



## The Cornfield Sailor

### Commander's Message

Commander Russell G Wahlers, P.

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Happy Holidays!

For many of us Midwestern boaters, it probably seems as though we just finished hauling out our boats. Now there are only a few shopping days before Christmas. If you're like me, you may already be planning all of those boat projects that made it onto your "to do" list this past season – and daydreaming about that spring launch.

This is a good time of the year to reflect on our successes and foibles over the past year and look forward to a safe, healthy, happy, and productive new year. Hoosier Sail & Power Squadron has had a great year in many respects.

On the plus side, HSPS is extremely fortunate this year to have attracted a group of fantastic new USPS members who are taking a variety of advanced grade courses, participating in social activities, and becoming involved in squadron meetings and committees. To all our new

HSPS members, "Welcome aboard!" We're also fortunate to have a core of seasoned veterans who continue to remain involved in education, social activities, community affairs, and squadron operations. In short, Hoosier Sail & Power Squadron has a very active and diverse membership comprised of both new and more experienced members.

While we've had a very productive year, there are always opportunities for improvement. One opportunity concerns the distribution of work across our membership. There's an old adage that if you want something done ... ask a busy person. Well ... it's true that busy people usually accomplish a lot of work as evidenced by many busy HSPS members who really make a contribution. However, it's also true that way too many busy people suffer burn out when we expect them to continually carry

the workload. If we're all involved, each member's commitment doesn't need to be that time consuming, and collectively we can accomplish great things. In short, I can't think of a single HSPS member that doesn't have a special talent to contribute to our squadron, and I'd like to challenge everyone to recommit themselves to a higher level of squadron involvement this upcoming year.

As the new watch year approaches and we're looking for help filling various department offices and committees, please consider lending a hand. We need everyone's talent.

Thanks for a great year. Best wishes for a very Happy Holiday Season and safe boating throughout the coming year!

Cdr. Russ Wahlers, P

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**USPS University Seminar  
Using Marine Radio was  
Presented 4 December 2007.**

An enthusiastic group of boaters attended the marine radio seminar to brush up on digital selective calling features which have been added to marine radios. Old acquaintances were renewed and interesting discussion followed the presentation. The Seminars are a new function of USPS and are open to the public as well as members of USPS. Check them out.



P/C Charles Hamm, AP receives the teaching award from Rear Commander Anthony J. Aquilato, AP while DSEO Tom Woods looks on at the District 24 Fall Conference.

### HSPS Receives Two Awards

Hoosier Sail & Power Squadron received two awards: the Membership Growth Award and the District 24 Educational Excellence Award in recognition for superior performance in advanced grades.

Hoosier Sail & Power Squadron's teaching award garnered second place in the teaching awards competition.



# Dates for Upcoming Events-Local, District, National

## Squadron Social Events

02 Feb.—**Founder’s Day Annual Meeting**  
 01 March --**Change Of Watch**  
**Location TBA**

## Excomm Meeting Location:

MCL Cafeteria  
 Township Line Road  
 2370 West 86th St  
 Dinner 1800  
 Program 1830  
 Meeting 1900

7 January 2008  
 2 February 2008

7 – 9 March 2008  
**D 24 Spring Council & Conference**  
 Terre Haute  
 Holliday Inn

25 – 27 July 2008  
**D 24 Rendezvous & Council**  
 Smugglers Cove  
 Warsaw, KY

14 – 16 Nov 2008  
**D 24 Fall Council & Conference**  
 Clifty Falls  
 Madison, IN  
 HSPS

8 March 2009  
**D 24 Spring Council & Conference**  
 Louisville S & PS  
 TBA

## National Events

19-24 Feb. 08  
**USPS Annual Meeting**  
 Dallas, TX



See you there next time!

## Coast Guard Update

J. Franz Veling

Coast Guard Commander Admiral Thad Allen is overseeing the change from the Department of Transportation to the Department of Homeland Security, where the Coast Guard was involved in the rescue of 22,000 Gulf Coast residents during the 2005 Hurricane Katrina.

Admiral Allen commands 42,000 active-duty members and 12,000 reservists around the world.

