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DESERT WARRIOR

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June 9, 2011

Hornets, Harriers team up in Afghanistan



Photo by Pfc. Sean Dennison

An F/A-18 Hornet from Marine Fighter Attack Squadron 122 and an AV-8B Harrier with Marine Attack Squadron 513 fly together after both completed aerial refueling in Helmand province, Afghanistan, May 22. VMFA-122 flew with VMA-513 during the first three days of the latter's combat operations to help familiarize the Harrier squadron with the area of operations they would be flying over for the next several months.

Nightmares soar with VMFA-122

Pfc. Sean Dennison
 Desert Warrior Staff

KANDAHAR AIRFIELD, Afghanistan — There was a different sort of roar across the southwestern Afghan skies, May 21. For the past year, Marine Corps F/A-18 Hornets reigned over the airspace, providing much needed close-air support to coalition forces below.

But for the first time since May 2010, another Marine Corps jet soared overhead — no better friend for coalition troops in Nimroz and Helmand provinces, no worse enemy for the insurgents who operate in southwestern Afghanistan.

AV-8B Harriers with Yuma-based Marine Attack Squadron 513 joined the Hornets that day,

supporting NATO International Security Assistance Force operations in Afghanistan.

“Fixed-wing aircraft that support joint tactical air requests are critical,” said Brig. Gen. Glenn M. Walters, the commanding general of 2nd Marine Aircraft Wing (Forward). “We’re a key element in the Helmand and Nimroz provinces.”

The two provinces are known areas of insurgency, and VMA-513, according to Lt. Col. Peter Lee, the Harrier squadron’s commanding officer, will help “neutralize or eliminate mid- to high-level insurgent control structure.”

“We’re allowing people to rebuild their lives,” said Walters, “to teach their children to

see **TEAM** page 6

TRICARE goes cyber to help quit smoking

Lance Cpl. Laura Cardoso
 Desert Warrior Staff

TRICARE now offers new online counseling benefits to help members quit smoking.

Smoking cessation counseling is a covered benefit for all non-Medicare eligible TRICARE beneficiaries who want to quit.

Counseling may be presented by a TRICARE-authorized provider who’s properly licensed or certified.

There is no requirement for the beneficiary to be diagnosed with a smoking-related illness to use the program.

All TRICARE beneficiaries can get smoking and smokeless tobacco cessation support through DoD’s website, www.ucequit2.org. The site offers interactive, web-based tobacco cessation training, live chat time with trained tobacco cessation coaches, a quit plan and calendar, text quitting tips, a savings calculator and games geared toward quitting.

The website also provides medication information, news articles, podcasts, widget updates, and special monthly features.

Train2Quit, a new online support system that uses interactive components such as quit tools, self-assessment questionnaires, quizzes, and activities to help tobacco users quit for good is another available program.

The system features a customizable quit plan that will show individuals how to beat cravings, overcome weight gain, and cope with the effects of nicotine withdrawal.

Users can create their own personal, step-by-step plan, with a calendar to track progress and record the milestones of quitting.

Callers can speak to trained representatives to locate needed resources and live chat via Internet is available seven days a week, 24 hours a day to help connect those who are ready to leave tobacco with the support they need and have their questions answered.

To get more information on the counseling benefits, contact TriWest’s tobacco cessation page at www.triwest.com/tobacco or TriWest Tobacco Quitline at 1-866-244-6870.

Quick Assist Loans Program: Earning their name every day

Lisa Aszklar
 Navy/Marine Corps Relief Society

Quick! How much is 15 minutes of your time worth?

If you said \$300, you’re right, thanks to Navy-Marine Corps Relief Society’s Quick Assist Loan program.

The QAL program is the NMCRS’s alternative to high interest payday loans. With an application process of just 15 minutes, it offers the same speed and ease of a payday loan, without any of the stigma or risks associated with predatory loans.

The QAL is a need-based, no-interest loan designed to help with basic living expenses, transportation or vehicle repairs, medical and dental costs and family emergencies.

Ben Franklin once said, “beware of little expenses; a small leak will

sink a great ship.”

Think of a QAL as the damage control plug that can fix the leak and allow the ship to remain afloat.

With a maximum loan amount of \$300 and requiring only a Leave and Earnings Statement and an active duty ID card as proof of obligated service, absence of fines and sufficient income to repay, the QAL is a lifesaver for many Sailors and Marines. Only active duty service members are eligible.

