



THE OUTPOST

U.S. ARMY YUMA PROVING GROUND, YUMA, ARIZONA 85365 | VOLUME 50 NO. 21 MONDAY, DECEMBER 14, 2015



Commander's Holiday Safety Message

The upcoming holiday season is a time of joy and celebration with family and friends. As you relax during these weeks, do not let your guard down. Our goal for the season is zero accidents. We can reach this goal only by taking care of each other and not taking unnecessary risks. As you take advantage of this time to visit friends and family, or just enjoy the downtime of long weekends, I ask that you look out for others and make the right choices for yourself.

Alcohol-related incidents at this time of year are traditionally high. The number of holiday functions increases the opportunities for drinking. Those who plan to drink alcoholic beverages at holiday celebrations must ensure that they have a safe means to get home. Remember, a drunk-driving conviction can change your life and a drunk-driving accident can end a life.

For those who are traveling, exercise caution as winter weather and holiday traffic may complicate

your plans. Ensure you rest and adequately prepare for your trip. Drive defensively, buckle up, don't drink or speed and avoid distractions.

Take fire prevention seriously this holiday season. Everyone should test his or her smoke alarm and rehearse emergency evacuation plans. Keep in mind that candles are twice as likely to cause a residential fire in December as any other month. To avoid tragedy, ensure that candles and other holiday decorations, such as Christmas tree lights, do not pose a fire hazard.

Please also remember our Soldiers and Army civilians deployed in harm's way around the world, and their families back home. Have a happy, healthy and safe holiday season and New Year, and please remember, "NOBODY GETS HURT!"

RANDY MURRAY
COL, AV
Commanding



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Half
marathon is
twice as fun
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Emergency Services conducts bike safety rodeo

By Kilipaki Harris,
YPG Police Lieutenant

With the weather cooling down, more of the community at YPG are out bicycling. This is a great way to stay in shape and have fun, but there are still dangers associated with riding on YPG.

To ensure the YPG community is prepared and informed on proper riding etiquette, the YPG Police Services, with the help of YPG's Morale Welfare Recreation (MWR) Child and Youth Services, hosted a Bicycle Safety Rodeo for children on November 9th. This event was followed by a barbeque sponsored by MWR's Child and Youth Services. The bike rodeo ran from 12:30 to 3 p.m., and involved several dozen children ages one to 13 years.

The participants received information and training on several different aspects of safe riding. They learned how to check their helmet fit

to ensure that they were protected. Johnny of Johnny Yuma's Bicycles was onsite to conduct a quick bike inspection and show participants proper pre-ride techniques to ensure their bike is always in top mechanical performance. Participants were also instructed on how to properly navigate road hazards to include entering a roadway and what to do when they approach a stop sign.

A lot of kids and adults tend to forget they are supposed to stop at stop signs when they are riding, so we also took this time to reinforce the helmet law. According to YPG Regulation 385-1 and DoDI 6055.4 each person, military and civilian, who rides a bicycle on YPG, must wear an approved helmet. There is no age limit for this requirement.

Head injury is the number one cause of serious disability or death in biking, rollerblading or skateboarding accidents. Hundreds of children in the



YPG Guard Steven LaLonde instructs Taven Brooks on the proper way to avoid obstacles. (Loaned photo)

THE OUTPOST

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United States die each year because of a bicycle crash. Another 300,000 children are treated in emergency rooms for severe head injuries. Many of these accidents could have been prevented if the child had worn a bicycle helmet. Bicycle helmets can reduce the risk of head injury by as much as 85 percent, yet only about 40 percent of cyclists wear one when

they ride.

Whether it's for recreation, exercise, or transport, bicycling should always be conducted using the proper safety equipment and situational awareness of the dangers of the road.

For more information on bicycle safety, refer to <http://www.nhtsa.gov/Bicycles>

The funniest Christmas gift ever

By Teri Womack

As we gear up for annual YPG Christmas parties, I'm reminded of the strangest gift I ever received....a gift that by the end of the day, left tears rolling down my face.

Years ago at an office Christmas party, our directorate gathered in a private room at a local restaurant, set up with one long table to accommodate employees and family members. The atmosphere was festive, the room was decorated wonderfully and those who chose to participate brought a wrapped gift valued under \$10 dollars for the white elephant gift exchange.

