airways division from 1926 until 1933. Standing out from the surrounding countryside and illuminated by a bright shining beacon, lighthouses were easy to recognize from the air. This visibility, coupled with the clear identification of beacons on navigational charts, made lighthouses important reference points for coastal pilots.

Recognizing that the families living on remote light stations were often starved for social interaction, Wincapaw made it a point to visit them whenever possible. One can only imagine the excitement the lighthouse keeper and his family felt whenever "Captain Bill" was spotted overhead, or the flurry of activity that ensued when the pontoons of his float plane touched down just offshore. Whether stopping by to deliver packages or simply to sit and chat for a spell, William's arrival was always a happy and



THE TRAVEL AIR A-6000A (LATER KNOWN AS THE
CURTISS-WRIGHT 6B) FLOATPLANE THAT
WILLIAM WINCAPAW FLEW IN 1929.

welcome event. This simple act of kindness was indicative of his exceptional character and one of the many reasons he was so highly regarded by those who knew him.

Lighthouses had always held a special place in Bill's heart. However, the depth of appreciation he felt for them and those who manned them stemmed from much more than their simple use as landmarks. In 1929 they actually saved his life.

The morning of December 21, 1929 felt like a typical winter day in Maine when William Wincapaw loaded his Travel Air A-6000A (later known as the Curtiss-Wright 6B) floatplane with packages bound for several coastal communities. Although the wind had started to pick up by the time he was aloft, it was nothing the veteran flier hadn't flown through before. Besides, it was almost December 25th and Bill was sure several of his parcels were destined for placement under yuletide trees. Unwilling to be responsible for breaking a child's heart on Christmas morning, William pushed on. In his mind, neither rain nor snow, nor sleet nor dark of night would keep him from making his appointed rounds.

Landing and taking off several times, Bill delivered packages along his intended route as the weather continued to deteriorate around him. By mid-afternoon, dark clouds laden with heavy snow had moved in overhead. Hoping to complete his deliveries before the storm hit, Wincapaw continued flying south until he realized he had simply run out of time.

Blinded by thick falling snow and buffeted by intense wind gusts that threatened to tear the canvas from his wings, William had just decided to turn back when he discovered his compass had stopped working. Searching for a visible landmark to steer by, he could only watch in dismay as the intensity of the strengthening storm reduced his visibility to zero.

Never before had he experienced snow or winds of this magnitude. Blinded by the near blizzard conditions and disoriented without the aid of a functioning compass, Captain William H. Wincapaw knew he was in serious trouble. Was he headed inland or out to sea? Was he traveling north or south? There was simply no way to know for sure. Desperate to find anything that could help him steer his plane in the right direction, William continued to stare out the cockpit window. If an opportunity did not present itself soon, he would have to attempt a crash landing and simply hope for the best.

Running dangerously low on fuel, Wincapaw was nearing despair when he spotted a flicker of light through the windscreen. Turning the aircraft towards this faint glimmer of hope, his spirits soared as the dim light steadily grew into the intense beam of a lighthouse beacon. Circling the tower, Bill quickly recognized the short white lighthouse with attached keeper's dwelling as the Dice Head Lighthouse at the head of Penobscot Bay! He had overflown his destination by nearly 20 miles, but knowing this section of Maine's coastline like the back of his hand, he simply flew south from one lighthouse to another until he reached Rockport Bay safe and sound.



THE DICE HEAD LIGHTHOUSE WHICH MARKS THE EAST ENTRANCE TO PENOBSCOT BAY SAVED CAPTAIN BILL'S LIFE ON DECEMBER 21, 1929.

Reunited with his family once again, Captain

Wincapaw reflected on the dedication of the lighthouse keepers who maintained the lights that had helped guide him home. He knew many of these men and women personally and was aware of the sacrifices they made, but never before had he felt such a deep sense of



CAPTAIN BILL FLIES PAST THE GRAVES LIGHTHOUSE IN 1937

appreciation for their service. Although he owed them a debt of gratitude he knew he could never fully repay, Captain Bill was determined to try and knew just how to do it. Taking a page from the handbook of the Jolly Old Elf himself, William Wincapaw would express his thanks by spreading Christmas cheer at lighthouses up and down the coast of Maine!

With the help of his wife and children, Captain Bill spent the next few days assembling dozens of care packages that were later loaded aboard his float plane. Intended for the lighthouse keepers and their families, the holiday bundles contained a wide assortment of items including tea, candy, coffee, magazines and other common staples that would have been considered luxuries by those living on the remote light stations.

William Wincapaw lifted off from Rockport Bay on the morning of December 25, 1929 to deliver his gifts. Like a modern-day St. Nick with a sleigh pulled by a nine-cylinder Pratt & Whitney radial engine rather than 9 overfed reindeer, the "Flying Santa Claus" flew along the coast dropping his packages of Christmas cheer to lighthouses below. One can only imagine the look of confusion that must have appeared in the eyes of the keepers and their families when his plane flew by overhead and the feeling of joy that they must have felt when the bundles filled with goodies landed at their feet.



