

THE OUTPOST

Published for the employees and families of Yuma Proving Ground, Yuma Test Center, U.S. Army Garrison – Yuma, Cold Regions Test Center and Tropic Regions Test Center

U.S. Army Yuma Proving Ground, Yuma, Arizona 85365 Volume 40 No. 16 Tuesday, September 2, 2014

YPG testing impacts safety of parachutists

By Mark Schauer

In successfully conducting military operations, the United States has relied upon air superiority as an indispensable means of delivering equipment, supplies, and troops to remote areas.

Mass exit of paratroopers are useful for seizing isolated airfields deep behind enemy lines, which can then be used to receive and deploy more troops and armament. The tactic has been used by American forces since World War II and remains relevant today. There is far more to a successful combat insertion than simply jumping out of an airplane, though: In flight, mass jumpers can be impacted by the air disturbance called “wing tip vortex” created by all aircraft, even military cargo planes with wings sporting special finlets to help dissipate this downwash. Another problem is that as the weight of the aircraft increases, the laminar flow from that aircraft changes and has been shown to effect the minimum separation distance between parachutists. The weight of the aircraft affects the resulting wing tip vortices.

To cope with this and other potential problems caused by aircraft weight, C-17 cargo airplanes have a maximum weight limit for flights that accommodate mass jumps, a weight



LOANED PHOTO

A successful exit jump is far more complex than simply jumping out of an airplane. C-17 cargo aircraft have a maximum weight limit for flights that accommodate mass jumps to prevent mid-air collisions caused by the aircraft's backwash and prevent stalling at the slow speeds necessary for a safe insertion.

limit that was increased thanks to a gross weight test conducted by YPG air delivery testers that wrapped up last autumn. Currently, YPG testers

are breaking down data from the second phase, which is even more intricate.

“Our conclusion at the end of the

first phase of the project was that increasing the weight of the aircraft by 15,000 pounds had no significant

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CRTC employees
take advantage of
warmer temps

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IMCOM winners
recognized in
ceremony

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Safety Corner: You're
never too old for a
lesson in grilling

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Do You Know? ... Medicare

YPG workforce: I ran across this information and think it's great to share. If you have questions, please refer to the websites at the end of the article.

Medicare is health insurance for the following:

People age 65 or older;
People under age 65 with certain disabilities; and,
People of any age with End-Stage Renal Disease (ESRD) (permanent kidney failure requiring dialysis or a kidney transplant)

General Information:

Both CSRS and FERS employees must pay the Medicare Part A tax which is .45 percent of pay.

Generally, people who are over age 65 and receiving Social Security benefits automatically qualify for Medicare Parts A and B.

The Medicare Part B premium will be deducted from the monthly social security benefit.

Individuals who do not have at least 40 credits (quarters) in the Social Security System may pay the Medicare Part B premium directly to the Social Security Administration.

Eligibility

Federal employees are eligible for Medicare.

Enrollment

If an individual is receiving a Social Security benefit, they will automatically be enrolled in Medicare Part B at the age of 65 unless waived.

Additional Information

There are four parts to Medicare: Medicare Part A, Medicare Part B, Medicare Part C, and Medicare Part D.

Part A - Hospital Insurance is paid for by a portion of the Social Security tax. It helps pay for inpatient hospital care, skilled nursing care, hospice care, and other services.

Part B - Medical Insurance is paid for by the monthly premiums of enrollees and by general funds from the United States Treasury. It helps pay for doctors' fees, outpatient hospital visits, and other medical services and supplies not covered by Part A.

Part C - Medicare Advantage Plans (such as an HMO or PPO) allows you to choose to receive all of your health care services through a provider organization. You must have both Parts A and B to enroll in Part C.

Part D - Medicare Prescription Drug Coverage is voluntary and the costs are paid for by the monthly premiums of enrollees and Medicare.

Publications:

Electronic publications regarding Medicare and other Social Security topics are available at www.socialsecurity.gov/pubs/index.html.