I sat next to the son of one of my co-workers – a young man I guessed was about six or seven years old. His excitement was infectious as we played a game called “Guess That Gift” when folks arrived with their packages. I recall a beautifully wrapped and perfectly round gift I presumed was one of those beautiful glass blown, hand painted Christmas

tree ornaments. My young partner-in-crime adamantly informed me that it was a baseball.

Although I don't recall the exact rules of the game, I remember exactly how it ended. The young boy was thoroughly enjoying the squabbling he saw between co-workers and the crazy gift exchanging. One second before the game ended, he glanced over at my gift, decided it was better than his, grabbed it out of my hands, and replaced it with his. I looked down and saw that it was the round gift – hmmm, I thought – it is kind of heavy - maybe it really is a baseball.

No matter what age I am, I still feel that excited feeling of anticipation when opening a present. Once I tore the wrapping off, I discovered that gift wasn't a Christmas tree ornament and it also wasn't a baseball ... it was an onion! A plain ole' everyday onion. The little trader beside me almost fell out of his chair laughing as he blurted out “Boy, am I glad I traded with you!”

I've often heard that when life gives you lemons, you make lemonade. So later that night in my kitchen, that's exactly what I did — well, kind of. I placed that onion on a cutting board and chopped it into tiny pieces. Then with tears streaming down my face, I made a big pot of chili.



VIEWPOINTS

Christmas is a time for giving and receiving, and once in a while a gift we receive is remembered for decades. We asked members of the workforce about the most memorable Christmas gift they've ever gotten.

By Mark Schauer



Kathy Kohmetscher, operations support:

When I was in sixth grade, we got the original Atari Pong game. I was mesmerized, but I don't like competing with my family, so I would sneak downstairs about two o'clock in the morning to play it. I have one brother and one sister, and my brother was much more aggressive, so I would wait until he and his friends were done.

Glen Villa, heavy equipment working lead:

When I was eight or nine, I got a black *Have Gun, Will Travel* holster belt set. It had conchos on the belt, Paladin's white knight chess piece on each holster, and die cast cap gun six shooters. That was pretty cool.



George Franck, mechanical engineer:

My older sister gave me an original Nintendo system when I was six or seven years old. The original Mario Brothers was my favorite game.

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is noon *December 31st***

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CHAPLAIN'S CORNER

'Twas the night before Christmas'

Submitted by Chaplain Steven Smith

There's probably no one who is not familiar with Clement Clark Moore's famous poem ...

"'Twas the night before Christmas when all through the house, not a creature was stirring, not even a mouse. The stockings were hung by the chimney with care, in hopes that St. Nicholas soon would be there." And the ending was: "But I heard him exclaim, ere he drove out of sight— Happy Christmas to all, and to all a good night!"

It's become a traditional Christmas Eve piece. Perhaps some of you will read it to your children Christmas Eve before they go to bed. I read it to our kids.

The first line of that poem sparked my imagination, and got me pondering. "'Twas the night before Christmas..." I began to think about the very first Christmas Eve. The night BEFORE Jesus was born in Bethlehem. What was happening in the world that night BEFORE He came?

The Bible tells us what it was like. The Night BEFORE Jesus came:

1. The Curse Infested the Earth

From the Garden of Eden, when Adam and Eve chose their own rebellious way, and mankind fell from God's grace and favor, the Bible says that God cursed the earth. (Genesis 3). Sin brought suffering, toil, difficulty, trouble, pain, and eventually death. Under the regime of sin, the earth brought forth weeds and briars

amongst the crops, and Adam toiled the ground.

And that is the way it continued – century after century. And man's sin spread and multiplied. The day before Jesus came, this curse infested the earth.

2. Heaven Was Silent

As history was written, prophets came – men of God with a word from Heaven. Elijah, Elisha ... Isaiah, Jeremiah ... Ezekiel, Daniel ... men hearing from God. But then there was silence. The prophet Malachi closed off the sacred writings of the Old Testament, and then 400 silent years. After all man's failure to meet God's standard, perhaps He had abandoned us? Left us to our own doomed devices?

The day before Jesus came, Heaven was silent.