CAPTAIN WILLIAM WINCAPAW AND SON BILL JR. DELIVERING PRESENTS IN 1946

The level of appreciation expressed by the lighthouse keepers and their families was tremendous. Amazed by the response, William decided that his Christmas deliveries should not only be repeated the following year but expanded to include even more lighthouses. In 1933, Captain Bill's holiday delivery route included 91 lighthouses from Maine to Connecticut. By 1940 that number had increased to more than 150 light stations and Coast Guard facilities. What had originally begun in 1929 as a single pilot's gesture of goodwill had grown into a holiday tradition that spanned the entire New England coastline.

In 1935, Wincapaw's 16 year old son Bill Jr. joined the Flying Santa flight team. Although he had accompanied his father on numerous Christmas deliveries in the past, the newly licensed pilot had never flown a route on his own.

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The apple must not have fallen far from the tree however because the younger pilot performed admirably and later grew into a well-respected and accomplished pilot in his own right. Bill Jr. would continue to serve as a Flying Santa until 1946.



FLYING SANTA OVER BOSTON LIGHT IN 1947

In 1936, William Wincapaw asked Bill Jr.'s high school teacher Edward Rowe Snow to help organize and promote the Flying Santa program and accompany Bill Jr. on his Christmas flights. Snow greatly admired what the Wincapaw family was doing and jumped at the opportunity to contribute to the worthy cause. Although he was not a pilot, his enthusiasm, wit, and engaging personality helped secure the support of many regional corporations including the La Touraine Coffee Company, Brickford's Restaurants, and Wiggins Airways. Originally paid for entirely out of Wincapaw's own pocket, this invaluable sponsorship helped ensure the program's continued success and growth in the decades to come.

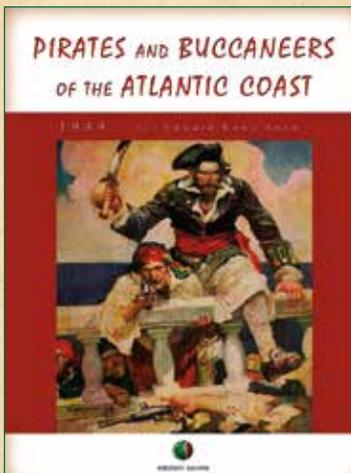


EDWARD ROWE SNOW AND HIS WIFE ANNA LOAD AN AIRPLANE FULL OF CHRISTMAS PACKAGES FOR THEIR ANNUAL FLYING SANTA TRIP IN 1963.

Despite business and wartime obligations that sometimes prevented him from making his Christmas deliveries in the early 1940s, Captain Bill remained committed to the beloved holiday tradition he had founded until dying from a heart attack in 1947. Although gone, the original Flying Santa's memory lived on in the hearts and minds

of all who knew him. When asked to describe the impact of Wincapaw's legacy, Ed Snow responded, "Bill had a heart as big as anyone I have ever known. His thoughtfulness in beginning the lighthouse flights will never be forgotten by the lighthouse keepers and Coast Guardsmen up and down the New England coast." On December 25, 1947, Snow dropped a wreath over Rockland Harbor in honor of his long-time friend and mentor.

Assuming the mantle of leadership following William Wincapaw's death, Snow's dedication to the Flying Santa program rivaled that of its founder. In 1947, Snow expanded the flights to include 176 lighthouses and Coast Guard stations from Canada to Florida. By 1953, packages



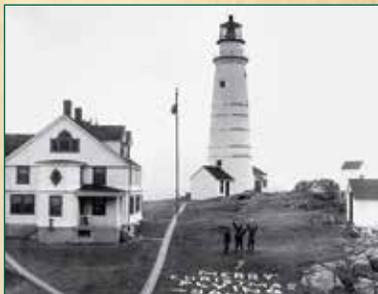
EDUCATED AT HARVARD UNIVERSITY, EDWARD SNOW WAS A HIGHLY RESPECTED TEACHER, LECTURER, HISTORIAN, AND WRITER WHO AUTHORED MORE THAN 90 BOOKS INCLUDING HIS 1944 WORK, *PIRATES AND BUCCANEERS OF THE ATLANTIC COAST*.

containing a wide variety of donated products ranging from coffee, tea, and razor blades to candy, toys, and school supplies were being dropped at lighthouses along both coasts and within the Caribbean. Under Snow's leadership, the cherished New England holiday tradition begun by Captain Bill in 1929 had become nationwide event.



ED SNOW USED MORE THAN FIXED WING AIRCRAFT TO DELIVER HIS PACKAGES AS THE FLYING SANTA INCLUDING THIS HELICOPTER IN 1946.