Sign up for more information regarding all four parts of Medicare at their website: www.medicare.gov

Officials visit and learn about the YPG mission



(PHOTO BY CHUCK WULLENJOHN)

YPG is frequently visited by people from other organizations seeking to learn more about the proving ground's test mission. In late August 2014, several staffers from Senator John McCain's Washington DC and Phoenix offices stopped by for several hours, as well as two staffers from the Arizona governor's office, plus Brig. Gen. William Hall of the Arizona National Guard. It was quite a visit and each person came away with a great deal of new information under his or her belt.

THE OUTPOST

The Outpost is an unofficial publication authorized under provisions of AR 360-1. The Outpost is published every two weeks by the Public Affairs Office, Yuma Proving Ground. Views and opinions expressed are not necessarily those of the Army. This newspaper uses material credited to ATEC and ARNEWS. While contributions are solicited, the PAO reserves the right to edit all submitted materials and make corrections, changes or deletions to conform with the policy of this newspaper.

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Making the most of Alaska's short summer

By Yolie Canales

The people of the Cold Regions Test Center (CRTC) recently took advantage of the short but warm summer months to get out and enjoy some fun in the sun by participating in Organization Day activities.

Living and working in one of the coldest areas in Alaska, CRTC's workforce is happy to take advantage of fair summer weather that doesn't require them to get bundled up.

Organization Day activities ranged from canoe races to dodge-ball to egg tossing and much more. "It was a day filled with friendly competition, plenty of sunshine and good food," said Clara Zachgo, technical editor, who provided the Outpost with a number of photos.

Originally, Organization Day was a day set up for Soldiers to get out of their rooms and away from the stresses of everyday life, while spending time with their families relaxing and meeting new people. Eventually, civilians were included as active participants. Today, it's a day for everyone to let their hair down and build camaraderie and this is exactly what the people of CRTC did on July 24th.

The U.S. Army Cold Regions Test Center (CRTC) is located in the interior of Alaska on Fort Greely, comprised of over 670,000 acres of range, controlled airspace and support facilities. It is an important component of the Yuma Proving Ground team.



(PHOTOS BY JENNIFER LAWLESS)

Canoe races begin as competitors peddle with all their might hoping to win the competition.

Sgt. 1st Class Nathan Torello and Kyle Anderson compete in the big tire roll during the Iron Man relay.



The command team sprints diligently during the dodge-ball competition, however, Jeff Lipscomb (far right) is in no hurry, he is just having fun!

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The best of IMCOM recognized

By Yolie Canales

Several dozen garrison employees were recognized for a variety of reasons in a recent ceremony. Length of service, civilian of the quarter, certificates of achievement and the Achievement Medal for Civilian Service were among the many awards presented.

Presenting the awards were Yuma Proving Ground Commander Col. Randy Murray and Gordon Rogers, garrison manager. The awards presented were as follows:

Length of service certificates:

- 35 years:** Chris Lee
- 30 Years:** Jose Arguelles: 20 years military and 10 years federal
- 25 years:** Michael Amaya, Terree Fae Castello and Patricia Koenigs
- 15 Years:** Charles Beasley and William Clark
- 10 Years:** Shawn Baker, David Nieto Jr., Carlos Teran Jr., Billy Graves and Yolanda Zepeda
- 5 Years:** Steven Navarro, Brian Baker and Courtney Payne

Achievement Medal for Civilian Service: Connie Everly, Deborah Campbell, Ron Van Why and Regi Willoughby

Certificates of Achievement: Michael Brandon, Marla Lewis, Patricia Koenigs and Cheryl Orgeron

Civilian of Quarter certificate: Teresa Day

Garrison Manager's coin: Michael Kemmerer

Commander's coin: Diedric Cave and Deborah Wheeler

Commander's Letter: Jackie Bailey, Charles Beasley, Martin Loterbauer, Steven Houll, Connie Everly and Deborah Campbell

In addition to the above, Olin Pakkala and Payton Crawford were presented with certificates of appreciation for their participation in the Voting Contest Award competition.

Present at the ceremony was IMCOM Central Regions Director Thomas Shoenbeck, who was conducting installation visits throughout the southwest. He was extremely impressed with the professionalism and the amount of work that gets done right here at YPG.



Gordon Rogers (left), garrison manager, presents Olin Pakkala with a certificate of appreciation for winning the Voter Awareness Week Poster contest. Not available for photo was Payton Crawford.