He also oversees the \$25 billion, 30 year “Deepwater” Program which involves 91 new ships, 35 fixed-wing aircraft, 93 helicopters and 76 unmanned surveillance aircraft, as well as upgrades to 49 existing helicopters.

Since 9/11 large commercial vessels now must submit a cargo, crew and passenger manifest 96 hours before entering US

Waters, which will be run through the National Targeting Center. If suspicious, the ship can be held offshore and boarded. The 2002 Maritime Transportation Security Act requires certain waterfront facilities and vessels must have Coast Guard approved security plans in place, such as a waterfront chemical facility that transports cargo to barges or ferry operator.

The International Maritime Organization requires ships to carry transponders which, when picked up by radar, will identify them. A 2006 agreement helps the Coast Guard to keep tabs on vessels operating near US waters that have not yet declared intentions to enter. If suspicious, entry can be denied or we can actually transport a team to board it several miles offshore.



## Squadron Education Officer Report George Herrington

Greetings fellow Power Squadron members.

It has been a busy year in the Hoosier education department. So much so, that I blinked sometime around March and it immediately turned into December. Wow, where did the time go. We were able to accomplish many, but not all of our goals this year. Considering all the fun everyone has had putting on the different classes, I don’t think we did too bad. After all, there is always next year. And next year is where I am headed with this report.

Our education department isn’t resting on its laurels; we are actively pursuing new ideas, new personnel and an even wider customer base for 2008. Our dedicated teaching and support staff have almost unanimously signed up for another year of fun in the trenches. It is always expected, however, that a few of our volunteers will run into scheduling conflicts or maybe become just a little worn out. For this reason, I am again seeking interested members who would like to try teaching some of our material. If this sounds like something you would enjoy, why not give it a try. We promise not to work you to death and you might even have some fun. Depending on your experience in the classroom, we can throw you to the lions or start you out with a senior instructor, just to get your feet on the ground.

Don’t hesitate to write with questions ([george@handy.pair.com](mailto:george@handy.pair.com)). The 2008 schedule will be posted on the education web site (<http://www.usps.org/localusps/hoosier/educ/>) sometime in early January.

Happy holidays.....George



## HSPS Member Participates in Baja 1000 Mile Race Todd Bracken



As many of you know, I received an invitation several weeks ago to help a long-time friend, Mike, fulfill his long-held desire to enter and finish the most grueling off road race in the world, the legendary Baja 1000. Helping a friend with something as significant as the achievement of a life goal was an honor that both my wife and I agreed, I simply could not refuse.

Mike, his brother Tom, and another friend Jerry, purchased and retrofitted a new Jeep Wrangler for the race, specifically the "Sportsman Truck" division. The Sportsman Truck division employs mostly stock, production vehicle engine & chassis with mandated safety modifications and some allowed performance enhancements, definitely a little more affordable than the \$500,000+ "Trophy Truck" or "Class 1 Unlimited" division vehicles.

The race began early Tuesday morning (11/13) with each vehicle starting in 30 second intervals within their respective divisions. The Gardner brothers (Mike & Tom) started in the vehicle. They left the starting line around 12:46 p.m. to

hordes of spectators packing both sides of the race course as it snaked its way around the packed streets of Ensenada, Mexico and out into the mountainous desert to the southeast of town. The destination Cabo San Lucas... 1296 race course miles and an entire Baja peninsula away.

It didn't take long for the trip to turn interesting. Ten to fifteen miles into the race the factory weld on an important part of the rear suspension failed and separated under the severe stress of the terrain. Fortunately the race vehicle was able to limp to our first scheduled chase crew junction at race mile 33. We had a fairly well stocked and well prepared race crew, but did not have the capabilities to do in-the-field welding.

The camaraderie among all Baja race teams is amazing. Within several minutes another team was radioing their support vehicle with their team welder to our assistance. Locating a welder and executing the repair cost us 90 minutes, but we were still in the race and actually, to our surprise, still towards the front of our division.

We made it to the first official check point at race mile 85 with a moderate time cushion. The jeep was performing like a dream. It conquered the steepest of the climbs with little effort and easily maneuvered through the deepest of silt with hardly a strain. It wasn't being driven hard, because the goal was to finish; placing or even winning our division would only be icing on the cake.