Edward Rowe Snow remained active in the Flying Santa program for more than forty years. What makes his accomplishments even more remarkable was the fact that he never learned how to fly a plane. Each and every one of his annual yuletide deliveries was made in a chartered plane that he often paid for himself. Although it was an expense he and his wife could ill afford, the Snow family felt the benefits of the Flying Santa program were well worth the financial cost and personal sacrifices that they made to pay for it.



COAST GUARD RESIDENTS AT BOSTON LIGHT SEND A CHEERFUL SEASON'S GREETINGS TO ED SNOW THE "FLYING SANTA" IN 1958.

In 1981, Snow suffered a stroke that prevented him from making any future deliveries as the Flying Santa Claus. Hearing that New England's lighthouse families would not be visited by the Flying Santa for the first time since 1942, Judeth Van Hamm, director of the Hull Lifesaving Museum, offered the Snow family her assistance.

Securing the volunteer services of pilot Ed McCabe and support of regional businesses, Ms. Van Hamm organized that year's flight with McCabe, dressed in Edward Snow's red Santa suit, at the controls.

Edward Rowe Snow passed away at the age of 79 on April 12, 1982. The author of more than 90 books as well as being a highly respected teacher, historian, lecturer, radio personality, photographer, and World War II veteran, Mr. Snow will always be remembered for his generosity, caring spirit, and dedication to spreading Christmas cheer.

Although William Wincapaw and Edward Snow are gone from this world, their legacy will live on in the hearts, minds, and actions of each and every pilot who takes to the sky dressed as Santa Claus, now and in the years to come.



ALTHOUGH WILLIAM WINCAPAW AND ED SNOW ARE GONE, THE FLYING SANTA TRADITION LIVES ON.

In Memory of EARL DAVIS

It is with great sadness that we report the passing of lighthouse preservation pioneer and former Board of Trustees member Earl Davis on September 1, 2018.

Lovingly referred to as the “Earl of Ponce”, Earl Daniel Davis was born to Lula and Luther Davis in Savannah, Georgia on February 23, 1925. The youngest of three children, Earl grew up with his older siblings Watson and Freda on a family farm near the outskirts of Bloomingdale, Georgia. Located 12 miles west of Savannah, Bloomingdale was small even by rural southern standards. In fact, it was so small Earl often joked that it “couldn’t even afford a Baptist church.”

When Earl told this joke (which was one of his favorites!) most people thought he was only pulling their leg. After all, who ever heard of a rural southern town in the middle of the Bible belt without a Baptist church? Such a thing is unheard of. As it turns out, Earl had the last laugh because he was telling the truth. Although the First Baptist Church of Christ was established in Bloomingdale in 1849, lack of attendance forced its pastor to close its doors in 1861. By 1891, the old building was being used as the township’s meeting hall and one-cell jail. Bloomingdale’s next Baptist church wouldn’t be established until 1944, nearly twenty years after Earl was born!



EARL WAS ONLY 17 YEARS OLD WHEN HE ENLISTED IN THE US NAVY DURING WWII.

Earl was only 15 years old when World War II began in 1941. Unable to immediately enlist like his brother, Earl was forced to wait until his 17th birthday in 1943 to do so. Withdrawing from high school in his junior year, Earl enlisted in the US Navy. He proudly served from July, 1943, until April, 1946. Earl described his experience in the Navy in his usual jovial manner. “I was no natural born sailor and was always seasick. I spent most of the war with my head in a bucket or leaning over the rail getting the side of the

ship dirty. I was sick from the moment I stepped onboard until the moment I got off.” When asked how he dealt with being ill so often, Earl simply chuckled and responded that coping with it was the only choice he had. “It wasn’t like I could step off the boat whenever I wanted.”

Sadly, Earl’s brother, Watson, who had become a member of the famed 513 Parachute Infantry Regiment (PIR), was killed in action during

Operation Market Garden. Although 70 years had passed, Watson’s death still affected Earl deeply and discussing it always brought tears to his eyes.

Following the war, Earl returned to high school to earn his diploma. Moving to Deland, Florida, he enrolled at Stetson University where he graduated with a Bachelor’s Degree in 1950. Offered a job with Florida Power and Light, Earl relocated to the Daytona Beach area and met his future wife, Gladys Meyer, while dining in her family’s Ponce Park (now Ponce Inlet) restaurant, Meyer’s Fishing Camp and Grille, shortly thereafter.

The couple’s initial meeting was no happy accident. Earl had come to the restaurant that night for the sole purpose of meeting Gladys, the good looking daughter of the fish camp and grille’s owner, former Ponce Inlet Lighthouse keeper Chief Edward Lockwood Meyer. Earl had been hearing about how good looking Gladys was from a local friend for some time and decided to go down to Ponce Park one evening to see what all the fuss about. How he and Gladys met became one of his favorite stories.