Posing for a photo with Thomas Shoenbeck are Hernel Aitken and Cpl. Jasmine Carreon. Both were presented with the Garrison coin for their support during the recent Unit Voting Awareness Week.

(PHOTOS BY MARK SCHAUER)

YPG Commander Col. Randy Murray presents Debbie Campbell with a letter of appreciation.



Yolanda Zepeda, Youth Sports Director/Program Manager for Youth Services, is recognized by Gordon Rogers for 10 years of government service.



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VIEWPOINTS

Autumn is just around the corner, and Yumans are looking forward to cooler temperatures. We asked members of the workforce what activities they will do more often once the mild weather arrives.



Robert Olguin

Weapons operator

When the weather cools off, I run outside more and do more outdoor physical training. I can take my son out to the park more, too, instead of staying inside.



Danny Vargas

Warehouse specialist

Riding my motorcycle. I have a Yamaha Roadstar, a big cruiser, and it will be more fun when the weather is cooler. I just recently got it and want to meet more people out here who like to ride.



Ahmad Bandani

Mission pilot

More running. I run four or four and a half miles when it is hot and six or six and a half miles when it is cooler, five days a week. I've been keeping that schedule since June 12, 1989, when I entered Officer Candidate School.

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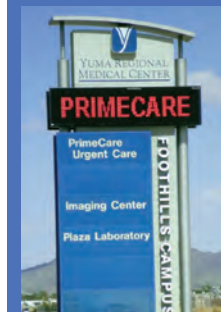


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(LOANED PHOTOS)

Airborne Soldiers participating in a mass insertion must contend with a roiling aerial sea caused by the backwash of massive cargo airplanes speeding through the air. YPG testers recently undertook an ambitious two week study of the life cycle of these aerial disturbances in an effort to reduce the amount of distance required between planes participating in a mass jump.

PARACHUTISTS

FROM PAGE 1

effect on the jumper interactions and minimum separation distance,” said Keith Allen, test officer. “Now we are transitioning to the second phase of this project, which is to examine the wing tip vortices that come off the C-17 aircraft and analyze this problem in a formation airdrop. What we are primarily concerned with is the behavior of the vortices and the risk of jumper-vortex interactions, as well as their severity.”

Air behaves like a fluid, and the air disturbance left by massive cargo aircraft speeding through the sky are extremely turbulent and fast, radiating off the tips of the wings at hundreds of feet per second.

Though the wings of military cargo planes sport special finlets to help dissipate this downwash, the extreme turbulence is an invisible, but dangerous adversary to combat jumpers that must be mitigated.

“All aircraft create a wake vortex, just as a speed boat produces a water wake behind it,” said Allen. “It’s the same principle with an aircraft, only you can’t see it: it is an air disturbance. These vortices have been shown historically to be very strong and extremely turbulent. The commercial passenger and cargo aviation industry studies these vortices at airports worldwide everyday, which drives take-off and landing times.”

Thus, airborne Soldiers participating in a mass insertion must contend with this roiling aerial sea as they descend to the ground. To negotiate these conditions safely, the formations of C-17s carrying jumpers are required to keep a minimum distance from each other: if this distance could be shortened, more Soldiers could reach the ground and enter the fight faster. However, vortices, hazardous air disturbances from previous planes, have the potential for deadly consequences for

“If the vortices that come off these aircraft don’t get dissipated or blown off the drop zone, the parachutists who deploy from following planes face the risk of contact. This can result in collapsed parachute canopies.”

— Keith Allen, test officer

Soldiers in subsequent formations of planes.

“If the vortices that come off these aircraft don’t get dissipated or blown off the drop zone, the parachutists who deploy from following planes face the risk of contact. This can result in collapsed parachute canopies,” said Allen.

To try to discover a shorter distance that safely avoids these dangers, YPG testers undertook an ambitious two week study of the life cycle of these vortexes, using a small DHC-6 Twin Otter aircraft equipped with LIDAR to fly above a massive C-17, scanning the wake it left behind. While pilots and jumpers in a combat situation would prefer to avoid aerial disturbances, the testers actively sought them out, changing their flight approaches in realtime to accommodate different wind and weather conditions. The vortices dissipate as minutes elapse, which made this even more challenging.