3. Men Were Looking for a Savior

Way back in the Garden of Eden, when Adam and Eve first sinned, God did not ONLY judge them. In His holiness He HAD to deal with sin, BUT he also gave a precious promise. A promise that those prophets reiterated time after time. The promise was of a coming Savior. That God would not leave the earth under the curse. That He would not leave His creation to destruction – but He promised to send a deliverer – someone to make a way back to Eden ... back to a restored relationship with God.

And men knew the promise, and they looked for the Savior.

The day before Jesus came, men were looking for a Savior.

4. God Was Checking His Watch

"When the fullness of the time had come"

When God Himself, in His perfect wisdom, was ready

The day before Jesus came, God was checking His watch.

This was the world the day BEFORE Jesus came. He arrived the next starry night in Bethlehem, and the world could never be the same again. He came and changed everything that matters. He became the spotless Lamb for the redemption of our sins.

He came, and lived and died to put away the curse that infested the earth. Oh, the weeds still grow ... the suffering continues ... but because He came, it has been dealt with. Jesus gave His life to overthrow the reign of sin. (Romans 8:18-22)

His arrival shattered the silence of Heaven. (Hebrews 1:1-2)

He came and fulfilled all the hopes and aspirations of those who sincerely looked for God's promised Savior.

He came at the perfect moment ... "When the fullness of the time had come."

Thank God that where sin abounded, GRACE did much more abound.

Everything changed when Jesus was born. Because He had come, all things were made possible. The poor would receive good news; the brokenhearted could be healed; the captives might be set

free; the blind receive their sight; the oppressed could be lifted up into liberty.

Of course, His arrival went largely unnoticed by most of the world – He was born in a common stable. But the "quietness" of His arrival in no way diminishes the significance of it. An unknown poet captured the latent prospects of that moment in these words:

That night when in Judean skies-The mystic star dispensed its light-A blind man moved in his sleep-And dreamed that he had sight.

That night when shepherds heard the song-Of hosts angelic choiring near.

A deaf man stirred in slumber's spell-And dreamed that he could hear.

That night when o'er the new-born babe-The tender Mary rose to lean-A loathsome leper smiled in sleep-And dreamed that he was clean.

That night when in the manger lay-The Sanctified who came to save-A man moved in the sleep of death-And dreamed there was no grave.

Thank God for the Christmas message. Thank God for robing himself in flesh, coming to this earth to save mankind from their sins. That is the real Christmas message!

Happy Christmas!

Remember there will be a Christmas Eve Service December 24th at 7 p.m.

Christmas comes to a post-war world – 70 year anniversary

By Chuck Wullenjohn

The largest armed conflict in human history, one that killed or injured tens of millions of soldiers and civilians, came to an end exactly 70 years ago. Beginning in 1939 and lasting six long, aching years, the war ravaged huge sections

of our world and left scars that continue to gnaw and fester today.

When the United States entered World War II and fully mobilized, its impact was deadly and decisive. At its peak in 1944, America's military numbered over 12 million men and women, of whom 7.6 million were stationed overseas.

When hostilities came to an end in September 1945, demobilization began swiftly, with the intent being to get as many people as possible home by Christmas. The effort was dubbed "Operation Magic Carpet." What occurred was a logistical nightmare involving all forms of transportation stressed beyond their limits.

The crush of military travelers overwhelmed seaports and railroads, creating a situation regarded as the worst traffic jam in the nation's history. In the Pacific, 179,000 troops traveled from battle zones to seaports on the West Coast from

Seattle to San Diego. On a single day, December 24th, 40,000 men and women returned from duty overseas. On Christmas day, 53,000 servicemen were stuck in the San Francisco area awaiting ground or air transportation. The situation was similar on the Atlantic coast -- 15,000 uniformed personnel were marooned in New York City alone. Local residents invited many home to share Christmas dinner.

Many interesting stories occurred during this time. Five sailors stranded in San Pedro, Calif., paid a taxi driver to take them to

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Tens of thousands of military personnel made it home in time to celebrate the first post-World War II Christmas with their families, but thousands more were stuck in transportation quagmire.