However, around race mile 95 the field welding job on the rear panhard rod bracket separated. Fortunately, the vehicle was very close to a 12 mile highway road section of the race course which ended at our first official pit stop. We were pitted by BF Goodrich, who had a more substantial welding machine available to repair... the repair. This time the stop cost us another hour.

We were starting to get a little pinched on time, but we made the 56 miles to our second pit stop (race mile 177) without incident and cleared the second official check point with 40 minutes to spare at 1:20 a.m. Wednesday morning. We needed to average 18 mph to make the next check point 129 miles away before it closed at 9:00 a.m. Excluding the pit stops, we were averaging around 24 mph and with the suspension problem fixed, we were optimistic of achieving a slightly higher average speed. As luck would have it, or more specifically as the Baja would

have it, at race mile 227 the factory weld holding the front panhard rod bracket to the front axle failed. This time, out in the middle of the desert, with no possible hope for repair and no realistic way to even limp to the third check point before it closed; it was a very hard fact to face, but for us, the race was over.

Certainly we were all deeply disappointed. Significant planning and investment went into the trip, we had a well organized team and we maneuvered the course with respect. But in the end, we were defeated by the weakest link in the vehicle, a factory weld job likely adequate for suburban "4-wheel'n" in the snow, but clearly inadequate for the rigors of the Baja 1000 course.

At least we were in good company. Of the 7 competitors within our Sportsman Truck division, 6 were unable to finish the race. Only 1 made it the entire 1296 miles to the finish line (a Hummer). The race started with 264 four wheeled vehicles (excluding motorcycles and quads), less than one half (131) finished. With the Baja 1000 the course presents a far greater challenge than any of your fellow competitors.

The two most common words spoken by the majority of the race participants following the start... "next year."

## Leadership Workshops

The Train the Trainer Leadership Development Workshop program is off to a successful start. Fifty-five trainers representing 22 districts have already completed the program and are ready to offer the workshops to USPS members in their districts.

The LDW initiative aims to spread leadership skills to all

USPS members. A cadre of better-trained leaders will motivate our members to take more pride in USPS membership and to assume leadership roles in both our organization and the community.

The Leadership Development Committee thanks the districts that already have plans to bring

the workshop to their squadrons. We hope to offer the LDW to districts that are not yet participating. Please help spread the word about the LDW in your own district as soon as possible.

Workshop materials are provided through a grant from the Century Endowment Fund.

If you have an  
interest in  
experiencing the  
Leadership Workshop  
contact  
Cdr. Russell Whalers

## HOOSIER SAIL AND POWER SQUADRON

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## Four Bean and Sausage Casserole

Emily Chenette

1 can Lima Beans  
1 can Kidney Beans  
1 can Pork and Beans  
1 can Butter Beans  
1 pound Bacon  
1 pound mild sausage  
½ pound hot sausage  
For cholesterol conscious use turkey bacon and sausage  
2 to 3 large onions

1/3 cup vinegar  
1 cup brown sugar  
2 tablespoons dry mustard  
1. fry bacon, drain well, crumble  
2. chop and fry onion in small amount of bacon drippings  
3. simmer bacon, onion, vinegar, brown sugar, and dry mustard together for

20 minutes  
4. combine the cooked ingredients with the beans in a large casserole dish  
5. bake at 325 degrees for 2 hours  
Serve along with fresh fruits, vegetables, cornbread sticks.

## Holiday Party Celebrated at Conner Prairie



The Hoosier Sail and Power Squadron annual Holiday Party was held at Conner Prairie Farm Museum. A delicious dinner was followed by tours to experience "Christmas Past" in the 19th Century. Christmas Present was provided by our own Guy Waddy, the "mad hatter" of HSPS, to everyone's delight. Snow and typical winter weather added to the atmosphere of the evening. The event was most enjoyable and typical of HSPS's fraternal spirit.



*Happy Holiday and New Year*

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[www.usps.org/localusps/hoosier](http://www.usps.org/localusps/hoosier)