“We changed the run-in of the C-17 through all these passes depending on where the winds were coming from,” said Allen. “We wanted to get as many different atmospheric conditions with respect

to the aircraft as we could to really measure the difference with what happens to the vortices.”

Additionally, the testers flew missions across all hours of the day and night, and over different terrain features. The LIDAR used to scan the air disturbances caused by the vortices is sensitive enough to pick up everything within the scanned area, including wind, thermals, and ground effects that were unrelated to the C-17 passing through the area. To be useful, this data had to be separated out from the effects of the C-17 in time and space, a time-consuming task. Despite these challenges, Allen said 90 percent of the test’s 158 flights yielded usable data.

“Your model is only as good as the data you are putting into it,” he observed. “Something like this is so complex that you can’t possibly simulate every scenario, so you have to be smart about how you do it. You have to understand what assumptions and biases you are making, and eventually you will have to manage your risks and validate your assumptions with actual flight testing, first with mannequins, then graduating to live jumpers.”

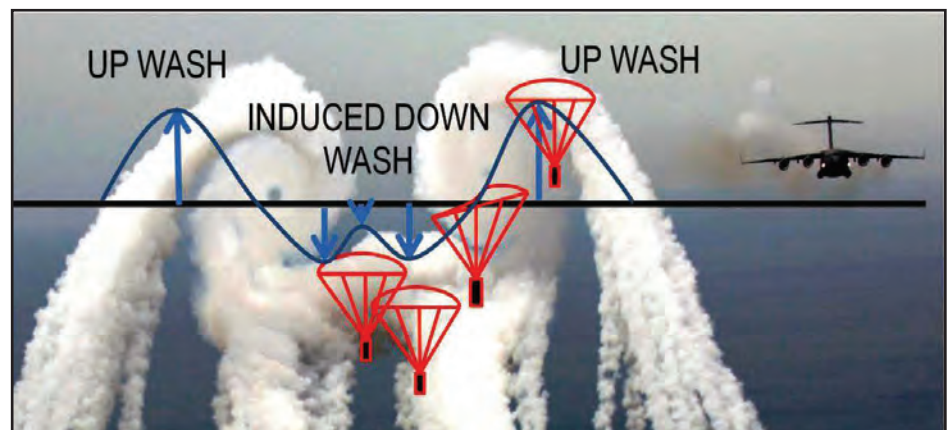
YPG testers are still processing the data from these flights, but hope to conduct similar testing in different natural environments in the future. Allen says the information learned in this testing will be useful to other air drop activities, both at YPG and beyond.

“This is applicable not only to the military, but in a commercial sense,” said Allen. “Our main goal is to characterize the behavior, strength and dissipation rates when the vortices encounter different atmospheric and flight configurations.”



A single C-17 cargo aircraft can hold 100 airborne Soldiers, making it a powerful platform for force projection far behind enemy lines. YPG’s recent testing of aerial vortexes caused by the heavy planes means more Soldiers can enter a fight in a shorter period of time.

To study the vortexes caused by cargo planes, YPG testers conducted more than 150 flights across all hours of the day and night for two weeks, using a LIDAR-equipped chase plane to characterize the aerial disturbance left in the plane’s wake. The testers frequently changed their flight approaches in real time to accommodate different wind and weather conditions.



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SAFETY CORNER

Up in Flames

By CWO 4 KELVIN L. MILLER, Fort Stewart, Georgia

I have always taken safety seriously. However, after 18 years of sitting through the same safety classes over and over again, they tend to become mundane. In fact, it had gotten to the point where I could predict what the presenter was going to say. So why continue to sit through these classes? I'm an old guy, I've been married most of my career and I do not fall into any of the high-risk categories. I've learned, however, that you're never too old or experienced to do something stupid.

It was a four-day weekend — and about two days after the customary holiday safety briefing. I was in my backyard, preparing my grill to barbeque steaks and chicken. I arranged all of the charcoal into a little pyramid at the bottom of the grill, added lighter fluid and lit it with a lighter. The coals started to burn well and it looked like I had a good fire. I then placed the lighter and lighter fluid a safe distance from the grill and went into the house to check on the meat. When I returned, the coals were turning white and the needle on the grill's temperature sensor was rising. Pretty soon I'd be cooking ... or so I thought.