The first thing Earl noticed when he walked into Meyer’s Grille was Gladys’ father sitting in a chair by the front door reading a newspaper. Weighing well over 200 lbs., the six-foot plus former Coast Guard Chief had apparently become accustomed to strange young men entering his restaurant and did not move from his chair or greet Earl in any way. Instead, he simply lowered his paper just enough to see over the top of it and watched Earl as he sauntered by. Choosing a seat as far away from the intimidating over-protective father as he dared, Earl could feel the Chief’s eyes boring a hole through him when Gladys walked out of the kitchen and approached him with an order pad in hand. The rumors were true! Standing before him was the prettiest girl he had ever seen. Although somewhat taken aback by her beauty Earl was preparing to introduce himself when Gladys informed him that the grille was closed and that he had to go. Although tempted to order anyway just for fun, Earl realized the situation called for discretion rather than valor. Keenly aware that he was being closely watched by her father, Earl thanked Gladys and stood to leave, silently vowing to return again as soon as possible. Chief Meyer never said a word.

Earl was not deterred and continued his quest for Gladys by coming back to the restaurant time and time again. His persistence, easy manner, and outgoing personality eventually earned him the approval of Chief Meyer. It didn’t hurt that Gladys thought he was a good-looking guy the minute she laid eyes on him and that she had taken quite a shine to him herself. Earl and Gladys dated for two years before tying the knot on October 30, 1955, the day before Halloween. Earl always joked that he had married Chief Meyer’s prettiest “middle aged daughter” and that she traveled to the wedding on her broom. Gladys would always come

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FISHING WAS ONE OF EARL AND GLADYS' FAVORITE PASTIMES.

right back when he said this by telling everyone that Earl “had given her the broom the night before wedding to make sure she had something to work with.”

Although born in Georgia, Earl was a Florida boy at heart. He enjoyed fishing, boating, and nearly everything associated with living near the ocean. He also loved Ponce Park which provided him the small-town feel he was accustomed to, the comfort of living within a close knit community, and easy access to the water. Deciding to stay in Ponce Park after they were married, Earl and Gladys later acquired the Meyer family home and raised their own daughters Ellen and Julia there. Even after Earl was transferred to the Cocoa/Titusville area by FPL, the couple still managed to return to Ponce Inlet every weekend without fail. When the old house was sold to the Town in 2003, Earl and Gladys simply moved to a new home a few blocks away. Restored to its early 1920s appearance, the Meyer/Davis house now serves as the Town of Ponce Inlet’s museum.

Earl was one of Ponce Inlet’s oldest and most recognizable residents. Moving to the Ponce Inlet area when it was still the unincorporated community of Ponce Park, Earl witnessed many changes in the 64 years he lived there. One of the biggest transformations was the population of the town itself which grew from only 40 full-time residents in 1955 to more than 8,000 full and part-time residents today. Additional changes included the paving of roads, the development of the town’s many subdivisions and beach side condominiums, and the founding of the Ponce De Leon Inlet Lighthouse Preservation Association in 1972.

Earl was one of the Ponce De Leon Inlet Lighthouse Preservation Association’s most active supporters and his early efforts to help save the historic light station were invaluable. Earl and Gladys were always on the lookout for artifacts, building materials, or anything else they could find to benefit the lighthouse and museum. A true picker at heart, Earl would frequently show up at the lighthouse with “road siders” a term he frequently used to describe useful items he had found in people’s trash. Regardless of whether an object was a lighthouse artifact, a domestic antique, an old document, or a historic image, the manner in which it was found by Earl was usually as fascinating as the object itself.

The lighthouse and museum became like a second home to Earl following his retirement from Florida Power and Light in the 1980s. Suddenly finding himself with much more free time on his hands than he liked, Earl quickly became one of the Preservation Association’s most active Board of Trustee members and lighthouse volunteers. He helped out wherever and whenever he could and contributed greatly to the organization’s daily operations by running errands, offering advice, working on projects, and much more. A social animal by nature, Earl’s daily trips to the lighthouse always included a stop in each office to tell a joke, share a story, and check on how everybody was doing. Earl was named the City of Ponce Inlet’s Citizen of the Year in 1993. In 2010, he and Gladys became co-recipients of the Florida Association of Museums’ coveted Outstanding Trustees/Volunteers of Year award. Earl loved this lighthouse deeply and it showed in all that he did.

When Earl’s health began to deteriorate in 2016, his once daily visits to the lighthouse became less frequent. Concerned for his health we would always ask him where he had been lately when we saw him again. His response always rang with both humor and truth. “I can’t get around as much as I used to.” Earl would say with a twinkle in his eye, “My mother and father won’t let me.” A long pause would always hang in the air before he added with his famous ear to ear grin, “That’s Mother Nature and Father Time.”



EARL WITH GLADYS CELEBRATING THEIR 50TH WEDDING ANNIVERSARY WITH DAUGHTERS JULIA (LEFT) AND ELLEN (RIGHT) .