One of the society’s newest and most successful offerings, the QAL program is similar to all of the society’s programs in that sailors and Marines do not need permission from their chain of command to obtain one; simply fill out the application on our website or in an NMCRS office.

A service member is allowed up to two QALs per 12 month period. Funds are issued directly to the service member, not the creditor.

Repayment must be completed within 10 months by allotment. In addition, the service member is allowed only one outstanding QAL at a time.

To make the entire process even easier, NMCRS offices worldwide have arranged for local banks or merchants to cash the QAL check so overdraft fees never come into the picture.

Because the NMCRS has a mission of financial education and helping service members achieve financial self-sufficiency, should a third QAL ever be needed, a spending evaluation is required.

NMCRS Executive Vice President Jan Gaudio says the NMCRS is committed to combating the dangers of predatory lenders and the QAL program is a critical component of that commitment.

see **QUICK** page 6

Single Marine Program promotes leadership with Star Card

Lance Cpl. Laura Cardoso
 Desert Warrior Staff

The Single Marine Program recently pioneered a Star Card which allows service members to earn additional discounts on their already low priced trips to places such as Las Vegas, the Grand Canyon or a simple beach weekend.

For every SMP event, be it volunteer or recreation, participants will receive a signature on their Star Card. Eight signatures reduce the next trip cost by \$20, and 16 signatures knocks off \$50.

“We tried to find a way to entice people to come out more, have fun and participate in the program more often,” said Jude Crouch, SMP coordinator. “It encapsulates healthy lifestyles and good recreation time.”

Only one card per person may be issued at a time,

and it can only be signed and approved by authorized SMP staff. Cards are available at the SMP office in building 645 or the recreation center just east of the chow hall.

Discounts cannot be combined for use on a single trip and only two participants per trip will be able to use a discount on a first-come, first-serve basis.

The card concept has spread to Marine Air Control Squadron 1 Sgt. Maj. Carlos Reina, who adopted the idea and has already passed out cards.

“I want to encourage the Marines to volunteer,” said Reina. “I’d like the Marines to be engaged and working with the community to show them that we care and we are willing to give something back to them.”

The program is meant for on-the-spot recognition of Marines doing the right thing. Staff noncommissioned officers, authorized to validate the cards, reward Marines for volunteering and making right choices.

Reina stressed that single Marines here in Yuma who

think they don’t have much to do, need to look at what the SMP has to offer.

“You can’t tell me there is nothing to do here,” Reina added. “The SMP gives us so much to do. This is one of the best SMP centers I have come across. Marines need to take advantage of it.”

Reina also mentioned the fact that it keeps Marines busy and out of trouble in town.

“It’s a win-win situation,” he added. “When a Marine goes out and has a good time, he comes back and tells his buddy, ‘Hey look I went to this cool trip.’ Next thing you know, more Marines become involved and the more Marines involved, the better off we all are.”

As the pilot program, it is still working out the kinks,



and the idea of rewarding Marines with days off is in the works, according to Reina.

The SMP center hopes to see more units join in on the idea and encourages Marines to participate.

For more information contact the SMP center at 928-269-6556.

Coming to America: Otu's voyage

Cpl. Daniel Malta
Desert Warrior Staff

Cpl. Kwesi P. Otu, stepped outside of Ghana for the first time in his life less than four years ago, headed for the U.S. expecting something a little different from what he found.

"When my father and I landed in America, I honestly didn't believe we had arrived. It looked nothing like Hollywood," he said. "I wasn't expecting to see vagrants or even trash on the street, so it was a bit of a shock."

Otu had one goal coming to America. He wanted to see his mother, who had been living in New Jersey the 12 years prior to Otu's arrival to the U.S.

After a couple weeks staying with his mother, an old family friend stopped by. This friend had just graduated Marine Corps boot camp and was strutting around in his Service "C" uniform, which caught Otu's eye.

He remembered what his friend was like back in Ghana and admired the change he saw.

"He really seemed like a better person. He had this new confidence about him," said Otu.

Otu was so impressed and intrigued, it ultimately led him to join the Marine Corps.

Before long, Otu was standing on those famous yellow footprints at Ma-

rine Corps Recruit Depot, Parris Island. His only knowledge of boot camp being what he had seen in promotional videos.