I bounced back and forth between checking the grill and getting the meat ready. After about 20 minutes, though, I noticed the grill was losing heat. I checked the coals and they were not burning like they should. I decided they needed more lighter fluid, so I gingerly added more. I thought the coals would immediately ignite the lighter fluid, but they didn't. For some unknown reason, I closed the top of the grill and reached for the grill lighter.

At first, I could not find the lighter, but then remembered I had placed it away from the grill. After about two minutes, I opened the cover on the grill and attempted to light the coals. But the lighter would not light. After a

quick check, I tried again. I was about five feet away from the coals when the lighter ignited. What happened afterward reminded me why I should have paid more attention to those grill safety classes. I could see the vapor from the evaporated lighter fluid in the air about a second before I started the lighter.

Unfortunately, the conscious part of my brain did not send the, "Hey, stupid, don't do that!" signal to the rest of my body in time. The flame from the lighter immediately ignited the vapor, creating a huge fireball. Although the conscious part of my brain had failed me, the subconscious part did not. It was instinct that caused me to close my eyes, turn my head to the right and dive backward away from the fire. Luckily, the fireball disappeared as fast as it appeared. I laid on the ground in shock over what had just happened. The lower part of my arms, my eyebrows and all of the hair on top of my head turned white. I looked like a frostbitten old man. I received only mild first-degree burns similar to sunburn. Lessons Learned

Never be complacent around flammables. The temperature from the coals, the outside air temperature, the elapsed time and the confined space caused a dangerous buildup of lighter fluid vapor. Once a spark was added, a fireball was almost a definite result.

It is best not to use lighter fluid to start your coals. There are cheap alternatives to lighter fluid that are safer for you and better for the environment. However, if you must use lighter fluid, wear the proper personal protective equipment. Goggles will help protect your eyes, and a long-sleeved, nonflammable shirt can shield your arms. Most importantly, always have respect for fire. Complacency is a sure-fire way to send your barbecue, and possibly more, up in flames.

CHAPLAIN'S CORNER

What did you do this summer?

By Chaplain (Maj.) Douglas Thomison

Good day Yuma Proving Ground. Well, the kids are back to school. As in years past, some children are excited to return to school and others are not (kids returning to school and excitement level probably holds true with parents as well).

I don't know if it is still the case, but I remember on the first day of school the teacher asking the class, "What did you do this summer?" Some kids would have something electrifying to share, and some would not. Speaking on behalf of my family, we had an awesome summer and some positive experiences to convey.

One of our family highlights included visiting as well as climbing the cliff dwellings of Mesa Verde, Colorado. If you are not familiar with this National Park, long before President Theodore Roosevelt established it as such in 1906; it was settled by Native Americans over 800 years ago. Over time, Native Americans would build many elaborate house dwellings in the cliffs. Today, with over 650 cliff dwellings, it is the largest

archaeological preserve in the United States.

From the park entrance to the dwelling sites, it takes approximately one-half hour of driving, but it is well worth the effort. You see, one has many options of which ancient cliff dwellings to tour. The one we enjoyed most was Balcony House. Mesa Verde advertises it as the most adventurous cliff dwelling tour in the park and you may enter Balcony House by ranger-guided tour only. During this trek one will pass through a small tunnel on your knees, enter passage ways, and climb two sets of ladders and then look out over miles of beautiful mountains. But the highlight is climbing the largest ladder, the 32-foot ladder. You climb with two people abreast and about a dozen or more climbers scaling the ladder at once. No regrets!

Yes, Mesa Verde was a memorable experience. The kids are indeed back to school, and I am reflecting on the summer and counting my blessings. The Holy Bible says, "Bless the Lord, O my soul, and forgot not all his benefits." (Psalm 103:2) It was a great summer. Have a blessed day YPG.

Boost Your Barbeque IQ

Outdoor grilling can be fun, but there is a risk for serious injury and property damage for those who are careless. The following guidelines provided by the Home Safety Council can help you minimize your risk and ensure your grilling experiences are always fun, safe and successful.