Earl passed away on September 1, 2018 with his family by his side. He was a wonderful, caring man who never failed to ask you how you were doing before you could ask him the same question. Earl wore his love of life on his sleeve for everyone to see. He filled the space around him with laughter and brightened everyone’s day with his infectious smile. He was loved by us all.

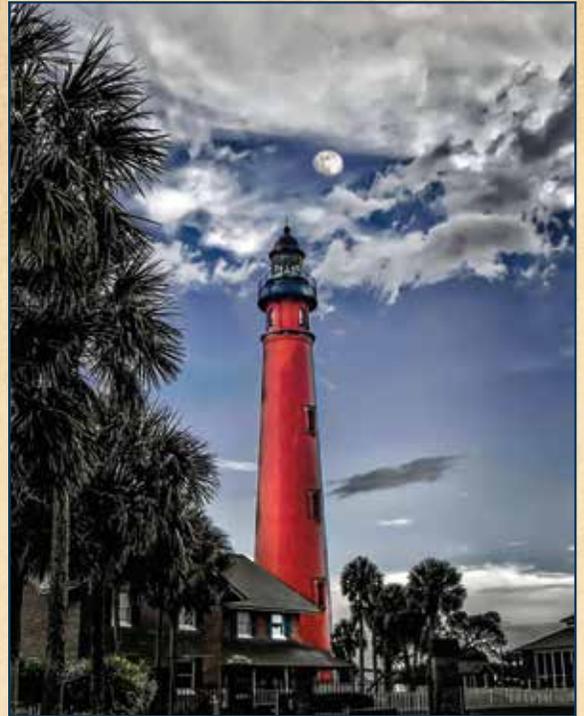
After looking back on Earl’s life and the manner in which he lived it, one can easily image him looking down on those who knew him and asking us his favorite question of all . . . “So tell me. Did you learn anything?”

We did indeed. God speed Earl.

The lighthouse and museum had a busy summer with many activities for people of all ages. More than 1,300 summer camp kids visited Ponce Inlet's iconic landmark during the months of June, July, and August to participate in docent-led tours of the historic light station and museum. In addition to climbing to the top of Florida's tallest lighthouse, the summer camp participants also learned what it was like to live and work at this once isolated light station at the turn-of-the-century.

In June, the education department staff was invited to help judge a photo competition sponsored by the Port Orange Camera Club. The club was established in January of 2012, by Winston Belgrave and Richard Boylan and currently includes more than fifty members from Florida and other states across the country. The competition in question was one of twelve held by the club in 2018. Scheduled monthly, each competition focuses on a particular subject matter ranging from eggs in February (Easter baskets anyone?) to a box of 24 Crayola crayons in July. The assigned subject area for June was the Ponce Inlet Lighthouse.

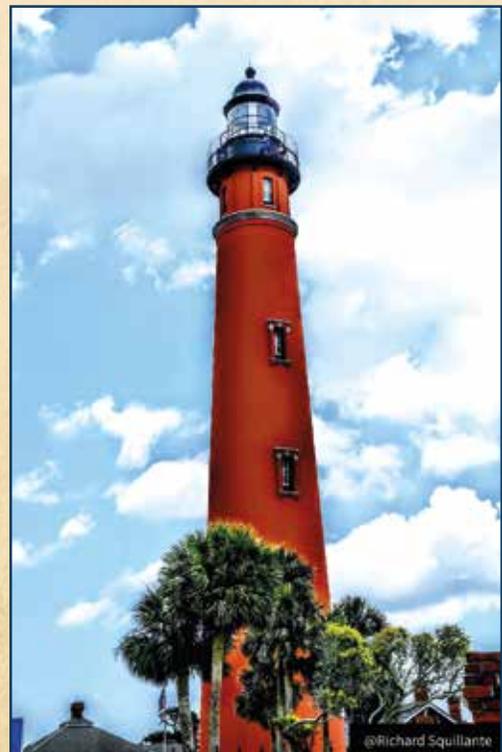
The rules of the competition were simple but challenging. Participants were required to submit a photo of the 'lighthouse only,' taken from the main parking lot located on the west side of the lighthouse. Photos could only be taken from a standing, sitting, or prone position in the parking lot so no aerial photographs were allowed. The rules stated that the photographers could take their pictures from anywhere in the designated area and from any angle but that they could not leave the paved area of the lot. The images could depict "the entire lighthouse, or any part thereof." The submitted photos were judged according to the skill level of the photographer, advanced, intermediate, and beginner.



First Place Advanced Level Winner and founding member of the Port Orange Camera Club Pat Barraco states, "With 14 grandchildren and 5 great grandchildren, taking photos was a passion for me, always trying to capture a special moment in our life. To me photography is my creation and personal image of a moment in time".