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ANNIVERSARY

CONTINUED FROM PAGE 5

Dallas, then another to drive the remaining four onward to Atlanta. The president of the Union Pacific Railroad learned of a group of Army nurses stranded in Los Angeles and turned over his private railroad business car to transport them east. In Glenwood Springs, Colo., townspeople provided a Christmas dinner in the train depot to all soldiers awaiting the clearance of snowbound mountain passes. As passenger trains leaving Chicago filled to capacity and disappointed troops packed the depots, the governors of Illinois and Indiana called out state militias to drive veterans home. A strike affecting Greyhound buses in 18 states compounded the gridlock.

In 1945, Christmas Day fell on a Tuesday and President Harry Truman declared a four-day holiday to allow war-weary workers extra time to share the holiday with families. And through "Operation Santa Claus," the Army and Navy attempted to process the discharge of military personnel in record time.

Though many could not get home and were forced to content themselves with long distance telephone calls, at least they had survived the war and safely returned. The matter of a few days or weeks would be of no consequence in the long run.

On Christmas Eve 1945, a

crowd of 10,000 gathered on the south lawn of the White House to witness the lighting of the colorfully decorated National Christmas Tree. The ceremony had been cancelled between 1942 and 1944, so this represented the dawn of a new era. President Harry Truman turned the switch lighting the tree, symbolizing the city lights now blazing peacefully around the globe.

"This is the Christmas that a war-weary world has prayed for through long and awful years," he intoned in his high-pitched voice. "With peace comes joy and gladness. The gloom of the war fades as once more we light the National Christmas Tree."

Christmas today is a special time of year for nearly all Americans, just as in 1945. The holiday may be more commercialized today than 70 years ago, but the warm feelings of togetherness and goodwill remain the same. As we celebrate the 2015 Christmas season, let's take a moment to remember those who sacrificed for us in the past and, of equal importance, to learn from history and take heed of its many lessons.

*From everyone
in the YPG Public Affairs
Office, please accept our
best wishes for a warm, happy
and safe holiday season.*

CHIEF'S CORNER

Holiday Safety Tips

Submitted by Chief of Police, D.L. Brown

With the aroma of Christmas in the air, YPG employees will be among the many holiday shoppers visiting local retail outlets in search of the perfect gift. In light of that I want to take the time to provide some Holiday Safety Tips for when you are out shopping.

1. Make a shopping plan.
2. Leave excess, unneeded credit/debit cards at home.
3. Ladies, carry a bag with a strap and when walking use the strap. Gentlemen place those wallets in a front pocket.
4. Park in areas with plenty of lighting or in an area near the store's entrance.
5. Do not leave handbags unattended in shopping carts and keep them zipped/snapped or closed when not removing items from them.
6. Lock your vehicle doors.

7. Place shopping bags in trunks when possible — out of sight.

8. When walking to your vehicle, remove your keys and keep them in your hand, so as not to delay entry at your vehicle.

9. Upon returning home, do not leave purchases in your vehicle.

10. Lock your doors and windows.

It is recommended that even though you want to show off that perfect Christmas tree that you do not put trees and presents near windows, as that puts them on display for individuals with bad intentions. Do your part to ensure a safe and a secure holiday season for you and your families; and as an added reminder, Law Enforcement Officers will be out on the streets doing their part to keep you safe. Stay alert and help protect them as they serve you. From our house to yours, Happy Holidays.

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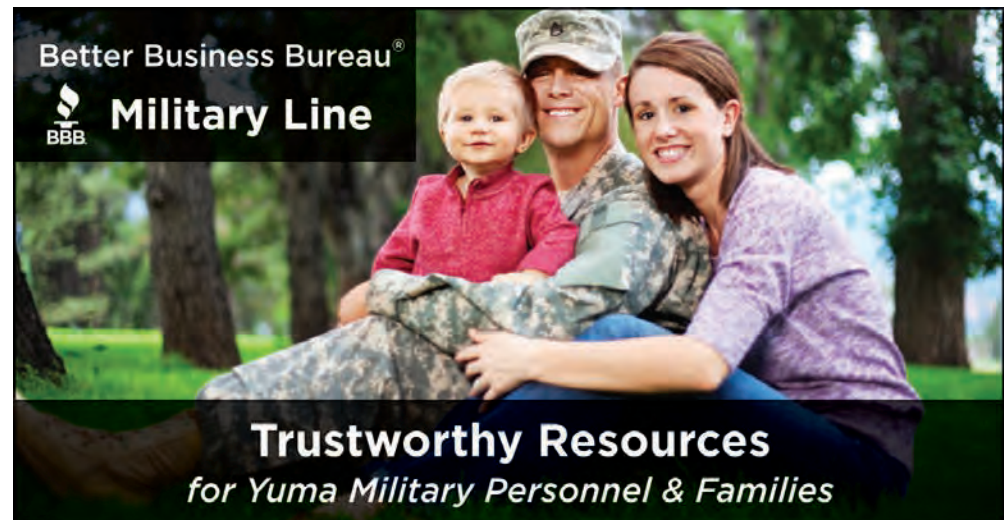
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YPG 'shines' at 2015 Military Appreciation Day