"I knew they were going to scream, but I couldn't fathom they'd be screaming just for the sake of screaming. It was definitely a shock. I couldn't believe what I had gotten myself into," explained Otu.

Since boot camp, Otu has traveled to a number of different places, like North Carolina, for his Military Occupational Specialty school, two deployments to Djibouti, Africa, and northern Japan for Operation Tomodachi.

Currently he works for Installation Personnel Administration Center as an administration specialist at Marine Corps Air Station Yuma.

Otu claims to have learned everything about America through the Marine Corps, not really knowing if what he has gathered rings true to all Americans or simply Marine Corps culture.

"The people you work with and their attitude is really what makes or breaks your opinion of the Marine Corps," he said.

Before coming to the U.S. and joining the Corps, Otu was born and raised in Ghana, and experienced a life different from what most Americans assume when they hear he is from Africa.

"People always ask me if I have pet a lion, ate elephant and other equally ridiculous things," he said. "I've owned

a TV since I was born, I've never seen a blood diamond and I don't know much about slavery."

Being constantly asked questions about Africa, Otu was slightly hesitant to share, but did his best to explain the biggest differences in culture.

"It takes a lot to piss someone off from Ghana, and things like racism do not exist," said Otu.

The Ghanaian's sense of tolerance is a strong characteristic of their culture, which is why Ghana is such a great place in his eyes.

When Otu started explaining the other major differences in culture, he started and then restarted several times before finally giving a better example.

He explained that a teenager in his country might be extremely more influenced by western film and advertisements than any American teen. Americans take these things and subconsciously conform and mold themselves, according to Otu.

Worried that his example would not get the point across, he added, "A lot of Ghanaian teenagers are so impressionable, you might see someone in a leather jacket in the middle of an African summer in attempt to emulate some movie or television show."

Although Otu is not the type of person to fall into western pop-culture, his only opinion of America before joining the Corps, by no mistake of his own, was through the movies and television.



Photo by Cpl. Daniel Malta

Cpl. Kwesi P. Otu is from Accra, the largest city in Ghana, where he was born and raised. Otu, who came to America four years ago and joined the Marine Corps, is currently working as an administration specialist at the station's Installation Personnel Administration Center.

Regardless of his opinion, Otu has Marine Security Guard and is planning made the career decision to serve as a to re-enlist as soon as he can.

DESERT WARRIOR

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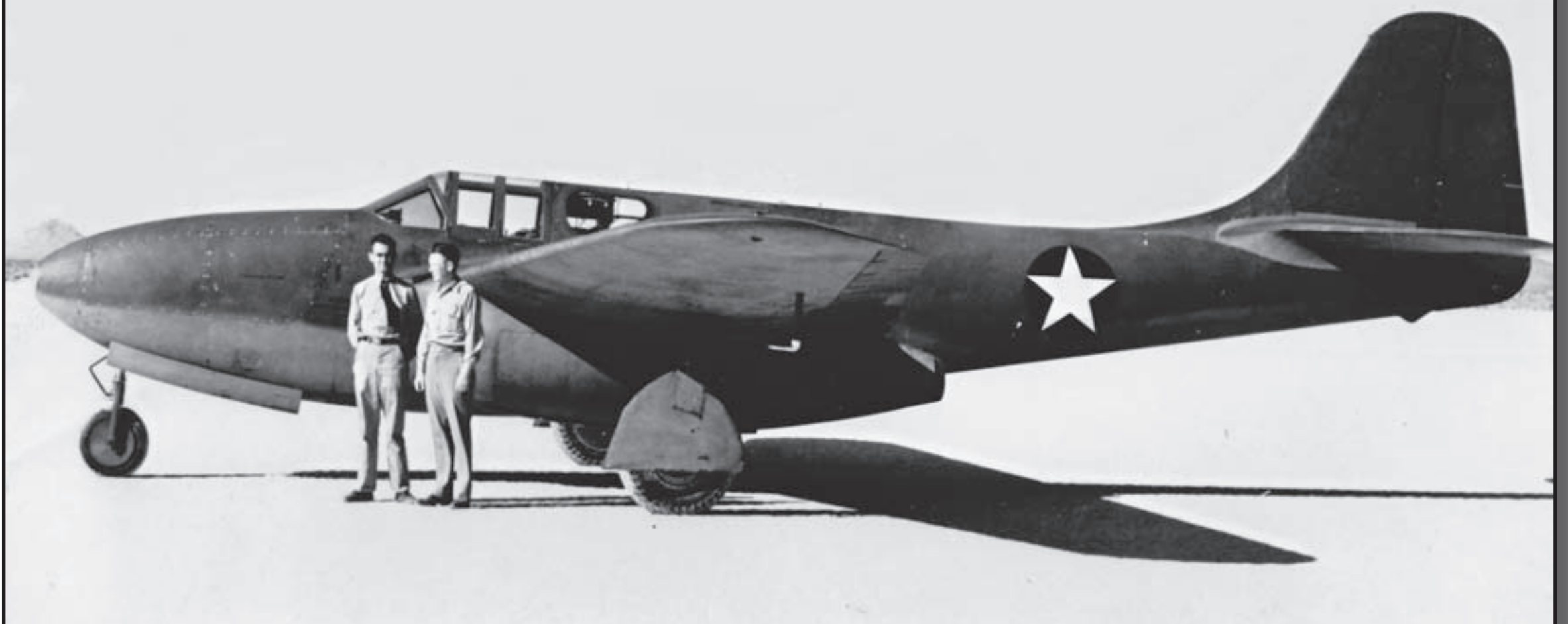
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Wise guy becomes 'jack of all trades, master of many'