First Place Intermediate Level Winner Harold Wallman bought his first camera in Korea in 1953 and started taking slides and pictures. After 50 years as a toolmaker, he retired and purchased his first digital camera and has been taking landscape pictures all over New England, Florida and North Carolina with his Daughter.



First Place Beginner Level Winner Richard Squillante is originally from Long Island, NY. He started taking photos many years ago in high school but lost touch with photography when digital became the norm. He finally decided to purchase a digital camera and has been shooting many different subjects ever since.

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The first place winners for June's competition were:

- Advanced Level:** Pat Barraco
- Intermediate Level:** Harold Wallman
- Beginner Level:** Richard Squillante

The Ponce Deleon Inlet Lighthouse Preservation Association appreciates the contribution of these fine photographs for print in this edition of *Illuminations*. Look for these beautiful images on the covers of the next three issues of *Illuminations*. If you are interested in more information about the Port Orange Camera Club please contact William Watson, Club President, at wkphoto@aol.com.

Founded by the Ninth Act of Congress on August 7, 1789, the US Light-House Establishment (later renamed the US Lighthouse Service) was responsible maintaining and operating the nation's system of lighthouses, beacons, buoys and public piers until its duties were absorbed by the US Coast Guard in 1939. In 1988, Congress officially declared August 7th National Lighthouse Day in honor of anniversary of the US Lighthouse Establishment founding more than two hundred years ago. The Ponce Inlet Lighthouse and Museum observed National Lighthouse Day on Saturday, August 4, 2018. Museum guests were given the opportunity to participate in several family-oriented workshops, talk with the *Old Lighthouse Keeper* about what it was like to live and work at the light station 100 years ago, learn how Fresnel lenses work during a special demonstration in the Lens



Coast Guard Seamen Corey Walsh and John Sena raise the American flag at the Ponce Inlet Lighthouse on Spirit of 45' Day.



Lighthouse visitors take a tour of a US Coast Guard rescue boat during Spirit of 45' Day.

Exhibit Building, and even make lighthouse pennants that were theirs to keep.

The Ponce Inlet Lighthouse celebrated Spirit of 45' Day the following week on Sunday, August 11th. Designated an official day of observance by Congress in 2010, Spirit of 45' Day celebrates "the legacy of courage, shared sacrifices and commitment to service of the men and women who took part in World War II." Held annually, this special day is scheduled to coincide with August 14, 1945, the pivotal date in our nation's history when President Truman officially announced that WWII had come to an end and when the United States assumed the mantle of leadership in rebuilding of the postwar world. To help commemorate this important day in our nation's history, eleven service members attached to US Coast Guard Station Ponce Inlet were onsite to perform a flag raising ceremony at 1:00 pm. Additional activities made available to lighthouse visitors included the opportunity to participate in several onsite workshops as well as board and explore a United States Coast Guard Rescue Boat that was on static display within the light station's grounds.

The Ponce Inlet Lighthouse and Museum has a full schedule planned for the 2018 fall season. Upcoming events include ECHO Ranger tours on October 7th, November 4th, and December 2nd; Museum at Night on the evening of Friday, October 12th; Biketoberfest at the Lighthouse from October 18th through the 21st; the lighthouse's Fall Homeschool Day on November 15th; Thanksgiving Gifts at the Lighthouse on Friday, November 23rd; and the museum's annual Winter Holiday event on December 26th. For more information on these events please contact Mary Wentzel by email at mwentzel@ponceinlet.org or by phone at (386) 761-1821 X 18. Additional information about upcoming events can be found on page 6 of this issue of *Illuminations*.

VOLUNTEER OF THE QUARTER: STEVEN OSHINSKI

Committed to the ongoing preservation and dissemination of the maritime and social history of Ponce de Leon Inlet Light Station, the Lighthouse Preservation Association relies heavily on its volunteer corps to achieve its ongoing mission. Made up of men and women from within the local community, this dedicated group of individuals delivers the vast majority of the museum's educational programs. Offered free of charge to both onsite visitors and in schools throughout Volusia County, these important offerings promote public awareness and appreciation for this important National Historic Landmark.

Each quarter, the Preservation Association recognizes a docent who exemplifies the spirit of volunteerism. In this issue of *Illuminations* the Preservation Association is pleased to recognize Steven Oshinski as its Volunteer of the Quarter.

Steven Oshinski is one of six children born to Ralph and Joan Oshinski. Although originally hailing from South Bend, Indiana, the Oshinski children came to consider Atlanta, Georgia home after their father accepted a position there in 1967, running an industrial machinery and forklift company.

Steven's mother loved music and fostered that same passion in her children by enrolling them in music classes at an early age. Steven learned to play piano first and then, as he got older, branched out to numerous other instruments. The piano, organ, accordion, trumpet, trombone and tuba are just some of the musical instruments Steven has studied. At the University of Georgia, Steven played in the marching and jazz bands.