YPG Commander Col. Randy Murray (right, foreground) thanks Heritage Center Curator Bill Heidner for his participation in the festival as Visual Information Manager Riley Williams (left) and Public Affairs Officer Chuck Wullenjohn look on. (Photos by PAO staff)



YPG range optical measurements lead Tom Coz (left, forefront) is also lead singer of Tommy Coz and the Drifters, who headlined the main stage at the event.



YPG Marketing Specialist Teri Womack interacts with patrons at one of YPG's table displays at the festival, which was attended by well over 5,000 people



YPG Commander Col. Randy Murray delivered opening remarks for Yuma's Military Appreciation Day festival in downtown Yuma in early December, stressing the Army's presence in the community dating back to 1850 and thanking everyone for their unfailing support.



Staff Sgt. Aaron Ahn (left) and YPG Commander Col. Randy Murray talk during the festival. YPG's street display included a M119A2 105 millimeter howitzer, a High Mobility Multipurpose Wheeled Vehicle, and table displays of vintage Army helmets and replica firearms.

Laguna Army Airfield runways get makeover

By Mark Schauer

Whether it is as a launching point for tests of helicopters or unmanned aircraft, or for the takeoff of cargo planes full of parachutes under test or Special Forces jumpers undergoing training, YPG's Laguna Army Airfield (LAAF) is a bustling place.

With thousands of sorties per year, the airfield's runways have hosted an increase in traffic in recent years and are subject to a variety of unique hazards. Harrier fighter jets, for example, vent exhaust gasses hot enough to melt asphalt and have hard, high-pressure tires that are unfriendly to pavement. Further, the runways are occasionally struck by lightning, which can perforate the pavement. Yet the runways' greatest enemy is ordinary wear and tear from frequent, routine use.

"Over time, planes touching down leave skid marks," said Tandi Dillon, quality control manager for Duran Construction. "The rubber builds up and eventually destroys asphalt."

To keep the facilities in good shape, airfield operators ensure the runways are routinely fog sealed, or coated with diluted asphalt emulsion, to reduce the loosening of gravel aggregate from the existing asphalt. Loose aggregate can bruise the tires of a landing aircraft, resulting in increased maintenance costs and a potential safety hazard.

"If you don't periodically fog seal asphalt, it will dry out and deteriorate quickly," said Jim Walk, airfield operations manager. "Fog sealing every three to five years rejuvenates asphalt."



Laguna Army Airfield's runways are routinely fog sealed, or coated with diluted asphalt emulsion, to reduce the loosening of gravel aggregate from the existing asphalt. The most recent round of maintenance for the runways included sealing cracks and re-painting runway identification numbers, as seen here. (Photo by Mark Schauer)

Toward this end, the runways at LAAF have been recently fog sealed for the first time in four years. In addition to removing rubber buildup, contractor Duran Construction also oversaw the sealing of cracks in the runways' asphalt and the repainting of runway numbers and striping. The six-week project, which worked around routine airfield operations, left the runways with shiny blacktop and sharply visible runway

markings.

Constructed in 1943, the venerable airfield has seen a great deal of history, from hosting flights that supported initial testing of the Global Positioning Satellite (GPS) in the 1970s to serving as the takeoff point for the largest-ever payload extracted from a C-17 aircraft in support of a NASA test in 2009. Remarkably, some areas still have original runway material, and the

runways' strong sub-base came from gravel pits near YPG's main housing area.