- Stay by the grill and pay close attention the entire time food is cooking.
- Designate the grilling area a "No Play Zone" and keep kids and pets away until grill equipment is completely cool.
- Position your grill at least 10 feet away from other objects, including the house and any shrubs or bushes.
- Before using a gas grill, check the connection between the propane tank and fuel line to ensure it is working properly and not leaking.
- Never use a match to check for leaks. Instead, rub the hose line with a dishwashing liquid and water solution. If you see any bubbles or detect a leak, immediately turn off the gas and don't attempt to light the grill again until the leak is fixed.

When lighting a charcoal grill, do it right the first time. Choose pre-treated charcoal or carefully follow directions on the charcoal starter fluid can. Once you have lit the charcoal, never add more lighter fluid, as it may cause the can to explode. Use paper or kindling to help a slow-starting grill.



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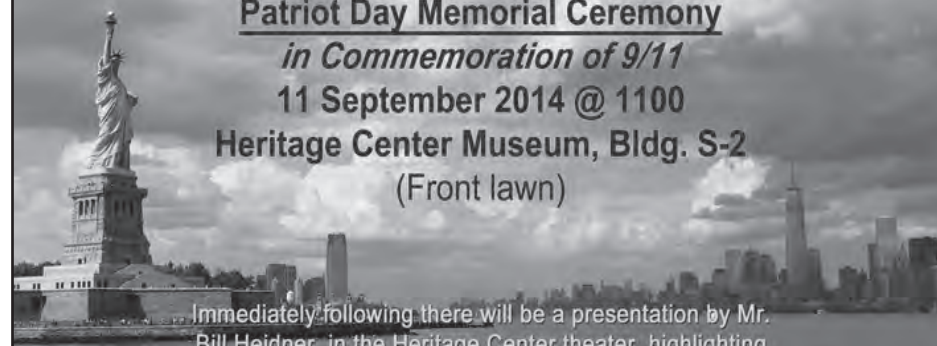
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Ice Bucket challenges are a 'No-Go' when in uniform

IMCOM NEWS

The "Ice Bucket Challenge" is viral on the Internet. Although raising research funds and awareness for Lou Gehrig's disease (amyotrophic lateral sclerosis or ALS) is a noble effort, this activity is not to be performed by Service Members while in uniform.

Service members or military units who have participated in internet videos of this promotion while in uniform or acting in an official government capacity should remove that content from social media sites immediately.

The Joint Ethics Regulation (JER 3-209) prohibits federal activities that imply endorsement or preferential treatment to non federal organizations. Military members who support this effort must do so out of uniform.

The "Ice Bucket Challenge" is a fundraising/awareness campaign promoted by a nonprofit organization -- and military members are prohibited from endorsing a fundraising campaign in an official capacity.

There are also a number of hazards associated with shocking the human body with cold water.

The real danger however, is the trend of people trying to 'one-up' each other with more and more extreme deliveries of ice water.

Jumping from elevated surfaces, standing awkwardly on ladders, or dramatic movements in vehicles are becoming more and more common. Each presents an unacceptable risk to our force.


Service members and DOD civilians are free to support fundraising efforts as long as they do so as a private citizen.

Tips for families who want to become volunteers


Sometimes busy schedules can allow for little family time. Volunteering provides a great opportunity to devote time to spend together. Life lessons can be taught through service. By volunteering as a family, you have a chance to expand the perspectives of your children/teens and expose them first-hand to new issues. Talking them through their activities can help them reflect on their experience and grow in their understanding. It can also encourage life-long volunteering. When families volunteer, children/teens are more likely to develop the habit of giving back to their communities, and are more likely to volunteer on their own in the future.

Contact the Army Volunteer Coordinator (AVC) here on YPG. AVC will assist your Family in the search. Opportunities are there that can accommodate the skills, interests, and maturity of all Family Members. Discuss possible Volunteer opportunities with your Family. This can be a great way to help children/teens think about what matters to them and can help you learn about each other as a family in new ways. Make the decision together as a Family. It is a great way to ensure that everyone accepts, willingly supports and participates in something together.

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September 2014



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 9/16/2014 0900-1000 and 1300-1400 Negative Bias, Hunt The Good Stuff and Avoid Thinking Traps

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