Steven graduated with a Bachelor's degree in Management Information Systems from the University of Georgia in 1984, and accepted a systems engineer position with Electronic Data Systems (EDS) in Dallas, Texas shortly thereafter. Founded by Ross Perot, EDS provided complex computer programming solutions for large-scale businesses in the insurance, banking and healthcare industries.

Steven Oshinski married his high school sweetheart Stacy Gwynn in Decatur, Georgia, in November of 1985. Having recently graduated *Summa Cum Laude* from the University of Georgia with a degree in finance, Stacy took a job with Texas Instruments in Dallas, Texas, shortly after she and Steve married. Stacy's corporate career would later include positions with the insurer Unum in Chattanooga, Tennessee, and Telecom provider Cox Enterprises in Atlanta.

In 1997, Steven left EDS to become a senior manager with the consulting practice of Accenture. As an Accenture executive, Steven



utilized his intellectual insight, extensive project management experience, and communication skills to assist Fortune 100 clients as well as to new start-up ventures.

Steven and Stacy decided to move to Ponce Inlet which they both felt had a lot to offer including the beach, easy water access, a protected environment, quiet neighborhoods, a unique history, and interesting people. Steven left Accenture and became the General Manager of Daytona-based digital marketing firm DME Inc. shortly thereafter. Steven explains, "After traveling back and forth between Atlanta and Daytona every week for over a year, I decided the time had come to give up 'road warrior consulting' and establish some roots as I closed out my career and started the next phase in my life."

Although he made an attempt to "wind down" his career, Steven's "workaholic" tendencies and the lure of exciting work opportunities kept him involved with new projects for another twelve years. One of these opportunities was the position of interim president for the enterprise-level software provided by Education Data Resources in Lake Mary, Florida, which later evolved into a permanent position.

Steven has only recently decided to truly hang up his hat once and for all. Reflecting on his career and impending retirement Steven states, "After 32 years of working in an intensive, fast-paced corporate environment that has required extensive travel away from home and a 24/7 schedule, I look forward to a new lifestyle including volunteerism and serving the local community."

When asked what he likes most about volunteering at the museum Steven replied that although he enjoys talking about the history of the light station and its keepers, teaching students about the more technical and scientific aspects of a working lighthouse is what he loves the most. Steven enjoys putting on his lighthouse keeper's uniform and sharing his knowledge of the third order Fresnel lens at the top of the tower with guests during the climb to the Moon events. Steven also has a knack for clarity in his explanation of how light moves when speaking to middle and high school students about the Science of Light in their classrooms.

Steven finds plenty of things to do to occupy his time in addition to volunteering. Some of his favorite activities and hobbies include competitive sports, music, reading books on American history, taking daily walks, jogging on the beach, and spending time with Stacy. "I love to laugh and make light of life's never-ending challenges." says Steven.

We are very proud to recognize Steven Oshinski as this issue of *Illumination's* Volunteer of the Quarter. Thank you Steven!

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

FLORIDA DEPT. OF AGRICULTURE AND CONSUMER SERVICES
CHARITABLE ORGANIZATION NUMBER AND DISCLAIMER:

Registration #: CH137

A COPY OF THE OFFICIAL REGISTRATION AND FINANCIAL INFORMATION MAY BE OBTAINED FROM THE DIVISION OF CONSUMER SERVICES BY CALLING TOLL-FREE (800-435-7352) WITHIN THE STATE. REGISTRATION DOES NOT IMPLY ENDORSEMENT, APPROVAL, OR RECOMMENDATION BY THE STATE.



Please complete the entire form to enroll, or join online at www.lighthouselocker.org.

Select type of membership:

- General \$20
- Senior \$10
- Student (submit copy of ID). \$10
- Family \$40

- Gift Membership From: _____
- Renewal

- 2nd Assistant Keeper \$100
- 1st Assistant Keeper \$200
- Principal Keeper \$500
- Corporate Lampist \$500

Name: _____

Address 1: _____

Address 2: _____

City: _____ State: _____ ZIP: _____

Phone: () - _____

E-mail: _____

Office use only	
Begins _____	Ends _____

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!

Unique Christmas Gift Ideas from the Ponce Inlet Lighthouse!

Now is the perfect time to get an early start on all of your holiday shopping needs. Avoid the holiday rush and the hustle and bustle of malls by purchasing many of your gifts from the Ponce Inlet Lighthouse. The Ponce de Leon Inlet Lighthouse Gift Shop specializes in unique lighthouse and nautical themed gifts for people of all ages. Our wide selection includes clothing, house wares, toys, and collectibles including a wide selection of custom products made especially for the Ponce Inlet Lighthouse.