"The concrete in front of the hangars is from World War II," said Walk. "Some of the concrete that has held up the longest is the oldest."

Though years away, airfield operators are already planning for the next round of routine maintenance, ensuring LAAF's viability into the distant future.



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Mortar training rounds tested as rigorously as other rounds

By Mark Schauer

U.S. Army Yuma Proving Ground's primary mission is to test equipment to ensure it works anywhere in the world. This includes virtually everything in the ground combat arsenal, including items that are meant for training men and women in uniform for combat.

The M769 Full Range Practice Round, which has the shape and characteristics of the 60-mm mortar round commonly used by combat infantrymen, is one such item. Though not used in combat, the Army and Marine Corps fully rely on the M769 to function safely and effectively in training situations.

"Like anything else, it has a specification the manufacturer is contractually obligated to meet: that specification is what the customer is asking for and paying for," said Brett Bowman, test officer. "Soldiers may be training with observers close by, and you don't want any abnormal flight characteristics that could potentially harm nearby personnel."

Toward this end, YPG testers conduct lot acceptance and cartridge testing on training rounds that are every bit as rigorous as any other projectile. Lot acceptance testing, the testing of a sample of munitions to ensure reliability, is a large part of YPG's munitions testing workload.

"When we perform lot acceptance testing, we test everything from the primer, the fins, the propellant, the body, and the fuze," explained Bowman. "This is a test of all of those past lots combined into a cartridge test, fired as it would be shot in combat."

Though mortar cartridges are

relatively small and simple, the cartridge's body integrity and components like the ignition cartridge must be tested for performance and safety. Likewise, performance characteristics of the cartridge, such as velocity, pressure, and range, must conform to set specifications.

These particular cartridges are completely inert. The only energetics are in the fuze with a shotgun-like shell that has a signature of flash, bang, and smoke to give both audible and visual observation of function. When you are training people on a system, you don't want them using high explosives while not knowing the system well.

Nonetheless, weapons operators and test personnel adhere to the same safety procedures they do when conducting evaluations of live rounds, such as firing the mortars remotely from behind a bombproof shelter. Likewise, the data gathered is similar to live mortars. Pressure transducers inside the mortar tube measure the pressure generated by the mortar's firing and two muzzle velocity radar units measure the velocity of the mortar in flight. High-speed cameras photograph the projectile 20 feet from the muzzle to ensure that metal parts, like the stabilizing fins that help it fly, remain intact, and another camera captures a close up look at the fuze to verify it has been set during firing.

"The main quantitative data that qualifies the rounds is our range standard deviation along with several other factors detailed in the MIL-SPEC for that type of round," said Bowman. "We have observers downrange triangulating the impact



Test Officer Brett Bowman (right) discusses the set-up of the gun position prior to the test of the M769. Weapons operators and test personnel adhere to the same safety procedures they do when conducting evaluations of live rounds, and the data gathered is similar as well.

location of the round to ensure it falls within its requirements."

Despite the high tech equipment, human observers are still critical to a successful test.

"We have backups for everything. If one misses it, others catch it," said Bowman.

After each mortar round is fired, Bowman reviews high-speed footage and waits for the pressure and velocity to be announced before calling for another round to be loaded. This pace is maintained until the last of the lot's rounds are fired.

While other test centers possess adequate land to conduct these tests, customers continue to choose and return to YPG for its flexibility and the ability to recover tested mortar projectiles. In addition to having crowded, heavily scheduled ranges, some test centers have firing ranges that are too contaminated by unexploded ordnance and other hazards to permit retrieving the



YPG weapons operators John Devine (left) and Daniel Zendejas prepare a M769 full range practice mortar round for a test fire. The inert round, which has the shape and characteristics of the 60-millimeter mortar round commonly used by combat infantrymen, is tested just as rigorously as a live mortar round. (Photos by Mark Schauer)

remains of a fired projectile for examination, a problem that doesn't exist at YPG.

Half marathon is twice as fun

By Yolie Canales

From famous ultra-marathoners and founders of the running revolution, to the ordinary man or woman on the street, everyone who has run a marathon has an interesting story to tell.