Ken Kula
Atlantic Flyer

The centuries-old saying, "jack of all trades, master of none," rings of generalities, and points to someone who isn't particularly good at any one thing.

Marine Staff Sgt. Robert Wise III seems to be the opposite; a jack of all trades, and a master of many. Wise is a Bell UH-1N helicopter crew chief, a job that carries heavy responsibilities. Add that to his current job as a Marine Aviation Weapons and Tactics Squadron 1 weapons and tactics instructor, and one can truly say he's a master of many trades.

WTI is essentially the Marine's "Top Gun" instructor course. Wise teaches other Marine instructors how to train their personnel to execute

the weapons and tactics of the UH-1N helicopters and how the "huey" integrates into the Marine Air Ground Task Force.

Getting orders to MAWTS-1 at Marine Corps Air Station Yuma, Ariz., is an honor. One doesn't apply for the job; but is nominated by superiors who recognize the leadership and technical skills displayed while on the job.

"The definition of a crew chief is an air crewman assigned aboard the aircraft for the performance of duties necessary for the successful completion of the mission. I am a UH-1N and UH-1Y Huey crew chief. My primary duties are to be a subject matter expert on all mechanical functions of the Huey," said Wise.

Wise also performs maintenance on the AH-1W Cobra attack helicopter, and the newer AH-1Z. He performs both the pre-flight and mandatory 2-hour post-flight inspections to clear helicopters for its next flight.

Additional crew chief duties include scheduled and unscheduled maintenance, phase inspections, and tracking and balancing the main and tail rotors. In other words, he's a quality assurance mechanic for the UH-1N/Y and AH-1W/Z helicopters in his unit, too.

He flies aboard the functional check flight that occurs after maintenance work is completed, and he certifies that the work was done correctly and the aircraft is ready to return to duty.

Crew chiefs can change engines and rotor blades in the field, given basic tools and equipment. Afterward, balancing rotor blades and setting their pitch on the UH-1N is not unlike setting the timing on an old auto engine. Wise explained that by using thin strips of reflective tape and a hand-held light, he could check the tail rotor blade pitch and alignment, with engines running at full power. A similar process is used on the main rotor blades.

Minute changes in weight make a big difference for blades spinning as fast as modern helicopter blades do. There are small compartments located on top of the attach points where the blades are joined to the rotor mast assembly, accessed by a screw cap. A favorite unit of weight is a spent bullet or two, which are individually deposited in a compartment. The engines and rotors are run at full power, the balance checked, and if needed, stopped for more changes. The adjustments are all intuitive and done by hand on the UH-1N; adjusting and setting the pitch and



Staff Sgt. Robert Wise III, Marine Aviation Weapons and Tactics Squadron 1 instructor, works on one of the many helicopters that have made him a subject matter expert on all mechanical functions of a Huey. He also performs maintenance on the AH-1W Cobra attack helicopter and the newer AH-1Z. As a crew chief, he can change engines and rotor blades in the field with basic tools and equipment, illustrating a small portion of Wise's vast knowledge and responsibility.