LIGHTHOUSE BULB WITH HANDMADE DISPLAY STAND

Used to light the 3rd order Fresnel lens at the top of the tower, this 1200-watt bi-post lightbulb is a genuine piece of lighthouse history. Each bulb is displayed in wooden stand handcrafted by the museum's very own staff and features a pewter logo of the Ponce Inlet Lighthouse. Although no longer functional, the fact that these large light bulbs were once the sole source of the beacon's light make them a truly collectable holiday gift idea. Each bulb is shipped with its original box which bears the dates of the bulb's actual operation.

Item #: 1331 Price: \$250.00 (+S&H)



PONCE INLET NANTUCKET SWEATER

Proclaim your love for the Ponce Inlet Lighthouse with this comfortable poly/cotton blend crew neck Nantucket Sweater featuring an embroidered image of the Ponce Inlet Lighthouse along with its name. Available in gray or white in sizes small through XX-Large. Please indicate desired color, size, and configuration (zippered or pull-over) when ordering.

Item #: 3842
Price: \$31.99 (+S&H) (Sizes Small-X-Large)
\$32.99 (+S&H) (Size XXL)



CUSTOM PONCE INLET LIGHTHOUSE ORNAMENT

No Christmas tree is complete without a custom ornament from the historic Ponce Inlet Lighthouse. Made especially for the Preservation Association, this unique unbreakable ornament features a decoupage image of the beautiful Ponce Inlet Light Station.

Item #: 2706 Price: \$9.99 (+S&H)



PONCE INLET LIGHTHOUSE SUN CATCHER

Bring a splash of color into the room as you enjoy the long days of summer with this custom hand-painted sun catcher featuring the Ponce Inlet Lighthouse. Measures 6.5" X 9".

Item #: 0310
Price: \$25.99 (+S&H)

PONCE INLET LIGHTHOUSE MEMORIAL BRICKS

The Ponce Inlet Lighthouse Memorial Brick Program is a unique and thoughtful way to honor friends and loved ones or celebrate special events including weddings, birthdays, and family vacations. Each laser-engraved brick features the Ponce de Leon Inlet Lighthouse logo and up to three lines of text. Each personalized brick is installed in the Light Station's memorial walkway leading out onto the historic grounds where it will remain in perpetuity. Best of all, a portion of your brick purchase price is tax-deductible.

Lighthouse Memorial Brick:	Item #: 0289	Price: \$100
Full Size Duplicate Memorial Brick:	Item #: 0290	Price: \$85
Miniature Duplicate Memorial Brick:	Item #: 0291	Price: \$40



PONCE INLET LIGHTHOUSE ANNUAL GIFT MEMBERSHIP

This Holiday Season, give your family and friends the gift of history and adventure with an Annual Membership to Ponce De Leon Inlet Lighthouse! For the cost of a scratch of lottery ticket you can treat that special someone to a full year of unlimited access to Florida's Tallest Lighthouse and one of the most authentic historic light stations in the nation. Please see the membership enrollment form on page 15 for more details.

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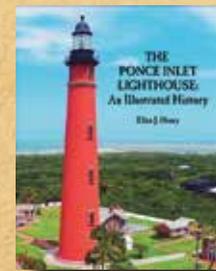
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PRESERVATION ASSOCIATION, INC.
4931 SOUTH PENINSULA DRIVE
PONCE INLET, FLORIDA 32127
(386) 761-1821



CUSTOM PONCE INLET LIGHTHOUSE CHRISTMAS CARD

Send your friends and loved ones a message of holiday cheer this season with a limited edition Ponce Inlet Lighthouse Christmas Card! Each box set includes eight custom cards with envelopes designed exclusively for the Ponce De Leon Inlet Lighthouse.

Item #: 0010
Price: \$9.99 (+S&H)



THE PONCE INLET LIGHTHOUSE: AN ILLUSTRATED HISTORY

The Ponce Inlet Lighthouse: An Illustrated History is the culmination of more than 15 years of research by the Ponce De Leon Inlet Lighthouse Preservation Association. Written by museum curator Ellen Henry, this fully illustrated hardback volume

is the definitive history of the historic Ponce De Leon Inlet Light Station. Signed first edition copies of this recently published book are now available for purchase online and in the lighthouse gift shop.

Price: \$49.95 (+S&H)



PONCE INLET LIGHTHOUSE MEMBERSHIP COUPON
20% OFF ANY SINGLE ITEM

Limit one coupon per member. Coupon may not be used in conjunction with any other discount. Proof of membership must be shown at time of purchase. Not valid for purchase of Memorial Bricks.

Good from October 1, 2018 - December 31, 2018

The Ponce de Leon Inlet Lighthouse Gift Shop specializes in unique lighthouse and nautical themed gifts for people of all ages. Our wide selection includes clothing, house wares, toys, and collectibles. Customers may also shop online at LIGHTHOUSELOCKER.ORG. Please contact the Gift Shop at (386) 761-1821 ext. 21 or via email at giftshop@ponceinlet.org for more information.