During the Health Clinic's 9th annual Half Marathon held early this month, two participants explained why they take part in the grueling competition. Tina Manns, Chief, Manpower & Force Management, said she did it, in part, to prepare for another run coming up in Tucson.

But there is more. "I partnered with Martha Wright and we basically did a walk/run of the entire 13 mile route," she explained. "It was a cool day and we did well. Kudos to the Health Clinic for sponsoring the event and having a good number of water points out there."

Martha Wright from YPG's Payroll Office said she did it to support YPG events and to prepare for the Cocopah Casino Yuma Territorial run taking place next month. "It felt good to participate, for the weather was perfect," she said.



Before the run began, Sgt. 1st Class Michael Wooley, Health Clinic NCOIC, went through a safety briefing with all two dozen participants. The event kicked off right at 8 a.m. as the clock signaled "take off" to set out on the 13.1 mile course. (Photos by Yolie Canales)



Volunteers help gather bighorn sheep



Over the weekend, Yuma Proving Ground participated with Arizona Game and Fish Department in gathering 30 bighorn sheep for relocation. Several of these sheep were gathered from YPG. This project is part of a cooperative effort to restore a healthy, viable and self-sustaining population of bighorn sheep in the Santa Catalina Mountains near Tucson. Handling of the animals was overseen by a team of biologists and veterinarians who monitored the health of the animals and collected data from each individual. The sheep were fitted with telemetry collars that will enable biologists to track them after release. These gathers are an important conservation tool for wildlife managers, especially for species with highly fragmented habitats such as bighorn sheep. (Loaned photo)

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Buzzed driving is drunk driving

The holiday season is right around the corner. As Americans prepare for festivities with family and friends, the National Highway Traffic Safety Administration (NHTSA) wants to remind all drivers that it's dangerous to drive after drinking. You have to choose your role before drinking begins: will you drink or will you drive? Remember, even if you only have a little bit to drink and think you're "okay to drive," you could still be over the legal limit, because "*Buzzed Driving Is Drunk Driving*."

Chris Lee, Army Substance Abuse Program Manager, explained the slogan: "A lot of people think they know their own limits. They think that if they're just a little 'buzzed,' then they're still good to drive." This couldn't be further from the truth. "Time and again, drivers who may have only had a couple of drinks put themselves and others at serious risk because driving with any alcohol in your system can be dangerous."

It doesn't take much to reach the dangerous level and you don't have to be falling-down drunk to be impaired to drive. When alcohol is consumed tolerance is developed. This allows some people to feel ok to drive even when there is still alcohol in their system, including

when blood alcohol content is above the legal limit, .08. That's why the Yuma County Sheriff's Office and Yuma Police Department are working with NHTSA to spread the message: *Buzzed Driving Is Drunk Driving*.

This anti-drunk-driving campaign aims to inform all Americans about the dangers of driving after drinking — even after drinking just a little. Drunk driving is a terrible killer on our nation's roads. In 2013, 10,076 people were killed in drunk driving crashes. This time of year is especially dangerous due to holiday celebrations and frequent parties. In December 2013 alone, there were 733 people killed in crashes involving at least one drunk driver or motorcycle operator. In 2013, a third (31 percent) of all crash fatalities in America involved drunk driving.

So this holiday season, NHTSA urges you to plan ahead: designate a sober driver. If you plan on drinking at all, don't plan on driving. Don't assume that you'll know whether you can safely drive or not at the end of the night.

Please remember these tips to avoid a DUI and keep our roads safe:

- Even one drink can impair your judgment and reaction time

and increase the risk of getting arrested for driving drunk or having a crash.

- If you will be drinking, do not plan on driving. Plan ahead; designate a sober driver before the party begins.

- When you know you'll be drinking, leave your keys at home or give them to someone else.

- If you have been drinking, do not drive—even a short distance. Call a taxi, a sober friend or family member or use public transportation. Try NHTSA's SaferRide mobile app,



which allows users to call a taxi or a friend by identifying their location so they can be picked up.

- Walking while impaired can be just as dangerous as drunk driving. Designate a sober friend to walk you home.

- If you see a drunk driver on the road, contact local law enforcement when it is safe to do so.

- If you see someone you think is about to drive while impaired, take their keys and help them get home safely.

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