Photos by Ken Kula

Staff Sgt. Robert Wise III poses with a UH-1N Huey. His vast knowledge of the aircraft ensures that it is functioning properly and has earned him an instructor position in Marine Aviation Weapons and Tactics Squadron 1.

balance of a new rotor blade can easily take a full day or more.

Engine changes involve a large amount of time to make adjustments to various systems. After a new engine is installed, it is subjected to numerous cycles of maximum and idle power to set throttle, fuel flow, and other control settings. Adjusting the mechanical control tubes is a time consuming process required to find the correct range of motion of various engine and flight controls.

Besides maintaining his helicopter on the ground, a crew chief has even more duties when he flies. Wise has approximately 1,400 flight hours, between operational missions and FCFs.

"We are a utility aircraft, so our mission changes daily. We, as Huey crews, try to be as well rounded as possible so that we are ready for anything the ground forces need," Wise added. "I assist the pilots during confined area landings by clearing the aircraft of obstacles that the pilots can't see."

He acts as the liaison with ground forces during insertion and extraction operations, and ensures his passengers' safety and well-being during flight.

There are usually two cockpit members and either two crew chiefs, or a crew chief and an observer in

the back passenger cabin of the UH-1 helicopters.

"My other duties include manning the crew-served weapon systems during combat operations," said Wise. "On the Huey we have .50-caliber machine guns and 7.62 mm machine guns [including] the M-134 six barreled mini-gun."

Wise carries a huge amount of knowledge with him when he boards a UH-1 helicopter. He knows the maintenance, the systems, the armament and the employment methods of the aircraft inside and out.

"My favorite part of the job is varying missions of being a crew chief on a utility aircraft. Every day there is a new challenge or mission. Shooting 3,000 rounds a minute from a mini-gun while standing next to a rocket pod with rockets being fired under my feet is definitely a fun aspect of my job," said Wise.

"Sometimes there are some very long days needed to keep the aircraft flying. But even that can be fun at times," Wise concludes as his least favorite part.

Through his duties at MAWTS-1, Wise is not only a subject matter expert, but also an educator who passes along his knowledge to other instructors who'll teach more Marines in the field. He's a teacher, a mechanic, a gunner, an observer and a coordinator; a "jack of all trades, master of many."

Smartphones help combat PTSD with new application

Cpl. Graham J. Benson
Desert Warrior Staff

The Department of Veterans Affairs recently launched a free smartphone application in April designed to help veterans battling post traumatic stress disorder and other mental health issues.

Since its launch, the PTSD Coach mobile app has been downloaded by more than 5,000 users, the majority have been in the United States, however, it has also been downloaded in small numbers in 25 other countries.

"This new tool is about helping veterans and service members when

and where they need it," said Erik K. Shinseki, Secretary of Veterans Affairs. "We are encouraged so many have already downloaded this resource and hope many more will utilize this convenient tool and access VA services."

The app allows its users to track their PTSD symptoms, suggests sources for various types of support, provides accurate information about PTSD, as well as tips for managing symptoms on the move, according to the VA.

The innovative approach to assisting the many veterans struggling with mental health issues after almost a decade of war, has received nothing but positive feedback so far, boasting a perfect customer review record on Apple's iTunes store, where the app is available.

The VA reports it has also already helped funnel service members to

the Veterans Crisis Line, which provides direct assistance to a distressed veteran over the phone and can schedule them for an appointment or immediate counseling if needed.

"I think it's cool that they're staying up with technology to help Marines," said Cpl. Jeremy Martin, Headquarters and Headquarters Squadron weather forecaster, who recently spent a year deployed to Afghanistan.

This app is one of the first in a series of jointly-designed resources by the VA National Center for PTSD to help veterans manage readjustments when returning from deployments or leaving the military.

For more information on the app visit www.ptsd.va.gov/public/pages/PTSDCoach.asp.

MESS HALL MENU

HOURS OF OPERATION

Schedule

Breakfast: 5:30 - 7:30 a.m.
Lunch: 11 a.m. to 1 p.m.
Dinner: 4 - 6 p.m.
Midrats: 11 p.m. to 12:45 a.m.
*Submarine Bar: 6 - 9 p.m.

Weekends

Brunch: 10 a.m. to 12 p.m.
Dinner: 3 - 5 p.m.

Fast Food Line (Mon. - Fri.)

Breakfast: 6:30 - 9:00 a.m.
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Fri	LUNCH: Clam Chowder Beef Yakisoba Southern Fried Catfish Baked Macaroni and Cheese Simmered Corn	DINNER: Swedish Meatballs Savory Rotisserie Chicken Buttered Egg Noodles Rissolle Potatoes Cauliflower Combo Black-eyed Peas
Sat	BRUNCH: Eggs Hot & Cold Cereals French Toast / Waffles Breakfast Pizza Chicken Breast Sandwich and more...	DINNER: Navy Bean Soup Swiss Steak Mexican Turkey Pasta Roasted Pepper Potatoes French-fried Cauliflower Cheese Drop Biscuits
Sun	BRUNCH: Eggs Hot Hominy Grits & Cold Cereals Pasta Scrambler Chicken Breast Sandwich and more...	DINNER: Roast Pork Black Bean Veggie Chili Baked Salmon Filet Mashed Potatoes Cilantro Rice Simmered Carrots
Mon	LUNCH: Salisbury Steak Chicken Soup w/ Rice Chicken & Vegetable Pasta Mashed Potatoes Summer Squash Dinner Rolls	DINNER: Turkey Pot Pie Dijon Pork Chop Scalloped Potatoes Steamed Rice Club Spinach Dinner Rolls
Tue	LUNCH: Tomato Soup Hungarian Goulash w/ Noodles Asian BBQ Turkey Roast Rice Pilaf Vegetable Stir Fry	DINNER: Chili Macaroni Savory Baked Chicken Grilled Cheese Sandwich Lyonnaise Potatoes Simmered Peas Carrots
Wed	LUNCH: BBQ Spareribs Southwest Corn Chowder Santa Fe Glazed Chicken Long Grain & Wild Rice Southern-style Greens Dinner Rolls	DINNER: Pepper Steak Cheese Tortellini w/ Marinara Steamed Rice California Vegetable Blend Calico Cabbage

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The Yuma International Airport is looking for volunteers to staff the new Military Comfort Center in the Airport Terminal. The MCC offers luxury seating for exhausted troops and their families when traveling. Amenities include recliners, TV, a Wii game console and free cookies and soft drinks all in a quiet and private setting. Volunteers for the MCC will check ID cards of the military members using the facility and bake cookies for the visitors in our InstaCookie Oven. They will check out computer games and generally create a friendly atmosphere for our visitors. There are plenty of shifts available starting at 6:00 in the morning and continuing until the last takeoff of the day. Each shift is either 2 or 4 hours and we try to always have two volunteers on a shift. To volunteer, call Andrea at: 928-726-5882.

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Sunday Rio (G) 5 p.m.	Fast Five (PG-13) 9 p.m.	Water for Elephants (PG-13) 7 p.m.
Monday CLOSED	Tuesday CLOSED	Wednesday Arthur (PG-13) 7 p.m.

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TEAM ... from page 1

improve their lives and how to live like free people.”

During combat deployments, unit turnovers include a transfer of authority, a formal act where the outgoing squadron or battalion relinquishes the area of operations to the incoming unit.

As part of their transfer of authority, VMFA-122 and VMA-513 flew the skies of Afghanistan together, less than a day after Lee landed the squadron's flagship AV-8B at Kandahar Airfield.

“It is uncommon for different type-model-series fixed-wing aircraft to fly as a section during combat operations,” explained Capt. Jonathan Reed, a VMFA-122 F/A-18 Hornet pilot and Tombalo, Texas, native.

“As far as working with them, that was the first time I've done it, and it was no problem at all,” explained Capt. Andrew Biddell, a VMA-513 pilot.

Flying together in sections, the VMFA-122 Werewolves helped familiarize the Harriers of their new area of operations, the dust-colored blanket of land not too dissimilar from the ranges of Marine Corps Air Station Yuma, Ariz., that VMA-513 calls home.

refueling, courtesy of Marine Aerial Refueler Transport Squadron 252, stationed in Cherry Point, N.C., whose KC-130J Hercules aircraft supported both platforms.

“I would say it's a milestone,” said Reed, whose squadron recently completed its second combat tour since Vietnam. “Both pilot communities are very well-versed in (close-air support).”

Another milestone for the Werewolves, as well as the Marine Corps, was the first employment of employ the GBU-54 for an F/A-18 squadron in the Corps. The GBU-54 is a laser-based bomb guidance system that provides greater precision in targeting both stationary and moving targets.

The Nightmares, for their part, are the first Harrier squadron entering the fray since VMA-231 departed Afghanistan in May 2010, and VMA-513 is also underway on its first Afghanistan deployment since 2003.

“We're confident that we'll provide the same quality level of support that VMFA-122 provided,” said Lee. “There will be no degradation in support.”



Photo by Pfc. Sean Dennison

A Marine Attack Squadron 513 pilot positions his AV-8B Harrier for aerial refueling in the skies of Helmand province, Afghanistan, May 22. F/A-18 Hornets with Marine Fighter Attack Squadron 122 flew with VMA-513 during the first three days of the latter's combat operations to help familiarize the Harrier squadron with the area of operations they would be flying over for the next several months.

QUICK ... from page 1

“The society's intent was to confront high interest payday loans on three fronts: legislative change, education and awareness, and no-interest alternatives for sailors and Marines,” said Gaudio.

The National Defense Authorization Act of 2007 provided legislative relief from some of the most harmful aspects of predatory lending to service personnel and their families, including prohibition of payday loans, auto title loans, and tax refund anticipation loans with interest rates exceeding 36 percent.

At the same time, NMCRS initiated a major education and awareness campaign at full service offices around the world to make

leadership, as well as, sailors and Marines, understand the dangers of short-term predatory loans.

The last step was for NMCRS to offer a no-interest alternative to the payday loan, and the QAL program does just that.

The program's success has exceeded all expectations. Over the last five years, NMCRS has documented a 75 percent downturn in the number of requests for assistance related to repayment of predatory loans, thanks in part to the QAL program.

“QAL is the society's little miracle program,” said Nylen. “Sailors and Marines are treated with dignity, respect, and fairness—as

they are with all our other programs—and through their interaction with society personnel, they become aware of other ways we are able to assist.”

Last year, more than 50,000 sailors and Marines took advantage of the NMCRS's QAL program, making the intelligent decision to choose Navy/Marine Corps Relief Society as their first resource for help when financial emergencies arose.

For more information regarding Quick Assist Loans and other services call, 928-269-2373.

SPORTS

The station is looking to put together an all-female basketball league. If anyone is interested, please contact Walter “Ski” Sosinski, station athletic director, at 928-269-2383

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Bring Your World Into Focus
LASIK... What's it all about?

LASIK (laser in situ keratomileusis) is an outpatient surgical procedure used to treat nearsightedness, farsightedness, and astigmatism. With LASIK an ophthalmologist uses a laser to reshape the cornea in the front of the eye. This improves the way the eye focuses light rays on to the retina at the back of the eye and subsequently improves your vision.

Does LASIK work?
 More than ninety percent of those who have LASIK achieve somewhere between 20/20 and 20/40 vision without glasses or contact lenses. In many cases the need for eye glasses and contacts is reduced significantly or eliminated.

Who is a candidate for LASIK?
 Generally speaking a large portion of the adult population can benefit with LASIK. It cannot, however, correct all vision impairments. Before the decision can be made you must have an eligibility exam and consultation. The doctor will ask questions about your medical history and give a thorough eye exam designed to determine if the procedure is appropriate for your individual case. The doctor will also talk about the benefits, risks, available options, and preparation and recovery associated with the surgery to ensure that your goals and expectations are realistic.

How is LASIK done?
 LASIK is an out-patient surgical procedure usually performed in an ophthalmologists surgery suite. After the eye is numbed with a few drops of topical anesthetic a hinged flap of corneal tissue is created using an automated microsurgical device. The surgeon will then use the laser to sculpt the corneal tissue. Upon completion the corneal flap is placed back into position. No stitches are required.

While some patients report some discomfort or pressure on the eye, pain is not associated with this procedure. It is important to remember that the procedure is surgery and you should know the qualifications of the surgeon as well as the technological status of the equipment being used. Like all surgeries, the patient needs advance knowledge.

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